

Moorebank Precinct East - Stage 2 Proposal

Secretary's Environmental Assessment
Requirements, Concept Plan Conditions of
Approval and Statement of Commitments -
Compliance Tables



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

Part 4, Division 4.1, State Significant
Development

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SEARS COMPLIANCE

Section	SEARs Requirements	Where Addressed in this EIS
General Requirements		
General Requirements	<ul style="list-style-type: none"> • The Environmental Impact Statement (EIS) must meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 the Environmental Planning and Assessment Regulation 2000 including but not limited to: <ul style="list-style-type: none"> – a summary of the EIS; – a statement of the objectives of the development, including consideration of the development’s consistency with the aims and objectives of relevant State policies and plans; – an analysis of the development, including an assessment, with a particular focus on the requirements of the listed key issues, in accordance with clause 7(1)(d) of Schedule 2 of the Regulation (where relevant), including for normal and worst case scenarios (as relevant); – an identification of how relevant planning, land use and development matters (including relevant strategic and statutory matters) have been considered in the impact assessment (direct, indirect and cumulative impacts) and/or in developing management, mitigation, and monitoring measures, including 79C of the Environmental Planning and Assessment Act 1979 (EP&A Act), applicable State Environmental Planning Policies (SEPPs) and the nature and extent of any prohibitions that apply to the development and demonstration that the site is suitable for the proposed use in accordance with SEPP 55; – a compilation of the measures proposed to avoid, minimise, manage, mitigate, offset and/or monitor any adverse effects of the development on the environment and any residual impacts; – likely sub-staging; – a justification of the development taking into consideration the objects of the EP&A Act; and 	<p>-</p> <p>Executive summary</p> <p>Section 3 (Proposal justification, need and alternatives)</p> <p>Section 5 (Statutory Planning Approvals) and Section 20.4 (Ecologically sustainable development)</p> <p>Section 3 (Proposal justification, need and alternatives) and Section 5 (Statutory Planning Approvals)</p> <p>Section 22 (Compilation of Mitigation Measures)</p> <p>Section 4 (Proposal Description)</p> <p>Section 3 (Proposal Justification, Need and Alternatives)</p>

Section	SEARs Requirements	Where Addressed in this EIS
	<ul style="list-style-type: none"> - Detail how ESD principles (as defined in clause 7(4) of the Regulation) will be incorporated in each stage of the development. 	Section 20.4 (Ecologically sustainable development)
	<ul style="list-style-type: none"> • Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development (construction and operation), proposed mitigation measures and potentially significant residual environmental impacts after the application of proposed mitigation measures. Where additional environmental impacts are identified through this risk analysis, an appropriately detailed impact assessment of the additional environmental impacts shall be included as part of the Development Application. 	Section 21 (Environmental Risk Assessment)
	<ul style="list-style-type: none"> • Where relevant, the assessment of the key issues below, and any other significant issues identified in the risk assessment, must include: <ul style="list-style-type: none"> - adequate baseline data; - consideration of potential cumulative impacts due to other development in the vicinity; - measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment; and 	<p>All specialist environmental assessment sections of this EIS</p> <p>Section 19 (Cumulative impacts)</p> <p>All specialist environmental assessment sections</p>
	<ul style="list-style-type: none"> • a health impact assessment of local and regional impacts associated with the development, including those health risks associated with relevant key issues. The assessment should be undertaken with reference to the Centre for Health Equity Training, Research, and Evaluations' practical guide to impact assessment (August 2007) and shall include: <ul style="list-style-type: none"> - a discussion of the known potential developments in the local region; - an assessment of the impact on the environmental values of public health; and - An assessment of local and regional impacts including health risks. 	Section 10 (Human health)

Section	SEARs Requirements	Where Addressed in this EIS
	<ul style="list-style-type: none"> • The EIS must be accompanied by a report from a qualified quantity surveyor providing: <ul style="list-style-type: none"> – A detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Environmental Planning and Assessment Regulation 2000) of the proposal, including details of all assumptions and components from which the CIV calculation is derived. The Report shall be prepared on company letterhead and indicate the applicable GST component of the CIV; – an estimate of the jobs that will be created by the future development during the construction and operational phases of the development; and – Certification that the information provided is accurate at the date of preparation. 	Appendix B (Quantity surveyors report)
Key Issues		
1. Statutory and Strategic Context	<p>Addressing the relevant planning provisions, goals and strategic planning objectives in the following:</p> <ul style="list-style-type: none"> • NSW 2021 • A Plan for Growing Sydney 2014 • State Infrastructure Strategy 2012-2032 • Railing Port Botany's Containers • NSW Freight and Ports Strategy 2013 • NSW Long Term Transport Masterplan • National Land Freight Strategy 	Section 3 (Proposal justification, need and alternatives)
2. Compliance with the Approved Concept Plan	<ul style="list-style-type: none"> • This EIS shall demonstrate that the proposal is consistent with the Concept Plan approval MP 10_0193 dated 29 September 2014 (as modified). 	This appendix and all specialist environmental assessment sections of this EIS

Section	SEARs Requirements	Where Addressed in this EIS
3. Air Quality	<ul style="list-style-type: none"> a. A comprehensive air quality impact assessment including: b. An assessment in accordance with the <i>Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (2005)</i> (or its later version and updates) 	Section 9 (Air quality) and Appendix M (Air quality)
	<ul style="list-style-type: none"> c. An assessment of construction related impacts including dust and wind erosion from exposed surfaces and proposed mitigation measures and safeguards to control dust generation and other airborne pollutants and to minimise impacts on nearby receptors 	Section 9 (Air quality) and Appendix M (Air quality)
	<ul style="list-style-type: none"> d. A review of direct and indirect greenhouse gas emissions arising from this development and associated impact mitigation requirements, in reference to the Concept Plan greenhouse gas assessment 	Section 18.6 (Greenhouse gas and climate change) and Appendix V (Greenhouse Gas and Climate Change)
	<p>A Traffic Impact Assessment that assesses intersection and road network impacts, including impacts on Cambridge Avenue. The traffic assessment shall:</p>	Section 7 (Traffic and transport) and Appendix K (Traffic)
4. Traffic and Transport	<ul style="list-style-type: none"> a. Take into account the RMS Guide to Traffic Generating Developments 	Section 7 (Traffic and transport) and Appendix K (Traffic)
	<ul style="list-style-type: none"> b. Undertake a realistic and justified range of peak hour generation scenarios (to be determined in consultation with TfNSW, RMS and Liverpool City Council) including assumptions about heavy vehicle movements and the percentage of deliveries by railway and road 	Appendix K (Traffic)
	<ul style="list-style-type: none"> c. Undertake detailed model analysis to confirm network operation and identify intersection upgrade requirements 	Appendix K (Traffic)
	<ul style="list-style-type: none"> d. Consider the constructability constraints of proposed upgrade(s) at key intersections, such as vehicle sweep paths, geometry and sight lines 	Section 7 (Traffic and transport) and Appendix K (Traffic)
	<ul style="list-style-type: none"> e. Include a draft Construction Traffic Management Plan 	Appendix K (Traffic)
	<ul style="list-style-type: none"> f. Assess construction traffic impacts, which may include a draft Construction Traffic Management Plan including: <ul style="list-style-type: none"> i. The identification of haulage routes and the nature of existing traffic on these routes 	Section 7.4 (Traffic and transport) and Appendix K (Construction Traffic Impact Assessment)

Section	SEARs Requirements	Where Addressed in this EIS
	<ul style="list-style-type: none"> ii. As assessment of construction traffic volumes (including spoil and fill haulage/delivery of materials and equipment to the road corridor and ancillary facilities) iii. Potential impacts to the regional and local road network (including safety and level of service) and potential disruption to existing public transport services and access to properties and businesses <hr/> <p>g. Assess operation traffic and transport impacts to the local and regional road network including:</p> <ul style="list-style-type: none"> i. Changes to local road connectivity and impacts on local traffic arrangements, road capacity/safety ii. Traffic capacity of the road network and its ability to cater for predicted future growth <hr/> <p>h. Provide details of site accesses, internal roads and vehicular parking required as a result of the development</p> <hr/> <p>i. Provide an updated Traffic Management and Accessibility Plan including:</p> <ul style="list-style-type: none"> i. Measures to prevent heavy vehicles accessing residential streets to maintain the residential amenity of the local community ii. Public transport iii. Cyclist facilities iv. Driver code of conduct 	<p>Section 7 (Traffic and transport) and Appendix K (Traffic)</p> <hr/> <p>Section 7 (Traffic and transport) and Appendix K (Traffic)</p> <hr/> <p>Section 7 (Traffic and transport) and Appendix K (Traffic)</p>
5. Noise and Vibration	<p>An updated assessment of noise and vibration. The assessment shall:</p> <ul style="list-style-type: none"> a. Assess construction noise and vibration impacts from construction traffic and ancillary facilities. The assessment shall identify sensitive receivers and assess construction noise/vibration generated by representative construction scenarios focusing on high noise generating works. Where work hours outside of standard construction hours are proposed, clear justification and detailed assessment of these works must be provided, including alternatives considered, mitigation measures proposed and details of construction practices, work methods, compound design, etc 	<p>Section 8 (Noise and vibration) and Appendix L (Noise)</p>

Section	SEARs Requirements	Where Addressed in this EIS
	<p>b. Assess operational noise and vibration impacts and identify feasible and reasonable measures proposed to be implemented to minimise operational noise impacts of the intermodal facility and rail link, including the preparation of an Operational Noise Management and Monitoring Plan</p> <p>c. Be prepared in accordance with: NSW Industrial Noise Policy (EPA 2000), Interim Construction Noise Guideline (DECC 2009), Assessing Vibration: a technical guide (DEC 2006), the Rail Infrastructure Noise Guideline (EPA 2013), Development Near Rail Corridors and Busy Roads Interim Guideline (DoP 2008), and the NSW Road Noise Policy 2011</p>	<p>Section 8 (Noise and vibration) and Appendix L (Noise)</p> <p>Section 8 (Noise and vibration) and Appendix L (Noise)</p>
6. Infrastructure Upgrades/Contributions	<p>a. An assessment of the impacts of the project on local infrastructure demonstrating that satisfactory arrangements are in place to support and mitigate any impacts of Stage 2 on the Concept Plan including applicable costs, timing, TEU thresholds and approval pathways for such measures</p> <p>b. Consideration of any relevant Council's Developer Contributions Plan (or equivalent document requiring developer contributions), including the contributions plan for Prestons Industrial Area</p> <p>c. Consideration of the need to extend the Route 901 bus service</p>	<p>Section 20.3 (Property and infrastructure) Section 7 (Traffic and transport)</p> <p>Section 20.3 (Property and infrastructure)</p> <p>Section 7 (Traffic and transport) and Section 20.3 (Property and infrastructure)</p>
7. Soil and Water	<p>An assessment of soil and water impacts for the site. The assessment shall:</p> <p>a. Assess impacts on surface and groundwater flows, quality and quantity, with particular reference to any likely impacts on Georges River and Anzac Creek</p>	<p>Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding)</p> <p>Section 13 (Geology, soils and contamination) and Appendix Q (Geotechnical Interpretive Report and Contamination Summary Report)</p>

Section	SEARs Requirements	Where Addressed in this EIS
	<p>b. Assess flooding impacts and characteristics, to and from the project, with an assessment of the potential changes to flooding behaviour (levels, velocities and direction) and impacts on bed and bank stability, through flood modelling, including:</p> <ul style="list-style-type: none"> i. Hydraulic modelling for a range of flood events ii. Description, justification and assessment of design objectives (including bridge, culvert and embankment design) iii. An assessment of afflux and flood duration (inundation period) on property iv. Consideration of the effects of climate change, including changes to rainfall frequency and/or intensity, including an assessment of the capacity of stormwater drainage structures v. Relevant provisions of the NSW Floodplain Development Manual 2005 	<p>Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding)</p>
	<p>c. Assess effects to downstream rivers, wetlands, estuaries, marine waters and floodplain areas, water dependent fauna and flora (including Ground Dependent Ecosystems)</p>	<p>Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding) Groundwater dependent ecosystems - Section 11 (Biodiversity) and Appendix O (Biodiversity)</p>
	<p>d. Describe any changes to environmental availability</p>	<p>Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding)</p>
	<p>e. Describe any mitigating effects of the proposed stormwater and wastewater management during and after construction on hydrological attributes such as volumes, flow rates, management methods and re-use options</p>	<p>Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding)</p>
	<p>f. Identification of proposed monitoring of hydrological attributes</p>	<p>Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding)</p>
	<p>g. Include and detailed and consolidated site water balance</p>	<p>Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding)</p>

Section	SEARs Requirements	Where Addressed in this EIS
	h. Address drainage issues associated with the development / site, including incorporation of Water Sensitive Urban Design measures, stormwater and drainage infrastructure such as on-site detention systems to ensure peak discharges and flow velocities post development shall not exceed existing peak flows and velocities	Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding)
	i. Undertake an assessment of surface water quality during construction (including reference to water quality objectives for the relevant catchment where objectives have been determined), including an identification of works that may impact water quality, and a summary of proposed monitoring and mitigation measures in accordance with Managing Urban Stormwater – Soils & Construction Volume 1 2004 (Landcom) and Volume 2 (DECC 2008)	Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding)
	j. Consideration of stormwater quality and management (including monitoring) during operation of the site with the objective of maintaining or improving existing water quality taking into account the Water Quality Objectives	Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding)
	k. Consider whether the existing sewerage system can cater for the proposal and whether environmental performance of the existing will be impacted	Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding)
	l. Identify and assess soil characteristics and properties that may impact or be impacted by the project, including acid sulfate soils, salinity, erodibility, unstable or unsuitable ground and unrippable rock	Section 13 (Geology, soils and contamination) and Appendix Q (GDR and GIR)
	m. Include a bulk earthworks strategy detailing the volume of spoil to be extracted from the site, planned reuse and amount of material to be imported	Section 13 (Geology, soils and contamination), Appendix Q (GDR and GIR)
	n. Include a contamination assessment in accordance with the guidelines made under the Contaminated Land Management Act 1997	Section 13 (Geology, soils and contamination) and Appendix Q (GDR and GIR)
	o. Include an assessment of potentially contaminated area in accordance with the National Environmental Protection Measure 2013 in addition to an assessment of potential area of Perfluorinated Compounds	Section 13 (Geology, soils and contamination) and Appendix Q (GDR and GIR)

Section	SEARs Requirements	Where Addressed in this EIS
8. Aboriginal Heritage	<p>including but not limited to:</p> <p>An assessment of the heritage impacts of the proposal. The assessment shall:</p> <p>a. consider impacts to Aboriginal heritage (including cultural and archaeological significance), in particular impacts to Aboriginal heritage sites identified within or near the project should be assessed. The identification of cultural heritage values should be guided by the <i>Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW</i> (DECCW 2000). Where impacts are identified, the assessment shall demonstrate effective consultation with Aboriginal communities in determining and assessing impacts and developing and selecting options and mitigation measures (including the final proposed measures) in accordance with the <i>Aboriginal cultural heritage consultation requirements for proponents 2010</i> (DECCW); and</p> <hr/> <p>b. describe attempts to avoid impacts to cultural heritage values and identify any conservation outcomes. Where impacts are unavoidable, the EIS must outline measures proposed to mitigate impacts. Any objects recorded as part of the assessment must be documented and notified to OEH.</p>	<p>Section 16 (Indigenous heritage) and Appendix S (Aboriginal heritage impact assessment)</p> <hr/> <p>Section 16 (Indigenous heritage) and Appendix S (Aboriginal heritage impact assessment)</p>
9. Historic Heritage	<p>a. Consider the impacts to historic heritage. For any identified impacts, the assessment shall:</p> <ol style="list-style-type: none"> i. Include a statement of heritage impact ii. Be undertaken by a suitably qualified heritage consultant(s) iii. Outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the measures). Mitigation measures should include (but not be limited to) photographic archival recording and adaptive re-use of buildings or building elements on site). <p>Note: Where historical excavation is proposed, the heritage consultant undertaking the assessment must meet the NSW Heritage Council's Excavation Director criteria</p>	<p>Section 17 (Non-indigenous heritage) and Appendix T (Non-indigenous heritage impact assessment)</p>
10. Visual Amenity, Urban Design and Landscaping	<p>The assessment shall:</p> <p>a. Include a description of the visual significance of the affected landscape including an analysis of view from key vantage points</p>	<p>Section 15 (Visual, landscape and urban design) and Appendix R (Visual and light spill)</p>

Section	SEARs Requirements	Where Addressed in this EIS
	b. Include an artist's impression of the development from key vantage points	Section 15 (Visual, landscape and urban design) and Appendix R (Visual and light spill)
	c. Assess the visual impact of the project on the landscape character of the area, including built form (materials and finishes) and the urban design (height, bulk and scale) of the proposal including views to and from the site	Section 15 (Visual, landscape and urban design) and Appendix R (Visual and light spill)
	d. Consider lighting impacts in the local area, analyse and describe the contribution and impacts of the proposed facility on light spill at the local scale and to sensitive receivers	Section 15 (Visual, landscape and urban design) and Appendix R (Visual and light spill)
	e. Include details of hard and soft landscaping treatment and design (including details of suitable landscaping incorporating endemic species)	Section 15 (Visual, landscape and urban design) Appendix E (Landscape design statement and plan)
	f. Ensure the layout and design of the development has regard to the surrounding vehicular, pedestrian and cycling networks	Section 15 (Visual, landscape and urban design) and Appendix R (Visual and light spill) Appendix E (Landscape design statement and plan)
	g. Propose management/mitigation measures to address the visual impact of the proposal	Section 15 (Visual, landscape and urban design) and Appendix R (Visual and light spill) Appendix E (Landscape design statement and plan)

Section	SEARs Requirements	Where Addressed in this EIS
11. Biodiversity	<p>A Flora and Fauna assessment. The assessment shall:</p> <p>a. Assess impacts on the biodiversity values of the site and adjoining areas, including Endangered Ecological communities and threatened flora and fauna species and their habitat corridors, riparian land, and habitat fragmentation and details of mitigation measures. The assessment shall be undertaken in accordance with the Framework for Biodiversity Assessment, unless otherwise agreed by OEH, by a person accredited in accordance with s142B(1)(c) of the <i>Threatened Species Conservation Act 1995</i></p> <p>b. Consider the OEH's Threatened Species Survey and Assessment Guidelines (www.environment.nsw.gov.au/threatenedspecies/surveyassessmentgdlns.htm), any relevant draft or final recovery plans, and Commonwealth <i>Significant Impact Guidelines</i></p> <p>c. Assess and document impacts related to the proposed project in accordance with the <i>Framework for Biodiversity Assessment</i> (OEH 2014), unless otherwise agreed by OEH, by a person accredited in accordance with s142B(1)(c) of the <i>Threatened Species Conservation Act 1995</i></p> <p>d. Include a comprehensive offset strategy, or provide an updated strategy, in accordance with the NSW Biodiversity Offsets Policy for Major Projects including the Framework for Biodiversity Assessment (OEH 2014), consistent with the 'avoid, minimise or offset' principle</p>	<p>Section 11 (Biodiversity) and Appendix O (Biodiversity)</p> <p>Section 11 (Biodiversity) and Appendix O (Biodiversity)</p> <p>Section 11 (Biodiversity) and Appendix O (Biodiversity)</p> <p>Section 11 (Biodiversity) and Appendix O (Biodiversity)</p>
12. Contamination	<p>A contamination assessment in accordance with the guidelines under the <i>Contaminated Land Management Act 1997</i>. The assessment shall include the potential environmental and human health risks of site contamination on the project site, a Remedial Action Plan (if required), and consideration of implications of proposed remediation actions on the project design and timing (if relevant).</p>	<p>Section 13 (Geology, soils and contamination) and Appendix Q (GDR and GIR)</p>
13. Hazards and Risks	<p>A preliminary risk screening completed in accordance with <i>State Environmental Planning Policy No.33 – Hazardous and Offensive Development and Applying SEPP 33</i> (DoP 2011), with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the proposal. Should preliminary screening indicate that the proposal is 'potentially hazardous,' a Preliminary Hazard Analysis (PHA) must be prepared in accordance with <i>Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis</i> (DoP 2011) and <i>Multi-Level Risk Assessment</i> (DoP 2011). The PHA should:</p>	<p>Section 14 (Hazard and risk)</p>

Section	SEARs Requirements	Where Addressed in this EIS
	<p>a. Estimate the risks from the facility</p> <hr/> <p>b. Be set in the context of the existing risk profiles for the intermodal facility and demonstrate that the proposal does not increase the overall risk of the area to unacceptable levels</p> <hr/> <p>c. Demonstrate that the proposal complies with the criteria set out in the <i>Hazardous Industry Planning Advisory Paper No.4 – Risk Criteria for Land Use Safety Planning</i></p>	
Other Issues		
14. Waste	An assessment of the liquid and/or non-liquid waste generated on the site, how it will be identified, quantified, classified, documented and disposed of. The assessment shall also include a description of measures to be implemented to manage waste in accordance with the waste hierarchy. This assessment shall include waste management measures to ensure that the proposal considers the aims, objectives and guidelines in the <i>NSW Waste Avoidance and Resource Recovery Strategy 2014-2021</i>	Section 20.1 (Waste)
15. Bushfire Management	An assessment against the <i>Planning for Bushfire 2006</i> (NSW Rural Fire Service)	Section 20.2 (Bushfire) and Appendix U (Bushfire protection assessment)
16. Property and Infrastructure	a) Assessing the impacts of the development and subdivision on affected properties and land uses, including impacts relating to access, land use, business activities, future development potential, and property acquisition	Section 20.3.4 (Property and infrastructure)
	b) Assessing the service demand, capacity and augmentation of existing and proposed utilities and infrastructure, including any relocation as a result of the development	Section 4 (Proposal description) and Appendix F (Utilities and servicing)
17. Staging	The EIS is to include details regarding the staging of the proposed development, including likely timing for construction and operation of the warehousing and distribution facilities	Section 4 (Proposal description)
18. Ecologically Sustainable Development (ESD)	The EIS shall detail how the development will incorporate ESD principles in the design, construction and ongoing operation phases of the development	Section 20.4 (Ecologically sustainable development)

Section	SEARs Requirements	Where Addressed in this EIS
Plans and documents		
	<p>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Environmental Planning and Assessment Regulation 2000.</p> <p>In addition, the EIS must include the following:</p> <ul style="list-style-type: none"> • Site layout plan, including car parking and container storage areas 	<p>Section 4 (Proposal description)</p> <p>Appendix C (Survey Plan)</p>
	<ul style="list-style-type: none"> • Architectural drawings (floors plans, elevations, sections) 	<p>Appendix D (Architectural drawings)</p>
	<ul style="list-style-type: none"> • Site survey plan, showing existing levels, location and height of existing and adjacent structures/buildings 	<p>Appendix C (Survey Plan)</p>
Plans and documents	<ul style="list-style-type: none"> • Site survey plan, indicating fill depths and showing finished surface level contours 	<p>Appendix C (Survey Plan)</p> <p>Appendix P (Bulk earthworks plan)</p>
	<ul style="list-style-type: none"> • Swept path analysis 	<p>Appendix P (Stormwater and flooding)</p>
	<ul style="list-style-type: none"> • Site analysis plan 	<p>Appendix D (Architectural drawings)</p>
	<ul style="list-style-type: none"> • Landscape plan, including any public domain works 	<p>Appendix E (Landscape design statement and plan)</p>
	<ul style="list-style-type: none"> • Mapping of: flood prone land, flood planning area and hydraulic categorisation; acid sulfate soils (classes); rivers, streams, wetlands and estuaries; groundwater; groundwater dependent ecosystems; and proposed intake and discharge locations 	<p>Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding)</p>
	<ul style="list-style-type: none"> • Preliminary construction management plan, inclusive of a construction traffic management plan 	<p>Appendix G (Preliminary CEMP) and Appendix K (Traffic)</p>

Section	SEARs Requirements	Where Addressed in this EIS
	<ul style="list-style-type: none"> • Geotechnical and structural report 	Appendix Q (GDR and GIR)
	<ul style="list-style-type: none"> • Signage details 	Appendix D (Architectural drawings) and Appendix R (Visual and light spill)
	<ul style="list-style-type: none"> • Schedule of materials and finishes 	Appendix D (Architectural drawings)
Consultation		
Consultation	<p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.</p> <p>In particular you must consult with:</p> <ul style="list-style-type: none"> • Local, State or Commonwealth government authorities, including the: <ul style="list-style-type: none"> – Commonwealth Department of the Environment – Environment Protection Authority – Office of Environment and Heritage – Transport for NSW – Department of Primary Industries (Fisheries & Water) – NSW Rural Fire Service – NSW Health – Sydney Ports Corporation – Liverpool City Council – Campbelltown City Council 	Section 6 (Consultation)

Section	SEARs Requirements	Where Addressed in this EIS
	<ul style="list-style-type: none"> • Service and infrastructure providers: <ul style="list-style-type: none"> – Roads and Maritime Services – Sydney Water Corporation – Endeavour Energy – Jemena – Telstra – AGL Upstream Investments Pty Ltd. 	Section 6 (Consultation)
	<ul style="list-style-type: none"> • Specialist interest groups, including Local Aboriginal Land Councils 	Section 6 (Consultation)
	<ul style="list-style-type: none"> • The public, including community groups and adjoining and affected landowners 	Appendix J (Community Consultation)
	<p>The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided</p>	Section 6 (Consultation)
Further consultation after 2 years		
Further consultation after 2 years	<p>If you do not lodge a development application and EIS for the development within 2 years of the issue date of these SEARs, you must consult further with the Secretary in relation to the preparation of the EIS</p>	<p>This EIS has been lodged within 2 years of the issue date of the SEARs.</p>

CONDITIONS OF APPROVAL

Ref. No	Condition of Approval	Where addressed
Schedule 3 Future assessment requirements		
2. General Requirements		
1	a. demonstrate that the project is generally consistent with the requirements of this Concept Plan approval and with the scope and intent of the Concept Plan outlined in the documents under condition 1.1 of this Concept Plan approval	Appendix A (SEARs compliance table)
2	b. include a detailed project description, including construction, operation, maintenance, and staging;	Section 4 (Proposal description)
3	c. include details of measures to be implemented to avoid, minimise, manage, mitigate, offset and/or monitor the impacts of the project (including, but not limited to, the following listed issues);	Section 22 (Mitigation measures)
4	d. include details of the consultation process and outcomes with relevant stakeholders, including (but not limited to): <ul style="list-style-type: none"> i. relevant government authorities, such as OEH, EPA, DPI, TfNSW and DoE, Liverpool Council, Campbelltown Council, Bankstown Council; ii. service and infrastructure providers; and iii. Special interest groups and the public, including adjoining and affected landowners. 	Section 6 (Consultation)
Air Quality		
Any future Development Application shall include a comprehensive air quality impact assessment for each stage of the proposal, including:		
5	a. An assessment in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (2005) (or its later version and updates;	Section 9 (Air quality) and Appendix M (Air quality)
6	b. Taking into account the final project design with consideration to worst-case meteorological and operating conditions;	Section 9 (Air quality) and Appendix M (Air quality)

Ref. No	Condition of Approval	Where addressed
7	<p>c. Quantitatively assessing the prediction emission of:</p> <ul style="list-style-type: none"> i. Solid particles; ii. Sulphur oxides; iii. Nitrogen oxides; and iv. Hydrocarbons. 	Section 9 (Air quality) and Appendix M (Air quality)
8	<p>d. Assessing cumulative air impacts at a local and regional level (including but not limited to contemporaneous operations such as those of the proposed Commonwealth Government MIT; and</p>	Section 19 (Cumulative impacts)
9	<p>e. A comprehensive air quality management plan that includes at least the following information:</p> <ul style="list-style-type: none"> i. Explicit linkage of proposed emission controls to the site specific best practice determination assessment and assessed emissions; ii. The timeframe for implementation of all identified emission controls; iii. Proposed key performance indicator(s) for emission controls; iv. Proposed means of air quality monitoring including location (on and off-site), frequency and duration; v. Poor air quality response mechanisms; vi. Responsibilities for demonstrating and reporting achievement of key performance indicator(s); vii. Record keeping and complaints response register; and viii. Compliance reporting. 	Appendix M (Air quality)
Best Practice Review		
<p>Any future Development Application shall include the preparation of a comprehensive review of intermodal operational best practice process design, emission control and management measures that might feasibly and reasonably be applied to each stage of the project, and to benchmark those measures against best practice. The review should:</p>		
10	<p>Air Quality:</p> <ul style="list-style-type: none"> a. Clearly demonstrate that the Proponent will at each project stage adopt and implement best practice facility and process design and management measure to the extent that is reasonably practicable, to minimise operational air pollutant and noise emissions at the terminal and on the rail link; 	Section 9 (Air quality) and Appendix M (Air quality)

Ref. No	Condition of Approval	Where addressed
11	<p>b. include a detailed evaluation of feasible and reasonable mitigation and management measures including:</p> <ul style="list-style-type: none"> i. assessment of best practice international emission standards for locomotives and non-road plant and equipment; ii. assessment of retrofit opportunities for older vehicles, locomotives and equipment; iii. maintenance and operational practices for vehicles, locomotives and equipment; iv. electrification of terminal plant; v. reduction of 'long-duration' idling of diesel locomotives, prime movers and cargo handling equipment through: vi. driver/operator training about how to reduce air quality impacts associated with 'long-duration' idling; vii. automatic engine shut down/start up system controls whereby engine stopping or starting is implemented without operator action; viii. 'shore power connection' being electricity mains plug-in points for enabling locomotives and trucks to switch over to mains power and shut down main engines otherwise used to generate power required for: ix. transport refrigerated units/containers; x. cabin climate control; and xi. other accessories and equipment. xii. the application of queuing theory to minimise truck loading/unloading wait times and resultant queuing and idling in the terminal facility and on access roads. 	Not applicable to this stage
12	<p>c. include predicted annual cumulative, daily and one minute amounts of air pollutants emitted and non-renewable fossil fuel consumed (by typical diesel locomotives, prime movers, fixed body trucks, yard trucks/holsters and cargo handling equipment expected to regularly operate at the terminal) as the basis for defining the term 'long-term' duration idling as it would apply to the terminal facility</p>	Not applicable to this stage
13	<p>The following noise requirements shall be included in the best practice review:</p> <ul style="list-style-type: none"> a. assessment of an ongoing noise compliance and response system; 	Section 8 (Noise and vibration) and Appendix N

Ref. No	Condition of Approval	Where addressed
14	b. assessment for the need of an automatic rolling stock wheel defect detection and response system;x	Not applicable to this stage
15	c. identification of all feasible and reasonable measures to minimise and mitigate noise impacts from the operation of the terminal and rail link;	Not applicable to this stage
16	d. site layout and operations options to: <ul style="list-style-type: none"> i. eliminate the need to reverse vehicles and plant (not dedicated to on site operations); and ii. where reversing vehicles and plant is unavoidable only reversing such vehicles and plant in noise attenuated enclosures. 	Section 8 (Noise and vibration) and Appendix L (Noise)
17	e. assessment of alternative options to the use of traditional 'beeper' type reversing/ movement alarms; and	Section 8 (Noise and vibration) and Appendix L (Noise)
18	f. framework for on and off-site noise monitoring during operation.	Section 8 (Noise and vibration) and Appendix L (Noise)

Traffic and transport

Any future Development Application shall include a Traffic Impact Assessment that assesses intersection and road network impacts, including impacts on Cambridge Avenue. The traffic assessment shall:

19	a. undertake detailed model analysis commensurate with the stage, to confirm network operation and identify intersection upgrade requirements;	Section 7 (Traffic and transport) and Appendix K (Traffic)
20	b. consider the constructability constraints of proposed upgrade(s) at key intersections, such as vehicle sweep paths, geometry and sight lines;	Section 7 (Traffic and transport) and Appendix K (Traffic) Swept paths are included in civil design in Appendix P (Stormwater and flooding)
21	c. assess construction traffic impacts, including: <ul style="list-style-type: none"> i. the identification of routes and the nature of existing traffic on these routes; ii. an assessment of construction traffic volumes (including spoil haulage/delivery of materials and equipment to the road corridor and ancillary facilities); and iii. potential impacts to the regional and local road network (including safety and level of service) and potential disruption to existing public transport services and access to properties and businesses. 	Section 7 (Traffic and transport) and Appendix K (Traffic)

Ref. No	Condition of Approval	Where addressed
22	<p>d. assess operational traffic and transport impacts to the local and regional road network, including:</p> <ul style="list-style-type: none"> i. changes to local road connectivity and impacts on local traffic arrangements, road capacity/safety; ii. traffic capacity of the road network and its ability to cater for predicted future growth and iii. monitoring of vehicle numbers on Cambridge Avenue. 	Section 7 (Traffic and transport) and Appendix K (Traffic)
23	<p>e. provide an updated Traffic Management and Accessibility Plan including:</p> <ul style="list-style-type: none"> i. measures to prevent heavy vehicles accessing residential streets to maintain the residential amenity of the local community ii. public transport; iii. cyclist facilities; and iv. driver code of conduct. 	Appendix K (Traffic)
24	<p>In particular, the Traffic Impact Assessment must identify upgrades and other mitigation measures required to achieve the objective of not exceeding the capacity of the following intersections and roads –</p> <ul style="list-style-type: none"> i. Moorebank Avenue/ Newbridge Road ii. Moorebank Ave/ Heathcote Road iii. Cambridge Ave iv. M5 Motorway/ Moorebank Avenue v. M5 Motorway/ Heathcote Road vi. M5 Motorway/ Hume Highway. 	Section 7 (Traffic and transport) and Appendix K (Traffic)
Rail		
25	<p>Any future Development Application shall address the requirements of TfNSW and include detailed design and engineering drawings for the rail link and include evidence of consultation with:</p> <ul style="list-style-type: none"> a. TfNSW, particularly in relation to the future Moorebank Station site, use of the existing EHPL corridor and connections to the SSFL; and 	Not applicable to this stage
26	<ul style="list-style-type: none"> b. The EPA where the rail line traverses the Glenfield Waste Facility. 	Not applicable to this stage

Ref. No	Condition of Approval	Where addressed
27	Any future Development Application shall include an assessment of the impacts of the rail link on the Glenfield Waste Facility, including: a. details of the quantity of landfilled waste to be removed, the location from where it will be removed, the methodology to be utilised and the estimated timeframe for the removal and reburial;	Not applicable to this stage
28	b. proposed measures to mitigate odour impacts on sensitive receivers, including an undertaking to apply daily cover to any exposed waste in accordance with benchmark technique 33 of the document Environmental Guidelines: Solid Waste Landfills, NSW EPA 1996;	Not applicable to this stage
29	c. any proposed impacts on pollution control and monitoring systems including existing groundwater and landfill gas bores and their subsequent repair/ replacement;	Not applicable to this stage
30	d. the proposed methodology to ensure that the landfill barrier system disturbed in the removal process is replaced/ repaired to ensure its ongoing performance. The Proponent should detail matters such as sub grade preparation/ specifications, line installation/ reinstallation procedures and construction quality assurance procedures;	Not applicable to this stage
31	e. a commitment to providing the EPA with a construction quality assurance report within 60 days of the completion of the works referred to in (d) above; and	Not applicable to this stage
32	f. an overview of any access and/or materials/ equipment storage arrangements with Glenfield Waste Facility in relation to the construction of the project.	Not applicable to this stage

Noise and Vibration

Any future Development Application shall include an updated assessment of noise and vibration impacts.

33	a. The assessment shall: i. assess construction noise and vibration impacts associated with construction of the intermodal facility including rail link, including impacts from construction traffic and ancillary facilities. The assessment shall identify sensitive receivers and assess construction noise/vibration generated by representative construction scenarios focusing on high noise generating works. Where work hours outside of standard construction hours are proposed, clear justification and detailed assessment of these work hours must be provided, including alternatives considered, mitigation measures proposed and details of construction practices, work methods, compound design, etc	Section 8 (Noise and vibration) and Appendix L (Noise)
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Ref. No	Condition of Approval	Where addressed
34	ii. assess operational noise and vibration impacts and identify feasible and reasonable measures proposed to be implemented to minimise operational noise impacts of the intermodal facility and rail link, including the preparation of an Operational Noise Management and Monitoring Plan; and	Section 8 (Noise and vibration) and Appendix L (Noise)
35	iii. be prepared in accordance with: NSW Industrial Noise Policy (EPA 2000), Interim Construction Noise Guideline (DECC 2009), Assessing Vibration: a technical guide (DEC 2006), the Rail Infrastructure Noise Guideline (EPA 2013), Development Near Rail Corridors and Busy Roads Interim Guideline (DoP 2008), and the NSW Road Noise Policy 2011.	Section 8 (Noise and vibration) and Appendix L (Noise)
36	b. All site-dedicated locomotives must meet EPA Noise Limits for Locomotives contained within the NSW operational rail licences for operation of new or substantially modified locomotives operating on the NSW network; and	Not applicable to this stage
37	c. Any future application shall include a train noise strategy including, but not limited to, train operational procedures and driver training that minimise noise on the rail link and within the intermodal terminal.	Not applicable to this stage
Soil and Water		
Any future Development Application for stage 1 shall include an assessment of soil and water impacts for the entire site including rail link. The assessment shall:		
38	a. assess impacts on surface and groundwater flows, quality and quantity, with particular reference to any likely impacts on Georges River and Anzac Creek;	Surface water - Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding) Ground water - Section 13 (Geology, soils and contamination) and Appendix Q (GDR and GIR)

Ref. No	Condition of Approval	Where addressed
39	<p>b. assess flooding impacts and characteristics, to and from the project (including rail link), with an assessment of the potential changes to flooding behaviour (levels, velocities and direction) and impacts on bed and bank stability, through flood modelling, including:</p> <ul style="list-style-type: none"> i. hydraulic modelling for a range of flood events; ii. description, justification and assessment of design objectives (including bridge, culvert and embankment design); iii. an assessment of afflux and flood duration (inundation period) on property; and iv. Consideration of the effects of climate change, including changes to rainfall frequency and/or intensity, including an assessment of the capacity of stormwater drainage structures. 	Section 12 (Stormwater and flooding) and Appendix P (Stormwater and flooding)
40	<p>c. identify and assess the soil characteristics and properties that may impact or be impacted by the project, including acid sulfate soils;</p>	Section 13 (Geology, soils and contamination) and Appendix Q (GDR and GIR)
41	<p>d. Include a contamination assessment in accordance with the guidelines made under the Contaminated Land Management Act 1997 and in consultation with the EPA for the subject site including the Glenfield Waste Facility. The assessment shall include:</p> <ul style="list-style-type: none"> i. the potential environmental and human health risks of site contamination on the project site; ii. a Remediation Action Plan; iii. consideration of implications of proposed remediation actions on the project design and timing; and iv. a Phase 2 environmental site assessment of the project site including rail corridor. 	<p>Section 13 (Geology, soils and contamination) and Appendix Q (GDR and GIR)</p> <p>Rail and Glenfield Waste Facility aspects are not applicable to this stage.</p>

Heritage

Any future Development Application shall assess heritage impacts of the proposal. The assessment shall:

Ref. No	Condition of Approval	Where addressed
42	a. consider impacts to Aboriginal heritage (including cultural and archaeological significance), in particular impacts to Aboriginal heritage sites identified within or near the project should be assessed. Where impacts are identified, the assessment shall demonstrate effective consultation with Aboriginal communities in determining and assessing impacts and developing and selecting options and mitigation measures (including the final proposed measures); and	Section 16 (Indigenous heritage) and Appendix S (Aboriginal heritage impact assessment)
43	b. consider impacts to historic heritage. For any identified impacts, the assessment shall: <ul style="list-style-type: none"> i. outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the measures). Mitigation measures should include (but not be limited to) photographic archival recording and adaptive re-use of buildings or building elements on site); ii. be undertaken by a suitably qualified heritage consultant(s); and include a statement of heritage impact. 	Section 17 (Non-indigenous heritage) and Appendix T (Non-indigenous heritage impact assessment)

Visual Amenity, Urban Design and Landscaping

Any future Development Application shall include an assessment of visual impacts. The assessment shall:

44	a. include a description of the visual significance of the affected landscape;	Section 15 (Visual, landscape and urban design) and Appendix R (Visual and light spill)
45	b. assess the visual impact of the project on the landscape character of the area, including built form (materials and finishes) and the urban design (height, bulk and scale) of key components including container stacking heights, lighting, bridge crossings, and views to and from the project; and	Section 15 (Visual, landscape and urban design) and Appendix R (Visual and light spill)
46	c. include details of hard and soft landscaping treatment and design (including proposed road upgrades relevant to that stage and reinstatement of riparian vegetation).	Section 15 (Visual, landscape and urban design) and Appendix R (Visual and light spill)

Biodiversity

Any future Development Application shall include a Flora and Fauna assessment. The assessment shall:

Ref. No	Condition of Approval	Where addressed
47	a. assess impacts on the biodiversity values of the site and adjoining areas, including Endangered Ecological Communities and threatened flora and fauna species and their habitat, impacts on wildlife and habitat corridors, riparian land, and habitat fragmentation and details of mitigation measures, having regard to the range of fauna species and opportunities for connectivity (terrestrial, arboreal and aquatic) across the rail link between the site and the EHPL;	Section 11 (Biodiversity) and Appendix O (Biodiversity)
48	b. include a Vegetation Management Plan that has been prepared in consultation with the NSW Office of Water;	Appendix O (Biodiversity)
49	c. document how impacts to the <i>Persoonia nutans</i> and the <i>Grevillea parviflora subsp. Parviflora</i> flora species have been minimised through the detailed design process;	Section 11 (Biodiversity) and Appendix O (Biodiversity)
50	d. include the details of available offset measures to compensate the biodiversity impacts of the proposal where offset measures are proposed to address residual impacts, in particular the following should be considered: <ul style="list-style-type: none"> i. As stipulated in principle 2 of 'NSW offset principles for major projects (state significant development and infrastructure)', for terrestrial biodiversity, established assessment tools, such as the BioBanking Assessment Methodology (BBAM), are considered best practice; ii. the Biodiversity Offset Strategy will be undertaken in accordance with the 'NSW offset principles for major projects (state significant development and state significant infrastructure)'; and <p style="text-align: center;">Offsets shall be identified, and demonstrate that they can be secured.</p>	Section 11 (Biodiversity) and Appendix O (Biodiversity)

Section 94 Contributions

Any future Development Application shall include:

51	a. an assessment of the impacts of the project on local infrastructure, having regard to any relevant Council's Developer Contributions Plan (or equivalent document requiring developer contributions);	Section 20.3 (Property and infrastructure)
52	b. Subject to the terms of any applicable Voluntary Planning Agreement, a commitment to pay developer contributions to the relevant consent authority or undertake works-in-kind towards the provision or improvement of public amenities and services. Note: This requirement may be satisfied subject to the terms of any applicable Voluntary Planning Agreement; and	Section 20.3 (Property and infrastructure)

Ref. No	Condition of Approval	Where addressed
53	c. a commitment to undertake vehicle monitoring on Cambridge Avenue in accordance with Traffic and Transport requirement	Section 7 (Traffic and transport) and Appendix K (Traffic)
54	d. Should any monitoring reveal the need for improvement works within the Campbelltown LGA as a result of the proposal, the Proponent may be required to contribute towards local road maintenance or upgrades.	Section 7 (Traffic and transport) and Appendix K (Traffic)
Waste		
55	Any future Development Application shall ensure that liquid and/or non-liquid waste generated on the site is assessed and classified and where removed from the site, is directed to a waste management facility lawfully permitted to accept the materials.	Section 20.1
Hazards and Risks		
56	<p>Any future Development Application shall be accompanied by a preliminary risk screening completed in accordance with State Environmental Planning Policy No. 33 – Hazardous and Offensive Development and Applying SEPP 33 (DoP 2011), with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the proposal. Should preliminary screening indicate that the proposal is ‘potentially hazardous,’ a Preliminary Hazard Analysis (PHA) must be prepared in accordance with Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DoP 2011) and Multi-Level Risk Assessment (DoP 2011). The PHA should:</p> <ul style="list-style-type: none"> a. Estimate the risks from the facility b. Be set in the context of the existing risk profiles for the intermodal facility and demonstrate that the proposal does not increase the overall risk of the area to unacceptable levels; and c. Demonstrate that the proposal complies with the criteria set out in the Hazardous Industry Planning Advisory Paper No. 4 – Risk Criteria for Land Use Safety Planning. 	Section 14 (Hazard and risk)

Ref. No	Condition of Approval	Where addressed
Freight Village		
Any future Development Application for the freight village should include:		
57	<ul style="list-style-type: none"> a. Employee numbers; b. Details of uses sought; c. Hours of operation for each use; d. Signage; and e. Parking (staff and visitor). 	<p>Section 4 (Proposal description)</p> <p>For Signage information - Section 15 (Visual, landscape and urban design)</p>
Bushfire management		
58	Any future Development Application shall be accompanied by an assessment against Planning for Bushfire 2006 (NSW Rural Fire Service)	Section 20.2 (Bushfire) and Appendix U (Bushfire protection assessment)
Environmental Risk Analysis		
59	Notwithstanding the above listed issues, future Development Applications shall include an environmental risk analysis to identify potential environmental impacts associated with the project (construction and operation), proposed mitigation measures and potentially significant residual environmental impacts after the application of proposed mitigation measures. Where additional environmental impacts are identified through this risk analysis, an appropriately detailed impact assessment of the additional environmental impacts shall be included as part of the Development Application.	Section 21 (Environmental Risk Assessment)

STATEMENT OF COMMITMENTS

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
Development and Staging		
<p>The Proponent commits to carrying out the development of the SIMTA Intermodal Terminal Facility generally in accordance with the following plans and documents:</p> <ul style="list-style-type: none"> • Land Use Plan, prepared by Reid Campbell; and • Indicative Staging Plan, prepared by Reid Campbell. 	Throughout construction and operation of the SIMTA proposal	Appendix D (Architectural Drawings)
<p>The Proponent commits to seeking planning approval for the delivery of the rail link between the SIMTA site and the Southern Sydney Freight Line as part of the detailed planning application for the first stage of works. The planning application shall include the following information:</p> <ul style="list-style-type: none"> • Clear and comprehensive description of the proposed infrastructure and operational details associated with the intermodal terminal; • Detailed assessment of all environmental issues, including geotechnical, ecological, stormwater/flooding and contamination; and • Clear demonstration that the proposed new siding will be compatible with the current and future track alignment, including the proposed quadruplication of the East Hills railway corridor. • Details of consultation with the relevant agencies, including Transport for NSW, Railcorp/Sydney Trains, ARTC, Crown Lands Office, NSW Office of Water, NSW Fisheries and others, as required. 	Provide with the planning application for the first stage of works (including the rail link)	Not applicable to this stage
<p>The Proponent commits to including the following information with the detailed planning application(s) for the warehouse buildings:</p> <ul style="list-style-type: none"> • Details of the building massing and internal layouts; 	Provide with the planning application(s) for the warehouse buildings	Appendix D (Architectural Drawings)
<ul style="list-style-type: none"> • Siting and design of buildings in consideration of potential noise impacts from the intermodal terminal facility; and 	Provide with the planning application(s) for the warehouse buildings	Noise impacts from the operational facility have been assessed and based on the proposed warehouse location have been found to comply with relevant guidelines. Noise impacts are discussed in Section 8 (Noise and vibration)

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<ul style="list-style-type: none"> Perspective images that clearly show the proposed building treatments. 	Provide with the planning application(s) for the warehouse buildings	Appendix D (Architectural Drawings)
The Proponent will consider the inclusion of facilities within the Freight Village that meet the needs of employees.	Provide with the planning application(s) for the freight village	Appendix D (Architectural Drawings) Section 4 (Proposal description)
The principles of Crime Prevention Through Environmental Design are to be considered and incorporated into the design.	Provide with the planning applications for the three major stages of the Concept Plan and as required throughout the construction and operation of the SIMTA proposal	Section 4 (Proposal description) Section 19.5 (Socio-economic) Appendix D (Architectural Drawings)
Transport and Access		
<p>The Proponent commits to negotiating with the relevant agencies/authorities as required to facilitate the staged delivery of the following road infrastructure upgrades in accordance with the Transport Accessibility Impact Assessment:</p> <ul style="list-style-type: none"> Provide a new traffic signal at SIMTA's northern access with Moorebank Avenue; 	Prior to exceeding 250,000 TEU terminal (rail side) throughput	Section 7 (Traffic and transport) Appendix K (Traffic)
<ul style="list-style-type: none"> Provide a new traffic signal approximately 750 metres south of SIMTA Central access; 	Prior to exceeding 250,000 TEU terminal (rail side) throughput	Section 4 (Proposal description) Section 7 (Traffic and transport)
<ul style="list-style-type: none"> Widen Moorebank Avenue to four lanes between the M5 Motorway/Moorebank Avenue grade separated interchange and the southern SIMTA site access. Some localised improvements will be required around central access and southern access points; 	Address within 24 months of operating at 300,000 TEU throughput per annum.	Section 4 (Proposal description) Section 7 (Traffic and transport)
<ul style="list-style-type: none"> Concurrent with four lane widening on Moorebank Avenue, the Moorebank Avenue/Anzac Road signal will require some form of widening at the approach roads; and 	Address within 24 months of operating at 300,000 TEU throughput per annum	Section 4 (Proposal description) Section 7 (Traffic and transport)

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<p>Potential upgrading works at the M5 Motorway/Moorebank Avenue grade separated interchange to cater for both background and additional SIMTA traffic growth as outlined in Table 9-1 of the Transport Accessibility impact Assessment (and Table 6 of the Environmental Assessment report).</p>	<p>Address within 24 months of operating at 500,000 TEU throughput per annum</p>	<p>Not applicable to this stage</p>
<p>The Proponent commits to negotiating with the relevant agencies/authorities as required to facilitate the staged delivery of the public transport infrastructure in accordance with the Transport Accessibility Impact Assessment:</p> <ul style="list-style-type: none"> • Designing and constructing the central spine road and other site roads to accommodate buses, bus infrastructure and cyclist use for employees. 	<p>Throughout the detailed planning, construction and operation stages of the SIMTA proposal</p>	<p>Section 4 (Proposal description) Section 7 (Traffic and transport)</p>
<ul style="list-style-type: none"> • Construction of a covered bus drop off/pick up facility within the site to encourage the use of buses for employees. 	<p>Throughout the detailed planning, construction and operation stages of the SIMTA proposal</p>	<p>Traffic impact assessment demonstrated public transport improvements are not warranted at this stage – SIMTA is in discussion with TfNSW and bus providers</p>
<ul style="list-style-type: none"> • Review and rationalisation of the locations of Route 901 bus stops in the vicinity of the site to match the proposed northern terminal entry location and enhance accessibility. 	<p>Throughout the detailed planning, construction and operation stages of the SIMTA proposal</p>	<p>Traffic impact assessment demonstrated public transport improvements are not warranted at this stage – SIMTA is in discussion with TfNSW and bus providers</p>
<ul style="list-style-type: none"> • Providing peak period and SIMTA shift work responsive express buses to/from the site and Liverpool Station via Moorebank Avenue and Newbridge Roads with frequency dependant on the development of the site. 	<p>Throughout the detailed planning, construction and operation stages of the SIMTA proposal</p>	<p>Traffic impact assessment demonstrated public transport improvements are not warranted at this stage – SIMTA is in discussion with TfNSW and bus providers</p>
<ul style="list-style-type: none"> • Providing peak period express buses to/from the site and Holsworthy rail station via Anzac Road, Wattle Grove Drive and Heathcote Road with frequency dependant on the development of the site. 	<p>Throughout the detailed planning, construction and operation stages of the SIMTA proposal</p>	<p>Traffic impact assessment demonstrated public transport improvements are not warranted at this stage – SIMTA is in discussion with TfNSW and bus providers</p>
<ul style="list-style-type: none"> • Consulting with relevant bus provider(s) regarding the potential to extend the Route 901 bus through the site via the light vehicle road and increasing peak period bus service frequencies to better match the needs of existing and future employees of the locality with frequency dependent on the development of the site. 	<p>Throughout the detailed planning, construction and operation stages of the SIMTA proposal</p>	<p>Traffic impact assessment demonstrated public transport improvements are not warranted at this stage – SIMTA is in discussion with TfNSW and bus providers</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<ul style="list-style-type: none"> Consulting with relevant bus providers regarding changes to existing bus stop location and the identification of new bus stop locations if required. 	Throughout the detailed planning, construction and operation stages of the SIMTA proposal	Traffic impact assessment demonstrated public transport improvements are not warranted at this stage – SIMTA is in discussion with TfNSW and bus providers
The Proponent shall encourage walking and cycling by the inclusion of appropriate facilities including under cover bike storage, showers and change facilities.	Address in the planning applications for the three major stages of the Concept Plan, where relevant, taking into account employee numbers	Employee numbers predicted for the Proposal do not warrant the provision of these facilities for the Proposal.
The Proponent commits to undertaking an actual truck trip generation survey after 24 months of operation and then progressively as the SIMTA site is developed.	Address after 24 months of commencing operation and within 24 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU	Section 7.4 (Traffic and Transport – Mitigation Measures) Section 22 (Mitigation Measures)
<p>The Proponent commits to developing a Construction Traffic Management Plan to minimise the potential impacts of the construction stage(s), including:</p> <ul style="list-style-type: none"> Heavy vehicle access routes; Location of construction worker parking; Mitigation measures to avoid any unacceptable impacts on the surrounding land uses; and Mitigation measures to avoid any unacceptable impacts on regular bus services and school bus services operating on roads within the vicinity of the site and pedestrian and cyclist access. 	Prior to construction	Appendix K (Preliminary Construction Traffic Management Plan)

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<p>The Proponent commits to developing a Traffic Site Management Plan prior to the commencement of operations at the site to minimise the potential impacts, including:</p> <ul style="list-style-type: none"> • Management measures to avoid trucks parking and idling either within or outside of the site boundaries; and • Provision of adequate parking for heavy vehicles to accommodate any potential delays in schedule times. 	<p>Address prior to commencement of operation for each of the three major stages of the Concept Plan</p>	<p>Appendix K (Preliminary Operational Traffic Management Plan)</p>
<p>Noise and Vibration</p>		
<p>The Proponent will undertake further detailed assessments at each application stage after the Concept Plan Approval to provide input to planning and confirm the need for and degree of noise mitigation if required. This should be undertaken based on the most detailed information available at that stage of works. These subsequent assessments should address the DGR requirements for the SIMTA proposal as a minimum.</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>	<p>Appendix L (Noise)</p>
<p>The Proponent will carry out detailed assessments when the SIMTA proposal is operational, including monitoring of operational noise levels at nearby receivers. The monitoring data should be used to validate noise models used in these assessments.</p>	<p>Address within 12 months of commencing operation and within 12 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU</p>	<p>Not applicable to this stage</p>
<p>The Proponent shall consider locating buildings at or near the north-eastern and south-eastern boundaries of the site to provide beneficial acoustic shielding to the nearest residences.</p>	<p>Address in the planning applications for the warehouse buildings and/or freight village</p>	<p>Noise impacts from the operational facility have been assessed and based on the proposed warehouse location have been found to comply with relevant guidelines. Noise impacts are discussed in Section 8 (Noise and vibration)</p>
<p>The Proponent shall consider locating less noise-intensive activities and operations at the north-eastern and south-eastern corners of the site where residences are closest.</p>	<p>Address in the planning applications for the three major stages of the Concept Plan</p>	<p>Noise impacts from the operational facility have been assessed and have been found to comply with relevant guidelines based on the proposed operational site layout. Noise impacts are discussed in Section 8 (Noise and vibration)</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<p>The Proponent should make provision for a noise barrier along the western boundary of the SIMTA site. The requirement for the barrier will be determined having regard to the outcomes of the operational noise monitoring.</p>	<p>Address in the planning applications for the three major stages of the Concept Plan</p>	<p>Noise impacts from the operational facility have been assessed and have been found to comply with relevant guidelines without the provision of a noise barrier.</p>
<p>The Proponent will carry out detailed assessments for the subsequent application stages and when the SIMTA proposal is operational, including monitoring of background noise levels at nearby receivers.</p> <p>The monitoring data should be used to validate noise models used in these assessments. The subsequent assessments should address the environmental assessment requirements, as determined by the approval authority, as a minimum.</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan and within 12 months of the commencement of operation for each stage</p>	<p>Section 8 (Noise and vibration) Appendix L (Noise)</p>
Health		
<p>The Proponent will undertake further health impact assessments for lodgement with each of the detailed planning applications for the three major stages of the development, including:</p> <ul style="list-style-type: none"> • Discussion of the known and potential developments in the local region; • Assessment of the impact on the environmental values of public health; and • Assessment of local and regional impacts including health risks. • Health impact assessments will be undertaken with reference to the Centre for Health Equity Training, Research, and Evaluations' practical guide to impact assessment (August 2007). 	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>	<p>Section 10 (Human health) Appendix N (Human Health)</p>
Biodiversity		
<p>The Proponent will undertake further detailed assessment to establish the potential biodiversity impacts of the proposed rail link and measures to mitigate its potential impacts. The investigations shall incorporate the mitigation measures listed within Section 5 of the Flora and Fauna Assessment and as summarised below:</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>	<p>Not applicable to this stage.</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<p><u>Avoid impacts</u></p> <p>Site establishment, earthworks and rail construction;</p> <p><u>Mitigate impacts</u></p> <ul style="list-style-type: none"> • Soil disturbance related to site establishment, earthworks and rail construction; • Vegetation clearance for rail construction, access and maintenance tracks; • Construction in riparian areas/in proximity to watercourse; • Construction of pavement, slabs and building structures; • Hot works (including vegetation clearing requiring heat producing equipment); • Alteration to air quality and noise environments; and • Operation of the SIMTA proposal. 		
<p><u>Management of threatened plant species</u></p> <p>The Proponent shall prepare and implement a Threatened Species Management Plan for the <i>Persoonia nutans</i> and <i>Grevillea parviflora subsp. parviflora</i> populations within the rail corridor that would be affected by the rail link</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>	<p>Not applicable to this stage.</p> <p>Biodiversity impacts associated with the Proposal are discussed in Section 11 (Biodiversity) and Appendix O (Biodiversity)</p>
<p><u>Offset impacts</u></p> <p>The Proponent will update the Preliminary Biodiversity Offset Strategy (Hyder Consulting 2013) in accordance with the NSW offset principles for major projects (state significant development and state significant infrastructure) and continue to consult with the Department of the Environment (DOTE) through the project approval processes.</p> <p>The offset package will be secured before any clearing of endangered ecological communities or threatened species is carried out.</p>	<p>Address within 12 months of the approval of the planning application for the first stage of works (including the rail link) and secure offsets prior to vegetation clearing</p>	<p>Not applicable to this stage.</p> <p>Biodiversity impacts associated with the Proposal are discussed in Section 11 (Biodiversity) and Appendix O (Biodiversity)</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<p><u>Aquatic flora and fauna</u></p> <p>The Proponent will implement the following measures to protect the aquatic flora and fauna as part of the applications for the detailed planning applications (where relevant and applicable):</p> <ul style="list-style-type: none"> • Implementation of design principles for friendly fish passage. 	<p>Provide with the planning application for the first stage of works (including the rail link)</p>	<p>Not applicable to this stage.</p> <p>Biodiversity impacts associated with the Proposal are discussed in Section 11 (Biodiversity) and Appendix O (Biodiversity)</p>
<ul style="list-style-type: none"> • Implementation of Construction and Operation Management Plans for maintenance of structures in riparian and aquatic zones. 	<p>During construction</p>	<p>Not applicable to this stage.</p> <p>Biodiversity impacts associated with the Proposal are discussed in Section 11 (Biodiversity) and Appendix O (Biodiversity)</p>
<ul style="list-style-type: none"> • Minimise siltation of the Georges River during construction through implementing the water quality mitigation measures detailed within the Stormwater and Flooding section of the Statement of Commitments. 	<p>During construction</p>	<p>Not applicable to this stage.</p> <p>Biodiversity impacts associated with the Proposal are discussed in Section 11 (Biodiversity) and Appendix O (Biodiversity)</p>
<ul style="list-style-type: none"> • Thorough assessment of any development within the Anzac Creek CSWL community, including potential impacts on groundwater quality and quantity. 	<p>Provide with the planning applications for the three major stages of the Concept Plan that impact on Anzac Creek</p>	<p>Not applicable to this stage.</p> <p>Biodiversity impacts associated with the Proposal are discussed in Section 11 (Biodiversity) and Appendix O (Biodiversity)</p>
<ul style="list-style-type: none"> • Lantana removal within nominated construction zones to reduce degradation of streamside vegetation and offset any potential impacts to aquatic biodiversity. 	<p>During construction</p>	<p>Not applicable to this stage.</p> <p>Biodiversity impacts associated with the Proposal are discussed in Section 11 (Biodiversity) and Appendix O (Biodiversity)</p>
<p><u>Riparian</u></p> <ul style="list-style-type: none"> • The proposed rail link (located within the rail corridor) is exempt from the requirement for an a WM Act controlled activity approval from NOW as a transitional Part 3A project; however the detailed design of the rail link will seek to conform to the objects of the WM Act and its associated guidelines. 	<p>Provide with the planning application for the first stage of works (including the rail link)</p>	<p>Not applicable to this stage.</p> <p>Biodiversity impacts associated with the Proposal are discussed in Section 11 (Biodiversity) and Appendix O (Biodiversity)</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<ul style="list-style-type: none"> The riparian setback for Anzac Creek, as specified by NOW, is 30 metres (20 metre CRZ and 10 metre VB), while for Georges River the riparian setback is likely to be a minimum of 50 metres (40 metre CRZ and 10 metre VB). 	Provide with the planning applications for the three major stages of the Concept Plan	Section 11 (Biodiversity) Appendix O (Biodiversity)
<ul style="list-style-type: none"> Riparian corridors will be appropriately revegetated to restore and/or maintain ecological, functional and habitat values and impede surface flows and drop sediment before it reaches the waterways. 	During construction	Section 11 (Biodiversity – Mitigation measures) Appendix O (Biodiversity)
<ul style="list-style-type: none"> Water quality and quantity issues will be managed during the construction phase through the implementation, inspection and maintenance of best practice soil and water management techniques which will be defined in the CEMP for sedimentation and erosion control during construction. 	During construction	Appendix G (Preliminary CEMP)
<ul style="list-style-type: none"> Water quality and quantity issues will be managed during the operation phase through the implementation, inspection and maintenance of Water Sensitive Urban Design (WSUD) measures such as rainwater tanks, grass filter strips, swales and bio retention. 	During operation	Section 12 (Stormwater and flooding) Appendix P (Stormwater and flooding)
Hazards and Risks		
<p><u>Asbestos</u></p> <ul style="list-style-type: none"> The Proponent will develop an asbestos management plan for the SIMTA proposal containing a risk assessment undertaken in accordance with Code of Practice for the Management and Control of Asbestos in the Workplace (NOHSC, 2005). Where the management plan recommends the removal of asbestos from site all works will be undertaken in accordance with the Code of Practice for the Safe Removal of Asbestos (NOHSC, 2005), including the development of an asbestos removal control plan and an emergency plan. 	Prior to demolition and/or construction	Section 14.5 (Hazard and Risk – Mitigation measures)
<p><u>Dangerous goods</u></p> <ul style="list-style-type: none"> The Proponent commits to undertaking a preliminary hazard assessment either during the preparation of the subsequent detailed planning applications (where tenants and purposes have been defined) or by tenants during the operational phase of development, as required by State Environmental Planning Policy No. 33 Hazardous and Offensive Development (SEPP No. 33). 	Prior to occupation of buildings by tenants proposing to store, handle or transport dangerous goods	Section 14 (Hazard and risk)

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<ul style="list-style-type: none"> Once the level of risk has been identified the aim will be to reduce the risk to 'as low as reasonably possible' (ALARP) through the application of specific operational management procedures that would form part of a framework for managing risks, captured within the facility's Hazard and Risk Management Plan and Emergency Response Plan. 	<p>Prior to occupation of buildings by tenants proposing to store, handle or transport dangerous goods</p>	<p>Section 14 (Hazard and risk)</p>
<ul style="list-style-type: none"> Should unacceptable levels of risk be identified during the Preliminary Hazard Assessment (PHA), SIMTA will require potential tenants to demonstrate measures to reduce the risk to an acceptable level prior to acceptance of tenancy. 	<p>Prior to occupation of buildings by tenants proposing to store, handle or transport dangerous goods</p>	<p>Section 14 (Hazard and risk)</p>
<ul style="list-style-type: none"> The Proponent will require all tenants to disclose the anticipated type and quantity of goods entering the SIMTA site prior to award of tenancy. Prior to commencement of a lease on the SIMTA site, all tenants that would handle dangerous goods would be required to sign on to SIMTA's Hazard and Risk Management Plan and the Emergency Response Plan for the site. 	<p>Prior to occupation of buildings by tenants proposing to store, handle or transport dangerous goods</p>	<p>Section 14 (Hazard and risk)</p>
<ul style="list-style-type: none"> These plans will be reviewed regularly and updated as goods entering the site may change with the tenancies. The requirements in the Code of Practice for storage and handling of dangerous goods (Work Cover NSW, 2005) would be adopted in these plans as a minimum. 	<p>Operation</p>	<p>Section 14 (Hazard and risk)</p>
<p><u>Spills</u></p> <p>The Proponent commits to the preparation of a Construction and Operational Management Plan prior to the commencement of site operations for control/mitigation and management of any spillage/leaks etc.</p>	<p>Prior to commencement of operation for the first stage of works (including the rail link)</p>	<p>Appendix G (Preliminary CEMP)</p> <p>An Operational Environmental Management Plan would be prepared as part of the Proposal. Section 22 (Mitigation measures)</p>
<p><u>Unexploded Ordnance</u></p> <p>The Proponent commits to undertaking and remediation (where necessary) prior to the commencement of construction.</p>	<p>Prior to construction on land potentially affected by UXO</p>	<p>The Potential for UXO is discussed in Section 13 (Geology, soils and contamination)</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
Bushfire Management		
<p>The Proponent commits to incorporating the key objectives identified by the Rural Fire Service (RFS) into relevant future design stages, in accordance with the following principles:</p> <ul style="list-style-type: none"> Afford occupants of any building adequate protection from exposure to a bush fire. Ensure safe operational access and egress for emergency service personnel and residents Provide for ongoing management and maintenance of bush fire protection measures, including fuel loads in asset protection zones (APZs) Ensure that utility services are adequate to meet the needs of fire fighters. 	<p>Address in the planning applications for the three major stages of the Concept Plan</p>	<p>Section 20.2 (Bushfire) Appendix U (Bushfire protection assessment)</p>
<p>The Proponent commits to the development of a Bushfire Management Plan for both the construction and operational phases of the SIMTA proposal that aligns with the requirements of the local RFS Bushfire Management Committee operational plans of management.</p>	<p>Prior to construction of the three major stages of the Concept Plan</p>	<p>Bushfire Management Plan in Appendix U (Bushfire protection assessment)</p>
Contamination		
<p>The following tasks will be undertaken in association with the detailed planning applications for the staged redevelopment of the SIMTA site:</p> <ul style="list-style-type: none"> Confirming what, if any, actions were taken in regards to the Milsearch (2002) recommendations and the associated low risk ordnance issues; 	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>	<p>Section 13 (Geology, soils and contamination) Contamination Summary in Appendix Q (GDR and GIR)</p>
<ul style="list-style-type: none"> Undertaking further investigations in the areas of environmental concern likely to be impacted upon by the proposed development. These investigations will be based on the detailed design of the proposed development to identify the extent of contamination, and what, if any, remediation activities are needed. The remediation of areas of the site (if any) would be best matched to the development of the site and considered as part of the future design 	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>	<p>Section 13 (Geology, soils and contamination) Appendix Q (GDR and GIR)</p>
<p>Developing a Contamination Management Plan with detailed procedures on:</p> <ul style="list-style-type: none"> Handling, stockpiling and assessing potentially contaminated materials encountered during the development works; 	<p>Prior to construction of the three major stages of the Concept Plan</p>	<p>Contamination Management Plan in Appendix Q (GDR and GIR)</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<ul style="list-style-type: none"> Landfill gas management during the excavation, handling, and stockpiling of waste materials, if excavation is required during the development, in the area of the Glenfield Quarry and Landfill; Assessment, classification and disposal of waste in accordance with relevant legislation; and A contingency plan for unexpected contaminated materials, such as materials that is odorous, stained or containing anthropogenic materials, that may be encountered during site works. 		
<p>The Proponent will undertake the following tasks in association with the detailed planning applications for the rail link:</p> <p>Undertaking a Phase 2 intrusive environmental site assessment of the proposed rail corridor lands, with an objective to assess the risk posed to the detailed design and construction of the rail corridor by the areas of environmental concern identified within this report. The Phase 2 intrusive investigation would include a program of soil and groundwater sampling completed in accordance with the guidelines made or approved by the EPA under s105 of the Contaminated Land Management Act 1997;</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>	<p>Not applicable to this stage</p>
<p>Developing and implementing a contamination management plan as part of the project construction environmental management plan for managing contaminated materials either expected or unexpectedly encountered during the construction of the rail corridor. The contamination management plan would include detailed procedures on:</p> <ul style="list-style-type: none"> Handling, stockpiling and assessing potentially contaminated materials encountered during the development works; Assessment, classification and disposal of waste in accordance with relevant legislation; and A contingencies plan for unexpected contaminated materials, such as materials that is odorous, stained or containing anthropogenic materials that may be encountered during site works 	<p>Developed prior to construction of the rail link</p>	<p>Not applicable to this stage</p>

Stormwater and Flooding

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<p>The Proponent will incorporate stormwater quantity and quality management measures into the detailed applications in accordance with the objectives and performance standard outlined in the Stormwater and flooding Environmental Assessment report and including:</p> <ul style="list-style-type: none"> Preparation of a Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP) for both the construction and operation phases; 	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>	<p>Section 22 (Mitigation measures)</p> <p>SWMP and ESCP would be prepared for the project and would be guided by the Preliminary ESCP in Appendix P (Stormwater and flooding).</p>
<ul style="list-style-type: none"> Implementation of management plan strategies prior to commencement of the staged construction phase; and 	<p>Prior to construction</p>	<p>Section 12 (Stormwater and flooding)</p> <p>Stormwater and flooding environmental assessment and Stormwater design drawings in Appendix P (Stormwater and flooding)</p>
<ul style="list-style-type: none"> Monitoring and review performance of sediment and water control structures during construction and operation phases. 	<p>Throughout construction and operation</p>	<p>Section 12 (Stormwater and flooding) and Section 22 (Mitigation measures)</p>
<ul style="list-style-type: none"> The proponent commits to providing a multi-cell culvert (with elevated 'dry' cells and recessed 'wet' cells) to facilitate aquatic and terrestrial fauna movement in accordance with Witheridge (2003) and Part 7 (Division 3) of the Fisheries Management Act 1994 (FM Act). 	<p>Provide with the planning application for the first stage of works (including the rail link)</p>	<p>Not applicable to this stage</p>
<ul style="list-style-type: none"> The Proponent will prepare and update a flood emergency response plan as necessary to address the staged development of the site. Details are to be provided prior to the construction of each of the three major stages of the development. 	<p>Prior to construction of the three major stages</p>	<p>Section 12 (Stormwater and flooding) and Section 22 (Mitigation measures)</p>
<ul style="list-style-type: none"> The proponent will investigate opportunities to minimise the number of piers located within Georges River during detail design development. 	<p>Provide with the planning application for the first stage of works (including the rail link)</p>	<p>Not applicable to this stage</p>
Air Quality		
<p>The Proponent commits to undertaking a review of national and international 'best practice' for the design and operation of intermodal facilities to identify reasonable and</p>	<p>Provide with the planning application for the first</p>	<p>Not applicable to this stage</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.	stage of works (including the rail link)	
<p>The Proponent will undertake an air quality monitoring programme during the initial phases of both construction and operation of the SIMTA site in accordance with the Air Quality Impact Assessment and including:</p> <ul style="list-style-type: none"> • Nuisance Dust • Air Emissions – PM₁₀ and Nitrogen dioxide 	Within 12 months of commencing operation and within 12 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU	Section 9 (Air quality) Appendix M (Air quality)
The Proponent shall consider the need to develop a vehicle efficiency and emissions reduction program for the facility to encourage good maintenance and efficient vehicle selection, taking into account the results of the air quality monitoring programme.	Within 12 months of commencing operation and within 12 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU	Section 9 (Air quality) Appendix M (Air quality)
The Proponent commits to the preparation of a Construction Environmental Management Plan prior to the construction of each stage to provide air quality and dust management/ mitigation procedures to be adopted during each of the construction phases of the development.	Prior to construction	Appendix G (Preliminary CEMP)
The Proponent commits to the preparation of a Greenhouse Gas Management Plan for the three major stages of the development in accordance with the provisions of the Greenhouse Gas Assessment.	Provide with the planning applications for the three major stages of the Concept Plan	Section 18.6 (Greenhouse gas and climate change) Appendix V (Greenhouse gas)
Heritage		
<p><u>Indigenous heritage</u></p> <p>The Proponent commits to the implementation of the following General Mitigation Measures in the Aboriginal Cultural Heritage Assessment and including:</p>	Provide an implementation plan with the planning application for the first	Section 16 (Indigenous heritage) Appendix S (Aboriginal heritage impact assessment)

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<ul style="list-style-type: none"> • Consultation between SIMTA and relevant Registered Aboriginal Parties (RAPs) throughout the design and construction of the SIMTA proposal; • Where possible, SIMTA should aim to avoid impacting any known Aboriginal heritage objects, sites or places and places that have potential Aboriginal heritage or cultural values, throughout the life of the SIMTA proposal; • Where impact cannot be avoided, SIMTA should choose partial impact rather than complete impact wherever possible and ensure that appropriate measures to mitigate impacts are developed and implemented as required and as appropriate during design, construction and operation of the various stages of the SIMTA proposal; • If relocation of any element of the SIMTA proposal outside area assessed in this study is proposed, further assessment of the additional area(s) should be undertaken to identify and appropriately manage Aboriginal objects/sites/places that may be in this additional area(s); • In the event that previously undiscovered Aboriginal objects, sites or places (or potential Aboriginal objects, sites or places) are discovered during construction, all works in the vicinity of the find should cease and SIMTA should determine the subsequent course of action in consultation with a heritage professional, relevant Registered Aboriginal Parties and/or the relevant State government agency as appropriate; • Should suspected human skeletal material be identified, all works should cease and the NSW Police and the NSW Coroner's office contacted. Should the burial prove to be archaeological of Aboriginal origin, consultation with a heritage professional, relevant RAPs and/or the relevant State government agency, should be undertaken by SIMTA; and • SIMTA should ensure that any reports or documents for the SIMTA proposal concerning Aboriginal heritage comply with applicable statutory requirements (those currently applicable are outlined in this report), are prepared in accordance with best practice professional standards and, where appropriate, ensure findings are provided to OEH AHIMS Registrar and the relevant RAPs. 	<p>stage of works (including the rail link)</p>	
<p>The Proponent commits to the implementation of the following Site Specific Mitigation Measures:</p>	<p>During construction of the first stage of works (including the rail link)</p>	<p>Not applicable to this stage</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<ul style="list-style-type: none"> • To ensure cultural values of land affected by the rail link are appropriately characterised and assessed, Aboriginal consultation should continue to be undertaken in accordance with applicable guidelines and requirements; • Where potentially impacted by the proposed rail link footprint, the artefacts identified in Transect 1 on the SIMTA site, and Transect 7 immediately south of the SIMTA site, should be collected by RAPs in conjunction with a heritage professional before construction commences. A Care and Control Agreement should be completed between SIMTA and the RAPs regarding the future of the artefacts (it is usually preferred that they be reburied nearby); • Given the extensive historical disturbance within the remainder of the SIMTA site, it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in these remaining areas; • In relation to the proposed rail link footprint, with the exception of PADs 1 - 3 (Figure 33), it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in the remaining areas; • Areas within 50 metres of the eastern and western banks of the Georges River, should not be impacted without further assessment; and • The detailed application for the first stage of works shall include test excavations in each of PADs 1 - 3 in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application. • Where the detailed design of the rail link would result in disturbance to a potential archaeological deposit or an area of potential archaeological value the detailed application for that stage of works shall include test excavations in those areas that may be disturbed in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application. 		

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<p><u>Non-indigenous heritage</u></p> <p>The Proponent commits to undertaking the recommendations within the Non-Indigenous Heritage Report and including:</p> <ul style="list-style-type: none"> • Preparing a Statement of Heritage Impact (SoHI) for submission to the Minister for Planning and Infrastructure as part of staged planning applications at State level; • Commencing discussions with the appropriate heritage bodies regarding the potential listing of the DNSDC site on the National Heritage List or the State Heritage Register; • Preparing a Statement of Heritage Impact for each stage, including the legal status of the site and advice on required actions depending on whether the site is listed or unlisted at the time that approval is sought; • Development of an overall mitigation strategy for the DNSDC site, which may be based on Table 3 of the Non-Indigenous Heritage report. • Undertaking further archaeological assessment and investigation or monitoring, where required in areas designated as having archaeological potential that would be impacted by the proposal. The SoHIs for each stage should address the archaeological potential within the development area for each stage; and • If any archaeological deposit or item of heritage significance is located within the study area and is at risk of being impacted, the NSW Heritage Council should be notified and a heritage consultant/archaeologist should be engaged to assess the item to determine its heritage significance. 	<p>Provide with the planning applications for the three major stages of the Concept Plan as applicable to that stage of the project</p>	<p>Section 17 (Non-indigenous heritage) Appendix T (Non-indigenous heritage impact assessment)</p>
<p>The potential visual impact of the proposed rail corridor shall be mitigated by the use of screening vegetation and terracing or earth mounding to soften the impact of the flyover.</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan as applicable to that stage of the project</p>	<p>Not applicable to this stage</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
Visual and urban design		
<p>The Proponent commits to the preparation and submission of a Landscape Management Plan with the detailed applications for the for the three major stages of the development that address each of the objectives and design principles contained within the Urban Design and Landscape report and the following mitigation measures:</p> <ul style="list-style-type: none"> • High quality landscaping throughout the site, which will reinforce and extend the surrounding natural context and ecological qualities into the site; • Inclusion of an 18 metre wide corridor of screening vegetation and a bio-retention swale along the Moorebank Avenue frontage, which will utilise a selection of native tree species with dense tree canopy and low screen planting; • Landscape punctuation of nodal points along Moorebank Avenue. • A 'boundary treatment' or 'buffer zone' along the other site boundaries, consisting of existing local species in the area and providing an essential scale of planting to complement the built form, including: <ul style="list-style-type: none"> – Southern boundary: combination of 10 metre and 20 metre wide landscape corridors and a bio-retention swale adjacent to the warehouse and distribution facilities and Intermodal Terminal. – Eastern boundary: total buffer zone of 13.5 metres consisting of 2.5 metre landscape corridor, a 6 metre internal light vehicle access road and a five metre wide bioretention swale. – Land cleared for the railway alignment will be include planting consisting of tall trees with a height of 20 metres at Maturity, interspersed with medium height trees. 	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>	<p>Landscape management plan in Appendix E (Landscape design statement and plan)</p>
<ul style="list-style-type: none"> • The Proponent will use lighting which is in accordance with Australian Standard A54282-1997 'Control of Obtrusive Effect of Outdoor Lighting'. The height of the permanent light poles will be a maximum of 40 metres and reduced in height, where possible, to minimise potential light spill while maintaining appropriate safety standards. 	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>	<p>Section 15 (Visual, landscape and urban design) Appendix R (Visual and light spill)</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
Utilities		
The Proponent will protect and relocate (where required) the existing services passing through the site, including stormwater, sewer, water, telecommunications and electricity.	Prior to/during construction as impacted	Section 20.3 (Property and infrastructure) Appendix F (Utilities and servicing strategy)
The Proponent will undertake further investigations, as required, and provide details that adequate services are available to the site and/or provide details regarding the proposed servicing upgrades. Details are to be provided with the applications for each of the future stages of the development.	Provide with the planning applications for the three major stages of the Concept Plan	Section 19.3 (Property and infrastructure) Appendix F (Utilities and servicing strategy)
The Proponent will undertake to source all water supplies for the project from an authorised and reliable source.	Prior to construction and operation	Section 20.3 (Property and infrastructure) Appendix F (Utilities and servicing strategy)
The Proponent will obtain authorisation for the taking of water for purposes other than water supply, including for dewatering during construction.	Prior to construction	Section 20.3 (Property and infrastructure) Appendix F (Utilities and servicing strategy)
Climate Change Risk		
<p>The Proponent will where applicable implement the controls and mitigation measures summarised in the Climate Risk Assessment report and including:</p> <ul style="list-style-type: none"> • Incorporate climate change sensitivity analyses for 20 per cent increase in peak rainfall and storm volumes into flood modelling assessment to determine system performance; • Incorporate appropriate flood mitigation measures, where practical within the design to limit the risk to acceptable levels; • Consider the impacts of climate change on system performance, and where practical incorporate adaptive capacity measures within the design to limit the risk to acceptable levels; • Use of appropriate materials and engineering design capable of withstanding potential impacts posed by storm damage; 	Address within the planning applications for the three major stages	<p>Section 19.6 (Greenhouse gas and climate change) Appendix V (Greenhouse gas)</p> <p>Section 18.6 (Greenhouse gas and climate change) Appendix V (Greenhouse gas)</p> <p>Section 18.6 (Greenhouse gas and climate change) Appendix V (Greenhouse gas)</p> <p>Section 18.6 (Greenhouse gas and climate change) Appendix V (Greenhouse gas)</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<ul style="list-style-type: none"> Incorporate appropriate strategic protection zones, including asset protection zones into design to limit bushfire risk to acceptable levels, where required; 		Section 18.6 (Greenhouse gas and climate change) Appendix V (Greenhouse gas)
<ul style="list-style-type: none"> Control of performance of hotworks on total fire ban days during construction and operation, particularly within any defined asset protection zones; 		Section 20.2 (Bushfire) Appendix U (Bushfire protection assessment)
<ul style="list-style-type: none"> Maintain track stability through regular maintenance, use concrete sleepers in place of wooden ones and use preventative measures in the event of heatwaves (e.g speed restrictions, warehouse ventilation for improved heat removal); and 		Appendix G (Preliminary CEMP)
<ul style="list-style-type: none"> Consider further assessment of Marginal Abatement Cost Curves to assess commercial opportunities of reducing reliance on single energy source. 		Section 18.6 (Greenhouse gas and climate change) Appendix V (Greenhouse gas)
Ecologically Sustainable Development		
<p>Where applicable the Proponent will implement the Ecological Sustainable Development initiatives across the construction, operation and decommissioning stages of the SIMTA proposal including:</p> <ul style="list-style-type: none"> Site management policies and strategies; Materials selection and energy and water demand management; and On-site renewable energy generation. 	Provide with the planning applications for the three major stages of the Concept Plan and throughout the project, as required	Section 20.4 (Ecologically Sustainable Development)
<p>The following principles will be achieved during the design development and construction phase of the proposal:</p> <ul style="list-style-type: none"> Precautionary principles; Inter-generational equality; Conservation of biological and ecological integrity; and Improved valuation, pricing and incentive mechanisms 	During construction	Section 20.4 (Ecologically Sustainable Development)

Commitment

Timing (as prescribed by the Statement of Commitments)

Where addressed

Waste Management

The Proponent commits to undertaking waste management in the demolition, construction and operational phases of the development as listed below:

Demolition

- Re-use of material will have priority over recycling;
- Recycling will have priority over disposal;
- Selection of reputable waste removal contractors who will guarantee that recyclable material will be recycled and will provide any relevant certificates;
- Vegetation removed shall be either preserved for use in the new development, or mulched for inclusion in landscaping activities. The remainder will be sent to a composting facility;
- Excavated earth will be used for infill and landscaping where feasible, the remainder will be sent to a recycling facility;
- Asphalt will be re-used by transferring it to a batching plant or using it as a base layer for access roads;
- Concrete components will where possible be crushed and reused on site, the remainder will be sent to a recycling facility;
- Fuel and oil storage from demolition machinery will be secured and managed responsibly within compound sites during works, and removed upon completion of works;
- Sewage waste shall be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements;

During demolition

Section 20.1 (Waste)

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<p><u>Construction</u></p> <ul style="list-style-type: none"> • Reduce potential waste by ordering the correct quantities of materials; • Coordinate and sequence trades people to minimise waste; • Prefabricate materials where possible; • Use modular construction and basic designs to reduce the need for off-cuts; • Reuse formwork; • Reuse or recycle materials from the demolition phase; • Separate off-cuts to facilitate reuse, resale or efficient recycling; • Minimise site disturbance and limit unnecessary excavation; • Select landscaping which reduces green waste; • Select waste removal contractors to guarantee that recyclable waste are recycled; • Engage with the supply chain to supply products and materials that use minimal packaging; • Set up schemes with suppliers to take back packaging materials; • Sewage waste shall be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements; 	<p>Prior to and during construction</p>	<p>Section 20.1 (Waste)</p>
<p><u>Operation</u></p> <ul style="list-style-type: none"> • Appropriate areas shall be provided for the storage of waste and recyclable material; • Standard signage on how to use the waste management system and what materials are acceptable in the recycling will be posted in all waste collection and storage areas; • All domestic waste shall be collected regularly and disposed of at licensed facilities; • Waste collection vehicles will be able to service the development efficiently and effectively; 	<p>Throughout the operation of the SIMTA Proposal</p>	<p>Section 20.1 (Waste)</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<ul style="list-style-type: none"> • An education programme and on-going monitoring will to be implemented for training personnel to properly sort and transport waste into the right components and destinations; • Sewage waste will be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements; and • Trade waste will be discharged to the sewer through a trade waste agreement with Sydney Water. 		
Consultation		
<p>The Proponent will continue to consult with relevant government authorities and bodies during the design development process for the detailed applications for the three major stages of the development. Depending on the development proposed, these may include:</p> <ul style="list-style-type: none"> • Liverpool City Council • Transport for NSW • Railcorp (note: now Sydney Trains) • Australian Rail Track Corporation Ltd (ARTC) • NSW Department of Primary Industries (including NSW • Office of Water, NSW Fisheries and Crown Lands) • NSW Office of Environment and Heritage • Heritage Council of NSW • NSW Environment Protection Authority • Department of Defence • Department of Finance and Deregulation 	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>	<p>Section 6 (Consultation) Appendix J (Community consultation)</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
<p>The Proponent will continue to engage and consult with the community during the future detailed planning applications. Depending on the scale of the proposed, development, SIMTA may undertake the following activities either prior to lodgement or during the public exhibition of the application:</p> <ul style="list-style-type: none"> • Open a Community Information Centre (as appropriate) to provide stakeholders with information and to receive feedback on the proposal • Update the existing project website and maintain access • Continued operation of the email feedback system and free-call information line. 	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>	<p>Section 6 (Consultation) Appendix J (Community consultation)</p>
<p>The Proponent shall:</p> <ul style="list-style-type: none"> • Obtain the consent of the ARTC with respect to the connection to the Southern Sydney Freight Line (noting that the granting of consent by ARTC is subject to the provision of ARTC Interstate Access Undertaking); and • Work with ARTC to identify the timing, scope and staging of any required capacity enhancement to the ARTC Network. 	<p>Prior to issue of a construction certificate for the rail link construction</p>	<p>Not applicable to this stage</p>

Commitment	Timing (as prescribed by the Statement of Commitments)	Where addressed
Infrastructure Delivery¹		
<p>The proponent commits to entering into a Voluntary Planning Agreement with the relevant authority to facilitate delivery of the following works:</p> <ul style="list-style-type: none"> • Upgrade of the Moorebank Avenue / M5 Motorway interchange; • Upgrade of Moorebank Avenue between Anzac Road and the southern entrance to the site to four lanes; • Provision of a new traffic signal at SIMTA's northern access with Moorebank Avenue; • Provision of a new traffic signal 750 metres south of the central access to the site; • Other parts of the site that will be upgraded, embellished, constructed or dedicated to the Commonwealth, Transport for NSW or the relevant Council that is directly attributable to the carrying out of the proposal; and • Investigating possible changes to the 901 bus route including frequency, stop locations and route. • The timing for the delivery of the works will be in accordance with the agreed timing contained within the relevant Voluntary Planning Agreement. 	<p>Prior to obtaining planning approval for the first stage of works (including the rail link)</p>	<p>Not applicable to this stage</p>

¹ The deletion of this Statement of Commitment is the subject of the Modification Application (10_0193 MOD1) which is currently in the final stages of assessment by the Planning Assessment Commission (PAC).