

Concept Approval

Section 750 of the *Environmental Planning and Assessment Act 1979*

As delegate of the Minister for Planning under delegation executed on 14 September 2011, the Planning Assessment Commission of NSW determine:

- (a) to approve the Concept Plan referred to in Schedule 1, subject to the terms of approval in Schedule 2 and the future assessment requirements in Schedule 3, pursuant to Section 750 of the *Environmental Planning and Assessment Act 1979*;
- (b) under section 75P(1)(b) of the *Environmental Planning and Assessment Act 1979* that approval to carry out the development the subject of the Concept Plan is to be subject to Part 4 Division 4.1 of the Act; and
- (c) under section 75P(2)(c) of the *Environmental Planning and Assessment Act 1979* future development is subject to Part 4 Division 4.1 of the Act, and that development is subject to the future assessment requirements specified in Schedule 3 of this approval.

Member of the Commission

Sydney

Member of the Commission

2014

Member of the Commission

SCHEDULE 1

Application No.:

MP10_0193

Proponent:

Sydney Intermodal Terminal Alliance (SIMTA)

Approval Authority:

Minister for Planning

Land:

Intermodal site: Land generally described as being located on the eastern side of Moorebank Avenue, between Anzac Road and the East Hills Passenger Line, Moorebank (Lot 1 in DP 1048263); and

Rail corridor: Land generally described as being located between the intermodal site and the East Hills Passenger Line to the south, part of the East Hills passenger Line/Commonwealth Land to the southwest, and the northern portion of the Glenfield Waste Disposal Facility to the west, comprising:

- Lot 3001 DP 1125930
- Lot 1 DP 825352
- Lot 2 DP 825348
- Lots 1 & 2 DP 1061150
- Lot 1 DP 712701
- Lots 5 – 7 in DP 833516
- Lot 51 in DP 515696
- Lot 52 DP 517310
- Lots 101 – 104 DP 1143827
- Lot 91 DP 1155962
- Lot 4 DP 1130937
- Conveyance Book 76 Number 361
- George's River, Crown Land

Project:

The Concept Plan involves the use of the site as an intermodal facility, including a rail link to the Southern Sydney Freight Line within an identified rail corridor, warehouse and distribution facilities, freight village (ancillary site and operational services), stormwater, landscaping, servicing and associated works.

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DEFINITIONS

Act, the	<i>Environmental Planning and Assessment Act, 1979</i>
Concept Plan	The concept plan the subject of this approval
Concept Plan Approval	Approval granted for development in accordance with the <i>Environmental Planning and Assessment Act, 1979</i>
Concept Plan Site	Land as described in Schedule 1 of this approval.
DP&E	Department of Planning and Environment.
DPI	Department of Primary Industries.
DoE	Commonwealth Department of the Environment
EHPL	East Hills Passenger Line
EA	Environmental Assessment as described in 1.1 of this approval
EPA	Environment Protection Authority
MIT	Proposed Moorebank Intermodal Terminal
NOW	NSW Office of Water
OEH	Office of Environment and Heritage
Project	Development as described in the Concept Plan
Proposal	SIMTA Intermodal facility
Proponent	Sydney Intermodal Terminal Alliance (SIMTA)
Publicly Available	Available for inspection by a member of the general public (for example available on an internet site or at a display centre)
Regulation, the	<i>Environmental Planning and Assessment Regulation, 2000</i>
RMS	Roads and Maritime Services
RtS	Response to Submissions
Secretary	Secretary of the Department of Planning and Environment (or delegate)
SSFL	Southern Sydney Freight Line
TEU	Twenty-foot Equivalent Units (containers)
TfNSW	Transport for NSW
VPA	Voluntary Planning Agreement

SCHEDULE 2

1. TERMS OF CONCEPT PLAN APPROVAL

- 1.1 The Concept Plan approval shall be undertaken generally in accordance with:
- a) Major Project Application 10_0193;
 - b) the *Environmental Assessment SIMTA Sydney Intermodal Terminal Alliance Part 3A Concept Application*, Volumes 1-4, prepared by Urbis and dated March 2012
 - c) the *Environmental Assessment SIMTA Sydney Intermodal Terminal Alliance Transitional Part 3A Concept Application*, Volumes 1-4, prepared by Urbis and dated August 2013;
 - d) the *SIMTA Sydney Intermodal Terminal Alliance Submissions Report* (including final Statement of Commitments), prepared by Urbis and dated December 2013; and
 - e) the terms of this approval.
- 1.2 In the event of an inconsistency between:
- a) the terms of this Concept Plan approval and any document listed from term 1a) and 1e) inclusive, the terms of this Concept Plan approval shall prevail to the extent of the inconsistency; and
 - b) any document listed from terms 1a) and 1e) inclusive, and any other document listed from terms 1a) and 1e) inclusive, the most recent document shall prevail to the extent of the inconsistency.
- 1.3 If there is any inconsistency between this Concept Plan approval and any related approvals (being those approvals subject to the requirements of this Concept Plan), this Concept Plan approval shall prevail to the extent of the inconsistency.

Limits of Approval

- 1.4 Pursuant to section 75Y(1) of the Act this Concept Plan approval shall lapse ten years after the date on which it is granted, unless construction works are physically commenced on or before that date.
- 1.5 To avoid any doubt, this Concept Plan approval does not permit the construction or operation of any part of this project, which will be subject to separate approval(s) under the Act.
- 1.6 Prior to the determination of any future Development Application pursuant to this Concept Plan, the Proponent shall provide written evidence to the Secretary that it has executed a Voluntary Planning Agreement with the relevant authority consistent with terms outlined in the Revised Statement of Commitments. The Voluntary Planning Agreement shall include at a minimum the following:
- 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, TfNSW 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.
- 1.7 Building footprints/setbacks and building/structure heights are to be generally consistent with Section 04.5 and 04.6 of the Urban Design and Landscape Report (Appendix E of the EA).
- 1.8 The maximum GFAs for the following uses apply:
- 300,000m² for the warehousing and distribution facilities;
 - 2,100m² for the terminal administration offices and ancillary operational facilities; and
 - 8,000m² for the freight village.

Statutory Requirements

- 1.9 This Concept Plan approval does not remove any obligation to obtain, renew, or comply with licences, permits or approvals as required by law associated with any project subject to this Concept Plan approval.

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SCHEDULE 3

2. FUTURE ASSESSMENT REQUIREMENTS

2.1 Under section 75P(2)(c) of the Act, the following environmental assessment requirements apply with respect to future development that is subject to Part 4 Division 4.1 Act:

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;
- b) include a detailed project description, including construction, operation, maintenance, and staging;
- 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);
- d) include details of the consultation process and outcomes with relevant stakeholders, including (but not limited to):
 - 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.

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.

Air Quality

Any future Development Application shall include a comprehensive air quality impact assessment for each stage of the proposal, including:

- a) An assessment in accordance with the *Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (2005)* (or its later version and updates);
- b) Taking into account the final project design with consideration to worst-case meteorological and operating conditions;
- c) Quantitatively assessing the predicted emission of:
 - i. Solid particles;
 - ii. Sulphur oxides;
 - iii. Nitrogen oxides; and
 - iv. Hydrocarbons.
- 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
- e) A comprehensive air quality management plan that includes at least the following information:
 - 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.

Best Practice Review

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:

- 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;
- b) include a detailed evaluation of feasible and reasonable mitigation and management measures including:
 - 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:
 - 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:
 - 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.
- 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.

The following noise requirements shall be included in the best practice review:

- a) assessment of an ongoing noise compliance and response system;
- b) assessment for the need of an automatic rolling stock wheel defect detection and response system;
- c) identification of all feasible and reasonable measures to minimise and mitigate noise impacts from the operation of the terminal and rail link;
- 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.
- e) assessment of alternative options to the use of traditional 'beeper' type reversing/movement alarms; and
- f) framework for on and off-site noise monitoring during operation.

Traffic and Transport

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

- a) undertake detailed model analysis commensurate with the stage, to confirm network operation and identify intersection upgrade requirements;
- b) consider the constructability constraints of proposed upgrade(s) at key intersections, such as vehicle sweep paths, geometry and sight lines;
- c) assess construction traffic impacts, including:
 - 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.
- d) assess operational traffic and transport impacts to the local and regional road network, including:
 - 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.
- e) provide an updated Traffic Management and Accessibility Plan including:
 - i. public transport;
 - ii. cyclist facilities; and
 - iii. driver code of conduct.

Notwithstanding a) above, and as part of the Development Application for Stage 1, the Proponent shall assess the traffic impacts on the Moorebank Avenue / Newbridge Road and Moorebank Avenue / Heathcote Road and any mitigation measures required as a result of the proposal.

Rail

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:

- a) TfNSW, particularly in relation to the future Moorebank Station site, use of the existing EHPL corridor and connections to the SSFL; and
- b) The EPA where the rail line traverses the Glenfield Waste Facility.

Any future Development Application shall include an assessment of the impacts of the rail link on the Glenfield Waste Facility, including:

- a) details of the quantity of landfilled waste to be removed, the location from where it will be removed, the methodology to be utilised and the estimated timeframe for the removal and reburial;
- 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;
- c) any proposed impacts on pollution control and monitoring systems including existing groundwater and landfill gas bores and their subsequent repair/ replacement;
- 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;
- 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
- f) an overview of any access and/or materials/ equipment storage arrangements with Glenfield Waste Facility in relation to the construction of the project.

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
 - 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) and the Rail Infrastructure Noise Guideline (EPA 2013).
- 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
- 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.

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:

- a) assess impacts on surface and groundwater flows, quality and quantity, with particular reference to any likely impacts on Georges River and Anzac Creek;
- 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:
 - 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.
- c) identify and assess the soil characteristics and properties that may impact or be impacted by the project, including acid sulfate soils;
- d) include a contamination assessment in accordance with the guidelines made under the *Contaminated Land Management Act 1997* and in consultation with the EPA for the subject site including the Glenfield Waste Facility. The assessment shall include:
 - 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.

Heritage

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

- 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
- b) consider impacts to historic heritage. For any identified impacts, the assessment shall:
 - i. outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the measures). Mitigation measures should include (but not be limited to) photographic archival recording and adaptive re-use of buildings or building elements on site);
 - ii. be undertaken by a suitably qualified heritage consultant(s); and
 - iii. include a statement of heritage impact.

Visual Amenity, Urban Design and Landscaping

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

- a) include a description of the visual significance of the affected landscape;
- 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
- c) include details of hard and soft landscaping treatment and design (including proposed road upgrades relevant to that stage and reinstatement of riparian vegetation).

Biodiversity

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

- 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;
- b) include a Vegetation Management Plan that has been prepared in consultation with the NSW Office of Water;
- c) document how impacts to the *Persoonia nutans* and the *Grevillea parviflora subsp. Parviflora* flora species have been minimised through the detailed design process;
- 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:
 - i. As stipulated in principle 2 of 'NSW offset principles for major projects (state significant development and infrastructure)', for terrestrial biodiversity, established assessment tools, such as the BioBanking Assessment Methodology (BBAM), are considered best practice;
 - ii. the Biodiversity Offset Strategy will be undertaken in accordance with the 'NSW offset principles for major projects (state significant development and state significant infrastructure)'; and
 - iii. Offsets shall be identified, and demonstrate that they can be secured.

Section 94 Contributions

Any future Development Application shall include:

- a) an assessment of the impacts of the project on local infrastructure, having regard to the relevant Council's Developer Contributions Plan (or other equivalent document requiring developer contributions);
- 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
- 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.

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.

Hazards and Risks

Any future Development Application shall be accompanied by a preliminary risk screening completed in accordance with *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development* and *Applying SEPP 33 (DoP 2011)*, with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the proposal. Should preliminary screening indicate that the proposal is 'potentially hazardous,' a Preliminary Hazard Analysis (PHA) must be prepared in accordance with *Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DoP 2011)* and *Multi-Level Risk Assessment (DoP 2011)*. The PHA should:

- a) Estimate the risks from the facility;
- b) Be set in the context of the existing risk profiles for the intermodal facility and demonstrate that the proposal does not increase the overall risk of the area to unacceptable levels; and
- c) Demonstrate that the proposal complies with the criteria set out in the *Hazardous Industry Planning Advisory Paper No. 4 – Risk Criteria for Land Use Safety Planning*.

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).

Bushfire Management

Any future Development Application shall be accompanied by an assessment against the Planning for Bushfire 2006 (NSW Rural Fire Service).

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.

**APPENDIX 1
STATEMENT OF COMMITMENTS**

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1 Revised Statement of Commitments

The following table outlines the Revised Statement of Commitments proposed by SIMTA, as the proponent of the Concept Plan Application, pursuant to s75H(6) of the EP&A Act.

The Revised Statement of Commitments includes the recommendations provided in the specialist consultant reports comprising the Concept Plan Application to mitigate the environmental impacts, monitor the environmental performance and/or achieve a positive environmentally sustainable outcome in respect of the SIMTA proposal. It also incorporates:

- Additional commitments, over and above those included within the Amended EA, so as to respond to the issues raised in the submissions lodged in respect of the Amended EA.
- A new column to identify the timing for the satisfaction of each commitment.

For ease of reference, the changes that have been made by SIMTA to the original Draft Statement of Commitments provided in the Amended EA are highlighted in red in the table below.

TABLE 1 – STATEMENT OF COMMITMENTS

SUBJECT	COMMITMENT	TIMING
Development and Staging	<p>The Proponent commits to carrying out the development of the SIMTA Intermodal Terminal Facility generally in accordance with the following plans and documents:</p> <ul style="list-style-type: none"> ▪ Land Use Plan, prepared by Reid Campbell. ▪ Indicative Staging Plan, prepared by Reid Campbell. <p>The Proponent commits to seeking planning approval for the delivery of the rail link between the SIMTA site and the Southern Sydney Freight Line as part of the detailed planning application for the first stage of works. The planning application shall include the following information:</p> <ul style="list-style-type: none"> ▪ Clear and comprehensive description of the proposed infrastructure and operational details associated with the intermodal terminal. ▪ Detailed assessment of all environmental issues, including geotechnical, ecological, stormwater/flooding and contamination. ▪ 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. <p>Details of consultation with the relevant agencies, including Transport for NSW, Railcorp/Sydney Trains, ARTC, Crown</p>	<p>Throughout the construction and operation of the SIMTA proposal</p> <p>Provide with the planning application for the first stage of works (including the rail link)</p>

**SUBJECT****COMMITMENT****TIMING**

Lands Office, NSW Office of Water, NSW Fisheries and others, as required.

The Proponent commits to including the following information with the detailed planning application(s) for the warehouse buildings:

Provide with the planning application(s) for the warehouse buildings

- Details of the building massing and internal layouts.
- Siting and design of buildings in consideration of potential noise impacts from the intermodal terminal facility.
- Perspective images that clearly show the proposed building treatments.

The Proponent will consider the inclusion of facilities within the Freight Village that meet the needs of employees.

Provide with the planning application(s) for the freight village

The principles of Crime Prevention Through Environmental Design are to be considered and incorporated into the design.

Provide with the planning applications for the three major stages of the Concept Plan and as required throughout the construction and operation of the SIMTA proposal

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:

- Provide a new traffic signal at SIMTA's northern access with Moorebank Avenue.
- Provide a new traffic signal approximately 750 metres south of SIMTA Central access.

Prior to exceeding 250,000 TEU terminal (rail side) throughput

Prior to exceeding 250,000 TEU terminal (rail side) throughput.

SUBJECT

COMMITMENT

TIMING

- Widen Moorebank Avenue to four lanes between the M5 Motorway/Moorebank Avenue grade separated interchange and the southern SIMTA site access. Some localised improvements will be required around central access and southern access points.

Address within 24 months of operating at 300,000 TEU throughput per annum
- Concurrent with four lane widening on Moorebank Avenue, the Moorebank Avenue/Anzac Road signal will require some form of widening at the approach roads.
- 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).

Address within 24 months of operating at 500,000 TEU throughput per annum

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:

- Designing and constructing the central spine road and other site roads to accommodate buses, bus infrastructure and cyclist use for employees.

Throughout the detailed planning, construction and operation stages of the SIMTA proposal
- Construction of a covered bus drop off/pick up facility within the site to encourage the use of buses for employees.
- 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.
- 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.
- 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.
- 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



SUBJECT

COMMITMENT

TIMING

service frequencies to better match the needs of existing and future employees of the locality with frequency dependent on the development of the site.

- Consulting with relevant bus providers regarding changes to existing bus stop location and the identification of new bus stop locations if required.

The Proponent shall encourage walking and cycling by the inclusion of appropriate facilities including under cover bike storage, showers and change facilities.

Address in the planning applications for the three major stages of the Concept Plan, where relevant, taking into account employee numbers

The Proponent commits to undertaking an actual truck trip generation survey after 24 months of operation and then progressively as the SIMTA site is developed.

Address after 24 months of commencing operation and within 24 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU

The Proponent commits to developing a Construction Traffic Management Plan to minimise the potential impacts of the construction stage(s), including:

Prior to construction

- Heavy vehicle access routes
- Location of construction worker parking
- Mitigation measures to avoid any unacceptable impacts on the surrounding land uses.
- 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.



SUBJECT

COMMITMENT

TIMING

Noise and Vibration

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:

- Management measures to avoid trucks parking and idling either within or outside of the site boundaries
- Provision of adequate parking for heavy vehicles to accommodate any potential delays in schedule times

Address prior to commencement of operation for each of the three major stages of the Concept Plan

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.

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.

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.

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.

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.**

Address in the planning applications for the three major stages of the Concept Plan



SUBJECT

COMMITMENT

TIMING

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.

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

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.

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.

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:

During construction

- 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.



SUBJECT	COMMITMENT	TIMING
Health	<ul style="list-style-type: none">▪ Any other work as approved through the CNMP Process. <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.▪ Assessment of local and regional impacts including health risks <p>Health impact assessments will be undertaken with reference to the Centre for Health Equity Training, Research, and Evaluations' practical guide to impact assessment (August 2007).</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>
Biodiversity	<p>The Proponent will undertake further detailed assessment to establish the potential biodiversity impacts of the proposed rail link and measures to mitigate its potential impacts. The investigations shall incorporate the mitigation measures listed within Section 5 of the Flora and Fauna Assessment and as summarised below:</p> <p><u>Avoid Impacts</u></p> <ul style="list-style-type: none">▪ Site establishment, earthworks and rail construction <p><u>Mitigate Impacts</u></p> <ul style="list-style-type: none">▪ Soil disturbance related to site establishment, earthworks and rail construction▪ Vegetation clearance for rail construction, access and maintenance tracks▪ Construction in riparian areas/in proximity to watercourse▪ Construction of pavement, slabs and building structures▪ Hot works (including vegetation clearing requiring heat producing equipment)	<p>Provide with the planning application for the first stage of works (including the rail link)</p>

SUBJECT

COMMITMENT

TIMING

- Alteration to air quality and noise environments
- Operation of the SIMTA proposal

Management of Threatened Plant Species

The Proponent shall prepare and implement a Threatened Species Management Plan for the *Persoonia nutans* and *Grevillea parviflora* subsp. *parviflora* populations within the rail corridor that would be affected by the rail link

Provide with the planning application for the first stage of works (including the rail link)

Off-Set Impacts

The Proponent will update the *Preliminary Biodiversity Offset Strategy* (Hyder Consulting 2013) in accordance with the NSW offset principles for major projects (state significant development and state significant infrastructure) and continue to consult with the **Department of the Environment (DOTE)** through the project approval processes.

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.

The offset package will be secured before any clearing of endangered ecological communities or threatened species is carried out.

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):

- Implementation of design principles for friendly fish passage.
- Implementation of Construction and Operation Management Plans for maintenance of structures in riparian and aquatic zones.
- 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.

Provide with the planning application for the first stage of works (including the rail link)

During construction

SUBJECT	COMMITMENT	TIMING
	<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. ▪ Lantana removal within nominated construction zones to reduce degradation of streamside vegetation and offset any potential impacts to aquatic biodiversity. 	<p>Provide with the planning applications for the three major stages of the Concept Plan that impact on Anzac Creek</p> <p>During construction</p>
	<u>Riparian</u>	
	<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. ▪ 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). 	<p>Provide with the planning application for the first stage of works (including the rail link)</p> <p>Provide with the planning applications for the three major stages of the Concept Plan</p>
	<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. 	<p>During construction</p>
	<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>During construction</p>
	<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. 	<p>During operation</p>

Hazards and Risks

Asbestos

SUBJECT

COMMITMENT

TIMING

- The Proponent will develop an asbestos management plan for the SIMTA proposal containing a risk assessment undertaken in accordance with Code of Practice for the Management and Control of Asbestos in the Workplace (NOHSC, 2005).
- Where the management plan recommends the removal of asbestos from site all works will be undertaken in accordance with the Code of Practice for the Safe Removal of Asbestos (NOHSC, 2005), including the development of an asbestos removal control plan and an emergency plan.

Prior to demolition
and/or construction

Dangerous Goods

- 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).
- 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.
- 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.
- 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.
- 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

Prior to occupation of
buildings by tenants
proposing to store,
handle or transport
dangerous goods

During operation

SUBJECT

COMMITMENT

TIMING

handling of dangerous goods (Work Cover NSW, 2005) would be adopted in these plans as a minimum.

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.

Prior to commencement of operation for the first stage of works (including the rail link)

Unexploded Ordnance

The Proponent commits to undertaking and remediation (where necessary) prior to the commencement of construction.

Prior to construction on land potentially affected by UXO

Bushfire Management

- 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:
 - 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

- 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.

Address in the planning applications for the three major stages of the Concept Plan

Prior to construction of the three major stages of the Concept Plan

SUBJECT

Contamination

COMMITMENT

The following tasks **will be undertaken** in association with the detailed planning applications for the staged redevelopment of the SIMTA site:

- Confirming what, if any, actions were taken in regards to the Milsearch (2002) recommendations and the associated low risk ordnance issues.
- 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.
- Developing a Contamination Management Plan with detailed procedures on:
 - 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.

The Proponent will undertake the following tasks in association with the detailed planning applications for the rail **link**:

- 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

TIMING

Provide with the **planning applications for the three major stages of the Concept Plan**

Prior to construction of the three major stages of the Concept Plan

Provide with the planning application for the first stage of works (including the rail link)

SUBJECT

COMMITMENT

TIMING

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 s 105 of the Contaminated Land Management Act 1997;

- 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:
 - Handling, stockpiling and assessing potentially contaminated materials encountered during the development works;
 - Assessment, classification and disposal of waste in accordance with relevant legislation; and
- A contingencies plan for unexpected contaminated materials, such as materials that is odorous, stained or containing anthropogenic materials that may be encountered during site works.

Developed prior to construction of the rail link

Stormwater and Flooding

The Proponent will incorporate stormwater quantity and quality management measures into the detailed applications in accordance with the objectives and performance standards outlined in the *Stormwater and Flooding Environmental Assessment* report and including:

Provide with the planning applications for the three major stages of the Concept Plan

- Preparation of a Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP) for both the construction and operation phases.
- Implementation of management plan strategies prior to commencement of the staged construction phase.
- Monitoring and review performance of sediment and water control structures during construction and operation phases.

Prior to construction

Throughout construction and operation

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

Provide with the planning application for the first stage of

SUBJECT

COMMITMENT

TIMING

Air Quality

(2003) and Part 7 (Division 3) of the Fisheries Management Act 1994 (FM Act).

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.

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.

Provide with the planning application for the first stage of works (including the rail link)

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.

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:

- Nuisance Dust
- Air Emissions – PM₁₀ and Nitrogen Dioxide

Within 12 months of commencing operation and within 12 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU

The Proponent shall consider the need to develop a vehicle efficiency and emissions reduction program for the facility to encourage good maintenance and efficient vehicle selection, taking into account the results of the air quality monitoring programme.

Within 12 months of commencing operation and within 12 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU

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/

Prior to construction

SUBJECT

COMMITMENT

TIMING

Heritage

mitigation procedures to be adopted during each of the construction phases of the development.

The Proponent commits to the preparation of a Greenhouse Gas Management Plan for the three major stages of the development in accordance with the provisions of the *Greenhouse Gas Assessment*.

Provide with the planning applications for the three major stages of the Concept Plan

The Proponent commits to the implementation of the following General Mitigation Measures in the *Aboriginal Cultural Heritage Assessment* and including:

Provide an implementation plan with the planning application for the first stage of works (including the rail link)

- Consultation between SIMTA and relevant Registered Aboriginal Parties (RAPs) throughout the design and construction of the SIMTA proposal.
- Where possible, SIMTA should aim to avoid impacting any known Aboriginal heritage objects, sites or places and places that have potential Aboriginal heritage or cultural values, throughout the life of the SIMTA proposal.
- Where impact cannot be avoided, SIMTA should choose partial impact rather than complete impact wherever possible and ensure that appropriate measures to mitigate impacts are developed and implemented as required and as appropriate during design, construction and operation of the various stages of the SIMTA proposal.
- If relocation of any element of the SIMTA proposal outside area assessed in this study is proposed, further assessment of the additional area(s) should be undertaken to identify and appropriately manage Aboriginal objects/sites/places that may be in this additional area(s).
- In the event that previously undiscovered Aboriginal objects, sites or places (or potential Aboriginal objects, sites or places) are discovered during construction, all works in the vicinity of the find should cease and SIMTA should determine the subsequent course of action in consultation with a heritage professional, relevant Registered Aboriginal Parties and/or the relevant State government agency as appropriate.

SUBJECT

COMMITMENT

TIMING

- 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.
- 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.

The Proponent commits to the implementation of the following Site Specific Mitigation Measures:

During construction of the first stage of works (including the rail link)

- To ensure cultural values of land affected by the rail link are appropriately characterised and assessed, Aboriginal consultation should continue to be undertaken in accordance with applicable guidelines and requirements.
- Where potentially impacted by the proposed rail link footprint, the artefacts identified in Transect 1 on the SIMTA site, and Transect 7 immediately south of the SIMTA site, should be collected by RAPs in conjunction with a heritage professional before construction commences. A Care and Control Agreement should be completed between SIMTA and the RAPs regarding the future of the artefacts (it is usually preferred that they be reburied nearby).
- Given the extensive historical disturbance within the remainder of the SIMTA site, it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in these remaining areas.
- In relation to the proposed rail link footprint, with the exception of PADs 1 - 3 (Figure 33), it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in the remaining areas.

SUBJECT

COMMITMENT

TIMING

- Areas within 50 metres of the eastern and western banks of the Georges River, should not be impacted without further assessment.
- The detailed application for the first stage of works shall include test excavations in each of PADs 1 - 3 in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application.

Where the detailed design of the rail link would result in disturbance to a potential archaeological deposit or an area of potential archaeological value the detailed application for that stage of works shall include test excavations in those areas that may be disturbed in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application.

Provide with the planning application for the first stage of works (including the rail link)

Non-Indigenous Heritage

The Proponent commits to undertaking the recommendations within the Non-Indigenous Heritage report and including:

- Preparing a Statement of Heritage Impact (SoHI) for submission to the Minister for Planning and Infrastructure as part of staged planning applications at State level.
- Commencing discussions with the appropriate heritage bodies regarding the potential listing of the DNSDC site on the National Heritage List or the State Heritage Register.
- Preparing a Statement of Heritage Impact for each stage, including the legal status of the site and advice on required actions depending on whether the site is listed or unlisted at the time that approval is sought.

Provide with the planning applications for the three major stages of the Concept Plan as applicable to that stage of the project

SUBJECT

COMMITMENT

TIMING

- Development of an overall mitigation strategy for the DNSDC site, which may be based on Table 3 of the **Non-Indigenous Heritage report**.
- Undertaking further archaeological assessment and investigation or monitoring, where required in areas designated as having archaeological potential that would be impacted by the proposal. The SoHIs for each stage should address the archaeological potential within the development area for each stage.
- 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.

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.

Provide with the planning application for the first stage of works (including the rail link)

Visual and Urban Design

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:

Provide with the planning applications for the three major stages of the Concept Plan

- High quality landscaping throughout the site, which will reinforce and extend the surrounding natural context and ecological qualities into the site.
- Inclusion of an 18 metre wide corridor of screening vegetation and a bio-retention swale along the Moorebank Avenue frontage, which will utilise a selection of native tree species with dense tree canopy and low screen planting.
- Landscape punctuation of nodal points along Moorebank Avenue.
- A 'boundary treatment' or 'buffer zone' along the other site boundaries, consisting of existing local species in the area

SUBJECT	COMMITMENT	TIMING
	<p>and providing an essential scale of planting to complement the built form, including:</p> <ul style="list-style-type: none"> ▪ Southern boundary: combination of 10 metre and 20 metre wide landscape corridors and a bio-retention swale adjacent to the warehouse and distribution facilities and Intermodal Terminal. ▪ Eastern boundary: total buffer zone of 13.5 metres consisting of 2.5 metre landscape corridor, a 6 metre internal light vehicle access road and a five metre wide bio-retention swale. ▪ Land cleared for the railway alignment will be include planting consisting of tall trees with a height of 20 metres at Maturity, interspersed with medium height trees. 	
	<p>The Proponent will use lighting which is in accordance with Australian Standard AS4282-1997 'Control of Obtrusive Effect of Outdoor Lighting'. The height of the permanent light poles will be a maximum of 40 metres and reduced in height, where possible, to minimise potential light spill while maintaining appropriate safety standards.</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>
Utilities	<p>The Proponent will protect and relocate (where required) the existing services passing through the site, including stormwater, sewer, water, telecommunications and electricity.</p>	<p>Prior to/during construction as impacted</p>
	<p>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.</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>
	<p>The Proponent will undertake to source all water supplies for the project from an authorised and reliable source.</p>	<p>Prior to construction and operation</p>
	<p>The Proponent will obtain authorisation for the taking of water for purposes other than water supply, including for dewatering during construction.</p>	<p>Prior to construction</p>
Climate Change Risk	<p>The Proponent will where applicable implement the controls and mitigation measures summarised in the <i>Climate Risk Assessment</i> report and including:</p>	<p>Address within the planning applications</p>

SUBJECT

COMMITMENT

TIMING

- Incorporate climate change sensitivity analyses for 20 per cent increase in peak rainfall and storm volumes into flood modelling assessment to determine system performance
- Incorporate appropriate flood mitigation measures, where practical within the design to limit the risk to acceptable levels
- Consider the impacts of climate change on system performance, and where practical incorporate adaptive capacity measures within the design to limit the risk to acceptable levels
- Use of appropriate materials and engineering design capable of withstanding potential impacts posed by storm damage
- Incorporate appropriate strategic protection zones, including asset protection zones into design to limit bushfire risk to acceptable levels, where required
- Control of performance of hotworks on total fire ban days during construction and operation, particularly within any defined asset protection zones.
- 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)
- Consider further assessment of Marginal Abatement Cost Curves to assess commercial opportunities of reducing reliance on single energy source

for the three major stages

Ecological Sustainable Development

Where applicable the Proponent will implement the Ecological Sustainable Development initiatives across the construction, operation and decommissioning stages of the SIMTA proposal including:

- Site management policies and strategies.
- Materials selection and energy and water demand management.
- On-site renewable energy generation.

Provide with the planning applications for the three major stages of the Concept Plan and throughout the project, as required

SUBJECT

COMMITMENT

TIMING

Waste Management

The following principles will be achieved during the design development and construction phase of the proposal:

During construction

- Precautionary principles.
- Inter-generational equality.
- Conservation of biological and ecological integrity.
- Improved valuation, pricing and incentive mechanisms.

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

Demolition

Prior to and during demolition

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

SUBJECT

COMMITMENT

TIMING

- Sewage waste shall be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements.

Construction

- Reduce potential waste by ordering the correct quantities of materials Prior to and during construction
- 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.

Operations

- Appropriate areas shall be provided for the storage of waste and recyclable material Throughout the operation of the SIMTA proposal
- 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

SUBJECT	COMMITMENT	TIMING
Consultation	<ul style="list-style-type: none"> ▪ 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. ▪ Trade waste will be discharged to the sewer through a trade waste agreement with Sydney Water <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 ▪ 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</p>	<p>Provide with the planning applications for the three major stages of the Concept Plan</p> <p>Provide with the planning applications for the three major</p>

SUBJECT

COMMITMENT

TIMING

may undertake the following activities either prior to lodgement or during the public exhibition of the application:

stages of the
Concept Plan

- 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.

The Proponent shall:

Prior to issue of a
construction
certificate for the rail
link construction.

- 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).
- Work with ARTC to identify the timing, scope and staging of any required capacity enhancement to the ARTC Network.

Infrastructure Delivery

The proponent commits to entering into a Voluntary Planning Agreement with the relevant authority to facilitate delivery of the following works:

Prior to obtaining
planning approval for
the first stage of
works (including the
rail link)

- 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.



SUBJECT

COMMITMENT

TIMING

The timing for the delivery of the works will be in accordance with the agreed timing contained within the relevant Voluntary Planning Agreement.

