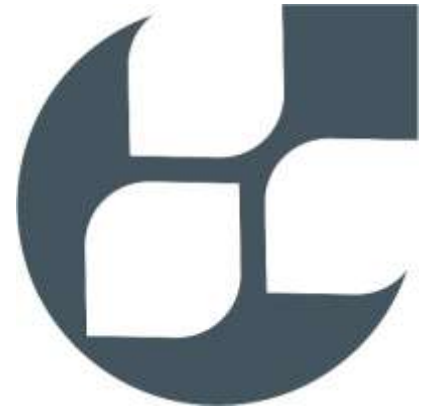


# Independent Environmental Compliance Audit

SIMTA Moorebank Precinct East (MPE) Stage 1 – Rail Access Land Package (RALP) No. 1



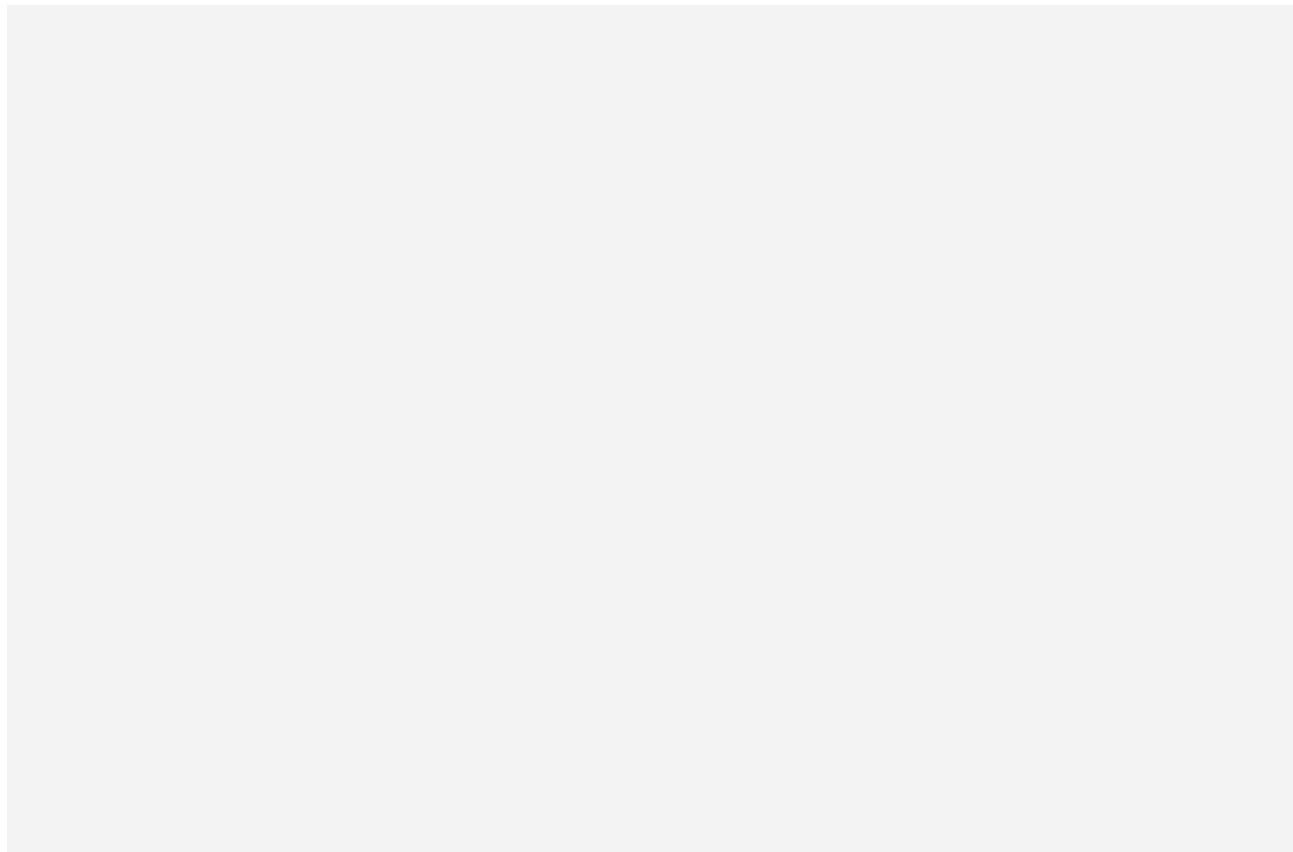
November 2019



 **wolfpeak**

## Document History

Revision	Date	Prepared By	Reviewed By	Description
V0	10/01/2020	RC	DL	For issue
V1	17/01/2020	DL	-	Final



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Cover photo: The Rail Access Land Package, rail alignment with Glenfield Waste Facility to the left of shot. Photo taken on 22 November 2019.

## Executive Summary

Stage 1 of the Moorebank Precinct East (MPE) Project was granted approval on 12 December 2016 (State Significant Development 6766), subject to a number of Conditions of Consent (CoC). The CoCs have been modified on one occasion as a result of a Land and Environment Court Order, dated 13 March 2018. The Stage 1 MPE Project comprises two packages; the Rail Access and Land Package (RALP) and the Import Export Terminal Package (IMEX No 1).

The purpose of this audit was to undertake a review of the RALP works to verify compliance with the CoCs, and to assess the effectiveness of implementation of environmental management and mitigation measures as set out in the Construction Environmental Management Plan (CEMP) and Sub-plans. The audit of the IMEX No 1 is presented in a separate audit report.

This audit was carried out in accordance with the independent environmental audit program required under CoC C4(d) and Section 2.4 of the MPE Stage 1 – RALP Compliance Tracking Program. Construction on the RALP commenced on 10 July 2017 and this audit represents the fifth six-monthly independent environmental audit for the construction period, covering the period 27 June 2019 – 22 November 2019. The on-site component of the audit was carried out on 22 November 2019.

RALP construction works are near practical completion. All the track of the rail connection is installed. The Moorebank Avenue underpass and the Georges River Bridge are both constructed. Electrical and switching works, connections to the Southern Sydney Freight Line and site rehabilitation are nearly complete. It is expected that this will be the last audit undertaken for the construction phase of the works.

There was one non-compliance identified against the CoC. CoC G9 states that the transfer of containers between Port Botany and the IMEX terminal must not commence until the rail connection to the Southern Sydney Freight Line (SSFL) is operational. The Auditees acknowledged that containers have been transported by rail between the IMEX terminal and Port Botany as part of commissioning works. There were no observations identified with respect to the CoC.

Detailed findings are presented in Section 2. Actions proposed by the Project team to address the findings of this audit and any previously open audit findings are set out in Section 4. The audit tables, presenting each requirement, evidence sighted and the finding for each requirement, are presented in Appendices A and B.

The overall outcome of the audit was indicative of a high level of compliance and environmental performance by Sydney Intermodal Terminal Alliance (SIMTA) and its principal civil contractor (CPB) in carrying out the construction of the RALP. The auditor would like to thank the auditees (representing SIMTA and CPB) for their high level of organisation, cooperation and assistance during the audit.

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## 1.0 Introduction

### 1.1 The works

The Sydney Intermodal Terminal Alliance (SIMTA) is currently developing an intermodal facility, referred to as the Moorebank Precinct East (MPE) Project. The MPE Project includes warehouse and distribution facilities, freight village, rail link and ancillary works such as vegetation clearing and landscaping, remediation, earthworks, road tie-ins, utilities installation/connection and signage.

The site is located on the eastern side of Moorebank Avenue, Moorebank, within the Liverpool City Council Local Government Area, approximately 27 kilometres south-west of the Sydney Central Business District. The locality of the project is presented in Figure 1.

The MPE Project will be developed in three stages:

- Stage 1 – Construction of the Inter-modal facility, comprising
  - Rail Access Land Package (RALP) (Package 1) and
  - Import Export Terminal (IMEX) (Package 2)
- Stage 2 – Construction of warehouse and distribution facilities
- Stage 3 – Extension of the IMT and completion of warehouse and distribution facilities.

This audit focuses on the RALP within the MPE Stage 1 Project. The RALP includes a connection to the IMEX, and traverses Moorebank Avenue, Anzac Creek, Georges River and the Glenfield Waste Facility (GWF) prior to connecting to the Southern Sydney Freight Line (SSFL). The general overview of the RALP and MPE Stage 1 Project is presented in Figure 2.

The IMEX works are the subject of a separate audit report.

RALP construction works are near practical completion. All the track of the rail connection is installed. The Moorebank Avenue underpass and the Georges River Bridge are both constructed. Electrical and switching works, connections to the Southern Sydney Freight Line and site rehabilitation are nearly complete. Figures showing the works are presented in Section 5.

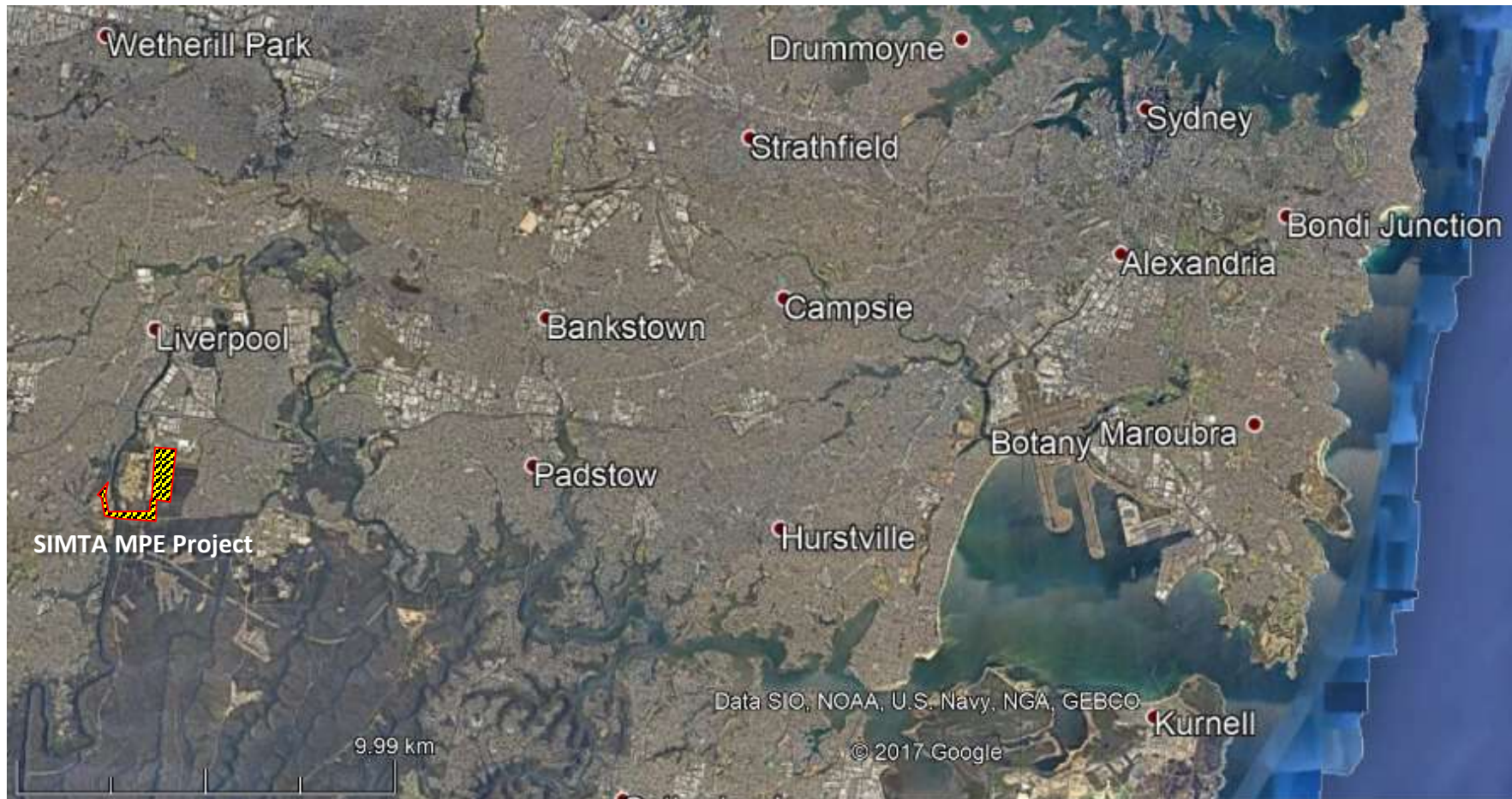
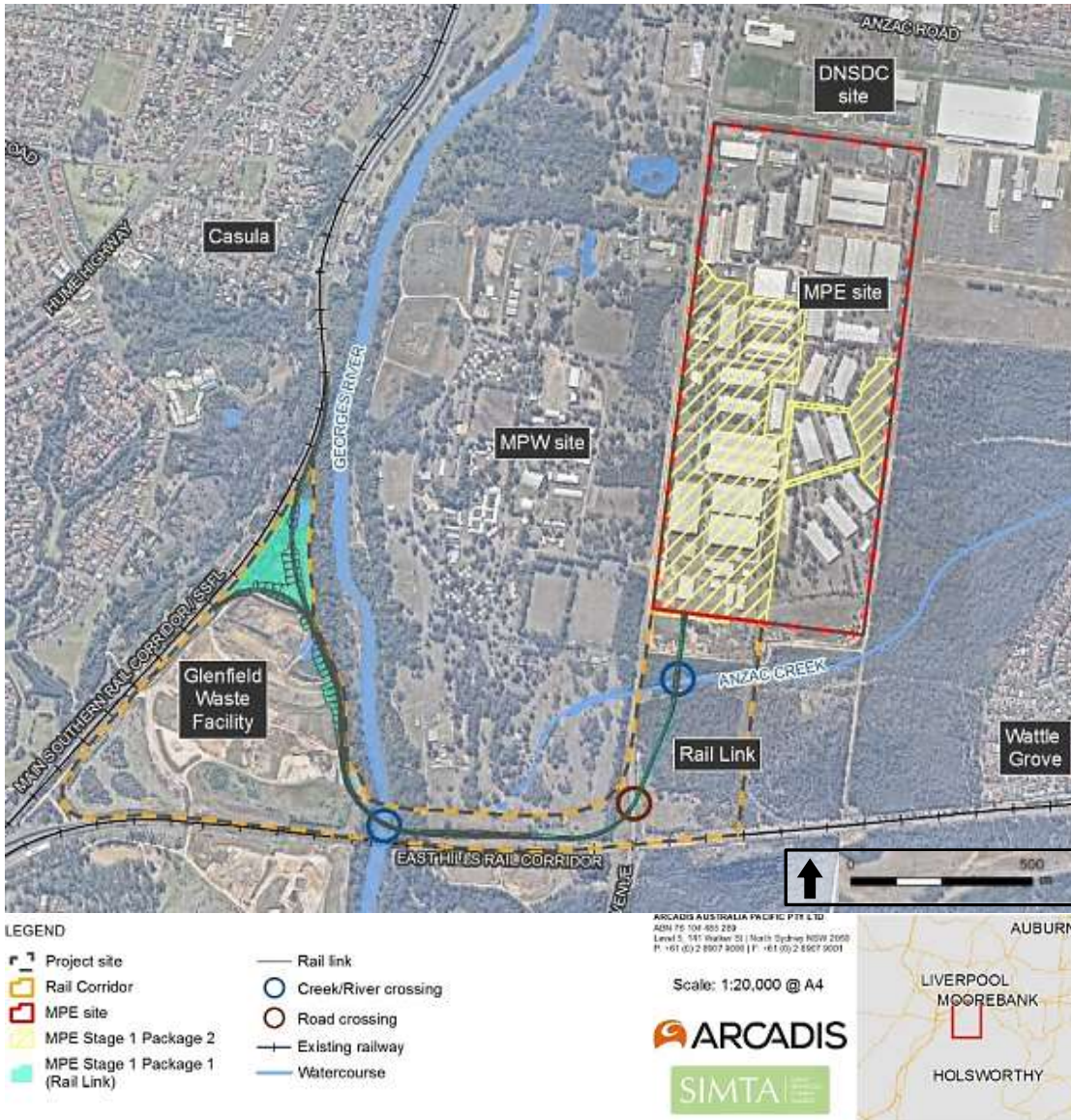


Figure 1: Locality of SIMTA MPE Project.



**Figure 2: RALP and MPE Stage 1 Project Overview (source: Arcadis)**

## 1.2 Approval requirements

Approval for the Stage 1 of the MPE Project was granted by the Planning Assessment Commission on 12 December 2016, pursuant to section 89(E) of the *Environmental Planning and Assessment Act 1979* (SSD 6766). The Conditions of Consent were updated on 13 March 2018 following a court appeal. This audit is being carried out in order to satisfy the requirements set out in CoC C4 (d).

CoC C4 – Compliance Monitoring and Tracking requires that:

*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.*

*The Program shall include, but not be limited to:*

- a) *provision for the notification to the Secretary prior to the commencement of construction;*
- b) *provision for periodic review of the compliance status of the SSD against the requirements of this approval;*
- c) *provision for periodic reporting of compliance status to the Secretary, including but not limited to:*
  - i. *a Pre-Construction Compliance Report prior to the commencement of construction,*
  - ii. *Six-monthly, or other timing as agreed by the Secretary, Construction Compliance Reports, for the duration of construction, and*
  - iii. *a Completion Compliance Report within one month of completion of the construction;*
- d) a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems;**
- e) *mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;*
- f) *provision for reporting environmental incidents to the Secretary during construction, in accordance with conditions C6 and C7 [refer observation in relation to this requirement];*
- g) *procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and*
- 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.*

A Compliance Tracking Program was developed and submitted to the Department of Planning and Environment (now Department of Planning Industry and Environment, or DPIE) on 27 February 2017, with approval granted on 4 May 2017. Section 2.4 of the Compliance Tracking Program, addressing CoC C4 (d), specifies that 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.

Construction on the RALP commenced on 10 July 2017. This audit represents the fifth six-monthly independent environmental audit for the construction period, covering the period 27 June 2019 to 22 November 2019.

On 23 March 2019, Qube Property Management Services on behalf of SIMTA requested approval for staged submission of operation documents under CoC A14 and A15, via a Program for Phased Operational Delivery. On 21 May 2019, this approval was granted by the delegate of the Planning Secretary.

A number of operational management plans and sub-plans have now been approved.

On 5 July 2019, approval was granted for the Operational Community Communication Strategy (Rev 003, 23 May 2019).

On 16 August 2019, approval was also granted for the following documents:

- Container Noise Barrier Management Plan-F5A (Rev 04, 19 June 2019);
- Best Practice Wagon Report ) (Rev 09, 16 July 2019) (subject to certain updates being made prior to its implementation)
- Angle of Attack and Rail Noise Monitoring System – G7, G7A (Rev 06, 16 July 2019) (also subject to certain updates being made prior to its implementation).



On 9 September 2019, the following operational plans and sub-plans relevant to the Project (SSD 6766) were approved:

- Operational Environmental Management Plan (Rev 10, 30 July 2019);
- Stormwater Infrastructure Operations and Maintenance Plan (Rev 5, 13 August 2019);
- Operational Air Quality Management Plan (Rev 6, 28 June 2019);
- Heritage Interpretation Plan (Rev 4, 27 June 2019);
- Operational Noise and Vibration Management Plan (Rev 7, 13 August 2019);
- Operational Flora and Fauna Management Plan (Rev 5, 17 June 2019); and
- Operational Waste and Resources Management Plan (Rev 8, 11 July 2019).

### **1.3 Purpose and scope**

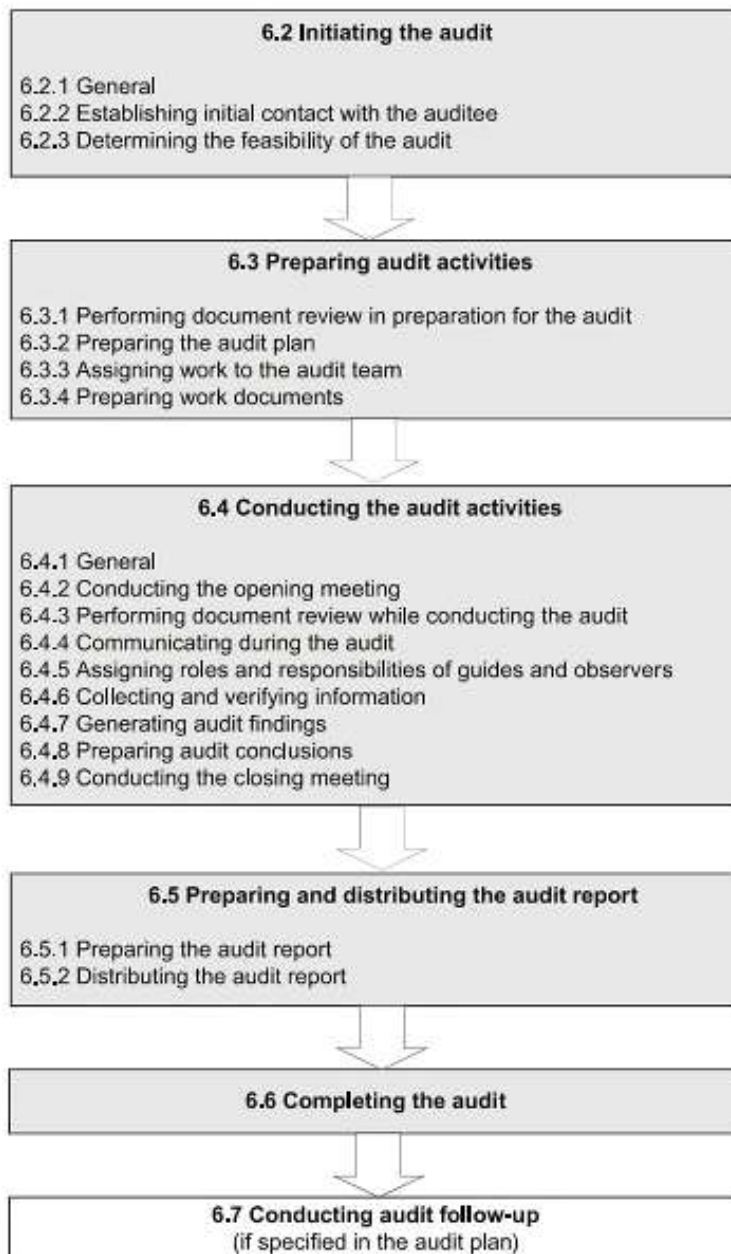
The purpose of this audit was to undertake the review of SIMTA and its contractors' works on the RALP to verify compliance with the CoC and assess the effectiveness of environmental management and mitigation works.

The scope of this audit included a detailed assessment of the RALP construction works against applicable CoC.

This audit does not include assessment of pre-construction or operational phase CoC, as these works have either been completed or yet to commence. This audit does not assess the IMEX project, as this is presented in a separate audit report.

## 1.4 Methodology

This audit was conducted in accordance with *AS/NZS ISO 19011:2014 – Guidelines for Auditing Management Systems*. An overview of the audit activities, as specified in the standard, is presented in Figure 3.



**Figure 3: Audit activities overview (AS/NZS ISO 19011:2014).** Subclause numbering refers to the relevant subclauses in the Standard.

Prior to the commencement of the audit the following tasks were completed:

- Establish initial contact with the auditee
- Confirm the audit team: The audit was undertaken by Derek Low. Derek is an Exemplar Global certified principal environmental auditor.
- Confirm the audit purpose, scope and criteria.

The documents reviewed prior to the site visit are as follows:

- Project Approval SSD 6766 for MPE stage 1 Project (as modified by Land and Environment Court Order), 13 March 2018
- *Environment Protection and Biodiversity Conservation Act 1999* Approval, 6 March 2014
- Selected Approvals Matrix - Stage 1 Recommended CoC, 3 August 2016
- Selected Approvals Matrix - Stage 1 Final Compilation of Mitigation Measures, 3 August 2016 and
- *Construction Environmental Management Plan Moorebank Precinct East Stage 1 – RALP No. 1, Revision K, EN-PLN-0013, CPB 26/04/17 (RALP CEMP), and sub-plans.*

Following the document review the following tasks were undertaken prior to the on-site audit activity:

- Preparing the audit program
- Assigning work to the audit team
- Preparing audit checklists comprising Conditions of Consent for the RALP, and open actions from previous audits.

The on-site audit activities took place on 22 November 2019. The following Project personnel took part in the audit:

- Ian Irwin – Environment Manager – Tactical (representing SIMTA)
- Ryan Butler – Environment Manager – Tactical (representing SIMTA)
- Alex Major – Environmental Consultant SNC Lavalin (representing CPB)
- Josh Skelton – Safety Advisor – CPB Contractors
- Rui Henriques – Environmental Representative – HBI
- Derek Low – Independent Auditor – WolfPeak.

The on-site audit activities included an inspection of the site and work activities and review of management plans, procedures, monitoring records and inspection reports.

A component of the audit was conducted off-site after the on-site audit activities. The off-site audit activities were completed between 15 November and 3 December 2019 and involved review of plans, reports, checklists, correspondence records and other related documentation.

In relation to findings against conditions, the following terminology was adopted:

- **Compliant:** Complies with all requirements of the condition(s).
- **Observation:** A situation observed during the audit that provides an opportunity for improvement, requires further consideration or could lead to a non-compliance or environmental impact if not addressed.
- **Corrective Action Request:** Observation warranting the issue of a Corrective Action Request as a result of the finding.
- **Non-compliance:** Does not fully comply with all requirements of the condition. These are categorised as minor or major, depending on the severity of the non-compliance.
- **Not Triggered:** There were no compliance issues related to the condition, was not triggered at the time of the audit or was not related to a SIMTA (or one of its contractors) responsibilities.

## 2.0 Audit findings

This Section presents the findings of the November 2019 audit.

Section 4 presents a summary of the findings from this audit and actions proposed or undertaken in response to the findings, along with those proposed or undertaken to address open findings from previous audits (if any). The Audit Checklists provided in Appendices A and B present details of all the evidence collected, observed and provided in support of a finding.

### 2.1 Compliance status

There was one non-compliance identified against the CoCs.

#### **Non-compliance identified against CoC G9**

CoC G9 states that the transfer of containers between Port Botany and the IMEX terminal must not commence until the rail connection to the SSFL is operational.

The Auditees acknowledged that containers have been transported by rail between the IMEX terminal and Port Botany as part of commissioning works. The Auditor understands that SIMTA notified the Department on 15 August 2019 that commissioning works were being undertaken, however this notice does not provide any details on what the commissioning involved other than 'locomotives using the rail line'. The Auditor also understands that the Department has visited the site during commissioning and has not raised any concerns.

The Consent does not have any conditions pertaining to commissioning of the rail line and the Auditor is not aware of SIMTA communicating that the movement of containers between the two terminals was in fact occurring as part of the commissioning works.

### 2.2 Corrective action requests and observations

There were no observations made in relation to the CoCs.

### 2.3 Effectiveness of environmental management & mitigation measures

The effectiveness of implementation of construction environmental management measures relied on a review of SIMTA's site inspection records, incident reports, training and induction records and other relevant records that were reviewed during the site inspection and interviews held on 22 November 2019.

The assessment indicated that the CEMP and associated sub-plans were being effectively implemented and the sample of mitigation measures that were checked during this audit have achieved an appropriate level of environmental protection. Section 5 provides evidence of operational environmental controls being implemented on the day of the site audit.

### 3.0 Audit conclusions

The overall outcome of the audit was positive. Compliance records were very well organised and available at the time of the site inspection and interview with SIMTA's personnel on 22 November 2019.

Relevant environmental and compliance monitoring records continue to be collected and reported as required to provide verification of compliance to statutory requirements and the broader Project environmental requirements.

There was one non-compliance identified against the CoC. CoC G9 states that the transfer of containers between Port Botany and the IMEX terminal must not commence until the rail connection to the Southern Sydney Freight Line (SSFL) is operational. The Auditees acknowledged that containers have been transported by rail between the IMEX terminal and Port Botany as part of commissioning works. There were no observations identified with respect to the CoC.

Actions proposed by the Project team to address the findings of this audit and any previously open audit findings are set out in Section 4.

The overall outcome of the audit was indicative of a high level of compliance and environmental performance by SIMTA and its principal civil contractor (CPB) in carrying out the construction of the RALP.

The auditor would like to thank the auditees (representing SIMTA and CPB) for their high level of organisation, cooperation and assistance during the audit.

## 4.0 Audit actions

**Table 1: Audit Findings and Action List**

Item No	Condition No	Type	Details of Item	Proposed or Completed Action	By whom and by when	Status
<b>STATUS OF PREVIOUSLY OPEN AUDIT FINDINGS FROM DECEMBER 2018 and June 2019</b>						
1	CoC D4	Observation	<p>CoC D4 requires that a website, for the provision of electronic information associated with the project, be maintained for the duration of construction. The Applicant shall, subject to confidentiality, publish and maintain up-to-date information on the website or dedicated pages.</p> <p>Most of the documents relevant to the project were up to date on the website.</p> <p>Whilst the condition is not explicit in listing each document required to be published, the version of the RAP on the project website does not appear to be the current version.</p>	<p>All required documents will be placed on the website post their approval. This process involves the redacting of documents and then submission to Elton's who are responsible for ensuring documents are placed on the website.</p> <p>The updated RAP has been redacted and sent to Elton's to be placed on the website.</p>	To be completed by Elton's 6/2/19	CLOSED Updated RAP now available on Project Website
2	General housekeeping	Observation	<p>The auditor notes that during the site inspection on 26 June 2019 there was a need for general housekeeping around the site including waste from Project works and waste that has migrated from the Glenfield Waste Facility onto the site. Of particular concern are wastes in and around the spill kit bay and on either abutment of the Georges River Bridge.</p> <p>Refer photos in Section 5 (of previous report) for detail.</p>	General maintenance and housekeeping to be undertaken.	By CPB by 15 August 2019	CLOSED Evidence of housekeeping had occurred. The Auditor notes that waste from the Glenfield Waste Facility is an ongoing issue that should be managed by the operator of that facility.
<b>NOVEMBER 2019 AUDIT FINDINGS</b>						





Item No	Condition No	Type	Details of Item	Proposed or Completed Action	By whom and by when	Status
4	CoC G9	Non-compliance	<p>CoC G9 states that the transfer of containers between Port Botany and the IMEX terminal must not commence until the rail connection to the SSFL is operational.</p> <p>The Auditees acknowledged that containers have been transported by rail between the IMEX terminal and Port Botany as part of commissioning works. The Auditor understands that SIMTA notified the Department on 15/08/19 that commissioning works were being undertaken, however this notice does not provide any details on what the commissioning involved other than 'locomotives using the rail line'. The Auditor also understands that the Department has visited the site during commissioning and has not raised any concerns.</p> <p>The Consent does not have any conditions pertaining to commissioning of the rail line and the Auditor is not aware of SIMTA communicating that the movement of containers between the two terminals was in fact occurring as part of the commissioning works.</p>	SIMTA to confirm permissibility of movement of containers during commissioning works with the Department.	SIMTA prior to operations	OPEN

## 5.0 Photos

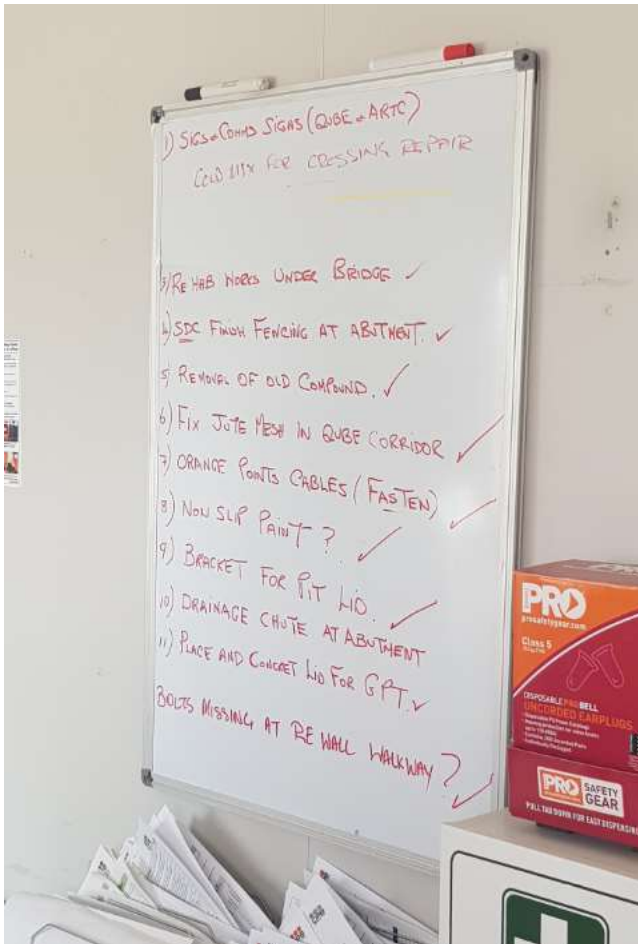


Photo 1: Notice board identifying environmental works being undertaken on the day of the audit.



Figure 2: The rail formation and Gelinfeld Waste Facility cell.



Figure 3: Stormwater culverts for drainage under the rail line.



Figure 4: Angle of attack noise monitoring station (part of the plan prepared under CoC G7 and G7A).



Figure 5: Georges River riparian works



Figure 6: Signalling installed at Anzac Creek.



Figure 7: Anzac Creek crossing with scour protection.



Figure 8: Access to the IMEX terminal.



## Appendix A. PROJECT APPROVAL (SSD 6766) CONDITIONS OF CONSENT

CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
		PRINCIPAL	CONTRACTOR		C	O	NC	NT
<b>PART A ADMINISTRATIVE CONDITIONS</b>								
<b>Development in Accordance with Plans and Documents</b>								
A1	The Applicant shall carry out the development generally in accordance with the: a. State Significant Development Application SSD 6766; b. SIMTA Intermodal Terminal Facility - Stage 1 - Environmental Impact Statement (Hyder Consulting Pty Ltd, May 2014); c. SIMTA Intermodal Terminal Facility - Stage 1 - Response to Submissions (Hyder Consulting Pty Ltd, September 2015); and d. The conditions of this consent.	X	X	Compliance with these requirements is verified through this independent audit process.	C			
A2	In the event of an inconsistency between: 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 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.	X	X	NOTED				
A3	The Applicant shall comply with any reasonable requirement(s) of the Secretary arising from the Department's assessment of: a. any reports, plans or correspondence that are submitted in accordance with this consent; and b. the implementation of any actions or measures contained within these documents	X	X	CEMP and sub-plans revised in accordance with comments provided DPIE. <a href="http://simta.com.au/mpe/">http://simta.com.au/mpe/</a>	C			
<b>Lapsing of approval</b>								





CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
		PRINCIPAL	CONTRACTOR		C	O	NC	NT
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.	X		NT Works Commenced				NT
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.	X		NT None identified.				NT
<b>Legal notices</b>								
A6	Any advice or notice to the consent authority shall be served on the Secretary	X		NT None identified.				NT
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 Project Website and Subject Site at all times during the development	X	X	<a href="#">EPBC Act Approval (EPBC 2011/6229)</a> <a href="#">Project Approval SSD 6766</a> <a href="#">Project Approval - Court decision update</a> <a href="#">Environment Protection Licence (EPL 20966)</a> <a href="https://simta.com.au/mpe/">https://simta.com.au/mpe/</a> Approved CEMP and sub-plans outline applicable legal obligations and licence, permit, consent and approval requirements.	C			
<b>PART B PRIOR TO THE ISSUE OF A CONSTRUCTION CERTIFICATE</b>								
<b>Disabled Access</b>								
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	X		NT IMEX				NT



CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
		PRINCIPAL	CONTRACTOR		C	O	NC	NT
<b>Compliance with the Building Code of Australia (BCA)</b>								
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).	X		Compliance with BCA Codes provided through issues of 3 x Construction Certificates issued: <ul style="list-style-type: none"> <li>- Site establishment dated 16/05/17</li> <li>- Earthworks and structures dated 07/07/17.</li> <li>- Rail corridor design change dated 10/10/18.</li> </ul> No new CCs. No change for November 2019 audit.	C			
<b>Development Contributions</b>								
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.	X		Payment made on 15/05/17. No change for November 2019 audit.	C			
<b>Site Layout and Access</b>								
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 Moorebank 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.	X		NT IMEX				NT
B5	The Applicant shall ensure that: 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	X		NT IMEX				NT



CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
		PRINCIPAL	CONTRACTOR		C	O	NC	NT
	<p>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;</p> <p>b) the swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, is in accordance with AUSTRROADS;</p> <p>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.</p> <p>d) The layout of the site shall be designed to minimise heavy vehicles reversing are not required to select reverse gear.</p> <p>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;</p> <p>f) all vehicles are wholly contained on site before being required to stop;</p> <p>g) all loading and unloading of materials is carried out on site; and</p> <p>h) the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.</p> <p>Detailed plans demonstrating compliance with a)-h) shall be prepared in consultation with RMS and to the satisfaction of the Certifying Authority.</p>							
B6	<p>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.</p>	X		<p>As per PCCR: Information provided to Certifying Authority and approval provided on 13/6/17.</p> <p>Forwarded to DPIE for information via email on 15/5/17.</p> <p>Access points defined in the <a href="#">CTAMP</a> Appendix F</p> <p>No change for June 2019 audit.</p> <p>No change for November 2019 audit.</p>	C			



CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome				
		PRINCIPAL	CONTRACTOR		C	O	NC	NT	
<b>Lighting Plan</b>									
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: a) Adequate lighting of pedestrian thoroughfares; b) All lighting in public domain areas is to comply with the relevant Council requirements and Australian Standard AS1158 for Street Lighting Applications; 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  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.	X		NT IMEX					NT
<b>Public Transport</b>									
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.	X		NT IMEX					NT
<b>PART C PRIOR TO CONSTRUCTION</b>									
<b>Commencement of Works</b>									
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.	X		3 x Construction Certificates issued: - Site establishment dated 16/05/17 - Earthworks and structures dated 07/07/17 - Rail corridor design change dated 10/10/18.  No new construction stages for June 2019.	C				

CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
		PRINCIPAL	CONTRACTOR		C	O	NC	NT
				No change for November 2019 audit.				
<b>Demolition</b>								
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.	X		NT IMEX				NT
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: a) final design details of the proposed external materials and finishes; b) location of existing vegetation and proposed landscaping (including use of indigenous and endemic species where possible) and design features; c) strategies for progressive landscaping of other environmental controls such as erosion and sedimentation controls, drainage and noise mitigation; and 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; 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.	X	X	Conditional approval of UDLP granted on 26/07/17. Approval allowed for commencement of works.  UDLP Revision 7, dated 29/01/18, approved by DPIE in full on 14/02/18.  <a href="#">UDLP</a> Revision 8, dated 20/02/18, available on line.  UDLP Revision 9, dated 22/11/18, has been prepared to capture GWF leachate dam.  DPIE approval of revision 10 granted 28/2/19 (UDLP covers IMEX and RALP). SIMTA currently drafting revision 11.  On 3/9/19 an updated UDLP was provided to the Department, requesting approval for the changes.	C			
<b>Compliance Monitoring and Tracking</b>								
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. The Program shall include, but not be limited to:	X	X	<a href="#">Compliance Tracking Program</a> approved by DPIE on 04/05/17.	C			



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	<p>a) provision for the notification to the Secretary prior to the commencement of construction;</p> <p>b) provision for periodic review of the compliance status of the SSD against the requirements of this approval;</p> <p>c) provision for periodic reporting of compliance status to the Secretary, including but not limited to:</p> <p>(i) a Pre-Construction Compliance Report prior to the commencement of construction,</p> <p>(ii) Six-monthly, or other timing as agreed by the Secretary, Construction Compliance Reports, for the duration of construction, and</p> <p>(iii) a Completion Compliance Report within one month of completion of the construction;</p> <p>d) a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems;</p> <p>e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;</p> <p>f) provision for reporting environmental incidents to the Secretary during construction, in accordance with conditions C6 and C7;</p> <p>g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and</p> <p>h) provision for ensuring all employees, contractors and sub-contractors are aware of, and</p> <p>i) comply with, the conditions of this approval relevant to their respective activities.</p>			<p>The Pre-construction compliance report was approved by DPIE on 23/06/17.</p> <p>A <a href="#">6 monthly compliance report</a> was prepared on 8/02/18. It addresses matters pertinent to this condition, including the reporting and rectifying of non-compliances and incidents.</p> <p>In accordance with d) an independent audit was conducted on the 19/12/2017, 20/06/18 and 10/12/18.</p> <p>It is noted that CoC D4(f) incorrectly references CoCs C6 and C7. These should reference CoC E10 and E11.</p> <p>Sighted June 2018 <a href="#">6 monthly compliance report</a>, finalised 01/08/18. Sighted lodgement to DPIE dated 07/08/18.</p> <p>Sighted March 2019 <a href="#">6 monthly compliance report</a>, covering July – December 2018. Sighted submission to DPIE dated 4/3/19.</p> <p>Sighted September 2019 <a href="#">6 monthly compliance report</a> covering Jan – June 2019.</p>				
<b>Contamination</b>								
C5	Prior to the commencement of construction of the rail link within the Glenfield Waste Facility licenced premises, the Applicant shall prepare	X		Sighted DPIE approval, dated 03/10/18, noting EPA's granting of	C			

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	<p>an assessment report of the proposed impacts of construction on the Glenfield Waste Facility licenced premises. The assessment must address:</p> <ul style="list-style-type: none"> <li>a) Targeted intrusive investigations to determine contamination pathways and to develop mitigation, management and/or remediation options based on those investigations;</li> <li>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;</li> <li>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;</li> <li>d) details of impacts on pollution control and monitoring systems including existing groundwater and landfill gas bores and their subsequent repair/ replacement;</li> <li>e) the methodology proposed to ensure that the landfill barrier system disturbed in the removal process is replaced/ repaired to ensure its ongoing performance.</li> </ul> <p>The Applicant shall detail matters such as sub grade preparation and specifications, liner installation/ reinstallation procedures and construction quality assurance (CQA) procedures;</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> <li>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</li> <li>i) details of and proposed mitigation measures for the long term management of the rail link (e.g. subsidence or gas issues).</li> </ul> <p>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</p>			<p>satisfaction through issue of the EPL for the works.</p> <p>The EPL was granted on 18/8/17. It is a staged licence allowing certain areas to be accessed and closed out in conjunction with GWF works to proceed. <a href="#">EPL</a>.</p> <p>No change for November 2019 audit.</p>				



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	Glenfield Waste Facility licenced premises without the EPA's written approval, unless otherwise agreed by the Secretary.							
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, and 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.	X		EPL granted 24/09/18. Certifying Authority issued updated CC on 10/10/18 indicating satisfaction. No change for November 2019 audit.	C			
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 1, 2, 3, 4 lands in accordance with the Liverpool Local Environmental Plan 2008.	X	X	Sighted: <ul style="list-style-type: none"> <li>- Section 5 of the ASSMP in Attachment E of <a href="#">Soil and Water Management Plan</a> shows alignment in relation to class 1 - 4 lands and likely impacts. Filling works (as opposed to excavation) are anticipated in proximity to these lands.</li> <li>- Excerpt from Table 5 of the General Arrangement and Bulk Earthworks Design Report, confirming cuttings in the area do not go below 5m AHD.</li> <li>- Earthworks design report for the updated RALP design (N01031-PWD-DRP-EWK0001(06) GA and Bulk Earthworks. No lowering of the water table is anticipated.</li> </ul> No change for November 2019 audit.	C			





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C8	<p>The subject site is to be remediated in accordance with:</p> <p>a) The approved Remedial Action Plan; b) State Environmental Planning Policy No. 55 - Remediation of Land; and c) The guidelines in force under the Contaminated Land Management Act.</p> <p>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.</p> <p>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.</p> <p>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.</p>	X		<p><a href="#">RAP</a> prepared and approved by site auditor on 11/11/17. Revision 5 dated 13/07/18 is online.</p> <p>Updated RAP, dated 24/09/18 captures RALP redesign in GWF.</p> <p>Sighted auditor letter of acceptance in the updated, dated 04/10/18.</p> <p>Two part validation is underway. Draft report for eastern portion of works is being prepared.</p> <p>The RAP is still in effect on western side of the site.</p> <p>No change for November 2019 audit.</p>	C			
<b>Soil, Water Quality and Hydrology</b>								
C9	The design of any new stormwater outlets to the Georges River or Anzac Creek must include scour protection works.	X		<p>RALP design change in GWF is captured in updated Design Report, dated 06/09/18. Scour protection is included.</p> <p>Anzac Creek design captures scour protection.</p> <p>No change for November 2019 audit.</p>	C			
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.	X		<p><a href="#">CEMP</a> Appendix D and PCCR state that a single causeway has been designed to be constructed from the eastern embankment of Georges River so as to facilitate the migration of Australian Bass.</p> <p>The crossing has been constructed as per design with minor changes</p>	C			

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				to landscaping which were considered to be consistent with the approved Project by the ecologist and ER. These changes do not affect Australian Bass.				
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 DPI Fisheries with regard to the platform and its design prior to constructing the platform in the Georges River.	X		<p><a href="#">CEMP</a> Appendix D and PCCR state that a single temporary causeway is proposed to be constructed from the eastern embankment of Georges River, and a 18 metre channel will be maintained for flow and to facilitate the movement of fish beyond the project boundary. The PSP for Georges River was consulted on with DPI Fisheries and this plan contained the platform and its design as per the condition.</p> <p>The crossing has been constructed as per design with minor changes to landscaping which were considered to be consistent with the approved Project by the ecologist and ER. These changes do not affect Australian Bass.</p>	C			
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 DPI Fisheries is to be contacted immediately. Works can proceed following approval by DPI Fisheries.	X		<p>Captured in <a href="#">Flora and Fauna Management Plan</a>.</p> <p>Bridge works are ongoing.</p> <p>Sighted in December 2018:</p> <ul style="list-style-type: none"> <li>- CoA C12 inspections register and</li> <li>- daily diary</li> </ul> <p>both showing daily inspections.</p>	C			

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				Sighted in June 2019: - CoA C12 monitoring register.  Sighted in November 2019 - CoA C12 monitoring register.				
<b>Heritage</b>								
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.	X		NT IMEX				NT
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.	X		NT IMEX				NT
C15	Prior to the commencement of pre-construction and construction activities affecting Aboriginal site MA14, the Applicant shall: 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 b) undertake any further archaeological excavation works recommended by the results of the Aboriginal archaeological investigation program. 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	X		As per the PCCR, a detailed <a href="#">Aboriginal Archaeology Salvage Strategy</a> had been developed in consultation with required stakeholders.  DPIE approval granted on the 9/03/2017.  Salvage was completed on 28/04/2017. The report presenting information from the undertaking of the salvage works and prepared	C			



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	<p>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.</p> <p>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).</p>			<p>in consultation with the OEH, was due to DPIE on 28/04/2018. On 28/04/18 SIMTA provided DPIE with a Findings Report, prepared in consultation with Aboriginal stakeholders. SIMTA noted that consultation with the OEH was still ongoing and was expected to be finalized by 08/05/18. On 14/05/18 OEH wrote to SIMTA to advise that they apologized for the delay and that they had no comments on the report. On the same day SIMTA submitted documents to DPIE.</p> <p>On 03/12/18 SIMTA submitted an updated Findings Report, addressing comments received from DPIE. The comments related to the resting place for significant artefacts.</p> <p>SIMTA is currently in discussions with Australian Museum for storage of any significant items. Sighted correspondence between CPB and DPIE 14/5/19. Sighted correspondence from Australian Museum, dated 30/4/19 stating that the application to take the material was under assessment and would take a few months to determine.</p> <p>Due to sensitivity of information the document will not be published on the website once its approved.</p>				



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				No change for November 2019 audit.				
<b>Utilities and Services</b>								
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.	X	X	Section 6 of the Services & Utilities Design Report outlines requirements to engage utility and service providers in accordance with this condition.  As a result, consultation with relevant land and asset owner or service provider was undertaken during detailed design to determine appropriate upgrades to the existing infrastructure. Access requirements and further engagement with owners and providers is being undertaken during construction phase of the project.  Sighted correspondence with, and acceptance from, Sydney Trains on interactions with their infrastructure dated 05/07/18.  Lead in services are part of IMEX scope.  No change for November 2019 audit.	C			
<b>Pre-Construction Dilapidation Report</b>								
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: a) local public roads likely to be used by the project's construction traffic identified in the Construction Traffic and Access Management	X		The PCCR states that dilapidation surveys have been undertaken by CPB. The reports were approved by the PCA on 11/04/2017.	C			

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	<p>Sub-plan required under condition E35(a). 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).</p> <p>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.</p>			<p>The reports were submitted to RMS, the Secretary, LCC and CCC on 16/5/17.</p> <p>CTAMP</p> <p><a href="#">Pre-construction dilapidation report – Cambridge Ave and Causeway Glenfield</a></p> <p><a href="#">Pre-construction dilapidation report – Moorebank Ave Glenfield</a></p> <p><a href="#">Pre-construction dilapidation report – Cambridge Ave Glenfield</a></p> <p><a href="#">Pre-construction dilapidation report – roundabout and roadways Glenfield</a></p> <p>No change for November 2019 audit. Post construction dilapidation reports will be prepared following completion of construction.</p>				
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.	X		<p><a href="#">Road Pavement Deflecting Testing Report</a> completed April 2017, data plots show deflection testing intervals.</p> <p>22/11/2019- Sighted post-construction falling weight detection and road pavement deflection test results.</p>	C			
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 a standard commensurate to its current use prior to the development.	X	X	Note that Moorebank Avenue is owned by Defence. It is not a public road. Moorebank Avenue has been given from Defence to Qube to manage. This agreement				NT



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	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			<p>requires submission of TCPs to Council for information.</p> <p>This commitment is outlined in the approved CTAMP.</p> <p>Sighted Moorebank Ave TCP for gates 6, 8, 10 traffic to Bootlands 10/09/18.</p> <p>Construction on Moorebank Ave is complete. Sighted 26/6/19.</p>				
<b>Biodiversity</b>								
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.	X		<p>Section 7 of both the Georges River Bridge Design Report and Anzac Creek Culvert Design report outlined all environmental considerations relating to the project and requirements for design consideration including this condition.</p> <p>This is supported by correspondence sighted, between environment and design teams dated 29/09/17.</p> <p>Western Abutment area was pegged using survey at 20m corridor, cleared in October 2018 and is waiting on a post clearance resurvey to verify.</p> <p>Sighted western abutment on 10/12/18, no observable issues.</p> <p>Non-compliance from previous audit (June 2019): The 20 metre easement was breached (identified</p>	C			



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				through as built survey). The non-compliance was reported to the Department 15 June 2019 in accordance with CoC E10. No further issues.				
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 and made available on the Project Website.	X		Sighted Moorebank Intermodal Terminal Development – Package 1 - RALP No.1, Design Report – Georges River Bridge, Aurecon 09/08/16.  Georges River Bridge Design and PSP for Georges River Bridge were both consulted on with DPI Water. The Certifying Authority advised on 29/3/17 that the condition had been satisfied.  The design was submitted to DPIE for information on 6/4/17.  The crossing has been constructed as per design with minor changes to landscaping which were considered to be consistent with the approved Project by the ecologist and ER. These changes do not affect Australian Bass.	C			
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.  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	X		DPI Fisheries approved the Threatened Dragonfly Species Survey Plan on 10/10/16.  Section 7.2 of the FFMP states that a survey was conducted in consultation with DPI Fisheries. No threatened dragonfly species, listed under the Fisheries Management	C			



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	mitigation measures to avoid impacts in accordance with NSW DPI Policy and Guidelines for Fish Habitat Conservation and Management (2013).			Act 1994, were found and there was no evidence of suitable habitat.  If endangered species discovered during construction, DPI Fisheries will be contacted and stop work protocols will be followed per the Unexpected Species Finds Procedure. The procedure, outlined in the FFMP, includes contact and mitigation requirements. None identified during construction to date.  No change for November 2019 audit.				
<b>Transport and Access</b>								
C23	Prior to the commencement of clearing within the railway corridor between the southern boundary of the terminal site and the eastern side of the approved Moorebank Avenue Bridge, the Applicant must prepare and implement a Hibbertia Species Survey Plan to determine the number of individual plants of each Hibbertia species present within the corridor and confirm that the required quantum of biodiversity offset credits needed to provide an offset for the surveyed number of individual plants of each Hibbertia species can be achieved. The survey plan, including the survey method, must be prepared in consultation with OEH to the satisfaction of the Secretary. Results of the survey must be included in the Biodiversity Offset Package required by C23A.	X	X	Sighted: <ul style="list-style-type: none"><li>- DPIE approval of Hibbertia Species Survey Plan, dated 08/06/18.</li><li>- Preclearance survey report dated 01/08/18, OEH consultation included.</li><li>- C23 Approval from DPIE 2017.</li></ul> No change for November 2019 audit.	C			
C23A	Prior to the commencement of clearing within the railway corridor 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	X		Section 2.17 of the Permit to Clear Land or Vegetation (Attachment H of FFMP) stating clearing is not to commence in this area until the biodiversity offset package has	C			

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	<p>shall be consistent with the NSW Biodiversity Offsets Policy for Major Projects (OEH 2014), unless otherwise agreed by the Secretary.</p> <p>The Package shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(b) the objectives and biodiversity outcomes to be achieved;</li> <li>(c) the final suite of the biodiversity offset measures selected and secured in consultation with OEH;</li> <li>(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:</li> <li>(e) the monitoring of the condition of species and ecological communities at offset (including translocation) locations;</li> <li>(f) the method for the monitoring program(s), including the number and location of offset monitoring sites, and the sampling frequency at these sites;</li> <li>(g) provisions for the annual reporting of the monitoring results for a set period of time as determined in consultation with the OEH; and</li> <li>(h) timing and responsibilities for the implementation of the provisions of the Package</li> </ul> <p>The Approved Biodiversity Offset Package shall be published on the Project Website within 7 days of its approval.</p> <p>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.</p> <p>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.</p> <p>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</p>			<p>been accepted to the satisfaction of the Secretary.</p> <p>The interim Biodiversity Offset Package Report was approved by DPIE on 14/12/17.</p> <p>Sighted updated BOP capturing DPIE comments, including agreement, dated 04/12/18. SIMTA advise that the 14/12/17 approval stands.</p> <p>SIMTA advise that the BOP requirements under C23A have not been approved by DPIE and that the DPIE has considered clearing of the Bootland to be the commencement of 'construction' under the terms of this condition. As such this gives 12 months from Sept 2018 to get BOP approval.</p> <p>Sighted C23A BOP (Arcadis) dated 15/5/19 which incorporates comments from DPIE. OEH agreement provided by BA341 Offset Biobanking Agreement.</p> <p>Sighted correspondence from DPIE approving the document 31/5/19.</p> <p>No change for November 2019 audit.</p>				



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	Biodiversity Offset Package to the satisfaction of the Secretary in accordance with items (a)-(h) above. 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							
C23B	The Applicant shall: (a) remove the disused rail spur traversing the Southern Boot Land and remediate and rehabilitate the land containing the disused rail spur traversing the Southern Boot Land, which is identified in blue dotted outline on Attachment A to these conditions titled "Figure 1 – Wattle Grove Offset Area"; and (b) once remediation of the disused rail spur is complete, apply within 2 months of completion of the remediation to amend the biobanking agreement to incorporate the land shaded yellow on Attachment A to these conditions titled "Figure 1 – Wattle Grove Offset Area"; and (c) apply within 2 months of the issue of the biobanking agreement to amend the biobanking agreement to incorporate the land shaded red on Attachment A to these conditions titled "Figure 1 – Wattle Grove Offset Area". Nothing in this condition requires the Applicant to amend the biobanking agreement application lodged with OEH in February 2017.	X		The scope of works required for the removal and remediation of the disused rail spur is being developed at the time of the audit. There is no timing requirement on the package of works.  NT - IMEX				NT
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).	X		A road safety audit was undertaken on 4/4/17 and consultation with LCC and TfNSW concluded on 15/5/17.  The <a href="#">Road Safety Audit Report</a> refers to the condition and makes recommendations in relation to road safety issues.  No change for November 2019 audit.	C			

CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
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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.	X		NT IMEX				NT
C26	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.	X		NT IMEX				NT
C27	The Applicant shall design the rail link to accommodate the installation of trackside noise barriers for the full length of the rail link in the event they may be required at some future time to comply with the project specific noise levels.	X	X	Sighted GWF rail redesign drawings and report detailing requirement to consider noise walls, dated 23/05/2018. Section 4.1 of the CNVMP identifies that this condition will be managed through advice from a noise specialist. Sighted updated design drawings on 10/12/18. They catered for noise barriers along the rail link. No change for November 2019 audit.	C			
<b>PART D COMMUNITY INFORMATION AND REPORTING</b>								
<b>Community Communication Strategy</b>								
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	X		CCS addressing the requirements of this condition was approved by DPIE on 11/5/17.	C			



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	<p>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:</p> <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>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;</li> <li>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;</li> <li>e) and 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.</li> </ul>			No change for November 2019 audit.				
<b>Complaints and Enquiries Procedure</b>								
D2	<p>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:</p> <ul style="list-style-type: none"> <li>a) a 24 hour telephone number(s) on which complaints and enquiries about the SSD may be registered;</li> <li>b) a postal address to which written complaints and enquires may be sent;</li> <li>c) an email address to which electronic complaints and enquiries may be transmitted; and</li> <li>d) a mediation system for complaints unable to be resolved.</li> </ul>	X		<p>24hr info line 1800 986 465 www.simta.com.au simta@elton.com.au PO Box 1488 Bondi Junction NSW 2022. Section 7 of the CCS details procedures for enquiries and complaints.</p>	C			

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	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.			A newsletter was distributed to 10000 residents in July, September and November 2016 outlining the current status of the Moorebank Precinct. The newsletters include project contact details. Sighted complaints register up to June 2019. No change for November 2019 audit.				
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. 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.	X		Section 7 of the CCS details procedures for enquiries and complaints, consistent with ISO 10002. Sighted complaints register. No change for November 2019 audit.	C			
<b>Provision of Electronic Information</b>								
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: a) information on the current implementation status of the SSD; b) a copy of the documents listed in condition A1, and any documentation supporting modifications to this approval that may be	X		Sighted the website <a href="http://simta.com.au/mpe/">http://simta.com.au/mpe/</a> and <a href="http://simta.com.au/contact-us/">http://simta.com.au/contact-us/</a> No real-time environment data is required to be captured at this stage of the project.  Sighted instruction to Elton 24/6/19 to update MPE stage 1	C			

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	granted from time to time; o) a copy of this approval and any future modification to this approval; d) a copy of each relevant environmental approval, licence or permit required and obtained in relation to the SSD; e) the outcomes of compliance tracking in accordance with condition C4 of this approval; and f) details of any contact point(s) to which community complaints and enquiries may be directed, including a telephone number, a postal address and an email address real time noise, dust and water data, where such data is collected under this consent.			management plans following the 6 monthly review of the plans. The plans were subject to review and endorsed by the ER. No change for November 2019 audit. The Project is nearing the end of construction. Operational Plans will be uploaded once ready.				
<b>PART E CONSTRUCTION ENVIRONMENTAL MANAGEMENT</b>								
<b>Approved Plans to be On-site</b>								
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.	X	X	Approved and certified plans, specifications and documents incorporating conditions of approval and certification were readily available at the time of the audit.	C			
<b>Site Notice</b>								
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: 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; b) The notice is to be durable and weatherproof and is to be displayed throughout the works period; 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		X	A site notice was observed at the site gate.	C			

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	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.							
<b>Contact Telephone Number</b>								
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.	X	X	24hr info line 1800 986 465 managed by Elton consulting whom communicates with relevant parties.  Telephone complaints line tested on 28/06/19.  No change for November 2019 audit.	C			
<b>Environmental Representative</b>								
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: a) be the principal point of advice in relation to the environmental performance of construction; 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; 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; d) ensure that environmental auditing is undertaken in accordance with the Applicant's Environmental Management System(s); 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	X		Environmental Representative appointed for the project and was in attendance for the audit.  Correspondence in relation to approval of documents and activities sighted: <ul style="list-style-type: none"><li>- 01/02/18 incident report demonstrating notification to ER.</li><li>- 24/04/18 ER approval of OOHW Rail Possession.</li><li>- Environmental Representative quarterly report dated 7/03/18 – 07/06/18 .</li><li>- Environmental Representative quarterly report dated 01/06/18 – 31/08/18</li></ul>	C			





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	Environment Management Plan; f) be given the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts; and 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.			<ul style="list-style-type: none"> <li>- Environmental Representative quarterly report dated 01/09/18 – 31/11/18</li> <li>- Environmental Representative quarterly report (reporting period 01/09/18 – 31/11/18</li> <li>- ER quarterly report submission to DPIE 8/3/19 (reporting period 1/12/18 – 28/2/19)</li> <li>- ER quarterly report submission to DPIE 12/12/18 (September to November 18)</li> <li>- ER quarterly report submission to DPIE 7/6/19 (report period March – May 19).</li> <li>- ER quarterly report submission to DPIE 6/9/19 (report period June – Aug 19).</li> <li>-</li> </ul>				
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.	X		<p>As above.</p> <ul style="list-style-type: none"> <li>- ER quarterly report submission to DPIE 8/3/19 (reporting period December 18 to Feb 19)</li> <li>- ER quarterly report submission to DPIE 12/12/18 (reporting period September to November 18)</li> </ul>	C			



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				<ul style="list-style-type: none"> <li>- Email correspondence between the ER and the Department regarding the delayed reporting of three ER reports.</li> <li>- ER quarterly report submission to DPIE 7/6/19 (report period March – May 19).</li> <li>- ER quarterly report submission to DPIE 6/9/19 (report period June – Aug 19).</li> <li>-</li> </ul>				
<b>Construction Soil and Water Management</b>								
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.	X	X	Sighted: <ul style="list-style-type: none"> <li>- Erosion and Sediment Control Plans (ESCPs): 16006 ESCP EW 0016-1-130318, 16006 ESCP EW 0017-0-130318, 16006 ESCP EW 2003-0-130318.</li> <li>- ESCP dated 20/11/18 with CPB mark up and Soil conservationists sign off of the mark ups, dated 19/11/18 (16006 ESCP EW-0015)</li> <li>- Site erosion and sediment controls installed on site visit 10/12/18.</li> </ul>	C			



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				Sighted: <ul style="list-style-type: none"> <li>- Soil conservationist inspection report for 28/5/19 verifying controls appropriate provided maintenance carried out. No high risk issues identified.</li> <li>- Site erosion and sediment controls in the field 28/06/19.</li> </ul> No change for November 2019 audit.				
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.	X	X	As above. To note the Project EPL permits non-compliance with s120 under the conditions prescribed in that EPL. <p>Sighted:</p> <ul style="list-style-type: none"> <li>- Dewatering and Discharge Procedure in Attachment G of <a href="#">Soil and Water Management Plan</a></li> <li>- Approved dewater permits for 07-08/11/18 and register 21/08/17 – 07/12/18 (dewater for dust suppression).</li> <li>- Inspection on 27/11/18 includes dust and ERSED.</li> <li>- Photos for set up of site in preparation for storm event on 28/11/18.</li> <li>- Correspondence with the EPA and DRAR on</li> </ul>	<b>C</b>			



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				<p>28/11/18 notifying of storm event (not pollution).</p> <p>Other than collection for use as dust suppression, only one dewater event occurred during the audit period.</p> <p>Sighted:</p> <p>Butchers knife dewatering permit 2-3/4/19 including test results below applicable criteria. Dewatering was conducted surveillance and live monitoring the entire time.</p> <p>Sighted post rainfall water quality monitoring of Georges River and Anzac Creek 19/09/19 upstream and downstream. Anzac Creek turbidity is observed both upstream and downstream. This is due to flowing only during high flow events, which by its nature is turbid flow.</p> <p>Georges River results are satisfactory.</p> <p>No dewatering within the audit period.</p> <p>Sighted post rain inspection 19/09/19. It identified maintenance actions. The actions were closed prior to the next visit.</p> <p>Sighted controls in the field 22/11/19. No issues.</p>				



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				ERSED report 17/11/19 (soil con) to support the surrender of the EPL. Identified areas deemed as stable and areas requiring maintenance. CPB advise that all the actions are closed, with a follow up visit confirmed by ERSED. The Soil Con concluded that all areas are stable or have adequate controls in place. Areas stabilised / vegetated have achieved a C factor of 0.1 or lower.				
<b>Bunding</b>								
E8	The Applicant shall store all chemicals, fuels and oils used on-site in appropriately banded areas in accordance with the requirements of all relevant Australian Standards, and/or EPA's Storing and Handling Liquids: Environmental Protection - Participants Handbook.	X	X	No hazardous materials sighted outside of designated, banded, storage during site visit on 26/06/19. No issues.  Jerry cans were outside of a banded area in the GWS work area. CPB advised that these will be moved to proper storage when not in use. A photo verifying this was taken on 22/11/19.	C			
<b>Riparian Corridor Works</b>								
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.	X		Sighted waterfront activities on 26/6/19. Activities were consistent with the requirements of the Guideline and measures outlined in Section 5.5 and 7.8 of the SWMP.  Sighted riparian zone on 22/11/19 and ER inspection report 27/8/19. The rehabilitation works were conducted in accordance with the Riparian Vegetation Management	C			



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				Plan (RVMP). The Plan had been updated so that gabion rock was used on the eastern embankment to manage stability and design interfaces (with the riparian area and the bridge batter). As rock dominates the eastern embankment and area on the western embankment (between East Hills and RALP) was retained, thus achieving outcomes identified in the RVMP. Additionally, AMBS have confirmed that connectivity has been retained with the revised design.				
<b>Incident Reporting</b>								
E10	<p>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.</p> <p>Note: Where an incident also requires reporting to the EPA and/or OEHL, the incident report prepared for the purposes of notifying the EPA and/or OEHL would meet this requirement.</p>	X	X	<p>No notifiable incidents during audit period.</p> <p>Sighted updated PIRMP dated 22/11/18 that includes need to report to DPIE.</p> <p>One notifiable incident occurred during the previous Audit Period. This related to the breach of permissible clearing limit under CoC C20.</p> <p>The Project reported a 15-18/3/19 rain event on 19/3/19 which exceeded ERSED design criteria and, therefore, resulted in overtopping of controls. The event was reported to DPI and EPA. The report was not provided to DPIE as it was deemed to not to be a</p>	C			



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				notifiable incident as set out in the terms of the approval. Sighted: <ul style="list-style-type: none"> <li>- Non-compliance reported against incident regarding extension of C20 limit.</li> <li>- Reporting of non-notifiable rain which exceeded design criteria for ERSED controls 19/3/19.</li> <li>- Incident register to July 2019.</li> </ul> Sighted incident register from March 2017 to 21/11/19. No incidents with actual or potential significant on-site or off-site impacts on human health or the biophysical environment. 1 x incident was identified as a non-compliance. Refer response to CoC C20.				
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.	X	X	No directive was provided by DPIE.				NT
<b>Heritage</b>								
E12	The Applicant shall not harm, modify or otherwise impact any heritage items outside the subject site.		X	No heritage items outside the project boundary have been encountered.				NT



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<b>Dangerous goods</b>								
E13	Dangerous goods, as defined by the Australian Dangerous Goods Code, shall be stored and handled strictly in accordance with: all relevant Australian Standards; for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and		X	No hazardous materials sighted outside of designated, banded, storage during site visit on 10/12/18. No issues. Refer response to CoC E8.	C			
<b>Dust Management</b>								
E14	The Applicant shall carry out all feasible and reasonable measures to minimise dust generated by the Development.		X	The project AQMP outlined measures to minimise dust generated by the development. Whilst dust complaints were received during the audit review period, feasible and reasonable mitigations were being implemented. Sighted: <ul style="list-style-type: none"> <li>- Approved dewater permits for 07-08/11/18 and register 21/08/17 – 07/12/18 (dewater for dust suppression).</li> <li>- Water cart in operation 10/12/18.</li> <li>- Inspection on 27/11/18 includes dust and ERSED.</li> <li>- Water cart dockets for Feb – April 2019.</li> </ul> ERSED report re stabilisation. Site inspection 22/11/19. Polymer has been applied on areas with no further work. No issues.	C			





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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.		X	<p>The project AQMP outlined measures to minimise dust generated by the development.</p> <p>The covering of loads is an aspect to check in inspections. Site inspection records checking dust dated 27/11/18.</p> <p>Sighted stabilised access on Moorebank Avenue.</p> <p>Observation from previous audit report: Whilst not attributable to any one project (IMEX, RALP, MPE Stg 2, MPW), The combination of works in the area has resulted in material tracking onto and along Moorebank Avenue. Moorebank Avenue was observed to have been cleaned after this audit. This has now been resolved.</p>	C			
<b>Waste Management</b>								
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.		X	<p>Sighted:</p> <ul style="list-style-type: none"> <li>- Project induction and MPE site specific induction book rev7. They cover reuse and recycling.</li> <li>- Waste Management Plan 14/04/17, promotes waste avoidance and resource recovery by developing waste avoidance and resource recovery strategies.</li> </ul>	C			



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				<ul style="list-style-type: none"> <li>- Plan for reuse of site won material within the GWF (where appropriate for reuse).</li> <li>- Skips in the field on 10/12/18</li> <li>- Waste register Dec 2017 – May 19. It identifies waste streams, volumes and licenced facility destination. It shows material going to recycling as appropriate under waste class guidelines. Sighted EPLs identified in the waste register. The materials being received (as specified in the waste register) align with the materials identified as being permissible for receipt in the EPLS.</li> <li>- Bingo reports for April 19, March 19, Feb 19 identifying % of waste being recycled. Reports are generated every month.</li> <li>- Veolia liquid waste dockets for January and February 19 and report for December 18 – March 19.</li> </ul>				



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				<ul style="list-style-type: none"> <li>- Environmental earth sciences PFAS water test report 11/01/19.</li> <li>- Bingo monthly waste report for October 2019. It reports 92%. (all waste pre-classified)</li> <li>- Veolia Monthly waste report for liquid wastes for August 2019.</li> </ul>				
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).		X	<p>Sighted:</p> <ul style="list-style-type: none"> <li>- Waste Management Plan 14/04/17, which identifies waste classification requirements in accordance with the Waste Classification Guidelines.</li> <li>- Project induction and MPE site specific induction book rev7. They cover waste classification and disposal.</li> <li>- Waste classification report dated 16/07/18 for stockpiles RA2 and RA3.</li> <li>- Environmental earth sciences PFAS water test report 11/01/19.</li> <li>- Bingo monthly waste report for October 2019. It reports 92%. (all waste pre-classified)</li> </ul>	C			



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				- Veolia Monthly waste report for liquid wastes for August 2019.				
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.		X	Refer response to CoC E16 above. Waste transporters are paid only on provision of tip dockets as evidence that waste correctly disposed of. Sighted waste transfer form and dial a dump dockets for ACM August 2018. Sighted Veolia liquid waste facility EPL 6416 and 5973.	C			
<b>Construction Hours</b>								
E19	Construction shall be undertaken during the following standard construction hours: a) 7:00am to 6:00pm Mondays to Fridays, inclusive; and b) 8:00am to 1:00pm Saturdays; c) at no time on Sundays or public holidays.		X	Defined in NVMP and Project induction and MPE site specific induction book. They cover permissible hours of work. Sighted previous works packs with hours of work specified. 6 x OOHW conducted since June 2019. A formal process to approve OOHW remains in place. Sighted: - OOHW conducted in August 2019 under permit and associated info. Modelling conducted and appropriate authorisation provided.	C			
E20	Activities resulting in a high noise impact shall only be undertaken: a) between the hours of 8:00 am to 5:00 pm Monday to Friday;		X	Defined in NVMP and Project induction and MPE site specific	C			

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	<p>b) between the hours of 8:00 am to 1:00 pm Saturday; and</p> <p>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.</p> <p>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.</p>			<p>induction book. They cover permissible hours of high noise impact works.</p> <p>Standard works do not result in high noise impacts. The modelling from OOHW identify that works are not resulting in a high noise impact.</p>				
E21	<p>Notwithstanding conditions E19 and E20, works may be undertaken outside the hours specified under those conditions in the following circumstances:</p> <p>a) construction works that cause LAeq (15 minute) noise levels that are: No more than 5 dB above rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009); and 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</p> <p>b) for the delivery of materials required by the police or other authorities for safety reasons; or</p> <p>c) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or</p> <p>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</p> <p>e) identified works approved by the Secretary.</p>		X	<p>Defined in NVMP and Sighted:</p> <ul style="list-style-type: none"> <li>- OOHW approval for culvert works 27/11/18, valid to 05/01/19.</li> <li>- OOHW approvals register covering 19/07/17 – 26/11/18</li> <li>- CNVIS and OOHW approval for rail link 08/12/18 – 29/12/18. It shows tolerances of plant to meet RBL+5dB(A).</li> <li>- OOHW permit for weekend track works 15-16/09/19 and ER endorsement for the works. The works were assessed to be &lt;5db(A) above BG.</li> <li>- Sighted OOHW permit for main possession works 10-13/5/19 for tamper works. The CNVIS identified potential noise impacts. The OOHW works included justification and</li> </ul>	C			



CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
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				<p>mitigation measures (including non-tonal beepers, monitoring and notification). Sighted also notification map. Sighted also ER endorsement for the works dated 23/4/19.</p> <ul style="list-style-type: none"> <li>- Sighted OOHW permit for 24 hr tamping 11-14/6/19. The CNVIS identified potential noise impacts. The OOHW works included justification and mitigation measures (including scheduling of works so high noise activities are during the day time period only, works with lower impacts to have priority for night works. Noise monitoring and notifications also completed).</li> <li>- OOHW register from December – June 2019.</li> </ul> <p>6 x OOHW conducted since June 2019. A formal process to approve OOHW remains in place. Sighted:</p> <ul style="list-style-type: none"> <li>- OOHW conducted in August 2019 under permit and associated info. Modelling conducted and appropriate authorisation provided.</li> </ul>				



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<b>Construction Noise and Vibration</b>								
E22	<p>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:</p> <p>a) construction noise management levels established using the Interim Construction Noise Guideline (DECC 2009);</p> <p>b) vibration criteria established using the Assessing Vibration: a Technical Guide (DECC 2006) (for human exposure); and</p> <p>c) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage).</p> <p>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).</p> <p>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.</p>		X	As above.	C			
<b>Construction Traffic Noise</b>								
E23	<p>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.</p>		X	<p>Defined in NVMP and Project induction and MPE site specific induction book . They cover management of construction vehicles / plant to minimise noise.</p> <p>Sighted plant hire contract for Austeire. It includes requirement for appropriate reversing alarms</p>	C			

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				Non-tonal reverse beepers observed in use in the field 26/06/19. No change for November 2019.				
E24	No use of compression brakes shall be permitted for construction vehicles associated with construction in the vicinity of the subject site.		X	Defined in NVMP and Project induction. They state that use of compression not permitted.	C			
<b>Review of Operational Sleep Disturbance Impacts</b>								
E25	The Applicant shall prepare a review of sleep disturbance impacts based on detailed design, including: 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; b) Confirm the operational sleep disturbance predictions identified in the documents listed under Condition A1; and 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.	X		NT Scope of operational sleep disturbance impacts relates to IMEX only. Sighted meeting minutes between SIMTA and EPA dated 04/10/17, confirming scope.				NT
<b>Transport and Access</b>								
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.		X	Note that Moorebank Avenue is owned by Defence. Moorebank Avenue has been given from Defence to Qube to manage. This agreement requires submission of TCPs to Council for information. This commitment is outlined in the approved CTAMP.  - Sighted Moorebank Ave TCP for gates 6, 8, 10 traffic to Bootlands 10/09/18.	C			





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				<p>- evidence of consultation for the Moorebank Avenue Switch (OOHW event 042) on 3-6/5/19. The consultation included Council, Defence, TMC, potentially impacted community and emergency services. The information included provision of TMPs and TCPs and applicable ROLs.</p> <p>Sighted TCP for associated with OOHW 50. Sighted ROL register and sample ROLs for Cambridge Ave.</p>				
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.		X	<p>Defined in CTAMP and Project induction and MPE site specific induction book. They cover use of approved traffic and haul routes.</p> <p>No need for the use of local roads, other than periodic access of Cambridge Ave to GWF. This is the most direct access. No issues.</p> <p>No change for November 2019 audit.</p>	C			
E28	Construction vehicles (including staff vehicles) shall be managed to: a) minimise parking or queuing on public roads; b) minimise idling and queuing in local residential streets where practicable; c) adhere to the nominated haulage routes identified in the Construction Traffic and Access Management Plan required under condition E35(a); and		X	<p>Defined in CTAMP and Project induction and MPE site specific induction book. They cover parking, queuing and use of approved traffic and haul routes.</p> <p>There is no need to park or queue on public roads.</p>	C			



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	ensure access and egress from construction compounds is undertaken in a safe and lawful manner.			No change for November 2019 audit.				
E29	Safe pedestrian and cyclist access through or around worksites shall be maintained during construction. In circumstances where pedestrian and cyclist access is restricted 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.		X	<p>Defined in CTAMP and Project induction. They cover maintenance of pedestrian and cyclist access.</p> <ul style="list-style-type: none"> <li>- Sighted Moorebank Ave TCP for gates 6, 8, 10 traffic to Bootlands 10/09/18. Note no pedestrian access exists on Moorebank Avenue at the site.</li> </ul> <p>There is no pedestrian or cyclist access on Moorebank Ave.</p> <p>No change for November 2019 audit.</p>	C			
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.		X	<p>Defined in CTAMP and CCS.</p> <p>Sighted:</p> <ul style="list-style-type: none"> <li>- GWF shared access point on 26/06/19. No issues observed with respect to restrictions on access.</li> </ul> <p>No properties other than the GWF affected by the works. The access to GWF is now provided by CPB specific secured gate at the back entrance.</p> <p>No change for November 2019 audit.</p>	C			
<b>Biodiversity</b>								



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E31	No threatened species or communities can be cleared other than that required for construction.		X	<p>Defined in FFMP and Project induction and MPE site specific induction book. They cover parking, protecting threatened species. Sighted:</p> <ul style="list-style-type: none"> <li>- Pre-clearing survey for Georges Rover Bridge western abutment September 2018, includes clearance boundaries.</li> <li>- Preclearance survey for the 'Butchers Knife' July 2018</li> <li>- Pre-clearance survey, permit and signed authorisation 28/06/18.</li> <li>- Exclusion fencing and no go area signage in the field 10/12/18.</li> </ul> <p>Refer response to CoC C20 with respect to clearing beyond the 20m corridor.</p>	C			
E31A	Where any threatened flora species are to be cleared, individual plants of species suitable for translocation shall be considered for translocation into areas that have been identified as requiring rehabilitation within the Biodiversity Offset Package.	X		<p>Sighted Translocation memo dated 08/06/18, outlining suitability / viability of translocations. Translocation works for target Hibertia completed prior to clearing.</p> <p>All translocation is included in the BOP. Refer CoC C23A.</p> <p>No change for November 2019 audit.</p>	C			



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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.		X	NT IMEX				NT
<b>Construction Environmental Management Plan</b>								
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: a) a description of activities to be undertaken during construction; 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; 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; d) an environmental risk analysis to identify the key environmental performance issues associated with construction; and 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	X		CEMP was developed in consultation with stakeholders as specified. Approval from DPIE granted 11/5/17 Approved CEMP on website. The RALP CEMP, FFMP, NVMP, CTAMP were all updated following Court decision and approved 12/06/18. They have been updated since to manage evolutions of project works Sighted 22 x RFMA and AA records for updates to the plans. All go through a check to ensure they continue to satisfy the CoCs. Implementation of CEMP evidenced through this audit and audit against CEMP & Sub plans Mitigation Measures (refer Appendix B).	C			



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	<p>impacts. In particular, the following environmental performance issues shall be addressed in the CEMP:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(ii) measures for the handling, treatment and management of hazardous and contaminated materials (including asbestos);</li> <li>(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);</li> <li>(iv) measures to monitor and manage hazard and risks;</li> <li>(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</li> <li>(vi) the issues identified in condition E34.</li> </ul> <p>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).</p> <p>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.</p> <p>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.</p>			No further RFMAs for the current (Nov 2019) audit period.				
<b>Construction Environmental Management Plan – Sub Plans</b>								

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E34	<p>As part of the CEMP for the SSD, the Applicant shall prepare and implement:</p> <p>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.</p> <p>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:</p> <p>(i) identification of construction traffic routes and construction traffic volumes (including heavy vehicle/spoil haulage) on these routes;</p> <p>(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;</p> <p>(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;</p> <p>(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;</p> <p>(v) details of measures to maintain or provide alternative safe and accessible routes for pedestrians throughout the duration of construction;</p> <p>(vi) details of measures to maintain connectivity for cyclists, with particular emphasis on providing adequate access between key existing cycle routes for commuter cyclists;</p> <p>(vii) details of measures to manage traffic movements, parking, loading and unloading at ancillary facilities during out-of-hours work;</p> <p>(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;</p> <p>(ix) an adaptive response plan which sets out a process for response to</p>	X		<p>CTAMP available on website, it specifies how the plan meets the condition.</p> <p>The CTAMP approval from DPIE granted 11/5/17 (via approval of CTAMP).</p> <p>The RALP CEMP, FFMP, NVMP, CTAMP were all updated following Court decision and approved 12/06/18.</p> <p>They have been updated since to manage evolutions of project works</p> <p>Sighted 22 x RFMA and AA records for updates to the plans. All go through a check to ensure they continue to satisfy the CoCs.</p> <p>Implementation of CEMP evidenced through this audit and audit against CEMP &amp; Sub plans Mitigation Measures (refer Appendix B).</p> <p>No further RFMAs for the current (Nov 2019) audit period.</p> <p>Sighted post-construction falling weight detection and road pavement deflection test results.</p>	C			

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	any traffic, construction or other incident; and (x) mechanisms for the monitoring, review and amendment of this plan.							
E34	<p>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:</p> <ul style="list-style-type: none"> <li>(i) identification of the work areas, site compounds and access points;</li> <li>(ii) identification of sensitive receivers and relevant construction noise and vibration goals applicable to the SSD and stipulated in the conditions above;</li> <li>(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;</li> <li>(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: <ul style="list-style-type: none"> <li>a) assessment of out-of-hours works against the relevant noise and vibration criteria;</li> <li>b) detailed mitigation measures for any residual impacts (that is, additional to general mitigation measures), including extent of at receiver treatments; and</li> <li>c) proposed notification arrangements.</li> </ul> </li> <li>(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;</li> <li>(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</li> </ul>	X		<p>NVMP available on website, it specifies how the plan meets the condition.</p> <p>The NVMP approval from DPIE granted 11/5/17 (via approval of CEMP).</p> <p>The RALP CEMP, FFMP, NVMP, CTAMP were all updated following Court decision and approved 12/06/18.</p> <p>They have been updated since to manage evolutions of project works</p> <p>Sighted 22 x RFMA and AA records for updates to the plans. All go through a check to ensure they continue to satisfy the CoCs.</p> <p>Implementation of CEMP evidenced through this audit and audit against CEMP &amp; Sub plans Mitigation Measures (refer Appendix B).</p> <p>No further RFMAs for the current (Nov 2019) audit period.</p>	C			

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	<p>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);</p> <p>(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</p> <p>(viii) mechanisms for the monitoring, review and amendment of this plan</p>							
E34	<p>c) a Construction Heritage Management Plan to ensure construction impacts on Aboriginal and non-Aboriginal heritage will be appropriately avoided minimised and 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:</p> <p>(i) in relation to Aboriginal Heritage:</p> <p>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;</p> <p>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;</p> <p>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;</p>	X		<p>HMP available on website, it specifies how the plan meets the condition.</p> <p>The HMP approval from DPIE granted 11/5/17 (via approval of CEMP).</p> <p>It has been updated since to manage evolutions of project works</p> <p>Sighted 22 x RFMA and AA records for updates to the plans. All go through a check to ensure they continue to satisfy the CoCs.</p> <p>Implementation of CEMP evidenced through this audit and audit against CEMP &amp; Sub plans Mitigation Measures (refer Appendix B).</p> <p>No further RFMAs for the current (Nov 2019) audit period.</p>	C			



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	<p>d) heritage training and induction processes for construction personnel (including procedures for keeping records of inductions) and obligations under the conditions of this approval including site identification, protection and conservation of Aboriginal cultural heritage; and</p> <p>e) procedures for ongoing Aboriginal consultation and involvement for the duration of construction; and</p> <p>(ii) in relation to non-Aboriginal Heritage:</p> <p>a) identification of heritage items directly and indirectly affected by construction;</p> <p>b) consideration of methods to prevent damage to any retained heritage items, including:</p> <p>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);</p> <p>d) details of monitoring and reporting requirements for impacts on heritage items;</p> <p>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</p> <p>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</p> <p>(iii) mechanisms for the monitoring, review and amendment of this plan.</p>							
E34	<p>d) a Construction Flora and Fauna Management Plan to detail how impacts on ecology (as detailed in the most recent mapping endorsed by OEH) 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:</p> <p>(i) plans for impacted and adjoining areas showing vegetation</p>	X		FFMP available on website, it specifies how the plan meets the condition.	C			

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	<p>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;</p> <p>(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:</p> <p>a) clearing minimisation procedures (including fencing),</p> <p>b) clearing procedures (including nest box plan),</p> <p>c) removal and relocation of fauna during clearing,</p> <p>d) habitat tree management, and</p> <p>e) construction worker education;</p> <p>(iii) rehabilitation details, including identification of flora species and sources, and measures for the management and maintenance of rehabilitated areas;</p> <p>(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);</p> <p>(v) a description of how the effectiveness of these management measures would be monitored;</p> <p>(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 mechanisms for the monitoring, review and amendment of this plan.</p>			<p>The FFMP approval from DPIE granted 11/5/17 (via approval of CEMP).</p> <p>The RALP CEMP, FFMP, NVMP, CTAMP were all updated following Court decision and approved 12/06/18.</p> <p>They have been updated since to manage evolutions of project works</p> <p>Sighted 22 x RFMA and AA records for updates to the plans. All go through a check to ensure they continue to satisfy the CoCs.</p> <p>Implementation of CEMP evidenced through this audit and audit against CEMP &amp; Sub plans Mitigation Measures (refer Appendix B).</p> <p>1 x further RFMA for the current audit period which related to DoTEE comments on the FFMP (which relate to operational requirements, not construction requirements).</p>				
E34	<p>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:</p> <p>(i) identification of sources (including stockpiles and open work areas) and quantification of airborne pollutants;</p> <p>(ii) key performance indicators for local air quality during construction;</p> <p>(iii) details of monitoring methods, including location, frequency and duration of monitoring;</p>	X		<p>AQMP available on website, it specifies how the plan meets the condition.</p> <p>The AQMP approval from DPIE granted 11/5/17 (via approval of CEMP).</p>	C			

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		PRINCIPAL	CONTRACTOR		C	O	NC	NT
	(iv) mitigation measures to minimise impacts on local air quality; (v) procedures for record keeping and reporting against key performance indicators; (vi) provisions for implementation of additional mitigation measures in response to issues identified during monitoring and reporting; and (vii) mechanisms for the monitoring, review and amendment of this plan.			It has been updated since to manage evolutions of project works  Sighted 22 x RFMA and AA records for updates to the plans. All go through a check to ensure they continue to satisfy the CoCs.  Implementation of CEMP evidenced through this audit and audit against CEMP & Sub plans Mitigation Measures (refer Appendix B).  No further RFMAs for the current (Nov 2019) audit period.				
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: (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; (ii) potential impacts on watercourse bank stability and the development of appropriate mitigation measures as required; (iii) emergency response procedures addressing potential flood impacts or spill incidents; (iv) an Erosion and Sediment Control Plan, detailing measures to manage any erosion and sedimentation impacts into the Georges River or Anzac Creek; (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; (vi) a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly	X		SWMP available on website, it specifies how the plan meets the condition.  The SWMP approval from DPIE granted 11/5/17 (via approval of CEMP).  The RALP CEMP, FFMP, NVMP, CTAMP were all updated following Court decision and approved 12/06/18.  They have been updated since to manage evolutions of project works  Sighted 22 x RFMA and AA records for updates to the plans. All go through a check to ensure they continue to satisfy the CoCs.	C			

CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
		PRINCIPAL	CONTRACTOR		C	O	NC	NT
	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 (vii) mechanisms for the monitoring, review and amendment of this plan.			Implementation of CEMP evidenced through this audit and audit against CEMP & Sub plans Mitigation Measures (refer Appendix B).  No further RFMAs for the current (Nov 2019) audit period.				
<b>PART F PRIOR TO OPERATIONS – AT THE TIME OF THE AUDIT OPERATIONS WERE YET TO COMMENCE</b>								
<b>Post-Construction Dilapidation Report</b>								
F1	The Applicant shall engage a suitably qualified person to prepare a post-construction dilapidation report at the completion of the construction works: 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. 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: (i) compare the post-construction dilapidation report with the pre-construction dilapidation report ; and (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.  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.	X		NT  The Auditor notes that SIMTA are progressively closing these conditions out, however as operations have yet to commence the conditions continue to be assigned as not triggered.  Sighted post construction dilapidation reports AD2992A-G, prepared. These have yet to be reviewed by CPB and SIMTA.				NT
<b>Easements</b>								
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.	X		Sighted memo 03/03/19 submitting final s88B instruments to the Department. These were also provided to the Certifying Authority.	C			



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		PRINCIPAL	CONTRACTOR		C	O	NC	NT
<b>External Lighting</b>								
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.	X		NT RALP does not have any external lighting.				NT
<b>Operation Environmental Management Plan</b>								
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: a) a description of activities to be undertaken during operation (including staging and scheduling); 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; c) overall environmental policies, guidelines and principles to be applied to the operation of the project; 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; e) an environmental risk analysis to identify the key environmental performance issues associated with the operation phase; 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	X		OEMP Rev10, 30/07/19 Department letter of approval 09/09/19	C			



CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
		PRINCIPAL	CONTRACTOR		C	O	NC	NT
	<p>from staging of the project construction). In particular, the following environmental performance issues shall be addressed in the Plan:</p> <ul style="list-style-type: none"> <li>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;</li> <li>ii.a description of the proposed and/or implemented measures to minimise visual impact project components, such as landscaping and design considerations;</li> <li>iii.procedures for the monitoring and maintenance of the watercourse crossings to achieve stable creek bed and banks;</li> <li>iv.and air emissions including measures for regular performance monitoring of air quality generated by the Project and measures to proactively respond to and deal with air quality complaints.</li> </ul> <p>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.</p> <p>Operation shall not commence until written approval has been received from the Secretary.</p> <p>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.</p>							
<b>Operational Noise</b>								
F5	<p>Prior to the commencement of operation, the Applicant shall prepare a Brake Squeal Report on brake squeal identifying the following:</p> <ul style="list-style-type: none"> <li>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.);</li> </ul>	X		NT Prior to operations				



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	<ul style="list-style-type: none"> <li>b) The root cause of brake squeal, including the influence of the design, set-up and maintenance of both brake shoes and brake rigging;</li> <li>c) Possible solutions to mitigate or eliminate brake squeal, including modifications to brake rigging and alternative brake shoe designs and compounds; and</li> <li>d) Any monitoring system proposed to capture brake squeal.</li> </ul>							
F5A	<p>The Applicant shall prepare and implement (following approval) a Container Noise Barrier Management Plan (CNBMP). The plan shall be prepared by a suitably experienced and qualified acoustics consultant and shall outline the management practices and procedures that are to be followed during night-time operation of the site and for the stacking of containers to be used as noise barriers. The plan shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>a) the preparation of a specification for the stacking of containers to achieve the required level of noise reduction so as to comply with the project specific noise levels** and the sleep disturbance trigger levels*** for the night-time period* at the nearest affected residential receivers and which is to include such details as the minimum numbers of containers, their locations, stacking heights, orientation and maximum gap between containers. The Plan shall include any restrictions on stacking of containers above two high if this is found necessary.</li> <li>b) the measurement of noise from operation of the site and an assessment of compliance with the project specific noise levels and the sleep disturbance trigger levels at the nearest affected residential receivers at the following times: <ul style="list-style-type: none"> <li>(i) not less than 3 months and not more than 6 months after commencement of operation, noise surveys shall be conducted on three separate nights for a period of not less than 2 hours whilst train wagons are being loaded with containers;</li> <li>(ii) thereafter for 6 months on one night per month for a period of not less than 2 hours whilst train wagons are being loaded with containers.</li> </ul> </li> </ul>	X		<p>Container Noise Barrier Management Plan-F5A (Revision 04, 19/06/19)</p> <p>Department letter of approval 16/08/19</p>	C			



CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
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	<p>Noise measurements shall be conducted in accordance with the EPA's Industrial Noise Policy</p> <p>c) the details of each noise survey shall be documented in a report with a drawing showing the observed location of containers which are subject to the Plan, the measurement equipment used, its calibration status, environmental conditions, receiver locations, methodology, a detailed description of the activities on site, the results obtained and whether or not compliance has been achieved with the project specific noise levels and the sleep disturbance trigger levels at the nearest affected residential receivers.</p> <p>d) if the report concludes that the project specific noise levels and the sleep disturbance trigger levels for the night-time period at the nearest affected residential receivers are not being complied with, then recommendations shall be made by the acoustic consultant to amend the Plan accordingly and the Applicant shall implement those recommendations as soon as practical provided they are feasible and reasonable.</p> <p>e) the Plan shall include a description of the roles and responsibilities for relevant employees involved in the operation of the CNBMP, including relevant training and induction provisions for ensuring that employees are aware of their environmental and compliance obligations under the Plan.</p> <p>The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation. Copies of the detailed reports and the Plan (as amended) shall be provided to the Secretary and made available on the Project Website.</p> <p>* The night-time period is defined as 10pm-7am Mon-Sat and 10pm-8am Sundays and Public Holidays</p> <p>** Contained within the LAEq (15 min) column in Table A in Condition F5B</p> <p>*** Contained within the Review of Operational Sleep Disturbance Impacts</p>							
F5B	Industrial noise (excluding activities covered by the NSW Rail Infrastructure Noise Guideline) generated by the development is to be	X		NT				NT



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	<p>measured and evaluated for compliance generally in accordance with the relevant requirements of the NSW Industrial Noise Policy (as may be updated from time to time).</p> <p>Table A contains the Noise Criteria dB(A). Note: References to sensitive receivers should be read in conjunction with the description of sensitive receivers in the EIS noting that Casula includes Glenfield Farm.</p>			Operations				
F5C	<p>The noise criteria in Table A of condition F5B are to apply under all meteorological conditions except the following:</p> <p>(a) wind speeds greater than 3 m/s at 10 metres above ground level; or (b) stability category F temperature inversion conditions and wind speeds greater than 2 m/s at 10 m above ground level; or (c) stability category G temperature inversion conditions.</p>	X		NT Operations				NT
<b>Traffic Management</b>								
F6	<p>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.</p>	X		NT Operations				NT
F7	<p>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.</p>	X		NT Prior to operations				NT
F8	<p>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 C25. If no easement is required, access to signals should be maintained for maintenance purposes at all times.</p>	X		NT Prior to operations.				NT
<b>DURING OPERATIONS</b>								

CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
		PRINCIPAL	CONTRACTOR		C	O	NC	NT
<b>Damage Rectification</b>								
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 deflection 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.	X		NT Operations have yet to commence Sighted post-construction falling weight detection and road pavement deflection test results.				NT
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.	X		NT Operations				NT
<b>Registration of Easements</b>								
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.	X		NT Operations				NT
<b>Signage</b>								
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.	X		NT Prior to operations				NT
<b>Dangerous Goods</b>								
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, (DPIE 2011). The screening	X		NT Operations				NT

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	threshold quantities for each Dangerous Goods shall be defined in accordance with Table 1: Screening Methods of Applying SEPP 33.							
<b>Operational Noise, Air Quality, Monitoring and Reporting</b>								
G6	<p>Port shuttle operations must use:</p> <p>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</p> <p>b) Wagons that incorporate available best practice noise technologies such as "one-piece" freight bogies or three-piece freight bogies fitted with cross-bracing or steering arms; and 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.</p>	X		<p>The Locomotive Best Practice Review was developed in consultation with EPA and TfNSW and a final document has been issued, with confirmation from both parties that consultation comments have been closed out in the final report. This was approved by the Department on 17/09/2017.</p> <p>Best Practice Wagon Report G6(b) (Revision 09 16/07/19)</p> <p>Department letter of approval, subject to conditions, dated 16/08/19</p>	C			
G7	<p>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:</p> <p>a) Time and date of freight train passbys;</p> <p>b) Imagery or video to enable identification of the rolling stock during day and night;</p> <p>c) LAeq(15hour) and LAeq(9hour) from rail operations; and</p> <p>d) LAF(max) and SEL of individual train passbys, measured in accordance with ISO3095; or</p> <p>e) Other alternative information as agreed with the Secretary.</p> <p>The results from the noise monitoring system shall be publicly accessible from a website maintained by the Applicant. The noise</p>	X		<p>Angle of Attack and Rail Noise Monitoring System - G7, G7A (Revision 06 16/07/19)</p> <p>Department letter of approval, subject to conditions, dated 16/08/19</p>	C			



CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
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	<p>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.</p> <p>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.</p> <p>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.</p>							
G7A	<p>The applicant shall install and maintain a wayside angle of attack monitoring system on the rail link at the commencement of operation to continuously monitor the angle of attack to the rail of rolling stock wheels.</p> <p>The system shall capture the angle of attack from a wheel on each axle of every train, and include information to identify:</p> <p>a) Time and date of each axle passby; and</p> <p>b) The identification number of each item of rolling stock.</p> <p>The results from the angle of attack monitoring system shall be:</p> <ul style="list-style-type: none"> <li>• accessible by train operators from a website maintained by the Applicant. Angle of attack results from each train shall be available on the website within 24 hours of it passing the monitor, unless unforeseen circumstances have occurred.</li> <li>• included in a six-monthly report to the Secretary. The report should at least identify the number of wagons with wheels that exceed the ASA standard angle of attack and the action taken by operators to improve steering performance.</li> </ul> <p>Prior to the commencement of operation, the Applicant shall submit for the approval of the Secretary, justification supporting the</p>	X		<p>Angle of Attack and Rail Noise Monitoring System - G7, G7A (Revision 06 16/07/19)</p> <p>Department letter of approval, subject to conditions, dated 16/08/19</p>	C			

CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
		PRINCIPAL	CONTRACTOR		C	O	NC	NT
	appropriateness of the location for angle of attack monitoring, the format of the information to be accessible to operators and the format of the public report. The angle of attack monitoring system shall not operate until the Secretary has approved the proposed monitoring location and reporting arrangements							
G7B	The Applicant shall: (a) not less than three months and not more than twelve months from commencement of operation, engage an appropriately qualified and experienced acoustic engineer to undertake a night-time noise survey at Glenfield Farm (or an equivalent location if access is denied). (b) the noise survey shall be conducted in accordance with the EPA's Rail Infrastructure Noise Guideline 2013 to determine: (i) the contribution of any new rail traffic travelling to and from the development; and, (ii) the increase in the total rail traffic noise level caused by any new rail traffic to and from the development. (c) the noise survey shall be conducted for not less than 12 contiguous days in the winter months (July, August or September). (d) if as a result of the noise survey there is a sustained increase in the total rail traffic noise level due to the noise level from rail traffic travelling to and from the development of more than 2dB(A) for more than 30% of nights surveyed, the Applicant shall: within twelve months, construct a noise barrier along the relevant sections of rail link in accordance with the specifications provided by an appropriately qualified and experienced acoustic engineer so as to limit the increase in the total rail traffic noise level at Glenfield Farm caused by any new rail traffic to and from the development to not exceed 2dB(A). (e) the report of the noise survey including the results and recommendations shall be provided to the Secretary	X		NT Operations.				NT
G8	The following measures must be implemented during operation: 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 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.	X		NT Operations				NT



CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
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G9	The transfer of containers between Port Botany and the IMEX terminal must not commence until the rail connection to the SSFL is operational.	X		<p><b>Non-compliance: It is understood that containers have been transported by rail between the IMEX terminal and Port Botany as part of commissioning works.</b></p> <p><b>The Auditor understands that SIMTA notified the Department on 15/08/19 that commissioning works were being undertaken, however this notice does not provide any details on what the commissioning involved other than 'locomotives using the rail line'. The Auditor also understands that the Department has visited the site during commissioning and has not raised any concerns. The Auditor is not aware of SIMTA communicating that the movement of containers between the two terminals was in fact occurring as part of the commissioning works.</b></p>			NC	
G10	Containers must be transferred between the site and Port Botany predominantly by rail, unless where unforeseen circumstances have occurred (e.g. 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.	X		NT Operations				NT
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	X		NT Operations				NT

CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
		PRINCIPAL	CONTRACTOR		C	O	NC	NT
	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: a) The number of twenty foot equivalent units dispatched and received during the period; b) A record of heavy vehicle entry by date and approximate time; and 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.							
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.	X		NT Operations				NT
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.	X		NT Operations				NT
G14	Heavy road freight vehicles are not permitted to use Moorebank Avenue south of the East Hills Railway corridor. A main gate monitoring system (e.g. 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.	X		NT Operations				NT
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: a) noise monitoring to assess compliance with the operational noise levels predicted in documents specified under condition A1 of this approval; b) a review of the operational noise levels in terms of criteria and noise goals established in the NSW Road Noise Policy (EPA, 2011);	X		NT Operations				NT



CoC No	Condition of Approval Requirement	RESPONSIBILITY		November 2019 comments, observations, discussion, evidence, supporting documentation	November 2019 Audit Outcome			
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	<p>c) sleep disturbance impacts compared to those determined in Condition E25;</p> <p>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;</p> <p>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;</p> <p>f) any required recalibrations of the noise model taking into consideration factors such as actual traffic numbers and proportions;</p> <p>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</p> <p>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.</p> <p>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.</p>							
<b>Independent Environmental Audit</b>								





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G16	<p>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:</p> <p>a) be conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary;</p> <p>b) include consultation with the relevant agencies and local Councils;</p> <p>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);</p> <p>d) review the accuracy of predicted environmental outcomes discussed in the documents listed in condition A1</p> <p>e) review the adequacy of any approved strategy, plan or program required under the abovementioned approvals; and</p> <p>f) recommend measures or actions to improve the environmental performance of the SSD, and/or any strategy, plan or program required under these approvals.</p> <p>Within 60 days of commissioning this audit, or as otherwise agreed by the Secretary, the Applicant shall submit a copy of the audit report to the Secretary and relevant public authorities, together with its response to any recommendations contained in the audit report. The audit report and response to any recommendations shall be published on the Project website.</p>	X		NT Operations				NT

## Appendix B. LIMITATIONS

This Document has been provided by WolfPeak Pty Ltd (WolfPeak) to the Client and is subject to the following limitations:

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