

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	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. ▪ Indicative Staging Plan, prepared by Reid Campbell. 	Throughout the 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. ▪ 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. Details of consultation with the relevant agencies, including Transport for NSW, Railcorp/Sydney Trains, ARTC, Crown	Provide with the planning application for the first stage of works (including the rail link)

SUBJECT	COMMITMENT	TIMING
	Lands Office, NSW Office of Water, NSW Fisheries and others, as required.	
	<p>The Proponent commits to including the following information with the detailed planning application(s) for the warehouse buildings:</p> <ul style="list-style-type: none"> ▪ Details of the building massing and internal layouts. ▪ 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. 	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.	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	<p>The Proponent commits to negotiating with the relevant agencies/authorities as required to facilitate the staged delivery of the following road infrastructure upgrades in accordance with the Transport Accessibility Impact Assessment:</p> <ul style="list-style-type: none"> ▪ Provide a new traffic signal at SIMTA's northern access with Moorebank Avenue. 	Prior to exceeding 250,000 TEU terminal (rail side) throughput
	<ul style="list-style-type: none"> ▪ Provide a new traffic signal approximately 750 metres south of SIMTA Central access. 	Prior to exceeding 250,000 TEU terminal (rail side) throughput.
	<ul style="list-style-type: none"> ▪ Widen Moorebank Avenue to four lanes between the M5 	Address within 24

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	<p>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.</p> <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. 	<p>months of operating at 300,000 TEU throughput per annum</p>
	<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). 	<p>Address within 24 months of operating at 500,000 TEU throughput per annum</p>
	<p>The Proponent commits to negotiating with the relevant agencies/authorities as required to facilitate the staged delivery of the public transport infrastructure in accordance with the Transport Accessibility Impact Assessment:</p> <ul style="list-style-type: none"> ▪ Designing and constructing the central spine road and other site roads to accommodate buses, bus infrastructure and cyclist use for employees. ▪ 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 service frequencies to better match the needs of existing 	<p>Throughout the detailed planning, construction and operation stages of the SIMTA proposal</p>

SUBJECT	COMMITMENT	TIMING
	<p>and future employees of the locality with frequency dependent on the development of the site.</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>The Proponent shall encourage walking and cycling by the inclusion of appropriate facilities including under cover bike storage, showers and change facilities.</p>	<p>Address in the planning applications for the three major stages of the Concept Plan, where relevant, taking into account employee numbers</p>
	<p>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.</p>	<p>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</p>
	<p>The Proponent commits to developing a Construction Traffic Management Plan to minimise the potential impacts of the construction stage(s), including:</p> <ul style="list-style-type: none"> ▪ Heavy vehicle access routes ▪ Location of construction worker parking ▪ Mitigation measures to avoid any unacceptable impacts on the surrounding land uses. ▪ 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. 	<p>Prior to construction</p>
	<p>The Proponent commits to developing a Traffic Site Management Plan prior to the commencement of operations at the site to minimise the potential impacts, including:</p>	<p>Address prior to commencement of operation for each of the three major</p>

SUBJECT	COMMITMENT	TIMING
	<ul style="list-style-type: none"> ▪ 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 	stages of the Concept Plan
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.	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
	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	Provide with the planning applications for the three major

SUBJECT	COMMITMENT	TIMING
	<p>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.</p>	<p>stages of the Concept Plan and within 12 months of the commencement of operation for each stage</p>
	<p>The Proponent commits to undertaking a review of national and international 'best practice' for the design and operation of intermodal facilities to identify reasonable and feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>
	<p>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.</p>	<p>Prior to demolition and/or construction</p>
	<p>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:</p> <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. ▪ Any other work as approved through the CNMP Process. 	<p>During construction</p>

SUBJECT	COMMITMENT	TIMING
<p>Health</p>	<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>
<p>Biodiversity</p>	<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) ▪ Alteration to air quality and noise environments 	<p>Provide with the planning application for the first stage of works (including the rail link)</p>

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	<ul style="list-style-type: none"> ▪ Operation of the SIMTA proposal 	
	<p><u>Management of Threatened Plant Species</u></p> <p>The Proponent shall prepare and implement a Threatened Species Management Plan for the <i>Persoonia nutans</i> and <i>Grevillea parviflora</i> subsp. <i>parviflora</i> populations within the rail corridor that would be affected by the rail link</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>
	<p><u>Off-Set Impacts</u></p> <p>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.</p> <p>The offset package will be secured before any clearing of endangered ecological communities or threatened species is carried out.</p>	<p>Address within 12 months of the approval of the planning application for the first stage of works (including the rail link) and secure offsets prior to vegetation clearing.</p>
	<p><u>Aquatic Flora and Fauna</u></p> <p>The Proponent will implement the following measures to protect the aquatic flora and fauna as part of the applications for the detailed planning applications (where relevant and applicable):</p> <ul style="list-style-type: none"> ▪ Implementation of design principles for friendly fish passage. 	<p>Provide with the planning application for the first stage of works (including the rail link)</p>
	<ul style="list-style-type: none"> ▪ 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. 	<p>During construction</p>
	<ul style="list-style-type: none"> ▪ Thorough assessment of any development within the Anzac Creek CSWL community, including potential impacts 	<p>Provide with the planning applications for the three major</p>

SUBJECT	COMMITMENT	TIMING
	<p>on groundwater quality and quantity.</p>	<p>stages of the Concept Plan that impact on Anzac Creek</p>
	<ul style="list-style-type: none"> ▪ Lantana removal within nominated construction zones to reduce degradation of streamside vegetation and offset any potential impacts to aquatic biodiversity. 	<p>During construction</p>
	<p><u>Riparian</u></p> <ul style="list-style-type: none"> ▪ The proposed rail link (located within the rail corridor) is exempt from the requirement for an a WM Act controlled activity approval from NOW as a transitional Part 3A project; however the detailed design of the rail link will seek to conform to the objects of the WM Act and its associated guidelines. 	<p>Provide with the planning application for the first stage of works (including the rail link)</p>
	<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). 	<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>
<p>Hazards and Risks</p>	<p><u>Asbestos</u></p> <ul style="list-style-type: none"> ▪ The Proponent will develop an asbestos management plan for the SIMTA proposal containing a risk assessment undertaken in accordance with Code of Practice for the 	<p>Prior to demolition and/or construction</p>

SUBJECT	COMMITMENT	TIMING
	<p>Management and Control of Asbestos in the Workplace (NOHSC, 2005).</p> <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. 	
	<p><u>Dangerous Goods</u></p> <ul style="list-style-type: none"> ▪ The Proponent commits to undertaking a preliminary hazard assessment either during the preparation of the subsequent detailed planning applications (where tenants and purposes have been defined) or by tenants during the operational phase of development, as required by State Environmental Planning Policy No. 33 Hazardous and Offensive Development (SEPP No. 33). ▪ 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. 	<p>Prior to occupation of buildings by tenants proposing to store, handle or transport dangerous goods</p>
	<ul style="list-style-type: none"> ▪ These plans will be reviewed regularly and updated as goods entering the site may change with the tenancies. The requirements in the Code of Practice for storage and handling of dangerous goods (Work Cover NSW, 2005) would be adopted in these plans as a minimum. 	<p>During operation</p>

SUBJECT	COMMITMENT	TIMING
	<p><u>Spills</u></p> <p>The Proponent commits to the preparation of a Construction and Operational Management Plan prior to the commencement of site operations for control/mitigation and management of any spillage/leaks etc.</p>	<p>Prior to commencement of operation for the first stage of works (including the rail link)</p>
	<p><u>Unexploded Ordnance</u></p> <p>The Proponent commits to undertaking and remediation (where necessary) prior to the commencement of construction.</p>	<p>Prior to construction on land potentially affected by UXO</p>
	<p><u>Bushfire Management</u></p> <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 	<p>Address in the planning applications for the three major stages of the Concept Plan</p>
	<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. 	<p>Prior to construction of the three major stages of the Concept Plan</p>
<p>Contamination</p>	<p>The following tasks will be undertaken in association with the detailed planning applications for the staged redevelopment of the SIMTA site:</p> <ul style="list-style-type: none"> ▪ Confirming what, if any, actions were taken in regards to 	<p>Provide with the planning applications for the three major stages of the</p>

SUBJECT	COMMITMENT	TIMING
	<p>the Milsearch (2002) recommendations and the associated low risk ordnance issues.</p> <ul style="list-style-type: none"> ▪ Undertaking further investigations in the areas of environmental concern likely to be impacted upon by the proposed development. These investigations will be based on the detailed design of the proposed development to identify the extent of contamination, and what, if any, remediation activities are needed. The remediation of areas of the site (if any) would be best matched to the development of the site and considered as part of the future design. 	<p>Concept Plan</p>
	<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. 	<p>Prior to construction of the three major stages of the Concept Plan</p>
	<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 s 105 of the Contaminated Land Management Act 1997; 	<p>Provide with the planning application for the first stage of works (including the rail link)</p>

SUBJECT	COMMITMENT	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 ▪ A contingencies plan for unexpected contaminated materials, such as materials that is odorous, stained or containing anthropogenic materials that may be encountered during site works. 	<p>Developed prior to construction of the rail link</p>
<p>Stormwater and Flooding</p>	<p>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 <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. 	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>
	<ul style="list-style-type: none"> ▪ Implementation of management plan strategies prior to commencement of the staged construction phase. 	<p>Prior to construction</p>
	<ul style="list-style-type: none"> ▪ Monitoring and review performance of sediment and water control structures during construction and operation phases. 	<p>Throughout construction and operation</p>
	<p>The proponent commits to providing a multi-cell culvert (with elevated 'dry' cells and recessed 'wet' cells) to facilitate aquatic and terrestrial fauna movement in accordance with Witheridge (2003) and Part 7 (Division 3) of the Fisheries Management Act 1994 (FM Act).</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>
	<p>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</p>	<p>Prior to construction of the three major</p>

SUBJECT	COMMITMENT	TIMING
	<p>construction of each of the three major stages of the development.</p>	<p>stages</p>
	<p>The proponent will investigate opportunities to minimise the number of piers located within Georges River during detail design development.</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>
<p>Air Quality</p>	<p>The Proponent commits to undertaking a review of national and international 'best practice' for the design and operation of intermodal facilities to identify reasonable and feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>
	<p>The Proponent will undertake an air quality monitoring programme during the initial phases of both construction and operation of the SIMTA site in accordance with the <i>Air Quality Impact Assessment</i> and including:</p> <ul style="list-style-type: none"> ▪ Nuisance Dust ▪ Air Emissions – PM₁₀ and Nitrogen Dioxide 	<p>Within 12 months of commencing operation and within 12 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU</p>
	<p>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.</p>	<p>Within 12 months of commencing operation and within 12 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU</p>
	<p>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.</p>	<p>Prior to construction</p>
	<p>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</p>	<p>Provide with the planning applications for the three major</p>

SUBJECT	COMMITMENT	TIMING
	<i>Greenhouse Gas Assessment.</i>	stages of the Concept Plan
Heritage	<p>The Proponent commits to the implementation of the following General Mitigation Measures in the <i>Aboriginal Cultural Heritage Assessment</i> and including:</p> <ul style="list-style-type: none"> ▪ Consultation between SIMTA and relevant Registered Aboriginal Parties (RAPs) throughout the design and construction of the SIMTA proposal. ▪ Where possible, SIMTA should aim to avoid impacting any known Aboriginal heritage objects, sites or places and places that have potential Aboriginal heritage or cultural values, throughout the life of the SIMTA proposal. ▪ Where impact cannot be avoided, SIMTA should choose partial impact rather than complete impact wherever possible and ensure that appropriate measures to mitigate impacts are developed and implemented as required and as appropriate during design, construction and operation of the various stages of the SIMTA proposal. ▪ If relocation of any element of the SIMTA proposal outside area assessed in this study is proposed, further assessment of the additional area(s) should be undertaken to identify and appropriately manage Aboriginal objects/sites/places that may be in this additional area(s). ▪ In the event that previously undiscovered Aboriginal objects, sites or places (or potential Aboriginal objects, sites or places) are discovered during construction, all works in the vicinity of the find should cease and SIMTA should determine the subsequent course of action in consultation with a heritage professional, relevant Registered Aboriginal Parties and/or the relevant State government agency as appropriate. ▪ Should suspected human skeletal material be identified, all works should cease and the NSW Police and the NSW Coroner's office contacted. Should the burial prove to be archaeological of Aboriginal origin, consultation with a heritage professional, relevant RAPs and/or the relevant State government agency, should be undertaken by 	Provide an implementation plan with the planning application for the first stage of works (including the rail link)

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	<p>SIMTA.</p> <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. <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. ▪ Where potentially impacted by the proposed rail link footprint, the artefacts identified in Transect 1 on the SIMTA site, and Transect 7 immediately south of the SIMTA site, should be collected by RAPs in conjunction with a heritage professional before construction commences. A Care and Control Agreement should be completed between SIMTA and the RAPs regarding the future of the artefacts (it is usually preferred that they be reburied nearby). ▪ Given the extensive historical disturbance within the remainder of the SIMTA site, it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in these remaining areas. ▪ In relation to the proposed rail link footprint, with the exception of PADs 1 - 3 (Figure 33), it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in the remaining areas. ▪ Areas within 50 metres of the eastern and western banks of the Georges River, should not be impacted without further assessment. ▪ The detailed application for the first stage of works shall include test excavations in each of PADs 1 - 3 in 	<p>During construction of the first stage of works (including the rail link)</p>

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	<p>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.</p>	
	<p>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.</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>
	<p><u>Non-Indigenous Heritage</u></p> <p>The Proponent commits to undertaking the recommendations within the Non-Indigenous Heritage report and including:</p> <ul style="list-style-type: none"> ▪ Preparing a Statement of Heritage Impact (SoHI) for submission to the Minister for Planning and Infrastructure as part of staged planning applications at State level. ▪ Commencing discussions with the appropriate heritage bodies regarding the potential listing of the DNSDC site on the National Heritage List or the State Heritage Register. ▪ Preparing a Statement of Heritage Impact for each stage, including the legal status of the site and advice on required actions depending on whether the site is listed or unlisted at the time that approval is sought. ▪ Development of an overall mitigation strategy for the DNSDC site, which may be based on Table 3 of the Non-Indigenous Heritage report. ▪ Undertaking further archaeological assessment and investigation or monitoring, where required in areas 	<p>Provide with the planning applications for the three major stages of the Concept Plan as applicable to that stage of the project</p>

SUBJECT	COMMITMENT	TIMING
	<p>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.</p> <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>The potential visual impact of the proposed rail corridor shall be mitigated by the use of screening vegetation and terracing or earth mounding to soften the impact of the flyover.</p>	<p>Provide with the planning application for the first stage of works (including the rail link)</p>
<p>Visual and Urban Design</p>	<p>The Proponent commits to the preparation and submission of a Landscape Management Plan with the detailed applications for the for the three major stages of the development that address each of the objectives and design principles contained within the Urban Design and Landscape report and the following mitigation measures:</p> <ul style="list-style-type: none"> ▪ High quality landscaping throughout the site, which will reinforce and extend the surrounding natural context and ecological qualities into the site. ▪ Inclusion of an 18 metre wide corridor of screening vegetation and a bio-retention swale along the Moorebank Avenue frontage, which will utilise a selection of native tree species with dense tree canopy and low screen planting. ▪ Landscape punctuation of nodal points along Moorebank Avenue. ▪ A ‘boundary treatment’ or ‘buffer zone’ along the other site boundaries, consisting of existing local species in the area and providing an essential scale of planting to complement the built form, including: <ul style="list-style-type: none"> ▪ Southern boundary: combination of 10 metre and 20 metre wide landscape corridors and a bio-retention swale adjacent to the warehouse and distribution facilities and 	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>

SUBJECT	COMMITMENT	TIMING
	<p>Intermodal Terminal.</p> <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 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> <ul style="list-style-type: none"> ▪ Incorporate climate change sensitivity analyses for 20 per cent increase in peak rainfall and storm volumes into flood modelling assessment to determine system performance ▪ Incorporate appropriate flood mitigation measures, where practical within the design to limit the risk to acceptable 	<p>Address within the planning applications for the three major stages</p>

SUBJECT	COMMITMENT	TIMING
	<p>levels</p> <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 ▪ 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 	
<p>Ecological Sustainable Development</p>	<p>Where applicable the Proponent will implement the Ecological Sustainable Development initiatives across the construction, operation and decommissioning stages of the SIMTA proposal including:</p> <ul style="list-style-type: none"> ▪ Site management policies and strategies. ▪ Materials selection and energy and water demand management. ▪ On-site renewable energy generation. 	<p>Provide with the planning applications for the three major stages of the Concept Plan and throughout the project, as required</p>
	<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. 	<p>During construction</p>

SUBJECT	COMMITMENT	TIMING
	<ul style="list-style-type: none"> ▪ Conservation of biological and ecological integrity. ▪ Improved valuation, pricing and incentive mechanisms. 	
Waste Management	<p>The Proponent commits to undertaking waste management in the demolition, construction and operational phases of the development as listed below:</p> <p><u>Demolition</u></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. <p><u>Construction</u></p> <ul style="list-style-type: none"> ▪ Reduce potential waste by ordering the correct quantities of materials 	<p>Prior to and during demolition</p> <p>Prior to and during construction</p>

SUBJECT	COMMITMENT	TIMING
	<ul style="list-style-type: none"> ▪ Coordinate and sequence trades people to minimise waste ▪ Prefabricate materials where possible ▪ Use modular construction and basic designs to reduce the need for off-cuts ▪ Reuse formwork ▪ Reuse or recycle materials from the demolition phase ▪ Separate off-cuts to facilitate reuse, resale or efficient recycling ▪ Minimise site disturbance and limit unnecessary excavation ▪ Select landscaping which reduces green waste ▪ Select waste removal contractors to guarantee that recyclable waste are recycled ▪ Engage with the supply chain to supply products and materials that use minimal packaging ▪ Set up schemes with suppliers to take back packaging materials ▪ Sewage waste shall be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements. 	
	<p><u>Operations</u></p> <ul style="list-style-type: none"> ▪ Appropriate areas shall be provided for the storage of waste and recyclable material ▪ Standard signage on how to use the waste management system and what materials are acceptable in the recycling will be posted in all waste collection and storage areas ▪ All domestic waste shall be collected regularly and disposed of at licensed facilities. ▪ Waste collection vehicles will be able to service the development efficiently and effectively. ▪ An education programme and on-going monitoring will to be implemented for training personnel to properly sort and 	<p>Throughout the operation of the SIMTA proposal</p>

SUBJECT	COMMITMENT	TIMING
	<p>transport waste into the right components and destinations.</p> <ul style="list-style-type: none"> ▪ 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>Consultation</p>	<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>Provide with the planning applications for the three major stages of the Concept Plan</p>
	<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 	<p>Provide with the planning applications for the three major stages of the Concept Plan</p>

SUBJECT	COMMITMENT	TIMING
	<ul style="list-style-type: none"> ▪ Continued operation of the email feedback system and free-call information line. 	
	<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). ▪ Work with ARTC to identify the timing, scope and staging of any required capacity enhancement to the ARTC Network. 	<p>Prior to issue of a construction certificate for the rail link construction.</p>