

SEARS COMPLIANCE

Section	SEAR's Requirements	Where Addressed in this EIS
General Requirements		
General Requirements	<ul style="list-style-type: none"> A summary of the EIS 	Executive Summary of the EIS
	<ul style="list-style-type: none"> A statement of the objectives of the development , including consideration of container trade numbers (import and export); and the development's consistency with the aims and objectives of relevant State policies and plans 	Section 1 - <i>Introduction</i> Section 3 – <i>Proposal Justification, Noise and Alternatives</i>
	<ul style="list-style-type: none"> Future trends in container origin/destination in Sydney, intermodal capacity and demand, and identification of the terminal's freight catchment area and freight split 	Section 3- <i>Proposal Justification, Need and Alternatives</i>
	<ul style="list-style-type: none"> The development's relationship to and interaction with adjoining development, including the proposed intermodal on the School of Military Engineering site and consideration of cumulative impacts of the two intermodals 	Section 3.2.5 - <i>Proposal Justification, Need and Alternatives – Relationship to the Adjoining Development</i>
	<ul style="list-style-type: none"> An analysis of feasible alternatives to carrying out the development, having regard to its objectives, including the consequences of not carrying out the development 	Section 3.3 - <i>Proposal Justification, Need and Alternatives – Proposal Alternatives</i>
	<ul style="list-style-type: none"> 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) 	Section 7 – 21 – Impact assessment sections
	<ul style="list-style-type: none"> 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 <i>Environmental Planning and Assessment Act 1979</i> (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 	Section 3 - <i>Proposal Justification, Need and Alternatives</i> Sections 7 – 21 – Impact assessment Section 5 – <i>Statutory Planning Approvals</i>
	<ul style="list-style-type: none"> A compilation of the measures proposed to mitigate any adverse effects of the development on the environment 	Section 22 - <i>Compilation of Mitigation Measures</i>

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	<ul style="list-style-type: none"> ▪ A justification of the development taking into consideration the objects of the EP&A Act 	<p>Section 3.1 - <i>Proposal Justification, Need and Alternatives – Strategic Justification</i></p> <p>Section 23 – <i>Conclusion and Justification</i></p>
	<p>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</p>	<p>Section 21 - <i>Environmental Risk Analysis</i></p>
	<p>Where relevant, the assessment of the key issues below, and any other significant issues identified in the risk assessment, must include:</p> <ul style="list-style-type: none"> ▪ Adequate baseline data; 	<p>Sections 7 – 21 – Impact assessment (Existing Environment)</p>
	<ul style="list-style-type: none"> ▪ Consideration of potential cumulative impacts due to other development in the vicinity; 	<p>Section 19 - <i>Cumulative Impacts</i></p>
	<ul style="list-style-type: none"> ▪ Measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment; 	<p>Section 7 – 21 – Impact assessment (Mitigation measures)</p> <p>Section 22-<i>Compilation of Mitigation Measures</i></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 ; and 	<p>Section 20.1 - <i>Human Health</i></p> <p>Health Impact Assessment (Appendix O)</p>
	<ul style="list-style-type: none"> ▪ Consideration of the cumulative impacts of this proposal with the adjacent Moorebank Intermodal Terminal proposal 	<p>Section 19 - <i>Cumulative Impacts</i></p>
	<p>The EIS must be accompanied by a report from a qualified quantity surveyor providing:</p> <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; 	<p>Section 1-<i>Introduction</i></p> <p>Quantity Surveyors Report (Appendix B)</p>
	<ul style="list-style-type: none"> ▪ An estimate of the jobs that will be created by the future development during the construction and operational phases of the development; and 	<p>Section 20.6 - <i>Socio Economic</i></p>

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	<ul style="list-style-type: none"> ▪ Certification that the information provided is accurate at the date of preparation 	Statement of Validity within the EIS
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; ▪ Draft Metropolitan Plan for Sydney (March 2013); ▪ Draft South West Subregional Strategy; ▪ Railing Port Botany's Containers; ▪ Action for Air; ▪ NSW Freight and Ports Strategy 2013; and ▪ the Commonwealth 's draft National Ports Strategy and National Freight Strategy 	Section 3.1 - <i>Proposal Justification, Need and Alternatives – Strategic Justification</i>
2. Compliance with the Approved Concept Plan	The EIS shall demonstrate that the proposal is consistent with the Concept Plan approval MP 10_0193 dated 29 September 2014 (as modified).	Section 5 - <i>Statutory Planning Approvals Compliance Table (Appendix A)</i>
3. Air Quality	A comprehensive air quality impact assessment including:	Section 8 - <i>Air Quality</i>
	a) 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);	Air Quality Impact Assessment (Appendix M)
	b) Taking into account the final project design with consideration to worst - case meteorological and operating conditions;	Section 8 - <i>Air Quality</i> Air Quality Impact Assessment (Appendix M)
c) Quantitatively assessing the predicted emission of:		Section 8.3 - <i>Air Quality – Potential Impacts</i>
	i. Solid particles;	
	ii. Sulphur oxides;	
	iii. Nitrogen oxides; and	
	iv. Hydrocarbons.	Air Quality Impact Assessment (Appendix M)

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	<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>	<p>Section 8.3 – <i>Air Quality – Potential Impacts</i> Section 19.3.2 - <i>Cumulative Impacts</i> Air Quality Impact Assessment (Appendix M)</p>
	<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. Explicit linkage of assumed engine standards and operational management systems; iii. The timeframe for implementation of all identified emission controls ; iv. Proposed key performance indicator(s) for emission controls; v. Proposed means of air quality monitoring including location (on and off-site) , frequency and duration; vi. Poor air quality response mechanisms ; vii. Responsibilities for demonstrating and reporting achievement of key performance indicator(s); viii. Record keeping and complaints response register; and ix. Compliance reporting. 	<p>Section 8.4 - <i>Air Quality – Mitigation Measures</i> Air Quality Management Plan (Appendix M)</p>
	<p>f) 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.</p>	<p>Section 8.3 - <i>Air Quality – Potential Impacts</i> Air Quality Impact Assessment (Appendix M)</p>
<p>4. Best Practice Review</p>	<p>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> <p>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;</p>	<p>Section 10 – <i>Best Practice Review</i> Air Quality Best Practice Review (Appendix M) Noise Best Practice Review (Appendix N)</p>

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	<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: <ul style="list-style-type: none"> • driver/operator training about how to reduce air quality impacts associated with 'long-duration' idling; • automatic engine shut down/start up system controls whereby engine stopping or starting is implemented without operator action; • '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: <ul style="list-style-type: none"> ○ transport refrigerated units/containers; ○ cabin climate control; and ○ other accessories and equipment. • 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. 	<p>Section 10 – <i>Best Practice Review</i> Air Quality Best Practice Review (Appendix M)</p>
	<p>c) Define an acceptable threshold where idling becomes 'long-duration' using an evidence based approach ; and</p>	<p>Section 10.1 – <i>Best Practice Review - Air</i> Air Quality Best Practice Review (Appendix M)</p>
	<p>d) 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>	<p>Section 10.1 – <i>Best Practice Review - Air</i> Air Quality Best Practice Review (Appendix M)</p>

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	<p>The following noise requirements shall be included in the best practice review:</p> <p>a) Determine the number of maximum noise events at residences due to freight train operations on the rail link (including curve squeal noise);</p> <p>b) Identification of all feasible and reasonable measures to minimise and mitigate noise impacts from the operation of the terminal and rail link such as;</p> <ul style="list-style-type: none"> i. use of locomotives that meet or exceed Australian and international benchmarks for low noise operation; ii. use of automatic rolling stock wheel defect detection and response system ; iii. permanently coupled wagons with low noise equipment such as steering bogies; iv. noise attenuated enclosures for reversing vehicles; and v. alternative options to the use of traditional 'beeper' type reversing/movement alarms. <p>c) Assessment of an ongoing noise compliance and response system including a framework for on and off-site noise monitoring during operation.</p>	<p>Section 10.2 – <i>Best Practice Review - Noise</i> Noise Best Practice Review (Appendix N)</p> <p>Section 10.2 – <i>Best Practice Review - Noise</i> Noise Best Practice Review (Appendix N)</p> <p>Section 10.2 – <i>Best Practice Review - Noise</i> Noise Best Practice Review (Appendix N)</p>
5. Traffic and Transport	<p>A Traffic Impact Assessment that assesses intersection and road network impacts, including impacts on Cambridge Avenue. The traffic assessment shall:</p> <p>a) Take into account the Guide to Traffic Generating Development (RTA);</p> <p>b) Undertake a realistic and justified range of peak hour generation scenarios (to be determined in consultation with TfNSW);</p> <p>c) Undertake detailed model analysis to confirm network operation and identify intersection upgrade requirements;</p> <p>d) Consider the constructability constraints of proposed upgrade(s) at key intersections , such as vehicle sweep paths, geometry and sight lines;</p>	<p>Section 7 -<i>Traffic and transport</i> Traffic & Accessibility Impact Assessment (Appendix L)</p> <p>Section 7.3 -<i>Traffic and transport – Potential Impacts</i> Traffic & Accessibility Impact Assessment (Appendix L)</p> <p>Section 7.3 -<i>Traffic and transport – Potential Impacts</i> Traffic & Accessibility Impact Assessment (Appendix L)</p> <p>Section 4.2 – <i>Proposal Description – Built Form</i> Section 7 -<i>Traffic and transport</i></p>

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		Construction Traffic Impact Assessment (Appendix L)
	<p>e) Assess construction traffic impacts, including:</p> <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. 	<p>Section 7.3 - <i>Traffic and transport – Potential Impacts</i></p> <p>Construction Traffic Impact Assessment (Appendix L)</p>
	<p>f) 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. 	<p>Section 7.3 - <i>Traffic and transport – Potential Impacts</i></p> <p>Traffic & Accessibility Impact Assessment (Appendix L)</p>
	<p>g) Give consideration to the use of heavy vehicles able to move two 40 foot containers;</p>	<p>Section 7.3 - <i>Traffic and transport – Potential Impacts</i></p> <p>Traffic & Accessibility Impact Assessment (Appendix L)</p>
	<p>h) Provide an outline operational Traffic Management Plan to manage vehicle movements to and from the site, including contingency measures should the M5 and Moorebank Avenue be obstructed.</p>	<p>Section 7 - <i>Traffic and transport</i></p> <p>Preliminary Operational Traffic Management Plan (Appendix L)</p>
	<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; and iv. driver code of conduct. 	<p>Section 7 - <i>Traffic and transport</i></p> <p>Preliminary Operational Traffic Management Plan (Appendix L)</p>

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	<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"> a) Moorebank Avenue/Newbridge Road; b) Moorebank Ave/Heathcote Road; c) Cambridge Ave; d) M5 Motorway/Moorebank Avenue; e) M5 Motorway/Heathcote Road; and f) M5 Motorway/Hume Highway. 	<p>Section 7.3 – <i>Traffic and Transport – Potential Impacts</i></p> <p>Section 7.4 - <i>Traffic and Transport – Mitigation Measures</i></p> <p>Traffic & Accessibility Impact Assessment (Appendix L)</p>
6. Rail	<p>Addressing the requirements of TfNSW including;</p> <ul style="list-style-type: none"> a) Detailed design and engineering drawings for the rail link, including the freight line track , supporting infrastructure and clearances with the East Hills Passenger Line and the relocation of any Sydney Trains services and infrastructure, prepared by an Asset Standards Authority Authorised Engineering Organisation; b) Identifying the forecast annual train movements including an estimated range of daily train movements, and the capacity of existing and proposed rail network to handle predicted increases in traffic, based on appropriate empirical evidence and modelling; and c) Demonstrate how the use of the proposed Moorebank Station site would ensure priority access by Sydney Trains at all times. <p>An assessment of the impacts of the rail link on the Glenfield Waste Facility in consultation with the EPA, including:</p> <ul style="list-style-type: none"> 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; 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; 	<p>Section 4.2 – <i>Proposal Description – Built Form</i></p> <p>Rail Engineering Drawings (Appendix F)</p> <p>Water and Road Crossing Design Drawings (Appendix G)</p> <p>Section 4.5 – <i>Proposal Description – Operation</i></p> <p>Rail Access Report (Appendix F)</p> <p>Section 22.4 – <i>Property and Infrastructure</i></p> <p>Rail Access Report (Appendix F)</p> <p>Sections 12 - <i>Geotechnical and Soil</i></p> <p>Rail Access Report (Appendix F)</p> <p>Geotechnical Interpretive Report (Appendix Q)</p> <p>None proposed as landfill cells will not be disturbed.</p>

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	c) Any proposed impacts on pollution control and monitoring systems including existing groundwater and landfill gas bores and their subsequent repair/replacement;	Section 4.4 – <i>Proposal Description - Construction</i> Rail Access Report (Appendix F)
	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;	None proposed as landfill cells will not be disturbed. Rail Access Report (Appendix F)
	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	None proposed as landfill cells will not be disturbed.
	f) An overview of any access and/ or materials/ equipment storage arrangements with Glenfield Waste Facility in relation to the construction of the project.	Section 4 - <i>Proposal description</i> Section 22.4 – <i>Property and Infrastructure</i>
7. Noise and Vibration	An updated assessment of noise and vibration impacts. The assessment shall: a) 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 9.3 - <i>Noise and vibration – Potential Impacts</i> Noise & Vibration Impact Assessment (Appendix N)
	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;	Section 9.4 - <i>Noise and vibration – Mitigation Measures</i> Noise & Vibration Impact Assessment (Appendix N)
	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;	Section 9 - <i>Noise and vibration</i> Noise & Vibration Impact Assessment (Appendix N)

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	<p>d) 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</p>	<p>Site dedicated locomotives are not proposed for the Proposal. Section 10 – <i>Best Practice Review</i> Noise & Vibration Impact Assessment (Appendix N)</p>
	<p>e) 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.</p>	<p>Section 9.4 - <i>Noise and vibration – Mitigation Measures</i> Section 10.2 – <i>Best Practice Review - Noise</i> Noise & Vibration Impact Assessment (Appendix N)</p>
<p>8. Infrastructure Upgrades / Contributions</p>	<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 1 of the Concept Plan, including applicable costs, timing, TEU thresholds and approval pathways for such measures;</p>	<p>Section 7.3 - <i>Traffic and transport – Potential Impacts</i> Section 20.4 – <i>Property and Infrastructure</i> Traffic & Accessibility Impact Assessment (Appendix L)</p>
	<p>b) Draft Voluntary Planning Agreement (VPA) addressing the following matters:</p> <ul style="list-style-type: none"> i. consultation with relevant bus provider(s) regarding the potential to extend the 901 bus service; and ii. consultation with the relevant authority to facilitate the delivery of any part of the site or surrounds 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. 	<p>A modification has been sought concurrently with lodgement of this EIS to remove this requirement.</p>
	<p>The draft VPA may also include 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: The VPA must be executed prior to the determination of the Stage 1 SSD pursuant to condition 1.9 of the Concept Plan Approval.</p>	<p>A modification has been sought concurrently with lodgement of this EIS to remove this requirement.</p>

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	c) Consideration of any relevant Council's Developer Contributions Plan (or equivalent document requiring developer contributions); and	This would be developed as necessary through discussions with Liverpool City Council.
	d) Consideration of vehicle monitoring on Cambridge Avenue during operation of the project, to ensure any impacts are captured and adequately mitigated as a result of the project.	Section 7.3 - <i>Traffic and transport – Potential Impacts</i> Traffic & Accessibility Impact Assessment (Appendix L)
9. Soil and Water	An assessment of soil and water impacts for the entire site including rail link. The assessment shall: 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 is addressed in Section 11- <i>Hydrology</i> Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (Appendix P) Groundwater is addressed in Section 11- <i>Hydrology</i> Section 12- <i>Geotechnical and Soil</i> and Section 13- <i>Contamination</i> Phase 2 Environmental Site Assessment (Appendix R)
	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: <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 11.3 - <i>Hydrology – Potential Impacts</i> Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (Appendix P)
	c) Include a detailed and consolidated site water balance;	Section 11.3 – <i>Hydrology – Potential Impacts</i>

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		Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (Appendix P)
	d) Include details of the water supply source(s) for the proposal including any proposed surface water and groundwater extraction;	Section 4.2 – <i>Built Form</i> Utilities Strategy Report AECOM (Appendix H)
	e) Assess potential cumulative impacts on water resources, and any proposed options to manage the cumulative impacts;	Section 11.3 – <i>Hydrology – Potential Impacts</i> Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (Appendix P)
	f) Address drainage issues associated with the development I site, including stormwater, drainage infrastructure and incorporation of Water Sensitive Urban Design measures;	Section 11.3 – <i>Hydrology – Potential Impacts</i> Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (Appendix P)
	g) 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 mitigation measures in accordance with Managing Urban Stormwater - Soils & Construction Volume 1 2004 (Landcom) and Volume 2 (DECC 2008);	Section 11.3 – <i>Hydrology – Potential Impacts</i> Section 11.4 – <i>Hydrology – Mitigation Measures</i> Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (Appendix P)
	h) Consideration of stormwater management during operation of the site with the objective of maintaining or improving existing water quality;	Section 11.3 – <i>Hydrology – Potential Impacts</i> Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (Appendix P)
	i) Consider whether the existing sewerage system can cater for the proposal and whether environmental performance of the existing system will be impacted;	Section 4.2 – <i>Built Form</i>

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		Utilities Strategy Report AECOM (Appendix H)
	j) Identify and assess the soil characteristics and properties that may impact or be impacted by the project, including acid sulfate soils;	Section 12.2 – <i>Geotechnical and soil – Existing Environment</i> Section 13.2 – <i>Contamination – Existing Environment</i> Geotechnical Investigation Report (Appendix Q) Phase 2 Environmental Site Assessment (Appendix R)
	k) 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; and	Section 4.4 - <i>Proposal Description – Construction</i> Section 12.3 - <i>Geotechnical and soil – Potential Impacts</i> Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (Appendix P)
	l) 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: <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. 	Section 13 - <i>Contamination</i> Phase 2 Environmental Site Assessment & Remediation Action Plan (Appendix R)

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10. Heritage	<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. 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</p>	<p>Section 15 - <i>Indigenous Heritage</i></p> <p>Aboriginal Heritage Impact Assessment (Appendix T)</p>
	<p>Consider impacts to historic heritage. For any identified impacts, the assessment shall:</p> <p>i. include a statement of heritage impact;</p> <p>ii. be undertaken by a suitably qualified heritage consultant(s);</p> <p>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> <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 16 - <i>Non-Indigenous Heritage</i></p> <p>Non-Indigenous Heritage Impact Assessment (Appendix U)</p>
11. Visual Amenity, Urban Design and Landscaping	<p>An assessment of visual impacts. The assessment shall:</p> <p>a) Include a description of the visual significance of the affected landscape including an analysis of views from key vantage points;</p>	<p>Section 17 - <i>Visual Amenity, Urban Design and Landscape</i></p> <p>Visual Impact Assessment (Appendix V)</p>
	<p>b) Include artist's impressions of the development from key vantage points;</p>	<p>Section 17 - <i>Visual Amenity, Urban Design and Landscape</i></p> <p>Visual Impact Assessment (Appendix V)</p>
	<p>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 key components including container stacking heights, lighting, bridge crossings, and views to and from the project;</p>	<p>Section 17-<i>Visual Amenity, Urban Design and Landscape</i></p> <p>Visual Impact Assessment (Appendix V)</p>
	<p>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;</p>	<p>Section 17 - <i>Visual amenity, urban design and landscape</i></p> <p>Visual Impact Assessment (Appendix V)</p>

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	e) Include details of hard and soft landscaping treatment and design (including proposed road upgrades relevant to that stage and reinstatement of riparian vegetation); and	Section 4.2 - <i>Proposal Description – Built Form</i> Landscape Design Statement and Plans (Appendix E)
	f) Proposed management/mitigation measures to address the visual impact of the proposal.	Section 17 - <i>Visual amenity, Urban Design and Landscape</i> Visual Impact Assessment (Appendix V)
12. 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, groundwater dependent ecosystems, 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 East Hills Passenger Line;</p> <p>b) Consider of the OEH's Threatened Species Survey and Assessment Guidelines (www.environment.nsw.gov.au/threatenedspecies/surveyassessmentqdlns.htm), any relevant draft or final recovery plans, <i>Fish Passage Requirements for Waterway Crossings, Policy and Guidelines for Fish Friendly Waterway Crossings</i> (DPI) and Commonwealth <i>Significant Impact Guidelines</i>;</p> <p>c) Include a Vegetation Management Plan that has been prepared in consultation with the NSW Office of Water;</p> <p>d) Document how impacts to the <i>Persoonia nutans</i> and the <i>Grevillea parviflora</i> subsp. <i>Parviflora</i> flora species have been minimised through the detailed design process;</p> <p>e) 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 s1428(1)(c) of the <i>Threatened Species Conservation Act</i> 1995; and</p>	<p>Section 14 - <i>Biodiversity</i> Biodiversity Assessment Report (Appendix S)</p> <p>Section 14 - <i>Biodiversity</i> Biodiversity Assessment Report (Appendix S)</p> <p>Section 14 - <i>Biodiversity</i> Riparian Vegetation Management Plan (Appendix S)</p> <p>Section 14 - <i>Biodiversity</i> Biodiversity Assessment Report & Threatened Flora Species Management Plan (Appendix S)</p> <p>Section 14 - <i>Biodiversity</i> Biodiversity Offset Strategy (Appendix S)</p>

Section	SEAR's Requirements	Where Addressed in this EIS
	f) Include a comprehensive offset strategy, in accordance with the <i>NSW Biodiversity Offsets Policy for Major Projects</i> including the <i>Framework for Biodiversity Assessment</i> (OEH 2014), consistent with the 'avoid, minimise or offset' principle.	Section 14 - <i>Biodiversity</i> Biodiversity Offset Strategy (Appendix S)
13. Hazards and Risks	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 20 11) and <i>Multi-Level Risk Assessment</i> (DoP 2011). The PHA should:	Section 18 - <i>Hazard and Risk</i>
	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	Section 18 - <i>Hazard and Risk</i>
	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> .	Section 18 - <i>Hazard and Risk</i>
Other Issues		
14. Waste	An assessment of 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.	Section 20.2- <i>Waste</i>
15. Bushfire Management	An assessment against the <i>Planning for Bushfire 2006</i> (NSW Rural Fire Service).	Section 20.3- <i>Bushfire</i> Bushfire Protection Assessment (Appendix W)
16. Property and Infrastructure	a) Assessing the impacts on affected properties and land uses, including impacts relating to access, land use, business activities, future development potential, and property acquisition; and	Section 20.4- <i>Property and Infrastructure</i>
	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 20.4- <i>Property and Infrastructure</i>
17. Staging	The EIS is to include details regarding the staging of the proposed development, including likely timing for construction and operation of the rail link, in relation to the overall Concept Plan.	Section 4- <i>Proposal Description</i> Architectural Drawings (Appendix D)

Section	SEAR's Requirements	Where Addressed in this EIS
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 20.7- <i>Ecologically Sustainable Development</i>
Plans and documents		
Plans and documents	<p>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the <i>Environmental Planning and Assessment Regulation 2000</i>.</p> <p>In addition, the EIS must include the following:</p> <ul style="list-style-type: none"> ▪ site layout plan, including carparking and container storage areas; 	Architectural Drawings (Appendix D)
	<ul style="list-style-type: none"> ▪ architectural drawings (floor plans, elevations, sections); 	Architectural Drawings (Appendix D)
	<ul style="list-style-type: none"> ▪ site survey plan, showing existing levels, location and height of existing and adjacent structures/buildings; 	Survey Plan (Appendix C)
	<ul style="list-style-type: none"> ▪ swept path analysis; 	Architectural Drawings (Appendix D)
	<ul style="list-style-type: none"> ▪ site analysis plan; 	Architectural Drawings (Appendix D)
	<ul style="list-style-type: none"> ▪ landscape plan, including any public domain works; 	Landscape Design Statement and Plans (Appendix E)
	<ul style="list-style-type: none"> ▪ preliminary construction management plan, inclusive of a construction traffic management plan; 	Preliminary Construction Environmental Management Plan (Appendix I) and Preliminary Construction Traffic Management Plan (Appendix L)
	<ul style="list-style-type: none"> ▪ geotechnical and structural report; 	Geotechnical Interpretative Report (Appendix Q)
	<ul style="list-style-type: none"> ▪ signage details; and 	Architectural Drawings (Appendix D)
	<ul style="list-style-type: none"> ▪ schedule of materials and finishes 	Architectural Drawings (Appendix D)

Section	SEAR's Requirements	Where Addressed in this EIS
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 & Office of Water); - NSW Rural Fire Service; - NSW Health; - Sydney Ports Corporation; - Liverpool City Council; and - Campbelltown City Council. ▪ service and infrastructure providers: <ul style="list-style-type: none"> - Roads and Maritime Services; - Australian Rail Track Corporation; - Sydney Trains; - Sydney Water Corporation; - Endeavour Energy; - Jemena; - Telstra; and - AGL Upstream Investments Pty Ltd. ▪ specialist interest groups, including Local Aboriginal Land Councils; and ▪ the public, including community groups and adjoining and affected landowners. <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>	<p>Section 6 - <i>Consultation</i></p> <p>Community and Stakeholder Consultation Outcomes Report (Appendix K)</p>

Section	SEAR's Requirements	Where Addressed in this EIS
Further consultation after 2 years		
Further consultation after 2 years	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.	The EIS has been lodged within 2 years of the issued date of these SEARs.

CONDITIONS OF APPROVAL

Section	Concept Plan Conditions of Approval	Where addressed
General Requirements		
General Requirements	Any future Development Application shall:	
	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;	Section 3- <i>Proposal Justification, Need and Alternatives</i> Environmental Assessment Secretary's Requirements (SSD 14-6766), Concept Plan Approval (MP 10_0193) Compliance Table (Appendix A)
	b) include a detailed project description, including construction, operation, maintenance, and staging;	Section 4 - <i>Proposal Description</i>
	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 6 to Section 21 – Impact assessment (Mitigation Measures) Section 22- <i>Compilation of Mitigation Measures</i>
	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- <i>Consultation</i> Community and Stakeholder Consultation Outcomes Report (Appendix K) Utilities Strategy Report (Appendix H)
	These requirements shall be addressed for each Development Application and shall apply to the extent reasonably required by the particular application and to the land the subject of the relevant stage. Note: Soil and water must be addressed in the Stage 1 Development Application for the entire site including rail link.	This EIS
Air Quality		

Section	Concept Plan Conditions of Approval	Where addressed
Air Quality	<p>Any future Development Application shall include a comprehensive air quality impact assessment for each stage of the proposal, including:</p> <p>a) 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;</p>	<p>Section 8.1 -<i>Air Quality</i> Air Quality Impact Assessment (Appendix M)</p>
	<p>b) Taking into account the final project design with consideration to worst-case meteorological and operating conditions;</p>	<p>Section 8.3 -<i>Air Quality – Potential Impacts</i> Air Quality Impact Assessment (Appendix M)</p>
	<p>c) Quantitatively assessing the prediction emission of:</p> <p>i. Solid particles;</p> <p>ii. Sulphur oxides;</p> <p>iii. Nitrogen oxides; and</p> <p>iv. Hydrocarbons.</p>	<p>Section 8.1 -<i>Air Quality – Potential Impacts</i> Air Quality Impact Assessment (Appendix M)</p>
	<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>	<p>Section 8.3 – <i>Air Quality – Potential Impacts</i> Section 19-<i>Cumulative Impacts</i> Air Quality Impact Assessment (Appendix M)</p>

Section	Concept Plan Conditions of Approval	Where addressed
	<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. 	<p>Section 8.3 - <i>Air Quality – Potential Impacts</i></p> <p>Air Quality Management Plan (Appendix M)</p>
Best Practice Review		
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> <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; 	<p>Section 10.1 – <i>Best Practice Review - Air Quality</i></p> <p>Air Quality Best Practice Review (Appendix M)</p> <p>Section 9-<i>Noise and Vibration</i></p> <p>Noise Best Practice Review (Appendix N)</p>

Section	Concept Plan Conditions of Approval	Where addressed
	<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: <ul style="list-style-type: none"> ▪ driver/operator training about how to reduce air quality impacts associated with 'long-duration' idling; ▪ automatic engine shut down/start up system controls whereby engine stopping or starting is implemented without operator action; ▪ '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: <ul style="list-style-type: none"> ○ transport refrigerated units/containers; ○ cabin climate control; and ○ other accessories and equipment. <p>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.</p>	<p>Section 10.1 – <i>Best Practice Review - Air Quality</i></p> <p>Air Quality Best Practice Review (Appendix M)</p>
	<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>	<p>Section 10.1 – <i>Best Practice Review- Air Quality</i></p> <p>Air Quality Best Practice Review (Appendix M)</p>
	<p>The following noise requirements shall be included in the best practice review:</p> <p>a) assessment of an ongoing noise compliance and response system;</p>	<p>Section 10.2 – <i>Best Practice Review - Noise and Vibration</i></p> <p>Noise Best Practice Review (Appendix N)</p>

Section	Concept Plan Conditions of Approval	Where addressed
	b) assessment for the need of an automatic rolling stock wheel defect detection and response system;	Section 10.2 – <i>Best Practice Review - Noise and Vibration</i> Noise Best Practice Review (Appendix N)
	c) identification of all feasible and reasonable measures to minimise and mitigate noise impacts from the operation of the terminal and rail link;	Section 10.2 – <i>Best Practice Review - Noise and Vibration</i> Noise Best Practice Review (Appendix N)
	d) site layout and operations options to: 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 10.2 – <i>Best Practice Review - Noise and Vibration</i> Noise Best Practice Review (Appendix N)
	e) assessment of alternative options to the use of traditional ‘beeper’ type reversing/ movement alarms; and	Section 10.2 – <i>Best Practice Review - Noise and Vibration</i> Noise Best Practice Review (Appendix N)
	f) framework for on and off-site noise monitoring during operation.	Section 10.2 – <i>Best Practice Review - Noise and Vibration</i> Noise Best Practice Review (Appendix N)
Traffic and Transport		
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: a) undertake detailed model analysis commensurate with the stage, to confirm network operation and identify intersection upgrade requirements;	Section 7.3 - <i>Traffic and Transport – Potential Impacts</i> Traffic and Accessibility Impact Assessment (Appendix L)

Section	Concept Plan Conditions of Approval	Where addressed
	b) consider the constructability constraints of proposed upgrade(s) at key intersections, such as vehicle sweep paths, geometry and sight lines;	Section 4 – <i>Description of Proposal</i> Construction Traffic Impact Assessment (Appendix L)
	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 7.3 - <i>Traffic and Transport – Impact Assessment</i> Construction Traffic Impact Assessment (Appendix L)
	d) assess operational traffic and transport impacts to the local and regional road network, including: <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 7.3 - <i>Traffic and Transport – Potential Impacts</i> Traffic and Accessibility Impact Assessment (Appendix L)
	e) provide an updated Traffic Management and Accessibility Plan including: <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. 	Section 7.3 - <i>Traffic and Transport – Potential Impacts</i> Section 7.4 – <i>Traffic and Transport – Mitigation Measures</i> Preliminary Operational Traffic Management Plan (Appendix L)

Section	Concept Plan Conditions of Approval	Where addressed
	<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> <p>(a) Moorebank Avenue/ Newbridge Road (b) Moorebank Ave/ Heathcote Road (c) Cambridge Ave (d) M5 Motorway/ Moorebank Avenue (e) M5 Motorway/ Heathcote Road (f) M5 Motorway/ Hume Highway.</p>	<p>Section 7.3 - <i>Traffic and Transport-Impact Assessment</i></p> <p>Traffic and Accessibility Impact Assessment (Appendix L)</p>
Rail		
Rail	<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> <p>a) TfNSW, particularly in relation to the future Moorebank Station site, use of the existing EHPL corridor and connections to the SSFL; and</p>	<p>Section 6-<i>Consultation</i></p> <p>Community and Stakeholder Consultation Outcomes Report (Appendix K)</p> <p>Rail Access Report (Appendix F)</p>
	<p>b) The EPA where the rail line traverses the Glenfield Waste Facility.</p>	<p>Section 6-<i>Consultation</i></p> <p>Community and Stakeholder Consultation Outcomes Report (Appendix K)</p> <p>Rail Access Report (Appendix F)</p>
	<p>Any future Development Application shall include an assessment of the impacts of the rail link on the Glenfield Waste Facility, including:</p> <p>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;</p>	<p>Sections 13 - <i>Geotechnical and Soil</i></p> <p>Section 14 - <i>Contamination</i></p> <p>Rail Access Report (Appendix F)</p>
	<p>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;</p>	<p>None proposed as landfill cells will not be disturbed.</p>

Section	Concept Plan Conditions of Approval	Where addressed
	c) any proposed impacts on pollution control and monitoring systems including existing groundwater and landfill gas bores and their subsequent repair/ replacement;	Section 4.4 – <i>Proposal Description - Construction</i> Section 12.3 - <i>Geotechnical and Soil</i> Rail Access Report (Appendix F)
	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;	None proposed as landfill cells will not be disturbed.
	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	None proposed as landfill cells will not be disturbed.
	f) an overview of any access and/or materials/ equipment storage arrangements with Glenfield Waste Facility in relation to the construction of the project.	Section 4 - <i>Proposal description</i> Section 22.4 – <i>Property and Infrastructure</i>
Noise and Vibration		
Noise and Vibration	Any future Development Application shall include an updated assessment of noise and vibration impacts. The assessment shall: 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 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 9.3 - <i>Noise and vibration – Potential Impacts</i> Noise & Vibration Impact Assessment (Appendix N)

Section	Concept Plan Conditions of Approval	Where addressed
	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.	
	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	Site dedicated locomotives are not proposed for the Proposal. Section 10 – <i>Best Practice Review</i> Noise & Vibration Impact Assessment (Appendix N)
	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.	Section 9.4 - <i>Noise and vibration – Mitigation Measures</i> Section 10.2 – <i>Best Practice Review - Noise</i> Noise & Vibration Impact Assessment (Appendix N)
Soil and Water		
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: <ul style="list-style-type: none"> 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 is addressed in Section 11- <i>Hydrology</i> Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (Appendix P) Groundwater is addressed in Section 11- <i>Hydrology</i> , Section 12- <i>Geotechnical and soil</i> and Section 13- <i>Contamination</i> Phase 2 Environmental Site Assessment (Appendix R)

Section	Concept Plan Conditions of Approval	Where addressed
	<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. 	<p>Section 11-<i>Hydrology</i> Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (Appendix P)</p>
	<p>c) identify and assess the soil characteristics and properties that may impact or be impacted by the project, including acid sulfate soils;</p>	<p>Section 13-<i>Contamination</i> Phase 2 Environmental Site Assessment (Appendix R)</p>
	<p>d) include a contamination assessment in accordance with the guidelines made under the <i>Contaminated Land Management Act 1997</i> 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-<i>Contamination</i> Phase 2 Environmental Site Assessment & Remediation Action Plan (Appendix R)</p>
Heritage		

Section	Concept Plan Conditions of Approval	Where addressed
Heritage	<p>Any future Development Application shall assess 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. 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</p>	<p>Section 15-<i>Indigenous Heritage</i> Aboriginal Heritage Impact Assessment (Appendix T)</p>
	<p>b) consider impacts to historic heritage. For any identified impacts, the assessment shall:</p> <p>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);</p> <p>ii. be undertaken by a suitably qualified heritage consultant(s); and</p> <p>iii. include a statement of heritage impact.</p>	<p>Section 16-<i>Non-Indigenous Heritage</i> Non-Indigenous Heritage Impact Assessment (Appendix U)</p>
Visual Amenity, Urban Design and Landscaping		
Visual Amenity, Urban Design and Landscaping	<p>Any future Development Application shall include an assessment of visual impacts. The assessment shall:</p> <p>a) include a description of the visual significance of the affected landscape;</p>	<p>Section 17 - <i>Visual Amenity, Urban Design and Landscape</i> Visual Impact Assessment (Appendix V)</p>
	<p>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</p>	<p>Section 17 - <i>Visual Amenity, Urban Design and Landscape</i> Visual Impact Assessment (Appendix V)</p>
	<p>c) include details of hard and soft landscaping treatment and design (including proposed road upgrades relevant to that stage and reinstatement of riparian vegetation).</p>	<p>Section 4 - <i>Proposal Description</i> Landscape Design Statement and Plans (Appendix E)</p>
Biodiversity		

Section	Concept Plan Conditions of Approval	Where addressed
Biodiversity	<p>Any future Development Application shall include 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, 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;</p>	<p>Section 14 - <i>Biodiversity</i></p> <p>Biodiversity Assessment Report (Appendix S)</p>
	<p>b) include a Vegetation Management Plan that has been prepared in consultation with the NSW Office of Water;</p>	<p>Riparian Vegetation Management Plan (Appendix S)</p>
	<p>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;</p>	<p>Section 14-<i>Biodiversity</i></p> <p>Biodiversity Assessment Report (Appendix S)</p>
	<p>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:</p> <p>i. As stipulated in principle 2 of '<i>NSW offset principles for major projects (state significant development and infrastructure)</i>', for terrestrial biodiversity, established assessment tools, such as the BioBanking Assessment Methodology (BBAM), are considered best practice;</p> <p>ii. the Biodiversity Offset Strategy will be undertaken in accordance with the '<i>NSW offset principles for major projects (state significant development and state significant infrastructure)</i>'; and</p> <p>iii. Offsets shall be identified, and demonstrate that they can be secured.</p>	<p>Section 14-<i>Biodiversity</i></p> <p>Biodiversity Offset Strategy (Appendix S)</p>
Section 94 Contributions		
Section 94 Contributions	<p>Any future Development Application shall include:</p> <p>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);</p>	<p>This would be developed as necessary through discussions with Liverpool City Council</p>

Section	Concept Plan Conditions of Approval	Where addressed
	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	Not applicable to this state – this is subject to a modification.
	c) a commitment to undertake vehicle monitoring on Cambridge Avenue in accordance with Traffic and Transport requirement d) iii. 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.	Traffic and Transport Impact Assessment (Appendix L) demonstrated that monitoring on Cambridge Avenue is not required. A safety audit would be undertaken as part of the CTMP.
Waste		
Waste	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 20.2 - <i>Waste</i>
Hazards and Risks		
Hazards and Risks	Any future Development Application shall be accompanied by 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:	Section 18- <i>Hazard and Risk</i>
	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	Section 18- <i>Hazard and Risk</i>
	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> .	Section 18- <i>Hazard and Risk</i>
Freight Village		

Section	Concept Plan Conditions of Approval	Where addressed
Freight Village	Any future Development Application for the freight village should include: a) Employee numbers; b) Details of uses sought; c) Hours of operation for each use; d) Signage; and e) Parking (staff and visitor).	Not applicable to this stage of the SIMTA Project.
Bushfire Management		
Bushfire Management	Any future Development Application shall be accompanied by an assessment against the Planning for Bushfire 2006 (NSW Rural Fire Service).	Section 20.3- <i>Bushfire</i> Bushfire Protection Assessment (Appendix W)
Environmental Risk Analysis		
Environmental Risk Analysis	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- <i>Environmental Risk Analysis</i>

STATEMENT OF COMMITMENTS

Section	Statement of Commitments	Where addressed	Timing
Development and staging			
Development and staging	The Proponent commits to carrying out the development of the SIMTA Intermodal Terminal Facility generally in accordance with the following plans and documents: <ul style="list-style-type: none"> Land Use Plan, prepared by Reid Campbell; and 	Architectural Drawings (Appendix D)	Throughout construction and operation of the SIMTA proposal
	<ul style="list-style-type: none"> Indicative Staging Plan, prepared by Reid Campbell. 	Architectural Drawings (Appendix D)	Throughout construction and operation of the SIMTA proposal
	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: <ul style="list-style-type: none"> Clear and comprehensive description of the proposed infrastructure and operational details associated with the intermodal terminal; 	Section 4.2 – <i>Proposal Description – Built Form</i> Rail Access Report (Appendix F) Waterway and Road Crossing Design Drawings (Appendix G)	Provide with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> Detailed assessment of all environmental issues, including geotechnical, ecological, stormwater/flooding and contamination; and 	Section 7 to 21 – Impact assessment	Provide with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> 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. 	Section 4- <i>Proposal Description</i> Rail Access Report (Appendix F)	Provide with the planning application for the first stage of works (including the rail link)
	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.	Section 6 - <i>Consultation</i> Community and Stakeholder Consultation Outcomes Report (Appendix K)	Provide with the planning application for the first stage of works (including the rail link)

Section	Statement of Commitments	Where addressed	Timing
	The Proponent commits to including the following information with the detailed planning application(s) for the warehouse buildings: <ul style="list-style-type: none"> ▪ Details of the building massing and internal layouts; 	Architectural Drawings (Appendix D)	Provide with the planning application(s) for the warehouse buildings
	<ul style="list-style-type: none"> ▪ Siting and design of buildings in consideration of potential noise impacts from the intermodal terminal facility; and 	Noise impacts have been assessed to comply with relevant guidelines hence not applicable to this stage. No warehousing is proposed.	Provide with the planning application(s) for the warehouse buildings
	<ul style="list-style-type: none"> ▪ Perspective images that clearly show the proposed building treatments. 	Architectural Drawings (Appendix D)	Provide with the planning application(s) for the warehouse buildings
	The Proponent will consider the inclusion of facilities within the Freight Village that meet the needs of employees.	Architectural Drawings (Appendix D)	Provide with the planning application(s) for the freight village
	The principles of Crime Prevention Through Environmental Design are to be considered and incorporated into the design.	Section 4 – <i>Proposal Description</i> - Section 20.6 – <i>Socio Economic</i> Architectural Drawings (Appendix D)	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
Transport and Access			
Transport and Access	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: <ul style="list-style-type: none"> ▪ Provide a new traffic signal at SIMTA's northern access with Moorebank Avenue; 	Section 7- <i>Traffic and Transport</i> Traffic & Accessibility Impact Assessment (Appendix L)	Prior to exceeding 250,000 TEU terminal (rail side) throughput
	<ul style="list-style-type: none"> ▪ Provide a new traffic signal approximately 750 metres south of SIMTA Central access; 	Not applicable to this stage.	Prior to exceeding 250,000 TEU terminal (rail side) throughput

Section	Statement of Commitments	Where addressed	Timing
	<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; 	Not applicable to this stage.	Address within 24 months of operating at 300,000 TEU throughput per annum
	<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 	Not applicable to this stage	Address within 24 months of operating at 300,000 TEU throughput per annum
	<ul style="list-style-type: none"> 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). 	Not applicable to this stage	Address within 24 months of operating at 500,000 TEU throughput per annum
	<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. 	Not applicable to this stage as central spine road will not be developed	Throughout the detailed planning, construction and operation stages of the SIMTA proposal
	<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. 	Traffic impact assessment demonstrated public transport improvements are not warranted at this stage – SIMTA is in discussion with TfNSW and bus providers	Throughout the detailed planning, construction and operation stages of the SIMTA proposal
	<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. 	Traffic impact assessment demonstrated public transport improvements are not warranted at this stage – SIMTA is in discussion with TfNSW and bus providers	Throughout the detailed planning, construction and operation stages of the SIMTA proposal

Section	Statement of Commitments	Where addressed	Timing
	<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>Traffic impact assessment demonstrated public transport improvements are not warranted at this stage – SIMTA is in discussion with TfNSW and bus providers</p>	<p>Throughout the detailed planning, construction and operation stages of the SIMTA proposal</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>Traffic impact assessment demonstrated public transport improvements are not warranted at this stage – SIMTA is in discussion with TfNSW and bus providers</p>	<p>Throughout the detailed planning, construction and operation stages of the SIMTA proposal</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>Traffic impact assessment demonstrated public transport improvements are not warranted at this stage – SIMTA is in discussion with TfNSW and bus providers</p>	<p>Throughout the detailed planning, construction and operation stages of the SIMTA proposal</p>
	<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. 	<p>Traffic impact assessment demonstrated public transport improvements are not warranted at this stage – SIMTA is in discussion with TfNSW and bus providers</p>	<p>Throughout the detailed planning, construction and operation stages of the SIMTA proposal</p>
	<p>The Proponent shall encourage walking and cycling by the inclusion of appropriate facilities including under cover bike storage, showers and change facilities.</p>	<p>Employee numbers predicted for the Proposal do not warrant the provision of these facilities for the Proposal.</p>	<p>Address in the planning applications for the three major stages of the Concept Plan, where relevant, taking into account employee numbers</p>

Section	Statement of Commitments	Where addressed	Timing
	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.	Section 7.4 – <i>Traffic and Transport – Mitigation Measures</i> Section 22 – <i>Compilation of Mitigation Measures</i>	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
	The Proponent commits to developing a Construction Traffic Management Plan to minimise the potential impacts of the construction stage(s), including: <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. 	Preliminary Construction Traffic Management Plan (Appendix L)	Prior to construction
	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: <ul style="list-style-type: none"> ▪ Management measures to avoid trucks parking and idling either within or outside of the site boundaries; and 	Preliminary Operational Traffic Management Plan (Appendix L)	Address prior to commencement of operation for each of the three major stages of the Concept Plan
	<ul style="list-style-type: none"> ▪ Provision of adequate parking for heavy vehicles to accommodate any potential delays in schedule times. 	Preliminary Operational Traffic Management Plan (Appendix L)	Address prior to commencement of operation for each of the three major stages of the Concept Plan
Noise and Vibration			

Section	Statement of Commitments	Where addressed	Timing
Noise and Vibration	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.	Noise and Vibration Impact Assessment (Appendix N)	Provide with the planning applications for the three major stages of the Concept Plan
	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.	Section 9.4 - <i>Noise and Vibration – Mitigation Measures</i> Short-term monitoring of rail noise performance is proposed.	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
	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.	Not applicable to this stage as no warehousing is proposed	Address in the planning applications for the warehouse buildings and/or freight village
	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.	Section 4 – <i>Proposal Description</i> The IMT is located in the south-western corner of the site.	Address in the planning applications for the three major stages of the Concept Plan
	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.	Section 4 - <i>Proposal Description</i> It is noted that the Noise and Vibration Impact Assessment concluded that this is not required for the Proposal.	Address in the planning applications for the three major stages of the Concept Plan
	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. 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.	Section 9 - <i>Noise and Vibration</i> Noise and Vibration Impact Assessment (Appendix N)	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

Section	Statement of Commitments	Where addressed	Timing
	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 feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.	Section 10 – <i>Best Practice Review</i> Air Quality Best Practice Review (Appendix M) Noise Best Practice Review (Appendix N)	Provide with the planning application for the first stage of works (including the rail link)
	Prior to undertaking demolition and construction on site, a Construction Noise and Vibration Management Plan should be prepared based on details of the proposed construction methodology, activities and equipment This should identify potential noise and vibration impacts and reasonable and feasible noise mitigation measures (such as those identified in this report) that may be implemented to minimise any potential impacts, including engineering and management controls.	Section 9.4 – <i>Noise and Virbration – Mitigation Measures</i>	Prior to demolition and/or construction
	All construction activities will have regard to the standard hours of 7:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm Saturday (with approval from relevant authorities). Any works undertaken outside of these hours will be undertaken in consultation with relevant authorities. Works outside these hours that may be permitted will include: <ul style="list-style-type: none"> ▪ Any works which do not cause noise emissions to be audible at any nearby sensitive receptors; ▪ The delivery of materials which is required outside of these hours as requested by Police or other authorities for safety reasons. Local residents, commercial and industrial premises will be informed of the timing and duration of approved works in accordance with the notification provisions outlined in the CNMP; ▪ Emergency work to avoid the loss of lives, property and/or to prevent environmental harm; and ▪ Any other work as approved through the CNMP Process. 	Section 4 - <i>Proposal Description</i> Section 9 - <i>Noise and Vibration</i>	During construction
Health			
Health		Section 20.1- <i>Human Health</i>	Provide with the planning applications for the three

Section	Statement of Commitments	Where addressed	Timing
	<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. <p>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>	Screening Health Impact Assessment (Appendix O)	major stages of the Concept Plan
Biodiversity			
Biodiversity-Avoid Impacts	<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> <ul style="list-style-type: none"> ▪ Site establishment, earthworks and rail construction; 	Section 14 - <i>Biodiversity</i> Biodiversity Assessment Report (Appendix S)	Provide with the planning application for the first stage of works (including the rail link)
Biodiversity-Mitigate Impacts	<ul style="list-style-type: none"> ▪ Soil disturbance related to site establishment, earthworks and rail construction; 	Section 11. 4 – <i>Hydrology – Mitigation Measures</i> Stormwater and Flooding Environmental Impact Assessment (Appendix P) Biodiversity Assessment Report (Appendix S)	Provide with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> ▪ Vegetation clearance for rail construction, access and maintenance tracks; 	Section 14 – <i>Biodiversity</i> Biodiversity Assessment Report (Appendix S)	Provide with the planning application for the first stage of works (including the rail link)

Section	Statement of Commitments	Where addressed	Timing
	<ul style="list-style-type: none"> Construction in riparian areas/in proximity to watercourse; 	Section 14- <i>Biodiversity</i> Riparian Vegetation Management Plan (Appendix S)	Provide with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> Construction of pavement, slabs and building structures; 	Section 12.4 – <i>Geotechnical and soils – Mitigation Measures</i> Biodiversity Assessment Report (Appendix S)	Provide with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> Hot works (including vegetation clearing requiring heat producing equipment); 	Section 20.3 – <i>Bushfire</i> Biodiversity Assessment Report (Appendix S)	Provide with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> Alteration to air quality and noise environments; and 	Section 8 – <i>Air Quality</i> Section 9 – <i>Noise and Vibration</i> Biodiversity Assessment Report (Appendix S)	Provide with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> Operation of the SIMTA proposal. 	Section 14- <i>Biodiversity</i> Biodiversity Assessment Report (Appendix S)	Provide with the planning application for the first stage of works (including the rail link)
Biodiversity-Management of Threatened Plant Species	The Proponent shall prepare and implement a Threatened Species Management Plan for the <i>Persoonia nutans</i> and <i>Grevillea parviflora</i> subsp. <i>parviflora</i> populations within the rail corridor that would be affected by the rail link	Threatened Flora Species Management Plan (Appendix S)	Provide with the planning application for the first stage of works (including the rail link)
Biodiversity-Off-set impacts	The Proponent will update the <i>Preliminary Biodiversity Offset Strategy</i> (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.	Biodiversity Offset Strategy (Appendix S)	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

Section	Statement of Commitments	Where addressed	Timing
	The offset package will be secured before any clearing of endangered ecological communities or threatened species is carried out.	Biodiversity Offset Strategy (Appendix S)	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
Biodiversity- Aquatic flora and fauna	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): <ul style="list-style-type: none"> Implementation of design principles for friendly fish passage. 	Section 14 – <i>Biodiversity</i> Section 11.4 – <i>Hydrology – Mitigation measures</i> Biodiversity Assessment Report (Appendix S)	Provide with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> Implementation of Construction and Operation Management Plans for maintenance of structures in riparian and aquatic zones. 	Riparian Vegetation Management Plan (Appendix S)	During construction
	<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. 	Section 14 – <i>Biodiversity</i> Section 11.4 – <i>Hydrology – Mitigation measures</i> Biodiversity Assessment Report (Appendix S)	During construction
	<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. 	Section 14 – <i>Biodiversity</i> Section 11.4 – <i>Hydrology – Mitigation measures</i> Biodiversity Assessment Report (Appendix S)	Provide with the planning applications for the three major stages of the Concept Plan that impact on Anzac Creek
	<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. 	Section 14 – <i>Biodiversity</i> Biodiversity Assessment Report (Appendix S) Riparian Vegetation Management Plan (Appendix S)	During construction

Section	Statement of Commitments	Where addressed	Timing
Biodiversity-Riparian	<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>Section 4-<i>Proposal Description</i></p> <p>Section 11 – <i>Hydrology</i></p> <p>Stormwater and Flooding Environmental Impact Assessment (Appendix P)</p>	Provide with the planning application for the first stage of works (including the rail link)
	<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). 	Riparian Vegetation Management Plan (Appendix S)	Provide with the planning applications for the three major stages of the Concept Plan
	<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. 	Riparian Vegetation Management Plan (Appendix S)	During construction
	<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. 	<p>Section 11 – <i>Hydrology</i></p> <p>Section 12 – <i>Geotechnical and soils</i></p> <p>Stormwater and Flooding Environmental Impact Assessment (Appendix P)</p>	During construction
	<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. 	Section 11 – <i>Hydrology</i>	During operation
Hazards and Risks			
Hazards and Risks-Asbestos	<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). 	Section 18 – <i>Hazards and Risk</i>	Prior to demolition and/or construction

Section	Statement of Commitments	Where addressed	Timing
	<ul style="list-style-type: none"> 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. 	Section 18 – <i>Hazards and Risk</i>	Prior to demolition and/or construction
Hazards and Risks-Dangerous goods	<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). 	Not applicable – no warehousing proposed at this stage.	Prior to occupation of buildings by tenants proposing to store, handle or transport dangerous goods
	<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. 	Not applicable – no warehousing proposed at this stage.	Prior to occupation of buildings by tenants proposing to store, handle or transport dangerous goods
	<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. 	Not applicable – no warehousing proposed at this stage.	Prior to occupation of buildings by tenants proposing to store, handle or transport dangerous goods
	<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. 	Not applicable – no warehousing proposed at this stage.	Prior to occupation of buildings by tenants proposing to store, handle or transport dangerous goods
	<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. 	Not applicable – no warehousing proposed at this stage.	During operation

Section	Statement of Commitments	Where addressed	Timing
Hazards and Risks-Spills	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.	Section 22 – <i>Compilation of Mitigation Measures</i>	Prior to commencement of operation for the first stage of works (including the rail link)
Hazards and Risks-Unexploded ordnance	The Proponent commits to undertaking and remediation (where necessary) prior to the commencement of construction.	Section 4 – <i>Proposal Description</i> Section 13 - <i>Contamination</i> Phase 2 ESA & Remediation Action Plan (Appendix R)	Prior to construction on land potentially affected by UXO
Hazards and Risks-Bushfire Management	<ul style="list-style-type: none"> ▪ 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: <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. 	Section 20.3- <i>Bushfire</i> Bushfire Protection Assessment (Appendix W)	Address in the planning applications for the three major stages of the Concept Plan
	<ul style="list-style-type: none"> ▪ 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. 	Section 20.3- <i>Bushfire</i> Section 22 – <i>Compilation of Mitigation Measures</i> Bushfire Protection Assessment (Appendix W)	Prior to construction of the three major stages of the Concept Plan
Contamination			
Contamination	The following tasks will be undertaken in association with the detailed planning applications for the staged redevelopment of the SIMTA site:	Section 13 - <i>Contamination</i> Phase 2 ESA & Remediation Action Plan (Appendix R)	Provide with the planning applications for the three major stages of the Concept Plan

Section	Statement of Commitments	Where addressed	Timing
	<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; 		
	<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; and 	Section 13 - <i>Contamination</i> Phase 2 ESA & Remediation Action Plan (Appendix R)	Provide with the planning applications for the three major stages of the Concept Plan
	<ul style="list-style-type: none"> ▪ Developing a Contamination Management Plan with detailed procedures on: <ul style="list-style-type: none"> - Handling, stockpiling and assessing potentially contaminated materials encountered during the development works; - 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. 	Section 13 - <i>Contamination</i> Phase 2 ESA & Remediation Action Plan (Appendix R)	Prior to construction of the three major stages of the Concept Plan
	<p>The Proponent will undertake the following tasks in association with the detailed planning applications for the rail link:</p> <ul style="list-style-type: none"> ▪ 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; 	Section 13 - <i>Contamination</i> Phase 2 ESA & Remediation Action Plan (Appendix R)	Provide with the planning application for the first stage of works (including the rail link)

Section	Statement of Commitments	Where addressed	Timing
	<ul style="list-style-type: none"> ▪ 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: <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 	Section 13 - <i>Contamination</i> Phase 2 ESA & Remediation Action Plan (Appendix R)	Developed prior to construction of the rail link
	<ul style="list-style-type: none"> ▪ 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 	Section 13 - <i>Contamination</i> Phase 2 ESA & Remediation Action Plan (Appendix R)	Developed prior to construction of the rail link
Stormwater and flooding			
Stormwater and flooding	<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 <i>Stormwater and flooding Environmental Assessment</i> 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; 	Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (Appendix P)	Provide with the planning applications for the three major stages of the Concept Plan
	<ul style="list-style-type: none"> ▪ Implementation of management plan strategies prior to commencement of the staged construction phase; and 	Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (Appendix P)	Prior to construction
	<ul style="list-style-type: none"> ▪ Monitoring and review performance of sediment and water control structures during construction and operation phases. 	Section 2 – <i>Compilation of Mitigation Measures</i>	Throughout construction and operation

Section	Statement of Commitments	Where addressed	Timing
	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).	Section 11 – <i>Hydrology</i> Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (appendix P)	Provide with the planning application for the first stage of works (including the rail link)
	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.	Section 11 - <i>Hydrology</i> Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (appendix P)	Prior to construction of the three major stages
	The proponent will investigate opportunities to minimise the number of piers located within Georges River during detail design development.	Section 11 – <i>Hydrology</i> Stormwater and Flooding Environmental Impact Assessment and Stormwater Drainage Design Drawings (appendix P)	Provide with the planning application for the first stage of works (including the rail link)
Air Quality			
Air Quality	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 feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.	Section 10 – <i>Best Practice Review</i> Air Quality Best Practice Review (Appendix M) Noise Best Practice Review (Appendix N)	Provide with the planning application for the first stage of works (including the rail link)
	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: <ul style="list-style-type: none"> ▪ Nuisance Dust ▪ Air Emissions – PM10 and Nitrogen dioxide 	Section 8 – <i>Air Quality</i> Section 22 – <i>Compliance of Mitigation Measures</i>	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	Statement of Commitments	Where addressed	Timing
	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.	Section 10.1 – <i>Best Practice Review – Air Quality</i>	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
	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.	Section 22 – <i>Compilation of Mitigation Measures</i> Preliminary Construction Environmental Management Plan (Appendix I)	Prior to construction
	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.	Section 22 – <i>Compilation of Mitigation Measures</i> Greenhouse Gas and Climate Change Impact Assessment (Appendix X)	Provide with the planning applications for the three major stages of the Concept Plan
Heritage			
Indigenous Heritage	The Proponent commits to the implementation of the following General Mitigation Measures in the <i>Aboriginal Cultural Heritage Assessment</i> and including: <ul style="list-style-type: none"> ▪ Consultation between SIMTA and relevant Registered Aboriginal Parties (RAPs) throughout the design and construction of the SIMTA proposal; 	Section 15 – <i>Indigenous Heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	Provide an implementation plan with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> ▪ 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; 	Section 15 – <i>Indigenous Heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	Provide an implementation plan with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> ▪ 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 	Section 15 – <i>Indigenous heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	Provide an implementation plan with the planning application for the first stage

Section	Statement of Commitments	Where addressed	Timing
	implemented as required and as appropriate during design, construction and operation of the various stages of the SIMTA proposal;		of works (including the rail link)
	<ul style="list-style-type: none"> 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); 	Section 15 – <i>Indigenous heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	Provide an implementation plan with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> 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; 	Section 15 – <i>Indigenous heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	Provide an implementation plan with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> 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 	Section 15 – <i>Indigenous heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	Provide an implementation plan with the planning application for the first stage of works (including the rail link)
	<ul style="list-style-type: none"> 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. 	Section 15 – <i>Indigenous heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	Provide an implementation plan with the planning application for the first stage of works (including the rail link)
	<p>The Proponent commits to the implementation of the following Site Specific Mitigation Measures:</p> <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; 	Section 15 – <i>Indigenous heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	During construction of the first stage of works (including the rail link)

Section	Statement of Commitments	Where addressed	Timing
	<ul style="list-style-type: none"> Where potentially impacted by the proposed rail link footprint, the artefacts identified in Transect I 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); 	Section 15 – <i>Indigenous heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	During construction of the first stage of works (including the rail link)
	<ul style="list-style-type: none"> 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; 	Section 15 – <i>Indigenous heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	During construction of the first stage of works (including the rail link)
	<ul style="list-style-type: none"> 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; 	Section 15 – <i>Indigenous heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	During construction of the first stage of works (including the rail link)
	<ul style="list-style-type: none"> Areas within 50 metres of the eastern and western banks of the Georges River, should not be impacted without further assessment; and 	Section 15 – <i>Indigenous heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	During construction of the first stage of works (including the rail link)
	<ul style="list-style-type: none"> 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 <i>Environmental Planning and Assessment Act 1979</i>, and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application. 	Section 15 – <i>Indigenous heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	During construction of the first stage of works (including the rail link)
	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,	Section 15 – <i>Indigenous heritage</i> Aboriginal Heritage Impact Assessment (Draft) (Appendix T)	Provide with the planning application for the first stage of works (including the rail link)

Section	Statement of Commitments	Where addressed	Timing
	extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the <i>Environmental Planning and Assessment Act 1979</i> , and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application.		
Non-Indigenous Heritage	The Proponent commits to undertaking the recommendations within the Non-Indigenous Heritage report and including: <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; 	Section 16 – <i>Non-Indigenous Heritage</i> Non-Indigenous Heritage Impact Assessment (Appendix U)	Provide with the planning applications for the three major stages of the Concept Plan as applicable to that stage of the project
	<ul style="list-style-type: none"> 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; 	Section 16 – <i>Non-Indigenous Heritage</i> Non-Indigenous Heritage Impact Assessment (Appendix U)	Provide with the planning applications for the three major stages of the Concept Plan as applicable to that stage of the project
	<ul style="list-style-type: none"> 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; 	Section 16 – <i>Non-Indigenous Heritage</i> Non-Indigenous Heritage Impact Assessment (Appendix U)	Provide with the planning applications for the three major stages of the Concept Plan as applicable to that stage of the project
	<ul style="list-style-type: none"> Development of an overall mitigation strategy for the DNSDC site, which may be based on Table 3 of the Non-Indigenous Heritage report. 	Section 16 – <i>Non-Indigenous Heritage</i> Non-Indigenous Heritage Impact Assessment (Appendix U)	Provide with the planning applications for the three major stages of the Concept Plan as applicable to that stage of the project
	<ul style="list-style-type: none"> 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 	Section 16 – <i>Non-Indigenous Heritage</i> Non-Indigenous Heritage Impact Assessment (Appendix U)	Provide with the planning applications for the three major stages of the Concept Plan as applicable to that stage of the project

Section	Statement of Commitments	Where addressed	Timing
	<ul style="list-style-type: none"> 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>Section 16 – <i>Non-Indigenous Heritage</i></p> <p>Section 22 – <i>Compilation of mitigation measures</i></p> <p>Non-Indigenous Heritage Impact Assessment (Appendix U)</p>	Provide with the planning applications for the three major stages of the Concept Plan as applicable to that stage of the project
	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.	Visual Impact Assessment (Appendix V)	Provide with the planning application for the first stage of works (including the rail link)
Visual and Urban Design			
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; 	<p>Section 17 – <i>Visual Amenity, Urban Design and Landscape</i></p> <p>Visual Impact Assessment (Appendix V)</p>	Provide with the planning applications for the three major stages of the Concept Plan
	<ul style="list-style-type: none"> 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; 	<p>Section 17 – <i>Visual Amenity, Urban Design and Landscape</i></p> <p>Visual Impact Assessment (Appendix V)</p>	Provide with the planning applications for the three major stages of the Concept Plan
	<ul style="list-style-type: none"> Landscape punctuation of nodal points along Moorebank Avenue. 	<p>Section 17 – <i>Visual Amenity, Urban Design and Landscape</i></p> <p>Visual Impact Assessment (Appendix V)</p>	Provide with the planning applications for the three major stages of the Concept Plan

Section	Statement of Commitments	Where addressed	Timing
	<ul style="list-style-type: none"> 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: 	Section 17 – <i>Visual Amenity, Urban Design and Landscape</i> Visual Impact Assessment (Appendix V)	Provide with the planning applications for the three major stages of the Concept Plan
	<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. 	Section 17 – <i>Visual Amenity, Urban Design and Landscape</i> Visual Impact Assessment (Appendix V)	Provide with the planning applications for the three major stages of the Concept Plan
	<ul style="list-style-type: none"> 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. 	This area of the SITMA site will not be developed as part of the Proposal.	Provide with the planning applications for the three major stages of the Concept Plan
	<ul style="list-style-type: none"> 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. 	No landscaping is proposed within the Rail Corridor, to maintain clearance for access and bushfire protection. Section 20.6 – <i>Bushfire</i> Bushfire Protection Assessment (Appendix W)	Provide with the planning applications for the three major stages of the Concept Plan
	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.	Section 17 – <i>Visual Amenity, Urban Design and Landscape</i> Light Spill Study Report (Appendix V)	Provide with the planning applications for the three major stages of the Concept Plan
Utilities			
Utilities	The Proponent will protect and relocate (where required) the existing services passing through the site, including stormwater, sewer, water, telecommunications and electricity.	Section 4 – <i>Proposal Description</i> Utilities Strategy Report (Appendix H)	Prior to/during construction as impacted

Section	Statement of Commitments	Where addressed	Timing
	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.	Section 4 – <i>Proposal Description</i> Utilities Strategy Report (Appendix H)	Provide with the planning applications for the three major stages of the Concept Plan
	The Proponent will undertake to source all water supplies for the project from an authorised and reliable source.	Section 4 – <i>Proposal Description</i> Utilities Strategy Report (Appendix H)	Prior to construction and operation
	The Proponent will obtain authorisation for the taking of water for purposes other than water supply, including for dewatering during construction.	Section 4 – <i>Proposal Description</i> Utilities Strategy Report (Appendix H)	Prior to construction
Climate Change Risk			
Climate Change Risk	The Proponent will where applicable implement the controls and mitigation measures summarised in the <i>Climate Risk Assessment</i> report and including: <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; 	Section 20.5 – <i>Greenhouse Gas</i> Greenhouse Gas and Climate Change Impact Assessment (Appendix X)	Address within the planning applications for the three major stages
	<ul style="list-style-type: none"> ▪ Incorporate appropriate flood mitigation measures, where practical within the design to limit the risk to acceptable levels; 	Section 20.5 – <i>Greenhouse Gas</i> Greenhouse Gas and Climate Change Impact Assessment (Appendix X)	Address within the planning applications for the three major stages
	<ul style="list-style-type: none"> ▪ 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; 	Section 20.5 – <i>Greenhouse Gas</i> Greenhouse Gas and Climate Change Impact Assessment (Appendix X)	Address within the planning applications for the three major stages
	<ul style="list-style-type: none"> ▪ Use of appropriate materials and engineering design capable of withstanding potential impacts posed by storm damage; 	Section 20.5 – <i>Greenhouse Gas</i> Greenhouse Gas and Climate Change Impact Assessment (Appendix X)	Address within the planning applications for the three major stages

Section	Statement of Commitments	Where addressed	Timing
	<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 20.5 – <i>Greenhouse Gas Greenhouse Gas and Climate Change Impact Assessment (Appendix X)</i>	Address within the planning applications for the three major stages
	<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 20.6 – <i>Bushfire Bushfire Protection Assessment (Appendix W)</i>	Address within the planning applications for the three major stages
	<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 	Section 20.5 – <i>Greenhouse Gas Greenhouse Gas and Climate Change Impact Assessment (Appendix X)</i>	Address within the planning applications for the three major stages
	<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 20.5 – <i>Greenhouse Gas Greenhouse Gas and Climate Change Impact Assessment (Appendix X)</i>	Address within the planning applications for the three major stages
Ecological Sustainable Development			
Ecological 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; 	Section 20.7 – <i>Ecologically Sustainable Development</i>	Provide with the planning applications for the three major stages of the Concept Plan and throughout the project, as required
	<ul style="list-style-type: none"> Materials selection and energy and water demand management; and 	Section 20.7 – <i>Ecologically Sustainable Development</i> Section 20.5 – <i>Greenhouse Gas Greenhouse Gas and Climate Change Impact Assessment (Appendix X)</i>	Provide with the planning applications for the three major stages of the Concept Plan and throughout the project, as required

Section	Statement of Commitments	Where addressed	Timing
	<ul style="list-style-type: none"> ▪ On-site renewable energy generation. 	Section 20.5 – <i>Greenhouse Gas Greenhouse Gas and Climate Change Impact Assessment (Appendix X)</i>	Provide with the planning applications for the three major stages of the Concept Plan and throughout the project, as required
	<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. 	Section 20.7 - <i>Ecologically Sustainable Development</i>	During construction
Waste Management			

Section	Statement of Commitments	Where addressed	Timing
Waste Management-Demolition	<p>The Proponent commits to undertaking waste management in the demolition, construction and operational phases of the development as listed below:</p> <ul style="list-style-type: none"> ▪ 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; 	Section 20.2 - <i>Waste</i>	During demolition

Section	Statement of Commitments	Where addressed	Timing
Waste management- Construction	<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; 	Section 20.2 - <i>Waste</i>	Prior to and during construction

Section	Statement of Commitments	Where addressed	Timing
Waste management-Operations	<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; ▪ 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. 	Section 20.2-Waste	Throughout the operation of the SIMTA proposal
Consultation			
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 ▪ 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 	Section 6-Consultation Community and Stakeholder Consultation Outcomes Report (Appendix K)	Provide with the planning applications for the three major stages of the Concept Plan

Section	Statement of Commitments	Where addressed	Timing
	<ul style="list-style-type: none"> ▪ Department of Defence ▪ Department of Finance and Deregulation 		
	<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. 	Section 6- <i>Consultation</i> Community and Stakeholder Consultation Outcomes Report (Appendix K)	Provide with the planning applications for the three major stages of the Concept Plan
	<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 	Section 6- <i>Consultation</i> and the Community Rail Access Report (Appendix F)	Prior to issue of a construction certificate for the rail link construction
	<ul style="list-style-type: none"> ▪ Work with ARTC to identify the timing, scope and staging of any required capacity enhancement to the ARTC Network. 	Section 6- <i>Consultation</i> and the Community Rail Access Report (Appendix F)	Prior to issue of a construction certificate for the rail link construction
Infrastructure delivery			

Section	Statement of Commitments	Where addressed	Timing
Infrastructure delivery	<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. <p>The timing for the delivery of the works will be in accordance with the agreed timing contained within the relevant Voluntary Planning Agreement.</p>	<p>A modification has been sought to amend this SoC and lodged with this EIS.</p>	<p>Prior to obtaining planning approval for the first stage of works (including the rail link)</p>