Table A-1: MPW Concept Project SSD 5066 Conditions of Approval as modified by MPW Concept Plan Approval MOD 1, and relevant sections of the EIS.

Ref No.	MPW Concept Plan Approval SSD 5066 and MOD 1 (30 October, 2019) Condition of Approval	Relevant EIS Section(s)
Schedule 4 – Conditions to be met in future development applications		
Operational Noise and Vibration		
E1	To ensure the operational noise impacts are appropriately managed, the following measures must be considered in future Development Applications: a) Best practice plant for ~~both~~ the ~~IMEX and interstate~~ **intermodal** terminal **facility**, including electronic automated container handling equipment or equipment with equivalent sound power levels; b) The use of automatic rail lubrication equipment in accordance with ASA Standard T HR TR 00111 ST Rail Lubrication and top of rail friction modifiers; c) 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; d) A noise barrier on the western side of the haul road; e) A detailed assessment of sleep disturbance impacts, including: how often noise events occur; the time of day when the occur; and whether there are any times of day when there is a clear change in the noise environment; and f) A risk assessment to determine if non-tonal reversing alarms can be fitted as a condition of site entry. Alternatively, site design may include traffic flow that does not require or precludes reversing of vehicles.	Section 8.1.2.1
E2	Development Applications for ~~both~~ the ~~IMEX and interstate~~ intermodal terminal **facility** shall include a report to identify: a) The extent of brake squeal 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	Section 8.1.2.1

	conditions under which brake squeal occurs (i.e. under light braking, hard braking, low / medium / high speed, effects of temperature and weather, etc.); b) The root cause of brake squeal, including the influence of the design, set-up and maintenance of both brake shoes and brake rigging; c) Possible solutions to mitigate or eliminate brake squeal, including modifications to brake rigging and alternative brake shoe designs and compounds; and d) Any monitoring system proposed to capture brake squeal.	
Locomotives		
E3	Development Applications for the ~~IMEX~~ **intermodal** terminal **facility** shall detail how the expected port shuttle locomotives incorporate available best practice technologies.	N/A
E4	Development Applications for ~~either~~ the ~~IMEX or interstate~~ **intermodal** terminal **facility** shall consider the effect of headlight glare on surrounding sensitive receivers.	Section 15.1.2.1
Rail Link		
E5	Any Development Application comprising the rail link must consider maximising curve radii of the rail connection, particularly the southern tie-in to the SSFL, to minimise the potential for wheel squeal.	N/A
E6	Any Development Application comprising the rail link shall ensure the width of the rail link corridor is no greater than 20 metres in the Riparian Corridor.	N/A
E7	Any Development Application comprising the rail link shall consider fauna movement in the bridge design.	N/A
E8	Any Development Application comprising the rail link shall consider minimising potential impacts to the aquatic environment, aquatic habitats and fish passage, both in the design and construction of the bridge.	N/A
E9	Any Development Application comprising the rail link shall include an assessment of the impacts of the rail link on the Glenfield Waste Facility, including:	N/A

	a) Targeted intrusive investigations to determine contamination pathways and to develop mitigation, management and/or remediation options based on those investigations; 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 reburial; 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; d) details of impacts on pollution control and monitoring systems including existing groundwater and landfill gas bores and their subsequent repair/ replacement; e) the methodology proposed to ensure that the landfill barrier system disturbed in the removal process is replaced/ repaired to ensure its ongoing performance. The Applicant shall detail matters such as sub grade preparation and specifications, liner installation/ reinstallation procedures and construction quality assurance (CQA) procedures; 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 g) an overview of any access and/or materials/ equipment storage arrangements with Glenfield Waste Facility in relation to the construction of the rail link. 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 i) details of and proposed mitigation measures for the long term management of the rail link.	
Traffic		
E10	Development Applications for ~~either the IMEX or interstate~~ **the intermodal** terminal facility shall include documentation demonstrating how Condition 14 of this approval has been satisfied.	Section 7.1.2.1
E11	All future Development Applications shall include a Traffic Impact Assessment based on background growth models developed by RMS for the Liverpool/Moorebank area (if applicable).	Section 7.1.2.1

	11A. All future Development Applications must assess traffic impacts associated with fill importation and identify management measures.	
E12	**All future Development Applications must include adequate measures to prevent heavy vehicles associated with the construction or operation of the facility from using Cambridge Avenue.**	Section 7.1.2.1
Infrastructure Contributions		
E13	All future Development Application shall include: 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); b) a commitment to pay developer contributions to the relevant consent authority or undertake works-in-kind towards the provision or improvement of public amenities and services. Note: This requirement may be satisfied subject to the terms of any applicable Voluntary Planning Agreement; and c) a commitment to undertake vehicle monitoring on Cambridge Avenue. Should any monitoring reveal the need for improvement works within the Campbelltown LGA as a result of the proposal, the Applicant may be required to contribute towards local road maintenance or upgrades.	Section 4.6.1
Public Transport		
E14	All future Development Applications shall consider the need for a bus stop on Moorebank Avenue (including direct pedestrian access from the warehousing to the bus stop), and associated turnaround facility suitable for a 14.5 metre long non-rear steer bus.	Section 7.1.2.1
Biodiversity		
E15	All future Development Applications shall consider measures to improve the condition of the riparian corridor along the western bank of the Georges River (known as the 'hourglass land').	Section 10.1.2.1

E16	All future Development Applications shall include the following **vegetated** riparian corridor widths (measured **landward** from the top of bank) **and provide detailed drawings demonstrating compliance with this requirement**: a) a minimum of 50 metres wide associated with the rail corridor; ~~and~~ b) a minimum of 40 metres wide along the terminal site; **and** **c) compliance with condition 18B**. **E16A. All future Development Applications must demonstrate that onsite detention basins are located outside the riparian corridor and the outlets have been designed to minimise impacts on the riparian corridor.** **E16B. All future Development Applications must include an assessment of the impact of the development on core Koala habitat and provide a detailed assessment of options to manage and minimise impacts.**	Section 10.1.2.1
Visual Amenity, Urban Design and Landscaping		
E17	All future Development Applications for new built form must include detailed landscape plans identifying the vegetation to be removed or relocated and the location of replacement and additional landscaping. **E17A. All future Development Applications must include:** **a) an assessment of the visual impact of the raised landform, built form (materials and finishes) and urban design (height, bulk and scale) including lighting and signage when viewed from residential areas; and** **b) details of measures to mitigate impacts.** **E17B. All future Development Applications must present designs that incorporate the principles of:** **a) Water Sensitive Urban Design (WSUD) and Urban Heat Island Mitigation (UHIM); and** **b) NSW Government Architect's "Greener Places" policy.**	Section 15.1.2.1
E18	All future Development Applications shall include detailed landscape plans including relevant details of the species to be used in the various landscaped areas (preferably species indigenous	Section 10.1.2.1(Biodiversity) Section 15.1.2.1 (Visual Amenity)

	to the area), including details of the informal native and cultural avenue plantings, and other soft and hard landscape treatments, including any pavement areas and furniture.	
Heritage		
E19	All future Development Applications relevant to MA6 and MA7 (Scarred Trees) shall include a consideration of the Aboriginal cultural value of the trees and options for avoiding impacts and ongoing conservation measures, including evidence of consultation with Aboriginal community representatives.	Section 13.1.2.1
E20	All future Development Application shall assess heritage impacts of the proposal. The assessment shall: a) consider impacts to Aboriginal heritage (including cultural and archaeological significance), in particular impacts to Aboriginal heritage sites identified within or near the project should be assessed. Where impacts are identified, the assessment shall demonstrate effective consultation with Aboriginal communities in determining and assessing impacts and developing and selecting options and mitigation measures (including the final proposed measures); b) consider impacts to historic heritage. For any identified impacts, the assessment shall: (i) outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the measures). Mitigation measures should include (but not be limited to) photographic archival recording and adaptive re-use of buildings or building elements on site); be undertaken by a suitably qualified heritage consultant(s); and (iii) include a statement of heritage impact.	Section 13.1.2.1 (Aboriginal Heritage) Section 14.1.2.1 (Non-Indigenous Heritage)
Soil and Water		
E21	All future Development Application shall include an assessment of soil and water impacts. The assessment shall (where relevant): a) assess impacts on surface and groundwater flows, quality and quantity, with particular reference to any likely impacts on Georges River and Anzac Creek;	Section 11.1.2.1

	b) assess flooding impacts and characteristics, to and from the project (including rail link), with an assessment of the potential changes to flooding behaviour (levels, velocities and direction) and impacts on bed and bank stability, through flood modelling, including: (i) hydraulic modelling for a range of flood events; (ii) description, justification and assessment of design objectives (including bridge, culvert and embankment design); (iii) an assessment of afflux and flood duration (inundation period) on property; and (iv) consideration of the effects of climate change, including changes to rainfall frequency and/or intensity, including an assessment of the capacity of stormwater drainage structures. c) identify and assess the soil characteristics and properties that may impact or be impacted by the project, including acid sulfate soils; d) include a contamination assessment in accordance with the guidelines made under the Contaminated Land Management Act 1997 and in consultation with the EPA for the subject site including the Glenfield Waste Facility.	
E22	All future Development Application which includes construction in the vicinity of Amiens Wetland shall include advice from an independent wetland expert to determine whether it is artificial or a natural lake basin, its significance, and any recommendations on mitigation measures (if appropriate). **E22A. All future Development Applications must demonstrate that the proposed development, including the importation and placement of fill, will not adversely impact on or be adversely impacted by long term management or monitoring of remediation required under the Stage 1 Early Works in relation to contaminated land management.**	Section 10.1.2.1 (Biodiversity) Section 11.1.2.1 (Stormwater and Flooding)
Hazards and Risks		
E23	All future Development Application shall be accompanied by a preliminary risk screening completed in accordance with *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development* and *Applying SEPP 33* (DoP 2011), with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the proposal. Should preliminary screening indicate that the proposal is 'potentially hazardous,' a Preliminary Hazard Analysis (PHA) must be prepared in accordance with *Hazardous Industry*	Section 16.1.2.1

	Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DoP 2011) and *Multi-Level Risk Assessment* (DoP 2011). The PHA should: a) Estimate the risks from the facility; b) Be set in the context of the existing risk profiles for the intermodal facility and demonstrate that the proposal does not increase the overall risk of the area to unacceptable levels; and c) Demonstrate that the proposal complies with the criteria set out in the *Hazardous Industry Planning Advisory Paper No. 4 – Risk Criteria for Land Use Safety Planning*.	
Bushfire Management		
E24	All future Development Application shall be accompanied by an assessment against the Planning for Bushfire 2006 (NSW Rural Fire Service). E24A. All future Development Applications must demonstrate that bushfire asset protection zones do not impact on biodiversity offset areas and the Georges River riparian corridor.	Section 17.1.1.2
Building Code of Australia		
E25	All future Development Applications shall demonstrate compliance with the Building Code of Australia, as relevant.	Section 1.7.1
Subdivision		
E26	Any future Development Application for subdivision must: a) demonstrate compliance with the minimum lot size specified in the Liverpool Local Environmental Plan; b) demonstrate compliance with Condition 15 of this consent; c) include a subdivision plan showing completed estate works including but not limited to site services, internal roads, maintenance access roads, pedestrian paths, landscaping, lighting of common areas, provision for emergency services including for firefighting, onsite detention basins and stormwater treatment systems; d) include a detailed management and maintenance program for estate infrastructure; and	Section 3.1.2.3

	e) nominate a single entity responsible for implementation of the management and maintenance program.	
Staging		
E27	Any future Development Applications that propose staging of construction must provide details of staging which: a) describes how the development will relate to other future development stages including those on the MPE site; b) describes how estate infrastructure will be delivered in conjunction with warehouse construction; c) includes an indicative construction program for both MPW and MPE; d) documents how compliance with the requirements of conditions in this Schedule (Schedule 4) will be achieved; and e) demonstrates that estate infrastructure will be delivered prior to operation of the intermodal terminal facility, warehousing delivered in each stage, and the freight village.	Section 3.7
Cumulative Impacts		
E28	All future Development Applications must provide the timing for construction and operation on both the MPW and MPE sites and provide cumulative assessments for construction and operation on the MPW and MPE sites including, but not limited to a) traffic and access impacts; b) noise and vibration impacts; c) air quality impacts; d) stormwater drainage impacts; e) ecological impacts.	Section 7.1.2.1 (Traffic) Section 8.1.2.1 (Noise and Vibration) Section 9.1.2.1 (Air Quality) Section 11.1.2.1 (Stormwater and Flooding) Section 10.1.2.1 (Biodiversity) Section 18 (Cumulative Impacts)
Interaction between MPW and MPE Sites		

E29	Any future Development Application that proposes the use of infrastructure on the MPE site or integration of operations across the MPW and MPE sites must: a) demonstrate that there will be no overall increase in cumulative construction and operational environmental impacts; b) describe the relationship between similar facilities on each site such as the intermodal terminal facilities and freight villages; c) provide a mechanism to record the TEUs supplied and received at each of the MPW and MPE intermodal terminal facilities to demonstrate compliance with condition 7 and 8 of this consent and conditions 1.6 and 1.7 of the MPE Concept Plan (MP 10_0193) approval; d) provide an overall Precinct (MPW + MPE) layout and design drawings, including for: (i) access to the Precinct, (ii) internal access and connections for pedestrians and vehicles including for the transfer of containers between intermodal terminal facilities and warehouses, (iii) public access including vehicle access between Anzac Road and Cambridge Avenue, public transport and pedestrian/cyclist connections, (iv) stormwater infrastructure including stormwater treatment and detention, and (v) landscaping and directional signage; and e) outline management and maintenance arrangements for the use of infrastructure on the other site.	Section 1.5 Section 3.1.2.6 Section 18