# COMPLIANCE TRACKING PROGRAM

## Moorebank Precinct East Stage 1

05 MAY 2017

# SYDNEY INTERMODAL TERMINAL ALLIANCE

## Moorebank Precinct East Stage 1

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| **Report No** | SSS1-QPMS-EN-PLN-00001 |
| **Date** | 31/03/2017 |
| **Revision Text** | 002 |

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## REVISIONS

| Revision | Date | Description | Prepared by | Approved by |
|---|---|---|---|---|
| 001 | 16/02/17 | For submission to DP&E | K Patel | B O'Donovan |
| 002 | 31/03/17 | Updated to reflect DP&E comments | K Patel | B O'Donovan |

| Revision | Date | Description | Prepared by | Approved by |
|---|---|---|---|---|
| 003 | 05/05/17 | Updated to reflect DP&E comments0 | K Patel | B O'Donovan |

# ACRONYMS AND DEFINITIONS

| Term | Definition |
|---|---|
| AHD | Australian Height Datum |
| ARI | Average Rainfall Intensity |
| BoM | Bureau of Meteorology |
| CEMP | Construction Environmental Management Plan |
| CERP | Construction Emergency Response Plan |
| CoA | Conditions of Approval |
| CSWMP | Construction Soil and Water Management Plan |
| CTAMP | Construction Traffic and Access Management Plan |
| CTP | Compliance Tracking Program |
| DECC | Department of Energy and Climate Change |
| DPE | Department of Planning and Environment |
| EMS | Environmental Management Systems |
| EPA | Environment Protection Authority |
| FERP | Flood Emergency Response Plan |
| HAZID | Hazardous Substances Identification |
| HSE | Health Safety and Environment |
| IMEX | Import Export Terminal. Includes the following key components:<br>• Truck processing, holding and loading areas - entrance and exit from Moorebank Avenue<br>• Rail loading and container storage areas – installation of four rail sidings with adjacent container storage area serviced by manual handling equipment initially and overhead gantry cranes progressively<br>• Administration facility and associated car parking- light vehicle access from Moorebank Avenue. |
| IMT facility | MPE Stage 1 Site including the construction of the following key components together comprising the intermodal terminal (IMT):<br>• Truck processing and loading areas.<br>• Rail loading and container storage areas.<br>• Administration facility and associated car parking<br>• Rail Link. |

| Term | Definition |
|---|---|
| ISO | International Organisation for Standardisation |
| ITP | Inspection and Test Plan |
| JSEA | Job Safety and Environmental Analysis |
| SDS | Safety Data Sheet |
| SSD | State Significant Development |
| SCRIM | SIMTA Incident Management Reporting System |
| SHEMS | SIMTA Environmental Management System |
| SIMTA | Sydney Intermodal Terminal Alliance |
| SWMS | Safe Works Method Statement |

# COMPLIANCE MATRICES

*Table 1 Conditions of Approval (CoA)*

| CoA | Requirement | Document Reference |
|---|---|---|
| C4 | The Applicant shall prepare and implement a Compliance Tracking Program, to track compliance with the requirements of this approval. The Program shall be submitted to the Secretary for approval prior to the commencement of construction and operate for the duration of construction.<br><br>The Program shall include, but not be limited to: | This Plan |
| | a) provision for the notification to the Secretary prior to the commencement of construction; | Section 2.1 |
| | b) provision for periodic review of the compliance status of the SSD against the requirements of this approval; | Section 2.2 |
| | c) provision for periodic reporting of compliance status to the Secretary, including but not limited to:<br><br>(i) a Pre-Construction Compliance Report prior to the commencement of construction, | Section 2.3 |
| | (ii) Six-monthly, or other timing as agreed by the Secretary, Construction Compliance Reports, for the duration of construction, and | Section 2.3 |
| | (iii) a Completion Compliance Report within one month of completion of the construction; | Section 2.3 |
| | d) a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems; | Section 2.4 |
| | e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents; | Section 2.5 |
| | f) provision for reporting environmental incidents to the Secretary during construction, in accordance with conditions C6 and C7; | Section 2.5 |
| | g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and | Section 2.6, Figure 2 |

| CoA | Requirement | Document Reference |
|---|---|---|
| | h) provision for ensuring all employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities. | Section 2.7 |
| E10 | The Applicant shall notify the Secretary and relevant public authorities of any incident with actual or potential significant on-site or off-site impacts on human health or the biophysical environment within 24 hours of becoming aware of the incident. The Applicant shall provide full written details of the incident to the Secretary within seven days of the date on which the incident occurred. | Section 2.5 |
| E11 | The Applicant shall meet the requirements of the Secretary or relevant public authority (as determined by the Secretary) to address the cause or impact of any incident, as it relates to this approval, reported in accordance with condition E10, within such period as the Secretary may require | Section 2.5 |

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# 1 INTRODUCTION

The Sydney Intermodal Terminal Alliance (SIMTA) received approval for the construction and operation of Stage 1 of the Moorebank Precinct East (MPE) Project, comprising an Intermodal (IMT) Facility including a rail link (Package 1) and Import Export (IMEX) Terminal (Package 2) on 12 December 2016 (SSD 6766). This Compliance Tracking Programme (CTP) has been developed to track compliance with the requirements of this, and associated approvals, during the construction of the MPE Stage 1 Project (hereafter the Project).

## 1.1 Background and Scope

The MPE Project site is located approximately 27 kilometres (km) south-west of the Sydney Central Business District (CBD) and approximately 26 km west of Port Botany and includes the former Defence National Storage and Distribution Centre (DNSDC) site.

The MPE Project involves the development of an intermodal (IMT) facility, including warehouse and distribution facilities, freight village (ancillary site and operational services), stormwater, rail link, landscaping, servicing and associated works on the eastern side of Moorebank Avenue, Moorebank. It is to be developed in three key stages:

- Stage 1 - Construction of the IMT
- Stage 2 - Construction of warehouse and distribution facilities
- Stage 3 - Extension of the IMT and completion of warehouse and distribution facilities.

Stage 1 of the MPE Project comprises, and will be constructed across, two packages:

- Package 1: The Rail Link which includes a connection to the IMEX, and traverses across Moorebank Avenue, Anzac Creek and Georges River prior to connecting to the Southern Sydney Freight Line (SSFL), (refer to Figure 1).
- Package 2: The IMEX includes the following key components:
    - Truck processing, holding and loading areas - entrance and exit from Moorebank Avenue
    - Rail loading and container storage areas – installation of four rail sidings with adjacent container storage area serviced by manual handling equipment initially and overhead gantry cranes progressively
    - Administration facility and associated car parking- light vehicle access from Moorebank Avenue, (refer to Figure 1).

The layout of the IMEX generally comprises operational areas, an administration area, rail sidings, utilities and drainage infrastructure, landscaping and signage. The operational areas of the IMEX consist of the primary and secondary container loading / unloading areas and container storage areas, and the truck holding area. Within these areas containers will be stacked up to five high.


*Figure 1 MPE Project Overview*

## 1.2 Environmental Planning Approval

The MPE Stage 1 Project has been assessed by the Department of Planning and Environment (DP&E) under Part 4.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as State Significant Development (SSD). The Planning Assessment Commission (PAC) granted Approval for the MPE Stage 1 Project on 12 December 2016 and is subject to the Minister's Conditions of Approval (CoA, 18 December 2016 (ref SSD-6766)). The MPE Stage 1 Project, its impacts, consultation and mitigation were documented in the following suite of documents:

- State Significant Development Application SSD 6766
- SIMTA Intermodal Terminal Facility – Stage 1 – Environmental Impact Statement (Hyder Consulting Pty Ltd, May 2014)
- SIMTA Intermodal Terminal Facility – Stage 1 – Response to Submissions (Hyder Consulting Pty Ltd, September 2015)
- *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) Approval (No. 2011/6229) granted on March 2014.

## 1.3 Purpose and Application

This plan provides methods to document the procedures and processes that will be implemented to track compliance with:

- The relevant documentation listed in Section 1.2
- Applicable New South Wales and Commonwealth Legislation.

SIMTA's approved construction contractors will be responsible for compliance with the requirements of the CoA. The Contractors are also responsible for maintaining the CTP for the MPE Works, and submission of relevant information to SIMTA monthly so that SIMTA can prepare and lodge the periodic compliance reports.

This CTP is applicable to both Package 1 and Package 2 of the MPE project.

## 1.4 Environmental Management System Overview

A Construction Environmental Management Plan (CEMP) has been prepared by SIMTA for the Project in accordance with the relevant project approval documentation, SIMTA's Environmental Management Systems (SHEMS), and the Guideline for the Preparation Environmental Management Plans (DIPNR, 2004).

To meet the project objectives, a systematic and planned approach for the management of environmental issues will be implemented on this project.

The CEMP is designed to provide the management framework with strategies to effectively manage all environmental risks during the construction works. Implementing the CEMP and CTP effectively will ensure that the Project team meets the NSW regulatory and policy requirements in a systematic manner and continually improves its performance. This process is described below in Figure 2.

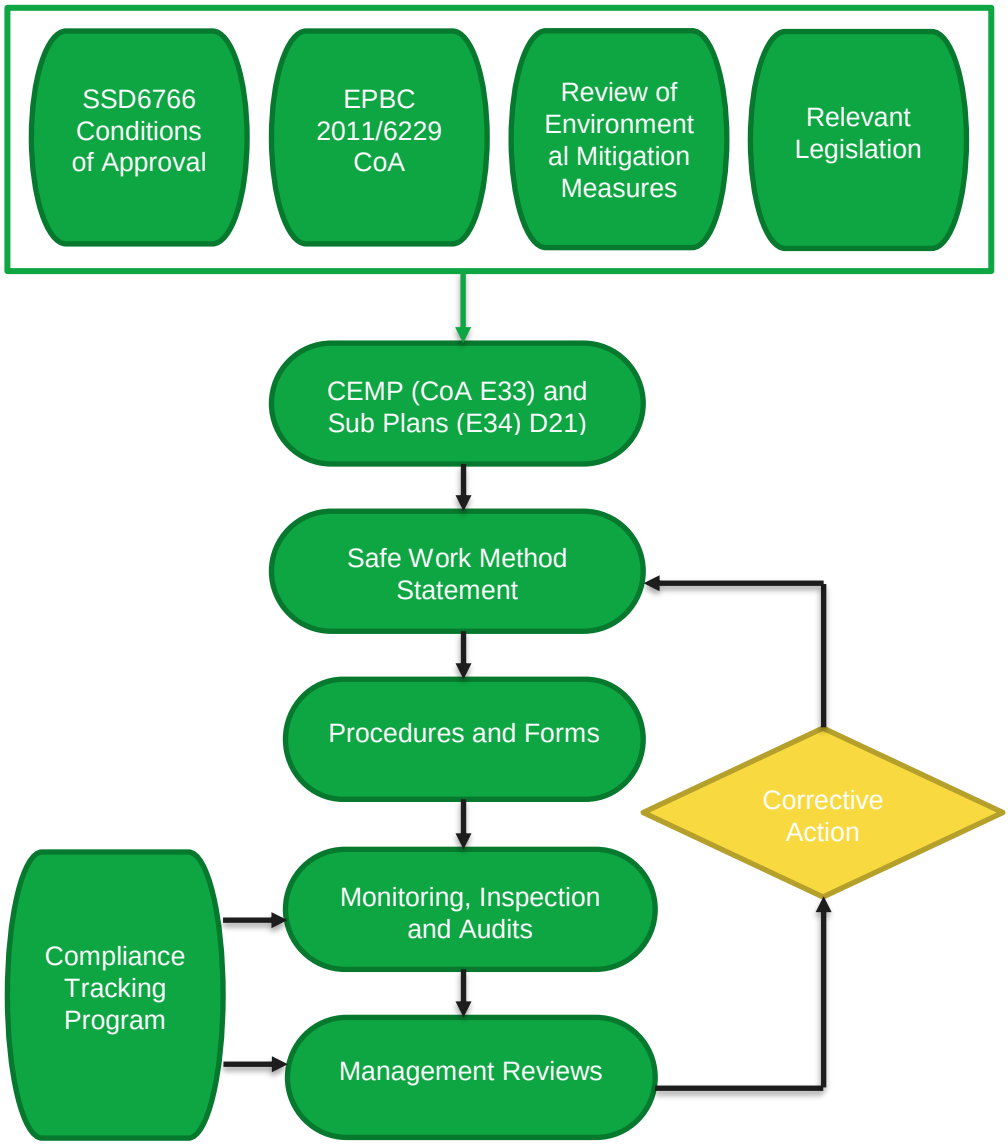


*Figure 2 Environmental Management Systems Documents Overview*

# 2 PROGRAM REQUIREMENTS

The CTP has been prepared as a requirement of CoA C4 with requirements as outlined below (Table 2).

*Table 2 CoA Requirements for CTP*

| CoA | Requirement | Document Reference |
|---|---|---|
| C4 | The Applicant shall prepare and implement a Compliance Tracking Program, to track compliance with the requirements of this approval. The Program shall be submitted to the Secretary for approval prior to the commencement of construction and operate for the duration of construction.<br><br>The Program shall include, but not be limited to: | This Plan |
| | a) provision for the notification to the Secretary prior to the commencement of construction; | Section 2.1 |
| | b) provision for periodic review of the compliance status of the SSD against the requirements of this approval; | Section 2.2 |
| | c) provision for periodic reporting of compliance status to the Secretary, including but not limited to:<br><br>(i) a Pre-Construction Compliance Report prior to the commencement of construction, | Section 2.3 |
| | (ii) Six-monthly, or other timing as agreed by the Secretary, Construction Compliance Reports, for the duration of construction, and | Section 2.3 |
| | (iii) a Completion Compliance Report within one month of completion of the construction; | Section 2.3 |
| | d) a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems; | Section 2.4 |
| | e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents; | Section 2.5 |
| | f) provision for reporting environmental incidents to the Secretary during construction, in accordance with conditions C6 and C7; | Section 2.5 |

| CoA | Requirement | Document Reference |
|---|---|---|
| | g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and | Section 2.6, Figure 2 |
| | h) provision for ensuring all employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities. | Section 2.7 |

## 2.1 Department of Planning & Environment (DP&E) Notification

Construction as defined in Schedule 1 of the CoA will not commence until the CTP, CEMP and Sub-plans have been approved in writing by the Secretary of the DP&E.

SIMTA shall notify the Secretary in writing prior to the commencement of Construction.

## 2.2 Periodic Review

Periodic construction compliance reports outlining the compliance status with the relevant documentation as detailed in Section 1.3, shall be prepared by, and be the responsibility of, the Project Environmental Advisor or Project Manager. The compliance documentation will be compiled and submitted to SIMTA in a timely manner so that the compliance report can be submitted to the Secretary at specific intervals including:

- Prior to the commencement of Construction;
- Six months after the commencement of Construction and then at six monthly intervals; thereafter; Within one month of the completion of the Construction stage.

The compliance tracking tables (Appendix A to F) form an integral part of the Compliance Tracking Report. These tables establish a format for recording compliance, and includes:

- A description of the environmental requirement.
- The phase of the project to which it relates.
- A reference as to where each requirement is addressed.
- Compliance status. This will be included with each compliance report.

## 2.3 Compliance Reporting

In accordance with CoA C4 (c) (i) a Pre-Construction Compliance Report will be submitted to DP&E prior to the commencement of construction. This report will detail the current compliance status of the project with specific reference to the CoAs.

In accordance with CoA C4 (c) (ii) a Six-monthly Compliance Report shall be submitted every six months during construction.

A Completion Compliance Report shall be submitted within one month of completion of construction in accordance with CoA C4 (c) (iii). This is expected to be approximately 19 months after the commencement of construction.

The status of compliance against each of the CoA will be reviewed and reported to the Secretary in the form of compliance tracking reports. The Contractor's Project Environmental Advisor or Project Manager shall prepare, and be responsible for, these reports as outlined above and as discussed in Section 9.4 of the CEMP. Compliance tracking reports will typically include:

- Scope of the activities undertaken during the reporting period.
- A summary of expected works in the next reporting period.
- Performance of environmental controls that have been implemented.
- Compliance with CoAs, as recorded in the compliance tracking tables.
- Non-compliances during the reporting period.
- Detail of all incidents recorded and action taken during the reporting period.
- Outcomes of monitoring undertaken over the reporting period and review of compliance against relevant criteria.
- Significant outcomes of audits and inspections undertaken during the reporting period.
- Detail of all complaints (environmental and others) received, responses taken and current status (i.e. open or closed).

The compliance tracking reports will be reviewed by, and submitted to, the Secretary by, SIMTA.

## 2.4 Independent Environmental Auditing

Independent environmental audits will be undertaken in accordance with *AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems* at six month intervals throughout construction in accordance with Section 10.5.2 of the CEMP.

An internal audit will be conducted of the contractor by SIMTA within 3 months of commencing on site. The contractor will also maintain their own auditing schedule which must be no less than 6-monthly. SIMTA will audit the project on a 6 monthly basis.

## 2.5 Incident Management

All incidents and emergencies will be managed in accordance with the CEMP Incident Management Plan (IMP) which must be prepared upon contract.

The purpose of the IMP is to outline the procedure, practices and standards to be followed in the event of an on-site Incident & Emergency. This includes:

- An effective response to an Incident & Emergency;
- Evacuation procedures;
- Notifying Emergency service organisations promptly;
- Medical treatment and assistance;
- Effective communication between the authorised person who coordinates the Incident & Emergency response and all persons at the workplace.

Harm to the environment, includes any direct or indirect alteration of the environment that has the effect of degrading the environment.

All incidents regardless of magnitude will be reported to the Principals Representative and investigated during the works.

As part of the incident investigation corrective and preventative actions will be identified and assigned to the appropriate person and closed out in a timeframes based on the severity or potential severity of the incident, with all incidents investigated immediately to determine suitable timeframes. All corrective actions will include reference to the relevant incident record for ease of tracking and will be recorded and tracked using SIMTA's Construction Contractor 's quality system database.

There is a duty to notify 'relevant authorities' (the EPA, local authority, Ministry of Health, WorkCover Authority and Fire and Rescue NSW) as specified in section 148(8) of the Protection of the Environment Operations Act 1997 (POEO Act) of pollution incidents where material harm to the environment is caused or threatened. Material harm includes actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial or that results in actual or potential loss or property damage of an amount over $10,000. Failure to do so is an offence.

SIMTA's Construction Contractors will call 000 if the incident presents an immediate threat to human health or property. Fire and Rescue NSW, the NSW Police and the NSW Ambulance Service are the first responders, as they are responsible for controlling and containing incidents. If the incident does not require an initial combat agency, or once the 000 call has been made, SIMTA's Construction Contractor will phone the EPA environmental hotline on 131 555.

SIMTA's Construction Contractor will notify the Secretary and relevant public authorities of any incident with actual or potential significant on-site or off-site impacts on human health or the biophysical environment within 24 hours of becoming aware of the incident. SIMTA's Construction Contractors will provide full written details of the incident to the Secretary within seven days of the date on which the incident occurred in accordance with CoA E10.

SIMTA's Construction Contractor will meet the requirements of the Secretary or relevant public authority (as determined by the Secretary) to address the cause or impact of any incident, as it relates to this approval, reported in accordance with CoA E10, within such period as the Secretary may require in accordance with CoA E10.

## 2.6 Non-Compliances/Non-Conformance

A non-compliance/non-conformance is the failure or refusal to comply with a requirement, standard or procedure outlined in the CoA, FCMMs, CEMP or associated documents. Where a non-compliance has been identified, a corrective / preventative action will be implemented.

Any member of the Project team may raise a non-conformance or an improvement opportunity. Non-compliances/non-conformances, or an improvement opportunity will be detected by the following ways;

- Though workplace monitoring under the Work Permit System and Task/Behaviour Observations by Site Supervisors, the Project Environmental Advisor and Project Manager;
- During the Weekly Environmental Audit undertaken by SIMTA's Construction Contractors;
- Through internal and external audits;
- Through Inspections by the Environmental Representative;
- Via complaints and community consultation as detailed in the Community Communication Strategy; and
- Through Incident Management

SIMTA's Construction Contractors will implement the process for managing nonconforming work practises and initiating corrective/preventative actions or system improvements. The Environmental Representative or public authority may also raise a non-conformance or improvement opportunity using the same process.

For each non-conformance identified a corrective/preventative action must be implemented in a timeframe based on the severity or potential severity of the non-compliance/non-conformance, with all non-compliances/non-conformances investigated immediately to determine suitable timeframes. In addition, any environmental management improvement opportunities can be initiated because of incidents or emergencies, monitoring and measurement, audit findings or other reviews. Improvement opportunities may also result in the implementation of corrective/preventative actions.

Corrective/preventative actions and improvement opportunities will be entered into SIMTA's Construction Contractor 's quality system database and include detail of the issue, action required and timing and responsibilities. The record will be updated with date of close out and any necessary notes. The database will be reviewed regularly to ensure actions are closed out as required.

Non-conforming activities may be stopped, if necessary, by the Environmental Advisor, Supervisor(s) or Project / Site Engineer following consultation with the Project Manager or delegate. The works will not commence until a corrective / preventative action has been closed out. The Environmental Representative may also stop works in these circumstances. In such circumstances a non-conformance report must be prepared in accordance with the Quality Management Plan.

## 2.7 Competence, Training and Awareness

Section 6 of the CEMP describes how environmental management measures will be communicated to project personnel including sub-contractors.

Onsite environment training will be coordinated and recorded by the Environmental Advisor. Records include details of topics, attendees, and duration will be stored in a training register, signed attendance sheets will be filed.

Internal and on-the-job training is provided on a regular basis for all staff including subcontractors.

Environmental Awareness training will be delivered to staff and subcontractors through the site induction, toolbox talks, and pre-start briefings. General awareness for site operatives and office-based staff will also be provided via notice boards, posters and environment bulletins.

# APPENDIX A

## Final Conditions of Approval

**Moorebank Precinct East Compliance Tracking Division of Responsibilities - Final Conditions of Approval**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Condition | Timing for Compliance | Works Area/Package | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | Rail Link - Operation (Not part of this CTP) | | | | | | | |
| | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPIA/ Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| A1 | The Applicant shall carry out the development generally in accordance with the:<br>a. State Significant Development Application SSD 6766;<br>b. SIMTA Intermodal Terminal Facility – Stage 1 – Environmental Impact Statement (Hyder Consulting Pty Ltd, May 2014);<br>c. SIMTA Intermodal Terminal Facility – Stage 1 – Response to Submissions (Hyder Consulting Pty Ltd, September 2015); and<br>d. The conditions of this consent. | Throughout Design, Construction and Operation | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| A2 | In the event of an inconsistency between:<br>a. the conditions of this approval and any document listed from condition A1(a) to A1(c) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and<br>b. any document listed from condition A1(a) to A1(c) inclusive, and any other document listed from condition A1(a) to A1(c) inclusive, the most recent document shall prevail to the extent of the inconsistency. | Throughout Design, Construction and Operation | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| A3 | The Applicant shall comply with any reasonable requirement(s) of the Secretary arising from the Department's assessment of:<br>a. any reports, plans or correspondence that are submitted in accordance with this consent; and<br>b. the implementation of any actions or measures contained within these documents. | Throughout Design, Construction and Operation | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| A4 | This approval will lapse ten years from the date of this approval unless works the subject of this approval are physically commenced, on or before that lapse date. | By 12/12/2027 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| A5 | In the event of a dispute between the Applicant and a public authority, in relation to this approval, either party may refer the matter to the Secretary for resolution. The Secretary's resolution of the matter shall be binding on the parties. | Throughout Design, Construction and Operation | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| A6 | Any advice or notice to the consent authority shall be served on the Secretary | Throughout Design, Construction and Operation | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| A7 | The applicant shall ensure that all licences, permits, consents and approvals are obtained and maintained as required throughout the life of the development. No condition of this consent removes the obligation of the Applicant to obtain, renew or comply with such licences, permits or approvals. The Applicant shall ensure that a copy of this consent and all relevant environmental licences, permits, consents and approvals are available on the site that all times during the development. | Throughout Design, Construction and Operation | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| B1 | Access for people with disabilities shall be provided for offices and amenities for the development in accordance with the Disability Discrimination Act 1992 (Commonwealth). Prior to the issue of a Construction Certificate, verification of compliance with this condition from an appropriately qualified person shall be provided to the Certifying Authority. | Prior to issue of a construction certificate | N | Y | Y | Y | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| B2 | Details shall be provided to the satisfaction of the Certifying Authority, with the application for a Construction Certificate, which demonstrate that the proposal complies with the prescribed conditions of approval under Clause 98 of the Environmental Planning and Assessment Regulation in relation to the requirements of the Building Code of Australia (BCA). | Prior to issue of a construction certificate | N | Y | Y | Y | N | N | N | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| B3 | Prior to the issue of a Construction Certificate, the Applicant shall pay a monetary levy of $643,027.27 to Liverpool City Council for transport, drainage, community facilities, administration and professional and legal fees pursuant to section 94B(2) of the Environmental Planning and Assessment Act 1979. | Prior to issue of a construction certificate | N | Y | Y | Y | N | N | N | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| B4 | The design of the main access gate shall preclude heavy road freight vehicles from using Moorebank Avenue south (no left turn from the terminal site onto Mooreban Avenue, and no right turn from Moorebank Avenue into the terminal site). Detailed plans are to be submitted to the satisfaction of the Certifying Authority and provided to the Secretary for information. | Prior to issue of a construction certificate | N | Y | Y | Y | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| B5 | The Applicant shall ensure that:<br>a) internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Development are constructed and maintained in accordance with the latest versions of AS 2890.1 – 2004, AS 2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage;<br>b) the swept path of the longest vehicle entering and exiting the subject sib) the swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, is in accordance with AUSTROADS; te, as well as manoeuvrability through the site, is in accordance with AUSTROADS;<br>c) The layout of the site shall be designed to ensure heavy vehicles associated with the operation of the intermodal terminal can be accommodated on site in the event of an incident blocking access to the M5 Motorway/ Moorebank Avenue to avoid queuing on public roads.<br>d) The layout of the site shall be designed so that heavy vehicles are not required to select reverse gear.<br>e) heavy vehicles and bins associated with the SSD do not park or stand on local roads or footpaths in the vicinity of the site;<br>i) all vehicles are wholly contained on site before being required to stop;<br>f) all loading and unloading of materials is carried out on site; and<br>g) the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.<br>Detailed plans demonstrating compliance with a)-h) shall be prepared in consultation with RMS and to the satisfaction of the Certifying Authority. | Prior to issue of a construction certificate | N | Y | Y | Y | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| B6 | The Applicant shall include provision for emergency access to the site. Plans demonstrating compliance shall be submitted to the satisfaction of the Certifying Authority and provided to the Secretary for information. | Prior to issue of a construction certificate | N | Y | Y | Y | N | N | N | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| B7 | A detailed plan prepared by a suitably qualified lighting engineer must be submitted to the Certifying Authority for approval prior the issue of a Construction Certificate, and include, but not be limited to:<br>a) Adequate lighting of pedestrian thoroughfares;<br>b) All lighting in public domain areas is to comply with the relevant Council requirements and Australian Standard AS1158 for Street Lighting Applications;<br>c) The lighting plan should include lighting designs, supported by luminance calculations and luminance plots, and is to be of a high standard and Energy Australia compatible; and<br>d) All outdoor lighting (excluding street lighting) shall comply with, where relevant, AS/NZ1158.3: 1999 Pedestrian Area (Category P) Lighting and AS4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting. | Prior to issue of a construction certificate | N | Y | Y | Y | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| B8 | The SSD shall be designed to ensure a bus stop on Moorebank Avenue (including direct pedestrian access from the terminal site to the bus stop), and associated turnaround facility suitable for a 14.5 metre long non-rear steer bus is not precluded. | Prior to issue of a construction certificate | N | N | Y | Y | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| C1 | Demolition, excavation, clearing (other than minor clearing), construction, subdivision or associated activities must not commence until a Construction Certificate has been issued for the project pursuant to the Environmental Planning and Assessment Act 1979. | Prior to issue of a construction certificate | N | Y | Y | Y | N | N | N | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| C2 | The Applicant shall ensure that all demolition work is carried out in accordance with Australian Standard AS 2601:2001: The Demolition of Structures, or its latest version. | During demolition | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| C3 | The Applicant shall prepare and implement an Urban Design and Landscape Plan for the project. The Plan shall present an integrated urban design for the project. The Plan shall include, but not necessarily be limited to:<br>a) final design details of the proposed external materials and finishes;<br>b) location of existing vegetation and proposed landscaping (including use of indigenous and endemic species where possible) and design features;<br>c) strategies for progressive landscaping of other environmental controls such as erosion and sedimentation controls, drainage and noise mitigation; and<br>d) location and design treatments for any associated footpaths and cyclist elements, and other features such as seating, lighting (in accordance with AS 4282-1997 Control of the Obtrusive Effect of Outdoor Lighting), fencing, and signs;<br>The Plan shall be submitted for the approval of the Secretary prior to the commencement of permanent built works and/ or landscaping, unless otherwise agreed by the Secretary. | Prior to construction of permanent built works | N | N | Y | Y | N | N | N | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| C4 | The Applicant shall prepare and implement a Compliance Tracking Program, to track compliance with the requirements of this approval. The Program shall be submitted to the Secretary for approval prior to the commencement of construction and operate for the duration of construction.<br>The Program shall include, but not be limited to:<br>a) provision for the notification to the Secretary prior to the commencement of construction;<br>b) provision for periodic review of the compliance status of the SSD against the requirements of this approval;<br>c) provision for periodic reporting of compliance status to the Secretary, including but not limited to:<br>(i) a **Pre-Construction Compliance Report prior to the commencement of construction,**<br>(ii) Six-monthly, or other timing as agreed by the Secretary, Construction Compliance Reports, for the duration of construction, and<br>(iii) a Completion Compliance Report within one month of completion of the construction;<br>d) a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems;<br>e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;<br>f) provision for reporting environmental incidents to the Secretary during construction, in accordance with conditions C6 and C7;<br>g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and<br>h) provision for ensuring all employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities. | Prior to the commencement of construction | N | Y | Y | Y | N | N | N | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| C5 | Prior to the commencement of construction of the rail link within the Glenfield Waste Facility licenced premises, the Applicant shall prepare an assessment report of the proposed impacts of construction on the Glenfield Waste Facility licenced premises.<br>The assessment must address:<br>a) Targeted intrusive investigations to determine contamination pathways and to develop mitigation, management and/or remediation options based on those investigations;<br>b) 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 rebuttal;<br>c) 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;<br>d) details of impacts on pollution control and monitoring systems including existing groundwater and landfill gas bores and their subsequent repair/ replacement;<br>e) the methodology proposed to ensure that the landfill barrier system disturbed in the removal process is replaced/ repaired to ensure its ongoing performance.<br>The Applicant shall detail matters such as sub grade preparation and specifications, liner installation/ reinstallation procedures and construction quality assurance (CQA) procedures;<br>f) 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<br>g) an overview of any access and/or materials/ equipment storage arrangements with Glenfield Waste Facility in relation to the construction of the project, and operation and maintenance of the rail link.<br>h) details of any other expected or potential impacts to the licensed area and options for management and mitigation of those impacts (i.e. leachate management and surface water runoff, potential impacts on the Georges River during works, dust etc.); and<br>i) details of and proposed mitigation measures for the long term management of the rail link (eg. subsidence or gas issues).<br>The Applicant must provide the assessment report to the EPA for review and approval at least 6 weeks prior to the commencement of construction. A copy must also be submitted to the Secretary for information. No works are permitted to commence within the Glenfield Waste Facility licenced premises without the EPA's written approval unless otherwise agreed by the Secretary. | Prior to the commencement of construction | N | N | N | N | N | N | N | N | N | N | N | N | Y | N | | | | | | | |
| C6 | The Applicant shall prepare construction design plans for the section of the rail link within the Glenfield Waste Facility licenced premises in consultation with the EPA, an submit for the approval of the Certifying Authority prior to the commencement of construction, unless otherwise agreed by the Secretary. A copy must be provided to the Secretary for information. | Prior to the commencement of construction | N | N | N | N | N | N | N | N | N | N | N | N | Y | N | | | | | | | |
| C7 | The approved works (including any excavation required for remediation) must not occur below 5 metres AHD and lower the water table below 1m AHD on adjacent class 2, 3, 4 lands in accordance with the Liverpool Local Environmental Plan 2008. | During pre-construction and construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |

**Moorebank Precinct East Compliance Tracking Division of Responsibilities - Final Conditions of Approval**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Condition | Timing for Compliance | Works Area/Package | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Import Export Terminal Area - Construction and Construction | | | | | Rail Link - Pre-Construction and Construction | | | | | | | | | | | | | | |
| | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | Import Export Terminal - Operations (Not part of this CTP) | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPV/ Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | Rail Link - Operation (Not part of this CTP) | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| C8 | The subject site is to be remediated in accordance with:<br>a) The approved Remedial Action Plan;<br>b) State Environmental Planning Policy No. 55 – Remediation of Land; and<br>c) The guidelines in force under the Contaminated Land Management Act.<br>Amendments to the approved Remedial Action Plan required as a result of further site investigations must be approved by the site auditor, in consultation with the EPA.<br><br>Within 3 months after the completion of the remediation works, a notice of completion, including a validation and/or monitoring report is to be provided to the Secretary. This notice must be consistent with State Environmental Planning Policy No. 55 – Remediation of Land.<br>The validation and/or monitoring report is to be independently audited and a Site Audit Statement issued. The audit is to be carried out by an independent auditor accredited by the EPA. Any conditions recorded on the Site Audit Statement are to be complied with. | During Remediation Works<br><br>Within 3 months of completion of remediation | N | Y | N | Y | N | N | Y | N | N | N | N | N | N | N | | | | | | | |
| C9 | The design of any new stormwater outlets to the Georges River or Anzac Creek must include scour protection works. | During detailed design | N | N | N | N | N | N | N | Y | N | N | N | Y | N | N | | | | | | | |
| C10 | Prior to the commencement of construction the Applicant shall consider the staging of in-water works for the bridge construction across the Georges River to avoid the impact on the migration season of Australian Bass. | Prior to the commencement of construction | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | | | | | | | |
| C11 | Prior to the commencement of the bridge construction works across the Georges River, the Applicant must consider if possible, restricting the use of the temporary platform to only one, and be designed to maintain fish passage. The Applicant must consult with Fisheries NSW with regard to the platform and its design prior to constructing the platform in the Georges River. | Prior to the commencement of construction | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | | | | | | | |
| C12 | The Applicant is to ensure that a daily visual inspection for dead or distressed fish in the Georges River is undertaken. Fish distress is indicated by fish gasping at the water surface, or crowding at the creek's banks. Should dead or distressed fish be observed, all works are to cease and NSW Fisheries is to be contacted immediately. Works can proceed following approval by NSW Fisheries. | During construction | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | | | | | | | |
| C13 | Prior to the commencement of construction activities affecting the WWII store buildings, the Applicant shall complete all archival recordings. This work shall be undertaken by an experienced heritage consultant, in accordance with the guidelines issued by the Heritage Council of NSW. Within 6 months of completing this work, the Applicant shall submit a report containing archival recordings to the Secretary, Certifying Authority, the Heritage Council of NSW, Liverpool Council and the local Historical Society. | Prior to the commencement of construction<br><br>by 1/7/17 | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| C14 | Prior to the commencement of construction activities affecting the WWII store buildings, the Applicant shall prepare a Heritage Interpretation Strategy, in consultation with the Heritage Division. The Strategy shall be submitted for the approval of the Secretary with a copy provided to the Certifying Authority. | Prior to the commencement of construction | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| C15 | Prior to the commencement of pre-construction and construction activities affecting Aboriginal site MA14, the Applicant shall:<br>a) develop a detailed salvage strategy, prepared in consultation with OEH (Aboriginal heritage) and the Aboriginal stakeholders. The investigation program shall be prepared to the satisfaction of the Secretary; and<br>b) undertake any further archaeological excavation works recommended by the results of the Aboriginal archaeological investigation program.<br>Within twelve months of completing the above work, unless otherwise agreed by the Secretary, the Applicant shall submit a report containing the findings of the excavations, including artefact analysis and Aboriginal Site Impacts Recording Forms (ASIR), and the identification of final storage location for all Aboriginal objects recovered (testing and salvage), prepared in consultation with the Aboriginal stakeholders, the OEH (Aboriginal heritage) and to the satisfaction of the Secretary.<br>Note: where archaeological testing has occurred as part of the Environmental Assessment and the results are included in the documents listed in condition A1 the sites tested must still form part of the final report prepared under C16(b). | Prior to the commencement of pre-construction and construction | N | N | N | N | N | Y | N | N | N | N | N | Y | N | N | | | | | | | |
| C16 | Utilities, services and other infrastructure potentially affected by construction and operation shall be identified prior to construction to determine requirements for access to, diversion, protection, and/or support. Consultation with the relevant owner and/or provider of services that are likely to be affected by the construction shall be undertaken to make suitable arrangements for access to, diversion, protection, and/or support of the affected infrastructure as required. The cost of any such arrangements shall be borne by the Applicant, or as otherwise agreed between the parties. | Prior to commencement of construction | Y | N | N | Y | N | Y | N | N | N | N | N | N | N | N | | | | | | | |
| C17 | The Applicant shall engage a suitably qualified person to prepare a pre-construction dilapidation report prior to the commencement of construction. This report to ascertain the structural condition of:<br>a) local public roads likely to be used by the project's construction traffic identified in the Construction Traffic and Access Management Sub-plan required under condition E35(a).<br>b) local public roads, cycle ways, footpaths and other utilities identified in the Construction Traffic and Access Management Sub-Plan required under condition E35(a).<br>c) The report shall be submitted to the satisfaction of the Certifying Authority and a copy is to be forwarded to Campbelltown City Council, Liverpool City Council, RMS and the Secretary. | Prior to commencement of construction | Y | N | N | N | N | Y | N | N | N | N | N | N | N | N | | | | | | | |
| C18 | The Applicant shall undertake road pavement deflection testing of the construction truck routes at 20 metre intervals along all wheel paths where feasible and reasonable to the extent required by Condition E35 (a), prior to commencement of construction. | Prior to commencement of construction | Y | N | N | N | N | Y | N | N | N | N | N | N | N | N | | | | | | | |
| C19 | The Applicant shall ensure that the construction and operation of the proposed development will not prevent the existing use of Moorebank Avenue as a public road to standard commensurate to its current use prior to the development.<br><br>Note: temporary closures or part closures and changes to the operation of Moorebank Avenue may occur for limited periods during construction as detailed in the Construction Traffic Management Plan | During pre-construction, construction and operation | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| C20 | The Applicant shall ensure the width of the rail link corridor is no greater than 20 metres in the Riparian corridor of the Georges River and Anzac Creek. | Prior to commencement of construction | N | N | N | N | N | N | N | Y | N | N | N | Y | N | N | | | | | | | |
| C21 | The Georges River Bridge shall be designed to ensure fauna movement within the riparian corridor is maintained. The bridge shall be designed in consultation with DPI Water and approved by the Certifying Authority. A copy of the final design shall be submitted to the Secretary for information. | Prior to commencement of construction | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | | | | | | | |
| C22 | The Applicant shall prepare and implement a 'Threatened Dragonfly Species Survey Plan' to determine the presence or absence of threatened dragonfly species listed under the Fisheries Management Act 1994 on the Georges River, adjacent to the development site. The plan, including survey methodology, shall be prepared in consultation with DPI Fisheries prior to the commencement of construction.<br><br>On implementing the plan, the survey results are to be forwarded onto DPI Fisheries. Should threatened dragonfly species be found at this site, DPI Fisheries should be contacted to agree on possible mitigation measures to avoid impacts in accordance with NSW DPI Policy and Guidelines for Fish Habitat Conservation and Management (2013). | Prior to commencement of construction | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| C23 | Prior to the commencement of clearing between the southern boundary of the terminal site and the eastern side of the approved Moorebank Avenue Bridge, the Applicant shall develop and implement a Biodiversity Offset Package to the satisfaction of the Secretary. The Package shall detail how the ecological values lost as a result of the SSD will be offset. The Package shall be consistent with the NSW Biodiversity Offsets Policy for Major Projects (OEH 2014), unless otherwise agreed by the Secretary.<br>The Package shall include, but not necessarily be limited to:<br>(a) the identification of the extent and types of habitat that would be lost or degraded as a result of the final design of the SSD;<br>(b) the objectives and biodiversity outcomes to be achieved;<br>(c) the final suite of the biodiversity offset measures selected and secured in consultation with OEH;<br>(d) the management and monitoring requirements for compensatory habitat works and other biodiversity offset measures proposed to ensure the outcomes of the package are achieved, including:<br>(e) the monitoring of the condition of species and ecological communities at offset (including translocation) locations;<br>(f) the methodology for the monitoring program(s), including the number and location of offset monitoring sites, and the sampling frequency at these sites;<br>(g) provisions for the annual reporting of the monitoring results for a set period of time as determined in consultation with the OEH; and<br>(h) timing and responsibilities for the implementation of the provisions of the Package.<br><br>Where land offsets cannot solely achieve compensation for the loss of habitat, additional measures shall be provided to collectively deliver an improved or maintained biodiversity outcome for the region. Where monitoring referred to in (e) above indicates that biodiversity outcomes are not being achieved, remedial actions shall be undertaken to ensure that the objectives of the Biodiversity Offset Package are achieved to the satisfaction of the Secretary. Such remedial actions shall be documented under an addendum to the Biodiversity Offset Package and the addendum be submitted to the satisfaction of the Secretary, prior to the implementation of that addendum.<br>If the applicant can demonstrate to the satisfaction of the Secretary that the proposed offset land for between the southern boundary of the terminal site and the eastern side of the approved Moorebank Avenue Bridge has been secured, the Applicant shall within 12 months of the commencement of construction develop and implement the Biodiversity Offset Package to the satisfaction of the Secretary in accordance with items (a)-(h) above.<br>Note: Where the Applicant has opted to develop a consolidated Biodiversity Offset Package covering both the Moorebank Intermodal Terminal (SSD 5066) and SIMTA sites, this must be submitted to the Secretary within 12 months of submitting the initial Biodiversity Offset package in accordance with this condition, unless otherwise agreed by the Secretary. | Prior to the commencement of clearing | N | N | N | N | N | N | N | Y | Y | Y | N | N | N | N | | | | | | | |
| C24 | Prior to the commencement of construction, the Applicant shall undertake a Road Safety Audit in consultation with TfNSW and the relevant Council for the proposed construction vehicle access points on public roads. The audit shall be undertaken by an independent TfNSW accredited road safety auditor in accordance with the relevant Austroads guidelines to identify any safety issues for the proposed construction vehicle access. The audit shall recommend corrective actions for any identified safety issues and propose appropriate traffic management measures (i.e. temporary traffic signals). | Prior to commencement of construction | Y | N | N | N | N | Y | N | N | N | N | N | N | N | N | | | | | | | |
| C25 | The design of new traffic signals (including modification of existing traffic signals) along Moorebank Avenue shall be designed to meet RMS requirements, Austroads Guide to Road Design and relevant RMS supplements (available on www.rms.nsw.gov.au). Plans shall be and prepared in consultation with RMS, be submitted to the satisfaction of the Certifying Authority and provided to the Secretary for information. | Prior to commencement of construction | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| D1 | Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall prepare and implement a Community Communication Strategy to the satisfaction of the Secretary. The Strategy shall provide mechanisms to facilitate communication between the Applicant (and its contractor(s)), the Environmental Representative (see condition E4), the relevant Council and community stakeholders (particularly adjoining landowners) on the design and environmental management of construction. The Strategy shall include, but not be limited to:<br>a) identification of stakeholders to be consulted as part of the Strategy, including affected and adjoining landowners, key community and business groups, and community and social service organisations;<br>b) procedures and mechanisms for the regular distribution of accessible information to community stakeholders on construction progress and matters associated with environmental management, including provision of information in appropriate community languages;<br>c) procedures and mechanisms through which the community stakeholders can discuss or provide feedback to the Applicant and/or Environmental Representative in relation to the environmental management and delivery of the SSD;<br>d) procedures and mechanisms through which the Applicant can respond to enquiries or feedback from the community stakeholders in relation to the environmental management and delivery of the SSD; and<br>e) procedures and mechanisms that would be implemented to resolve issues/disputes that may arise between parties on the matters relating to environmental management and the delivery of the SSD, including but not limited to disputes regarding rectification or compensation for impacts to third party property and infrastructure. These procedures and mechanisms may include the use of a suitably qualified and experienced independent mediator. | Prior to commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| D2 | Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall ensure that the following are available for community enquiries and complaints for the duration of construction:<br>a) a 24 hour telephone number(s) on which complaints and enquiries about the SSD may be registered;<br>b) a postal address to which written complaints and enquires may be sent;<br>c) an email address to which electronic complaints and enquiries may be transmitted; and<br>d) a mediation system for complaints unable to be resolved.<br>The telephone number, the postal address and the email address shall be published in newspaper(s) circulating in the local area prior to the commencement of construction and prior to the commencement of operation. This information shall also be provided on the website (or dedicated pages) required by this approval. | Prior to commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |

**Moorebank Precinct East Compliance Tracking Division of Responsibilities - Final Conditions of Approval**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Condition | Timing for Compliance | Works Area/Package | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | Rail Link - Operation (Not part of this CTP) | | | | | | | |
| | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW/ Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| D3 | Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall prepare and implement a Construction Complaints Management System consistent with AS ISO 10002-2006 Customer satisfaction – Guidelines for complaints handling in organisations (ISO 10002:2004, MOD) and maintain the System for the duration of construction and up to 12 months following completion of construction.<br>Information on all complaints received, including the means by which they were addressed and whether resolution was reached, with or without mediation, shall be maintained in a complaints register and included in the construction compliance reports required by this approval. The information contained within the System shall be made available to the Secretary on request. | Prior to commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| D4 | Prior to commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall establish and maintain a new website, or dedicated pages within an existing website, for the provision of electronic information associated with the SSD, for the duration of construction. The Applicant shall, subject to confidentiality, publish and maintain up-to-date information on the website or dedicated pages including, but not necessarily limited to:<br>a) information on the current implementation status of the SSD;<br>b) a copy of the documents listed in condition A1, and any documentation supporting modifications to this approval that may be granted from time to time;<br>c) a copy of this approval and any future modification to this approval;<br>d) a copy of each relevant environmental approval, licence or permit required and obtained in relation to the SSD;<br>e) a copy of each current report, plan, or other document required under this approval;<br>f) the outcomes of compliance tracking in accordance with condition C4 of this approval; and<br>g) details of contact point(s) to which community complaints and enquiries may be directed, including a telephone number, a postal address and an email address. | Prior to commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E1 | A copy of the approved and certified plans, specifications and documents incorporating conditions of approval and certification shall be kept on the site at all times and shall be readily available for perusal by any officer of the Department, relevant Council or the Certifying Authority. | During construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E2 | A site notice(s) shall be prominently displayed at the boundaries of the site for the purposes of informing the public of project details including, but not limited to the details of the Contractor, Certifying Authority and Structural Engineer. The notice(s) is to satisfy all but not be limited to, the following requirements:<br>a) Minimum dimensions of the notice are to measure 841mm x 594mm (A1) with any text on the notice to be a minimum of 30 point type size;<br>b) The notice is to be durable and weatherproof and is to be displayed throughout the works period;<br>c) The approved hours of work, the name of the site/project manager, the responsible managing company (if any), its address and 24 hour contact phone number for any inquiries, including construction/noise complaint are to be displayed on the site notice; and<br>d) The notice(s) is to be mounted at eye level on the perimeter hoardings/fencing and is to state that unauthorised entry to the site is not permitted. | Prior to commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E3 | The Applicant shall ensure that the 24 hour contact telephone number is continually attended by a person with authority over the works for the duration of the development. | During construction and operation | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| E4 | Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall appoint a suitably qualified and experienced Environmental Representative(s) that is independent of the design and construction personnel, and that has been approved by the Secretary. The Applicant shall employ the Environmental Representative(s) for the duration of construction of this stage, or as otherwise agreed by the Secretary. The Environment Representative(s) shall:<br>a) be the principal point of advice in relation to the environmental performance of construction;<br>b) monitor the implementation of environmental management plans and monitoring programs required under this approval and advise the Applicant upon the achievement of these plans/programs;<br>c) have responsibility for considering, and advising the Applicant on, matters specified in the conditions of this approval, and other licences and approvals related to the environmental performance and impacts of construction;<br>d) ensure that environmental auditing is undertaken in accordance with the Applicant's Environmental Management System(s);<br>e) be given the authority to approve/reject minor amendments to the Construction Environment Management Plan. What constitutes a "minor" amendment shall be clearly explained in the Construction Environment Management Plan;<br>f) be given the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts; and<br>g) be consulted in responding to the community concerning the environmental performance of construction where the resolution of points of conflict between the Applicant and the community is required. | Prior to commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E5 | The Environmental Representative shall prepare and submit to the Secretary a quarterly report on the Environmental Representative's actions and decisions on matters specified in condition E4. The reports shall be submitted within seven (7) days for the end of each quarter for the duration of construction, or as otherwise agreed by the Secretary. Notwithstanding, the Environmental Representative shall be given the independence to report to the Secretary at any time and/or at the request of the Secretary. | During construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E6 | Soil and water management measures consistent with Managing Urban Stormwater - Soils and Construction Vols 1 and 2, 4th Edition (Landcom, 2004) shall be employed during construction to minimise soil erosion and the discharge of sediment and other pollutants to land and/or waters. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E7 | Construction shall be undertaken to comply with section 120 of the Protection of the Environment Operations Act 1997, which prohibits the pollution of waters. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E8 | The Applicant shall store all chemicals, fuels and oils used on-site in appropriately bunded areas in accordance with the requirements of all relevant Australian Standards, and/or EPA's Storing and Handling Liquids: Environmental Protection – Participants Handbook. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E9 | All activities taking place in, on or under waterfront land, as defined in the Water Management Act 2000 should be conducted generally in accordance with the NSW Office of Water's Guidelines for Controlled Activities. | During construction | N | N | N | N | N | N | N | Y | N | N | N | Y | N | N | | | | | | | |
| E10 | The Applicant shall notify the Secretary and relevant public authorities of any incident with actual or potential significant on-site or off-site impacts on human health or the biophysical environment within 24 hours of becoming aware of the incident. The Applicant shall provide full written details of the incident to the Secretary within seven days of the date on which the incident occurred.<br>Note: Where an incident also requires reporting to the EPA and/or OEH, the incident report prepared for the purposes of notifying the EPA and/or OEH would meet this requirement. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E11 | The Applicant shall meet the requirements of the Secretary or relevant public authority (as determined by the Secretary) to address the cause or impact of any incident, as it relates to this approval, reported in accordance with condition E11, within such period as the Secretary may require. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E12 | The Applicant shall not harm, modify or otherwise impact any heritage items outside the subject site. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E13 | Dangerous goods, as defined by the Australian Dangerous Goods Code, shall be stored and handled strictly in accordance with:<br>a) all relevant Australian Standards;<br>b) for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and<br>c) the Environment Protection Manual for Authorised Officers: Bunding and Spill Management, technical bulletin (Environment Protection Authority, 1997). In the event of an inconsistency between the requirements listed from a) to c) above, the most stringent requirement shall prevail to the extent of the inconsistency. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E14 | The Applicant shall carry out all feasible and reasonable measures to minimise dust generated by the Development. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E15 | During construction, the Applicant shall ensure that all loaded vehicles entering or leaving the site have their loads covered; and all loaded vehicles leaving the site are cleaned of dirt, sand and other materials before they leave the site, to avoid tracking these materials on public roads. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E16 | The reuse and/or recycling of waste materials generated on site shall be maximised as far as practicable, to minimise the need for treatment or disposal of those materials off site. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E17 | All liquid and/or non-liquid waste generated on the site shall be assessed and classified in accordance with Waste Classification Guidelines (Department of Environment, Climate Change and Water 2009). | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E18 | All waste materials removed from the subject site shall only be directed to a waste management facility or premises lawfully permitted to accept the materials. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E19 | Construction shall be undertaken during the following standard construction hours:<br>a) 7:00am to 6:00pm Mondays to Fridays, inclusive; and<br>b) 8:00am to 1:00pm Saturdays;<br>c) at no time on Sundays or public holidays. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E20 | Activities resulting in a high noise impact shall only be undertaken:<br>a) between the hours of 8:00 am to 5:00 pm Monday to Friday;<br>b) between the hours of 8:00 am to 1:00 pm Saturday; and<br>c) in continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block.<br>For the purposes of this condition, 'continuous' includes any period during which there is less than a one hour respite between ceasing and recommencing any of the work the subject of this condition. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E21 | Notwithstanding conditions E20 and E21, works may be undertaken outside the hours specified under those conditions in the following circumstances:<br>a) construction works that cause LAeq (15 minute) noise levels that are:<br>(i) No more than 5 dB above rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009); and<br>(ii) No more than the noise management levels specified in Table 3 of the Interim Construction Noise Guideline (DECC, 2009) at other sensitive land uses; or<br>b) for the delivery of materials required by the police or other authorities for safety reasons; or<br>c) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or<br>d) construction works approved through an Out-Of-Hours Work Protocol prepared as part of the Construction Noise and Vibration Management Plan required by condition E35(b), provided the relevant Council, local residents and other affected stakeholders and sensitive receivers are informed of the timing and duration at least 48 hours prior to the commencement of the works; or<br>e) identified works approved by the Secretary. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E22 | The Applicant shall implement all feasible and reasonable noise mitigation measures with the aim of achieving the following construction noise management levels and vibration criteria:<br>a) construction noise management levels established using the Interim Construction Noise Guideline (DECC 2009);<br>b) vibration criteria established using the Assessing Vibration: a Technical Guide (DECC 2006) (for human exposure); and<br>c) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage).<br>Any construction activities identified as exceeding the construction noise management levels and/or vibration criteria shall be managed in accordance with the Construction Noise and Vibration Management Plan required by condition E35(b).<br>Note: The Interim Construction Noise Guideline identifies 'particularly annoying' activities that require the addition of 5dB (A) to the predicted level before comparing to the construction Noise Management Level. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E23 | The Applicant is to ensure that construction vehicles operate so as to minimise any construction noise impacts from the construction site. Measures that could be used include toolbox talks, contracts that include provisions to deal with unsatisfactory noise performance for the vehicle and/or the operator, and specifying non-tonal movement alarms in place of reversing beepers or alternatives such as reversing cameras and proximity alarms, or a combination of these, where tonal alarms are not mandated by legislation. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |

**Moorebank Precinct East Compliance Tracking Division of Responsibilities - Final Conditions of Approval**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Condition | Timing for Compliance | Works Area/Package | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Import Export Terminal - Pre-Construction and Construction | | | | | Rail Link - Pre-Construction and Construction | | | | | | | | | | | | | | |
| | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | Import Export Terminal - Operations (Not part of this CTP) | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPV/ Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | Rail Link - Operation (Not part of this CTP) | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| E24 | No use of compression brakes shall be permitted for construction vehicles associated with construction in the vicinity of the subject site. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E25 | The Applicant shall prepare a review of sleep disturbance impacts based on detailed design, including:<br>a) An assessment of how often noise events occur, the time of day they occur and whether there are any times of day when there is a clear change in the noise environment;<br>b) Confirm the operational sleep disturbance predictions identified in the documents listed under Condition A1; and<br>c) Consider appropriate noise mitigation measures where required. The report shall be prepared in consultation with the EPA and be submitted to the satisfaction of the Secretary within 6 months of commencement of construction, unless otherwise agreed by the Secretary. | Within 6 months of commencemtn of construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E26 | A Road Occupancy Licence (ROL) must be obtained from the Transport Management Centre (TMC) for any activity likely to impact on the operational efficiency of the road network, allowing the use of specified public road space at approved times. The Applicant must allow a minimum of 10 working days for processing from date of receipt and include a Traffic Control Plan with any application | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E27 | Construction shall be carried out, where feasible and reasonable, to avoid the use of local roads (through residential streets) by heavy vehicles to gain access to the site and/or ancillary facilities. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E28 | Construction vehicles (including staff vehicles) shall be managed to:<br>a) minimise parking or queuing on public roads;<br>b) minimise idling and queuing in local residential streets where practicable;<br>c) adhere to the nominated haulage routes identified in the Construction Traffic and Access Management Plan required under condition E35(a); and<br>d) ensure access and egress from construction compounds is undertaken in a safe and lawful manner. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E29 | Safe pedestrian and cyclist access through or around worksites shall be maintained during construction. In circumstances where pedestrian and cyclist access is restricte due to construction activities, a satisfactory alternate route shall be provided and signposted, including provision of temporary footpaths where pedestrian access is reliant on grassed verges. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E30 | Access to all properties affected by the carrying out of construction shall be maintained, where feasible and reasonable, unless otherwise agreed by the relevant property owner or occupier. Any access physically affected by construction shall be reinstated to at least an equivalent standard, unless agreed with by the property owner. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E31 | No threatened species or communities can be cleared other than that required for construction. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E32 | The existing mature trees located on the eastern side of Moorebank Avenue shown on Drawing LA01 (Landscape Master plan) dated 30.3.2015 shall be retained, unless where required to be removed for construction of a permanent access point to the terminal site. Trees to be retained shall be protected and maintained during preconstruction and construction activities in accordance with AS4970-2009 Protection of trees on development sites. Details of tree protection must be provided to the Certifying Authority prior to the commencement of construction. | Prior to the commencement of construction | Y | Y | Y | Y | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| E33 | Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall prepare and implement a Construction Environmental Management Plan (CEMP). The CEMP is to be prepared in consultation with the EPA, OEH, DPI Water, DPI Fisheries, and the relevant Council, for the approval of the Secretary. The CEMP shall outline the environmental management practices and procedures that are to be followed during construction. The CEMP is to be prepared in accordance with the Guideline for the Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004). The Secretary shall consider the comments of the office of Strategic Lands in its consideration of the CEMP. The CEMP shall include, but not necessarily be limited to:<br>a) a description of activities to be undertaken during construction;<br>b) statutory and other obligations that the Applicant is required to fulfil during construction, including approvals, consultations and agreements required from authorities and other stakeholders under key legislation and policies;<br>c) a description of the roles and responsibilities for relevant employees involved in construction, including relevant training and induction provisions for ensuring that employees, including contractors and sub-contractors, are aware of their environmental and compliance obligations under these conditions of approval;<br>d) an environmental risk analysis to identify the key environmental performance issues associated with construction; and<br>e) details of how environmental performance would be managed and monitored to meet acceptable outcomes, including what actions will be taken to address identified potential adverse environmental impacts. In particular, the following environmental performance issues shall be addressed in the CEMP: | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | (i) measures to monitor and manage dust emissions including dust from stockpiles, traffic on unsealed internal roads and materials tracking from construction sites onto public roads;<br>(ii) measures for the handling, treatment and management of hazardous and contaminated materials (including asbestos);<br>(iii) measures to monitor and manage waste generated during construction including but not necessarily limited to: general procedures for waste classification, handling, reuse, and disposal; use of secondary waste material in construction wherever feasible and reasonable; procedures or dealing with green waste including timber and mulch from clearing activities; and measures for reducing demand on water resources (including potential for reuse of treated water from sediment control basins);<br>(iv) measures to monitor and manage hazard and risks;<br>(v) measures to monitor and rectify any impacts to third party property and infrastructure, including details of the process for rectification or compensation of affected landowners, and timeframes for rectification works or compensation processes; and<br>(vi) the issues identified in condition E34.<br>The CEMP shall include procedures for its periodic review and update (including the sub-plans required under condition E35, as necessary (including where minor changes can be approved by the Environmental Representative).<br>The CEMP shall be submitted for the approval of the Secretary no later than one month prior to the commencement of construction, or as otherwise agreed by the Secretary. The CEMP may be prepared in stages; however, construction shall not commence until written approval of the relevant stage has been received from the Secretary.<br>The approval of a CEMP does not relieve the Applicant of any requirement associated with this approval. If there is an inconsistency with an approved CEMP and the conditions of this approval, the requirements of this approval shall prevail. | | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E34 | As part of the CEMP for the SSD, the Applicant shall prepare and implement:<br>a) a **Construction Traffic and Access Management Plan** to ensure traffic and access controls are implemented to avoid or minimise impacts on traffic, pedestrian and cyclist access, and the amenity of the surrounding environment.<br>The Plan shall be developed in consultation with the relevant Council, emergency services, road user groups, and relevant pedestrian and bicycle user groups, and include but not necessarily be limited to:<br>(i) identification of construction traffic routes and construction traffic volumes<br>(including heavy vehicle/spoil haulage) on these routes;<br>(ii) details of vehicle movements for construction sites and ancillary facilities including parking, dedicated vehicle turning areas, and ingress and egress points; discussion of construction impacts that could result in disruption of traffic, public transport, pedestrian and cycle access, access to public land, property access, including details of oversize load movements, and the nature and duration of those impacts;<br>(iii) discussion of construction impacts that could result in disruption of traffic, public transport, pedestrian and cycle access, access to public land, property access, including details of oversize load movements, and the nature and duration of those impacts;<br>(iv) details of management measures to minimise traffic impacts, including temporary road work traffic control measures, onsite vehicle queuing and parking areas and management measures to minimise peak time congestion and measures to ensure safe pedestrian and cycle access;<br>(v) details of measures to maintain or provide alternative safe and accessible routes for pedestrians throughout the duration of construction;<br>(vi) details of measures to maintain connectivity for cyclists, with particular emphasis on providing adequate access between key existing cycle routes for commuter cyclists;<br>(vii) details of measures to manage traffic movements, parking, loading and unloading at ancillary facilities during out-of-hours work;<br>(viii) details of methods to be used to communicate proposed future traffic changes to affected road users, pedestrians and cyclists, consistent with the Community Communication Strategy required under condition D1;<br>(ix) an adaptive response plan which sets out a process for response to any traffic, construction or other incident; and<br>(x) mechanisms for the monitoring, review and amendment of this plan. | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E34 | b) a **Construction Noise and Vibration Management Plan** to detail how construction noise and vibration impacts will be minimised and managed. The Plan shall be consistent with the guidelines contained in the Interim Construction Noise Guidelines (Department of Environment and Climate Change 2009). The plan shall be developed in consultation with the EPA and shall include, but not be limited to:<br>(i) identification of the work areas, site compounds and access points;<br>(ii) identification of sensitive receivers and relevant construction noise and vibration goals applicable to the SSD and stipulated in the conditions above;<br>(iii) details of construction activities and an indicative schedule for works, including the identification of key noise and/or vibration generating construction activities (based on representative construction scenarios, including at ancillary facilities) that have the potential to generate noise and/or vibration impacts on surrounding sensitive receivers, particularly residential areas;<br>(iv) an **Out-of-Hours Work Protocol** for the assessment, management and approval of works outside of standard construction hours as defined in condition E19 of this approval, for the Secretary's approval. The Out-of-Hours Work Protocol must detail:<br>a) assessment of out-of-hours works against the relevant noise and vibration criteria;<br>b) detailed mitigation measures for any residual impacts (that is, additional to general mitigation measures), including extent of at receiver treatments; and<br>c) proposed notification arrangements. | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | (v) identification of feasible and reasonable measures proposed to be implemented to minimise and manage noise impacts (including construction traffic noise impacts), including, but not limited to, acoustic enclosures, erection of noise walls (hoardings) and respite periods;<br>(vi) identification of feasible and reasonable procedures and mitigation measures to ensure relevant vibration criteria are achieved, including applicable buffer distances for vibration intensive works, use of low vibration generating equipment/ vibration dampeners or alternative construction methodology, and pre- and post- construction dilapidation surveys of sensitive structures where blasting and/ or vibration is likely to result in damage to buildings and structures (including surveys being undertaken immediately following a monitored exceedance of the criteria);<br>(vii) a description of how the effectiveness of mitigation and management measures would be monitored during construction, clearly indicating how often this monitoring would be conducted, the locations where monitoring would take place, how the results of this monitoring would be recorded and reported, and, if any exceedance is detected, how any noncompliance would be rectified; and<br>(viii) mechanisms for the monitoring, review and amendment of this plan. | | N | | | | | | | | | | | | | | | | | | | | |

**Moorebank Precinct East Compliance Tracking Division of Responsibilities - Final Conditions of Approval**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Condition | Timing for Compliance | Works Area/Package | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | Rail Link - Operation (Not part of this CTP) | | | | | | | |
| | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPV/ Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| E34 | c) a **Construction Heritage Management Plan** to ensure construction impacts on Aboriginal and non-Aboriginal heritage will be appropriately avoided minimised anc managed. The Plan shall be developed in consultation with OEH, the relevant Council, the NSW Heritage Council (for non-Aboriginal State heritage items) and the relevant Local Aboriginal Land Councils (for Aboriginal heritage), and include, but not necessarily be limited to:<br>(i) in relation to Aboriginal Heritage:<br>a) details of management measures to be carried out in relation to Aboriginal heritage, including a detailed methodology and strategies for protection, monitoring, and conservation of sites and items;<br>b) procedures for dealing with previously unidentified Aboriginal objects (excluding human remains), including cessation of works in the vicinity, assessment of the significance of the item(s) and determination of appropriate mitigation measures, including when works can re-commence, by a suitably qualified and experienced archaeologist in consultation with the Secretary and Aboriginal stakeholders, assessment of the consistency of any Aboriginal heritage impacts against the approved impacts of the SSD, and, where relevant, registration in the OEH's Aboriginal Heritage Information Management System (AHIMS) register;<br>c) procedures for dealing with human remains, including cessation of works in the vicinity, notification of Secretary, NSW Police Force, OEH and Aboriginal stakeholders, and commitment to cease recommencing any works in the area unless authorised by the OEH and/or the NSW Police Force;<br>d) heritage training and induction processes for construction personnel (including procedures for keeping records of inductions) and obligations under the conditions of th approval including site identification, protection and conservation of Aboriginal cultural heritage; and<br>e) procedures for ongoing Aboriginal consultation and involvement for the duration of construction; and<br>(ii) in relation to non-Aboriginal Heritage:<br>a) identification of heritage items directly and indirectly affected by construction;<br>b) consideration of methods to prevent damage to any retained heritage items, including:<br>i. procedures for identifying minimum working distances to retained heritage items (including, at minimum, vibration testing and monitoring),<br>ii. detailed options for alteration of construction methodology should preferred values for vibration be exceeded, and<br>iii. commitment to implementing those options if preferred values for vibration are likely to be exceeded<br>c) details of management measures to be implemented to prevent and minimise impacts on heritage items (including further heritage investigations, archival recordings and/or measures to protect unaffected sites during construction works in the vicinity);<br>d) details of monitoring and reporting requirements for impacts on heritage items;<br>e) procedures for dealing with previously unidentified heritage objects, (including cessation of works in the vicinity, assessment of the significance of the item(s) and determination of appropriate mitigation measures including when works can re-commence by a suitably qualified and experienced archaeologist in consultation with the OEH, NSW Heritage Council and the Secretary, assessment of the consistency of any heritage impacts against the approved impacts of the SSD, and, where relevant, notification of the Heritage Council of NSW in accordance with section 146 of the Heritage Act 1977; and<br>f) heritage training and induction processes for construction personnel (including procedures for keeping records of inductions and obligations under this approval including site identification, protection and conservation of non-Aboriginal cultural heritage; and<br>(iii) mechanisms for the monitoring, review and amendment of this plan. | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E34 | **d) a Construction Flora and Fauna Management Plan** to detail how impacts on ecology will be minimised and managed. The Plan shall be developed by a suitably qualified and experienced ecologist and in consultation with the OEH, and shall include, but not necessarily be limited to:<br>(i) plans for impacted and adjoining areas showing vegetation communities; important flora and fauna habitat areas; locations where threatened species, populations or ecological communities have been recorded; including pre-clearing surveys to confirm the location of threatened flora and fauna species and associated habitat features;<br>(ii) the identification of areas to be cleared and details of management measures to avoid residual habitat damage or loss and to minimise or eliminate time lags between the removal and subsequent replacement of habitat such as:<br>a) clearing minimisation procedures (including fencing),<br>b) clearing procedures (including nest box plan),<br>c) removal and relocation of fauna during clearing,<br>d) habitat tree management, and<br>e) construction worker education;<br>f) installation of exclusion fencing prior to commencement of construction<br>(iii) rehabilitation details, including identification of flora species and sources, and measures for the management and maintenance of rehabilitated areas;<br>(iv) a Weed Management Strategy, incorporating weed management measures focusing on early identification of invasive weeds and effective management controls (including for those related to aquatic and riparian zones);<br>(v) a description of how the effectiveness of these management measures would be monitored;<br>(vi) a procedure for dealing with unexpected EEC/ threatened species identified during construction, including cessation of work and notification of the OEH and DPI Fisheries, determination of appropriate mitigation measures in consultation with the OEH and DPI Fisheries (including relevant re-location measures) and updating of ecological monitoring and/ or biodiversity offset requirements; and<br>(vii) mechanisms for the monitoring, review and amendment of this plan. | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E34 | **e) a Construction Air Quality Management Plan** to detail how impacts on local air quality will be minimised and managed. The Plan shall be developed in consultation with the EPA, and shall include, but not necessarily be limited to:<br>(i) identification of sources (including stockpiles and open work areas) and quantification of airborne pollutants;<br>(ii) key performance indicators for local air quality during construction;<br>(iii) details of monitoring methods, including location, frequency and duration of monitoring;<br>(iv) mitigation measures to minimise impacts on local air quality;<br>(v) procedures for record keeping and reporting against key performance indicators;<br>(vi) provisions for implementation of additional mitigation measures in response to issues identified during monitoring and reporting; and<br>(vii) mechanisms for the monitoring, review and amendment of this plan. | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| E34 | f) a **Construction Soil and Water Management Plan** to manage surface and groundwater impacts during construction. The plan shall be developed in consultation with, EPA, NSW Office of Water, and relevant Councils, and include, but not necessarily be limited to:<br>(i) details of construction activities and their locations, which have the potential to impact on water courses, storage facilities, stormwater flows, and groundwater, including identification of all pollutants that may be introduced into the water cycle;<br>(ii) potential impacts on watercourse bank stability and the development of appropriate mitigation measures as required;<br>(iii) emergency response procedures addressing potential flood impacts or spill incidents;<br>(iv) an **Erosion and Sediment Control Plan** , detailing measures to manage any erosion and sedimentation impacts into the Georges River or Anzac Creek;<br>(v) an Acid Sulfate Soils Management Plan, if required, including measures for the management, handling, treatment and disposal of acid sulfate soils, including monitoring of water quality at acid sulfate soils treatment areas, should construction activities impact on acid sulfate soils;<br>(vi) a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would be undertaken, the locations where monitoring would take place, how the results of the monitoring would be recorded and reported, and, if any exceedance of the criteria is detected how any noncompliance can be rectified; and<br>(vii) mechanisms for the monitoring, review and amendment of this plan. | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| F1 | The Applicant shall engage a suitably qualified person to prepare a post-construction dilapidation report at the completion of the construction works:<br>a) This report is to ascertain whether the construction works created any structural damage to footpaths, roads, buildings and other utilities in the vicinity of the development.<br>b) The report is to be submitted to the Certifying Authority. In ascertaining whether adverse structural damage has occurred to adjoining buildings, infrastructure and roads, the Certifying Authority must:<br>(i) compare the post-construction dilapidation report with the pre-construction dilapidation report ; and<br>(ii) have written confirmation from the relevant authority that there is no adverse structural damage to their infrastructure and roads as a result of construction.<br>c) The report shall be submitted to the satisfaction of the Certifying Authority and a copy is to be forwarded to Campbelltown City Council, Liverpool City Council, RMS and the Secretary. | Upon completion of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| F2 | Prior to the commencement of operation, the Applicant shall submit the final draft section 88B instrument, if relevant to the Certifying Authority and the Secretary for information. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| F3 | External Lighting shall comply with AS4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting. Upon installation of lighting, but before it is finally commissioned, the Applicant shall submit to the Certifying Authority, in consultation with the relevant Council and RMS, evidence from an independent qualified practitioner demonstrating compliance in accordance with this condition. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| F4 | The Applicant shall prepare and implement (following approval) an Operation Environmental Management Plan (OEMP). The Plan shall outline the environmental management practices and procedures that are to be followed during operation, and shall be prepared in consultation with relevant agencies and in accordance with the Guideline for the Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004). The Plan shall include, but not necessarily be limited to:<br>a) a description of activities to be undertaken during operation (including staging and scheduling);<br>b) statutory and other obligations that the Applicant is required to fulfil during operation, including approvals, consultations and agreements required from authorities and other stakeholders under key legislation and polices;<br>c) overall environmental policies, guidelines and principles to be applied to the operation of the project;<br>d) a description of the roles and responsibilities for relevant employees involved in the operation of the project, including relevant training and induction provisions for ensuring that employees are aware of their environmental and compliance obligations under these conditions of approval;<br>e) an environmental risk analysis to identify the key environmental performance issues associated with the operation phase;<br>f) details of management and monitoring of environmental performance, including the actions to be taken to address identified potential adverse environmental impacts (and any impacts arising from staging of the project construction). In particular, the following environmental performance issues shall be addressed in the Plan:<br>(i) noise emissions including measures for regular performance monitoring of noise generated by the project and measures to proactively respond to and deal with noise complaints;<br>(ii) a description of the proposed and/or implemented measures to minimise visual impact project components, such as landscaping and design considerations;<br>(iii) procedures for the monitoring and maintenance of the watercourse crossings to achieve stable creek bed and banks;<br>The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation, or as otherwise agreed by the Secretary. Operation shall not commence until written approval has been received from the Secretary.<br>The approval of an Operation Environmental Management Plan does not relieve the Applicant of any requirement associated with this project approval. If there is an inconsistency with an approved Operation Environmental Management Plan and the conditions of this approval, the requirements of this approval prevail. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| F5 | Prior to the commencement of operation, the Applicant shall prepare a Brake Squeal Report on brake squeal identifying the following:<br>a) The extent of brake squeals across the fleet of rail vehicles that will frequently use the terminals. This should identify the number of occurrences of brake squeal, the typical noise levels associated with brake squeal (including the frequency content), and the operational conditions under which brake squeal occurs (e.g. under light braking, hard braking, low / medium / high speed, effects of temperature and weather, etc.);<br>b) The root cause of brake squeal, including the influence of the design, set-up and maintenance of both brake shoes and brake rigging;<br>c) Possible solutions to mitigate or eliminate brake squeal, including modifications to brake rigging and alternative brake shoe designs and compounds; and<br>d) Any monitoring system proposed to capture brake squeal. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| F6 | The Applicant shall prepare and implement (following approval) an Operational Traffic Management Plan to for the proposed vehicle booking system. The plan shall be prepared in consultation with the Cargo Movement Coordination Centre and include details on container turnaround times and interoperable technology (such as Port Botany RFID tags). The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation, or as otherwise agreed by the Secretary. | One month prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| F7 | The Applicant shall undertake signal decommissioning (where required) in consultation with RMS prior to the commencement of operation. The Applicant shall bear the full cost associated with the decommissioning/removal/disposal of the traffic signals and associated equipment. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |

**Moorebank Precinct East Compliance Tracking Division of Responsibilities - Final Conditions of Approval**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Condition | Timing for Compliance | Works Area/Package | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Import Export Terminal - Part - Construction and Construction | | | | | Rail Link - Part - Construction and Construction | | | | | | | | | | | | | | |
| | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | Import Export Terminal - Operations (Not part of this CTP) | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPVC Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | Rail Link - Operation (Not part of this CTP) | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| F8 | The Applicant shall create an easement within the site at the traffic signals to allow RMS to maintain traffic signal components, if required by the design and condition C24. If no easement is required, access to signals should be maintained for maintenance purposes at all times. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G1 | Within 6 weeks of commencement of operation, unless otherwise agreed by the Secretary, the Applicant shall undertake road pavement deflection testing of the truck routes as defined by Condition E34(a). If the deflection tests show an increase in defection as a result of the truck routes associated with construction, the Applicant shall undertake pavement rehabilitation of the affected road pavements to achieve the pavement deflection that existing prior to the commencement of works. | Within 6 weeks of commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G2 | Within 3 months of commencement of operation, unless otherwise agreed by the Secretary, the Applicant shall carry out rectification work to the extent of the damage resulting from the construction works at the Applicant's expense and to the reasonable requirements of the owners. | Within 3 months of commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G3 | Within 3 months of commencement of operation, the Applicant shall provide to the Certifying Authority evidence that all easements required by this approval, and other licences, approvals and consents, have been lodged for registration or registered at the NSW Land and Property Information. | Within 3 months of commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G4 | Signage shall be installed in accordance with Drawing A3001 Issue C (Terminal – Signage Details) dated 14/04/2015, unless otherwise agreed by the Secretary. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G5 | The quantities of Dangerous Goods present at any time on the site or transported from and to the terminal site shall be kept below the screening threshold quantities listed in the Hazardous and Offensive Development Guidelines Applying SEPP 33, (DP&E 2011). The screening threshold quantities for each Dangerous Goods shall be defined in accordance with Table 1: Screening Methods of Applying SEPP 33. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G6 | Port shuttle operations must use:<br>a) Locomotives that incorporate available best practice noise and emission technologies. Prior to the construction of the rail link connecting to the site, the Applicant must submit a report to the Secretary for consideration and approval that has been prepared in consultation with TfNSW and the EPA that justifies the technology proposed and how it meets the objective of best practice noise and emission technologies; and<br>b) Wagons that incorporate available best practice noise technologies including as a minimum, permanently coupled 'multi-pack' steering wagons using Electronically Controlled Pneumatic (ECP) braking with a wire based distributed power system (or better practice technology). Prior to the commencement of operation, the Applicant must submit a report to the Secretary for consideration and approval that has been prepared in consultation with TfNSW and the EPA that justifies the technology proposed and how it meets the objective of best practice noise technologies. | Prior to the commencment of construction | N | N | N | N | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| G7 | The Applicant shall install and maintain a rail noise monitoring system on the rail link at the commencement of operation to continuously monitor the noise from rail operations on the rail link. The system shall capture the noise from each individual train passby noise generation event, and include information to identify:<br>a) Time and date of freight train passbys;<br>b) Imagery or video to enable identification of the rolling stock during day and night;<br>c) LAeq(15hour) and LAeq(9hour) from rail operations; and<br>d) LAF(max) and SEL of individual train passbys, measured in accordance with ISO3095; or<br>e) Other alternative information as agreed with the Secretary.<br>The results from the noise monitoring system shall be publicly accessible from a website maintained by the Applicant. The noise results from each train shall be available on the website ideally within 24 hours of it passing the monitor. The LAeq(15hour) and LAeq(9hr) results from each day shall be available on the website within 24 hours of the period ending.<br><br>Prior to the commencement of operation, the applicant shall submit for the approval of the Secretary, justification supporting the appropriateness of the location for rail noise monitoring including details of any alternative options considered and reasons for these being dismissed. The rail noise monitoring system shall not operate until the Secretary has approved the proposed monitoring location.<br><br>The Applicant shall provide an annual report to the Secretary with the results of monitoring for a period of 5 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary shall consider the need for further reporting following a review of the results for year 5. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G8 | The following measures must be implemented during operation:<br>a) The use of top of rail friction modifiers and automatic rail lubrication equipment in accordance with ASA Standard T HR TR 00111 ST Rail Lubrication, where required; and<br>b) Measures to ensure the rail cross sectional profile is maintained in accordance with ETN–01-02 Rail Grinding Manual for Plain Track to ensure the correct wheel / rail contact position and hence to encourage proper rolling stock steering. | During Operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G9 | The transfer of containers between Port Botany and the IMEX terminal must not commence until the rail connection to the SSFL is operational. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G10 | Containers must be transferred between the site and Port Botany predominantly by rail, unless where unforeseen circumstances have occurred (eg an incident, breakdown, derailment or emergency maintenance on the rail line). The Secretary may at any time request the Applicant to demonstrate that the transport of containers between the site and Port Botany container terminals is by rail. This is to be demonstrated upon request by the Secretary for the prior 12 month period. | During Operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G11 | The Applicant shall prepare a six-monthly report to the Secretary with the results of container and vehicle monitoring for a period of 3 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary shall consider the need for further reporting following a review of the results for year 3. The report shall include:<br>a) The number of twenty foot equivalent units dispatched and received during the period;<br>b) A record of heavy vehicle entry by date and approximate time; and<br>c) The number of light vehicles turning right into the terminal site from Moorebank Avenue and turning left from the terminal site onto Moorebank Avenue for a representative day. | During Operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G12 | All containers handling equipment, purchased after 2019 must meet US EPA Tier 4 or EU Stage IV emission standard or achieve an equivalent emission control performance to those standards listed in this condition. | During Operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G13 | The Applicant must carry out any activity, or operate any plant, in or on the premises by such practicable means as may be necessary to prevent or minimise air pollution. | During Operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G14 | Heavy road freight vehicles are not permitted to use Moorebank Avenue south of the East Hills Railway corridor. A main gate monitoring system (eg CCTV) shall be installed to identify heavy vehicles turning left from the terminal site onto Moorebank Avenue, or turning right from Moorebank Avenue to the terminal site. The Secretary may at any time request the Applicant to provide a heavy vehicle monitoring report for the prior 12 month period. | During Operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G15 | Within 12 months of the commencement of operation of the project, or as otherwise agreed by the Secretary, the Applicant shall undertake operational noise monitoring to compare actual noise performance of the project against noise performance predicted in the review of noise mitigation measures predicted in documents specified under condition A1 of this approval, and prepare an Operational Noise Report to document this monitoring. The Report shall include, but not necessarily be limited to:<br>a) noise monitoring to assess compliance with the operational noise levels predicted in documents specified under condition A1 of this approval;<br>b) a review of the operational noise levels in terms of criteria and noise goals established in the NSW Road Noise Policy (EPA, 2011);<br>c) sleep disturbance impacts compared to those determined in Condition E25;<br>d) methodology, location and frequency of noise monitoring undertaken, including monitoring sites at which project noise levels are ascertained, with specific reference to locations indicative of impacts on sensitive receivers;<br>e) details of any complaints and enquiries received in relation to operational noise generated by the project between the date of commencement of operation and the date the report was prepared;<br>f) any required recalibrations of the noise model taking into consideration factors such as actual traffic numbers and proportions;<br>g) an assessment of the performance and effectiveness of applied noise mitigation measures together with a review and if necessary, reassessment of all feasible and reasonable mitigation measures; and<br>h) identification of additional feasible and reasonable measures to those predicted in the documents specified under condition A1 of this approval, that would be implemented with the objective of meeting the criteria outlined in the NSW Road Noise Policy (EPA, 2011), when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA.<br>The Applicant shall provide the Secretary and the EPA with a copy of the Operational Noise Report within 60 days of completing the operational noise monitoring referred to in (a) above or as otherwise agreed by the Secretary. | Within 12 months of the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| G16 | Within 12 months of the commencement of operation, and thereafter at any other stage bi-annually if required by the Secretary, the Applicant shall commission and pay the full cost of an Independent Environmental Audit of the SSD. This audit shall:<br>a) be conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary;<br>b) include consultation with the relevant agencies and local Councils;<br>c) assess the environmental performance of the SSD and assess whether it is complying with the requirements in this approval, and any other relevant approvals (including any assessment, plan or program required under these approvals);<br>d) review the accuracy of predicted environmental outcomes discussed in the documents listed in condition A1; | Within 12 months of the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |

# APPENDIX B

## Final Compilation of Mitigation Measures

## Moorebank Precinct East Compliance Tracking - Final Compilation of Mitigation Measures

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Type | Condition | Timing for Compliance | Works Area/Package | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | Pre-Construction Compliance Report |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Consrtruction (Glenfield Waste Facility) | | Secretary Approval Required? |
| 0A | PCEMP | A Preliminary Construction Environmental Management Plan (PCEMP) has been prepared for the Proposal. The purpose of this PCEMP is to provide the preliminary, overarching framework for the management of potential environmental impacts resulting from construction activities. A number of other construction related management plans have also been prepared for the Proposal, including:<br>Preliminary Construction Traffic Management Plan (PCTMP)<br>Air Quality Management Plan<br>Erosion and Sediment Control Plans (ESCPs) and Bulk Earthworks Plans, within the Stormwater Drainage Design Drawings<br>Riparian Vegetation Management Plan and Threatened Flora Species Management Plan.<br>This PCEMP and these management plans will form the basis of the CEMP and associated plans to be prepared for the Proposal, prior to construction. In addition to the preliminary construction management plans, listed above, the following plans, or equivalent, will be prepared as part of the CEMP:<br>Soil and Water Management Plan (SWMP), prepared in accordance with Managing Urban Stormwater, 4th Edition, Volume 1,(2004).<br>Construction Noise and Vibration Management Plan (CNVMP), prepared in accordance with the Interim Construction Noise Guideline 2009 (ICNG)<br>Contamination Management Plan (CMP)<br>Flora and Fauna Management Plan (FFMP)<br>Health and Safety Plan (HSP), including an Emergency Response Plan and a Risk Register. | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | |
| 0B | OEMP | An Operational Environmental Management Plan (OEMP) will be prepared to provide the overarching framework for the management of all potential environmental impacts resulting from the operation of the Proposal<br>A number of operational related management plans have been prepared for the Proposal, including:<br>Preliminary Operational Traffic Management Plan<br>Air Quality Management Plan<br>Stormwater Drainage Design Drawings<br>Riparian Vegetation Management Plan and Threatened Flora Species Management Plan.<br>The management plans, that will form the basis of the OEMP to be prepared for the Proposal will be based on the preliminary<br>operation management plans listed above, and will include:<br>Rail Noise Management Plan (RNMP)<br>Flooding and Emergency Response Plan (FERP)<br>Emergency Response Plan (ERP), including the Pollution Incident Response Management Plan (PIRMP)<br>Operational Traffic Management Plan (OTMP) | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | |
| 0C | EPL | An Environmental Protection Licence (under the POEO Act) will be obtained for the construction and operation of the Rail link (only) for the Proposal | Prior to the commencement of construction and operation | N | N | N | N | N | N | Y | Y | Y | Y | Y | Y | Y | Y | |
| 1A | Traffic and Transport | A Road Safety Audit will be undertaken of Moorebank Avenue and Cambridge Avenue to identify the traffic safety risks associated with construction vehicles using these roads and to determine the appropriate traffic controls to be implemented to mitigate any risks identified as part of the preparation of the Construction Traffic Management Plan (CTMP). The effectiveness of any measures implemented will be monitored during the construction phase. | Prior to the commencement of construction | Y | N | N | N | N | Y | N | N | N | N | N | N | N | N | |
| 1B | Traffic and Transport | A CTMP will be developed by the construction contractor construction contractor responsible for construction of the Proposal. The CTMP will be developed in accordance with the Preliminary Construction Traffic Management Plan (PCTMP), and will include the following requirements, at a minimum:<br>· A traffic contrrol mechanism will be located at each of the truck entry and exit points from the construction compounds to assist<br>· with vehicle movements and pedestrian/cyclist movements during construction, where necessary<br>· In consultation with RMS, Liverpool City Council and Campbelltown City Council , general signposting of the access roads will be undertaken with appropriate heavy vehicle and construction warning signs<br>· Installation of specific warning signs at entrances/exits to the construction site to warn existing road users of entering and exiting construction traffic will be undertaken<br>· Speed limits will be developed so as to minimise the potential for fauna to be struck by a vehicle within the construction areas.<br>· All vehicles and plant in operation during construction are to adhere to site rules relating to speed limits.<br>· Pedestrian walking routes and crossing points will be established and clearly marked throughout the construction phase<br>· Where required, appropriate traffic control and warning signs will be installed for areas identified where potential safety risk issues may exist, such as the Cambridge Avenue causeway<br>· The promotion of carpooling for construction staff and other shared transport initiatives during the construction phase will be considered<br>· Where reasonable and feasible, the transportation of construction materials will be managed to maximise vehicle loads and therefore minimise vehicle movements.<br>· Site and /or activity specific Traffic Management Plans (TMPs) will be developed, where required by the contractor to allow safe work sites.<br>· In the instance that Moorebank Avenue is to be temporarily closed, an activity specific TMP would be developed to include details on the methods for road diversions, detour routes and consulting with surrounding potentially affected landowners/residents. | Prior to the commencement of construction | Y | N | N | N | N | Y | N | N | N | N | N | N | N | N | |
| 1C | Traffic and Transport | An Operational Traffic Management Plan (OTMP) (or equivalent) will be developed for the operational phase of the Proposal, in accordance with the Preliminary Operational Traffic Management Plan (POTMP). The OTMP will include the following measures to manage potential traffic impacts, at a minimum:<br>1. Use of short-range radios, GPS and/or wireless communications to maximise the efficiency of access and circulation of vehicles within the Stage 1 site<br>2. Provision of adequate truck holding capacity within the Stage 1 site<br>3. Provision of an information dissemination system to exchange information with truck drivers on live traffic conditions on the external network.<br>4. A driver code of conduct will be included to inform drivers of permissible access and egress routes to and from the Stage 1 site<br>5. A survey of truck trip generate will be undertaken after 24 months of commencement of operation of the Proposal. | Prior to the commencment of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | |
| 1D | Traffic and Transport | Site entry and exit points to the Stage 1 site will be designed, to incorporate the following measures:<br>1. Design measures to minimise queuing on Moorebank Avenue during operation of the Proposal<br>2. The signalised T-intersection that will be provided for employee/visitor access and will be designed to include integrated pedestrian crossing facilities, to provide safe pedestrian access to/from the Proposal.<br>3. The truck entry and exit point will be a signalised intersection that will only allow for left in and right out movements. A "right turn ban" will apply on the Moorebank Avenue at this signalised intersection from south. A 'No Left Turn' sign will be installed on the approach to the exit.<br>The truck entry and exit point will be designed to accommodate Super B-Doubles entering/exiting into the Stage 1 site to provide for the future scenario that Super B-doubles are permitted within the existing Sydney road network | Prior to the commencement of construction | N | Y | Y | Y | N | N | N | N | N | N | N | N | N | N | |
| 1E | Traffic and Transport | The Proponent will negotiate with relevant agencies and authorities regarding the funding apportionment of necessary road infrastructure upgrade works required to support the Proposal. | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | |
| 1F | Traffic and Transport | Design of new or modified traffic signals would be in accordance with Roads and Maritime Services requirements and would be undertaken by a suitably qualified person. Designs would be submitted to Roads and Maritime Services for review and approval prior to commencement of works impacting Roads and Maritime Services infrastructure.<br>Decommissioning, modification and construction of traffic signals, including public utility adjustments necessitated by the traffic signalling works, for the Proposal would be undertaken by SIMTA. | Prior to the commencement of construction | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | |
| 2A | Air Quality | The Air Quality Management Plan (AQMP) (or equivalent) will be further progressed and incorporated into the CEMP for the Proposal. In accordance with the AQMP, the following will be addressed in the CEMP:<br>· Procedures for controlling / managing dust<br>· Roles, responsibilities and reporting requirements<br>· Contingency measures for dust control where standard measures are deemed ineffective.<br>· Specifically, the AQMP (or equivalent) will prescribe the use of water carts for dust suppression on unsealed travel routes and areas where scrapers and graders are operating | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | |
| 2B | Air Quality | The AQMP will be further progressed and incorporated into the OEMP for the Proposal. In accordance with the AQMP, the following will be addressed in the OEMP:<br>· Implementation and communication of anti-idling policy for trucks and locomotives<br>· Provision of a point of contact for complaints for the community to report on excessive idling and smoky vehicles used within the Stage 1 site<br>· Procedures to reject excessively smoky trucks visiting the site based on visual inspection. | Prior to the commencment of operation | N | N | N | Y | N | N | N | N | N | N | N | N | N | Y | |
| 2C | Air Quality | The Proponent will undertake an air quality monitoring programme during the initial phases of both construction and operation of the Proposal including:<br>· Nuisance dust<br>· Air Emissions – PM10 and Nitrogen dioxide | At commencement of construction and operation | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | |

| Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|
| Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
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## Moorebank Precinct East Compliance Tracking - Final Compilation of Mitigation Measures

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Type | Condition | Timing for Compliance | Work Activity Area | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | | | | | | |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrade) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| 3A | Noise | A Construction Noise and Vibration Management Plan (CNVMP) (or equivalent) will be developed for the Proposal in accordance with the EPA's Interim Construction Noise Guidelines (ICNG). The following issues will be addressed within the plan:<br>· Construction activities will have regard to the standard hours of 07:00 am to 18:00 pm Monday to Friday, and 08:00am to 13:00 pm Saturday. Any works undertaken outside of these hours will be undertaken in consultation with relevant authorities.<br>· Works outside these hours that may be permitted will include:<br>· Any works which do not cause noise emissions to be audible at any nearby sensitive receptors or comply with the 'Outside Standard Construction Hours' prescribed in Section 9.<br>· The delivery of materials which is required outside of these hours as requested by Police or other authorities for safety reasons.<br>· Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.<br>· Works required to be undertaken during track possessions or road closures.<br>· Any other work as approved through the CNVMP Process.<br>· Selection of quiet plant and processes wherever feasible and retrofitting reversing alarms that are quieter and display less annoying characteristics. Such alarms could include "smart alarms" and "quacker alarms".<br>· Provision of training and awareness of administrative measures to reduce noise impacts, which will include the following:<br>o Site awareness training/environmental inductions to provide instruction on noise mitigation techniques/measures to be implemented during construction of the Proposal<br>o Working within approved hours<br>o Working with noisy equipment away from sensitive receivers<br>o Maintaining plant and equipment<br>o Turning off machinery when not in use<br>o Limiting the "clustering" of noisy plant / processes. | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 3B | Noise | Friction modifiers will be installed to sections of the Rail link where rail curve squeal is likely to occur. The effectiveness of their application will be confirmed with short-term noise monitoring during the first 3 months of operation. | During construction and during first 3 months of operation | N | N | N | N | N | N | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| 3C | Noise | A Rail Noise Management Plan (RNMP) (or equivalent) will be prepared prior to operation of the Proposal. The RNMP will include procedures for the application of friction modifiers to the Rail link and measurement and reporting of subsequent rail noise levels should be documented in a Rail Noise Management Plan (RNMP) (or equivalent) to be prepared prior to the operation of the Proposal. During preparation of the RNMP, background rail noise monitoring will be undertaken to establish existing levels of rail noise levels in accordance with the RING. The RNMP will prescribe mitigation measures where modelling predicts and /or operational monitoring shows an exceedance attributable to the Proposal that RING prescribes as a trigger level. | Prior to commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 3D | Noise | Rail grinding will be undertaken in accordance with TfNSW's requirements on the Rail link, or where otherwise identified within the RNMP or other operational management plan for the Proposal. | Prior to commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 4.1A | Air Quality Best Practice Review | The following control measures will be progressively implemented during operation of the IMT:<br>· A vehicle booking system, truck marshalling lanes and rejection of trucks that arrive early will be implemented / provided to minimise wait times and queuing. This system will be implemented on commencement of operation.<br>· An electrified locomotive shifter will be installed to reduce the need for excessive locomotive idling. This control will be implemented on commencement of operation.<br>· Where new reach stackers are procured, these would be selected to achieve best practice emissions performance to meet US EPA Tier 3/ Euro Stage IIIA standards<br>· Electric gantry cranes to reduce use of diesel powered equipment. This control will be implemented within seven years of commencement of operation of the Proposal or on the Proposal achieving an annual throughput of 250,000 TEU, whichever is the latter. | During operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 4.1B | Air Quality Best Practice Review | The following policies and procedures will be developed and included within the OEMP for the Proposal:<br>· An anti-idle policy will be developed and communicated to locomotive and truck operators to minimise unnecessary idling.<br>· Signs will be installed within the IMT to remind drivers of this policy and their obligations<br>· Maintenance plans will be updated to include a requirement to consider air emissions and where possible improve air emission performance at next overhaul/upgrade<br>· Training will be provided to locomotive drivers to maximise fuel efficiency<br>· Equipment with smoky exhausts (more than 10 seconds) should be stood down for maintenance based upon visual inspection<br>· Trucks with smoky exhausts (more than 10 seconds) shall be rejected from the site based upon visual inspection<br>· Loading and unloading will be coordinated where possible to minimise truck trip distances as they travel through Stage 1 site. | Prior to commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 4.2A | Noise Best Practice Review | The following policies and procedures will be developed and included within the OEMP for the Proposal:<br>· Container handling equipment will be fitted with broadband 'quacker' reversing alarms. | Prior to commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 5A | Hydrology | A Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP), or equivalent, will be implemented, in accordance with the Preliminary Erosion and Sediment Control (PESCPs), included within the Stormwater and Flooding Environmental Assessment Report (Appendix P of this EIS). The following aspects will be addressed within the SWMP and ESCPs:<br>The guiding principles for erosion and sediment control within the Blue Book will be adopted in the SWMP and when planning constructior works, being:<br>· Minimise the area of soil disturbed and exposed to erosion at any one time.<br>· Priority should be given to management practices that minimise erosion, rather than to those that capture sediment downslope or a the catchment outlet<br>· Divert clean water around the construction site or control the flow of clean water at non-erodible velocities through the constructior site<br>· Provision of boundary treatments around the perimeter of construction areas to minimise the migration of sediment offsite.<br>· Permanent or temporary drainage works will be installed as early as practical in the construction program to minimise uncontrolled drainage and associated erosion, including the onsite detention (OSD) and flood conveyance works<br>· Stockpiles will be located away from flow paths on appropriate impermeable surfaces, to minimise potential sediment transportation Where practicable, stockpiles will be stabilised if in place for more than ten days and will be formed with sediment filters in place immediately downslope<br>· Existing catchments and sub-catchment boundaries will be maintained as far as practicable<br>· Site imperviousness and grades should be limited to the extent of existing imperviousness and grades under existing developmen conditions.<br>· Rehabilitate disturbed lands as soon as practicable<br>· The wheels of all vehicles will be cleaned prior to exiting the construction site where excavation occurs to prevent the tracking of mud Where this is not practical, or excessive soil transfer occurs onto paved areas, street cleaning will be undertaken when necessary.<br>· Inspection of all permanent and temporary erosion and sedimentation control works prior to and post rainfall events and prior t closure of the construction site.<br>· Erosion and sediment control structures to be cleaned repaired and augmented as required.<br>· Where required, construction sediment basins and their outlets will be designed to be stable in the peak flow from at least the 10-year ARI time of concentration event. Sediment basins should be sized to accommodate the 5 day, 80th percentile storm event, with sufficient size and capacity to manage Type F soils. Sediment basins must be regularly cleaned to maintain the design capacity. Sediment basins will be located clear of waterway bed and banks and no additional riparian vegetation will be cleared outside the 20 metre Rail link to accommodate sediment basins.<br>· Prior to discharge from sediment basins, water will be tested for the following parameters to identify construction impacts:<br>o pH<br>o Turbidity / Total Suspended Solids (TSS)<br>o Oil and grease.<br>· An assessment of acid sulphate soils within the Georges River would be undertaken in accordance with the Acid Sulphate Soils Assessment Guideline (NSW Acid Sulfate Soils Management Advisory Committee, 1998) prior to commencement of works within the vicinity of the Georges River. Where acid sulphate soils are identified, an Acid Sulphate Soil Management Plan would be prepared in accordance with the guidelines. | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 5B | Hydrology | During construction of the Georges River bridge the construction contractor will develop a Project Specific Procedure (PSP), or equivalent, in consultation with the NSW Office of Water and DPI (Fisheries), that will specify how works within and adjacent to the river will be managed to minimise environmental impacts. The methodology selected will seek to minimise the potential impacts/disturbance to the bed and bank of the river. The PSP will specify the following measures:<br>· Should piling platforms be used for construction of the Georges River bridge, the size and formation of the piling platforms will be designed to accommodate flood events that are likely to occur during the works. Flows of the Georges River will be maintained at all times between the two piling platforms. The stream width will be maintained such that there will be minimal erosion of the working platforms from high velocity flows.<br>· Works across the bed of the Georges River will be staged to minimise the total disturbance at any given time and to allow the full bypassing of stream flows around the works to maintain fish passage. In particular, consideration will be given to avoid bridge piling and construction of any temporary work platforms in the Georges River during winter when the Australian bass migrates<br>· Scour protection works around piers, along creek banks and on bridge abutments should be installed as early as possible<br>· Measures to contain potential pollutants should be installed in-stream, such as silt curtains to contain sediment<br>· Material for the formation of piling platforms must be clean material with minimal fines<br>· Measures to manage runoff from the bridge approaches / abutments must be established as early as possible | Prior to commencement of construction | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | | | | | | | |

## Moorebank Precinct East Compliance Tracking - Final Compilation of Mitigation Measures

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Type | Condition | Timing for Compliance | Work Activity/Area | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrade) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | | | | | | | |
| | | · Management measures identified in the PSP will be developed to address the requirements for high erosion hazard sites, in accordanc with the requirements of the Blue Book<br>· Monitoring of water quality will be undertaken within the Georges River upstream and downstream of the proposed bridge prior to and during concreting works. Should pH levels outside the range prescribed by ANZECC for Lowland Rivers be detected, dosing or equivalent measures, will be implemented within the silt curtains to bring the pH level back within acceptable limits.<br>· A dewatering procedure to manage groundwater ingress during piling works for construction of the Georges River bridge. The procedure will be developed in consultation with NSW Office of Water and the need for a permit identified at this time. The dewatering procedure will specify testing of extracted groundwater quality prior to discharge to the Georges River, if appropriate quality is met, or treatment and/or offsite discharge if the water quality is insufficient to immediately return to the river. | | | | | | | | | | | | | | | | | | | | |
| 5C | Hydrology | The following management measures will be implemented during works in and adjacent to Anzac Creek to mitigated potential impacts on water quality during construction:<br>· All reasonable efforts will be taken to program construction activities during those periods when flood flows and fish passage is not likely to occur. Any temporary sidetrack crossings will be constructed from clean fill (free of fines) and where required to maintain flows, will use appropriately sized pipe or box culvert cells, or a temporary bridge structure<br>· Temporary structures used for the construction of the culvert within Anzac Creek will be designed so that they can accommodate flows to minimise potential flooding impacts when prolonged or intense rainfalls are predicted. Any structures that impede flow will be readily removable or collapsible, to allow flood waters to flow within the channel, in the event of prolonged or intense rainfall.<br>· All temporary works, flow diversion barriers and in-stream sediment control barriers will be removed as soon as practicable and in a manner that does not promote future channel erosior<br>· The construction site will be left in a condition that promotes native revegetation<br>· The management principles outlined in Managing Urban Stormwater (Landcom 2004) for sites with high erosion potential will be implemented. | During construction | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | | | | | | | |
| 5D | Hydrology | The following principles will be adopted through the development of detailed design for the Proposal, to ensure the operation of the Proposal will not have an adverse impact on stormwater:<br>· Stormwater management measures will be designed and installed on site as presented in the Stormwater and Flooding Environmental Assessment & Stormwater Drainage Design Drawings (Appendix P)<br>· Stormwater quality improvement devices will be designed to meet the performance targets identified in the Stormwater and Flooding Environmental Assessment & Stormwater Drainage Design Drawings (Appendix P).<br>· The Rail link within the Glenfield Waste Facility will be designed to accommodate the Probable Maximum Flood (PMF). | Prior to the commencement of constrcution | N | N | Y | Y | N | N | N | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 5E | Hydrology | To mitigate potential operational impacts on the flood regime as a result of the Georges River bridge the following design principles will be adopted during the design phase of the Georges River bridge:<br>· The bridge design will comply with the requirements of Australian Standard S100:2004 – Bridge Design<br>· The underside of the bridge deck height will be no lower than the height of the adjacent East Hills Rail Line bridge<br>· The bridge abutments are not to encroach on the existing waterway area of the Georges River waterway area<br>· The piers of the Georges River bridge structure are to be hydraulically efficient to cause the minimum disruption to the river flows. This includes piers that are:<br>· Circular or semi-circular nosed, and<br>· Oriented parallel to the river flows (which vary in direction across the width of the river).<br>· Light penetration under bridges to encourage fish passage will be maximised, where practicable<br>· Two dimensional modelling shall be undertaken to determine the optimum pier alignment and quantify bed scour protection Requirements<br>· Use and extent of those bed and bank erosion control measures that may reduce aquatic habitat values or inhibit the regrowth of natural in-stream and bank vegetation will be minimised. | Prior to the commencement of constrcution | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | | | | | | | |
| 5F | Hydrology | The following design principles will be adopted for design and sizing of the culvert crossing across Anzac Creek:<br>· Fish passage requirements will be considered when selecting the type of culvert<br>· Culverts will be aligned with the downstream channel to minimise bank erosion<br>· A multi-cell culvert design with a combination of elevated "dry" cells to encourage terrestrial movement, and recessed "wet" cells to facilitate fish passage<br>· Altering the channel's natural flow, width, roughness and base-flow water depth through the culvert's wet cells will be avoided where possible<br>· The culvert crossing will be designed to maximise the geometric similarities of the natural channel profile from the bed of the culvert<br>· Debris deflector walls may be used to reduce the impact of debris blockages on fish passage<br>· Rock protection and/or the formation of a stabilised energy dissipation pool at the outlet will be considered if necessary to assist in minimising erosion to avoid the formation of a perched culvert and damage to the stream bed and banks<br>· The design of the crossing will refer to the detailed engineering guidelines provided in Fairfull and Witheridge (2002). | Construction | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | | | | | | | |
| 5G | Hydrology | A Flood Emergency Response Plan (FERP) will be developed for the Stage 1 site. The FERP will take into consideration, site flooding and broader flood emergency response plans for the Georges River and Anzac Creek floodplains and Moorebank area. The FERP will also include the identification of an area of safe refuge within the SIMTA site that will allow people to wait until hazardous flows have receded and safe evacuation is possible. | Prior to the commencment of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 5H | Hydrology | Maintenance of the bio-retention structures will be in accordance with the maintenance requirements set out in Gold Coast City Council's Water Sensitive Urban Design Guidelines, 2007, and included in the OEMP. | During operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 6A | Geotechnical and soils | Prior to finalisation of detailed design of the Rail link through the Glenfield Waste Facility, further geotechnical investigations will be undertaken in the vicinity of the proposed Rail link to further determine the type and characteristics of soils. Additional mitigation measures will be included within the CEMP as relevant.<br>A Project Specific Procedure would be developed in consultation with the EPA for works within the Glenfield Waste Facility that would detail:<br>· The exact location of the Rail link in relation to landfill cells and activities.<br>· Identification of works areas and 'no go' areas to ensure that access to the landfill and monitoring and environmental controls is maintained.<br>· Details of material requirements for construction of the Rail link and how landfill levy issues will be managed when bringing construction material through the licensed landfill area. | Prior to the commencment of construction | N | N | N | N | N | N | N | N | N | N | N | N | Y | N | | | | | | | |
| 6B | Geotechnical and soils | Excavated material will be reused on site where possible. Any excavated material that requires disposal will be subject to waste classification under the Waste Classification Guidelines 2014 (NSW EPA, 2014) and will be disposed of at an appropriate licensed facility. | During construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 6C | Geotechnical and soils | The construction contractor will progress the Bulk Earthworks strategy which will outline the volumes of imported and exported material, any buffer areas, temporary soil stockpiling areas and fencing of excavations, as required. | Prior to commcenment of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 7A | Contamination | All remediation works will be undertaken in accordance with the requirements of the Remediation Action Plan (RAP) (JBS&G, 2015a) and recommendations for additional sampling and remediation. | During remediation | N | Y | N | N | N | N | Y | N | N | N | N | N | N | N | | | | | | | |
| 7B | Contamination | A Health and Safety Plan (HSP) and risk assessment will be developed and implemented prior to construction commencing and all construction workers and staff will be inducted into the plan. | Prior to commcenment of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |

## Moorebank Precinct East Compliance Tracking - Final Compilation of Mitigation Measures

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Type | Condition | Timing for Compliance | Work Activity Area | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrade) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | | | | | | | |
| 7C | Contamination | A Contamination Management Plan (CMP) will be developed for the Proposal, and included in the CEMP, that will contain detailed procedures on:<br>• Handling, stockpiling and assessing potentially contaminated materials encountered during the development works.<br>• A management tracking system for excavated contaminated materials to ensure the proper management of the material movements at the site, particularly during excavation and bioremediation works.<br>• Assessment, classification and disposal of waste in accordance with relevant legislation.<br>• Specific contingency measures in the unlikely event that construction of the Rail link in the Glenfield Waste Facility results in the disturbance of existing landfill cells. Including:<br>• Management of construction works in areas potentially impacted by asbestos via an Asbestos Management Plan<br>• Management of excavation work to minimise the potential for surface or groundwater infiltration into the excavations, thereby potentially increasing the volume of leachate in the impacted cells. This will include the routine monitoring of leachate levels and groundwater surrounding the impacted areas using existing monitoring infrastructure.<br>• Management of landfill gas via the implementation of field screening and personal monitoring programs targeting landfill gasses<br>• Management of impacted soils using the Material Management Procedures<br>• Replacement or relocation of existing monitoring wells that may be impacted by the construction work. The impact to existing monitoring wells and the alternate locations of any replacement wells will be subject to negotiations with the proponents of the Glenfield Waste Facility and the NSW EPA to ensure that existing environmental protection licence requirements are satisfied.<br>• Should future design iterations identify that landfill containment may be compromised, a specific work plan will be developed to address potential environmental and/or health and safety issues that may arise.<br>• A contingency plan for unexpected contaminated materials, such as materials that are odorous, stained or containing anthropogenic materials, that may be encountered during construction. | Prior to commcenment of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 7D | Contamination | Residual risk of contamination to soils and groundwater during operation of the Proposal will be mitigated through the implementation of the following mitigation measures, which will be included within the OEMP for the site:<br>· The proposed diesel tank (used for refuelling) will be self-bunded and compliant with AS - 1940-2004 The storage and handling of flammable and combustible liquids.<br>· An Emergency Response Plan (including a Pollution Incident Response Management Plan) will be developed for operation of the Proposal. A spill kit will be provided within the Stage 1 site at all times.<br>· A refuelling procedure will be developed and implemented for all refuelling activities undertaken and included in the site OEMP. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 8A | Biodiversity | A Flora and Fauna Management Plan will be prepared as part of the CEMP. Native vegetation clearing will not occur until the Flora and Fauna Management Plan is approved. The Flora and Fauna Management Plan will include the following measures as a minimum:<br>· Site inductions are to include a briefing regarding the local threatened flora and native fauna of the site and protocols to be undertake if they are encountered<br>· If any animal is injured, contact the relevant local wildlife rescue agency (e.g. WIRES) and/or veterinary surgery as soon as practical Until the animal can be cared for by a suitably qualified animal handler, if possible minimise stress to the animal and reduce the risk of further injury by:<br>· Handling fauna with care and as little as possible.<br>· Covering larger animals with a towel or blanket and placing in a large cardboard box.<br>· Placing small animals in a cotton bag, tied at the top.<br>· Keeping the animal in a quiet, warm, ventilated and dark location.<br>· Flora and fauna surveys will be undertaken of the RailCorp land prior to commencement of construction in this area. If<br>· required, an addendum biodiversity report would be prepared, and the Biodiversity Offset Strategy and the Threatened Specie Management Plan would be updated<br>· Clearing of vegetation will be timed to avoid periods when rain is forecast in accordance with Chapter 4.4.2 of 'the Blue Book'<br>· The extent of vegetation clearing is to be clearly identified on construction plans. Clearly identifying sensitive areas ('no-go areas') which cannot be impacted by construction and managing clearing such that clearing activities are constrained to these approved areas only. High visibility plastic fencing is to be installed to clearly define the limits of the works area within the Rail link specifically the Southern Boot Land, and works areas at the riparian corridor of the Georges River.<br>· In circumstances where native vegetation or mature tree clearing is required outside of the biodiversity study area, an ecologist will inspect the proposed area and provide advice on the impact to flora and fauna and appropriate management.<br>· Management of noxious weeds is to be undertaken in accordance with the Noxious Weeds Act 1993 and include details relating to th monitoring, management and where necessary eradication of weeds, disposal of green waste, and vehicle/plant weed wash down protocols if required.<br>Equipment used for treating weed infestation(s) will be cleaned prior to moving to a new area within the Proposal site to minimise the likelihood of transferring any plant material and soil.<br>Soil stripped and stockpiled from areas containing known weed infestations are to be stored on cleared land at least 40 m from native vegetation<br>· Water from the truck wash down in the Rail East Compound will be captured and disposed of offsite to prevent weed spread t adjoining native vegetation<br>· Works areas at each watercourse crossing will be clearly delineated prior to commencement of works<br>· Undertake a two-stage approach to clearing:<br>· Remove non-hollow bearing trees at least 48 hours before habitat trees are removed.<br>· Hollow bearing trees are to be knocked with an excavator bucket or other machinery to encourage fauna to evacuate the tre immediately prior to felling.<br>· Felled trees must be left for a short period of time on the ground to give any fauna trapped in the trees an opportunity to escape befo further processing of the trees.<br>· Felled hollow bearing trees must be inspected by an ecologist as soon as possible (not longer than 2 hours after felling).<br>· Fauna microhabitat (such as hollow logs) should be removed from areas to be cleared and relocated to suitable nearby bushland area in the presence of an ecologist<br>· Large woody debris will be retained in watercourses where possible. In the event large woody debris are to be impacted they will be relocated in consultation with an ecologist<br>· Instream works at Georges River and Anzac Creek will be minimised where possible, including disturbance to aquatic vegetation. Disturbed areas will be contained to the 20 m wide corridor | Prior to commcenment of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 8B | Biodiversity | Riparian vegetation within the Rail link and adjoining areas of impact at Anzac Creek and the banks of the Georges River would be protected rehabilitated and managed in accordance with the measures detailed in the Riparian Vegetation Management Plan.<br><br>Temporarily disturbed riparian areas in the Georges River will be revegetated with locally occurring native species as soon as practicable upon completion of bridge works. | During construction | N | N | N | N | N | N | N | Y | N | N | N | Y | N | N | | | | | | | |
| 8C | Biodiversity | A nest box management strategy will be prepared prior to clearing of hollow bearing trees. The strategy will inform the installation of nest boxes in retained native vegetation in the riparian corridor of the Georges River and the woodland in the Southern Boot Land and the on-going monitoring and maintenance of nest boxes through the construction and operational phases. | Prior to the commencement of clearing | N | N | N | N | N | N | N | Y | N | N | Y | N | N | N | | | | | | | |
| 8D | Biodiversity | An ecologist will undertake pre-clearance surveys to confirm the absence of Grey-headed Flying-fox roosting camps within the Rail link, no more than 48 hours prior to the clearance of vegetation. The DotE will be notified in writing of the results of preclearance surveys. If the species is detected roosting on site, no native vegetation clearance will commence until any directions of the Minister have been complied with. | Prior to the commencement of clearing | N | N | N | N | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 8E | Biodiversity | Works within the Southern Boot Land, or in other areas, with the potential to impact on Persoonia nutans and Grevillea parviflora subsp. parviflora will be undertaken in accordance with the Threatened Flora Species Management Plan. | During construction | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | | | | | | | |
| 8F | Biodiversity | Water quality and macroinvertebrate monitoring would be undertaken up and downstream of works within the Georges River and Anzac Creek, pre, during and post construction, to determine impacts on aquatic communities as a result of the Proposal. The monitoring plan would be developed and implemented by an appropriately qualified aquatic ecologist. | During construction | N | N | N | N | N | N | N | Y | N | N | N | Y | N | N | | | | | | | |
| 8G | Biodiversity | A visual inspection of the Georges River for dead or distressed fish (indicated by fish gasping at the water surface, or fish crowding at the creek's banks) is to be undertaken daily during the construction of the Georges River bridge. Observations of dead or distressed fish are to be immediately reported to DPI (Fisheries). In the event dead or distressed fish are found, all works are to cease until the issue is rectified and approval from DPI Fisheries is given to proceed. | During construction | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | | | | | | | |
| 8H | Biodiversity | The corridor established for construction of the Rail link will be stabilised in a manner which would enable the fuel load to be maintained in a low state. Where appropriate it would be stabilised following construction with local topsoil with growth of groundcover encouraged. The corridor would be managed by removing weeds and reducing the fuel load. | During construction | N | N | N | N | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 9A | Aboriginal Heritage | Consultation will be maintained with the Aboriginal stakeholders during the finalisation of the Proposal in order to identify long-term curation and management of the Aboriginal objects recovered through the archaeological program (including open salvage excavation). Mitigation measures included in Section 9 of the draft Aboriginal Heritage Impact Assessment (AHMS, 2015) in relation to Aboriginal site, MA14 (artefact scatter and deposit) on the eastern bank of Georges River would be implemented during salvage works. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |

## Moorebank Precinct East Compliance Tracking - Final Compilation of Mitigation Measures

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Type | Condition | Timing for Compliance | Work Activity/Area | | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | | | | | | | |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| 9B | Aboriginal Heritage | All relevant personnel and contractors involved in the design of the Proposal will be advised of the relevant heritage considerations, legislative requirements and recommendations in the draft Aboriginal Heritage Impact Assessment (AHMS, 2015) | During detailed design | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 9C | Aboriginal Heritage | Management of Aboriginal heritage will be managed through the CEMP for the Proposal. The CEMP will include the following at a minimum:<br>· A summary of the findings of the draft Aboriginal Heritage Impact Assessment (AHMS, 2015)<br>· Measures to be implemented in the event of an unexpected archaeological and cultural finds (including human remains)<br>· All relevant personnel and contractors involved in the construction of the Proposal will be advised of the relevant heritage<br>· considerations, legislative requirements and recommendations in the draft Aboriginal Heritage Impact Assessment (AHMS, 2015)<br>· Installation of temporary fencing for the protection of the riparian corridor along the western bank of the Georges River<br>· Areas that have been subject to assessment in the draft Aboriginal Heritage Impact Assessment (AHMS, 2015) should be clearly identified on construction plans. Should construction activities be proposed to extend beyond this boundary, appropriate heritage investigations will be undertaken to identify and manage Aboriginal objects/ sites/ places that may be in the additional area(s). | Prior to commecement of construction | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 10A | Non-indigenous Heritage | A full photographic record of the SIMTA site should be made prior to Stage 1 construction commencing. This will record the setting and context of the site as a whole prior to any impact on collective significance. | Prior to commecement of construction | Y | Y | Y | Y | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| 10B | Non-indigenous Heritage | A heritage interpretation strategy will be prepared, which could include interpretative mediums such as plaques and displays (subject to a suitable area being located) and online resources). | Prior to commecement of construction | Y | Y | Y | Y | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| 10C | Non-indigenous Heritage | A Heritage Management Plan in adherence to NSW Heritage Council guidelines will be prepared as part of the CEMP for the Stage 1 Proposal. At a minimum the following measures will be included within the Heritage Management Plan:<br>· Archaeological monitoring during construction will be conducted for a representative sample of the sites PADs F and G (to the south, and south west of Building No. 11, respectively) of former structures. Excavation of these sites will be directed by an Excavation Director, who is experienced in investigations of locally significant archaeology.<br>· The archaeologist will assess the likely significance of any archaeological deposits encountered, and provide advice regarding appropriate further action.<br>· If unexpected finds are located during works, an archaeological consultant will be engaged to assess the significance of the finds and the NSW Heritage Council notified. Further archaeological work or recording may be recommended. | Prior to commecement of construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 11A | Visual Amenity, Urban Design and Landscape | The following mitigation measures will be included within the CEMP to mitigate impacts on visual amenity during construction of the Proposal:<br>· Existing vegetation around the perimeter of Proposal site will be retained where feasible and reasonable<br>· The early implementation of landscape plantings will be investigated in order to provide visual screening along Moorebank Avenue<br>· Elements within construction areas will be located to minimise visual impacts as far as feasible and reasonable, e.g. setting back large equipment from site boundaries<br>· Design of site hoardings will consider the use of artwork or project information<br>· Regular maintenance will be undertaken of site hoardings and/or fencing and perimeter areas including the prompt removal of graffiti<br>· Re-vegetation / landscaping would be undertaken progressively and with species local to the area.<br>· Use of trees on the southern and western boundaries of the Stage 1 site, to provide a uniform canopy cover within vegetated areas and use of local species as understorey planting to support and enhance local habitat. | Prior to commecement of construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 12A | Hazard and Risk | A Health and Safety Plan (HSP) will be prepared for construction of the Proposal that will identify all responsibilities and requirements under the Work Health and Safety Act 2011. The HSP will include an Emergency Response Plan, for construction of the Proposal. These will be developed collaboratively with the construction contractor, in consultation with the NSW Police Force, NSW Fire Brigade, NSW Rural Fire Service and the Ambulance Service of NSW. The Emergency Response Plan will include the following:<br>· Emergency response protocols and procedures for implementation in the event of a contaminant spill or leak<br>· Provision of spill kits<br>· Bushfire awareness included in staff induction and in toolbox talks pre-commencement. | Prior to commecement of construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 12B | Hazard and Risk | With respect to asbestos management, the obligations, roles and responsibilities for personnel involved in the Stage 1 Proposal will be identified, documented and communicated. These responsibilities are identified in the Work Health and Safety Act 2011.<br>Prior to commencement of construction an Asbestos Management Plan is to be developed in accordance with Code of Practice How to Manage and Control of Asbestos in the Workplace (WorkCover NSW, 2011a) for the Proposal. The Asbestos Management Plan will reference the asbestos register and risk assessment, which will also be prepared prior to construction being undertaken. The Asbestos Management Plan will address the following aspects, at a minimum:<br>• Demolition of the three structures (Buildings 1, 2 and 20), will be undertaken in accordance with Code of Practice How to<br>• Safely Remove Asbestos (WorkCover NSW, 2011b)<br>• Asbestos removal work will be carried out by an asbestos removalist who is appropriately licensed to carry out the work. | Prior to commecement of construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 12C | Hazard and Risk | Hazards associated with operation of the Proposal will be identified and managed through a Hazard and Operability Study (HAZOP), which will be undertaken during design progression. The HAZOP will take into consideration the following standards and guidelines:<br>• AS 2550.1 Cranes hoists and winches.<br>• Draft Code of Practice for Industrial Lift Trucks (WorkSafe Australia, 2012).<br>• Work Cover NSW Bridge and Gantry Crane Drivers: A guide for power crane operators (1997).<br>• Work Cover NSW Dogging Guide (2003).<br>• Work Cover NSW Rigging Guide (1995). | Prior to commecement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 12D | Hazard and Risk | The OEMP will include the following procedures and controls with regards to handling of Dangerous Goods:<br>• All dangerous goods to be imported through the Stage 1 site must be notified in advance.<br>• All Proposal staff handling dangerous goods will be required to have successfully completed dangerous goods training in<br>• accordance with International Maritime Dangerous Goods (IMDG) Code Chapter 1.3 (International Maritime Organization,<br>• 2012). Training provided must be commensurate with their roles and responsibilities and records of training must be maintained.<br>• Procedures to monitor the quantity of dangerous goods (classes 5.1, 5.2, 6.1 and/or 8) to be transported to, and or stored on site at any one time, to ensure that they are below the thresholds identified in Applying SEPP 33.<br>• Provision of spill kits on the Stage 1 site and a procedure for inspection and refilling A refuelling process. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 12E | Hazard and Risk | The transport of dangerous goods by road and rail will comply with the Dangerous Goods (Road and Rail Transport) Act 2008 and the Dangerous Goods (Road and Rail Transport) Regulation 2014. Storage and handling of Dangerous Goods on the Stage 1 site will be in accordance with the requirements of the Australian Dangerous Goods code. | During operation | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| 12F | Hazard and Risk | The diesel tank will be self-bunded and compliant with AS - 1940-2004 The storage and handling of flammable and combustible liquids. Diesel will be stored away from other flammable materials of class 3PGI, II or III. | During operation | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| 12G | Hazard and Risk | An Operational Hazard and Risk Management Plan, including a risk register, will be developed for the Proposal site. This plan will be reviewed regularly and updated should goods entering the site change. The Operational Hazard and Risk Management Plan will be developed with consideration to the following standards and guidelines:<br>• AS 2550.1 Cranes hoists and winches.<br>• Draft Code of Practice for Industrial Lift Trucks (WorkSafe Australia, 2012).<br>• Work Cover NSW Bridge and Gantry Crane Drivers: A guide for power crane operators (1997).<br>• Work Cover NSW Dogging Guide (2003).<br>• Work Cover NSW Rigging Guide (1995). | During operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 12H | Hazard and Risk | The Stage 1 site will be protected from the impact of fires originating from off-site by a 35 m defendable space to the west across Moorebank Avenue, a 100 m defendable space to the south of the container handling area. The design and installation of on-site fire hydrants within the Stage 1 site will be in compliance with AS 2419.1-2005 Fire hydrant installations - System design, installation and commissioning. | During detailed design | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |

## Moorebank Precinct East Compliance Tracking - Final Compilation of Mitigation Measures

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Type | Condition | Timing for Compliance | Work Activity Areas | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrade) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Constrtuction (Glenfield Waste Facility) | | | | | | | | |
| 12I | Hazard and Risk | An Operational Emergency Response Plan will be developed for the operational phase of the Proposal, collaboratively with the operator in consultation with the EPA, NSW police force, NSW Fire Brigade, NSW Rural Fire Service and the Ambulance Service of NSW. These will be prepared prior to operation of the Proposal. Emergency response and incident management protocols will cover the following types of emergency or incident:<br>• Workplace health and safety<br>• On-site spills or leaks<br>• Off-site discharges<br>• Hazardous materials/dangerous goods<br>• Flooding<br>• Bushfire<br>• Derailment<br>• Container fall<br>• Road incident on Moorebank Avenue adjacent to Stage 1 site entry / egress<br>• Requirements of the Pollution Incident Response Management Plans, as prescribed under section 153C of the Protection of the Environment Operations Act 1997. | During operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 13A | Waste | Measures to mitigate the effect of the construction waste streams will be incorporated into the Proposal's Construction Environmental Management Plan (CEMP). Waste management principles that will be incorporated into the CEMP relating to materials purchasing include:<br>• Avoidance and reuse of material will have priority over recycling<br>• Recycling will have priority over disposal<br>• Earth excavated from the site will be used for fill material and landscaping where feasible<br>• If possible concrete components will be crushed and reused onsite, with the remainder sent to a recycling facility<br>• Waste generation will be minimised by ordering the correct quantity of materials<br>• Selection of materials which maximise recycled content, while having low embodied water and energy use<br>• Selection of materials which maximise durability and lifespan.<br>The following procedures and protocols will be considered within the CEMP regarding waste management:<br>• Characterisation of construction waste streams<br>• Management of any identified hazardous waste streams<br>• Procedures to manage construction waste streams, including handling, storage, classification, quantification, identification and tracking<br>• Mitigation measures for avoidance and minimisation of waste materials<br>• Procedures and targets for reuse and recycling of waste materials.<br>• Inclusion of the waste management strategies included in the Concept Plan Statement of Commitments for construction waste management. | Prior to commecement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 13D | Waste | Measures to mitigate the effect of waste arising during operation of the Proposal will be incorporated into the OEMP and will include measures to encourage recycling behaviour and increase the diversion of waste into recycling streams. These will include:<br>• Addressing waste management requirements and goals in staff inductions<br>• Providing staff access to documentation outlining the facility's waste management requirements<br>• Locating recycling bins in kitchen areas beside general waste bins to prevent contamination of recycling<br>• Positioning paper recycling bins close to printer/photocopying equipment<br>• Minimising general waste bins at desks but providing adequate container and paper recycling to encourage sorting of Recyclables | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 13E | Waste | Waste arising from maintenance will be dealt in part by an asset management strategy and OEMP. Where feasible from a safety and cost perspective, assets will be refurbished, if a replacement is required the maintenance contractor will be responsible for ensuring any waste is recycled; if this is not possible arrangements for disposal at an appropriately licenced facility will be made. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 14A | Bushfire | A bushfire management strategy, or equivalent, will be prepared as part of the CEMP for the construction phase. The strategy will include:<br>• Emergency response plans and procedures<br>• Restrictions on activities (namely hot works) that cannot be undertaken on total fire ban days within areas of high Bushfire Hazard Rating, unless otherwise advised by the NSW Rural Fire Service.<br>• All construction site offices and temporary buildings will be located outside buffer areas to ensure minimum setbacks of 10m.<br>• All construction site offices will be accessible via access roads suitable for firefighting appliances similar to NSW Rural FireService category 1 tankers. | Prior to commecement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 14D | Bushfire | A bushfire management strategy, or equivalent, will be prepared as part of the OEMP. The following measures will be included within the OEMP with regard to bushfire management:<br>• Management of the landscaped areas within the SIMTA Stage 1 site will be undertaken to maintain minimum dry fuels loads.<br>• The Southern Boot Land will be managed by slashing vegetation to facilitate for a defendable space to the container storage area.<br>• The corridor of the Rail link will be maintained in a low fuel state<br>• Protocols will be developed for the monitoring of train access / egress during high – catastrophic fire weather days, if required and in accordance with the bushfire management strategy. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 15A | Property and Infrastructure | Further assessment of services demand, infrastructure requirements and augmentation works, in consultation with relevant infrastructure and service providers will be undertaken during the progression of the design for the Proposal. | During detailed design | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 16A | Greenhouse Gas and Climate Change | A Greenhouse Gas Management Plan will be developed for the construction phase of the Proposal and included in the CEMP. Where appropriate, the mitigation measures, management strategies and abatement opportunities presented in the Greenhouse Gas and Climate Change Impact Assessment (Appendix X of this EIS) will be reviewed and considered for incorporation into the Construction Environmental Management Plan (CEMP) The Greenhouse Gas Management Plan will adopt the following measures:<br>• Where possible locally sourced materials will be used to reduce GHG emissions associated with transport<br>• Construction and demolition waste will be recovered and recycled where possible, and vegetation waste will be composted<br>• Construction works will be planned to minimise double handling of materials<br>• Recycled materials will be reused where possible to reduce GHG emissions associated with embodied energy<br>• Construction/transport plans will be incorporated within the CEMP to minimise the use of fuel during construction<br>• Fuel efficiency of the construction plant/equipment will be assessed prior to selection, and where practical, equipment with the highest fuel efficiency and which uses lower GHG intensive fuel (e.g. biodiesel) will be used, where practicable<br>• On-site vehicles will be fitted with exhaust controls in accordance with the Protection of the Environment Operations (Clean Air) Regulation 2010 as required<br>• Regular maintenance of equipment will be undertaken to maintain good operations and fuel efficiency<br>• Where practicable trucks removing waste from the Proposal site or bringing materials to the Proposal site will be filled to the maximum amount allowable, depending on the truck size and load weight, to reduce the number of traffic movements required<br>• Consideration will be given to the embodied energy content of construction materials selected | Prior to commecement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 16B | Greenhouse Gas and Climate Change | The mitigation measures, management strategies and abatement opportunities presented in the Greenhouse Gas and Climate Change Impact Assessment (Appendix X of this EIS) will be reviewed and considered where appropriate for incorporation into the operational Environmental Management Plan (OEMP). The following measures will be incorporated in to the OEMP for the Proposal:<br>• Energy efficiency design aspects will be incorporated wherever possible to reduce energy demand<br>• The procurement of energy efficient equipment will be investigated for the Proposal<br>• Regular maintenance of equipment with be undertaken to maintain good operations and fuel efficiency<br>• Consideration will be given to undertake further investigation and implementation of cost negative abatement opportunities<br>• Further investigation of abatement opportunities will be considered once the facility transitions from the use of container handling equipment such as reach stackers and large forklifts to the operation of gantry cranes | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 17A | Socio-economic | A community information and awareness strategy will be included in the CEMP and will outline measures to maintain communication with the community and all relevant stakeholders throughout the construction of the Proposal. | Prior to commecement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 17B | Socio-economic | The CEMP will prescribe measures to be implemented to minimise impacts on surrounding communities. These measures will include:<br>• Work hours during construction will generally be limited to standard construction hours, unless otherwise authorised within the CEMP<br>• Ensuring land owners, within proximity of the Proposal site, are kept well informed about the Proposal, the construction hours and duration of the works.<br>• Land owners impacted by the construction works will be provided relevant contact details to address queries relating to the works. | Prior to commecement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |

## Moorebank Precinct East Compliance Tracking - Final Compilation of Mitigation Measures

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Type | Condition | Timing for Compliance | Work Area/Package | | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | | | | | | | |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrade) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Constrtuction (Glenfield Waste Facility) | | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| 17C | Socio-economic | Written notification will be provided to likely and potentially affected and adjoining land owners receivers prior to commencement of Proposal's operations. This will include local residents, local businesses and relevant Authorities. The manner of notification will be confirmed in the final Operational Environmental Management Plan (OEMP) for the Proposal. The OEMP will also include measures to engage with stakeholders and to manage and respond to feedback received during operation of the Proposal. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |

# APPENDIX C

## Commonwealth Conditions of Approval

**Moorebank Precinct East Compliance Tracking Division of Responsibilities - Commonwealth Conditions of Approval**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Part | Condition | Timing for Compliance | Works Area/Package | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Constrtuction (Glenfield Waste Facility) | | | | | | | | |
| 1 | Protection of EPBC flora and fauna and the environment on Commonwealth land | For the better protection of the ***GHFF*** , the person taking the action must:<br>a) not clear more than 11 hectares of GHFF foraging habitat;<br>b) engage a suitably qualified expert to undertake a pre-clearance survey(s) to confirm the absence of GHFF roosting camps within the rail easement, no more than 48 hours prior to the clearance of potential GHFF roosting habitat; and<br>c) notify the Department in writing of the results of pre-clearance surveys.<br>If the GHFF is detected roosting on site, all native vegetation clearance activities must halt until the person taking the action has complied with any directions the Minister may wish to issue regarding timing of construction or methods for dispersal of the GHFF. | During construction | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 2 | Protection of EPBC flora and fauna and the environment on Commonwealth land | For the better protection of the ***Macquarie Perch*** , the person taking the action must:<br>a) engage a suitably qualified expert to design (or provide input on the design of) all crossings which are proposed to be implemented across Macquarie Perch habitat. Any such crossings must be of a suitable design that provides for the passage requirements of Macquarie Perch; and<br>b) implement all feasible and practicable measures that ensure sedimentation and / or erosion (as a result of the proposed action) do not lead to any further reductions in the water quality, or degradation of, Macquarie Perch habitat. | Prior to the commencement of construction | N | N | N | N | N | N | N | Y | N | N | N | Y | N | N | | | | | | | |
| 3 | Protection of EPBC flora and fauna and the environment on Commonwealth land | For the better protection of ***Hibbertia sp. Bankstown*** , the person taking the action must engage a ***suitably qualified expert*** to undertake a targeted search for individuals of ***Hibbertia sp. Bankstown*** within all areas of potential habitat during the species' flowering period. | Prior to the commencement of construction | N | N | N | N | N | N | N | Y | Y | Y | Y | Y | N | N | | | | | | | |
| 4 | Protection of EPBC flora and fauna and the environment on Commonwealth land | For the better protection of ***Bynoe's Wattle*** , the person taking the action must engage a ***suitably qualified expert*** to undertake a field habitat assessment that targets the ecological requirements of ***Bynoe's Wattle*** , in all areas of Castlereagh Scribbly Gum Woodland likely to be cleared as a result of the proposed action. If the assessment determines there is potential for the species to occur on site, then a ***suitably qualified expert*** must undertake a targeted search for individuals of ***Bynoe's Wattle*** within all areas of potential habitat identified by the habitat assessment during the species' flowering period. | Prior to the commencement of construction | N | N | N | N | N | N | N | Y | Y | Y | Y | Y | N | N | | | | | | | |
| 5 | Flora and Fauna | For the better protection of ***EPBC listed flora*** & the environment on Commonwealth land, the person taking the action must engage a ***suitably qualified expert*** to prepare a Flora and Fauna Management Plan (FFMP) for the approval of ***the Minister*** . The FFMP must include (but need not be limited to):<br>a) details on the timing of ***native vegetation clearance*** works;<br>b) detailed maps of the rail link easement and construction zone showing:<br>i. permanent infrastructure and temporary works;<br>ii. no-go areas; and<br>iii. physical barriers used for the protection of native vegetation on Commonwealth land, and of ***EPBC Act*** listed ***Nodding Geebung*** and ***Small-flower Grevillea.***<br>c) measures to minimise the extent of native vegetation clearing upon Commonwealth land and the clearing of ***Nodding Geebung*** and ***Small-flower Grevillea*** ;<br>d) provisions to ensure no more than 17 individuals of ***Nodding Geebung*** and 634 stems of ***Small-flower Grevillea*** are cleared;<br>e) the results of targeted surveys for ***Hibbertia sp. Bankstown*** and ***Bynoe's Wattle*** (including the number of individuals recorded) and what measures will be implemented to avoid, mitigate and manage impacts to these species, if individuals are found on site;<br>f) measures which allow terrestrial fauna to disperse naturally ahead of clearing activities, and minimise the risk of injury to individuals<br>g) actions to maintain or enhance the long-term viability of native vegetation adjoining the rail easement in particular, adjoining populations of ***Nodding Geebung*** and ***Small-flower Grevillea*** ;<br>h) measures to safeguard flora and fauna from the threat of weeds, fire, pathogens and unauthorised access, including (but not limited to) the commitments outlined in section 7.4.1 of the ***EIS*** (and summarised at Annexure A);<br>i. ongoing monitoring to inform the adaptive management of native vegetation adjoining the rail easement.<br>***Native vegetation clearance*** must not occur until the FFMP has been approved. The FFMP must be implemented once approved | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 6 | Threathened Flora Offset management plan | For the better protection of ***Nodding Geebung, Small-flower Grevillea*** (and potentially, ***Hibbertia sp. Bankstown*** and ***Bynoe's Wattle*** pending the outcome of 3 and 4) the person taking the action must engage a suitably qualified expert to prepare a Threatened Flora Offset Management Plan (TFOMP) (or plans) for the approval of the Minister. The TFOMP must include (but need not be limited to):<br>a) details of a direct offset that satisfies the requirements of the Department's offset policy, in accordance with the offset user guide (including timeframes for the delivery or acquisition of the direct offset);<br>b) map(s) and shapefiles that identify the location and boundaries of the direct offset;<br>c) details of the management actions and performance objectives which will maintain and enhance the Nodding Geebung and Small-flower Grevillea habitat and/or population covered by the TFOMP (including the duration, intensity, and timing of management actions);<br>d) an assessment of the baseline population and distribution for Nodding Geebung and Small-flower Grevillea within the direct offset, including: i. the number of plants protected and their location; and ii. plant and habitat condition.<br>e) measures for regular monitoring of the status of individuals of Nodding Geebung and Small-flower Grevillea and their habitat as measured against the baseline population and distribution, including:<br>i. fluctuations in population size and distribution; and<br>ii. response to disturbances and/or management actions.<br>f) provisions to revise the approved TFOMP in response to monitoring associated with condition 6(e);<br>**Native vegetation clearance must not occur until the TFOMP has been approved. The TFOMP must be implemented once approved.**<br>Should the action result in, or be likely to result in, residual impacts to Hibbertia sp. Bankstown or Bynoe's Wattle (as determined by the Minister), the TFOMP must also demonstrate how it meets the standards described in (a) to (f), for these two species. | Prior to the commencement of construction | N | N | N | N | N | N | Y | Y | Y | Y | Y | Y | N | N | | | | | | | |

**Moorebank Precinct East Compliance Tracking Division of Responsibilities - Commonwealth Conditions of Approval**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Part | Condition | Timing for Compliance | Work's Area/Package | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | Rail Link - Operation (Not part of this CTP) | | | | | | | |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Constrtuction (Glenfield Waste Facility) | | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| 7 | CEMP | For the better protection of Commonwealth land, the person taking the action must engage a ***suitably qualified expert(s)*** to prepare a Construction Environment Management Plan (CEMP), for the approval of ***the Minister*** . The CEMP must include in relation to construction of the proposed facility:<br>a) details on the timing of construction works (accompanied by current and detailed maps);<br>b) identification and quantification of all potential impacts associated with noise, vibration, air quality, traffic, light spill, hydrological changes, contamination, and indigenous heritage (including cumulative impacts associated with the ***DoF*** 's proposed intermodal) upon Commonwealth land. Consideration must be given to people and communities at ***SME, DNSDC*** , Defence housing, and the environment more generally in neighbouring bushland areas. Of note, the air quality assessment must quantify all emissions arising from air pollutant sources for which there are established national air quality standards;<br>c) the results of further investigations with regard to land contamination and indigenous heritage impacts (specifically, ***PADs*** two and three). If adverse impacts are identified, details on how such matters will be managed / mitigated must also be provided. Evidence of ongoing consultation with ***RAPs*** regarding further investigations for indigenous heritage objects/places must be provided;<br>d) refined details (including implementation timeframes) for the mitigation measures outlined in the ***EIS*** (sections 7.4.2, 7.4.3, 7.4.6, 7.4.7, 7.4.8 and 7.4.9) and summarised at Annexure A;<br>e) a commitment to ensure no lights are installed above the height of 40 metres or, the maximum approved height of the intermodal warehouse buildings (whichever is less);<br>f) identification of the trigger values and criteria for all matters mentioned in condition 7(b) (excluding light spill, land contamination and indigenous heritage) that will be adopted for monitoring and managing potential impacts to Commonwealth land;<br>g) details of a comprehensive monitoring program (including locations, frequency and duration) for:<br>i. validating the anticipated impacts associated with condition 7(b); and<br>ii. determining the effectiveness of proposed mitigation/management measures;<br>h) provisions to revise the approved CEMP in response to monitoring associated with condition 7(g) including, details of response / contingency mechanisms to address any exceedances of the relevant trigger values;<br>i) evidence of consultation with *Defence* regarding the adequacy of proposed mitigation measures in particular, those measures to mitigate potential light spill impacts upon residential dwellings within *SME* outside of *standard construction hours* ; and<br>j) details of a complaints handling procedure;<br><br>***Commencement of the action*** may not occur until the CEMP has been approved. The CEMP must be implemented once approved. | Prior to the commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 8 | OEMP | For the better protection of Commonwealth land, the person taking the action must engage a ***suitably qualified expert(s)*** to prepare an Operation Environment Management Plan (OEMP) for the approval of ***the Minister*** . The OEMP must include in relation to operation of the proposed facility:<br><br>a) identification and quantification of all potential impacts associated with noise, vibration, air quality, traffic and light spill (including cumulative impacts associated with the DoF's proposed intermodal) upon Commonwealth land. Consideration must be given to people and communities at ***SME*** , ***DNSDC*** , Defence housing, and the environment more generally in neighbouring bushland areas. Of note, the air quality assessment must quantify all emissions arising from air pollutant sources for which there are established national air quality standards;<br>b) refined details (including implementation timeframes) for the mitigation measures outlined in the EIS (sections 7.4.2, 7.4.6, 7.4.7, 7.4.8 and 7.4.9) and summarised at Annexure A;<br>c) refined details of how heavy vehicles entering and exiting the site will be processed, including information on access and circulation both into, and within, the intermodal facility grounds;<br>d) measures to ensure no heavy vehicles entering or exiting the intermodal facility park, or wait, on Moorebank Avenue;<br>e) identification of the trigger values and criteria for all matters mentioned in condition 8(b) (excluding light spill) that will be adopted for monitoring and managing potential impacts to those Commonwealth land;<br>f) details of a comprehensive monitoring program (including locations, frequency and duration) for: i. validating the anticipated impacts associated with condition 8(b); and ii. determining the effectiveness of mitigation/management measures (including the success of public transport incentives);<br>g) provisions to revise the approved OEMP in response to monitoring associated with condition 8(f) including, details of response / contingency mechanisms to address any exceedances of the relevant trigger values;<br>h) evidence of consultation with Defence regarding the adequacy of proposed mitigation measures;<br><br>i) details of a complaints handling procedure; Commencement of operations may not occur until the OEMP has been approved. The OEMP must be implemented once approved. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 9 | OEMP | For the better protection of Commonwealth land, the person taking the action must enter into a written agreement with Defence that specifies the use and ongoing maintenance of Moorebank Avenue. Prior to commencement of the action the person taking the action must provide a copy of that agreement to the Department. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| 10 | Administrative Actions | Within one month after the commencement of the action, the person taking the action must advise the Department in writing of the actual date of commencement. | Within one month of commencing construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 11 | Administrative Actions | The person taking the action must maintain accurate records substantiating all activities associated with or relevant to the conditions of approval, including measures taken to implement any management plan, strategy, or agreement required by this approval, and make them available upon request to the Department. Such records may be subject to audit by the Department or an independent auditor in accordance with section 458 of the EPBC Act, or used to verify compliance with the conditions of approval. Summaries of audits will be posted on the Department's website. The results of audits may also be publicised through the general media. | Throughout design, construction and operation | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| 12 | Administrative Actions | Within three months of every 12 month anniversary of the commencement of the action, the person taking the action must publish a report on their website addressing compliance with each of the conditions of this approval, including implementation of any management plans or agreements as specified in the conditions. Documentary evidence providing proof of the date of publication and non-compliance with any of the conditions of this approval must be provided to the Department at the same time as the compliance report is published. | Within three months of every 12 month anniversary of the commencement of construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| 13 | Administrative Actions | Upon the direction of the Minister, the person taking the action must ensure that an independent audit of compliance with the conditions of approval is conducted and a report submitted to the Minister. The independent auditor must be approved by the Minister prior to the commencement of the audit. Audit criteria must be agreed to by the Minister and the audit report must address the criteria to the satisfaction of the Minister. | Prior to commencement of construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 14 | Administrative Actions | If the person taking the action wishes to carry out any activity otherwise than in accordance with any management plan specified in the conditions, the person taking the action must submit to the Department for the Minister's written approval a revised version of that management plan. The varied activity shall not commence until the Minister has approved the varied management plan in writing. The Minister will not approve a varied management plan unless the revised management plan would result in an equivalent or improved environmental outcome over time. If the Minister approves the revised management plan, then that management plan must be implemented in place of the management plan originally approved. | During construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 15 | Administrative Actions | If the Minister believes that it is necessary or convenient for the better protection of Listed Threatened species or the environment on Commonwealth land to do so, the Minister may request that the person taking the action make specified revisions to any management plan, as specified in the conditions and submit the revised management plan for the Minister's written approval. The person taking the action must comply with any such request. The revised approved management plan must be implemented. Unless the Minister has approved the revised management plan, then the person taking the action must continue to implement the management plan originally approved, as specified in the conditions. | During construction | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 16 | Administrative Actions | If, at any time after five years from the date of this approval, the person taking the action has not substantially commenced the action, then the person taking the action must not substantially commence the action without the written agreement of the Minister. | By 6/3/2019 | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| 17 | Administrative Actions | Unless otherwise agreed to in writing by the Minister, the person taking the action must publish all management plans referred to in these conditions of approval on their website. Each management plan must be published on the website within one month of being approved. | Within one month of management plan approval | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |

# APPENDIX D

## Commonwealth Mitigation Measures

**Moorebank Precinct East Compliance Tracking Division of Responsibilities - Commonwealth Mitigation Measures**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| Type | Part | Condition | Timing for Compliance | Part of Development Application (Not within construction scope of MPE Stage 1) | Works Area/Package | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| | | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrade) | | Pre-construction Works | Construction (Remediation) | Construction (M6X to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | | | | | | | |
| Biodiversity | | The Part 3A Guidelines for Threatened Species Assessment (DEC & DPI 2005) require the description and justification of measures to mitigate adverse effects arising from development proposals. Primary consideration should be given to measures to avoid or minimise impacts; where avoidance and mitigation are not possible, offset strategies may be considered as a last resort. The steps in the avoid, mitigate and offset approach are as follows:<br>a) Avoid areas of high biodiversity value wherever possible;<br>b) Mitigate actions and safeguard values identified for retention by prescribing appropriate controls; and<br>c) Compensate for or offset the removal of biodiversity values.<br><br>Avoid<br><br>a) The identified ecological values should be avoided as far as practicable<br>b) The construction footprint of the Principal proposal and construction access requirements should be reduced as far as possible to minimise impacts.<br>c) Avoid Endangered Ecological communities where possible.<br>d) Avoid known locations of threatened flora species where possible.<br>e) Avoid important fauna habitat features such as large hollow bearing trees where possible. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | Mitigate | Install appropriate drainage infrastructure (e.g. sediment basins, diversion drains), sediment and erosion controls prior to the commencement of construction. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Clearing of vegetation is not to be undertaken during overland flow events. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Clearly identifying sensitive areas and areas for construction and managing clearing such that clearing activities are constrained to these approved areas only. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Locate soil or mulch stockpiles away from watercourses and key stormwater flow paths to limit potential transport of these substances into the watercourses via runoff. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Dust suppression activities to be undertaken where appropriate. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Stabilisation of disturbed areas, including revegetation in accordance with the VMP, is to be undertaken as soon as practicable after disturbance. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Emergency response protocols and procedures for implementation in the event of a contaminant spill or leak to be clearly articulated in the Construction Environmental Management Plan. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Spill kits to be located to allow for timely response to uncontained spills. Site inductions are to include a briefing on the use of spill kits. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Management of weeds in and adjacent to cleared areas will occur in accordance with a Weed Management Plan. This plan will include details relating to the monitoring, management and where necessary eradication of weeds, disposal of green waste, and vehicle/plant weed wash down protocols if required. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Management of noxious weeds are to be undertaken in accordance with the Noxious Weeds Act 1993. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Equipment used for treating weed infestation will be cleaned prior to moving to a new area within the project site to minimise the likelihood of transferring any plant material and soil. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Soil stripped and stockpiled from areas containing known weed infestations are to be stored separately and are not to be moved to areas free of weeds. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Fauna microhabitat such as logs should be removed from areas to be cleared and relocated to suitable nearby bushland areas in the presence of an ecologist. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Consider the installation of nest boxes in woodland vegetation in the rail corridor that may offer alternative nesting habitat to hollow dependent species recorded in the study area. | During Construction | N | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | High visibility plastic fencing is to be installed to clearly define the limits of the works area to not further encroach on fauna habitat. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Undertake a pre-start up check for sheltering native fauna of all infrastructure, plant and equipment and/or during relocation of stored construction materials. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | • Undertake a two-stage approach to clearing:<br>o Remove non-hollow bearing trees at least 48 hours before habitat trees are removed<br>o Hollow bearing trees are to be knocked with an excavator bucket or other machinery to encourage the fauna to evacuate the tree immediately prior to felling.<br>o Felled trees must be left for a short period of time on the ground to give any fauna trapped in the tree an opportunity to escape before further processing of trees.<br>o Felled hollow bearing trees must be inspected by an ecologist as soon as possible (not longer than 2 hours after felling) | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Site inductions are to include a briefing regarding the local fauna of the site and identification of protocols to be undertaken if fauna are encountered. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | If any pits/trenches are to remain open overnight, they are to be securely covered, if possible. Alternatively, fauna ramps (logs or wooden planks) are to be installed to provide an escape for trapped fauna. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Clearance of native vegetation should be minimised as far as is practicable. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Consider retention of some, or all, of the remnant scattered E. sclerophylla over patches of shrub and grass cover in the cleared grassland immediately south of the Principal site, in landscaping works. | During Construction | N | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | The extent of, and limitations to, vegetation clearing would be clearly identified on construction plans. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Any additional construction areas, such as site offices, construction stockpile locations and machinery/equipment laydown areas are to be located, where possible, within existing cleared or disturbed areas. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Extent of clearing should be fenced with highly visible temporary fencing to minimise any extension of clearing beyond the area necessary. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | A VMP should be prepared prior to construction, detailing restoration, regeneration and rehabilitation of areas of native vegetation in study area. The VMP should also detail appropriate management for the potential habitat of threatened plant species in the study area, including monitoring during and after construction works to ensure impacts are minimised. | During Construction | N | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | As soon as possible rehabilitation will commence where possible. Management of land disturbed as a result of construction work will occur in accordance with a VMP. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | High visibility plastic fencing is to be installed to clearly define the limits of the works area as to not further encroach on EEC and locations of threatened flora species. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Fencing is to be installed delineating threatened species habitat to be retained. Appropriate warning signage is to be installed along this fencing at regular intervals. Site inductions are to include a briefing on the presence of threatened species and its habitat, its significance and locations and extents of no-go zones. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Design and construction of rail crossings over Anzac Creek and Georges River to be in accordance with Fish Passage Requirements for Waterway Crossings (Fairfull and Witheridge 2003). | During Construction | N | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Minimise clearing and disturbance to the riparian zone where possible. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Install appropriate drainage infrastructure (e.g. sediment basins, diversion drains), sediment and | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | erosion controls prior to the commencement of construction. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Construction disturbance areas will be clearly demarcated to avoid accidental clearing or stockpiling in riparian vegetation. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Landscaped zones to capture gross pollutants and oil and grits from pavement. These areas can be regularly maintained to remove rubbish and can be renewed on a regular basis. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Bio-retention installed in base of channels and swales proposed to capture and store stormwater. This will consist of bio-filtration layers, planting and subsoil collection and drainage. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Hot work not to be undertaken on declared total fire ban days. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Vehicles and plant should not block fire trails. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Bushfire awareness included in staff induction and in toolbox talks pre-commencement. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Directional lighting will be used where lighting is required in construction areas. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Frequent maintenance of construction machinery and plant will be undertaken to minimise unnecessary noise. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Dust suppression activities to be undertaken where appropriate. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Speed limits will be developed so as to minimise the potential for fauna to be struck by a vehicle within the Principal site. All vehicles and plant in operation on the Principal site are to adhere to site rules relating to speed limits. | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | If an animal is injured, contact one of the following local wildlife rescue agency (e.g. WIRES) and/or veterinary surgery immediately | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | • Until the animal can be cared for by a suitably qualified animal handler, if possible minimise stress to the animal and reduce the risk of further injury by:<br>o Handling fauna with care and as little as possible.<br>o Covering larger animals with a towel or blanket and<br>o placing in a large cardboard box.<br>o Placing small animals in a cotton bag, tied at the top.<br>o Keeping the animal in a quiet, warm, ventilated and dark | During Construction | Y | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Weed infestations that are identified during the operation of the Principal proposal are to be managed in accordance with the removal methods outlined in the Weed Management Plan. | During Operation | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| Air | Construction | A Construction Environmental Management Plan will be prepared prior to construction. This document will include provisions covering air quality management and mitigation, and will be implemented through good site environmental practice. | Prior to the commencement of construction | N | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | Dust Management | Increasing the moisture content of the soil/surface to reduce emissions from site clearing, particularly during dry and windy conditions. | During Construction | N | N | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Modifying work practices during periods of adverse weather. | | | | | | | | | | | | | | | | | | | | | | | |
| | | Limiting and staging clearing of designated footprint required for construction. | | | | | | | | | | | | | | | | | | | | | | | |
| | | Completing rehabilitation as quickly as possible. | | | | | | | | | | | | | | | | | | | | | | | |
| | | Minimising the number of stockpiles on-site and number of work faces on stockpiles. | | | | | | | | | | | | | | | | | | | | | | | |
| | | Use of water sprays for dusty activities such as ballast dumping and compacting | | | | | | | | | | | | | | | | | | | | | | | |
| | | Modify or cease demolition activities during periods of adverse weather (hot, dry and windy conditions). | | | | | | | | | | | | | | | | | | | | | | | |
| | | Using water sprays with earthmoving equipment during road construction | | | | | | | | | | | | | | | | | | | | | | | |
| | | Modifying work practices during periods of high winds and/or dry conditions by limiting scraper/grader activity. | | | | | | | | | | | | | | | | | | | | | | | |
| | | Confining all on-site vehicles to a designated route and enforcing speed limits. | | | | | | | | | | | | | | | | | | | | | | | |
| | | Modifying work practices during periods of high winds and/or dry conditions by engaging a water truck to spray travel routes. | | | | | | | | | | | | | | | | | | | | | | | |
| | | Controlling and reducing trip frequency and distance by coordinating delivery and removal of materials to avoid unnecessary trips where possible. | | | | | | | | | | | | | | | | | | | | | | | |

**Moorebank Precinct East Compliance Tracking Division of Responsibilities - Commonwealth Mitigation Measures**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| Type | Part | Condition | Timing for Compliance | Part of Development Application (Not within construction scope of MPE Stage 1) | Works Area/Package | | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Import Export Terminal - Pre-Construction and Construction | | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| | | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | | Pre-construction Works | Construction (Remediation) | Construction (MIEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | | | | | | | |
| | | Cleaning dirt that has been tracked onto sealed roads as soon as practicable. Dirt track-out should be managed using shaker grids and/or wheel cleaning. | | | | | | | | | | | | | | | | | | | | | | | | |
| | Operation | The following mitigations and compensatory measures will be undertaken, where feasible, to minimise potential impacts on local and regional air quality during operation of the Principal proposal:<br>1. Upgrade of rolling stock servicing the Principal site.<br>2. Use of electrically powered container handling equipment in lieu of diesel equipment.<br>3. Use of LPG forklifts in lieu of diesel forklifts.<br>4. Minimise truck movements through the efficient management of deliveries and dispatches.<br>5. Minimise truck idling and queuing on-site. | During Operation | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| Hydrology | Mitigate | The following mitigation measures will be adopted for the Principal proposal to mitigate potential impacts on hydrology, water quality and flooding resulting from construction and operation of the Principal proposal.<br>Rainwater tanks will be installed to collect roof water from the warehouses on the Principal site, and will be used for non-potable water demands such as toilet flushing and outdoor use.<br>Pre-treatment measures will be incorporated into the site stormwater design, including buffer strips and gross pollutant traps where deemed appropriate.<br>Bio-retention systems will be incorporated into the site stormwater design, including rain gardens and bioswales, where deemed appropriate. These structures will also act as on-site detention basins, minimising the velocity and volume of flows leaving the site during storm events. Bio-retention systems will be designed to achieve the pollution reduction targets set out in the Liverpool DCP. | Prior to the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | On-site stormwater detention will be designed to achieve flood management in accordance with the flood modelling results outlined in the Flood Study and Stormwater Management report prepared by Hyder Consulting (Hyder Consulting, 2012a) and as updated within the Stormwater and Flooding Assessment (Hyder Consulting, 2012b). | Prior to the commencement of construction | Y | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | The following design principles will be adopted during the design phase of the Georges River bridge:<br>• Bridge design will comply with the requirements of Australian Standard 5100:2004 - Bridge Design and RailCorp Engineering Standard ESC 310 - Underbridges.<br>• Bridge piers will be located and orientated to align with the piers of the existing East Hills railway Line bridge.<br>• The bridge deck height will match the height of the existing East Hills Railway Line bridge<br>• Bridge piers will be designed and orientated to avoid the formation of large-scale turbulence or the erosion of the bed and banks of the waterway.<br>• Light penetration under bridges to encourage fish passage will be maximised.<br>• Use and extent of those bed and bank erosion control measures that may reduce aquatic habitat values or inhibit the regrowth of natural in-stream and bank vegetation will be minimised. | Prior to the commencement of construction | N | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | | | | | | | |
| | | During construction of the Georges River bridge the following management approaches will be adopted:<br>• Works across the bed of the Georges River will be staged to minimise the total disturbance at any given time and to allow the full bypassing of stream flows around the works to maintain fish passage.<br>• The management principles outlined in Managing Urban Stormwater (Landcom 2004) for sites with high erosion potential will be implemented. | During Construction | N | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | | | | | | | |
| | | The following design principles will be adopted for design and sizing of the culverts across Anzac Creek:<br>Fish passage requirements will be considered when selecting the type of culvert.<br>Where practical, culverts will be aligned with the downstream channel to minimise bank erosion.<br>A multi-cell culvert design will be considered with a combination of elevated "dry" cells to encourage terrestrial movement, and recessed "wet" cells to facilitate fish passage.<br>Altering the channel's natural flow, width, roughness and base-flow water depth through the culvert's wet cells will be avoided where possible. Wet cells will aim to have a minimum water depth of 0.2-0.5 metres to facilitate fish passage.<br>The culvert will be designed to maximise the geometric similarities of the natural channel profile from the bed of the culvert up to a flow depth of 0.5 metres ("Low Flow Design") as a minimum.<br>Where conditions allow, the construction of pools will be considered at both the inlet and outlet of the culvert to assist in the dissipation of flow energy and to act as resting areas for migrating fish.<br>If a low-flow channel is constructed within the base slab of the culvert, the channel will extend across the inlet and outlet aprons.<br>Debris deflector walls may be used to reduce the impact of debris blockages on fish passage.<br>Rock protection and/or the formation of a stabilised energy dissipation pool at the outlet will be considered if necessary to assist in minimising erosion to avoid the formation of a perched culvert and damage to the stream bed and banks.<br>The design of the crossing will refer to the detailed engineering guidelines provided in Fairfull and Witheridge (2002). | Prior to the commencement of construction | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | | | | | | | |
| | | The following management measures will be implemented during works in and adjacent to Anzac Creek to mitigate potential impacts on water quality during construction:<br>All reasonable efforts will be taken to program construction activities during those periods when flood flows and fish passage is not likely to occur. As a minimum requirement, fish migrations and breeding periods, as advised by NSW DPI, will be avoided.<br>Temporary sidetrack crossings will be constructed from clean fill (free of fines) using pipe or box culvert cells to carry flows, or a temporary bridge structure.<br>All temporary works, flow diversion barriers and in-stream sediment control barriers will be removed as soon as practicable and in a manner that does not promote future channel erosion.<br>The construction site will be left in a condition that promotes native revegetation and shading of habitat pools.<br>The management principles outlined in Managing Urban Stormwater (Landcom 2004) for sites with high erosion potential will be implemented.<br>A flood emergency response plan would be prepared and updated as necessary to address the staged development of the site. | During Construction | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | | | | | | | |
| | | A Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP) will be implemented for the construction and operation phases of the development, with monitoring and review performance of sediment and water control structures during construction and operation phases. The SWMP and ESCPs will be developed in accordance with the principles and requirements of Managing Urban Stormwater (Landcom, 2004). | Prior to the commencement of construction | N | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | Stage 1A | The DRAINS and TUFLOW modelling of Stage 1A indicate that the proposed drainage and OSD will provide adequate capacity to mitigate potential flood impacts of the Stage 1A development. | Prior to the commencement of construction | N | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| European Heritage | Pre-construction | Preparing a Statement of Heritage Impact (SoHI) for submission to the NSW Minister for Planning and Infrastructure as part of staged planning applications at State level. | EIS | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | | 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. | EIS | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | | Development of an overall mitigation strategy for the DNSDC site, which may be based on Table B1. | EIS | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | | 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. | Prior to the commencement of construction | N | Y | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | | | | | | | |
| | | 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. | During pre-construction and construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | The potential visual impact of the proposed rail link on Glenfield Farm shall be mitigated by the use of screening vegetation along Moorebank Avenue. | To be developed during design and implemented during construction | N | N | N | Y | Y | Y | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | Stage 1a | Archival recording according to the DNSDC site mitigation strategy (to be developed) will be undertaken prior to works commencing. | Prior to the commencement of construction | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | | Archaeological monitoring should be conducted for a representative sample of the sites of former structures that will be subject to proposed subsurface impacts for Stage 1A. Monitoring should be undertaken by a suitable archaeologist with Excavation Director Criteria qualifications, who will assess the likely significance of any archaeological deposits encountered, and provide advice regarding appropriate further action. If highly significant remains were identified during monitoring, it might be appropriate to conduct further monitoring for additional sites of former structures. A comprehensive archaeological research design should be prepared for the archaeological monitoring once the details of the proposed development have been finalised. | Prior to the commencement of construction | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | | Possible vibratory impacts to the three WWII-era buildings located adjacent to the Stage 1A area should be monitored in accordance with any recommendations made in the vibration assessment as included within Section 7.3.7. | Prior to the commencement of construction which may impact on these buildings | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | | A Heritage Management Plan in adherence to NSW Heritage Council guidelines should be prepared as part of the Construction Environmental Management Plan for the project. | Prior to the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | If unexpected finds are located during works the NSW Heritage Council will be notified and an archaeological consultant engaged to assess the significance of the finds. Further archaeological work or recording may be recommended. The process for managing such finds will be confirmed with Defence, the Department of the Environment and NSW Heritage Council and documented within the Construction Environmental Management Plan. | During pre-construction and construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| Indigenous heritage | Construction | The following design and construction mitigation measures were identified as part of the Aboriginal Cultural Heritage Assessment (AHMS 2012): | | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | | Consultation between the Principal and relevant Registered Aboriginal Parties (RAPs) will be maintained throughout the design and construction of the Principal proposal. | Throughout Design and Construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Where impact cannot be avoided, the Principal will choose partial impact rather than complete impact wherever possible and implement measures to mitigate impacts as required and as appropriate during design and construction of the various stages of the Principal proposal. | Throughout Design and Construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | If re-location of any element of the Principal proposal outside areas assessed within the Aboriginal Cultural Heritage Assessment (AHMS, 2012) is proposed, further assessment of the additional area(s) will be undertaken to identify and appropriately manage Aboriginal objects/sites/places that may be in this additional area(s). | Prior to commencement of construction outside of the assessment area | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | 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 will cease and the Principal will determine the subsequent course of action in consultation with a heritage professional, relevant RAPs and/or the relevant State government agency as appropriate. | During pre-construction and construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Should suspected human skeletal material be identified, all works will 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, will be undertaken by the Principal. | During pre-construction and construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | The Principal will verify that reports or documents for the Principal 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, provide findings to OEH AHIMS Registrar and the relevant RAPs. | Prior to the commencement of construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | To appropriately characterise and assess cultural values for both the Principal site and rail corridor, Aboriginal consultation will continue to be undertaken in accordance with applicable guidelines and requirements. | Throughout Design and Construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | The artefacts identified in Transect 1 on the Principal site, and Transect 7 immediately south of the Principal site, will be collected by RAPs in conjunction with a heritage professional before construction commences. | During approvals | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | | A Care and Control Agreement will be completed between the Principal and the RAPs regarding the future of the artefacts (it is usually preferred that they be reburied nearby). | During approvals | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | | Any areas outside those investigated as part of this assessment, most notably those areas within 50 metres of the eastern and western banks of the Georges River, will not be impacted without further assessment. | Prior to the commencement of construction | N | N | N | N | N | N | N | N | N | N | N | Y | Y | N | N | | | | | | | |
| | | Areas of the study area in close proximity to Georges River and the south-western most corner of the proposed rail corridor, which could not be adequately investigated due to access issues, will be investigated further prior to direct or indirect impact in this area. | Prior to the commencement of construction | N | N | N | N | N | N | N | N | N | N | N | Y | Y | N | N | | | | | | | |

**Moorebank Precinct East Compliance Tracking Division of Responsibilities - Commonwealth Mitigation Measures**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| Type | Part | Condition | Timing for Compliance | Part of Development Application (Not within construction scope of MPE Stage 1) | Works Area/Package | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| | | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades | | Pre-construction Works | Construction (Remediation) | Construction (MIEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | | | | | | | |
| | | If significant Aboriginal site(s) are identified during test excavations of PADs 1, 2 or 3, then design of the Principal proposal to avoid such sites(s) is the preferred option. However, if it is not considered possible to avoid such site(s), then salvage excavations of the PADs, in accordance with current archaeological practice any relevant guidelines and in consultation with the RAPs, will be undertaken to gather as much information on the site(s) as possible prior to disturbance. | Prior to the commencement of construction | Y | N | N | N | N | N | N | N | N | N | N | Y | Y | N | N | | | | | | | |
| | | Any proposed impacts to mature trees (greater than 80 years old) in the golf course will be avoided. | Prior to the commencement of construction | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | N | | | | | | | |
| | | If avoidance is not feasible, any mature trees that will be impacted by the proposed development will be inspected to identify any potential Aboriginal cultural scarring. | Prior to the commencement of construction | N | N | N | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Should the survey identify any trees with potential cultural scarring, further heritage assessment and/or mitigation measures may need to be developed. | Prior to the commencement of construction | N | N | N | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | Operation | The following operation mitigation measures were identified as part of the Aboriginal Cultural Heritage Assessment (AHMS 2012): Where possible, the Principal will 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 Principal proposal. Where impact cannot be avoided, the Principal will 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 operation of the various stages of the Principal proposal. | During Operation | N | N | N | N | N | Y | N | N | N | N | N | N | N | Y | | | | | | | | |
| | Construction | A Construction Traffic Management Plan (CTMP) will be implemented prior to and during construction of the Principal proposal. | Prior to the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | | Construction material will be sourced from within metropolitan Sydney and delivered to the Principal site primarily via the M5 Motorway, Hume Highway, M7 Motorway and Moorebank Avenue. Site access and egress for all construction traffic will be via Moorebank Avenue. Construction site entry is proposed just south of the existing signalised intersection, south of Anzac Avenue to minimise construction traffic impacts upon DNSDC. During later stages of construction, a separate egress point would likely be established to the south of the Principal site. | Prior to the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | Operation | Operation of the Principal proposal would be subject to an approved Traffic Management Plan which would include a Vehicle Booking System to regulate and manage truck arrivals to the Principal site and to prevent trucks queuing and waiting on Moorebank Avenue. The Traffic Management Plan will be developed to manage traffic flows in and around the Principal proposal and will include the following:<br><br>Management measures to control entry to the Principal site for the security of freight, and staff. This would include strategies to minimise unauthorised access to the Principal site.<br><br>Traffic management measures (e.g. a Vehicle Booking System) to control the arrival of authorized vehicles so that queuing is minimised and vehicles are directed to the correct location within the terminal.<br><br>Measures to control access of staff and visitors so as to maintain safety and appropriate security, particularly for bonded or quarantined material.<br><br>Measures such as short-range radios, GPS and wireless communications would be recommended to maximise the efficiency of access and circulation of vehicles, goods and staff within the Principal site.<br><br>In addition to the stated Traffic Management Plan, all reasonable steps would be taken to encourage staff to use public transport, walk and cycle to reduce the dependence on travel to / from the Principal site by private motor vehicle. the Principal would assess the feasibility of the provision of a peak-hour express shuttle bus service to and from Liverpool Station via Moorebank Avenue and Newbridge Roads, with a potential expansion to this route over time to include Holsworthy Railway Station. | Prior to the commencement of operation | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| | | The combined impact of the bus and rail focused measures would be to achieve specific public transport usage increases as a result of the Principal proposal, above those applying across the Liverpool LGA at the present time. If a reasonable proportion of employees live within the region, then substantial trip reduction benefits could be achieved. A the Principal employee public transport mode share of about 30 per cent is currently considered feasible, with a significant proportion of employees living locally. This would manifest through a 2-3 per cent increase in the walk mode share. In summary, measures to reduce private motor vehicle trips would include:<br>1. Development and implementation of a travel behaviour change program.<br>2. Reduce on-site car parking supply over-time (dependant on proportion of employees living locally and accessibility of public transport).<br>3. Consideration of the establishment of Holsworthy Station Express bus services.<br>4. Consideration of the establishment of Glenfield Station to Liverpool Station express bus.<br>5. Installation of a bus interchange and waiting area.<br>6. Bus priority works (establishment of designated bus lanes).<br>7. Design and construction of walking and cycleways.<br>8. Consideration of the extension of Bus Route 901.<br>9. Promote the establishment of Route 870, 871, and 872 bus | | | | | | | | | | | | | | | | | | | | | | | |
| Traffic | Road Network Upgrades | The broader sub-regional road network will need to be upgraded progressively over the period to 2031 to cater for the forecast increase in traffic volumes which will result from both the Principal proposal and the general growth in population and employment traffic passing through the south-west of Sydney.<br>Capacity improvements are currently proposed by the NSW Roads and Maritime Service on the M5 South West Motorway (widening to three lanes each way between Camden Valley Way at Casula and King Georges Road at Beverley Hills with an upgrade of the M5 South currently ongoing.<br><br>Traffic studies conducted as part of the Concept Plan EA (Hyder Consulting, 2013c) identified some road capacity improvements that would be required to cater for the traffic demands from both background and additional traffic generated by the Principal proposal as a result of findings presented within Table 42. The study identified the following road network improvements that would be required by 2031 when the Principal proposal is operating at full capacity:<br><br>Widening of Moorebank Avenue to four lanes between the M5 Motorway/Moorebank Avenue grade separated interchange and the northern access point to the Principal site.<br><br>Some localized improvements would be required around the central and southern access points to the Principal site.<br><br>Concurrent with four lane widening of Moorebank Avenue, the Moorebank Avenue/Anzac Road signal will require some widening at the approach roads.<br><br>A new traffic signal at the northern access from the Principal site to Moorebank Avenue.<br><br>The central access currently being used by DNSDC will be retained for the Principal access.<br><br>Potential upgrades at the M5 Motorway/Moorebank Avenue grade interchange to cater for both background and additional the Principal traffic growth.<br>Widening at the following ramp locations including:<br>• M5 westbound off-ramp.<br>• M5 westbound on-ramp.<br>• M5 eastbound off-ramp.<br>• Moorebank Avenue northern approach.<br><br>These road network upgrades would be discussed and negotiated with RMS, potentially impacted stakeholders. Input from the community will also be sought. | During Operation | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| | Rail | The exact nature and scale of the necessary expansion at various locations on the SSFL and East Hills Line will be developed during the detailed design and at this stage it is expected that the following modifications to the existing rail infrastructure will be required:<br>• South of the tie in from the southbound loop to the SSFL<br>• North of the tie in from the northbound loop to the SSFL<br>• Between the southern and northern connections the SSFL<br>• Along the East Hills corridor, with potentially to go outside the project boundaries in both the West and East direction along the existing East Hills line<br><br>Ongoing discussions will be held with ARTC to verify that design meets required standards.<br><br>During operation, open communication will be in place between the Principal and ARTC to manage train movements on the SSFL | During Design and Operation | N | N | N | N | N | Y | N | N | N | N | N | N | N | Y | Y | | | | | | | |
| Noise | Construction | A Construction Noise and Vibration Management Plan would be developed to implement best practice mitigation and management measures to minimise noise impacts on surrounding land uses and sensitive receivers, including Commonwealth Land during construction.<br><br>The Construction Noise and Vibration Management plan would address the following noise issues:Construction hours.<br>o All construction activities would have regard to the standard hours of 07:00 am to 06:00 pm Monday to Friday, and 08:00am to 01:00 pm Saturday (with approval from relevant authorities). Works outside these hours that may be permitted would include (Wilkinson Murray 2013):<br>• Any works which do not cause noise emissions to be audible at any nearby sensitive receptors.<br>• The delivery of materials which is required outside of these hours as requested by Police or other authorities for safety reasons. Local residents would be informed of the timing and duration of approved works in accordance with the Principal's notification provisions.<br>• Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.<br><br>Any other work as approved through the Construction Noise and Vibration Management Plan Process.<br><br>Training and awareness, which would include the following:<br>• Site awareness training/environmental inductions to provide instruction on noise mitigation techniques/measures to b implemented during construction of the Principal proposal<br>• Working within approved hours.<br><br>• Working with noisy equipment away from sensitive receivers. o Using noise screens and temporary barriers<br><br>• Maintaining plant and equipment.<br><br>• Turning off machinery when not in use.<br><br>• Limiting the "clustering" of noisy plant / processes<br><br>Communication, including a notification process to inform residents of respite times.<br><br>Incident and emergency response.<br><br>Non-conformance, preventative and corrective action procedures.<br><br>Selection of quiet plant and processes wherever feasible and retrofitting reversing alarms that are quieter and display less annoying characteristics. Such alarms could include "smart alarms" and "squawker alarms".<br><br>Where appropriate, specific mitigation measures that may be considered would include:<br><br>Portable temporary screens to mitigate specific noise sources.<br><br>Respite periods (e.g. for extended periods of driven piling and use of rock breakers).<br><br>Consideration of offset distances, orientation and position of noisy plant away from sensitive receivers, including the SME and DNSDC operations.<br><br>Completion of loading and unloading activities away from sensitive receivers.<br><br>Use of spotters, closed circuit television monitors, "smart" reversing alarms, or "squawker" type reversing alarms in place of traditional reversing alarms.<br>The anticipated effectiveness of some noise mitigation techniques in reducing construction noise impacts are presented in Table 84. | Prior to the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |

**Moorebank Precinct East Compliance Tracking Division of Responsibilities - Commonwealth Mitigation Measures**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| Type | Part | Condition | Timing for Compliance | Part of Development Application (Not within construction scope of MPE Stage 1) | Works Area/Package | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| | | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrade) | | Pre-construction Works | Construction (Remediation) | Construction (MIEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | | | | | | | |
| | | Ground borne vibration levels would be measured and monitored to establish the minimum working separation between the equipment and nearby vibration sensitive receivers and buildings that have the potential to be impacted when vibration-generating equipment is used during construction of the the Principal proposal. | | | | | | | | | | | | | | | | | | | | | | |
| | Operation | To reduce noise and vibration impacts of the Principal proposal during operation, the following recommendations as presented within Wilkinson Murray (2013) would be implemented:<br><br>the Principal would make provisions for a potential noise barrier along the western boundary of the Principal site. The requirement for the barrier will be confirmed during detailed assessments at each development application stage for approval under the NSW State planning approval process.<br><br>Facilities such as administration buildings and employee carparks would be placed in locations to provide an increased buffer distance between the Principal site operations and sensitive receptors, i.e. the north-eastern corner and eastern portions of the site.<br><br>Buildings or structures with acoustic shielding potential will be placed near the north-east and south-east boundaries of the site to assist in noise attenuation of the Principal proposal. | Prior to the commencement of operation | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| Visual Amenity | | The visual amenity impact of the Principal proposal to the nearby residential receptors is anticipated to be low, however, the visual amenity impacts would be improved through implementing the following mitigation measures:<br>•Optimising visual buffers within the land use layout of the Principal site.<br>•Establishing high quality landscaping to reinforce the surrounding natural context and ecological qualities.<br>•Installation of an 18 metre-wide screening vegetation corridor and bio-retention swale along the Moorebank Avenue, which will combine a selection of native tree species with dense tree canopy and low screen planting.<br>•Punctuation of nodal points along Moorebank Avenue with appropriate landscaping.<br>•Installation of a 'boundary treatment' or 'buffer zone' along the other site boundaries (from Moorebank Avenue), consisting of existing local species in the area and providing an essential scale of planting to complement the built form, including:<br>a) A southern boundary landscape corridor (between 10 and 20 metres wide) and bio-retention basin.<br>o An eastern boundary buffer zone of 13.5 metres comprising a 2.5 metre landscape corridor, six metre internal light vehicle access road and five metre wide bioretention swale.<br>b) Tall (20 metres at maturity) trees planted along the cleared railway alignment, interspersed with medium trees. | During design and construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| Light Spill | | Further light spill assessment would be undertaken as part of subsequent stages of the development as well as ongoing monitoring of operational performance to analyse and describe the contribution and impacts of the development at the local scale and determine any potential impacts upon sensitive receptors. This performance analysis would build upon results of modelling undertaken as part of this and the Concept Plan assessment enabling results and refinements to be included for the construction of each stage. This modelling would include the use of reduced impact lighting poles that are anticipated to be much lower than modelled and not exceed the height of warehouses. | EIS | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | | Lighting of the Principal proposal will be designed to meet the requirements of the Australian Standards:<br>1. AS4282 1997 Control of the Obtrusive Effect of Outdoor Lighting.<br>2. AS1158.3.1 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements | During detailed design and construction | N | N | N | Y | Y | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| Health | | The Principal proposal is unlikely to have acute or chronic direct health effects on the local residents, as assessed in the Screening Level Health Risk Assessment undertaken for the project by Toxikos (2012a). To maintain limited acute and chronic direct health effects of the Principal proposal upon local residents, the following mitigation measures will be undertaken by the Principal:<br>1. Assessment of the validity and feasibility of diesel/hybrid trucks. If deemed to be feasible a program will be implemented to encourage the use of diesel/electric hybrid trucks to both minimise local air quality impacts and provide a more sustainable environmental solution.<br>2. Implementation of a program to encourage the uptake of vehicles that meet the more stringent European emissions standards.<br>3. Implementation of a program to encourage maximum tyre pressure of trucks is maintained to improve the efficiency of the truck stock. | Prior to the commencement of operation | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | Y | | | | | | | |
| Hazardous Material | Dangerous Goods Transport | A preliminary hazard assessment would be undertaken for each stage of development, as required by SEPP No. 33. Once the level of risk has been identified the aim would be to reduce the risk to as low as reasonably possible through the application of specific operational management procedures that would form part of a framework for managing risks. Should unacceptable levels of risk be identified during the PHA, the Principal would require potential tenants to demonstrate measures to reduce the risk to an acceptable level prior to acceptance of tenancy. | Operation | Y | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| | | The Principal would require all tenants to disclose the type and quantity of goods entering the Principal site prior to award of tenancy and throughout operation. Prior to commencement of a lease on the Principal site, all tenants that will handle dangerous goods would be required to sign on to the Principal's Hazard and Risk Management Plan and the Emergency Response Plan for the Principal site. These plans will be reviewed regularly and updated as goods entering the site change and/or with change of the tenancies. The requirements in the Code of Practice: Storage and Handling of Dangerous Goods (Work Cover NSW, 2012) would be adopted in these plans as a minimum. | | | | | | | | | | | | | | | | | | | | | | |
| | | During operation of the Principal proposal there is the potential for spills of dangerous goods when handling containers and unpacking containers within warehouses. Table 85 summarises the potential risks associated with handling dangerous goods on the Principal site and the management standards and guidelines that would be considered during detailed design and development of operational management procedures to minimise health, safety and environment risks during operation. | | | | | | | | | | | | | | | | | | | | | | |
| | Contamination | Additional investigations will be undertaken to identify and delineate the potential for contamination within the rail corridor and the Principal site. The additional investigation results will also facilitate the development of a Contamination Management Plan for the development of the Principal proposal. The Contamination Management Plan will include detailed procedures on:<br>Handling, stockpiling and assessing potentially contaminated materials encountered during the development works.<br>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 Waste Facility.<br>Excavation and disposal of USTs in accordance with Planning and Development Process for Sites with Underground Petroleum Storage Systems (UPSS) (DECCW 2009), UPSS Technical Note: Decommissioning, abandonment and removal of UPSS (DECCW 2010) and UPSS Technical Note:<br>1. Site Validation Reporting (DECCW 2010).<br>2. Assessment, classification and disposal of waste in accordance with relevant legislation.<br>3. A contingency plan for unexpected contaminated materials, such as materials that are odorous, stained or containing anthropogenic materials, that may be encountered during construction. | Prior to the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | Asbestos management | Demolition of the structures listed in Table 24, will be undertaken in accordance with How to manage and control asbestos in th workplace (Safe Work Australia, 2011a) and How to safely remove asbestos (Safe Work Australia 2011b). Excavation or disturbance of those areas of the Principal site and rail corridor where the potential for asbestos to be present within the soil has been identified will also be managed in accordance with the code of practice.<br><br>Prior to commencement of construction, a risk assessment will be undertaken by a competent person prior to removal of any asbestos material from the Principal site. In accordance with How to manage and control asbestos in the workplace (Safe Work Australia, 2011a), the assessment must comprise review and summation of all available information for the Principal site, including the:<br>• Asbestos risk assessment/risk register.<br>• Asbestos management plan.<br>• Implementation of the asbestos management plan to date.<br>• A confirmation of controls to be implemented where construction works will impact on asbestos materials.<br><br>All works for the removal of asbestos from site will be undertaken by appropriately qualified personnel in accordance with Code of Practice: How to Safely Remove Asbestos (WorkCover NSW, 2011b). | Prior to the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |

# APPENDIX E

## Concept Plan Revised Statement of Commitments

# Moorebank Precinct East Compliance Tracking - Revised Statement of Commitments

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Condition | Timing for Compliance | Part of Development Application (Not within construction scope of MPE Stage 1) | Work Packages | | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | | | | | | | |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| **1.1 Development and Staging** | | | | | | | | | | | | | | | | | | | | | | | | | |
| | The Proponent commits to carrying out the development of the Principal Intermodal Terminal Facility generally in accordance with the following plans and documents:<br>• Land Use Plan, prepared by Reid Campbell<br>• Indicative Staging Plan, prepared by Reid Campbell | During construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **1.11** | The Proponent commits to seeking planning approval for the delivery of the rail link between the Principal 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:<br>a) Clear and comprehensive description of the proposed infrastructure and operational details associated with the intermodal terminal.<br>b) Detailed assessment of all environmental issues, including geotechnical, ecological, stormwater/flooding and contamination.<br>c) 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. | Previous and furture planning approvals | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.12** | Details of consultation with the relevant agencies, including Transport for NSW, Railcorp/Sydney Trains, ARTC, Crown Lands Office, NSW Office of Water, NSW Fisheries and others, as required. The Proponent commits to including the following information with the detailed planning application(s) for the warehouse buildings:<br>a) Details of the building massing and internal layouts.<br>b) Siting and design of buildings in consideration of potential noise impacts from the intermodal terminal facility<br>c) Perspective images that clearly show the proposed building treatments | Future Approvals | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.13** | The Proponent will consider the inclusion of facilities within the Freight Village that meet the needs of employees. | During design and construction | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.14** | The principles of Crime Prevention Through Environmental Design are to be considered and incorporated into the design | During design and construction | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.2 Transport and Access** | | | | | | | | | | | | | | | | | | | | | | | | | |
| **1.21** | 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:<br>a) Provide a new traffic signal at the Principal's northern access with Moorebank Avenue<br>b) Provide a new traffic signal approximately 750 metres south of the Principal Central access<br>c) Widen Moorebank Avenue to four lanes between the M5 Motorway/Moorebank Avenue grade separated interchange and the southern the Principal site access. Some localised improvements will be required around central access and southern access points.<br>d) Concurrent with four lane widening on Moorebank Avenue, the Moorebank Avenue/Anzac Road signal will require some form of widening at the approach roads.<br>e) Potential upgrading works at the M5 Motorway/Moorebank Avenue grade separated interchange to cater for both background and additional the Principal traffic growth as outlined in Table 9-1 of the Transport Accessibility Impact Assessment (and Table 6 of the Environmental Assessment report). | Previous and furture planning approvals | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.22** | 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:<br>a) Designing and constructing the central spine road and other site roads to accommodate buses, bus infrastructure and cyclist use for employees.<br>b) Construction of a covered bus drop off/pick up facility within the site to encourage the use of buses for employees.<br>c) 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<br>d) Providing peak period and the Principal shift work responsive express buses to/from the site and Liverpool Station via Moorebank Avenue and Newbridge Roads with frequency dependent on the development of the site.<br>e) Providing peak period express buses to/from the site and Holsworthy rail station via Anzac Road, Wattle Grove Drive and Heathcote Road with frequency dependent on the development of the site.<br>f) Consulting with relevant bus provider(s) regarding the potential to extend the Route 901 bus through the site via the light vehicle road and increasing peak period bus service frequencies to better match the needs of existing and future employees of the locality with frequency dependent on the development of the site.<br>g) Consulting with relevant bus providers regarding changes to existing bus stop location and the identification of new bus stop locations if required. | Previous and furture planning approvals | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.23** | The proponent shall encourage walking and cycling by the inclusion of appropriate facilities including under cover bike storage, showers and change facilities. | During design and operation | N | N | N | N | Y | Y | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.24** | The proponent commits to undertaking an actual truck trip generation survey after 24 months of operation and then progressively as the Principal site is developed | 24 months from commencement of operation | Y | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| **1.25** | The Proponent commits to developing a Construction Traffic Management Plan to minimise the potential impacts of the construction stage(s), including:<br>a) Heavy vehicle access routes<br>b) Location of construction worker parking<br>c) Mitigation measures to avoid any unacceptable impacts on the surrounding land uses.<br>d) Mitigation measures to avoid any unacceptable impacts on regular bus services and school bus services operating on roads within the vicinity of the site and pedestrian and cyclist access. | Prior to the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **1.26** | 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:<br>a) Management measures to avoid trucks parking and idling either within or outside of the site boundaries<br>b) Provision of adequate parking for heavy vehicles to accommodate any potential delays in schedule times | Prior to the commencement of operation | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| **1.3 Noise and Vibration** | | | | | | | | | | | | | | | | | | | | | | | | | |
| **1.31** | 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 Principal proposal as a minimum. | Future Approvals | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.32** | The Proponent will carry out detailed assessments when the Principal 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. | During operation | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| **1.33** | 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. | Previous and furture planning approvals | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.34** | 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. | Previous and furture planning approvals | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.35** | The Proponent should make provision for a noise barrier along the western boundary of the Principal site. The requirement for the barrier will be determined having regard to the outcomes of the operational noise monitoring. | Previous and furture planning approvals and during operations | Y | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| **1.36** | The Proponent will carry out detailed assessments for the subsequent application stages and when the Principal 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. | During operation | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| **1.37** | 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. | Previous and furture planning approvals and during operations | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.38** | 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 the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **1.39** | 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:<br>a) Any works which do not cause noise emissions to be audible at any nearby sensitive receptors.<br>b) 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.<br>c) Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.<br>d) Any other work as approved through the CNMP Process | During pre-construction and construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **1.4 Health** | | | | | | | | | | | | | | | | | | | | | | | | | |
| **1.41** | The Proponent will undertake further health impact assessments for lodgment with each of the detailed planning applications for the three major stages of the development, including:<br>a) Discussion of the known and potential developments in the local region.<br>b) Assessment of the impact on the environmental values of public health.<br>c) Assessment of local and regional impacts including health risks | Previous and furture planning approvals and during operations | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.42** | 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). | Previous and furture planning approvals and during operations | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.5 Biodiversity** | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 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: | | | | | | | | | | | | | | | | | | | | | | | | |
| **1.51** | Avoid Impacts<br>a) Site establishment, earthworks and rail construction | During construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **1.52** | Mitigate Impacts<br>b) Soil disturbance related to site establishment, earthworks and rail construction<br>c) Vegetation clearance for rail construction, access and maintenance tracks<br>d) Construction in riparian areas/in proximity to watercourse<br>e) Construction of pavement, slabs and building structures<br>f) Hot works (including vegetation clearing requiring heat producing equipment)<br>g) Alteration to air quality and noise environments<br>h) Operation of the Principal proposal | During Construction and operation | N | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| **1.53** | Management of Threatened Plant Species<br>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 | Prior to the commencement of construction | N | N | N | N | N | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **1.54** | Off-Set Impacts<br>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. The offset package will be secured before any clearing of endangered ecological communities or threatened species is carried out. | Prior to the commencement of clearing | N | N | N | N | N | N | N | N | Y | N | N | N | Y | N | N | | | | | | | |
| **1.55** | Aquatic Flora and Fauna<br>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):<br>a) Implementation of design principles for friendly fish passage.<br>b) Implementation of Construction and Operation Management Plans for maintenance of structures in riparian and aquatic zones.<br>c) 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.<br>d) Thorough assessment of any development within Anzac Creek CSWL community, including potential impacts on groundwater quality and quantity.<br>e) Lantana removal within nominated construction zones to reduce degradation of streamside vegetation and offset any potential impacts to aquatic biodiversity | Prior to the commencement of construction and operation | N | N | N | N | N | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| **1.56** | Riparian<br>a) 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.<br>b) 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).<br>c) 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.<br>d) 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.<br>e) 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. | Prior to the commencement of construction and operation | N | N | N | N | N | Y | N | N | Y | N | N | N | Y | N | N | | | | | | | |
| **1.6 Hazards and Risks** | | | | | | | | | | | | | | | | | | | | | | | | | |

# Moorebank Precinct East Compliance Tracking - Revised Statement of Commitments

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Condition | Timing for Compliance | Part of Development Application (Not within construction scope of MPE Stage 1) | Works Area/Package | | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | | | | | | | |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (UIMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| **1.61** | Asbestos<br>a) The Proponent will develop an asbestos management plan for the Principal proposal containing a risk assessment undertaken in accordance with Code of Practice for the Management and Control of Asbestos in the Workplace (NOHSC,2005).<br>b) 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 the commencement of construction | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.62** | Soil Contamination<br>a) 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).<br>b) 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.<br>c) Should unacceptable levels of risk be identified during the Preliminary Hazard Assessment (PHA), the Principal will require potential tenants to demonstrate measures to Reduce the risk to an acceptable level prior to acceptance of tenancy.<br>d) The Proponent will require all tenants to disclose the anticipated type and quantity of goods entering the Principal site prior to award of tenancy. Prior to commencement of a lease on the Principal site, all tenants that would handle dangerous goods would be required to sign on to the Principal's Hazard and Risk Management Plan and the Emergency Response Plan for the site.<br>e) 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 | Planning applications and during operations | Y | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| **1.63** | Spills<br>a) 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 the commencement of construction and operation | N | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| **1.64** | Unexploded Ordnance<br>The Proponent commits to undertaking and remediation (where necessary) prior to the commencement of construction. | Prior to the commencement of construction | N | N | Y | N | N | N | N | Y | N | N | N | N | N | N | N | | | | | | | |
| **1.65** | Bushfire Management<br>a) 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:<br>• Afford occupants of any building adequate protection from exposure to a bush fire.<br>• Ensure safe operational access and egress for emergency service personnel and residents.<br>• Provide for ongoing management and maintenance of bush fire protection measures, including fuel loads in asset protection zones (APZs)<br>• Ensure that utility services are adequate to meet the needs of fire fighters | During future design stages | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | b) The Proponent commits to the development of a Bushfire Management Plan for both the construction and operational phases of the Principal proposal that aligns with the requirements of the local RFS Bushfire Management Committee operational plans of management. | Prior to the commencement of construction and operation | N | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| **1.7 Contamination** | | | | | | | | | | | | | | | | | | | | | | | | |
| **1.71** | The following tasks will be undertaken in association with the detailed planning applications for the staged redevelopment of the Principal site:<br>a) Confirming what, if any, actions were taken in regards to the Milsearch (2002) recommendations and the associated low risk ordnance issues.<br>b) 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.<br>c) Developing a Contamination Management Plan with detailed procedures on:<br>• Handling, stockpiling and assessing potentially contaminated materials encountered during the development works;<br>• 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;<br>• Assessment, classification and disposal of waste in accordance with relevant legislation; and<br>• 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. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.72** | The Proponent will undertake the following tasks in association with the detailed planning applications for the rail link:<br>a) Undertaking a Phase 2 intrusive environmental site assessment of the proposed rail corridor lands, with an objective to assess the risk posed to the detailed design and construction of the rail corridor by the areas of environmental concern identified within this report. The Phase 2 intrusive investigation would include a program of soil and groundwater sampling completed in accordance with the guidelines made or approved by the EPA under s105 of the Contaminated Land Management Act 1997; | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | b) 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:<br>• Handling, stockpiling and assessing potentially contaminated materials encountered during the developments works;<br>• Assessment, classification and disposal of waste in accordance with relevant legislation; and<br>c) 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. | Prior to the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **1.8 Stormwater and Flooding** | | | | | | | | | | | | | | | | | | | | | | | | |
| **1.81** | 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:<br>a) Preparation of a Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP) for both the construction and operation phases.<br>b) Implementation of management plan strategies prior to commencement of the staged construction phase<br>c) Monitoring and review performance of sediment and water control structures during construction and operation phases | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.82** | 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) | Prior to the commencement of construction | N | N | N | N | N | N | N | N | Y | N | N | N | N | N | N | | | | | | | |
| **1.83** | 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 the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **1.84** | The proponent will investigate opportunities to minimise the number of piers located within Georges River during detail design development. | Prior to the commencement of construction | N | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | | | | | | | |
| **1.9 Air Quality** | | | | | | | | | | | | | | | | | | | | | | | | |
| **1.91** | 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. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.92** | The Proponent will undertake an air quality monitoring programme during the initial phases of both construction and operation of the Principal site in accordance with the Air Quality Impact Assessment and including:<br>• Nuisance Dust<br>• Air Emissions - PM10 and Nitrogen Dioxide | During intitial phases of construction and operation | N | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| **1.93** | 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. | During Operation | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| **1.94** | The Proponent commits to the preparation of a Construction Environmental Management Plan prior to the construction of each stage to provide air quality and dust management/ mitigation procedures to be adopted during each of the construction phases of the development. | Prior to the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **1.95** | 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. | Prior to the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **2.0 Heritage** | | | | | | | | | | | | | | | | | | | | | | | | |
| **2.01** | The Proponent commits to the implementation of the following General Mitigation Measures in the Aboriginal Cultural Heritage Assessment and Including:<br>a) Consultation between the Principal and relevant Registered Aboriginal Parties (RAPs) throughout the design and construction of the Principal proposal.<br>b) Where possible, the Principal 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 Principal proposal.<br>c) Where impact cannot be avoided, the Principal 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 Principal proposal.<br>d) If relocation of any element of the Principal 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).<br>e) 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 the Principal 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.<br>f) 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 the Principal.<br>g) The Principal should ensure that any reports or documents for the Principal 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. | Throughout design and construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **2.02** | The proponent commits to the implementation of the following Site Specific Mitigation Measures:<br>a) 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. | Prior to the commencement of construction | N | N | N | N | N | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | b) Where potentially impacted by the proposed rail link footprint, the artefacts identified in Transect I on the Principal site, and Transect 7 immediately south of the Principal site, should be collected by RAPs in conjunction with a heritage professional before construction commences. A Care and Control Agreement should be completed between the Principal and the RAPs regarding the future of the artefacts (it is usually preferred that they be reburied nearby). | | N | N | N | N | N | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | c) Given the extensive historical disturbance within the remainder of the Principal 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. | | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | d) 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. | | N | N | N | N | N | N | Y | N | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| | e) Areas within 50 metres of the eastern and western banks of the Georges River, should not be impacted without further assessment. | | N | N | N | N | N | N | N | N | N | N | N | N | Y | N | N | | | | | | | |
| | f) 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 lodgment of the subsequent stages application. | | N | N | N | N | N | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **2.03** | 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 lodgment of the subsequent staged application. | Prior to the commencement of construction | N | N | N | N | N | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **2.04** | Non-Indigenous Heritage<br>The proponent commits to undertaking the recommendations within the Non- Indigenous Heritage report and including:<br>a) 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. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | b) 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. | | | | | | | | | | | | | | | | | | | | | | | |
| | c) 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. | | | | | | | | | | | | | | | | | | | | | | | |
| | d) Development of an overall mitigation strategy for the DNSDC site, which may be based on Table 3 of the Non Indigenous Heritage report. | | | | | | | | | | | | | | | | | | | | | | | |

# Moorebank Precinct East Compliance Tracking - Revised Statement of Commitments

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Condition | Timing for Compliance | Part of Development Application (Not within construction scope of MPE Stage 1) | Works Area/Package | | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | | | | | | | |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Construction (Glenfield Waste Facility) | | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| | e) 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 | | | | | | | | | | | | | | | | | | | | | | |
| | f) 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. | | | | | | | | | | | | | | | | | | | | | | |
| **2.05** | 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. | During construction | N | N | N | N | N | N | N | N | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **2.1 Visual and Urban Design** | | | | | | | | | | | | | | | | | | | | | | | | |
| **2.11** | 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:<br>a) High quality landscaping throughout the site, which will reinforce and extend the surrounding natural context and ecological qualities into the site.<br>b) 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.<br>c) Landscape punctuation of nodal points along Moorebank Avenue.<br>d) 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:<br>i) 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.<br>ii) 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.<br>iii) Land cleared for the railway alignment will include planting consisting of tall trees with a height of 20 metres at maturity, interspersed with medium height trees. | Prior to the commencement of construciton | N | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **2.12** | 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. | During construciton | N | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **2.2 Utilities** | | | | | | | | | | | | | | | | | | | | | | | | |
| **2.21** | The Proponent will protect and relocate (where required) the existing services passing through the site, including stormwater, sewer, water, telecommunications and electricity. | During construciton | N | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **2.22** | 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. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **2.23** | The Proponent will undertake to source all water supplies for the project from an authorised and reliable source. | During construciton | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **2.24** | The Proponent will obtain authorisation for the taking of water for purposes other than water supply, including for dewatering during construction. | During construciton | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **2.3 Climate Change Risk** | | | | | | | | | | | | | | | | | | | | | | | | |
| **2.31** | The Proponent will where applicable implement the controls and mitigation measures summarised in the Climate Risk Assessment report and including:<br>a) Incorporate climate change sensitivity analyses for 20 per cent increase in peak rainfall and storm volumes into flood modelling assessment to determine system performance<br>b) Incorporate appropriate flood mitigation measures, where practical within the design to limit the risk to acceptable levels<br>c) 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<br>d) Use of appropriate materials and engineering design capable of withstanding potential impacts posed by storm damage<br>e) Incorporate appropriate strategic protection zones, including asset protection zones into design to limit bushfire risk to acceptable levels, where required<br>f) Control of performance of hotworks on total fire ban days during construction and operation, particularly within any defined asset protection zones.<br>g) 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)<br>h) Consider further assessment of Marginal Abatement Cost Curves to assess commercial opportunities of reducing reliance on single energy source | Prior to the commencement of construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **2.4 Ecological Sustainable Development** | | | | | | | | | | | | | | | | | | | | | | | | |
| **2.41** | Where applicable the Proponent will implement the Ecological Sustainable Development initiatives across the construction, operation and decommissioning stages of the Principal proposal including:<br>• Site Management Policies and Strategies<br>• Materials selection and energy and water demand management<br>• On-site renewable energy generation | During Construction and operation | N | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| **2.42** | The following principles will be achieved during the design development and construction phase of the proposal:<br>• Precautionary principles<br>• Inter-generation equality<br>• Conservation of biological and ecological integrity<br>• Improved valuation, pricing and incentive mechanisms | During construction | N | N | Y | Y | Y | N | N | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **2.5 Waste Management** | | | | | | | | | | | | | | | | | | | | | | | | |
| | The Proponent commits to undertaking waste management in the demolition, construction and operational phases of the development as listed below: | | N | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **2.51** | **Demolition**<br>a) Re-use of material will have priority over recycling<br>b) Recycling will have priority over disposal<br>c) Selection of reputable waste removal contractors who will guarantee that recyclable material will be recycled and will provide any relevant certificates<br>d) 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<br>e) Excavated earth will be used for infill and landscaping where feasible, the remainder will be sent to a recycling facility<br>f) Asphalt will be re-used by transferring it to a batching plant or using it as a base layer for access roads<br>g) Concrete components will where possible be crushed and reused on site, the remainder will be sent to a recycling facility<br>h) Fuel and oil storage from demolition machinery will be secured and managed responsibly within compound sites during works, and removed upon completion of works<br>i) Sewage waste shall be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements. | During construction | N | N | Y | N | N | N | N | Y | N | N | N | N | N | N | N | | | | | | | |
| **2.52** | **Construction**<br>a) Reduce potential waste by ordering the correct quantities of materials<br>b) Coordinate and sequence trades people to minimise waste<br>c) Prefabricate materials where possible<br>d) Use modular construction and basic designs to reduce the need for off-cuts<br>e) Reuse formwork<br>f) Reuse or recycle materials from the demolition phase<br>g) Separate off-cuts to facilitate reuse, resale or efficient recycling<br>h) Minimise site disturbance and limit unnecessary excavation<br>i) Select landscaping which reduces green waste<br>j) Select waste removal contractors to guarantee that recyclable waste are recycled.<br>k) Engage with the supply chain to supply products and materials that use minimal packaging<br>l) Set up schemes with suppliers to take back packaging materials | During construction | N | N | N | Y | Y | N | N | N | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **2.53** | **Operations**<br>a) Appropriate areas shall be provided for the storage of waste and recyclable material<br>b) 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<br>c) All domestic waste shall be collected regularly and disposed of at licensed facilities.<br>d) Waste collection vehicles will be able to service the development efficiently and effectively.<br>e) 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<br>f) Sewage waste will be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements.<br>g) Trade waste will be discharged to the sewer through a trade waste agreement with Sydney Water | Prior to commencement of operation and during operation | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| **2.6 Consultation** | | | | | | | | | | | | | | | | | | | | | | | | |
| **2.61** | 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:<br>• Liverpool City Council<br>• Transport for NSW<br>• Railcorp<br>• Australian Rail Track Corporation Ltd (ARTC)<br>• NSW Department of Primary Industries (including NSW Office of Environment and Heritage<br>• NSW Environment Protection Authority<br>• Department of Defence<br>• Department of Finance and Deregulation | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **2.62** | 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, the Principal may undertake the following activities either prior to lodgement or during the public exhibition of the application:<br>• Open a Community Information Centre (as appropriate) to provide stakeholders with information and to receive feedback on the proposal<br>• Update the existing project website and maintain access<br>• Continued operation of the email feedback system and free-call information line. | All | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **2.63** | The Proponent Shall:<br>a) 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).<br>b) Work with ARTC to identify the timing, scope and staging of any required capacity enhancement to the ARTC Network. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **2.7 Infrastructure Delivery** | | | | | | | | | | | | | | | | | | | | | | | | |
| **2.71** | The proponent commits to entering into a Voluntary Planning Agreement with the relevant authority to facilitate delivery of the following works:<br>a) upgrade of the Moorebank Avenue / M5 Motorway interchange;<br>b) upgrade of Moorebank Avenue between Anzac Road and the southern entrance to the site to four lanes;<br>c) provision of a new traffic signal at the Principal's northern access with Moorebank Avenue;<br>d) provision of a new traffic signal 750 metres south of the central access to the site;<br>e) 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<br>f) investigating possible changes to the 901 bus route including frequency, stop locations and route.<br>g) The timing for the delivery of the works will be in accordance with the agreed timing contained within the relevant Voluntary Planning Agreement. | Pre-construction | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |

# APPENDIX F

## Concept Plan Conditions of Approval

**Moorebank Precinct East Compliance Tracking - Concept Plan Conditions of Approval**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Condition | Timing for Compliance | Part of Development Application (Not within construction scope of MPE Stage 1) | Works Area/Package | | | | | | | | | | | | | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Consrtruction (Glenfield Waste Facility) | | | | | | | | |
| **Schedule 2** | | | | | | | | | | | | | | | | | | | | | | | |
| **1. Terms of Concept Plan Approval** | | | | | | | | | | | | | | | | | | | | | | | |
| **1.1** | The Concept Plan approval shall be undertaken generally in accordance with:<br>a) Major Project Application 10_0193<br>b) the Environmental Assessment the Principal Sydney Intermodal Terminal Alliance Part 3A Concept Application, Volumes 1-4, prepared by Urbis and dated March 2012<br>c) the Environmental Assessment the Principal Sydney Intermodal Terminal Alliance Transitional Part 3A Concept Application, Volumes 1-4, prepared by Urbis and dated August 2013;<br>d) the Principal Sydney Intermodal Terminal Alliance Submissions Report (including final Statement of Commitments), prepared by Urbis and dated December 2013; and<br>e) the terms of this approval. | Throughout construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **1.2** | In the event of an inconsistency between:<br>a) the terms of this Concept Plan approval and any document listed from term 1a) to 1e) inclusive, the terms of this Concept Plan approval shall prevail to the extent of the inconsistency; and<br>b) any document listed from terms 1a) to 1e) inclusive, and any other document listed from terms 1a) to 1e) inclusive, the most recent document shall prevail to the extent of the inconsistency. | Throughout construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **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. | Throughout construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **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. | Prior to commencement of construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **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. | Prior to commencement of construction and operation | N | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | | | | | | |
| **1.6** | Projects carried out under this Concept Plan must be operated with the objective of not exceeding the capacity of the transport network, including the local, regional and State road network. The container freight road volume must not exceed 250,000 TEUs, subject to the exception identified in 1.7, which may only be considered after the facility has been in operation. | During operations | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| **1.7** | The movement of container freight by road may exceed the 250,000 TEU limit by up to a further 250,000 TEU, if the consent authority of a subsequent Development Application is satisfied that traffic monitoring and modelling of the operation of the facility demonstrate that traffic movements resulting from the proposed increase in TEU will achieve the objective of not exceeding the capacity of the transport network. | During planning applications and operations | Y | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| **1.8** | In determining the TEU limit, the consent authority may take account any roadworks or mitigation measures proposed under a Voluntary Planning Agreement to minimise traffic impacts. | During planning applications | Y | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| **1.9** | 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, except for the terms relating to road infrastructure upgrades and when they will be carried out. Note : Assessments at the development application stage will determine the nature and timing of road infrastructure upgrades. These may prove to be different from what is proposed in the Statement of Commitments in Appendix 1. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.10** | 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). | During detailed design and construction | N | N | N | Y | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **1.11** | The maximum GFAs for the following uses apply:<br>• 300,000m2 for the warehousing and distribution facilities;<br>• 2,100m2 for the terminal administration offices and ancillary operational facilities; and<br>• 8,000m2 for the freight village. | During operations | N | N | N | N | N | Y | N | N | N | N | N | N | N | N | Y | | | | | | | |
| **1.12** | The warehousing and distribution facilities must only be used for activities associated with freight using the rail intermodal. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **Statutory Requirements** | | | | | | | | | | | | | | | | | | | | | | | |
| **1.13** | This Concept Plan Approval does not remove any obligation to obtain, renew, or comply with licenses, permits or approvals as required by law associated with any project subject to this Concept Plan approval. | During construction | N | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | Y | N | | | | | | | |
| **Schedule 3** | | | | | | | | | | | | | | | | | | | | | | | |
| **2. Future Assessment Requirements** | | | | | | | | | | | | | | | | | | | | | | | |
| **General 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:<br>Any future Development Application shall:<br>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;<br>b) include a detailed project description, including construction, operation, maintenance, and staging;<br>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);<br>d) include details of the consultation process and outcomes with relevant stakeholders, including (but not limited to):<br>i. relevant government authorities, such as OEH, EPA, DPI, TfNSW and DoE, Liverpool Council, Campbelltown Council, Bankstown Council;<br>ii. service and infrastructure providers; and<br>iii. special interest groups and the public, including adjoining and affected landowners.<br>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.<br>Note: Soil and water must be addressed in the Stage 1 Development Application for the entire site including rail link. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **Air Quality** | | | | | | | | | | | | | | | | | | | | | | | |
| **2.2** | Any future Development Application shall include a comprehensive air quality impact assessment for each stage of the proposal, including:<br>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;<br>b) Taking into account the final project design with consideration to worst-case meteorological and operating conditions;<br>c) Framework for on and off-site noise monitoring during operation.<br>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<br>e) A comprehensive air quality management plan that includes at least the following information:<br>i. Explicit linkage of proposed emission controls to the site specific best practice determination assessment and assessed emissions;<br>ii. The timeframe for implementation of all identified emission controls;<br>iii. Proposed key performance indicator(s) for emission controls;<br>iv. Proposed means of air quality monitoring including location (on and off-site), frequency and duration;<br>v. Poor air quality response mechanisms;<br>vi. Responsibilities for demonstrating and reporting achievement of key performance indicator(s);<br>vii. Record keeping and complaints response register; and<br>viii. Compliance reporting. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **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:<br>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 NSW Government Department of Planning and Environment 7 reasonably practicable, to minimise operational air pollutant and noise emissions at the terminal and on the rail link;<br>b) include a detailed evaluation of feasible and reasonable mitigation and management measures including:<br>i. assessment of best practice international emission standards for locomotives and nonroad plant and equipment;<br>ii. assessment of retrofit opportunities for older vehicles, locomotives and equipment;<br>iii. maintenance and operational practices for vehicles, locomotives and equipment;<br>iv. electrification of terminal plant;<br>v. reduction of 'long-duration' idling of diesel locomotives, prime movers and cargo handling equipment through:<br>• driver/operator training about how to reduce air quality impacts associated with 'long-duration' idling; | | | | | | | | | | | | | | | | | | | | | | | |

**Moorebank Precinct East Compliance Tracking - Concept Plan Conditions of Approval**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Condition | Timing for Compliance | Part of Development Application (Not within construction scope of MPE Stage 1) | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Consrtruction (Glenfield Waste Facility) | | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| **Schedule 2** | | | | | | | | | | | | | | | | | | | | | | | | |
| **2.3** | • automatic engine shut down/start up system controls whereby engine stopping or starting is implemented without operator action;<br>• '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:<br>• transport refrigerated units/containers;<br>• cabin climate control; and<br>• other accessories and equipment.<br>• 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.<br><br>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.<br><br>The following noise requirements shall be included in the best practice review:<br>a) assessment of an ongoing noise compliance and response system;<br>b) assessment for the need of an automatic rolling stock wheel defect detection and response system;<br><br>c) identification of all feasible and reasonable measures to minimise and mitigate noise impacts<br><br>from the operation of the terminal and rail link;<br>d) site layout and operations options to:<br>i. eliminate the need to reverse vehicles and plant (not dedicated to on site operations); and<br><br>ii. where reversing vehicles and plant is unavoidable only reversing such vehicles and plant in noise attenuated enclosures.<br><br>e) assessment of alternative options to the use of traditional 'beeper' type reversing/ movement alarms; and<br>f) framework for on and off-site noise monitoring during operation. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **Traffic and Transport** | | | | | | | | | | | | | | | | | | | | | | | | |
| **2.4** | Any future Development Application shall include a Traffic Impact Assessment that assesses intersection and road network impacts, including impacts on Cambridge Avenue. The traffic assessment shall:<br>a) undertake detailed model analysis commensurate with the stage, to confirm network operation and identify intersection upgrade requirements;<br>b) consider the constructability constraints of proposed upgrade(s) at key intersections, such as vehicle sweep paths, geometry and sight lines;<br>c) assess construction traffic impacts, including:<br>i. the identification of routes and the nature of existing traffic on these routes;<br>ii. an assessment of construction traffic volumes (including spoil haulage/delivery of materials and equipment to the road corridor and ancillary facilities); and<br>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.<br>d) assess operational traffic and transport impacts to the local and regional road network, including:<br>i. changes to local road connectivity and impacts on local traffic arrangements, road capacity/safety;<br>ii. traffic capacity of the road network and its ability to cater for predicted future growth and<br>iii. monitoring of vehicle numbers on Cambridge Avenue.<br>e) provide an updated Traffic Management and Accessibility Plan including:<br><br>i. measures to prevent heavy vehicles accessing residential streets to maintain the residential amenity of the local community<br><br>ii. public transport;<br>iii. cyclist facilities; and<br>iv. driver code of conduct.<br>In particular, the Traffic Impact Assessment must identify upgrades and other mitigation measures required to achieve the objective of not exceeding the capacity of the the following intersections and roads –<br>(a) Moorebank Avenue/ Newbridge Road<br>(b) Moorebank Ave/ Heathcote Road<br>(c) Cambridge Ave<br>(d) M5 Motorway/ Moorebank Avenue<br>(e) M5 Motorway/ Heathcote Road<br>(f) M5 Motorway/ Hume Highway. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **Rail** | | | | | | | | | | | | | | | | | | | | | | | | |
| **2.5** | 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:<br>a) TfNSW, particularly in relation to the future Moorebank Station site, use of the existing EHPL corridor and connections to the SSFL; and<br>b) The EPA where the rail line traverses the Glenfield Waste Facility.<br>Any future Development Application shall include an assessment of the impacts of the rail link on the Glenfield Waste Facility, including:<br>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;<br>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;<br>c) any proposed impacts on pollution control and monitoring systems including existing groundwater and landfill gas bores and their subsequent repair/ replacement;<br><br>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;<br><br>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<br>f) an overview of any access and/or materials/ equipment storage arrangements with Glenfield Waste Facility in relation to the construction of the project. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **Noise and Vibration** | | | | | | | | | | | | | | | | | | | | | | | | |
| **2.6** | Any future Development Application shall include an updated assessment of noise and vibration impacts. The assessment shall:<br><br>a) The assessment shall:<br>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<br>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<br>iii. be prepared in accordance with: NSW Industrial Noise Policy (EPA 2000), Interim Construction Noise Guideline (DECC 2009), Assessing Vibration: a technical guide NSW Government Department of Planning and Environment 9 (DEC 2006), the Rail Infrastructure Noise Guideline (EPA 2013), Development Near Rail Corridors and Busy Roads Interim Guideline (DoP 2008), and the NSW Road Noise Policy 2011.<br>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<br>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. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| **Soil and Water** | | | | | | | | | | | | | | | | | | | | | | | | |
| **2.7** | 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:<br>a) assess impacts on surface and groundwater flows, quality and quantity, with particular reference to any likely impacts on Georges River and Anzac Creek;<br>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:<br>i. hydraulic modelling for a range of flood events;<br><br>ii. description, justification and assessment of design objectives (including bridge, culvert and embankment design);<br><br>iii. an assessment of afflux and flood duration (inundation period) on property; and<br>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.<br>c) identify and assess the soil characteristics and properties that may impact or be impacted by the project, including acid sulfate soils;<br>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: | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |

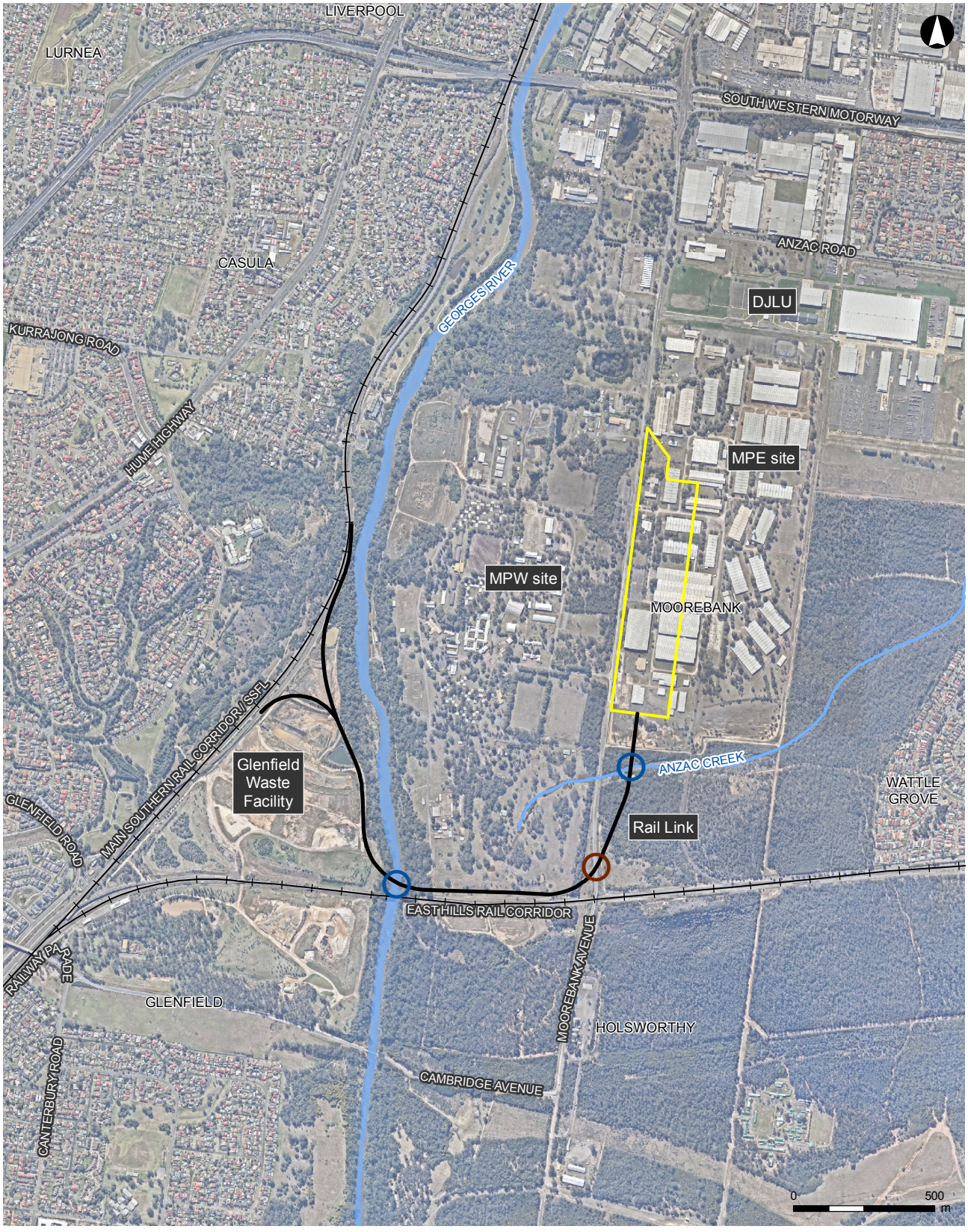
**Moorebank Precinct East Compliance Tracking - Concept Plan Conditions of Approval**

Y = Condition applies to this area/package of works. N - Condition does not apply to this area/package of works

| No. | Condition | Timing for Compliance | Part of Development Application (Not within construction scope of MPE Stage 1) | Import Export Terminal - Pre-Construction and Construction | | | | Import Export Terminal - Operations (Not part of this CTP) | Rail Link - Pre-Construction and Construction | | | | | | | | Rail Link - Operation (Not part of this CTP) | Pre-Construction Compliance Report | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Pre-construction Works | Construction (Demolition and Remediation) | Construction (Terminal Works) | Construction (Moorebank Avenue Intersection Upgrades) | | Pre-construction Works | Construction (Remediation) | Construction (IMEX to Railcorp Land) | Construction (Railcorp Land) | Construction (Moorebank Avenue Overbridge) | Construction (MPW Golf Course) | Construction (Georges River Bridge) | Consrtruction (Glenfield Waste Facility) | | Secretary Approval Required? | Date Final Document Lodged | Date Amended Document Lodged | Compliance Status | Date Completed / Secretary Approval Received | Reference Document | Evidence / Comments |
| | **Schedule 2** | | | | | | | | | | | | | | | | | | | | | | | |
| | I. the potential environmental and human health risks of site contamination on the project site;<br>ii. a Remediation Action Plan;<br>iii. consideration of implications of proposed remediation actions on the project design and timing; and<br>iv. a Phase 2 environmental site assessment of the project site including rail corridor. | | | | | | | | | | | | | | | | | | | | | | | |
| | **Heritage** | | | | | | | | | | | | | | | | | | | | | | | |
| **2.8** | Any future Development Application shall assess heritage impacts of the proposal. The assessment shall:<br>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<br>b) consider impacts to historic heritage. For any identified impacts, the assessment shall:<br>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);<br>ii. be undertaken by a suitably qualified heritage consultant(s); and<br>iii. include a statement of heritage impact. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | **Visual Amenity, Urban Design and Landscaping** | | | | | | | | | | | | | | | | | | | | | | | |
| **2.9** | Any future Development Application shall include an assessment of visual impacts. The assessment shall:<br>a) include a description of the visual significance of the affected landscape;<br>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<br>c) include details of hard and soft landscaping treatment and design (including proposed road upgrades relevant to that stage and reinstatement of riparian vegetation). | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | **Biodiversity** | | | | | | | | | | | | | | | | | | | | | | | |
| **2.1** | Any future Development Application shall include a Flora and Fauna assessment. The assessment shall:<br>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;<br>b) include a Vegetation Management Plan that has been prepared in consultation with the NSW Office of Water;<br>c) document how impacts to the Persoonia nutans and the Grevillea parviflora subsp. Parviflora flora species have been minimised through the detailed design process;<br>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:<br>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;<br>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<br>iii. Offsets shall be identified, and demonstrate that they can be secured. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | **Section 94 Contributions** | | | | | | | | | | | | | | | | | | | | | | | |
| **2.11** | Any future Development Application shall include:<br>a) an assessment of the impacts of the project on local infrastructure, having regard to any relevant Council's Developer Contributions Plan (or equivalent document requiring developer contributions);<br>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<br>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. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | **Waste** | | | | | | | | | | | | | | | | | | | | | | | |
| **2.12** | 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. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | **Hazards and Risks** | | | | | | | | | | | | | | | | | | | | | | | |
| **2.13** | Any future Development Application shall be accompanied by a preliminary risk screening completed in accordance with State Environmental Planning Policy No. 33<br>– 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:<br>a) Estimate the risks from the facility;<br>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<br>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. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | **Freight Village** | | | | | | | | | | | | | | | | | | | | | | | |
| **2.14** | Any future Development Application for the freight village should include:<br>a) Employee numbers;<br>b) Details of uses sought;<br>c) Hours of operation for each use;<br>d) Signage; and<br>e) Parking (staff and visitor). | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | **Bushfire Management** | | | | | | | | | | | | | | | | | | | | | | | |
| **2.15** | Any future Development Application shall be accompanied by an assessment against the Planning for Bushfire 2006 (NSW Rural Fire Service). | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |
| | **Environmental Risk Analysis** | | | | | | | | | | | | | | | | | | | | | | | |
| **2.16** | 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 B148nvironmental 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. | During planning applications | Y | N | N | N | N | N | N | N | N | N | N | N | N | N | N | | | | | | | |

# APPENDIX G

## Site Maps Outlining Areas of Work Related to The Compliance Tracking Table




LEGEND

- IMEX terminal (operational)
- Creek/River crossing
- Road crossing
- Rail link (operational)
- Existing railway
- Watercourse

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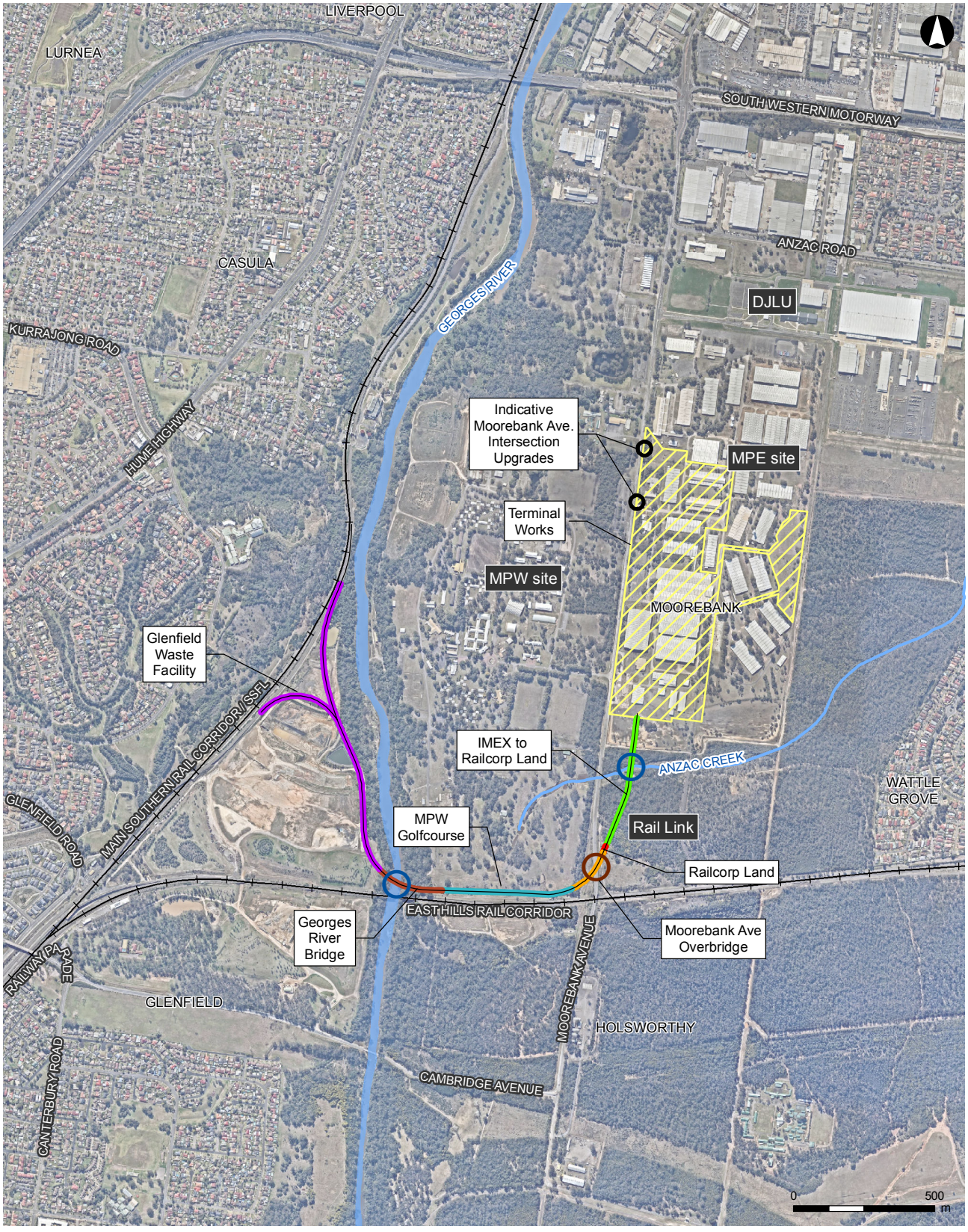
Scale: 1:20,000 @ A4


# Compliance Tracking - Operational Work Area

Date: 20/02/2017 Path: F:\AA009017\L-GIS\A_Current\B_Maps\MPES1 CON\AA009017_MPES1_CON_007_CTOperationalWorkArea_A4L_r2v1.mxd
Created by : CC
QA by : KP




LEGEND

- Creek/River crossing
- Road crossing
- Existing railway
- Watercourse
- MPE Stage 1 Package 2 (IMEX)
- Rail link

Construction Work Area

- Georges River Bridge
- Glenfield Waste Facility
- IMEX to Railcorp Land
- MPW Golf Course
- Moorebank Ave Overbridge
- Railcorp Land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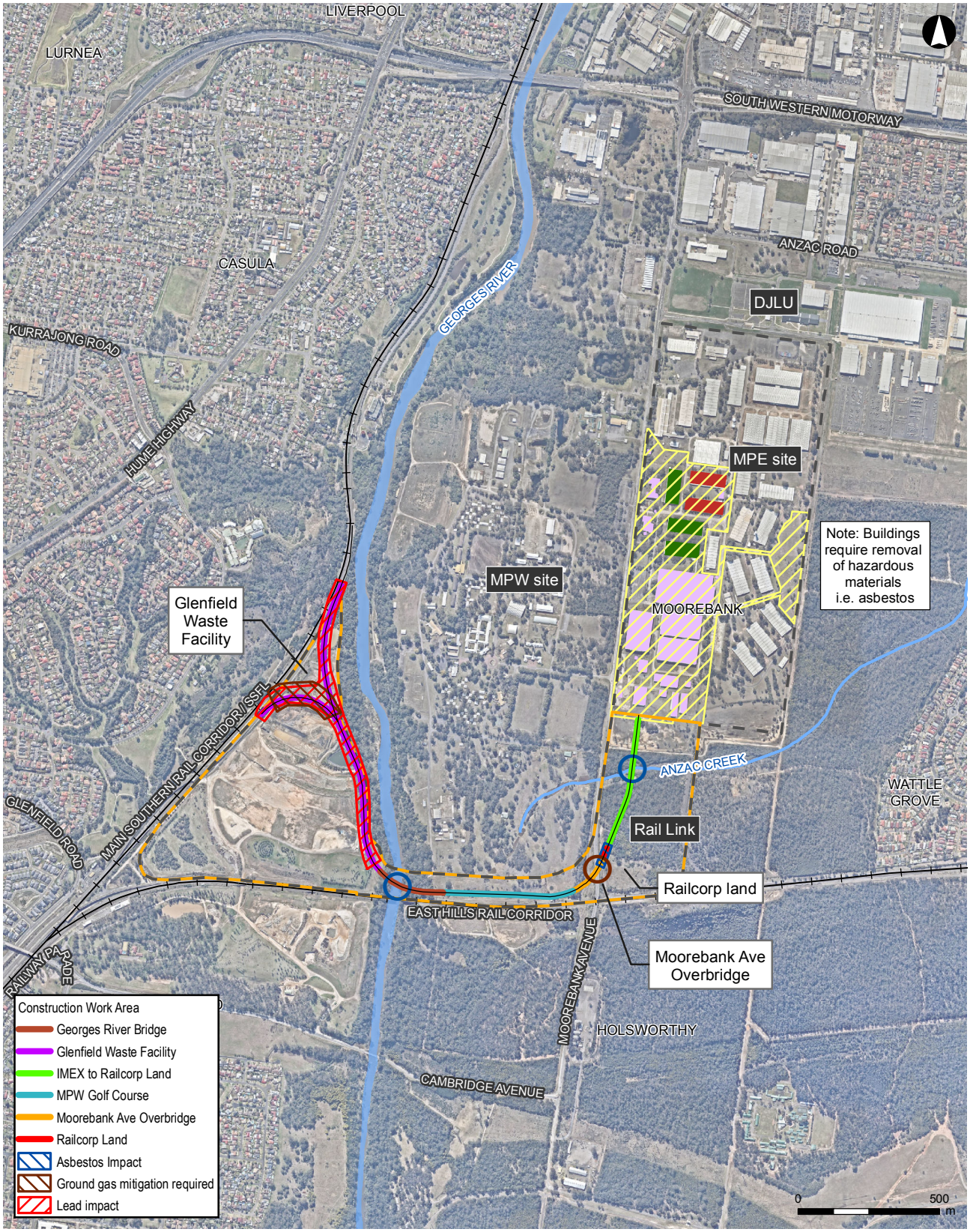
Scale: 1:20,000 @ A4


# Compliance Tracking - Construction Work Areas


Date: 21/02/2017 Path: F:\AA009017\L-GIS\A_Current\B_Maps\MPES1 CON\AA009017_MPES1_CON_010_CTConstructionWorkAreas_A4L_r3v1.mxd
Created by : CC
QA by : KP




LEGEND

- Project site
- Rail Corridor
- MPE Stage 1 Package 2 (IMEX)
- Rail link
- Creek/River crossing
- Road crossing
- Existing railway
- Watercourse
- Modern buildings, c. 1990s
- WWII composite timber and steel store buildings
- WWII timber post and beam store buildings

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# Compliance Tracking - Demolition and Remediation Work Areas

Date: 21/02/2017 Path: F:\AA009017\L-GIS\A_Current\B_Maps\MPES1 CON\AA009017_MPES1_CON_009_CTDemolitionWorkAreas_A4L_r3v1.mxd
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LEGEND

- MPE Stage 1 Package 2 (IMEX)
- MPE Stage 1 Package 1 (Rail Link)
- Rail link
- MA14 (artefact scatter and deposit)
- Approximate PAD location
- WWII composite timber and steel store buildings
- WWII timber post and beam store buildings
- Creek/River crossing
- Road crossing
- Existing railway
- Watercourse


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# Compliance Tracking - Pre-Construction Work Areas


Date: 21/02/2017 Path: F:\AA009017\L-GIS\A_Current\B_Maps\MPES1 CON\AA009017_MPES1_CON_008_CTPreconstructionWorkAreas_A4L_r3v1.mxd
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QA by : KP


LEGEND

- Project site
- Rail Corridor
- MPE site
- MPE Stage 1 Package 2
- MPE Stage 1 Package 1 (Rail Link)
- Rail link
- Creek/River crossing
- Road crossing
- Existing railway
- Watercourse


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QA by : KP