

# Construction Environmental Management Plan

Moorebank Precinct East Stage 1 – RALP No. 1

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## Document Approval

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## Details of Revision Amendments and Authorship

### Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Environment Manager is responsible for updating this plan to reflect changes to legal and other requirements, as required.

### Amendments

Any revisions or amendments must be approved by the Project Director before being distributed / implemented.

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| Revision | Details   |
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## CEMP Compliance Matrix

| Source   | Ref           | Requirement  | Where Addressed   |
|--|---------------|--|---|
| Services Agreement<br>Schedule 5<br>Principal's<br>Project<br>Requirements | App 2<br>1.14 | Construction Environmental Management Plan<br>The Contractor must prepare a Construction Environmental Management Plan (CEMP) identifying how the Contractor will comply with the environmental management requirements of the conditions of Planning Approvals and Agreement and Contract.<br>The following items must be addressed in the CEMP:  | This Plan   |
|  | a)            | the environmental management team structure;   | Part A, Section 6   |
|  | b)            | management strategies for environmental compliance;  | Part A, Section 2<br>Part B Element 3:                    |
|  | c)            | processes and methodologies for monitoring, auditing, corrective action and reporting on environmental performance; and  | Part B Element 3:   |
|  | d)            | site induction information to be provided to the Contractor's staff.   | Part C, Section 9:<br>Aspect Specific<br>Management Plans |
|  | e)            | The CEMP is to be reviewed and updated as required. it may also require update or amendment due to events such as:<br>i. changes to the environment or generally accepted environmental management practices, new risks to the environment, any pollution, contamination or changes in law<br>ii. Changes in design and construction process; and<br>iii. requests or requirements of the DotEE, DP&E, EPA or any other authority  | Part B Element 12:  |
| Conditions of Approval   | 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 CEMP shall include, but not necessarily be limited to: | This Plan   |
|  | a)            | a description of activities to be undertaken during construction;  | Part A, Section 1.3                                       |
|  | 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;   | Part A Section 2 &<br>Section 3                           |
|  | 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;  | Part A, Section 6<br>Part B Element 7:                    |

| Source                                      | Ref   | Requirement  | Where Addressed   |
|---|---|--|---|
|   | d)  | an environmental risk analysis to identify the key environmental performance issues associated with construction; and  | Part D, Appendix C  |
|   | e)  | details of how environmental performance would be managed and monitored to meet acceptable outcomes, including what actions will be taken to address identified potential adverse environmental impacts. In particular, the following environmental performance issues shall be addressed in the CEMP:   | This Plan<br>Part B – Element 3<br>Part C, Section 9:<br>Aspect Specific Management Plans                   |
|   |   | 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;  | i. CAQMP<br>CSWMP   |
|   |   | ii. measures for the handling, treatment and management of hazardous and contaminated materials (including asbestos);  | ii. CMP<br>AMP  |
|   |   | 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); | iii. WMP  |
|   |   | iv. measures to monitor and manage hazard and risks;   | iv. This Plan<br>CEMP – Appendix C<br>Refer to respective sub-plans for aspect specific management measures |
|   |   | 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  | v. CEMP: Part B – Element 9   |
| vi. the issues identified in condition E34. | vi. Part C, Section 9:<br>Aspect Specific Management Plans  |  |   |
| E33   | The CEMP shall include procedures for its periodic review and update (including the sub-plans required under condition E34, as necessary (including where minor changes can be approved by the Environmental Representative).   | Part B – Element 12:<br>Part C, Section 9:<br>Aspect Specific Management Plans   |   |
| E33   | 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. | Part A, Section 3.1  |   |
| E33   | 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.  | Part A, Section 3.1  |   |
| Final Compilation of Mitigation Measures    | 0A  | A Preliminary Construction Environmental Management Plan (PCEMP) has been prepared for the Proposal. The purpose of this PCEMP is to provide the preliminary, overarching framework for the management of potential environmental impacts resulting from construction activities. A number of other construction related management plans have also been prepared for the Proposal, including:   | Noted   |
|   | a)  | Preliminary Construction Traffic Management Plan (PCTMP)   | Noted   |

| Source                             | Ref | Requirement  | Where Addressed  |
|------------------------------------|-----|--|--|
|                                    | b)  | Air Quality Management Plan  | Noted  |
|                                    | c)  | Erosion and Sediment Control Plans (ESCPs) and Bulk Earthworks Plans, within the Stormwater Drainage Design Drawings   | Noted  |
|                                    | d)  | Riparian Vegetation Management Plan and Threatened Flora Species Management Plan.  | The RVMP may be found in the EIS - Appendix S: Biodiversity Assessment Report – Appendix I, or in the Response to Submissions – Appendix J: Biodiversity Assessment Report – Appendix I. The proposed mitigation measures from the RVMP are addressed in the CFFMP (Table 11; FF7, FF8, FF9, FF14, FF26-38, FF49, FF56, FF58, FF64). |
|                                    |     | This PCEMP and these management plans will form the basis of the CEMP and associated plans to be prepared for the Proposal, prior to construction. In addition to the preliminary construction management plans, listed above, the following plans, or equivalent, will be prepared as part of the CEMP: | This Plan<br>Aspect Specific<br>Management Plans   |
|                                    | e)  | Soil and Water Management Plan (SWMP), prepared in accordance with <i>Managing Urban Stormwater</i> , 4th Edition, Volume 1, (2004).   | CSWMP  |
|                                    | f)  | Construction Noise and Vibration Management Plan (CNVMP), prepared in accordance with the Interim Construction Noise Guideline 2009 (ICNG)   | CNVMP  |
|                                    | g)  | Contamination Management Plan (CMP)  | CMP  |
|                                    | h)  | Flora and Fauna Management Plan (FFMP)   | CFFMP  |
|                                    | i)  | Health and Safety Plan (HSP), including an Emergency Response Plan and a Risk Register   | Health & Safety Plan   |
| Commonwealth Concept Plan Approval | 7   | For the better protection of Commonwealth land, the person taking the action must engage a suitably qualified expert(s) to prepare a Construction Environment Management Plan (CEMP), for the approval of the Minister. The CEMP must include in relation to construction of the proposed facility:      | This Plan  |
|                                    | a)  | details on the timing of construction works (accompanied by current and detailed maps);  | CEMP <ul style="list-style-type: none"> <li>• Part A, Section 1.2, Figure 1 &amp; Section 1.3</li> <li>• Part D, Appendix F</li> </ul>   |

| Source | Ref | Requirement   | Where Addressed   |
|--------|-----|---|---|
|        | b)  | <p>identification and quantification of all potential impacts associated with noise, vibration, air quality, traffic, light spill, hydrological changes, contamination, and indigenous heritage (including cumulative impacts associated with the DoFs proposed intermodal) upon Commonwealth land. Consideration must be given to people and communities at SME, DNSDC, Defence housing, and the environment more generally in neighbouring bushland areas. Of note, the air quality assessment must quantify emissions arising from air pollutant sources for which there are established national air quality standards;</p> | <p>CEMP</p> <ul style="list-style-type: none"> <li>• Part A, Sections 7.1 &amp; 7.2</li> <li>• Part C, Section 9</li> <li>• Part D, Appendix D</li> </ul> <p>Relevant aspect specific management plans, including but not limited to:</p> <ul style="list-style-type: none"> <li>• CTAMP</li> <li>• CNVMP</li> <li>• CHMP</li> <li>• CAQMP</li> <li>• CSWMP</li> </ul> <p>Sections 6, 7 &amp; 8 of each sub-plan as relevant.</p> <p>CAQMP</p> <ul style="list-style-type: none"> <li>• Sections 5.4, 6.1, 7 &amp; 8.1</li> </ul> <p><i>SIMTA Intermodal Terminal Facility – Stage 1: Environmental Impact Assessment</i></p> <ul style="list-style-type: none"> <li>• <i>Appendix M – Air Quality Impact Assessment</i></li> </ul> |

| Source | Ref | Requirement  | Where Addressed  |
|--------|-----|--|--|
|        | c)  | the results of further investigations with regard to land contamination and indigenous heritage impacts (specifically, PADs two and three). If adverse impacts are identified, details on how such matters will be managed I mitigated must also be provided. Evidence of ongoing consultation with RAPs regarding further investigations for indigenous heritage objects/places must be provided; | <p><i>SIMTA Intermodal Terminal Facility – Stage 1: Environmental Impact Assessment</i></p> <p>CEMP</p> <ul style="list-style-type: none"> <li>• Part C, Section 9</li> </ul> <p>Relevant aspect specific management plans, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Construction Heritage Management Plan</li> </ul> <p>Other reports, strategies and reports, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Indigenous Heritage Salvage Strategy</li> <li>• Contamination Management Plan (CMP)</li> <li>• Asbestos Management Plan (AMP)</li> <li>• Remediation Action Plan (RAP)</li> </ul> |
|        | d)  | refined details (including implementation timeframes) for the mitigation measures outlined in the EIS (sections 7.4.2, 7.4.3, 7.4.6, 7.4.7, 7.4.8 and 7.4.9) and summarised at Annexure A;   | <p>CEMP</p> <ul style="list-style-type: none"> <li>• Part C, Section 9</li> </ul> <p>Relevant aspect specific management plans, including but not limited to:</p> <ul style="list-style-type: none"> <li>• CTAMP</li> <li>• CNVMP</li> <li>• CHMP</li> <li>• CFFMP</li> <li>• CAQMP</li> <li>• CSWMP</li> </ul> <p>Sections 7 of each sub-plan as relevant. Appendix A of each sub-plan.</p>   |
|        | e)  | a commitment to ensure no lights are installed above the height of 40 metres or, the maximum approved height of the intermodal warehouse buildings (whichever is less);  | Not applicable to Rail Link  |

| Source | Ref | Requirement   | Where Addressed   |
|--------|-----|---|---|
|        | f)  | identification of the trigger values and criteria for all matters mentioned in condition 7(b) (excluding light spill, land contamination and indigenous heritage) that will be adopted for monitoring and managing potential impacts to Commonwealth land;  | CEMP <ul style="list-style-type: none"> <li>• Part C, Section 9</li> </ul> Relevant aspect specific management plans, including but not limited to: <ul style="list-style-type: none"> <li>• CTAMP</li> <li>• CNVMP</li> <li>• CHMP</li> <li>• CFFMP</li> <li>• CAQMP</li> <li>• CSWMP</li> </ul> Section 7 & 8 of each sub-plan as relevant. Appendix A of each sub-plan.  |
|        | g)  | details of a comprehensive monitoring program (including locations, frequency and duration) for: <ol style="list-style-type: none"> <li>i. validating the anticipated impacts associated with condition 7(b); and</li> <li>ii. determining the effectiveness of proposed mitigation/management measures;</li> </ol> | CEMP <ul style="list-style-type: none"> <li>• Part B, Element 3 (3.4, 3.5 and 3.6)</li> <li>• Part B, Element 4 (4.3)</li> <li>• Part B, Element 11 (11.1)</li> <li>• Part B, Element 12 (12.1 and 12.2)</li> <li>• Part C, Section 9</li> </ul> Relevant aspect specific management plans, including but not limited to: <ul style="list-style-type: none"> <li>• CTAMP</li> <li>• CNVMP</li> <li>• CHMP</li> <li>• CFFMP</li> <li>• CAQMP</li> <li>• CSWMP</li> </ul> Section 8 of each sub-plan as relevant. |

| Source | Ref | Requirement  | Where Addressed  |
|--------|-----|--|--|
|        | h)  | provisions to revise the approved CEMP in response to monitoring associated with condition 7(g) including, details of response I contingency mechanisms to address any exceedances of the relevant trigger values;                                     | CEMP <ul style="list-style-type: none"> <li>• Part B, Element 12 (12.1, 12.2, 12.3 and 12.4)</li> </ul> Relevant aspect specific management plans, including but not limited to: <ul style="list-style-type: none"> <li>• CTAMP</li> <li>• CNVMP</li> <li>• CHMP</li> <li>• CFFMP</li> <li>• CAQMP</li> <li>• CSWMP</li> </ul> Section 8 of each sub-plan as relevant. |
|        | i)  | evidence of consultation with Defence regarding the adequacy of proposed mitigation measures in particular, those measures to mitigate potential light spill impacts upon residential dwellings within SME outside of standard construction hours; and | CEMP <ul style="list-style-type: none"> <li>• Part A, Section 3.3</li> <li>• Part D, Appendix G</li> <li>• Part D, Appendix H</li> </ul>   |
|        | j)  | details of a complaints handling procedure;  | CEMP <ul style="list-style-type: none"> <li>• Part B, Element 6 (6.4)</li> <li>• Part B, Element 9 (9.2)</li> </ul> Community Communication Strategy   |
|        | 7   | Commencement of the action may not occur until the CEMP has been approved. The CEMP must be implemented once approved.   | CEMP <ul style="list-style-type: none"> <li>• Part A, Section 3.1</li> </ul>   |

Note: Additional relevant requirements from the Contract, Conditions from the Project Approval and Final Compilation of Mitigation Measures, requirements from previous approvals including the NSW Concept Plan Approval and its Statement of Commitments, as well as requirements from the Commonwealth Concept Plan Approval and its Summary of Proposed Mitigation Measures are referenced in the Obligations Register in Appendix D.

The division of Planning Approval responsibilities between the various packages for the SIMTA Moorebank Precinct East (MPE) Stage 1 is described in Appendix E.

## Contents

|  |           |
|--|-----------|
| <b>Part A: Overview .....</b>  | <b>16</b> |
| <b>1. Introduction .....</b>   | <b>16</b> |
| 1.1 Purpose .....  | 16        |
| 1.2 Project Scope .....  | 16        |
| 1.3 Construction Methodology .....                                   | 19        |
| 1.4 Environment Policy .....   | 21        |
| 1.5 Plan Structure .....   | 21        |
| 1.6 Distribution .....   | 22        |
| 1.7 Definitions .....  | 22        |
| <b>2. Legal and Other Requirements .....</b>                         | <b>23</b> |
| 2.1 Environmental Planning .....                                     | 23        |
| 2.2 Approvals and Licensing Requirements .....                       | 24        |
| 2.3 Other Relevant Legislation .....                                 | 25        |
| 2.4 Compliance Requirements .....                                    | 47        |
| 2.5 Compliance Monitoring and Tracking .....                         | 48        |
| 2.6 Change Compliance .....  | 48        |
| 2.7 Guidelines .....   | 49        |
| <b>3. Consultation and Stakeholders .....</b>                        | <b>50</b> |
| 3.1 Consultation and Approval .....                                  | 50        |
| 3.2 Key Environmental Stakeholders .....                             | 50        |
| 3.3 Summary of Consultation Results .....                            | 51        |
| <b>4. Environmental Management System .....</b>                      | <b>57</b> |
| 4.1 EMS Objectives and Key Environmental Targets .....               | 57        |
| 4.2 System Overview .....  | 57        |
| 4.3 Elements and Expectations .....                                  | 59        |
| 4.4 Environmental Risk Identification and Management .....           | 59        |
| 4.5 Improvement .....  | 60        |
| 4.6 Interactions with Other Site Management Documentation .....      | 60        |
| 4.7 Subcontractor Environment Pack .....                             | 61        |
| 4.8 Interactions with Other Integrated Management System Plans ..... | 61        |
| 4.9 Change Management .....  | 62        |
| <b>5. Objectives and Targets .....</b>                               | <b>63</b> |
| 5.1 Key Objectives .....   | 63        |
| 5.2 Key Performance Indicators .....                                 | 63        |
| 5.3 Performance Targets .....  | 63        |
| <b>6. Roles and Responsibilities .....</b>                           | <b>65</b> |
| 6.1 Project Team Members .....                                       | 65        |
| 6.2 Specialist Environmental Consultants .....                       | 67        |
| 6.3 Subcontractors .....   | 68        |
| 6.4 SIMTA Principal Representative .....                             | 68        |
| 6.5 Environmental Representative .....                               | 68        |
| <b>7. Environmental Risks and Hazards .....</b>                      | <b>70</b> |
| 7.1 Initial Risk Identification .....                                | 70        |
| 7.2 Significant Environmental Hazards .....                          | 70        |
| <b>Part B: Implementation .....</b>                                  | <b>73</b> |
| <b>8. Elements and Expectations .....</b>                            | <b>73</b> |
| Element 1: Leadership, Accountability and Culture .....              | 74        |
| Element 2: Planning .....  | 76        |



|   |  |            |
|---|--|------------|
| Element 3:  | Legal and Other Requirements .....     | 78         |
| Element 4:  | Risk and Opportunity Management.....   | 84         |
| Element 5:  | Change Management.....                 | 88         |
| Element 6:  | Communication and Consultation .....   | 90         |
| Element 7:  | Training and Competency .....          | 94         |
| Element 8:  | Subcontractor Relationships .....      | 98         |
| Element 9:  | Incident Management.....               | 101        |
| Element 10:   | Emergency Planning and Response.....   | 106        |
| Element 11:   | Document and Record Management.....    | 108        |
| Element 12:   | Auditing, Review and Improvement ..... | 111        |
| <b>Part C: Environmental Aspects and Impacts.....</b>   |  | <b>114</b> |
| <b>9. Aspect Specific Management.....</b>   |  | <b>114</b> |
| 9.1   | CEMP Sub Plans .....                   | 114        |
| 9.2   | Other Management Plans.....            | 115        |
| 9.3   | Miscellaneous Aspects .....            | 117        |
| <b>Part D: Appendices.....</b>  |  | <b>120</b> |
| <b>Appendix A: CPB Contractors Environment Policy .....</b>   |  | <b>120</b> |
| <b>Appendix B: Glossary .....</b>   |  | <b>123</b> |
| <b>Appendix C: Environmental Risk Register .....</b>  |  | <b>128</b> |
| <b>Appendix D: Environmental Obligations Register .....</b>   |  | <b>146</b> |
| <b>Appendix E – SIMTA Intermodal Terminal Facility Stage 1 (SSD6766) – Division of Planning Approval Responsibilities .....</b> |  | <b>147</b> |
| <b>Appendix F: Environmental Constraints Maps and No-Go Areas.....</b>  |  | <b>148</b> |
| <b>Appendix G: Stakeholder Consultation Log.....</b>  |  | <b>149</b> |
| <b>Appendix H: Stakeholder Consultation Responses .....</b>   |  | <b>150</b> |
| <b>Appendix I: Example Procedures, Checklists and Permits .....</b>   |  | <b>151</b> |
| <b>Appendix J: Construction Traffic and Access Management Plan (E34 a) .....</b>  |  | <b>152</b> |
| <b>Appendix K: Construction Noise and Vibration Management Plan (E34 b).....</b>  |  | <b>153</b> |
| <b>Appendix L: Construction Heritage Management Plan (E34 c).....</b>   |  | <b>154</b> |
| <b>Appendix M: Construction Flora and Fauna Management Plan (E34 d) .....</b>   |  | <b>155</b> |
| <b>Appendix N: Construction Air Quality Management Plan (E34 e).....</b>  |  | <b>156</b> |
| <b>Appendix O: Construction Soil and Water Management Plan (E34 f) .....</b>  |  | <b>157</b> |
| <b>Appendix P: Community Communication Strategy (D1).....</b>   |  | <b>158</b> |
| <b>Appendix Q: Flood Emergency Response Plan.....</b>   |  | <b>159</b> |
| <b>Appendix R: Compound and Ancillary Facilities Management Plan .....</b>  |  | <b>160</b> |
| <b>Appendix S: Waste Management Plan .....</b>  |  | <b>161</b> |
| <b>Appendix T: Contamination Management Plan &amp; Asbestos Management Plan.....</b>  |  | <b>162</b> |
| <b>Appendix U: Greenhouse Gas Management Plan.....</b>  |  | <b>163</b> |
| <b>Appendix V: Bushfire Management Strategy .....</b>   |  | <b>164</b> |
| <b>Appendix W: Health and Safety Plan.....</b>  |  | <b>165</b> |
| <b>Appendix X: Incident and Emergency Plan .....</b>  |  | <b>166</b> |
| <br><b>FIGURES</b>  |  |            |
| Figure 1: Indicative Project Map .....  |  | 17         |
| Figure 2: Key Indicative Project Features .....   |  | 18         |
| Figure 3: Indicative Construction Schedule.....   |  | 21         |
| Figure 4: Elements of the Management Plan .....   |  | 57         |
| Figure 5: Continuous Improvement Mechanism.....   |  | 58         |
| Figure 6: Project Organisation Chart.....   |  | 65         |

Figure 7: Environmental Documents Map ..... 116

**TABLES**

Table 1: Project Approvals and Licences ..... 24

Table 2: Other Legislation Applicable to the Project..... 25

Table 3: EPL compliance requirements ..... 30

Table 4: Summary of Consultation ..... 51

Table 5: Agency Consultation and Approval Schedule ..... 56

Table 6: Interaction with Other IMS Plans ..... 62

Table 7: Leading Indicators..... 63

Table 8: Lagging Indicators..... 64

Table 9: Roles and Responsibilities ..... 65

Table 10: Specialist Environmental Consultants ..... 68

Table 11: Significant Environmental Hazards and Other Environmental Hazards..... 70

Table 12: Likelihood Criteria ..... 128

Table 13: Consequence Criteria ..... 128

Table 14: Risk Matrix ..... 128

Table 15: Environmental Risk Register ..... 129

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## Part A: Overview

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### 1. Introduction

#### 1.1 Purpose

This Construction Environmental Management Plan (CEMP) outlines how we will achieve environmental outcomes on Sydney Intermodal Terminal Alliance's (SIMTA) Moorebank Precinct East (MPE) Stage 1 – Rail Access Land Package (RALP) No. 1 (the Project, the Rail Link) by the application of the CPB Contractors Environmental Management System (EMS). Implementation of the CEMP will:

- Identify the environmental obligations and the hazards and risks associated with the works
- Assist in the prevention of unauthorised environmental harm
- Fulfil SIMTA's environmental requirements as defined in the Contract, including complying with relevant permits and approvals
- Comply with all relevant environmental legislation
- Address the requirements of the EPL
- Minimise negative impacts on the community that relate to the Project's environmental impacts
- Identify and implement feasible opportunities to reduce the environmental impact of the Project that are beyond contractual and compliance requirements
- Fulfil CPB Contractors' EMS requirements enabling continued certification to ISO 14001 and contribution to CPB Contractors' overall Business Plans.

#### 1.2 Project Scope

SIMTA's MPE Stage 1 Development involves the construction and operation of the necessary infrastructure to support a container freight road volume of 250,000 twenty-foot equivalent units (TEU).

CPB Contractors' scope of work specifically applies to MPE Stage 1 RALP No. 1 which consists of a 2.8 kilometre rail line, along with its required infrastructure, to connect the Import-Export Terminal and Interstate Terminals to the Southern Sydney Freight Line (SSFL), and capable of accommodating trains up to 1,800m in length.

The SIMTA site is located in the Liverpool local government area. It is 27 kilometres south-west of the Sydney Central Business District (CBD), 26 kilometres west of Port Botany, 16 kilometres south of the Parramatta CBD, 0.6 kilometres from the M5 South-West Motorway, five kilometres east of the M5 South-West Motorway / Westlink M7 Motorway Interchange and connecting to the main north-south rail line via the Southern Sydney Freight Line.

The RALP No. 1 is the first package of Stage 1 of the overall MPE project and its construction will include:

- A northbound connection and a southbound connection to the SSFL
- Civil and earthworks, including remediation works and benching
- A Reinforced Earth Embankment (RE-Wall) through a section of the Glenfield Waste Services landfill site
- A bridge over the Georges River
- A culvert crossing over Anzac Creek
- Installation of new Moorebank Avenue overbridge
- Service relocation and protection
- Track work
- Signalling systems
- Security fencing

An indicative map of the Project is provided in Figure 1 below.

**Part A: Overview**

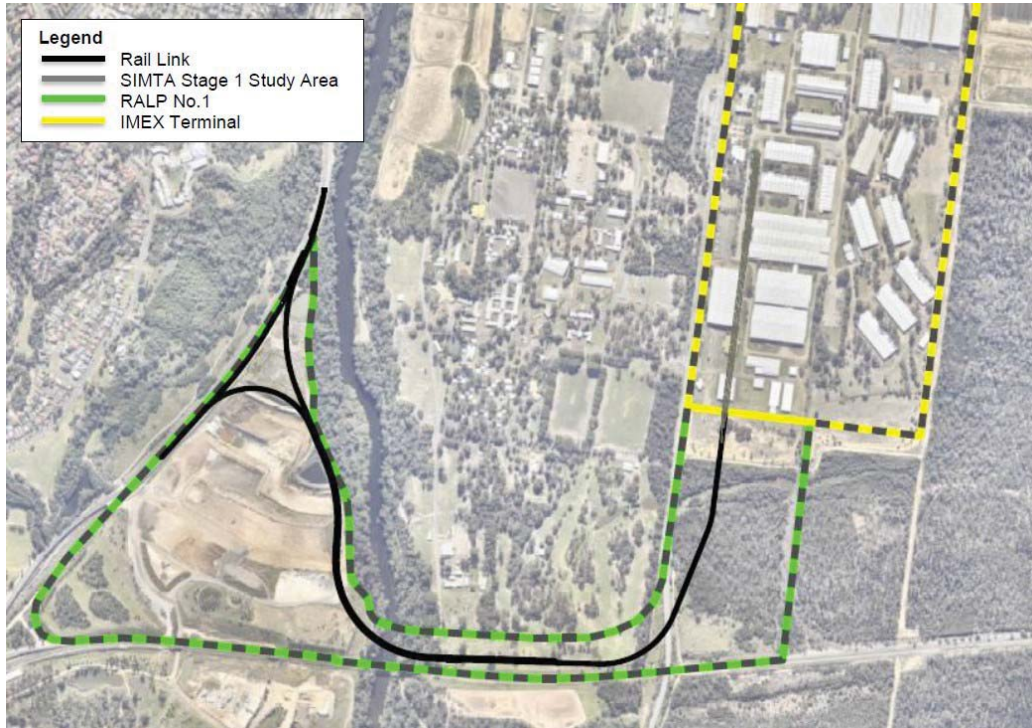


Figure 1: Indicative Project Map

Figure 2 below provides a high level overview of the key project features. More detail is available in aspect specific sub-plans – refer to Part C, Section 9 of the CEMP.



Construction Environmental Management Plan  
 Part A: Overview

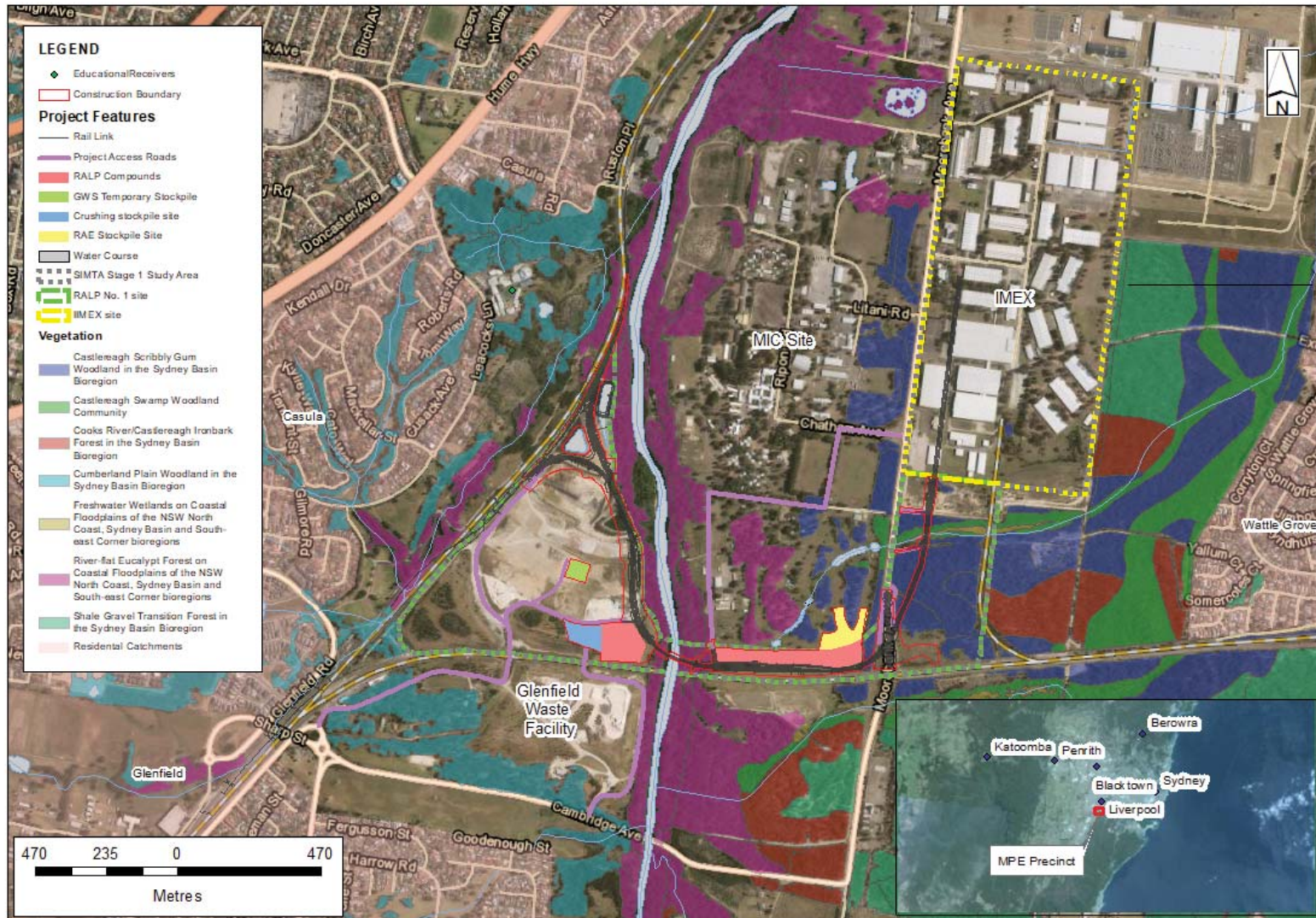


Figure 2: Key Indicative Project Features

**Part A: Overview****1.3 Construction Methodology**

The duration of construction is anticipated to be approximately 18 months. The location of the Rail Link is indicated in Figure 1. These works generally involve:

- Establishment of two construction compounds to support the Rail Link construction (the Georges River Bridge Compound and the Rail West Compound) providing car parking, offices, amenities, laydown and storage, and material testing areas.
- Clearing of approximately 1.23 hectares (ha) of native vegetation.
- Construction of the Rail Link from the SSFL to the Stage 1 site, including a bridge over the Georges River, a culvert over Anzac Creek and an underpass of Moorebank Avenue (north of the East Hills Rail Corridor).
- Movement of fill material from the Rail Link.
- Construction of access and egress to and from the Rail Link from Moorebank Avenue and Cambridge Avenue (through the Glenfield Waste Facility).

**1.3.1 Construction Activities**

It is envisaged that the following sequence of works would be undertaken for each stage of construction:

- Site establishment – installing boundary fencing, construction facilities, environmental controls, and carrying out pre-clearing vegetation and fauna surveys.
- Relocation or protection of services – relocating and protecting electricity, gas, water and telecommunications infrastructure affected by the project.
- Site preparation – clearing and grubbing, topsoil stripping and storage.
- Earthworks – undertaking cut and fills works along the alignment to achieve desired levels, removal of unsuitable material, batter and embankment shaping.
- Structures – installation of drainage structures, infrastructure and pavement.
- Landscaping and restoration – reuse of topsoil, planting of native plants and seeding disturbed areas with native and cover crops species (note this would take place throughout construction as elements of the project are complete where ongoing disturbance is not anticipated).
- Commissioning – commissioning of new element of the project and decommission construction facilities.

Further details of construction activities and methodologies are provided in the Construction Management Plan and other environmental documentation as required by the Project approvals requirements. In addition, construction limits for extractive activities are included in the project Environmental Protection Licence (EPL) (EPL #20966). See the EPL and Appendix D for further information.

**1.3.2 Construction Compounds**

Two construction compounds are proposed to support the construction of the RALP works. These are:

- Georges River Compound (Main Compound)
- Rail West Compound (Compound in GWS)

The location of the Georges River compound is consistent with the EIS (refer to EIS Figure 4-12) and RtS (refer to RtS Figure 1-2), whereas the Rail West Compound was shifted slightly from that outlined in the EIS to accommodate redesign of the Rail Link through GWS in agreement with the landowner. Other site facilities will be located within the construction footprint and be moved as required to facilitate construction. Further detail is available, including a map of the locations, in the Compound and Ancillary Facilities Management Plan.

**1.3.3 Plant and Equipment**

Typical equipment and machinery to be used throughout construction works will include

- Excavators
- Dump trucks

**Part A: Overview**

- Cranes
- Wacker packers
- Backhoes
- Water trucks
- Sucker trucks
- EWPs
- Graders
- Profilers
- Rollers
- Hydraulic hammers
- Welders
- Rail grinding equipment
- Tamping machinery
- Concrete trucks
- Concrete pumps
- Concrete vibrators
- Chippers / mulchers
- Chain saws
- Piling rigs
- Cable pullers
- Hand tools

For further detail on the plant and equipment, refer to the Construction Noise and Vibration Management Plan.

**1.3.4 Personnel**

The number of personnel working on the project will vary depending on work at the time and the number of sub-contractors engaged. During the primary construction period, approximately 100 employees and sub-contractors will be engaged on the project. The main employees are listed in Section 6.1.

**1.3.5 Working Hours**

In accordance the Final Conditions of Approval (CoA) and the EPL, construction will be carried out during the following standard construction hours:

- 7:00am to 6:00pm Mondays to Fridays, inclusive
- 8:00am to 1:00pm Saturdays
- At no time on Sundays or public holidays

Activities resulting in a high noise impact will only be undertaken:

- Between the hours of 8:00am to 5:00pm Monday to Friday
- Between the hours of 8:00am to 1:00pm Saturday
- 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

Certain works may be undertaken outside of standard construction hours such as:

- 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)
  - No more than the noise management levels specified in Table 3 of the Interim Construction Noise Guideline (DECC 2009) at other sensitive land-uses
- For the delivery of materials required by the police or other authorities for safety reasons
- Where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm



**Part A: Overview**

- Construction works approved through the Out-Of-Hours Work Protocol prepared as part of the Construction Noise and Vibration Management Plan, provided the relevant Council, local residents and other affected stakeholders and sensitive receivers are informed of the timing and duration at least 7 days prior to the commencement of the works
- Identified works approved by the Secretary of DP&E
- As permitted under the EPL

An Out of Hours assessment would be performed for each proposed out of hours activity to determine which, if any, of the above categories the works would be permitted under and which approvals would be required.

**1.3.6 Construction Schedule**

Construction of the Rail Link is commenced in the 2nd half of 2017. The indicative construction schedule as detailed in the EIS and copied here in Figure 3 had projected a construction timeline of approximately 18 months from commencement. Due to unforeseen delays associated with the unidentified finds relating to *Hibbertia sp.* on the project and landowner access issues west of the Georges River, project completion is now expected by end of 2019 or approximately 30 months.

| Activity  | Month |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
|---|-------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|
|   | 1     | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| Pre-Construction Works, Site Clearing / Preparation       |       |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| Earthworks, Drainage, Utilities                           |       |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| Structures (Georges River, Moorebank Avenue, Anzac Creek) |       |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| Track and Turnout Construction, Signalling Construction   |       |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |
| Misc, Finishing Works, Demobilisation                     |       |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |

Figure 3: Indicative Construction Schedule

**1.4 Environment Policy**

CPB Contractors’ Environment Policy is included in this Plan at Appendix A.

**1.5 Plan Structure**

The CEMP has the following structure:

|  |  |
|--|--|
| <b>Part A:<br/>Overview</b>            | <p>The plan overview comprising:</p> <ul style="list-style-type: none"> <li>■ <b>Section 1:</b> An introduction to the CEMP and the Project</li> <li>■ <b>Section 2:</b> Environmental legislation and other requirements applicable to the Project, including specific client requirements and compliance requirements</li> <li>■ <b>Section 3:</b> Approach to consultation and stakeholder engagement in the CEMP process</li> <li>■ <b>Section 4:</b> Explanation of the structure and content of CPB Contractors’ EMS</li> <li>■ <b>Section 5:</b> Primary objectives of the CEMP and environmental performance targets</li> <li>■ <b>Section 6:</b> Environmental roles and responsibilities on the Project</li> <li>■ <b>Section 7:</b> Summary of the risks and Significant Environmental Hazards including a listing of the identified Environmental Sub-Plans</li> </ul> |
| <b>Part B:<br/>Implementation Plan</b> | <p>Part B describes how the Project will comply with the requirements of the CPB Contractors EMS, including the:</p> <ul style="list-style-type: none"> <li>■ Actions to be taken by the Project team</li> <li>■ Person accountable for each action</li> <li>■ Outcomes and deliverables to be produced by each action</li> </ul>  |

**Part A: Overview**

|  |  |
|--|--|
|  | <ul style="list-style-type: none"> <li>■ Procedures and tools used in meeting each expectation.</li> </ul>   |
| <p><b>Part C:<br/>Aspect Specific<br/>Management Plans</b></p> | <p>Part C list the Environmental Sub Plans developed by the project to manage Significant Environmental Hazards and other potential major impacts upon the environment and community. Significant Environmental Hazards have been identified per Part B Expectation 2.3.</p> <p>The Environmental Sub Plans have been prepared as separate documents but should be viewed in conjunction to this CEMP.</p> |
| <p><b>Part D:<br/>Appendices</b></p>                           | <p>This section provides information supporting the EMP including:</p> <ul style="list-style-type: none"> <li>■ Environment Policy</li> <li>■ Glossary of Terms</li> <li>■ Environmental Risk Register</li> <li>■ Environmental Obligations Register</li> <li>■ Environmental Constraints Map</li> </ul>   |

**1.6 Distribution**

The latest version of the CEMP will be made available to all construction personnel and sub-contractors.

The document is uncontrolled when printed. One controlled hard copy of the CEMP, sub-plans and supporting documentation will be maintained by CPB Contractors and be held at the main compound for the Rail Link (per CoA E1) and will be readily available for perusal by any officer of the Department of Planning and Environment, relevant Council or other authority as appropriate and required.

Registered copies would be distributed to the following personnel:

- SIMTA Principal Representative
- Project Director
- Environment Manager
- Construction Manager
- Health & Safety Manager

A project website will be established prior to the commencement of construction for the provision of electronic information, in accordance with CoA D4. Included in the information online will be a copy of each current report plan or other document required under the Conditions of Approval. Details of the website are available in Community Communication Strategy, as required under CoA D1.

**1.7 Definitions**

Definitions for terms used in this plan are contained in the Glossary in Appendix B.

## 2. Legal and Other Requirements

### 2.1 Environmental Planning

#### 2.1.1 NSW Planning Process

On 29 September 2014 Concept Plan Approval was granted, under Part 3A (Transitional), Section 75O of the EP&A Act for the “use of the site as an Intermodal Terminal, including a Rail Link to the Southern Sydney Freight Line within an identified rail corridor, warehouse and distribution facilities, freight village (ancillary site and operational services), stormwater, landscaping, servicing and associated works”.

This Concept Plan Approval does not permit the construction or operation of any part of the SIMTA Project, which is subject to obtaining subsequent development consent under the EP&A Act. The Concept Plan Approval states that approval to carry out the SIMTA Project is considered State Significant Development (SSD) and subject to Part 4, Division 4.1 (Division 4.7 as of 1 March 2018) of the EP&A Act and the environmental assessment requirements specified in Schedule 3 of the Conditions of Approval.

In addition to this Schedule 1, clause 19 of the State Environmental Planning Policy (State and Regional and Development) 2011, states that ‘rail and transport related facilities’ that have a capital investment value of more than \$30 million for; (a) heavy railway lines associated with mining, extractive industries or other industry, (b) railway freight terminals, sidings and intermodal facilities are considered SSD and would require assessment under Part 4, Division 4.1 (now Division 4.7) of the EP&A Act.

Therefore future applications to carry out the various stages of the SIMTA Project are subject to the SSD assessment regime, in the form of a Development Application (DA), with an associated EIS (under Part 4, Division 4.1 (now Division 4.7) of the EP&A Act). This is a result of the Concept Plan Approval and also that the Proposal includes a rail and transport related facility with a capital investment value above \$30 million.

In accordance with the Concept Plan Approval, development consent was sought for the Proposal under Part 4, Division 4.1 (now Division 4.7) of the EP&A Act.

Approval was granted by the Planning Assessment Commission (PAC) on 12 December 2016 with conditions, which included the requirement to prepare a Construction Environmental Management Plan (CEMP).

The project’s approval was challenged in the Land and Environment Court (L&EC) of NSW, in the case *Residents Against Intermodal Development Moorebank Incorporated v Minister for Planning* (Case #2017/00081889). The Senior Commissioner of the L&EC upheld the approval granted by the PAC with revised conditions dated 13 March 2018, which have been included in the preparation of this CEMP.

#### 2.1.2 Commonwealth Planning Process

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the primary piece of environmental legislation at the federal level. The EPBC Act provides a legal framework to assess proposed actions that will have, or are likely to have, a significant impact on matters of national environmental significance (MNES), Commonwealth land or are proposed to be undertaken by the Commonwealth or a Commonwealth Agency.

The EPBC Act requires that actions which will have or likely to have a significant impact on such matters, require the approval from the Commonwealth Minister for the Environment, (the Minister).

The SIMTA proposal is, in part, proposed to be carried out on land owned by the Commonwealth and the proposed Rail Link has the potential to impact on a federally listed species (*Persoonia nutans*). A referral was therefore made to the Minister in respect of the SIMTA proposal on 21 December 2011.

On 23 January 2012, a delegate for the Minister determined that the SIMTA proposal was a controlled action requiring assessment and approval under the EPBC Act.

Approval was sought under the EPBC Act, and the Concept Plan was approved by the Department of the Environment and Energy (Commonwealth) on 6 March 2014 with

**Part A: Overview**

conditions including the requirement to prepare a Construction Environmental Management Plan.

**2.2 Approvals and Licensing Requirements**

Table 1: Project Approvals and Licences

| <b>Regulatory Authority</b>                             | <b>Approval / Licence required for the Project</b>  | <b>Further Approvals / Licence required</b>  |
|---|---|--|
| Department of Planning and Environment (DP&E)           | Project Approval granted under Part 4, Division 4.1 (now Division 4.7) of the EP&A Act.   | Approval of reports, studies and plans as required by the Project Approval.  |
| Department of the Environment and Energy (Commonwealth) | <p>Due to the potential for impacts to listed threatened species and communities (sections 18 and 18A of the EPBC Act) and Commonwealth land (sections 26 and 27A of the EPBC Act), a referral was made to the Federal Minister for the Environment. Approval under the EPBC Act was granted in March 2014 (Approval No. 2011/6229).</p> <p>The EPBC Approval issued in March 2014 was subject to conditions of approval. Consistency with the EPBC Approval is assessed in the Stage 1 EIS and overall, it is concluded that the Proposal is consistent with the relevant conditions of the EPBC Approval.</p>   | No further approvals required  |
| Environment Protection Authority (EPA)                  | <p>CPB Contractors Pty Limited will obtain an Environment Protection Licence (EPL) for 'Extractive Activities' as defined under Schedule 1 of the <i>Protection of the Environment Operations Act 1997</i> (POEO Act).</p> <p>Part 5.7A of the POEO Act requires licensees to prepare a Pollution Incident Response Management Plan (PIRMP). Licensees must also ensure that the PIRMP is kept at the premises to which it relates, it is tested in accordance with the Regulations and it is implemented when a pollution incident causes or threatens material harm to the environment.</p>   | <p>EPL #20966 approved for RALP activities.</p> <p>PIRMP in force and kept at <a href="http://www.cpbcon.com.au/about-us/environment">www.cpbcon.com.au/about-us/environment</a> .</p> |
| Roads and Maritime Services (RMS)                       | <p>In accordance with the <i>Roads Act 1993</i>, CPB Contractors will obtain the consent of the appropriate roads authority, under Section 138, for the erection of a structure, or the carrying out of a work in, on or over a public road, or the digging up or disturbance of the surface of a public road. If the applicant is a public authority, the roads authority must consult with the applicant before deciding whether or not to grant consent or concurrence.</p> <p>Moorebank Avenue is owned by the Commonwealth of Australia and, as such, the <i>Roads Act 1993</i> does not apply. Notwithstanding, an assessment of Moorebank Avenue was undertaken in Section 7 and Appendix L of the Stage 1 EIS (May 2015).</p> <p>Where required, road occupancy permits will be sought from the relevant authority, in accordance with the Construction Traffic and Access Management Plan.</p> | Section 138 approvals may be required during construction for the occupancy of roads (other than Moorebank Avenue) in the vicinity of the Proposal.                                    |

**Part A: Overview**

| Regulatory Authority | Approval / Licence required for the Project  | Further Approvals / Licence required                        |
|----------------------|--|---|
| Rural Fire Service   | Exemption to allow hot works to be undertaken on Total Fire Ban days as detailed under Section 99 of the <i>Rural Fires Act 1997</i> will be sought. | Exemptions to be sought as required during Total Fire Bans. |

*Note: For aspect specific licence and approval requirements, refer to relevant aspect specific sub-plans.*

### 2.3 Other Relevant Legislation

Table 2 below outlines the key pieces of legislation that are applicable to the RALP works. Other legislation, policies, guidelines and standards applicable specifically to sub-plans are listed within the respective sub-plan. Australian Standards applicable to the RALP works are detailed in the relevant Design Packages.

Table 2: Other Legislation Applicable to the Project

| Legislation  | Key Requirements   | Relevance to the Project   |
|--|--|--|
| <i>Protection of the Environment Operations Act 1997</i> | <p>The POEO Act establishes the regulatory framework which includes licencing requirements for certain activities.</p> <p>The POEO Act also establishes the EPA. The objective of the EPA is to protect, restore and enhance the quality of the environment in NSW, having regard to the need to maintain ecologically sustainable development.</p> <p>The EPA is a statutory body representing the Crown and is generally subject to Ministerial control, but not in relation to:</p> <ul style="list-style-type: none"> <li>▪ the making of a report or recommendation to the Minister</li> <li>▪ the release of a state of the environment report (although the Minister can require more information in the report)</li> <li>▪ the making of a decision to institute criminal or related proceedings.</li> </ul> | <p>EPL #20966 approved for RALP activities.</p> <p>Relevant sections of the POEO Act include but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Section 115 (Disposal of waste-harm to environment)</li> <li>▪ Section 116 (Leaks, spillages and other escapes)</li> <li>▪ Section 120 (Prohibition of pollution of waters)</li> </ul> <p>Implementation of relevant sections of <i>Managing Urban Stormwater – Soils and Constructions Vols 1 and 2, 4<sup>th</sup> Edition (Landcom 2004)</i> as required – further detail in CSWMP.</p> <p>Implementation of relevant sections of <i>Interim Construction Noise Guidelines (DECC 2009)</i> as required – further detail in CNVMP</p> <p>Implementation of <i>Assessing Vibration: a Technical Guide (DECC 2006) (for human exposure)</i> as required – further detail in CNVMP.</p> <p>Implementation of relevant sections of <i>German Standard DIN 4150-3: Structural Vibration effects of vibration on structures (for structural damage)</i> as required – further detail in CNVMP.</p> <p>For further details on specific compliance requirements, see aspect specific sub-plans</p> |

## Part A: Overview

| Legislation  | Key Requirements  | Relevance to the Project  |
|--|---|---|
| <i>Contaminated Land Management Act 1997</i>                           | <p>Provides a regime for investigating and, where appropriate, remediating land affected by contamination, which represents a significant risk of harm to human health or the environment.</p> <p>Under this Act EPA has the power to</p> <ul style="list-style-type: none"> <li>■ Declare an investigation site and order an investigation</li> <li>■ Declare a remediation site and order remediation to take place</li> <li>■ Agree to a voluntary proposal to investigate or remediate a site.</li> </ul> | <p>If contaminated land is uncovered by the construction works, it must be assessed and managed in accordance with this Act.</p> <p>CoA C8 requires that the subject site is remediated in accordance with the guidelines in force under the <i>Contaminated Land Management Act 1997</i>.</p> <p>Remediation Action Plan for the project will be developed and approved by the Site Auditor.</p> |
| <i>State Environmental Planning Policy No.55 – Remediation of Land</i> | <p>The object of this Policy is to provide for a Statewide planning approach to the remediation of contaminated land.</p> <p>In particular, this Policy aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health and any other aspect of the environment</p>   | <p>Condition of Approval C8 requires that the site is remediated in accordance with this plan.</p> <p>Remediation Action Plan for the project will be developed and approved by the Site Auditor.</p>   |
| <i>Crown Land Act 1989</i>   | <p>Responsibility and management of Crown lands resides with the Department of Primary Industries – Lands, who are responsible for the management of Crown land and State parks throughout NSW as well as riverbeds.</p> <p>The <i>Crown Lands Act 1989</i> (CL Act) identifies the processes for dealing with access rights to Crown Land in NSW. Section 175(5) of the CL Act retains in the Crown all rights of access over, or to the use of, any part of the bed of a river.</p>                         | <p>The bed of the Georges River is considered to be Crown Lands and an easement or right-of-way over, a Crown reserve for the purposes of the SIMTA rail bridge will be required in accordance CL Act.</p>  |
| <i>Fisheries Management Act 1994</i>                                   | <p>The relevant objectives of this Act are to conserve threatened species, populations and ecological communities and promote sustainable development.</p>  | <p>The Project has been assessed under Part 4, Division 4.1 (now Division 4.7) of EP&amp;A Act therefore permits not required.</p>  |
| <i>Heritage Act 1977</i>   | <p>Approval must be gained from the Heritage Council when making changes to a heritage place listed on the State Heritage Register, or when excavating any land in NSW where you might disturb an archaeological relic.</p>   | <p>Assessed under Part 4.1 of EP&amp;A Act therefore permits not required.</p> <p>The Construction Heritage Management Plan identifies controls and mitigation measures.</p>  |
| <i>National Parks and Wildlife Act 1974</i>                            | <p>Aboriginal Heritage sites are managed under this Act by the Office of Environment and Heritage (OEH). Unexpected finds of heritage require stop work proceedings and approval sought from OEH to disturb site.</p>   | <p>Assessed under Part 4, Division 4.1 (now Division 4.7) of EP&amp;A Act therefore permits not required.</p> <p>The Construction Heritage Management Plan identifies controls and mitigation measures.</p>   |

## Part A: Overview

| Legislation  | Key Requirements  | Relevance to the Project   |
|--|---|--|
| <i>National Greenhouse and Energy Reporting (NGER) Act 2007 (Commonwealth)</i> | <p>This Act provides data and accounting in relation to greenhouse gas emissions and energy consumption and production and:</p> <ul style="list-style-type: none"> <li>■ Underpin the carbon price mechanism</li> <li>■ Inform policy-making and the Australian public</li> <li>■ Meet Australia's international reporting obligations, and</li> <li>■ Provide a single national reporting framework for energy and emissions reporting.</li> </ul> | <p>CPB Contractors will undertake reporting of the Project greenhouse gas emission and energy production and consumption under the NGER Act, inclusive of 'material' Subcontractors. The emissions and energy produced and consumed as part of the Project will be reported in accordance with CPB's management system requirements.</p>   |
| <i>Biodiversity Conservation Act 2016</i>                                      | <p>For the purposes of the EP&amp;A Act, the Minister for Planning is the consent authority for any development application made under that Act for any clearing of native vegetation that requires development consent because of this Act.</p>  | <p>The BC Act is not applicable to the project as consent was issued prior to 25 August 2017 as detailed in the Biodiversity Conservation (Savings and Transitional) Regulation 2017, and as such the project is still subject to the recently repealed legislation as followed:</p> <ul style="list-style-type: none"> <li>● Native Vegetation Act 2003,</li> <li>● Threatened Species Conservation Act 1995, and</li> <li>● National Parks and Wildlife Act 1974 (in part).</li> </ul> |
| <i>Native Vegetation Act 2003</i>  | <p>For the purposes of the EP&amp;A Act, the Minister for Planning is the consent authority for any development application made under that Act for any clearing of native vegetation that requires development consent because of this Act.</p>  | <p>The NV Act is not applicable to land in Liverpool Local Government Area (Schedule 1, Part 3), therefore its provisions do not apply on the project.</p>   |
| <i>Biosecurity Act 2015 (previously Noxious Weeds Act 1993)</i>                | <p>Pests, diseases, contaminants and other biosecurity matter including weeds are to be managed in a way to prevent, eliminate and minimise biosecurity risks.</p>  | <p>Biosecurity risks including weeds to be managed in accordance with biosecurity duties as outlined in this Act. Biosecurity risks including weeds will be managed in accordance with the Construction Flora and Fauna Management Plan.</p>   |
| <i>Pesticides Act 1999</i>   | <p>This Act promotes the protection of human health, environment, property and trade in relation to the use of pesticides.</p>  | <p>Pesticides may be used in the eradication of weeds as described in the Construction Flora and Fauna Management Plan's Weed Management Strategy.</p>   |



## Part A: Overview

| Legislation  | Key Requirements  | Relevance to the Project   |
|--|---|--|
| <p><i>Road Transport (General) Act 2005</i></p>              | <p>The <i>Road Transport (General) Act 2005</i> (RTG Act) is relevant to the SIMTA proposal from two perspectives. Firstly, the RTG Act provides the means to impose vehicle mass limits to restrict or prohibit certain vehicles using roads, bridges or causeways with respect to classified roads (Section 28). Secondly, the RTG Act enables the making of regulations relating to fatigue management (section 11B) and speed compliance (section 11C).</p> <p>Section 28 enables councils or a roads authority to display notices on or adjacent to roads, bridges or causeways that prohibit vehicles with a laden mass exceeding a specified maximum mass from passing along or over the road, bridge or causeway.</p> | <p>The provisions under section 28 may only be exercised with respect to classified roads and are therefore not applicable to the portion of Moorebank Avenue owned by the Commonwealth or Anzac Road. Moorebank Avenue is identified under the RTG Regulations as an approved B-double route. Cambridge Avenue to the south of the SIMTA site is identified as a route; however, its use by heavy vehicles is restricted to travel between 10:00am-3:00pm, Monday to Friday.</p> <p>Restricted access vehicles accessing the SIMTA site must comply with the RTG Act and its regulations, only using the routes identified. Heavy vehicles accessing the SIMTA site during construction via Cambridge Avenue and the route to the south of the SIMTA site will comply with project EIS, CoA, and earlier CEMP approval from DP&amp;E. No heavy vehicles are permitted to use residential roads.</p> |
| <p><i>Threatened Species Conservation Act 1995</i></p>       | <p>The <i>Threatened Species Conservation Act 1995</i> (TSC Act) requires any threatened plant or animal species, populations or ecological communities associated with a proposed development to be identified and that acceptable recovery and management strategies are implemented if a likely significant impact would occur.</p> <p>Section 5.2.4 of the Stage 1 EIS (May, 2015) provides further assessment details.</p>   | <p>The Project will be managed to avoid impacts on threatened species and endangered ecological communities, as necessary.</p> <p>Biodiversity offsetting is subject to TSC Act requirements provided applications were lodged with OEH prior to 25 August 2017, otherwise offsetting applications will be subject to the BC Act requirements. Responsibility for biodiversity offsetting is held by SIMTA.</p>  |
| <p><i>Waste Avoidance and Resource Recovery Act 2001</i></p> | <p>Establishes the waste hierarchy. Promotes waste avoidance and resource recovery by developing waste avoidance and resource recovery strategies.</p>  | <p>Provides requirements for waste avoidance and resource recovery which are addressed in the Waste Management Plan.</p>   |



## Part A: Overview

| Legislation                               | Key Requirements   | Relevance to the Project   |
|---|--|--|
| <i>Water Act 1912</i>                     | Part 5, Division 3, section 112 of the <i>Water Act 1912</i> (Water Act) requires a licence to be sought from the NSW Office of Water for the construction and operation of a bore. 'Bore' under the Water Act, includes any bore or well or any excavation or other work connected or proposed to be connected with sources of sub-surface water and used or proposed to be used or capable of being used to obtain supplies of such water whether the water flows naturally at all times or has to be raised by pumping or other artificial means. | Construction of Stage 1 would generally require the raising of the site and the Rail link. Minimal excavation would be required and it is considered unlikely that groundwater would be encountered during the construction phase.<br>Groundwater may be encountered during piling activities associated with construction of the Georges River bridge and Moorebank Avenue overbridge. The temporary nature of these works and the limited extent of potential disturbance to groundwater during this period means that prolonged impacts on groundwater are not predicted as a result of the Project.<br>If groundwater is encountered during construction of the SIMTA proposal and is required to be pumped away from any excavation, and any licencing obligations will be complied with in consultation with a regulatory officer under the Water Act. |
| <i>Water Management Act 2000</i>          | The objective of the <i>Water Management Act 2000</i> (WM Act) is to provide for the sustainable and integrated management of the water sources of the State for the benefit of both present and future generations.   | Assessed under Part 4, Division 4.1 (now Division 4.7) of the EP&A Act, therefore approvals not required under Section 89 for water use, or Section 90 for water management work<br>In addition, activities generally requiring permits under the WM Act are exempt from aquifer interference approval under Section 91.   |
| <i>Roads Act 1993</i>                     | The objects of this Act include the establishment of procedures for the opening and closing of a public road and to regulate the carrying out of various activities on public roads  | Section 138 approvals may be required during construction for the occupancy of roads (other than Moorebank Avenue) in the vicinity of the Proposal.<br>For further detail, see section 2.4.1 of the CTAMP.   |
| <i>Disability Discrimination Act 1992</i> | The applicable objective from this Act for the project is:<br>a) To eliminate, as far as possible, discrimination against persons on the ground of disability in the areas of work, access to premises etc.  | The RALP works involve only the construction of the rail link and associated rail infrastructure, and are not associated with the Import-Export terminal. Any building works or access works for offices and amenities will be developed in accordance with the Act if relevant.   |

**Part A: Overview****2.3.1 EPL Compliance Requirements**

CPB has obtained an EPL for 'Land-based Extractive Activities' as well as 'Crushing, Grinding or Separating Activities' as defined under Schedule 1 of the POEO Act.

CPB is required to comply with the EPL and any subsequent variations for all its activities. The table below provides a high level summary of the EPL requirements and where they are addressed within the CEMP and sub-plans, and Appendix D provides a detailed summary of the EPL requirements and where they are addressed within the CEMP and sub-plans. The table below will be updated as required following any future EPL update.

Table 3: EPL compliance requirements

| <b>EPL Section</b>  | <b>Key Requirements</b>   | <b>Cross reference</b>                                 |
|---|---|--|
| <b>1 – ADMINISTRATIVE CONDITIONS</b>                        |   |  |
| <b>A1 – What the licence authorises and regulates</b>       | <ul style="list-style-type: none"> <li>■ A1.1 – This licence authorises the carrying out of the scheduled activities – Land-based Extractive Activities &amp; Crushing, Grinding or Separating Activities.</li> <li>■ A1.2 – Notwithstanding A1.1, the scale of the land-based extractive activity authorised under this licence must not exceed 100,000 tonnes tonnes per annum, being the amount equivalent to the extraction limit approved by the development consent granted under the Environmental Planning and Assessment Act 1979 for the premises specified in A2.</li> </ul> | CEMP Appendix D<br>CEMP S2.3.1<br>CEMP S1.3            |
| <b>A2 – Premises or plant to which this licence applies</b> | <ul style="list-style-type: none"> <li>■ A2.1 – The licence applies to the following premises: Moorebank Precinct East – Rail Access Land Package No.1</li> <li>■ A2.2 – The premise location is shown on the map contained in licence #20966</li> </ul>  | CEMP Appendix D<br>CEMP S2.3.1<br>CEMP S1.3            |
| <b>A3 – Information supplied to the EPA</b>                 | <ul style="list-style-type: none"> <li>■ A3.1 – Works and activities must be carried out in accordance with the proposal contained in the licence application, except as expressly provided by a condition of this licence.</li> </ul>  | CEMP Appendix D<br>CEMP S2.3.1<br>CEMP S1.3            |
| <b>2 – LIMIT CONDITIONS</b>                                 |   |  |
| <b>L1 – Pollution of waters</b>                             | <ul style="list-style-type: none"> <li>■ L1.1 – Except as may be expressly provided in any other condition of this licence, the licensee must comply with section 120 of the Protection of the Environment Operations Act 1997.</li> </ul>  | CSWMP S2.2<br>CSWMP S4.1<br>CSWMP S7                   |
| <b>L2 – Noise limits</b>                                    | <ul style="list-style-type: none"> <li>■ L2.1 – All works and activities must be undertaken in a manner that will minimise noise and vibration impacts on sensitive receivers</li> <li>■ L2.2 – The licensee must ensure that all feasible and reasonable noise and vibration mitigation and management measures are implemented during construction work authorised by this licence, in accordance with the Interim Construction Noise Guideline (DECC, 2009).</li> </ul>  | CNVMP S1.3<br>CNVMP S4.2<br>CNVMP S7.2.3<br>CNVMP S7.5 |

## Part A: Overview

| EPL Section             | Key Requirements   | Cross reference   |
|-------------------------|--|---|
| L3 – Hours of operation | <ul style="list-style-type: none"> <li>■ <b>L3.1 – Construction hours</b> <ul style="list-style-type: none"> <li>■ Unless permitted by another condition of this licence, construction works and activities within the areas of the premises must only be undertaken during the following hours:               <ul style="list-style-type: none"> <li>■ 7:00am to 6:00pm Monday to Friday inclusive;</li> <li>■ 8:00am to 1:00pm on Saturdays; and</li> <li>■ at no time on Sundays or public holidays</li> </ul> </li> </ul> </li> </ul>  | CNVMP S7.1.1  |
|                         | <ul style="list-style-type: none"> <li>■ <b>L3.2 – Restrictions on high noise impact works and activities</b> <ul style="list-style-type: none"> <li>■ Notwithstanding Condition L2.1 and unless expressly permitted by another condition of this licence, high noise impact works and activities must only be undertaken during the following hours:               <ul style="list-style-type: none"> <li>■ 8:00am to 5:00pm Monday to Friday inclusive;</li> <li>■ 8:00am to 1:00pm Saturdays; and</li> <li>■ at no time on Sundays and public holidays.</li> </ul> </li> <li>■ Where the high noise impact works and activities exceed the noise management levels at any residential receiver or any other sensitive receiver, the works and activities must be undertaken in continuous blocks not exceeding three (3) hours each with a minimum respite from those activities and works of not less than one (1) hour between each block.</li> </ul> </li> </ul>   | CNVMP S7.1.2  |
|                         | <ul style="list-style-type: none"> <li>■ <b>L3.3 – Approved out of hours works</b> <ul style="list-style-type: none"> <li>■ Construction works or activities that cause noise levels that are:               <ul style="list-style-type: none"> <li>■ no more than 5 dBA above the relevant RBL at any residence; and</li> <li>■ no more than the NMLs specified in Table 3 of the Interim Construction Noise Guideline (DECC, 2009).</li> </ul> </li> <li>■ Emergency works or activities required to avoid loss of life, damage to property or environmental harm.</li> <li>■ Deliveries of plant, equipment, materials or structures that have been determined by the police or other authorised authorities to require special arrangements for transport along public roads for safety reasons.</li> <li>■ Works that would cause unacceptable risks to construction personnel safety, public safety, road or rail network operational performance and/or essential utility services.</li> <li>■ Rail maintenance and repair work.</li> <li>■ During local possessions</li> <li>■ Out-of-hours works approved by the Minister for Planning</li> </ul> </li> </ul> | CTAMP S7.4.8<br>CNVMP S7.2.1<br>CNVMP S7.2.2<br>CNVMP S7.2.3<br>CNVMP S7.2.5<br>OOHW Protocol |

Part A: Overview

| EPL Section | Key Requirements   | Cross reference  |
|-------------|--|--|
|             | <ul style="list-style-type: none"> <li>■ <b>L3.4 – Works approved outside of standard construction hours – Local Possessions</b></li> <li>■ Works and activities may be undertaken during any local possession, but only if:                             <ul style="list-style-type: none"> <li>■ carrying on those works and activities during standard construction hours would cause unacceptable risks to                                     <ul style="list-style-type: none"> <li>■ Construction personnel safety</li> <li>■ rail passenger and railways personnel safety</li> <li>■ railway network operational reliability</li> </ul> </li> </ul> </li> <li>■ High noise impact works and activities (excluding rail adjustment, tamping and regulating, and use of hand held rattle guns) may be undertaken during any local possession permissible by Condition L3.4(a) as follows:                             <ul style="list-style-type: none"> <li>■ between the hours of 6:00am to 10:00pm on any day subject to the works and activities being undertaken in continuous blocks not exceeding 3 hours each with a minimum respite from those works and activities of not less than one hour between each block.</li> </ul> </li> <li>■ Rail adjustment, tamping and regulating, and the use of hand held rattle guns, may occur at any time during a local possession</li> </ul> | <p>CNVMP S7.2.1<br/>                     CNVMP S7.2.2<br/>                     OOHW Protocol</p> |
|             | <ul style="list-style-type: none"> <li>■ <b>L3.5 – Community notification of approved out of hours works</b></li> <li>■ The licensee must notify potentially affected noise sensitive receivers of any out of hours works</li> <li>■ The licensee must notify affected stakeholders and potentially affected receivers of any out of hours works about the timing and duration of potential works at least 48 hours prior to the commencement of the works.</li> <li>■ The notification required by this condition must be made via letterbox drop or electronic communication and via the project website</li> <li>■ The notification required by this condition must provide details of:                             <ul style="list-style-type: none"> <li>■ the reason why out of hours works are required</li> <li>■ time restrictions that apply to the proposed works</li> <li>■ the location, nature, scope and duration of the proposed works</li> <li>■ predicted noise impacts on sensitive receivers</li> <li>■ how complaints may be made and additional information obtained; and</li> <li>■ the telephone complaints hotline</li> </ul> </li> </ul>   | <p>CNVMP S7.2.3<br/>                     CNVMP S7.6<br/>                     CCS S6.3</p>        |

**Part A: Overview**

| EPL Section  | Key Requirements  | Cross reference   |
|--|---|---|
|  | <ul style="list-style-type: none"> <li>■ <b>L3.6 – Emergency works</b> <ul style="list-style-type: none"> <li>■ The licensee must, on becoming aware of the need to undertake emergency works or activities, notify the relevant EPA officer and Unit Head by email of the need for those works or activities</li> <li>■ The licensee must, on the next working day following the emergency works, submit a report by email to the relevant EPA officer and Unit Head detailing:                             <ul style="list-style-type: none"> <li>■ the cause, time and duration of the emergency</li> <li>■ the action taken by the licensee in relation to the emergency; and</li> <li>■ details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of the emergency</li> </ul> </li> </ul> </li> </ul> | <p>CNVMP S7.2.1<br/>                     CNVMP S7.2.2<br/>                     CNVMP S7.2.5</p>   |
| <b>3 – OPERATING CONDITIONS</b>  |   |   |
| <p><b><i>O1 – Activities must be carried out in a competent manner</i></b></p> | <ul style="list-style-type: none"> <li>■ O1.1 – Licensed activities must be carried out in a competent manner. This includes                             <ul style="list-style-type: none"> <li>■ the processing, handling, movement and storage of materials and substances used to carry out the activity; and</li> <li>■ the treatment, storage, processing, reprocessing, transport and disposal of waste generated by the activity</li> </ul> </li> </ul>  | <p>CEMP Element 7<br/>                     CSWMP S1.3<br/>                     CSWMP S7.4<br/>                     CSWMP S7.8<br/>                     WMP S6</p>   |
| <p><b><i>O2 – Maintenance of plant and equipment</i></b></p>                   | <ul style="list-style-type: none"> <li>■ O2.1 – All plant and equipment installed at the premises or used in connection with the licensed activity:                             <ul style="list-style-type: none"> <li>■ must be maintained in a proper and efficient condition; and</li> <li>■ must be operated in a proper and efficient manner</li> </ul> </li> </ul>  | <p>CNVMP S4.2<br/>                     CNVMP S7.5<br/>                     CAQMP S1.3.2<br/>                     CAQMP S7.3</p>   |
| <p><b><i>O3 – Dust</i></b></p>   | <ul style="list-style-type: none"> <li>■ O3.1 – The licensee must ensure that construction work is carried on by such practicable means as may be necessary to minimise dust emissions on the premises, and implement all reasonable and feasible measures to prevent the release of dust from the premises</li> </ul>  | <p>CSWMP S7.1.2<br/>                     CSWMP S7.2<br/>                     CSWMP S7.3<br/>                     CSWMP S7.8<br/>                     CAQMP S6.1<br/>                     CAQMP S6.2<br/>                     CAQMP S7.2<br/>                     CAQMP S7.3</p> |

**Part A: Overview**

| EPL Section                                   | Key Requirements  | Cross reference   |
|---|---|---|
| <p><b>O4 – Waste Management</b></p>           | <ul style="list-style-type: none"> <li>■ O4.1 – The licensee must assess, classify and manage any waste generated at the premises in accordance with the <i>Waste Classification Guidelines Part 1: Classification Waste</i>, (Waste Guidelines, as in force from time to time) prior to dispatching the waste offsite.</li> <li>■ O4.2 – The licensee must not cause, permit or allow any waste generated:                             <ul style="list-style-type: none"> <li>■ outside the premises to be received at the premises, except for materials that meet the EPA's Resource Recovery Exemptions for engineered fill purposes.</li> <li>■ at the premises to be disposed of at the premises, except as permitted in Condition O4.3</li> </ul> </li> <li>■ O4.3 – Excavated material suitable for re-use within the premises may be transported from one part of the premises to another part by road in accordance with Condition O4.4</li> <li>■ O4.4 – The licensee must ensure that:                             <ul style="list-style-type: none"> <li>■ the body of any vehicle or trailer, used to transport waste or excavation spoil from the premises, is covered before leaving the premises to minimise any spill or escape of any dust, waste, or spoil from the vehicle or trailer; and</li> <li>■ mud, splatter, dust and other material likely to fall from or be cast off the wheels, underside or body of any vehicle, trailer or motorised plant leaving the premises, is removed to the greatest extent practicable before the vehicle, trailer or motorised plant leaves the premises; and</li> <li>■ road surfaces subject to the tracking of material by vehicles leaving the premises are effectively cleaned at the end of each work day.</li> </ul> </li> </ul> | <p>CEMP S2.3<br/>                     CEMP S9.2<br/>                     CTAMP S6.8<br/>                     CTAMP S7.4.6<br/>                     CAQMP S7.2.2<br/>                     CAQMP S7.3<br/>                     WMP S6<br/>                     WMP S6.5</p> |
| <p><b>O5 – Other operating conditions</b></p> | <ul style="list-style-type: none"> <li>■ <b>Erosion and Sediment Control</b> <ul style="list-style-type: none"> <li>■ O5.1 - The licensee must, before undertaking any construction work (including any earthmoving or vegetation removal works), implement all soil and water management works required to minimise pollution of waters                                     <ul style="list-style-type: none"> <li>■ O5.2 – All erosion and sediment control measures installed on the Premises must be inspected and works undertaken to repair and/or maintain these controls: Weekly during normal construction hours</li> <li>■ Daily during periods of rainfall greater than 10mm</li> <li>■ Within 24 hours of the cessation of a rainfall event causing runoff to occur on or from the Premises</li> </ul> </li> </ul> </li> </ul>  | <p>CSWMP S7.1<br/>                     CSWMP S7.8<br/>                     CSWMP S8.1<br/>                     PESCP</p>  |

**Part A: Overview**

| EPL Section | Key Requirements   | Cross reference              |
|-------------|--|------------------------------|
|             | <ul style="list-style-type: none"> <li>■ <b>Rail Construction</b></li> <li>■ O5.3 - Where the railway is constructed over waste filled areas then all ground stability works must be in accordance with Sections 2.2.1, 2.2.2 and item e) in the table in Section 3 of the “Moorebank Precinct East Stage 1 RALP No. 1 – Glenfield Waste Services Construction Impact Assessment Report” dated 8 May 2018 and prepared by Coffey Geotechnics Pty Ltd [EPA ref DOC18/423197]</li> <li>■ O5.4 – Within 3 months of completion of the ground stability works required in Condition O5.3 the Licensee must provide the EPA with a report which demonstrates that those works were completed in accordance with sections 2.2.1, 2.2.2, and item e) in the table in Section 3 of the “Moorebank Precinct East Stage 1 RALP No. 1 – Glenfield Waste Services Construction Impact Assessment Report” dated 8 May 2018 and prepared by Coffey Geotechnics Pty Ltd [EPA ref DOC18/423197]. This report must be prepared and signed-off by a suitably qualified and experienced design and Construction Quality Assurance practitioner</li> </ul> | <p>CIAR S2.2<br/>CIAR S3</p> |

## Part A: Overview

| EPL Section | Key Requirements  | Cross reference   |
|-------------|---|---|
|             | <ul style="list-style-type: none"> <li>■ <b>Service pits and gas mitigation</b> <ul style="list-style-type: none"> <li>■ O5.5 - Service pits must be installed in accordance with Section 6.5.4 of the “<i>Moorebank Precinct East Stage 1 RALP No. 1, Remediation Action Plan</i>” Dated 6 October 2017 and prepared by Coffey Geotechnics Pty Ltd. [EPA ref DOC17/579104-02]</li> <li>■ O5.6 – During construction, the Licensee must conduct gas accumulation monitoring within each constructed service pit. Gas monitoring must continue monthly during construction, plus whenever service personnel intend to access a pit.</li> <li>■ O5.7 – If methane is detected at a concentration of greater than 1% (volume/volume) during construction works, the Licensee must immediately notify the EPA and submit a remedial plan. Except to the extent necessary to carry out monitoring and remedial works by a suitably qualified person, access to the pits must cease until monitoring demonstrates that the remediation measures are effective.</li> <li>■ O5.8 – Within 3 months of completion of the works required in Condition O5.5 the licensee must provide the EPA with a report which demonstrates that those work were completed in accordance with Section 6.5.4 of the “<i>Moorebank Precinct East Stage 1 RALP No. 1, Remediation Action Plan</i>” Dated 6 October 2017 and prepared by Coffey Geotechnics Pty Ltd. [EPA ref DOC17/579104-02]</li> </ul> </li> </ul> | <p>RAP – S6.5.3<br/> RAP – S7.7<br/> RAP – Appendix C</p> |
|             | <ul style="list-style-type: none"> <li>■ <b>Landfill infrastructure re-instatement</b> <ul style="list-style-type: none"> <li>■ O5.9 - Except for the works required in Condition O5.3, any other landfill infrastructure that is disturbed or modified by the construction of the railway must be reinstated to a standard that meets the <i>Environmental Guidelines: Solid Waste Landfills</i> (EPA, 2016). This includes any landfill lining and capping that are breached by the work, other environmental controls, and monitoring installations.</li> <li>■ O5.10 – Following completion of any works required by Condition O5.9, a report must be submitted to the EPA demonstrating that the works were carried out as required by Condition O5.9. This report must be prepared and signed-off by a suitably qualified and experienced design and Construction Quality Assurance practitioner</li> </ul> </li> </ul>   | <p>PSP - Glenfield Waste Facility</p>                     |



**Part A: Overview**

| EPL Section   | Key Requirements   | Cross reference                               |
|---|--|---|
|   | <ul style="list-style-type: none"> <li>■ <b>O5.11 – Exhumation of Waste</b> – If landfill waste is exhumed as part of the construction works, the Licensee must:                             <ul style="list-style-type: none"> <li>■ Not expose more waste than necessary to safely construct the works;</li> <li>■ Cease or reduce excavation of waste in wet, windy and/or hot and humid conditions;</li> <li>■ Not stockpile excavated waste;</li> <li>■ Immediately dispose of excavated waste in a licensed landfill cell, or off-site at a place that can lawfully accept that waste;</li> <li>■ Immediately stabilise and cover exposed waste with at least 300 mm of soil;</li> <li>■ Divert surface water away from exposed waste surfaces;</li> <li>■ Prevent water from pooling at any waste excavation location;</li> <li>■ Prevent leachate from running off-site, must not store leachate at the site;</li> <li>■ Dispose of leachate to sewer (where approved by Sydney Water) or transport leachate by tanker to a place that can lawfully accept that waste; and</li> <li>■ If necessary, apply deodorisers in accordance with the manufacturer’s instructions.</li> </ul> </li> </ul> | <p>PSP - Glenfield Waste Facility</p>         |
|   | <ul style="list-style-type: none"> <li>■ <b>Lead Contamination</b> <ul style="list-style-type: none"> <li>■ O5.12 - Prior to remediation of lead contaminated soils, the Licensee must notify EPA Waste Compliance in writing. This notification must outline the sampling, management and/or disposal actions to be taken, as approved must also include the timeframe for the work.</li> <li>■ O5.13 – If on-site containment cells are proposed:                                     <ul style="list-style-type: none"> <li>■ The notification in Condition O5.12 must include detailed designs prepared by an appropriately qualified and experienced person with experience in landfill design and construction; and</li> <li>■ At the completion of remediation works, the licensee must submit to EPA Waste Compliance a validation report prepared by an accredited site auditor, as required by condition C8 of Development Consent SSD 6766.</li> </ul> </li> </ul> </li> </ul>  | <p>RAP<br/>PSP - Glenfield Waste Facility</p> |
| <p><b>4 – MONITORING AND RECORDING CONDITIONS</b></p> |  |   |

**Part A: Overview**

| EPL Section  | Key Requirements   | Cross reference  |
|--|--|--|
| <p><b>M1 – Monitoring records</b></p>                | <ul style="list-style-type: none"> <li>■ M1.1 – The results of any monitoring required to be conducted by this licence or a load calculation protocol must be recorded and retained</li> <li>■ M1.2 – All records required to be kept by this licence must be:                             <ul style="list-style-type: none"> <li>■ in a legible form, or in a form that can readily be reduced to a legible form;</li> <li>■ kept for at least 4 years after the monitoring or event to which they relate took place; and</li> <li>■ produced in a legible form to any authorised officer of the EPA who asks to see them</li> </ul> </li> <li>■ M1.3 – The following records must be kept in respect of any samples required to be collected for the purposes of this licence:                             <ul style="list-style-type: none"> <li>■ The date and time of when the sample was taken</li> <li>■ The point of where the same was taken</li> <li>■ The name of the person who collected the sample.</li> </ul> </li> </ul>   | <p>CEMP S2.5<br/>                     CEMP S3.2.2<br/>                     CEMP Element 2 (2.1)<br/>                     CEMP Element 3 (3.4)(3.5)<br/>                     CEMP Element 4 (4.6)<br/>                     CEMP Element 6 (6.4)<br/>                     CEMP Element 7 (7.4)<br/>                     CEMP Element 9 (9.2)<br/>                     CEMP Element 11 (11.1)(11.2)<br/>                     CNVMP S8.4<br/>                     CSWMP S8.2</p> |
| <p><b>M2 – Recording of pollution complaints</b></p> | <ul style="list-style-type: none"> <li>■ M2.1 – The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies</li> <li>■ M2.2 – The record must include details of the following:                             <ul style="list-style-type: none"> <li>■ the date and time of the complaint</li> <li>■ the method by which the complaint was made</li> <li>■ any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect</li> <li>■ the nature of the complaint</li> <li>■ the action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant; and</li> <li>■ if no action was taken by the licensee, the reasons why no action was taken</li> </ul> </li> <li>■ M2.3 – the record of a complaint must be kept for at least 4 years after the complaint was made</li> <li>■ M2.4 – the record must be produced to any authorised officer of the EPA who asks to see them</li> </ul> | <p>CEMP Element 6<br/>                     CEMP Element 11 (11.1)<br/>                     CNVMP S9.2<br/>                     CSWMP S8.2<br/>                     CSWMP S8.4<br/>                     CSWMP S9<br/>                     CCS S7.3</p>  |

**Part A: Overview**

| EPL Section                                  | Key Requirements   | Cross reference  |
|--|--|--|
| <p><b>M3 – Telephone complaints line</b></p> | <ul style="list-style-type: none"> <li>■ M3.1 – The licensee must operate during its operating hours a telephone complaints line for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by the vehicle or mobile plant</li> <li>■ M3.3 – the licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint</li> <li>■ <b>M3.5 – Noise and Vibration Complaints</b> <ul style="list-style-type: none"> <li>■ The licensee must investigate noise and vibration complaints received from the occupants of dwellings or the managers of noise sensitive premise other than dwellings:                             <ul style="list-style-type: none"> <li>■ within two hours of the complaint being received</li> <li>■ In accordance with any prior agreement with the complainant</li> </ul> </li> <li>■ The licensee must ensure that any investigation referred to in this condition that identifies works or activities being undertaken on the licensed premises as the likely source of the complaint, includes an offer to the complainant to undertake attended noise or vibration monitoring at their premises</li> <li>■ If the occupant of the dwelling or the management of a noise sensitive receiver other than a dwelling accepts the offer of attended noise or vibration monitoring the licensee must undertake that attended monitoring:                             <ul style="list-style-type: none"> <li>■ as soon as practicable; or</li> <li>■ at a time agreed with the complainant</li> </ul> </li> </ul> </li> <li>■ <b>M3.6 – Notifying Results of Complaint Investigation</b> <ul style="list-style-type: none"> <li>■ The licensee must advise each complainant of the results of its investigation of their complaint and any proposed remedial action.</li> </ul> </li> <li>■ <b>M3.7 – Authorised Licensee Representative</b> <ul style="list-style-type: none"> <li>■ When this licence is issued the licensee must ensure that two duly authorised representatives of the licensee are available for contact by the EPA at all times</li> <li>■ The licensee must provide the EPA with up to date details of natural persons authorised to represent the licensee</li> <li>■ The details of each contact must include:                             <ul style="list-style-type: none"> <li>■ full name and scope of their authority</li> <li>■ status and title</li> <li>■ all direct contact details</li> </ul> </li> </ul> </li> </ul> | <p>CEMP S6.1<br/>                     CEMP Part B, Element 6.4<br/>                     CNVMP S9.2<br/>                     CCS S6.3<br/>                     CCS S7.1<br/>                     CCS S7.3</p> |

## Part A: Overview

| EPL Section  | Key Requirements  | Cross reference |
|--|---|-----------------|
| <p><b>M4 – Other monitoring and recording conditions</b></p> | <ul style="list-style-type: none"> <li>■ <b>M4.1 – Requirement to monitor noise and vibration</b> <ul style="list-style-type: none"> <li>■ The licensee must undertake noise and vibration monitoring as directed by an authorised officer of the EPA</li> <li>■ the licensee must monitor noise and vibration caused by construction works and activities to inform noise and vibration management and mitigation requirements</li> <li>■ the noise monitoring undertaken by the licensee must include, but not limited to, monitoring of noise resulting from out of hours works</li> <li>■ Noise monitoring locations for out of hours works must include, but not be limited to, locations that provide a representative measure of the noise levels at residential receiver locations that are predicted to be affected by LAeq (15 minute) noise levels that exceed the relevant rating background level by more than 20 dB(A) during any evening or night time period or at any time on a Sunday or Public Holiday.</li> </ul> </li> <li>■ <b>M4.2 – Standards and guidelines for noise and vibration monitoring</b> <ul style="list-style-type: none"> <li>■ All noise monitoring must be undertaken in accordance with <i>Australian Standard AS 2659.1 - 1998: Guideline to the use of sound measuring equipment - Portable sound level meters</i>, and the compliance monitoring guidance provided in the NSW Industrial Noise Policy (EPA, 2000)</li> <li>■ All vibration monitoring must be undertaken in accordance with <i>Assessing vibration: a technical guideline (DEC, 2006)</i>. All vibration monitoring results must be assessed and reported against the acceptable values of human exposure to vibration.</li> </ul> </li> </ul> | <p>CNVMP S8</p> |
| <p><b>5 – REPORTING CONDITIONS</b></p>                       |   |                 |

## Part A: Overview

| EPL Section                                | Key Requirements  | Cross reference   |
|--|---|---|
| <p><b>R1 – Annual return documents</b></p> | <ul style="list-style-type: none"> <li>■ R1.1 – The licensee must complete and supply to the EPA an Annual Return in the approved form (provided by the EPA)</li> <li>■ R1.2 – An Annual Return must be prepared in respect of each reporting period</li> <li>■ R1.3 – Where this licence is transferred from the licensee to a new licensee <ul style="list-style-type: none"> <li>■ the transferring licensee must prepare an Annual Return for the period commencing on the first day of the reporting period and ending on the date the application for the transfer of the licence to the new licensee is granted</li> <li>■ the new licensee must prepare an Annual Return for the period commencing on the date the application for the transfer of the licence is granted and ending on the last day of the reporting period</li> </ul> </li> <li>■ R1.4 – Where this licence is surrendered by the licensee or revoked by the EPA or Minister, the licensee must prepare an Annual Return in respect of the period commencing on the first day of the reporting period and ending on: <ul style="list-style-type: none"> <li>■ in relation to the surrender of a licence - the date when notice in writing of approval of the surrender is given; or</li> <li>■ in relation to the revocation of the licence - the date from which notice revoking the licence operates</li> </ul> </li> <li>■ R1.5 – The annual return for the reporting period must be supplied to the EPA via eConnect EPA or by registered post not later than 60 days after the end of each reporting period or in the case of a transferring licence not later than 60 days after the date the transfer was granted (the 'due date')</li> <li>■ R1.6 – The licensee must retain a copy of the Annual Return supplied to the EPA for a period of at least 4 years after the Annual Return was due to be supplied to the EPA</li> <li>■ R1.7 – Within the annual return, the statements of compliance must be certified and the Monitoring and Complaints summary must be signed by <ul style="list-style-type: none"> <li>■ the licence holder; or</li> <li>■ by a person approved in writing by the EPA to sign on behalf of the licence holder</li> </ul> </li> </ul> | <p>CEMP Appendix D<br/>CEMP Element 6<br/>CEMP Element 11</p> |

**Part A: Overview**

| EPL Section   | Key Requirements   | Cross reference  |
|---|--|--|
| <p><b>R2 –<br/>Notification of<br/>environmental<br/>harm</b></p> | <ul style="list-style-type: none"> <li>■ R2.1 – Notifications must be made by telephoning the Environment Line service on 131 555</li> <li>■ The licensee or its employees must notify all relevant authorities of incidents causing or threatening material harm to the environment immediately after the person becomes aware of the incident</li> <li>■ R2.2 – The licensee must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred</li> </ul> | <p>CEMP Element 6<br/>PIRMP<br/>CSWMP S4.1<br/>CSWMP S7.4<br/>CSWMP S8.4.1<br/>CSWMP S9<br/>CCS S7.5</p> |

## Part A: Overview

| EPL Section                | Key Requirements  | Cross reference                   |
|----------------------------|---|-----------------------------------|
| <b>R3 – Written report</b> | <ul style="list-style-type: none"> <li>■ R3.1 – Where an authorised officer of the EPA suspects on reasonable grounds that:               <ul style="list-style-type: none"> <li>■ where this licence applies to premises, an event has occurred at the premises; or</li> <li>■ where this licence applies to vehicles or mobile plant, an event has occurred in connection with the carrying out of the activities authorised by this licence, and the event has caused, is causing or is likely to cause material harm to the environment (whether the harm occurs on or off premises to which the licence applies), the authorised officer may request a written report of the event.</li> </ul> </li> <li>■ R3.2 – The licensee must make all reasonable inquiries in relation to the event and supply the report to the EPA within such time as may be specified in the request</li> <li>■ R3.3 – The request may require a report which includes any or all of the following information               <ul style="list-style-type: none"> <li>■ the cause, time and duration of the event</li> <li>■ the type, volume and concentration of every pollutant discharged as a result of the event</li> <li>■ the name, address and business hours telephone number of employees or agents of the licensee, or a specified class of them, who witnessed the event</li> <li>■ the name, address and business hours telephone number of every other person (of whom the licensee is aware) who witnessed the event, unless the licensee has been unable to obtain that information after making reasonable effort</li> <li>■ action taken by the licensee in relation to the event, including any follow-up contact with any complainants</li> <li>■ details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of such an event; and</li> <li>■ any other relevant matters</li> </ul> </li> <li>■ R3.4 – The EPA may make a written request for further details in relation to any of the above matters if it is not satisfied with the report provided by the licensee. The licensee must provide such further details to the EPA within the time specified in the request</li> </ul> | CEMP Appendix D<br>CEMP Element 6 |

**Part A: Overview**

| EPL Section  | Key Requirements   | Cross reference   |
|--|--|---|
| <p><i><b>R4 – Other reporting conditions</b></i></p> | <ul style="list-style-type: none"> <li>■ <b>R4.1 – Daily Report</b> <ul style="list-style-type: none"> <li>■ The licensee must submit, by 12:00pm the following business day from which the complaint was received, a report to the EPA that provides details of all complaints received in relation to construction activities regulated by the licence on the telephone complaints line or a complaints email address</li> <li>■ The report must                             <ul style="list-style-type: none"> <li>■ be submitted to the email address nominated from time to time by the EPA</li> <li>■ include a unique identifier number for each complaint together with the details required</li> <li>■ include the date and time, as reported by the complainant, of the event or incident which is the subject of the complaint</li> <li>■ include an outline of the work or activity the subject of the complaint</li> <li>■ include the complaints received between 12:00pm on that day and 12:00pm on the previous business day; and</li> <li>■ the report must include a copy of any assessments required by these conditions, unless previously provided to EPA, and details of how the requirements of these conditions have been met</li> </ul> </li> <li>■ The licensee is not required to submit a report for any reporting period during which no complaints have been received</li> </ul> </li> </ul> | <p>CEMP Element 6<br/>                     CNVMP S8.4<br/>                     CNVMP S9.2<br/>                     CCS S6.3<br/>                     CCS S7.3</p> |



## Part A: Overview

| EPL Section | Key Requirements  | Cross reference |
|-------------|---|-----------------|
|             | <ul style="list-style-type: none"> <li>■ <b>R4.2 – Noise and Vibration Reports</b> <ul style="list-style-type: none"> <li>■ When directed by an authorised officer of the EPA, the licensee must provide a Preliminary Noise Investigation Report within 48 hours of receiving that direction</li> <li>■ The Preliminary Investigation Report must detail the results of noise or vibration monitoring undertaken</li> <li>■ The Preliminary Investigation Report must:               <ul style="list-style-type: none"> <li>■ include numerical and/or graphical representation of the noise and vibration monitoring results; and</li> <li>■ highlight any detected exceedance of noise predictions, noise goals and noise limits</li> </ul> </li> <li>■ In the event of any exceedance of the noise predictions, the licensee must:               <ul style="list-style-type: none"> <li>■ modify work practices and methods and implement all practicable and reasonable measures to prevent a recurrence of the exceedance; and</li> <li>■ submit a Follow-up Noise Investigation Report to the EPA within 5 working days of receiving the direction to prepare the Preliminary Noise Investigation Report</li> </ul> </li> <li>■ the Follow-up Noise Investigation Report must include:               <ul style="list-style-type: none"> <li>■ confirmation of whether or not noise monitoring has been undertaken in accordance with AS2659 and the compliance monitoring guidance provided in the NSW Industrial Noise Policy (EPA, 2000).</li> <li>■ confirmation of whether or not vibration monitoring has been undertaken in accordance with the guidance provided in Assessing vibration: a technical guideline (DEC, 2006)</li> <li>■ details of the prevailing meteorological conditions during the period when the noise or vibration monitoring was undertaken;</li> <li>■ a map of each noise and vibration monitoring location in relation to the noise source, including relevant distance;</li> <li>■ numerical and graphical representation of the noise and vibration monitoring results</li> <li>■ an analysis of the noise and vibration monitoring results</li> <li>■ details of any remedial action taken in relation to the matter; and</li> <li>■ in cases not the subject of remedial action, detailed justification of the decision not to undertake remedial action.</li> </ul> </li> </ul> </li> </ul> |                 |

## Part A: Overview

| EPL Section   | Key Requirements   | Cross reference  |
|---|--|--|
| <b>6 – GENERAL CONDITIONS</b>                                 |  |  |
| <b>G1 – Copy of the licence kept at the premises or plant</b> | <ul style="list-style-type: none"> <li>■ G1.1 – A copy of this licence must be kept at the premises to which the licence applies</li> <li>■ G1.2 – The licence must be produced to any authorised officer of the EPA who asks to see it</li> <li>■ G1.3 – The licence must be available for inspection by any employee or agent of the licensee working at the premises</li> </ul>   | CEMP Element 11<br>CEMP Appendix D                                     |
| <b>G2 – Other general conditions</b>                          | <ul style="list-style-type: none"> <li>■ G2.1 – Environmental Induction <ul style="list-style-type: none"> <li>■ The licensee must ensure that before any construction work is undertaken all personnel involved in undertaking that work receive environmental induction training.</li> <li>■ The induction training must: <ul style="list-style-type: none"> <li>■ clearly identify the location of all noise sensitive receivers likely to be affected by noise or vibration generated during the course of work undertaken by those personnel; and</li> <li>■ highlight the licence requirements to minimise noise and vibration impacts on noise sensitive receivers</li> </ul> </li> </ul> </li> </ul> | CEMP S6.3<br>CEMP Part B, Element 7.1<br>CEMP Appendix D<br>CNVMP S4.2 |
| <b>7 – Special Conditions</b>                                 |  |  |
| <b>E1 – Construction Impact Assessment</b>                    | <ul style="list-style-type: none"> <li>■ E1.1 – The licensee must undertake works at the Premises in accordance with the CIAR dated 7<sup>th</sup> September 2018</li> </ul>   | CIAR   |
|   | <ul style="list-style-type: none"> <li>■ E1.2 – Prior to undertaking the installation of the embankment and surcharge ground improvement works the licensee must install a GCL barrier system over the waste-filled areas generally: <ul style="list-style-type: none"> <li>■ Between chainages 40,400m and 40,740m</li> <li>■ In accordance with Figure 1 of the 27 March Memo</li> <li>■ In accordance with sections 5.5.1 and 5.5.2 of the document titled “CPB Contractors Moorebank Intermodal Rail Link Ground Treatment Design between CH 40,440 and CH40,740 (MB2S) Coffey Services Australia dated 10<sup>th</sup> July 2018</li> </ul> </li> </ul>   | CIAR   |
|   | <ul style="list-style-type: none"> <li>■ E1.3 – GCL barrier system referred to in Condition E1.2 must: <ul style="list-style-type: none"> <li>■ Include a cushion geotextile, a textured HDPE geomembrane and a geosynthetic clay liner (GCL), and in accordance with Section 1.1 of the 27 March 2018 memo</li> </ul> </li> </ul>   | CIAR   |

**Part A: Overview**

| EPL Section | Key Requirements  | Cross reference |
|-------------|---|-----------------|
|             | <ul style="list-style-type: none"> <li>■ E1.4 – The specifications of the cushion geotextile, textured HDPE geomembrane and geosynthetic clay liner (GCL) referred to in condition E1.3 must be in accordance with the minimum standards specified in Sections 1.6, 1.2 and 1.3 respectively of the “Environmental Guidelines Solid Waste Landfills”</li> </ul> | CIAR            |
|             | <ul style="list-style-type: none"> <li>■ E1.5 – Prior to and during the installation of the GCL barrier system referred to in condition #1.2, the licensee must implement the measures outlined in Section 11.1 of the Landfill Guidelines titled, “Construction Quality Assurance: geosynthetic materials”.</li> </ul>   | CIAR            |
|             | <ul style="list-style-type: none"> <li>■ E1.6 – Within 1 month of completion of the GCL barrier system referred to in condition E1.2, the licensee must, in accordance with Section 11.2 &amp; 11.3 of the Landfill Guidelines, provide the EPA with a Construction Quality Assurance Report</li> </ul>   | CIAR            |

For further information, see the obligations register in Appendix D, which includes EPL compliance. In addition, each relevant sub-plan to the CEMP includes a compliance table to the applicable conditions of the EPL

## 2.4 Compliance Requirements

The Project is subject to compliance with environmental planning, approvals and management requirements as provided in:

- Conditions of Approval under SSD-6766 SIMTA Intermodal Terminal Facility – Stage 1 (NSW) as amended in the Land and Environment Court judgment dated 13 March 2018
- Stage 1 EIS (including Framework CEMP)
- Stage 1 Response to Submissions Report (including Final Compilation of Mitigation Measures)
- Conditions of Approval under MP10\_0193 SIMTA Moorebank Intermodal Terminal Facility – Concept Plan (NSW)
- NSW Concept Plan EIS
- NSW Concept Plan Submissions Report (including Revised Statement of Commitments)
- Conditions of Approval under EPBC 2011/6229 SIMTA Intermodal Terminal (Commonwealth)
- Commonwealth Concept Plan EIS (including Framework CEMP)
- Services Agreement – Schedule 5 Principal’s Project Requirements
- CPB Contractors’ Environmental Management System
- Environmental Protection Licence – EPL #20966

The Obligations Register in Appendix D provides a breakdown of all the environmental planning, approvals and management requirements along with assignment of responsibility, timing and status. Appendix E describes the division of responsibilities between the various work packages for the SIMTA Intermodal Terminal Facility. Where the condition is not applicable to CPB, it will be completed by SIMTA or another contractor. If there is shared responsibility, the condition will be applicable to each package as described in their respective CEMP. For further information on the applicability of specific conditions of approval, see the Compliance Tracking Program (CoA C4).

Compliance with Australian Standards that are applicable to the project are detailed in the relevant design packages. These include but are not limited to the following:

**Part A: Overview**

- AS5100 – 2004: Bridge Design
- AS7636 – 2003: Railway Structures
- AS4678 – 2002: Earth Retaining Structures
- AS3610 – 1995: Formwork for Concrete
- AS3600 – 2009: Concrete Structures
- AS2159 – 2009: Piling Design
- AS1170 – 2002: Structural Design Actions

**2.5 Compliance Monitoring and Tracking**

CPB Contractors will monitor and track compliance in accordance with the requirements outlined in Element 3: in Part B of this CEMP.

Although overall ownership of Compliance Tracking Program as detailed in CoA C4 lies with SIMTA, CPB Contractors will assist the Principal to meet these requirements by updating the Obligations Register and providing it to SIMTA to meet reporting requirements per the terms of the contract.

**2.6 Change Compliance**

Proposed changes to the Approved Project (i.e. to the design, construction methodology or location) will be assessed to determine the appropriate approval pathway. Classification of a proposed change will be determined through an “Accordance Assessment” process for due diligence purposes. Change requests may be classified as negligible, minor, major or a modification.

The accordance assessment is an examination of the proposed change need, scope, scale and method in the context of planning approval documentation (i.e. the EIS/RtS, Conditions of Approval and this CEMP) is to determine whether the proposed change is of “*minor environmental impact*” and “*generally in accordance*” with Condition No. A1 of the Development Consent (SSD 6766), or if the proposed change constitutes a Modification to the Minister’s approval under section 4.55 (previously Section 96) of the EP&A Act.

Project Modifications are classified as follows:

- Section 4.55 (1) applies to changes to correct a minor error, mis-description or miscalculation;
- Section 4.55 (1A) applies to modifications involving minimal environmental impact; and
- Section 4.55 (2) applies to other modifications.

A modification may be necessary where:

- Changes in the project are in direct conflict with a condition of approval
- Change of the construction footprint beyond the EIS/RtS Proposal site (or study area)
- Changes in the design that are not generally in accordance with the EIS or conditions of consent
- Changes result in impacts that are inconsistent with, or substantially greater than those identified in the approvals documentation.

CoA No. A1 of the Development Consent states the following:

*“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. “.”*

Where it can be demonstrated that the proposed change is “*generally in accordance*” with CoA A1, and that the proposed amendment results in only “*minor environmental impact.*” a Request for Minor Amendment (RfMA) Approval process will be adopted. This process involves the preparation of an RfMA document, developed in consultation and subject to the

**Part A: Overview**

approval of the Environmental Representative (ER) under the responsibilities as defined within the CoA E4 (e).

The intention of the RfMA and supporting Accordance Assessment documentation is to identify the degree of change to the Project resulting from the proposed change and how this affects the Project as approved, including the requirements in the EIS, RtS and project approvals. For a given project amendment to be generally in accordance with the Project Approval, a review of the Project environmental assessment and supporting documentation will be undertaken. The following range of considerations were described and approved within the CEMP:

- *Whether the project as changed is consistent with the objectives and functions of elements of the Project.*
- *Whether there are any new environmental impacts as a result of the proposed change.*
- *Whether the project as changed is consistent with the project as approved, and conditions of consent.*
- *Whether the impacts of the proposed change are known and understood.*
- *Whether the impacts of the proposed change are able to be managed so as not to have an adverse impact.*

As such, where it can be proven that an amendment to the Project is of minor environmental impact, this can be approved by the ER under their authority granted under CoC E4 (e).

However, where the ER does not consider the amendment to be of a minor environmental impact, the following approval pathway options are presented:

- a. A major CEMP Amendment may be required, which would require resubmitting an amended Draft CEMP for DP&E for approval (under CoA E33); or
- b. A modification would be required under section 4.55 of the EP&A Act.

## **2.7 Guidelines**

This CEMP and its Sub Plans have also been prepared in accordance with:

- The requirements of the CPB Contractors Management System (refer to Part B of this CEMP)
- AS/NZS ISO 14001:2015: Environmental Management Systems – Requirements with guidance for use
- Guideline for the Preparation of Environmental Management Plan, DIPNR 2004
- Environmental Management Plan Guidelines, Department of the Environment and Energy (Commonwealth) 2014

### 3. Consultation and Stakeholders

#### 3.1 Consultation and Approval

The CEMP and Sub Plans are required to be prepared in consultation with and for approval by agencies as prescribed in the Project Approval. This is presented in Table 5.

The CEMP will require approval of the DP&E prior to commencement of construction, and separately prior to the commencement of construction within the rail corridor between the southern boundary of the terminal site and the eastern side of the approved Moorebank Avenue Bridge by the DP&E following issue of L&EC revised conditions on 13 March 2018.

The CEMP will also require approval of the Minister of Department of the Environment and Energy (Commonwealth) (DotEE) prior to commencement of construction, in accordance with the EPBC Approval (Clause 7).

The CEMP will 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. It is noted that the CEMP may be prepared in stages; however, construction will not commence until written approval of the relevant stage has been received from the Secretary.

The CEMP will be submitted to SIMTA's Principal Representative for submission to DotEE and DP&E.

Certain Sub Plans prepared for the Proposal would also require approval by SIMTA's Principal Representative, the Secretary and DotEE prior to commencement of construction, and commencement of construction between the southern boundary of the terminal site and the eastern side of the approved Moorebank Avenue Bridge.

Commencement of construction will not occur until the CEMP has been approved. The CEMP will be implemented once approved.

#### 3.2 Key Environmental Stakeholders

Key environmental stakeholders for the Project include:

- Department of Planning and Environment
- Department of the Environment and Energy (Commonwealth)
- Office of Environment and Heritage
- NSW Heritage Council
- Roads and Maritime Services
- Rural Fire Service
- Transport for NSW
- Sydney Trains
- Australian Rail Track Corporation
- Liverpool City Council
- Campbelltown City Council
- Environment Protection Authority
- Department of Primary Industries – Fishing and Aquaculture
- Department of Primary Industries – Water (formerly NSW Office of Water)
- Register Aboriginal Parties (including relevant Local Aboriginal Land Councils)

##### 3.2.1 Department of Planning and Environment

In addition to approving the CEMP, the Department of Planning and Environment (DP&E) is responsible for:

- Assessing compliance with the Concept Plan and Project Approval
- Assessing and approving any documents under the Project Approval which require the specific approval of the Secretary
- Assessing any proposed modifications to the Project Approval that are not consistent with the Project Approval.

**Part A: Overview**

Communications with DP&E will be managed through SIMTA as they are the Proponent under the EP&A Act. CPB Contractors will need to be involved in any communication with DP&E regarding approvals and compliance with the Project's approval conditions held by CPB Contractors.

**3.2.2 Environment Protection Authority**

The Environment Protection Authority is responsible for:

- Assessing CPB Contractors Pty Limited's application for an Environment Protection Licence for the Rail Link and subsequent variation applications
- Monitoring compliance with the Environment Protection Licence
- Providing comment on the environment and planning documents as specified in the Project Approval.

CPB Contractors communicate directly with the EPA and SIMTA will be kept informed of compliance matters and progress of any licence variations.

**3.3 Summary of Consultation Results**

Consultation is intended to assist in development and finalisation of the plan. Evidence of consultation is included in Appendix H. Appendix G provides a log for consultation with various government agencies

Table 4 below summarises relevant stakeholder comments received, relating the CEMP, as well as CPB Contractors' response including how we will address issues raised, and Table 5 below depicts required consultation and approval schedule for the CEMP and sub plans.

Table 4: Summary of Consultation

| Agency                                   | Status                          | Document Reference                     | Stakeholder Comment   | Response  |
|--|---------------------------------|--|---|---|
| Environmental Protection Authority (EPA) | Advice provided on 19/01/2017   | N/A                                    | EPA advised that they do not wish to provide comments.  | Noted   |
| Office of Environment and Heritage (OEH) | Advice provided on 2/02/2017    | N/A                                    | OEH advised that they do not wish to provide comments.  | Noted   |
| DPI Fisheries                            | Comments received on 18/01/2017 | Section 7.1, 9 <sup>th</sup> dot point | The Georges River and Anzac Creek can also be impacted from poor erosion and sediment controls outside of riparian and aquatic zones. This potential risk should be clearly identified in this section. | Section 7.1 updated to include poor erosion and sediment controls as a risk   |
|  |                                 | Section 9.2                            | DPI Fisheries would like the opportunity to review the Project Specific Procedures for the Georges River Bridge and the Glenfield Waste Facility, once they have been prepared.                         | Noted. Final Compilation of Management Measures 5B requires the Project Specific Procedure (PSP) for the Georges River Bridge is to be developed in consultation with DPI Fisheries. A copy of the PSP will |

## Part A: Overview

| Agency  | Status                          | Document Reference                | Stakeholder Comment  | Response  |
|---|---------------------------------|-----------------------------------|--|---|
|   |                                 |                                   |  | be provided to DPI Fisheries for review. FCMM 6A requires the preparation of a PSP for Glenfield Waste Facility in done on consultation with EPA. DPI Fisheries can be provided for a copy of the GWS PSP for information once it is completed.   |
| Crown Lands and Water Division (formerly DPI Water) | Comments provided on 17/02/2017 | CEMP Compliance Matrix            | The CEMP Compliance Matrix refers to a number of other construction related management plans that have been prepared for the proposal including a Riparian Vegetation Management Plan (RVMP) (see page 5). Section 9.1 lists the CEMP sub plans but the RVMP is not listed (page 78). It is recommended the CEMP Compliance Matrix clarifies how the RVMP fits into the project. It appears from Appendix C and D of the CEMP that the RVMP forms part of the Construction Flora and Fauna Management Plan (FFMP) (see page 94). | The Riparian Vegetation Management Plan (RVMP) is appendix I to the Biodiversity Assessment Report (Appendix J to the Response to Submissions). The requirements of the RVMP relevant to this project have been incorporated into the CFFMP. The Final CFFMP will be provided to DPI Water for information. |
|   |                                 | Figure 1 - Indicative project Map | As the project involves the construction of a bridge over the Georges River and a culvert crossing over Anzac Creek it is suggested Figure 1 locates and labels the Georges River and Anzac Creek.   | The text in Section 1.2 includes references to the bridge over the Georges River and Culvert over Anzac Creek. Site specific plans (Site Environmental Plans and Work Packs) will include references to the river/creek as required.  |
|   |                                 | 1.3 Construction methodology      | Section 1.3 refers to three construction compounds to support the rail link. It is suggested this reference is cross referenced to a figure which shows the location of the compound sites.  | Compound locations are specified in the Compound and Ancillary Facilities Management Plan   |
|   |                                 | Table 2 Other legislation         | Table 2 indicates that groundwater may be encountered during piling  | If groundwater dewatering is required, details will   |



Part A: Overview

| Agency | Status | Document Reference                                | Stakeholder Comment   | Response  |
|--------|--------|---|---|---|
|        |        | applicable to the project                         | activities associated with construction of the Georges River bridge and that if dewatering is required a licence would be required under the Water Act 1912 (page 20). If dewatering is required, the proponent needs to provide DPI Water with details on the volume of groundwater that is encountered and the duration of pumping.                                       | be provided to DPI Water as part of the licence application process.  |
|        |        | Table 4 Agency consultation and approval schedule | Table 4 indicates that the Flora and Fauna Management Plan (FFMP) is not proposed to be provided to DPI Water for consultation. If the FFMP contains the Riparian Vegetation Management Plan, DPI Water requests that it is consulted on this plan.   | The Riparian Vegetation Management Plan (RVMP) is appendix I to the Biodiversity Assessment Report (Appendix J to the Response to Submissions). The requirements of the RVMP relevant to this project have been incorporated into the CFFMP. The Final CFFMP will be provided to DPI Water for information.   |
|        |        | Figure 6  | It is suggested Figure 6 is amended to use a larger font size so the text is clear and legible.   | Noted - in order to keep all the information on a single page, the font size had to be small.   |
|        |        | 9.1 CEMP sub-plans                                | Section 9.1 should list the RVMP if it is to be contained within the FFMP. It indicates that the FFMP is to include a vegetation clearing procedure. It is recommended the vegetation clearing procedure includes as a procedure that native plants are to be translocated from remnant areas to be cleared and planted in the riparian areas that are to be rehabilitated. | The Riparian Vegetation Management Plan (RVMP) is appendix I to the Biodiversity Assessment Report (Appendix J to the Response to Submissions). The requirements of the RVMP relevant to this project have been incorporated into the CFFMP. The CFFMP includes procedures for clearing vegetation and requirements to investigate translocation of plants. The Final CFFMP will be provided to |

Part A: Overview

| Agency                       | Status                         | Document Reference                       | Stakeholder Comment   | Response  |
|------------------------------|--------------------------------|--|---|---|
|                              |                                |  |   | DPI Water for information.  |
|                              |                                | Appendix E Environmental Constraints Map | <p>It is recommended the figures in the Appendix E are amended to:</p> <ul style="list-style-type: none"> <li>- label the names of the watercourses</li> <li>- locate the top of bank</li> <li>- locate the boundary of riparian setback along the watercourses so that riparian areas and the area affected by construction work are clearly identified on these figures</li> <li>- clearly identify areas of groundwater contamination and watercourses which are both shown in blue on the figures.</li> </ul> | <p>The environmental constraints map displays the environmental constraints on the construction of the project. It shows construction area boundaries (i.e. EPL boundary), endangered species/communities etc.</p> <p>Contamination is displayed in the Contamination Management Plan, Remedial Action Plan and Contamination Impact Assessment Report.</p> <p>All relevant information for a work area will be displayed in the Site Environmental Plan (SEP) for that area and/or package of works.</p> |
| Liverpool City Council (LCC) | Comments received on 6/02/2017 | Section 2.6                              | <p>This CEMP and its Sub Plans were supposedly prepared in accordance with AS/NZS ISO 14001:2004: Environmental Management Systems- Requirements with guidance for use. It should be noted that this Standard was superseded by ISO 14001:2015 Environmental Management Systems- Requirements with Guidance for Use. The reference to this Standard must be updated accordingly.</p>  | References updated.   |
|                              |                                | Section 9.1 and 9.2                      | <p>Sections 9.1 'CEMP Sub Plans' and 9.2 'Other Management Plans' contain reference source errors which require correction.</p>   | Cross references updated  |
|                              |                                | General                                  | <p>It should be noted that the CEMP is being prepared in consultation with the EPA, OEH, DPI Water, DPI Fisheries for approval by the Secretary. The Department will be responsible for</p>   | <p>Noted.</p> <p>This CEMP relates to the CPB Contractor's work on RALP No. 1 only.</p>   |

**Part A: Overview**

| Agency                          | Status                                | Document Reference | Stakeholder Comment   | Response   |
|---------------------------------|---------------------------------------|--------------------|---|--|
|                                 |                                       |                    | ensuring that the CEMP is implemented and all reporting requirements are satisfied to protect human health and the environment. It is envisaged that a single CEMP would have been sufficient for the site's development. Instead, the assessment process is becoming increasingly complicated with separate CEMPs being prepared for Moorebank Precinct East in which the subject RALP No. 1 (Rail Link) project is located. | As the Proponent, SIMTA, is coordinating the various CEMPs with DP&E.                        |
| Department of Defence (DoD)     | Email provided to SIMTA on 25/01/2017 | N/A                | DoD advised that they do not wish to provide comments.  | Noted  |
| Office of Strategic Lands (OSL) | Advice provided on 2/02/2017          | N/A                | OSL advised that they have no comments.   | Noted.<br>Consultation with OSL no longer required under the revised conditions of approval. |

Consultation on individual Sub Plans are summarised and addressed in the Aspect Specific Sub Plans.

**Part A: Overview**

Table 5: Agency Consultation and Approval Schedule

| CEMP Document                                    | DP&E | DPI Water | DPI Fisheries | OEH | EPA | Aboriginal Stakeholders / Local Aboriginal Land Councils | NSW Heritage Council | RMS | LCC | CCC | Emergency Services | Road User Groups | Pedestrian and Bicycle User Group | DoD | DotEE |
|--|------|-----------|---------------|-----|-----|--|----------------------|-----|-----|-----|--------------------|------------------|-----------------------------------|-----|-------|
| Construction Environment Management Plan         | A    | C         | C             | C   | C   |  |                      |     | C   |     |                    |                  |                                   | C   | A     |
| Construction Traffic and Access Management Plan  | A    |           |               |     |     |  |                      | C   | C   | C   | C                  | C                | C                                 | C   |       |
| Construction Noise and Vibration Management Plan | A    |           |               |     | C   |  |                      |     |     |     |                    |                  |                                   |     |       |
| Construction Heritage Management Plan            | A    |           |               | C   |     | C  | C                    |     | C   |     |                    |                  |                                   |     |       |
| Construction Flora and Fauna Management Plan     | A    |           |               | C   |     |  |                      |     |     |     |                    |                  |                                   |     | A     |
| Construction Air Quality Management Plan         | A    |           |               |     | C   |  |                      |     |     |     |                    |                  |                                   |     |       |
| Construction Soil and Water Management Plan      | A    | C         | C             |     | C   |  |                      |     | C   |     |                    |                  |                                   |     |       |

Key: C – Consultation  
 A – Approval

## 4. Environmental Management System

### 4.1 EMS Objectives and Key Environmental Targets

The key objective in developing and implementing an EMS for the Project is to prepare a plan which addresses all relevant environmental and planning requirements. Key environmental targets for the Project are:

- Construction of the Project in accordance with environmental approvals.
- Compliance with all relevant legal requirements, permits and licences.
- Implementation of a comprehensive EMS that meets the requirements of AS/NZS ISO 14001.
- Engage with the affected and broader community, minimise complaints and respond to any complaints within a suitable timeframe.
- Continuously improve environmental performance through collaboration with SIMTA, regulatory agencies and other key stakeholders.

### 4.2 System Overview

#### 4.2.1 Governance Documentation

The CPB Contractors Environmental Management System (EMS) is an integrated set of tools and resources that define how we manage environment at all levels of our business. It has the following structure:

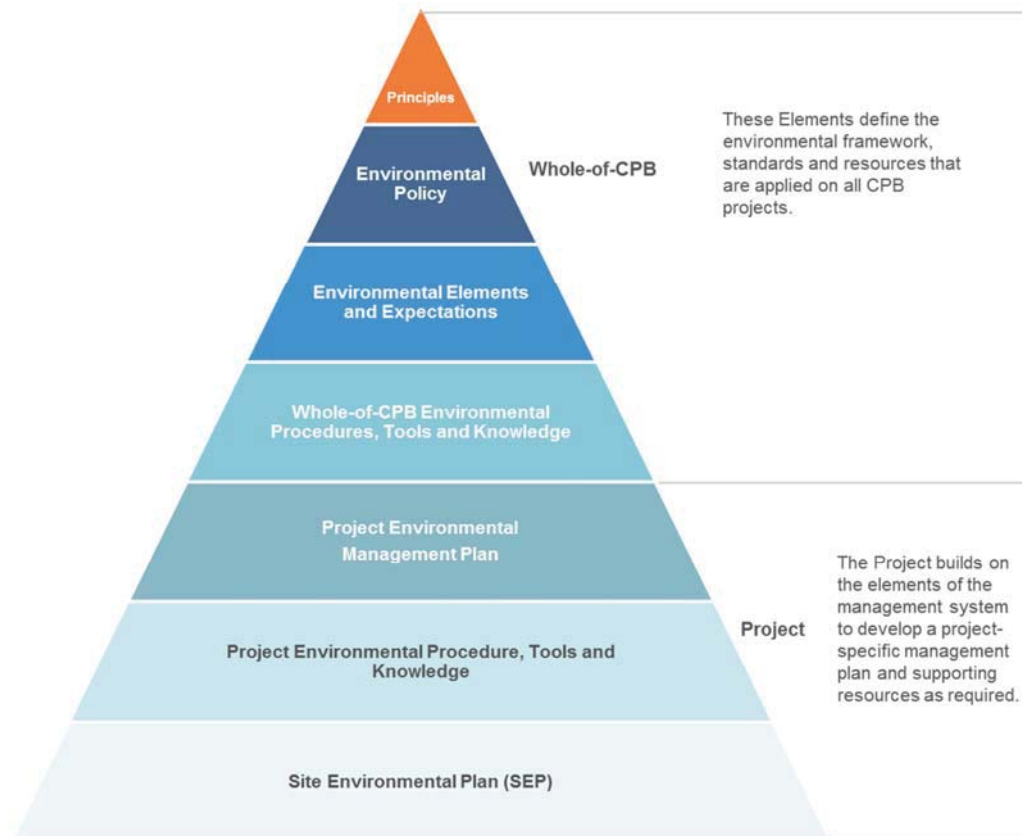


Figure 4: Elements of the Management Plan

- CPB Contractors’ “The Way We Operate” explains the core priorities of CPB Contractors’ culture to be demonstrated by all employees and applied in all aspects of running the project and subsequently the whole business.

**Part A: Overview**

- The ‘Environment Policy’ explains the principles we will apply in operating our project and business to achieve our environmental performance objectives and targets.
- The **Elements** and **Expectations** provide more specific detail on what we expect of projects in managing the environment. This is the layer of governance most directly applicable to projects and against which all projects must be able to demonstrate compliance at all times.



Figure 5: Continuous Improvement Mechanism

**4.2.2 Construction Environmental Management Plan**

Each project maintains a Construction Environmental Management Plan (CEMP – this document) that describes the actions to be taken by that project to comply with each Element and Expectation of the CPB Contractors EMS. The Project’s CEMP must demonstrate that:

- Contractual environmental requirements are being fulfilled
- The Project is compliant with all relevant environmental legislation
- The effect of environmental impacts on the community is minimised.

**4.2.3 Aspect Specific Management Plans**

Aspect Specific Management Plans apply across the Project and are a key site management tool for the Construction Team. They document process flow charts, roles and responsibilities, as well as relevant checklists and forms. Procedures are appended to relevant Aspect Specific Management Plans.

Refer to Part C for further details on the Aspect Specific Management Plans.

**4.2.4 Procedures, Knowledge and Tools**

Procedures provide additional detail to support the CEMP in achieving compliance with CPB Contractors’ Elements and Expectations. They are applicable either to all of CPB Contractors, and applied by each project, or they are developed for each project where required.

Knowledge and Tools are used in the implementation of the CEMP and include templates, forms, training material and information technology systems.

**Part A: Overview**

In addition to the Aspect Specific Management Plans and Environment Procedures, checklists and forms will be developed to assist implementation.

Checklists and forms will be tailored specifically to the requirements of the Project and amended as necessary. These will be used during construction to ensure compliance with environmental obligations and commitments. Forms are referenced in procedures and on the Site Environment Plans. These will be developed in the specific format required for the appropriate recording of monitoring data.

Example procedures, forms, permits and checklists are provided in Appendix I. These are subject to changes as construction progresses and risks are identified and managed, so that compliance with the Planning Approval and CEMP can be achieved through the construction.

**4.2.5 Site Environment Plans**

Site Environment Plans (SEP) are site specific A3 sheets that include detailed plans illustrating key environmental controls, and tables documenting key requirements and will inform and fully integrate with detailed construction planning.

SEPs are designed to provide site-specific detail and draw the relevant and specific information from the plans, studies and procedures discussed above.

Each SEP will define site boundaries and include illustrative and descriptive management and control measures, e.g. haulage routes and sensitive receivers etc., and reference relevant procedures that provide the comprehensive details into certain management controls/ measures in a clear step-by-step process. Site specific Erosion and Sedimentation Control Plans (ESCP) and Construction Noise and Vibration Impact Statements (CNVIS) will also inform SEPs and set out additional management and control measures to be applied for activities with the potential to result in pollution of waters or high noise generation.

**4.3 Elements and Expectations**

This CEMP is based on a set of 12 Elements that describe CPB Contractors' requirements for environmental management. Each Element is supported by a set of Expectations or key outcomes to be delivered as part of that Element.

- **Element** – Key aspects for managing this function on the Project
- **Expectation** – The outcomes achieved as part of each Element.

The Elements and Expectations are defined below. The Project approach to meeting these expectations is outlined in Part B – CEMP Implementation Plan.

- Element 1: Leadership, Accountability and Culture
- Element 2: Planning
- Element 3: Legal and Other Requirements
- Element 4: Risk and Opportunity Management
- Element 5: Change Management
- Element 6: Communication and Consultation
- Element 7: Training and Competency
- Element 8: Subcontractor Relationships
- Element 9: Incident Management
- Element 10: Emergency Planning and Response
- Element 11: Document and Record Management
- Element 12: Auditing, Review and Improvement

**4.4 Environmental Risk Identification and Management**

Risk identification and management processes will be a key focus in developing and implementing all EMS documentation. The objective of these processes is to confirm that the Project are designed and constructed within acceptable limits of risk to personnel and the environment.

**Part A: Overview**

Environmental risks and opportunities are considered during all project risk assessments as per the Risk Management Plan, including:

- The Principal Risk Assessment conducted at bid stage for major tangible risks
- Value Engineering Workshops
- Construction Area Plan (CAP) risk assessments
- Safe Work Method Statements (SWMS) which also address environmental risks
- Prestart Meetings.
- Work Packs, which includes:
  - Specific environmental risks and mitigation measures related to the specific activities for the location of works
  - Site Environmental plans, which includes general risk matrices
  - Localised sensitive area maps
  - Relevant site procedures

The Project's initial environmental risk analysis has been performed and documented in the Environmental Risk Register (see Appendix C). This has been developed in compliance with ISO 31000:2009 and through a review of the Environmental Impact Statement, Response to Submission, Conditions of Approval, Concept Design, Construction Methodology and other preliminary investigations.

This initial environmental risk analysis will not be updated as design and construction planning progresses, rather these risks have been utilised to inform the preparation of this CEMP and Aspect Specific Management Plans, as well as to input to the Project Risk Register developed in accordance with the Risk Management Plan. Further review of these risks would be incorporated into scheduled CEMP reviews, to occur on annual basis at a minimum.

The identified key risks and Significant Environmental Hazards (SEH) are summarised in Section 7. Section 6 in each aspect specific sub-plan provides identifies aspects and potential impacts that are specific to that sub-plan.

The Environment Manager or delegate has approval authority for all other risk assessment types (except for SWMSs and Prestart Meetings) to ensure environmental risks and opportunities are adequately raised and addressed. In addition, the Aspect Specific Management Plans include a section which identifies key aspects and potential environmental impacts, which has also been utilised to inform the development of specific management strategies to be applied across the Project. Environmental risks, controls and accountabilities identified will be communicated to all relevant personnel through the preparation and communication of the Environmental Procedures, Site Environment Plans, CAPs, Work Packs, the preparation of SWMSs and toolbox talks and prestart meetings.

#### **4.5 Improvement**

In addition to specifying the day-to-day environmental management of a project, each CEMP details activities to be performed to deliver continual improvement in environmental performance.

Continual improvement is achieved through constant measurement and evaluation, audit and review of the effectiveness of CEMP, and its monitoring requirements, and adjustment and improvement, project environmental outcomes, and CPB Contractors EMS. A compilation of the monitoring requirements for the project are included in the standalone Environmental Monitoring Schedule.

#### **4.6 Interactions with Other Site Management Documentation**

##### **4.6.1 CAPs and Work Packs**

CAPs and Work Packs will be developed to provide an integrated approach to the management of safety, quality and environmental risks as set out in the Construction Area Plan. During construction planning for each work area work methods will be reviewed, the risks identified during the design phase will be re-assessed and new risks identified and recorded in the Work Pack for communication to field staff. All controls necessary to ensure



**Part A: Overview**

compliance will be included in the CAPs and Work Packs which will reference the relevant SEPs, procedures, checklists and forms. CAPs and Work Packs may identify the need for amendment to an existing SEP or preparation of a new SEP. The CAPs and Work Packs will be reviewed by the Environment Manager or delegate and approved by the Construction Manager or delegate prior to the commencement of works described in their scope. The relevance and adequacy of environmental controls identified in the CAP and Work Packs will be reviewed and where required updated.

**4.6.2 Safe Work Method Statements (SWMS)**

A SWMS will be conducted and formally recorded for relevant activities prior to commencement of such activities. It will include environmental hazards and their mitigation for that task. Field staff will review the SWMS, including the risk assessment and safe work systems, as part of a pre-start briefing. Based on this review from the supervisor and all crew members, the SWMS becomes an instructional document used for the purpose of communicating task methodology in detail to the workplace personnel who are completing the task.

SWMS task-specific information includes work steps (in sequence) with work step precautions, associated hazard(s) and hazard control(s), specific personal protective equipment, equipment available onsite, responsibilities, competencies and where applicable permit conditions. The environmental context of a SWMS is included to prompt consideration in the task steps, to address the positive actions of environmental care, i.e. dust control, erosion prevention, waste recycling, and address negative actions that may introduce an environmental impact; i.e. contamination and pollution.

**4.6.3 Prestart Meetings**

The Construction Manager will ensure that Site Supervisors conduct daily prestart meetings with all members of the work team prior to commencement of work for each shift. These meetings will typically be conducted by a supervisor or his/her approved delegate with individual work crews. Attendance at the prestart meeting will be mandatory. The content of the prestart meeting is to be recorded including any issues raised as well as attendance at those meetings. Prestart meetings are held to ensure all workers are informed about hazards in their work area prior to the start of the work. It is used in conjunction with the SWMS document to ensure current on-site conditions (and hazards) are considered with those identified in the SWMS document, particularly looking for what conditions have changed (e.g. new workers, weather, changed materials etc.) since the work was previously undertaken i.e. the day or shift before. The prestart meeting contributes to implementing a safe work habit of checking the immediate surroundings and workplace conditions before starting, including consideration of potential environmental impacts.

**4.7 Subcontractor Environment Pack**

As set out in Part B Element 8, Subcontractors will be provided with the Subcontractor Environment Pack, which will address environmental targets and requirements including:

- An overview of CPB Contractors' Environmental Management System for the Project including the Environment Policy
- Key environmental risks and control measures required
- CPB Contractors and subcontractor roles and responsibilities including the requirement for all subcontractors to work under the Environmental Management System for the Project
- Reporting requirements including the requirement to immediately report any incidents to CPB Contractors and monthly reporting of environmental data including NGER data.

**4.8 Interactions with Other Integrated Management System Plans**

The CEMP forms part of the Integrated Management System (IMS) framework for CPB Contractors as described in the Project Management Plan (PMP), which identifies the relevant Management Plans and describes the interfaces between the Plans.

**Part A: Overview**

Table 6 below sets out interactions of this CEMP with the other management plans implemented on the Moorebank Precinct East Stage 1 – RALP No. 1. The specific linkages that exist between management plans are addressed thoroughly in Part B of this plan.

Table 6: Interaction with Other IMS Plans

| Element of CEMP                               | PROJECT MANAGEMENT PLAN                    |              |        |      |            |    |                         |
|---|--|--------------|--------|------|------------|----|-------------------------|
|   | CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN |              |        |      |            |    |                         |
|   | Design                                     | Construction | Safety | Risk | Commercial | HR | Community & Stakeholder |
| Leadership, Accountability and Culture        |  |              | ●      |      |            | ✓  |                         |
| Planning                                      |  |              | ●      |      | ✓          | ●  |                         |
| Legal and Other Compliance                    | ✓  | ✓            | ●      |      |            |    | ●                       |
| Risk Management and Controls                  | ✓  | ✓            | ✓      | ✓    |            | ●  |                         |
| Change Management                             | ●  | ●            | ●      | ●    | ●          | ●  | ●                       |
| Communication, Consultation and Participation |  |              | ✓      |      |            | ✓  | ✓                       |
| Training and Competency                       |  |              | ●      |      |            | ✓  |                         |
| Subcontractor and Supplier Relationships      | ●  |              | ●      | ●    | ✓          |    |                         |
| Incident Management                           |  |              | ✓      |      |            |    | ●                       |
| Emergency Planning and Response               |  |              | ✓      | ●    | ●          | ●  | ●                       |
| Document and Records Management               | ●  | ●            |        | ●    | ●          | ●  | ●                       |
| Auditing, Review and Improvement              |  |              | ✓      | ●    |            |    |                         |

- Element (or subject) also addressed in other management plans
- ✓ Other plan directly interfaces with the Construction Environmental Management Plan

**4.9 Change Management**

Change management is addressed in Part B, Element 5: Change Management.

Design and scope changes to the Approved project will be addressed through the Change Compliance process described in Section 2.6.

## 5. Objectives and Targets

### 5.1 Key Objectives

The key objectives of this CEMP are to:

- Describe the package of works in detail, including activities to be undertaken and relative timing.
- Provide specific mitigation measures and controls that can be applied on-site to avoid or minimise negative environmental impacts.
- Provide specific mechanisms for compliance with applicable policies, approvals, licences, permits, consultation agreements and legislation.
- Describe the environmental management related roles and responsibilities of personnel.
- State the objectives and targets for issues that are important to the environmental performance of the Proposal.
- Outline the monitoring regime to check the adequacy of controls as they are implemented during construction.

These key objectives are in alignment with those as described in the Framework CEMPs from the Stage 1 EIS and the Commonwealth Concept Plan EIS. Further aspect specific objectives are included in the relevant aspect specific sub-plans – see Section 1 of each sub-plan.

### 5.2 Key Performance Indicators

Environmental Key Performance Indicators (KPI) for the Project are:

- No Class 1 or 2 incidents or High Potential Incidents (HPI) (refer Part B, Section 9.2 for incident definitions)
- No Stop Work Recommendations
- Provide comprehensive environmental training based on environmental risks.

### 5.3 Performance Targets

The Project has set the following environmental performance targets. These include current business plan environmental targets for the Business Unit and the whole of CPB Contractors:

Table 7: Leading Indicators

| Key Performance Indicator | Target  | Time Frame | Actions to be Taken   | Accountability   |
|---------------------------|---|------------|---|------------------|
| SHEQ observations         | Four observations conducted per member of leadership team per month | Each month | Four observations to be performed by each member of the leadership team per month | Project Director |
| Completion of inspections | All scheduled inspections of environmental controls occur           | Each month | Inspections of environmental controls to be identified, scheduled and conducted   | Superintendent   |

**Part A: Overview**

Table 8: Lagging Indicators

| Key Performance Indicator  | Target                                      | Time Frame   | Actions to be Taken  | Accountability   |
|--|---|--------------|--|------------------|
| Class 1, 2 & HPI (high potential incident) environmental incidents   | Zero  | Ongoing      | Implementation of the CEMP   | Project Director |
| Number of actions taken by regulators and/or client  | Zero  | At all times | Implementation of the CEMP   | Project Director |
| Area of land cleared or disturbed without authorisation  | Zero ha                                     | At all times | Implementation of the Construction Fauna and Fauna Management Plan | Project Director |
| Number of unauthorised discharges  | Zero  | At all times | Implementation of Construction Soil and Water Management Plan      | Project Director |
| Damage to heritage items or places without relevant approvals  | Zero  | At all times | Implementation of the Construction Heritage Management Plan        | Project Director |
| Fuel use and GHG emissions generated by the project is captured and entered into JDE (NGER reporting requirement). | All use / emissions entered into JDE System | Monthly      | Implementation of Greenhouse Gas Management Plan                   | Project Director |

## 6. Roles and Responsibilities

### 6.1 Project Team Members

The following organisational chart shows the key roles and team members for the Moorebank Precinct East Stage 1 – RALP No. 1.

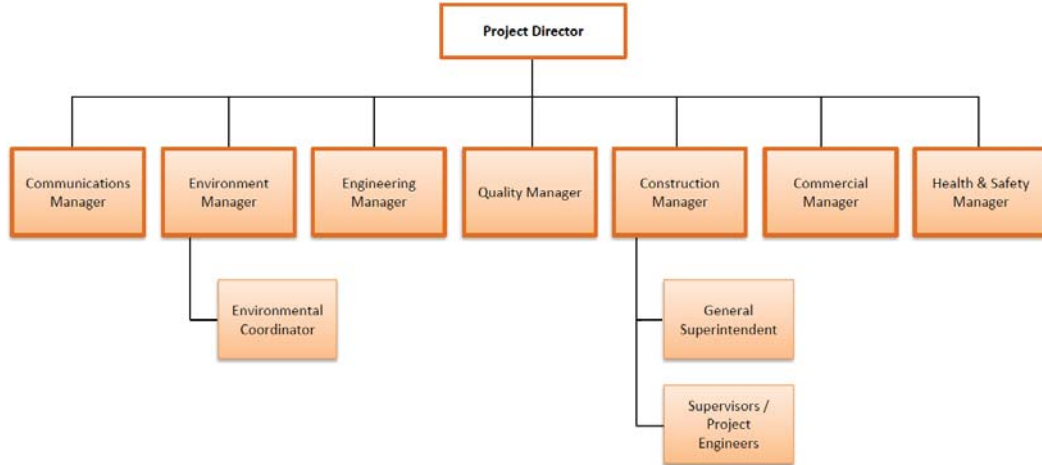


Figure 6: Project Organisation Chart

The key project roles and their responsibilities for the Project are outlined in Table 9 below.

Table 9: Roles and Responsibilities

| Role                | Responsibilities   |
|---------------------|--|
| Project Director    | <ul style="list-style-type: none"> <li>■ Managing the delivery of the Project including overseeing planning approval and environmental management</li> <li>■ Authority to direct personnel and/or subcontractors to carry out actions to avoid or minimise unintended environmental impacts</li> <li>■ Liaising with relevant government authorities as required, including incident notification</li> <li>■ Stop activities where there is an actual or immediate risk of harm to the environment, or to prevent environmental non-conformities.</li> <li>■ Contractor's Representative.</li> <li>■ Authorised Licensee Representative as per the EPL</li> </ul>  |
| Environment Manager | <ul style="list-style-type: none"> <li>■ The person that is primarily responsible for the maintenance and implementation of the CEMP</li> <li>■ Accountable for approvals and environmental performance</li> <li>■ Lead the creation of a consultative and proactive culture that ensures environmental compliance and 'No Harm' as a driver of work behaviours</li> <li>■ Effectively lead and manage the development and implementation of a risk based Environmental Management System for the Project, including review and continual improvement of this Plan</li> <li>■ Provide strategy advice and manage and oversee the granting and implementation of all required environmental and planning approvals and licences governing the Project</li> <li>■ Provide specialist environmental and planning advice to the Project Director and other functional managers to facilitate design and construction</li> <li>■ Oversee proactive identification, assigning of responsibility, monitoring and review of environmental, sustainability and planning risks and performance expectations, goals and standards for managing all potential adverse impacts</li> </ul> |

**Part A: Overview**

| Role                      | Responsibilities  |
|---------------------------|---|
|                           | <ul style="list-style-type: none"> <li>■ Oversee the environmental management induction and training program</li> <li>■ Oversee the preparation of environmental assessments on design changes and obtain any necessary planning approvals</li> <li>■ Oversee the environmental site monitoring, inspections and audits</li> <li>■ Manage environmental audits</li> <li>■ Oversee investigation and close out of any environmental complaints</li> <li>■ Oversee compliance tracking and reporting</li> <li>■ In consultation with the Project Director, Construction Manager and, where relevant, the Health &amp; Safety Manager manage, oversee investigation, corrective action and reporting of any environmental incidents</li> <li>■ Notify relevant authorities of environmental incidents, e.g. EPA</li> <li>■ Manage proactive identification, assigning of responsibility, monitoring and review environmental risks and performance expectations, goals and standards for managing all potential adverse environmental impacts</li> <li>■ Manage the investigation and close out of any environmental complaints in collaboration with the Communications Manager</li> <li>■ Ensure management reviews of the CEMP are undertaken annually, documented and actions implemented</li> <li>■ Prepare and implement PIRMP</li> <li>■ Stop activities where there is an actual or immediate risk of harm to the environment, or to prevent environmental non-conformities.</li> <li>■ Authorised Licensee Representative as per the EPL</li> </ul> |
| Environmental Coordinator | <ul style="list-style-type: none"> <li>■ Assist the Environment Manager in the development and implementation of site specific environmental documents and EPL applications and variations</li> <li>■ Assist the Environment Manager in implementing the environmental management induction program</li> <li>■ Assist Project staff with environmental inquires</li> <li>■ Assist in the implementation of site environmental controls</li> <li>■ Undertake environmental monitoring and inspections</li> <li>■ Assist the Environment Manager in audits</li> <li>■ Assist the Environment Manager in the investigation and close out of any environmental complaints</li> <li>■ Manage environmental site monitoring and inspections</li> <li>■ Assist in the implementation of the training program.</li> </ul>   |
| Engineering Manager       | <ul style="list-style-type: none"> <li>■ Ensure relevant environmental and planning requirements are addressed in design development</li> <li>■ Provide input to and review of consistency assessments on design changes.</li> </ul>  |
| Construction Manager      | <ul style="list-style-type: none"> <li>■ Lead and manage the delivery of the construction process, in relation to environmental management across all sites in conjunction with the Environment Manager</li> <li>■ Authority to direct personnel and/or subcontractors to carry out actions to avoid or minimise unintended environmental impacts</li> <li>■ Review and approve key environmental management documents relevant to the construction of the Project</li> <li>■ Ensure sufficient resources are allocated to environmental and sustainability management</li> <li>■ Manage construction in relation to environmental management for their work activity in conjunction with the Environment Manager and Environmental Coordinators</li> <li>■ Ensure the General Superintendent is familiar with the CEMP and related documents and the responsibilities allocated to the Superintendents within them.</li> </ul>   |

**Part A: Overview**

| Role                          | Responsibilities   |
|-------------------------------|--|
|                               | <ul style="list-style-type: none"> <li>■ Ensure compliance with this Plan, aspect specific sub plans and procedures.</li> <li>■ Ensuring all Project personnel attend an induction prior to commencing works</li> <li>■ Planning construction works in a manner that avoids or minimises impact to environment</li> <li>■ Stop work immediately if an unacceptable impact on the environment is likely to occur.</li> </ul>                      |
| Project Engineer, Supervisors | <ul style="list-style-type: none"> <li>■ Construction Manager responsibilities</li> <li>■ Implement and monitor on site environmental management and compliance measures across all sites in conjunction with Environmental Coordinators</li> <li>■ Daily site inspections.</li> </ul>   |
| General Superintendent        | <ul style="list-style-type: none"> <li>■ Construction delivery in relation to environmental management and compliance in conjunction with the Environment Manager</li> <li>■ Authority to direct personnel and/or subcontractors to carry out actions to avoid or minimise unintended environmental impacts</li> <li>■ Implementation of the CEMP and ensuring construction staff understand their responsibilities and duty of care.</li> </ul> |
| Communications Manager        | <ul style="list-style-type: none"> <li>■ Assist the Environment Manager in consulting regulatory agencies</li> <li>■ Communicate sustainability initiatives and potential environmental impacts to the surrounding community</li> <li>■ Work collaboratively with the Environment Manager to resolve environmental complaints.</li> </ul>  |
| Commercial Manager            | <ul style="list-style-type: none"> <li>■ Ensure that relevant environmental and sustainability requirements are considered in procuring materials and services.</li> </ul>   |
| Human Resources Manager       | <ul style="list-style-type: none"> <li>■ Ensuring the provision of appropriate training in environment and sustainability aspects for relevant project personnel in consultation with the Environment Manager.</li> </ul>  |
| Health & Safety Manager       | <ul style="list-style-type: none"> <li>■ Ensure environmental and planning requirements are addressed in relevant safety documents</li> <li>■ Collaborative incident management and reporting in the event of safety incidents with a potential to cause environmental impact.</li> </ul>  |

Key environmental responsibilities are detailed throughout each Element in Part B of this CEMP.

**6.1.1 Emergency Contacts and Response**

The following contact(s) are available for 24 hour emergency response and have the authority to stop work if required:

- Project Director – [REDACTED]
- Environment Manager - [REDACTED]
- General Superintendent – [REDACTED]

For further details on the response to incidents or emergencies, refer to Part B – Element 9, the Incident and Emergency Management Plan (IEMP) and the Pollution and Incident Response Management Plan (PIRMP).

**6.2 Specialist Environmental Consultants**

Table 10 identifies the specialist consultants engaged for specific environmental aspects of the Project.

**Part A: Overview**

Table 10: Specialist Environmental Consultants

| Aspect              | Consultant              | Scope  |
|---------------------|-------------------------|--|
| Contamination       | Coffey                  | Assist in the preparation and implementation of the Contamination Management Plan.   |
| Ecology             | AMBS Ecology & Heritage | Assist in the preparation and implementation of the Construction Flora and Fauna Management Plan including Pre-clearing Surveys, and the Ecological Monitoring Program. Provide on call service in case of unexpected ecology finds. |
| Heritage            | Extent Heritage         | Prepare the indigenous heritage salvage strategy and oversee the salvage program. Provide on call service in case of unexpected heritage finds.  |
| Noise and Vibration | Hutchison Weller        | Assist with the implementation of the Construction Noise and Vibration Management Plan including preparation of Construction Noise and Vibration Impact Statements for out of hours work.  |
| Soil and Water      | ErSed                   | Assist in the preparation and implementation of the Construction Soil and Water Management Plan and the Primary Erosion and Sediment Control Plan.   |

**6.3 Subcontractors**

All subcontractors are required to work in accordance with this CEMP.

As part of the selection process, consideration would also to be given to their past environmental performance. All subcontractors would be required to complete a subcontractor questionnaire or similar.

All subcontractors are required to attend project and/or site inductions where the requirements and obligations of the CEMP will be communicated. A record of all subcontractors inducted would be maintained as part of the Project induction.

Monitoring of subcontractors will be undertaken to assess:

- The subcontractor's general work practices.
- The effectiveness of the subcontractor's environmental protection measures.
- The subcontractor's compliance with the requirements of the CEMP.
- The maintenance of environmental measures.

Monitoring may be part of a general project wide review or targeted to a specific activity or sub-contractor.

Subcontractors will be provided with a Subcontractor Environment Pack as described in Section 4.7 and Part B Element 8:.

**6.4 SIMTA Principal Representative**

The environmental responsibilities of the SIMTA Principal Representative include the following:

- Reviewing the CEMP and sub-plans to ensure that it meets all relevant regulatory and Project requirements.
- Reviewing CPB Contractors' environmental monitoring reports and compliance documentation to confirm that the CEMP and sub-plans are being implemented.
- Issue Stop Work Recommendation immediately if an unacceptable impact on the environment is likely to occur.

**6.5 Environmental Representative**

The primary role of the Environmental Representative (ER) is to independently oversee compliance with the Project Approval. The role of the ER is specified in Project Approval Condition E4 as follows:



## Part A: Overview

- Be the principal point of advice in relation to the environmental performance of construction.
- Monitor the implementation of environmental management plans and monitoring programs required under this approval and advise on the achievement of these plans/programs.
- Have responsibility for considering, and advising on, matters specified in the conditions of this approval, and other licences and approvals related to the environmental performance and impacts of construction.
- Ensure that environmental auditing is undertaken in accordance with the Environmental Management System(s) requirements.
- Be given the authority to approve/reject minor amendments to the Construction Environment Management Plan as set out in Part B Element 12:
- Be given the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts.
- 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.

CPB Contractors will:

- Facilitate ER Inspections (see Part B, Expectation 3.4 for more details).
- Notify the ER of any environmental incidents such that the ER can identify any incident with significant off-site impacts on people or the biophysical environment that are required to be reported to the Secretary of the DP&E in accordance with CoA Condition E10.
- Notify the ER three business days in advance where the ER nominates to attend or witness the release of a hold point.
- Provide the ER with relevant information and documents, invite the ER to attend meetings and audits of this Plan and access such premises as may be necessary or reasonably required by the Environmental Representative to perform its functions under the Project Approval.
- Update this Plan to address any relevant requirements and recommendations of the ER.
- Review and analyse the cause of any non-conformances raised by the ER and develop a plan of corrective action to minimise the likelihood of recurrence.
- Comply with the lawful requirements of the ER, so as to allow the ER to discharge any functions under the Planning Approval.

## 7. Environmental Risks and Hazards

### 7.1 Initial Risk Identification

An initial environmental risk analysis has been undertaken and is documented in the Environmental Risk Register in Appendix C. Key risks identified include:

- Potential for water discharge and/or spills from worksites to result in pollution of adjacent waterways
- Potential noise and vibration impacts on surrounding residents and businesses, particularly from night time operations.
- Potential construction traffic impacts on local roads surrounding construction worksites, particularly during peak periods
- Potential for discovery of previously unidentified contaminated soils
- Visual impacts of temporary construction worksites on surrounding residences and businesses
- Potential impacts on vegetation retained within construction worksites and indirect impacts on surrounding vegetation
- Potential for diminishing air quality through site works and dust generation
- Potential for fauna to be injured during vegetation clearing works
- Potential for impacts to the Georges River and Anzac Creek during in-stream works, during works in riparian areas, or due to poor erosion and sediment controls
- Potential for impacts to the Glenfield Waste Facility during works on that site
- Potential for discovery of previously unidentified Aboriginal or historic heritage relics.

Refer to the Environmental Risk Register (Appendix C) for the complete risk assessment.

### 7.2 Significant Environmental Hazards

This CEMP also includes Environmental Sub Plans for Significant Environmental Hazards (SEH), and Environmental Sub Plans for Other Environmental Hazards, which have been prepared in accordance with Part B Expectation 2.3 of this CEMP (refer Table 11).

As with all Environmental Hazards, SEHs have been identified through the review and analysis of environmental reports, contractual documents, community and legal compliance requirements relating to the Project (Element 3 of the CEMP) and professional experience. Each of the Sub Plans listed below will be regularly reviewed during construction as the project risks are reviewed.

The SEHs are also aligned with the risk assessment completed and documented in the Environmental Risk Register (see Appendix C).

Table 11: Significant Environmental Hazards and Other Environmental Hazards

| Environmental Hazards (Aspect)                     | Associated Significant Environmental Impact (Risk)  | Environmental Sub Plans   |
|--|---|---|
| Impact to Traffic (SEH)                            | Congestion and disruption to local traffic  | Construction Traffic and Access Management Plan   |
| Impact from Noise and Vibration (SEH)              | Nuisance and impacts to local residents other sensitive receivers   | Construction Noise and Vibration Management Plan  |
| Impact from Noise and Vibration Out-of-hours (SEH) | Nuisance and impacts to local residents other sensitive receivers due to work outside of standard working hours | Out-of-hours Work Protocol (part of the Construction Noise and Vibration Management Plan) |
| Impact to Heritage (SEH)                           | Loss or damage to heritage items/areas  | Construction Heritage Management Plan   |
| Impact to Flora and/or Fauna (SEH)                 | Loss of, or harm to flora or fauna  | Construction Flora and Fauna Management Plan  |

**Part A: Overview**

| <b>Environmental Hazards (Aspect)</b>         | <b>Associated Significant Environmental Impact (Risk)</b>                     | <b>Environmental Sub Plans</b>  |
|---|---|---|
| Impact on Air Quality (SEH)                   | Degradation of air quality  | Construction Air Quality Management Plan  |
| Impact on Soil and Water (SEH)                | Pollution of land and water<br>Impacts to fish passage<br>Potential siltation | Construction Soil and Water Management Plan   |
| Impact due to erosion and sedimentation (SEH) | Loss of groundcover and pollution of water                                    | Primary Erosion and Sediment Control Plan (part of the Construction Soil and Water Management Plan) |
| Impact on Acid Sulfate Soils                  | Generation of acid and degradation of water quality                           | Acid Sulfate Soils Management Plan (part of the Construction Soil and Water Management Plan)        |
| Impact on Contamination                       | Pollution of land and water<br>Management of contaminated material            | Contamination Management Plan   |
| Impact from Asbestos                          | Contamination and waste disposal  | Asbestos Management Plan  |
| Impact from Flood                             | Flooding of worksites and surrounds   | Flood Emergency Response Plan   |
| Impact from Bushfire                          | Destruction of property and the environment                                   | Bushfire Management Strategy  |
| Impact of Greenhouse Gases                    | Increased greenhouse gas emissions contributing to climate change             | Greenhouse Gas Management Plan  |
| Impact from Waste                             | Waste generation and disposal   | Waste Management Plan   |

Section 6 of each aspect specific sub-plan details the key aspects and impacts, including specific risks, for each relevant environmental aspect listed above.

**Part A: Overview**

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## Part B: Implementation

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### 8. Elements and Expectations

The Environmental Management Plan is structured using a common set of Elements and Expectations:

|                    |  |
|--------------------|--|
| <b>Element</b>     | Key aspects for managing this function on the Project    |
| <b>Expectation</b> | The high-level outcomes achieved as part of each Element |

This two-level hierarchy provides a consistent structure that is applied across all Management Plans on the Project. Those Elements are:

- Element 1: Leadership, Accountability and Culture
- Element 2: Planning
- Element 3: Legal and Other Requirements
- Element 4: Risk and Opportunity Management
- Element 5: Change Management
- Element 6: Communication and Consultation
- Element 7: Training and Competency
- Element 8: Subcontractor Relationships
- Element 9: Incident Management
- Element 10: Emergency Planning and Response
- Element 11: Document and Record Management
- Element 12: Auditing, Review and Improvement

**Part B: Implementation**

**Element 1: Leadership, Accountability and Culture**

| Expectations   | How we will meet the Expectations (minimum requirements)   | Responsible Key Contributor  | Deliverables   |
|--|--|--|--|
| <p>1.1 Environmental accountabilities, roles and responsibilities for managers, staff, employees and subcontractors are clearly defined, documented and communicated</p> | <p><b>Roles and Responsibilities</b><br/>                     Environmental responsibilities are included in all Position Descriptions. Roles that carry specific environmental accountabilities (e.g. those that supervise or manage work with specific environmental risks) will contain more detailed environmental content.<br/>                     The environmental responsibilities contained in Position Descriptions are communicated to each person by their immediate supervisor upon commencing in their role.</p>  | <p><b>CPB HR Manager</b><br/>                     Environment Manager<br/>                     Line managers</p>   | <p>Position Descriptions (Part A, Section 6)</p>   |
| <p>1.2 Environmental leadership and commitment is demonstrated through measurable participation in environmental management</p>  | <p><b>Participation and Measurement</b><br/>                     All personnel in leadership roles on the Project participate in environmental management activities, including observations, incident reviews and HSE committee meetings. In addition, project management will:</p> <ul style="list-style-type: none"> <li>▪ Regularly review environmental performance against Project KPIs and raise corrective actions to maintain or improve environmental performance as necessary.</li> <li>▪ Address pertinent environmental matters at communication forums.</li> </ul>   | <p><b>Project Director</b><br/>                     Line managers<br/>                     Functional managers<br/>                     Supervisory staff<br/>                     Environment Manager</p> | <p>Measurement system output to include:</p> <ul style="list-style-type: none"> <li>▪ Observation records</li> <li>▪ Incident reviews</li> <li>▪ HSE Committee meeting attendance (minutes)</li> <li>▪ Delivering toolbox talks</li> </ul> |
| <p>1.3 Environmental expectations are clearly defined with appropriate reward and disciplinary processes in place.</p>   | <p><b>Environmental Policy</b><br/>                     The CPB Contractors Environment Policy (Appendix A) will be communicated in project inductions and prominently displayed at the Project.<br/> <b>Project Environmental Rules</b><br/>                     The Project Director and Environment Manager will assist in development of “Project Rules” during Project start-up to address key environmental matters. These rules will be documented, communicated and prominently displayed at the Project and will be reviewed at least every six months.<br/>                     Any person who breaches these rules will be managed in accordance with CPB Contractors requirements for counselling, discipline and, if needed, termination.</p> | <p><b>Project Director</b><br/>                     All personnel</p>  | <p>Environment Policy (Appendix A) displayed and communicated in site inductions<br/>                     KPIs defined (Part A, Section 5)</p>   |

**Part B: Implementation**

| <b>Expectations</b> | <b>How we will meet the Expectations<br/>(minimum requirements)</b>  | <b>Responsible<br/>Key Contributor</b>                     | <b>Deliverables</b>                            |
|---------------------|--|--|--|
|                     | <p><b>Performance Targets</b><br/>                     Environmental performance targets for the Project have been identified in Part A (Section 5.3) of this document. The associated key performance indicators (KPI) include lead and lag indicators (Part A, Section 5). Measurable targets have been set for each KPI and an applicable time frame nominated. The targets are in line with CPB Contractors Group and Business Unit targets.</p> | <p><b>Project Director<br/>Environment<br/>Manager</b></p> | <p>Performance Targets (Part A, Section 5)</p> |
|                     | <p><b>Managing Personal Performance</b><br/>                     Environmental performance goals will be set and reviewed for individuals with environmental leadership roles (refer to Element 1.1 above) during the performance and development review process.</p>  | <p><b>Project Director<br/>Line managers</b></p>           | <p>Performance and development reviews</p>     |

**Part B: Implementation**

**Element 2: Planning**

| Expectations   | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor   | Deliverables   |
|--|---|--|--|
| <p>2.1 Adequate resources are provided to effectively implement the CEMP</p> | <p><b>Resources</b><br/>The Project budget includes sufficient allowances to implement the CEMP, including people, technical environmental expertise, equipment, materials, training, plant, and infrastructure.<br/>The Environment Manager is consulted in setting and revising (forecasting) the Project budget.<br/>Sufficient people are appointed to the Project to implement the CEMP.</p>   | <p><b>Project Director</b><br/>Commercial Manager<br/>Environment Manager<br/>CPB HR Manager</p> | <p>Project budget<br/>Project forecasts<br/>Organisational structure in Project Management Plan<br/>Training matrix<br/>Training schedule</p>  |
|  | <p><b>Environmental Monitoring</b><br/>The Environment Manager is accountable for developing the Environmental Monitoring Schedule prior to any works commencing on the project. The Environment Manager will identify all equipment, equipment maintenance (including calibration) and personnel required to implement the schedule and ensure necessary allowances in the Project budget and forecasts.<br/>All environmental monitoring on the Project is planned according to the requirements of the Knowledge document Environmental Monitoring and is defined where relevant in the Environmental Sub-Plans within Part C of this Plan.</p>  | <p><b>Environment Manager</b></p>  | <p>Environmental Monitoring Schedule<br/>Environmental Sub-Plans<br/>Environmental input into Project budget<br/>Project forecasts</p>   |
| <p>2.2 IT systems are defined and established</p>                            | <p><b>Define and set up IT Systems</b><br/>Information technology systems required to manage environment on the Project are defined and established prior to works commencing. Systems to be used include:</p> <ul style="list-style-type: none"> <li>■ <b>Synergy</b> – Reporting and recording all environmental incidents, audit results and corrective actions</li> <li>■ <b>Audit &amp; Schedule Register</b> – To schedule all inspections and environmental monitoring activities and track completion of scheduled activities</li> <li>■ <b>SHE Risk Register</b> – To manage environmental risk registers</li> <li>■ <b>JD Edwards</b> (NGER module) to capture energy use and emissions, and water and waste data</li> <li>■ <b>Environmental Monitoring Spreadsheet</b> – To capture and analyse all environmental monitoring data.</li> </ul> | <p><b>Environment Manager</b></p>  | <p>Synergy to capture all environmental incidents, audit results and corrective actions<br/>Project specific document management system to contain Audit and schedule register, SHE risk register, and environmental monitoring compliance register(s)</p> |



**Part B: Implementation**

| Expectations   | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor    | Deliverables   |
|--|---|-----------------------------------|--|
| 2.3 Environmental Sub-Plans are prepared for Significant Environmental Hazards | <p><b>Identify Significant Environmental Hazards (SEH)</b><br/>                     Significant environmental hazards relating to the projects activities have been identified through the review and analysis of environmental reports, contractual documents, and community and legal compliance requirements relating to the Project (Element 3) and supported by professional experience of the assessor. The project SEH list in Part A Section 7.2 is reviewed by the Environment Manager at a minimum of 6 monthly intervals. The review should be supported by the current environmental risk and opportunities identification and analysis assessment (Element 4) and project environmental performance.</p> | <p><b>Environment Manager</b></p> | <p>Significant Environmental Hazards and Environmental Sub-Plans listed in Part A Section 7.2 Sub-Plans listed in Part C</p> |
|  | <p><b>Environmental Sub-Plans</b><br/>                     Environmental Sub-Plans (Part C) are reviewed for on-going relevance and accuracy by the Environment Manager. The frequency of review is triggered by incident history (Element 9), changes to the project, including contract variations (Element 5), and management review requirements (Element 12).<br/>                     Reviews are documented and records retained in the project document management system.</p>  |                                   | <p>Reviews of SEH and Environmental Sub-Plans</p>  |

**Part B: Implementation**

**Element 3: Legal and Other Requirements**

| Expectations  | How we will meet the Expectations (minimum requirements)   | Responsible Key Contributor  | Deliverables   |
|---|--|--|--|
| <p>3.1 Relevant legal, contractual and other requirements are identified and maintained in a legal and other obligations register</p> | <p><b>Identifying Environmental Obligations</b></p> <p>The Environment Manager has reviewed the Contract, construction methodology and program and identified all:</p> <ul style="list-style-type: none"> <li>■ Contractual conditions specific to environmental management.</li> <li>■ Regulatory approvals required and associated conditions.</li> <li>■ Specific requirements of local, state and federal laws that are additional to the requirements of Project approvals using CPB Contractors' online subscription to EnviroLaw.</li> <li>■ Targets and objectives in CPB Contractors' Business Unit or whole of CPB Contractors' Business Plans.</li> </ul> <p>The sources and details of, and means of compliance with the above, are captured within an Environmental Obligations Register. Refer to the aspect specific sub-plans for relevant specific environmental obligations.</p> <p>Documentary evidence must be available to show that all owners of obligations have been informed of their responsibility and are in a position to deliver the obligation.</p>    | <p><b>Environment Manager</b><br/>Project Director</p>                       | <p>Environmental Obligations Register (Part D, Appendix D)</p> <p>Business critical environmental obligations included in Project's Rights and Obligations Summary</p> <p>Project Management Plan</p>  |
| <p>3.2 All necessary environmental approvals are obtained prior to commencing relevant works and surrendered on completion</p>        | <p><b>Obtaining and Surrendering Environmental Approvals</b></p> <p>Approvals required to deliver the project are obtained prior to the commencement of any activities relating to the scope of the approval. The timing to obtain each necessary regulatory approval is determined and included within the Project program linked to relevant activities.</p> <p>Details of all approvals and licences (including applications and decision notices where appropriate) are maintained in the Project's Environmental Obligations Register.</p> <p>All regulatory approvals will be surrendered according to the requirements of the approval or, where not stated, as soon as practical following the completion of the activity to which the approval relates.</p> <p>An Environmental Obligations Register will be updated to include conditions associated with newly received regulatory approvals.</p> <p>Tracking of compliance against planning, licensing and permit conditions held by CPB Contractors will be undertaken in accordance the Compliance Tracking Program.</p> | <p><b>Environment Manager</b><br/>Project Engineers<br/>Project Director</p> | <p>Environmental approvals in program</p> <p>Environmental approval documentation</p> <p>Approval and licence conditions entered into Project's Environmental Obligations Register (Part D, Appendix D)</p> <p>Compliance Tracking Program</p> |

**Part B: Implementation**

| Expectations  | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor  | Deliverables   |
|---|---|---|--|
| 3.3 Work is planned and executed to ensure compliance   | <p><b>Planning for Compliance</b></p> <p>The Environment Manager is consulted upon commencement of development of all Construction Area Plans (CAPs) and Work Packs, and throughout their development. All controls necessary to ensure compliance are included in the CAPs and Work Packs and in the Environmental Sub-Plans (Part C of this Plan).</p> <p>CAPs and Work Packs should include Site Environmental Plans that clearly shows the controls to be implemented. The Project program is updated to include new approvals determined to be necessary following the review of work plans.</p> <p>CAPs and Work Packs are reviewed by the Environment Manager prior to the commencement of works described in their scope.</p> | <p><b>Assurance / Quality Manager</b></p> <p>Supervisors</p> <p>Project Engineers</p> <p>Environment Manager</p> <p>Engineering Manager</p> | <p>Reviewed CAPs and Work Packs by Environment Manager (Part A, Section 4.6)</p> <p>Update project program</p>   |
| 3.4 Inspections, observations and monitoring are performed to ensure compliance is maintained | <p><b>Implementing Controls</b></p> <p>Controls required to achieve compliance, as detailed in the CAPs and Work Packs, will be implemented before relevant works commence.</p> <p>The Environmental Obligations Register (Appendix D) contains an explanation, or link to an Environmental Sub-Plan containing an explanation, of how compliance with each listed requirement is to be achieved and how the project will regularly demonstrate compliance with the requirement (if relevant).</p> <p>Refer to aspect specific sub-plans for controls and monitoring requirements relevant to each sub-plan.</p>  | <p><b>Supervisors</b></p> <p>Project Engineers</p> <p>Environment Manager</p>   | <p>Engineered (physical) and administrative controls (e.g. procedures, forms, training) in place</p>   |
|   | <p><b>Inspections and Observations</b></p> <p>Controls are to be inspected regularly to ensure their ongoing suitability and effectiveness. Inspections and observations are planned and conducted according to the requirements of the Workplace Hazard Inspections and Observations Procedures. Inspections and observations are scheduled using the Audit &amp; Schedule Register.</p> <p>The outcomes of inspections are captured on the inspection checklists. Corrective actions are raised, tracked and closed out in the Synergy, other document management system, or through the inspection records (for actions closed out within 72 hours) for all controls found to be inadequate.</p>                                   | <p><b>Supervisors</b></p> <p>Project Engineers</p> <p>Environment Manager</p>   | <p>Inspection schedules</p> <p>Inspection checklists (see appendix I for example)</p> <p>Observation records</p> <p>Corrective actions in Synergy, other document management system, or inspection records</p> |
|   | <p><b>Environmental Monitoring</b></p> <p>Environmental monitoring is carried out to confirm compliance with the conditions of environmental approvals and laws, and to provide early indication of potential adverse</p>   | <p><b>Environment Manager</b></p>   | <p>Environmental Monitoring Schedule</p> <p>Monitoring records</p>   |

**Part B: Implementation**

| Expectations | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor  | Deliverables                                      |
|--------------|---|---|---|
|              | <p>impacts to the environment or community. All monitoring is planned and conducted according to the requirements of the procedure Environmental Monitoring and as summarised in the Environmental Monitoring Schedule. Refer to the aspect specific sub-plans for relevant specific environmental monitoring requirements (see section 8 of each aspect specific sub-plan).</p> <p>Environmental monitoring results are interpreted to identify actual and potential non-compliances and events that may result in nuisance, environmental harm, and unacceptable loss of amenity or community complaints. Corrective actions are taken immediately where required or are raised and managed using Synergy or other document management system.</p>  |   | <p>Calibration records<br/>Corrective actions</p> |
|              | <p><b>ER Inspections</b><br/>CPB Contractors will facilitate safe access for the Environment Representative (ER) to conduct site inspections on a regular basis. SIMTA's representative may attend these inspections. The ER may raise observations during these inspections and suggested closeout timeframes. The ER may document these observations in an ER inspection report to be distributed to CPB Contractors and SIMTA. The ER shall be responsible for reviewing and determine whether observations raised have been closed out at the next ER Inspection.</p>   | <p><b>General Superintendent</b><br/>Environment Manager<br/>Environment Coordinator<br/>Environmental Representative</p> | <p>Inspection reports</p>                         |
|              | <p><b>Environmental Improvement Notice</b><br/>An improvement notice will provide a mechanism to elevate ongoing unresolved actions or major actions within the environmental inspection reports. The Environmental Inspection Checklist includes a column which enables a specific action to be put on improvement notice as part of the inspection without the need to generate separate documentation. Where specific actions have been put on improvement notice, the report will be forwarded to the Project Director for information. The need for an NCR to be raised will be considered if the action is not closed out in accordance with the priority indicated on the inspection report. CPB Contractors, the ER, or SIMTA can nominate specific actions to be placed on Environmental Improvement Notice.</p> | <p><b>Construction Manager</b><br/>Project Director<br/>Environment Manager</p>   | <p>Environmental Inspection Checklist</p>         |
|              | <p><b>Reporting Requirements</b><br/>Reporting requirements for specific environmental areas (e.g. noise, air quality, water quality, vegetation) are listed in the relevant aspect specific sub-plan (see section 8 of each aspect specific sub-plan).</p>   |   |   |

**Part B: Implementation**

| Expectations   | How we will meet the Expectations (minimum requirements)  | Responsible Key Contributor   | Deliverables                  |
|--|---|---|-------------------------------|
| <p>3.5 All non-compliances are reported and actioned</p> | <p><b>Environmental Non-compliance</b><br/>                     An environmental non-compliance can generally be defined as a failure to comply with:</p> <ul style="list-style-type: none"> <li>■ Relevant environmental legislation</li> <li>■ Project Approval</li> <li>■ Environment Protection Licence</li> <li>■ Contractual requirement</li> </ul> <p>Where a non-compliance is raised as part of an audit or an incident investigation the audit or incident report will be used to close out the non-conformance and it is not necessary to raise a separate non-conformance reporting process.</p> <p><b>Corrective and Preventative Actions</b><br/>                     Corrective actions will be identified as follows:</p> <ul style="list-style-type: none"> <li>■ Where an issue is identified and raised, the Environment Manager or delegate will liaise with the appropriate Project personnel or qualified person(s) to determine the most appropriate corrective action to implement.</li> <li>■ Where assessed by Environment Manager to be appropriate, the corrective action will be actioned through the Non-Compliance Report (NCR).</li> </ul> <p>Preventative actions will be identified as follows:</p> <ul style="list-style-type: none"> <li>■ Relevant incidents, complaints and non-conformances are discussed at Coordination Meetings. Trends relating to environmental incidents and non-compliance findings are reviewed at these meetings to identify any reoccurring issues that are indicative of the need to take preventative action. Any member of the CPB Contractors team, including subcontractors can contribute and provide suggestion to any required or appropriate preventative action.</li> <li>■ Where assessed by Environment Manager as necessary, a preventive action will be raised and action undertaken through a Non-Compliance Report (NCR).</li> </ul> | <p><b>Environment Manager</b><br/>                     Environmental Representative</p> | <p>Non-Compliance Reports</p> |
|  | <p><b>Non-Compliance Reports (NCRs) and Close-out</b><br/>                     Where a non-compliance is detected a Non-Compliance Report (NCR) will be raised. NCRs will not be automatically raised as the result of an identified issue from an environmental inspection or audit. Where considered appropriate, by agreement of CPB Contractors, the ER, and SIMTA representatives, issues identified during an</p>   |   |                               |

**Part B: Implementation**

| Expectations  | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor  | Deliverables  |
|---|---|---|---|
|   | <p>environment inspection or audit will be closed out as part of the inspection or audit reporting process.</p> <p>In the event that repetitive observations are made i.e. if non-corrected low risk site improvement actions are not corrected within the agreed timing for actions (for more than a month in most cases) the Environment Manager and/or ER will request that a NCR be raised. In the event that the ER requested NCR is disputed, the ER may raise a Correct Action Request (CAR) for action by CPB Contractors. CARs will be recorded via the same mechanism as an NCR, through Synergy.</p> <p>Environmental related non-compliance are raised with the Environment Manager to determine appropriate actions and dates. On completion of agreed actions, the Environment Manager shall sign-off the NCR to signify close-out and provide a copy to SIMTA. Any changes to operations or practices resulting from actions are to be communicated to employees and sub-constructors as required.</p> |   |   |
| 3.6 All non-compliances are reported as incidents                     | <p><b>Reporting Non-Compliances</b></p> <p>All non-compliances are recorded and reported as incidents in Synergy. This includes events involving an action being taken against the project by a regulator.</p>  | <p><b>Environment Manager</b></p> <p>All personnel</p>                              | Incident reports  |
| 3.7 All energy and greenhouse data are collected and entered into JDE | <p><b>Greenhouse and Energy</b></p> <p>All sources of energy use and production and greenhouse gases, including those relating to subcontractors, will be identified and recorded in the NGER data checklist. All data on energy used and produced, as well as greenhouse gases emitted, including that which relates to subcontractor activity, will be captured and entered into JDE. Data entered into JDE for the project must be at least 95% accurate.</p> <p>Projects will certify that the NGER procedure is being implemented on a monthly basis via Synergy or other document management system such as JDE.</p> <p>All relevant records relating to the reporting of NGER data will be retained for seven years.</p> <p>Any NGER data to be reported to the Client will be extracted from JDE using the Business Intelligence Tool.</p>  | <p><b>Environment Manager</b></p> <p>Commercial Manager</p> <p>Project Director</p> | <p>NGER subcontractor register</p> <p>NGER data checklist</p> <p>Completed NGER subcontractor records</p> <p>Synergy</p> <p>JDE</p> |
| 3.8 Personnel on the site have access to current versions of relevant | <p><b>Updates to Legislation, Standards and Codes of Practice</b></p>   | <p><b>CPB Business Unit Environment Manager</b></p>                                 | Updates distributed   |

**Part B: Implementation**

| <b>Expectations</b>                                 | <b>How we will meet the Expectations<br/>(minimum requirements)</b>  | <b>Responsible<br/>Key Contributor</b> | <b>Deliverables</b> |
|---|--|--|---------------------|
| <p>legislation, standards and codes of practice</p> | <p>Access to all relevant legislation will be available to personnel via EnviroLaw or other online resources (e.g. state or Commonwealth government websites or <a href="http://www.austlii.edu.au">www.austlii.edu.au</a>).</p> <p>Updates to legislation, standards and codes of practice will be reviewed to determine relevance.</p> <p>Work practices, the Environmental Sub-Plans attached to this CEMP, and Environmental Obligations Register will be altered where appropriate to ensure compliance and all affected personnel informed in a timely manner.</p> <p>Regulatory approvals will be obtained or amended as necessary, work practices altered to ensure compliance and all affected personnel informed in a timely manner.</p> | <p>Environment Manager</p>             |                     |

**Part B: Implementation**

**Element 4: Risk and Opportunity Management**

| Expectations   | How we will meet the Expectations (minimum requirements)  | Responsible Key Contributor  | Deliverables  |
|--|---|--|---|
| <p>4.1 Systematic processes are defined and implemented for identifying environmental risks and opportunities at all stages of the Project</p> | <p><b>Identifying Environmental Risks and Opportunities</b></p> <p>Environmental risks and opportunities associated with activities, products and services of the project will be identified, recorded and tracked in the Project Risk and Opportunity Register. The Risk and Opportunity Register is an excel Spreadsheet contained in the Project Management System. Any environmental risks identified as critical will also be captured and monitored via the Project Risk Register contained in ARM.</p> <p>Environmental risks and opportunities are considered during all subsequent project risk assessments as per the Project Risk Management Plan. This includes:</p> <ul style="list-style-type: none"> <li>▪ The Principal Risk Assessment conducted at bid stage for major tangible risks</li> <li>▪ Safety/Environment-in-Design workshops conducted throughout the Project</li> <li>▪ Construction Area Plan (CAP) risk assessments</li> <li>▪ Work Pack risk assessments (including Environmental Work Method Statements where required)</li> <li>▪ Project Prestart Meeting.</li> </ul> <p>The Environment Manager is involved in the Principal Risk Assessment and Safety/Environment-in-Design workshops and has approval authorities for all other risk assessment types (except for START/Restart Cards) to ensure environmental risks and opportunities are adequately raised and addressed.</p> | <p><b>Project Director</b><br/>                     Health &amp; Safety Manager<br/>                     Environment Manager<br/>                     Engineering Manager<br/>                     Project Engineers<br/>                     Supervisors<br/>                     Line Managers</p> | <p>Risk and Opportunity Register<br/>                     Construction Area Plan risk assessments<br/>                     Project Prestart Meeting</p> |
| <p>4.2 Identified risks and opportunities are analysed and evaluated according to agreed criteria and recorded in a risk register</p>          | <p><b>Analysing Environmental Risks and Opportunities</b></p> <p>Each environmental risk and opportunity will be evaluated and assigned a rating which is determined using the consequence and likelihood criteria in the Risk Management Procedure. The influence of existing controls is considered in determining the risk rating.</p> <p>For each environmental risk:</p> <ul style="list-style-type: none"> <li>▪ An owner is assigned by the Project Director</li> <li>▪ Existing controls are recorded, including the owner of that control</li> <li>▪ The residual risk will be evaluated.</li> </ul> <p>Opportunities will be assessed to determine whether or not they can be implemented on the project and be based on a cost-benefit business case for the opportunity.</p>  | <p><b>Project Director</b><br/>                     Risk owners<br/>                     Environment Manager<br/>                     Project Engineers</p>  | <p>As above (for Element 4.1)</p>   |



**Part B: Implementation**

| Expectations  | How we will meet the Expectations<br>(minimum requirements)  | Responsible<br>Key Contributor   | Deliverables  |
|---|--|--|---|
| <p>4.3 Environmental controls appropriate to the level of risk are identified, documented and implemented</p> | <p>Advice is sought from the Environment Manager as necessary by the project team to ensure CAP, Work Pack and SEP risk assessments are as informed and accurate as possible. The Environmental Manager will include a review of the Environmental Impact Assessment, Response to Submissions and associated documents to ensure that all risks identified during the project approvals stage is captured in the Project Risk and Opportunity Register.</p> <p><b>Aspect Specific Management Plans</b><br/>Aspect Specific Management Plans have been prepared to address the project environmental impacts and are detailed in Part A Section 7.2 and Part C.</p>   |  |   |
|   | <p><b>Identifying Adequate Controls</b><br/>If the risk rating performed at Expectation 4.2 returns a result of ‘medium’ or above, then additional controls sufficient to reduce the risk rating to ‘low’ or an alternative acceptable level using cost effective designs and engineering and/or administrative controls are to be utilised. Residual risks with a high or extreme risk rating will be considered ‘significant’ and must be controlled using appropriate systems of work, including Environmental Sub-Plans (Element 2.3) and project work procedure, along with available “hard controls”. Approval to proceed as per Element 5.2 of the Risk Management Plan is required.</p> <p>Accountability for the implementation of each control is assigned in the respective Sub plan and SEPs and a due date set for its implementation as appropriate. Controls are selected in consultation with the Environment Manager to achieve the following, in order of preference:</p> <ul style="list-style-type: none"> <li>■ Eliminate the risk by not performing the relevant activity</li> <li>■ Substitute by performing the relevant activity in a way that presents a lower risk</li> <li>■ Implement physical (engineered) controls (e.g. sediment basins, check dams)</li> <li>■ Implement administrative controls (e.g. procedures, training, inspections).</li> </ul> | <p><b>Risk owners</b><br/>Environment Manager<br/>Project Director<br/>Project Engineers</p> |   |
|   | <p><b>Implementing Controls</b><br/>Controls are implemented by the accountable person as specified in the Aspect Specific Management Plan or SEP by the due date. No activity is commenced until all relevant controls are implemented.</p> <p><b>Aspect Specific Management Plans</b></p>  | <p><b>Risk owners</b><br/>Project Director</p>   | <p>Controls in place (engineered or administrative)</p> |

**Part B: Implementation**

| Expectations   | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor   | Deliverables   |
|--|---|--|--|
| 4.4 Feasible opportunities are implemented   | <p>Aspect Specific Management Plans detail controls required to manage that aspect specific risk.</p> <p><b>Implementing Opportunities</b><br/>Opportunities identified and for which a business case has been developed, are submitted to the appropriate member of the project leadership team for approval. Once approved, accountability for implementation of the opportunity is assigned and the opportunity is implemented. Environmental and cost benefits are recorded and reported in monthly reporting.</p>  | <p><b>Project Director</b><br/>Line managers<br/>Opportunity owner</p>   | <p>Monthly reports<br/>Case studies</p>  |
| 4.5 Identified environmental risks and controls are communicated to all relevant personnel | <p><b>Communications in line with Construction Planning</b><br/>The environmental risks, controls and accountabilities identified are communicated to all relevant personnel. This is achieved through the preparation and communication of the construction methodology, CAPs, Work Packs, SEPs, the conduct of Safety/Environment-in-Design workshops.</p> <p><b>HSE Communications</b><br/>Environmental risks, controls and accountabilities are also communicated through delivery of HSE communications, including HSE Committee meetings, toolbox talks and pre-start meetings.</p> <p><b>Communication through Training</b><br/>Nominated administrative controls, including procedures and training, will be communicated through the delivery of training in their requirements. The planning and delivery of this training is provided according to the requirements of Human Resources Management Plan.</p> | <p><b>Project Director</b><br/>Project Engineers<br/>Environment Manager</p> <p><b>Project Engineers</b><br/>Supervisors<br/>Environment Manager<br/>Environmental Coordinator<br/>Project Director<br/>Health and Safety Manager</p> <p><b>Environment Manager</b><br/>CPB HR Manager</p> | <p>Toolbox talk content and attendee records (Part B, Section 7.1)<br/>Pre-start meeting content<br/>Records of communications and meetings</p> <p>Site induction content (Part B, Section 7.1)<br/>Toolbox talk content and attendee records<br/>Pre-start meeting content<br/>Records of communications and meetings</p> <p>Training schedule<br/>Training matrix<br/>Training records</p> |
| 4.6 Regular inspections and monitoring are   | <p><b>Inspections, Observations and Monitoring</b></p>  | <p><b>Environment Manager</b></p>  | <p>Environmental Monitoring Schedule</p>   |

**Part B: Implementation**

| <b>Expectations</b>  | <b>How we will meet the Expectations<br/>(minimum requirements)</b>   | <b>Responsible<br/>Key Contributor</b>  | <b>Deliverables</b>  |
|--|---|---|--|
| conducted to check effectiveness of controls                 | The processes for inspections, observations and monitoring are described in Expectation 3.4 of the CEMP.  | Project Director<br>Project Engineers<br>Supervisors  | [See Expectation 3.4]  |
| 4.7 Environmental risks and controls are regularly reviewed. | <p><b>Risk Review</b></p> <p>The relevance and adequacy of environmental risks and controls identified in this CEMP, the Principal Risk Assessment, CAP and Work Pack risk assessments are reviewed and updated according to Project Risk Management Plan.</p> <p>The Risk Matrix will be reviewed on an annual basis at a minimum.</p> | <p><b>Project Director</b></p> <p>Environment Manager<br/>Engineering Manager<br/>Project Engineers</p> | <p>Environmental Risk Register (Part D, Appendix C)</p> <p>Updated risk registers in RMIS, CAPs and Work Packs</p> |

**Part B: Implementation**

**Element 5: Change Management**

| Expectations   | How we will meet the Expectations (minimum requirements)  | Responsible Key Contributor   | Deliverables  |
|--|---|---|---|
| <p>5.1 Changes to planned operations that have potential environmental consequences are identified</p>         | <p><b>Identifying Change</b><br/>                     Personnel promptly report any ‘medium’ or ‘major’ changes that could affect the environment and community in accordance with the Managing HSE Impacts of Change procedure.<br/>                     A ‘medium’ or ‘major’ change could result from a change to design, plant (fixed and mobile), systems, personnel and work methods such that the absence of a considered review could compromise the project’s ability to comply with its obligations and/or result in an inadequate range of controls which could lead to an incident or result in community nuisance.<br/>                     A ‘medium’ change is one which includes permanent changes to Work Pack methodology or work conditions. A ‘major’ change is one which is site-wide or requires a revision of CAPs.<br/>                     Personnel have received appropriate training to identify changes and apply change management processes. This includes all supervisory staff being informed of the need to have changes approved prior to commencing relevant works. Where a change has the potential to impact on the project approval, an Accordance Assessment (AA) will be required. See 5.3 below or section 2.6 for more detail.</p> | <p><b>Project Director</b><br/>                     Environment Manager<br/>                     Engineering Manager<br/>                     Project Engineers<br/>                     Supervisors<br/>                     Line Managers</p> | <p>Training matrix<br/>                     Training records<br/>                     Change Requests</p>                   |
| <p>5.2 Risks associated with identified changes are assessed and controlled before changes are implemented</p> | <p><b>Risks Associated with Change</b><br/>                     All proposed changes are documented, including the assessment of risks relating to the change. Key personnel affected by the change are involved in the risk assessment. All changes are requested or sponsored by a supervisor or manager, who then becomes the change owner. Input from environmental personnel is sought as necessary.<br/>                     The approach to risk assessment and the implementation of controls will follow the requirements of Element 4 of the CEMP.</p>  | <p><b>Project Director</b><br/>                     Change owner<br/>                     Supervisors<br/>                     Line Managers<br/>                     Environment Manager</p>   | <p>Change Requests<br/>                     Revised risk assessments<br/>                     Change Compliance Reviews</p> |
| <p>5.3 All changes with environmental consequences are authorised before they are implemented</p>              | <p><b>Approvals of Change</b><br/>                     All change requests are approved by the supervisor or manager of the change owner, or as otherwise required by the project delegations, before any relevant work commences and a record is maintained. This must include any approvals associated with revised CAPs and Work Packs by the Environment Manager.</p>   | <p><b>Line Managers</b><br/>                     Project Director<br/>                     Engineering Manager<br/>                     Supervisors</p>   | <p>Change Requests<br/>                     Change Compliance (external approval)</p>                                       |

**Part B: Implementation**

| Expectations   | How we will meet the Expectations<br>(minimum requirements)  | Responsible<br>Key Contributor  | Deliverables   |
|--|--|---|--|
|  | Contract variations and other minor amendments will be reviewed for change compliance in accordance with requirements outlined in Element 12, and if necessary, approved by the Project's Proponent (SIMTA) and the Project's Environmental Representative prior to implementation.            | Environment Manager<br>Environmental Representative<br>SIMTA's Environmental Representative |  |
| 5.4 Controls associated with change are communicated to all affected personnel | <p><b>Communication of Change</b></p> <p>Affected personnel will be consulted and understand the effects of change before the relevant works commence. This is achieved through toolbox talks, daily pre-start meeting, HSE committees or forums arranged to specifically address changes.</p> | <p><b>Line Managers</b></p> <p>Supervisors<br/>Engineering Manager</p>                      | <p>Toolbox talk material<br/>Pre-start meetings<br/>Attendance records<br/>Meeting minutes<br/>(Part B, Section 7.1)</p> |

**Part B: Implementation**

**Element 6: Communication and Consultation**

| Expectations   | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor   | Deliverables   |
|--|---|--|--|
| 6.1 External environmental stakeholders are identified   | <p><b>Identifying External Stakeholders</b></p> <p>A comprehensive stakeholder analysis will be performed to identify external stakeholders and their interests in the environmental management of the Project. This will include community members and others who could be affected by the Project works, as well as government and environmental lobby groups. The Environment Representative will be involved in the analysis process. Identified Key Stakeholders are listed in Section 3.2 of this CEMP.</p>   | <p><b>Communications Manager</b><br/>Environment Manager</p>                         | <p>Stakeholder register or database<br/>Stakeholder Analysis</p>   |
| 6.2 Relationships with external stakeholders are effectively managed   | <p><b>Managing Relationships</b></p> <p>Activities performed to effectively manage relationships with external stakeholders include:</p> <ul style="list-style-type: none"> <li>■ Identifying environmental risks that relate to stakeholder interests by considering the impacts to stakeholders (documented in Environmental Risk Register).</li> <li>■ Determining suitable controls and activities to mitigate risks (general controls and activities documented in Environmental Risk Register, details in Environmental Sub-Plans, CAPs, Work Packs).</li> <li>■ Performing inspections, audits, stakeholder engagement and monitoring activities to assess the effectiveness of controls.</li> </ul> <p>Actively engaging stakeholders through open communication and involvement.</p> | <p><b>Environment Manager</b><br/>Communications Manager</p>                         | <p>Environmental Risk Register (Part D, Appendix C)<br/>Risk assessments in CAPs, Work Packs<br/>Environmental Sub-Plans and Procedures (Part C, Section 9)<br/>Audit reports<br/>Monitoring results<br/>Communications material<br/>Forums and opportunities for stakeholder engagement</p> |
| 6.3 Internal consultative forums are established with regular meetings scheduled, conducted, documented and communicated | <p><b>Consultative Forums</b></p> <p>A schedule of communication forums will be developed which includes:</p> <ul style="list-style-type: none"> <li>■ Managers' meetings that are to address environmental matters at least monthly</li> <li>■ Environmental Toolbox Talks at least monthly</li> <li>■ Pre-start meetings prior to commencing a shift.</li> </ul> <p>The Project Director will establish appropriate environmental interfaces with the Client and regulatory bodies. Records will be kept of all HSE communication</p>   | <p><b>Project Director</b><br/>Environment Manager<br/>Health and Safety Manager</p> | <p>Minutes of meetings<br/>Toolbox Talks<br/>Pre-Start meetings<br/>Attendance records</p>   |

**Part B: Implementation**

| Expectations  | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor  | Deliverables   |
|---|---|---|--|
|   | <p>activities (e.g. attendance records). The effectiveness of the meeting outcomes will be reviewed as required.</p>  |   |  |
|   | <p><b>Actions from Consultative Forums</b><br/>                     Actions arising from consultative forums are assigned and communicated to a responsible person and confirmed as being completed.<br/>                     The Project will identify, track and complete environmental related actions using Synergy or other document management system.</p>  | <p><b>Communications Manager</b><br/>                     Environment Manager</p>   | <p>Synergy<br/>                     Project specific document management system</p>  |
|   | <p><b>HSE Signs and Notice Boards</b><br/>                     Dedicated HSE notice boards will be prominently located and maintained with current information.</p>   | <p><b>Health and Safety Manager</b><br/>                     Environment Manager</p>  | <p>Signs and notice boards installed with current environmental content</p>  |
| <p>6.4 Environmental complaints and enquiries are recorded and responded to appropriately</p> | <p><b>Responding to Complaints and Enquiries</b><br/>                     All environmental related complaints will be classified according to the Incident Classification Matrix and recorded in Synergy. Details to be captured are as per Section 7.3 of the Community Communication Strategy (CCS).<br/>                     Complaints are treated as an incident and managed according to Element 9 of the CEMP. Corrective actions are agreed and implemented, with accountabilities and time frames assigned. Each complainant will be advised of the results of the investigation of their complaint and any proposed remedial action.</p> <p><b>Damage to Third Party Property or Infrastructure</b><br/>                     Reports (including through complaints) of damage to Third Party Property or Infrastructure as a result of construction work will be treated as an incident that follows the process outlined in this section. Potential damage will be notified, classified, reported and investigated as per the incident management process.<br/>                     The initial response timeframes will follow the complaints process, as per the CCS, however investigations and potential rectifications will be undertaken as per the Incident Management process outlined in Element 9 of the CEMP.</p> <p><b>Pollution Complaints</b><br/>                     Records of pollution complaints will be kept and managed as per the requirements of the EPL. See Appendix D for further information.</p> | <p><b>Communications Manager</b><br/>                     Environment Manager<br/>                     Project Director</p> | <p>Incident records<br/>                     Records of communications with Business Unit and Corporate<br/>                     Pollution Incident Response Management Plan</p> |

**Part B: Implementation**

| Expectations | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor                               | Deliverables  |
|--------------|---|--|---|
|              | <p><b>Notification of Environmental Harm</b><br/>If there is potential environmental harm, the EPL must be notified immediately as per the EPL requirements.</p> <p><b>EPL Written Reports</b><br/>If requested by the EPA, CPB is required to produce a written report which complies with the requirements of the EPL. See Appendix D for more information.</p> <p><b>EPL Daily Reports</b><br/>The licensee must submit, by 12:00pm the following business day from which the complaint was received, a report to the EPA that provides details of all complaints received in relation to construction activities regulated by the licence. The report must comply with the requirements of the EPL. No report is required if no complaint is received. See Appendix D for more information.</p> <p><b>EPL Annual Report</b><br/>The licensee must complete and supply to the EPA an Annual Return as per the requirements of the EPL.</p> <p><b>Monitoring Records</b><br/>The results of any monitoring required to be conducted by the EPL must be recorded and maintained.</p> | <p><b>Environment Manager</b><br/>Project Director</p>       | <p>EPL R3.3 Report<br/>EPL Daily Report<br/>EPL Annual Return<br/>Project Monthly Report</p>  |
|              | <p><b>Changes to Environmental Monitoring</b><br/>Environmental monitoring programs will be reviewed to address matters raised through valid complaints and consultations with stakeholders. Amendments to the monitoring program will be adequate to allow early identification of conditions that are likely to result in further complaints and/or exceedances. Data will be analysed to identify actual and potential impacts to the community, and corrective actions implemented.</p>   | <p><b>Environment Manager</b><br/>Communications Manager</p> | <p>Environmental Monitoring Schedule<br/>Monitoring records<br/>Corrective actions in Synergy or other document management system</p> |
|              | <p><b>Client and Internal Notifications</b><br/>The Business Unit Environment Manager and Corporate Communications Manager are notified of complaints that have or are likely to generate media interest.<br/>The Client is notified according to the conditions outlined in the Contract.</p>  | <p><b>Project Director</b></p>                               | <p>Record of communication</p>  |



**Part B: Implementation**

| <b>Expectations</b>   | <b>How we will meet the Expectations<br/>(minimum requirements)</b>  | <b>Responsible<br/>Key Contributor</b>  | <b>Deliverables</b>    |
|---|--|---|------------------------|
| <p>6.5 The effectiveness of internal and external stakeholder engagement is evaluated and improved.</p> | <p><b>Evaluation of Internal and External Communications</b><br/>                     The effectiveness of internal communication and consultation activities will be formally reviewed as required. The effectiveness of external communication and consultation activities will be formally reviewed as required. The Environment Manager participates in both of these reviews, which are led by the Project Director and include the Communications Manager and Health &amp; Safety Manager.<br/>                     The Environment Manager will also regularly attend and review the effectiveness of forums and recommend changes to the scheduling or style of forum.</p> | <p><b>Communications Manager</b><br/>                     Project Director<br/>                     Environment Manager<br/>                     Health and Safety Manager<br/>                     Quality Manager</p> | <p>Meeting minutes</p> |

**Part B: Implementation**

**Element 7: Training and Competency**

| Expectations   | How we will meet the Expectations (minimum requirements)   | Responsible Key Contributor  | Deliverables   |
|--|--|--|--|
| <p>7.1 All personnel have completed an induction containing relevant environmental information before they are authorised to work on the Project</p> | <p><b>Inductions</b></p> <p>All personnel, subcontractors and visitors will undergo an induction before commencing work on-site. The induction addresses general and Project-specific environmental issues, including:</p> <ul style="list-style-type: none"> <li>■ CPB Contractors’ environmental policy</li> <li>■ How the CEMP will be implemented on-site</li> <li>■ High-risk environmental activities on the Project and their controls</li> <li>■ What to do in the event of an environmental incident</li> <li>■ Overview of the Project Approval and EPL</li> <li>■ Hours of work</li> <li>■ Key environmental issues including: noise and vibration management; soil and water management; dust management and traffic and access</li> <li>■ Nearest sensitive receivers, particularly those sensitive to noise and vibration</li> <li>■ Community and media contact protocols</li> <li>■ Emergency Response (including environmental)</li> </ul> <p>An assessment will be conducted upon completion of the induction.</p> <p>Induction materials are reviewed at least annually and amended to reflect changes to Project environmental risks, the status of community relations and the occurrence of incidents.</p> | <p><b>Environment Manager</b><br/>                     CPB HR Manager<br/>                     Health and Safety Manager</p> | <p>Induction materials<br/>                     Training attendance records<br/>                     Completed induction assessments<br/>                     Earlier revisions of Induction materials</p> |
|  | <p><b>Site Inductions and Toolbox Talks</b></p> <p>Site Inductions will occur at the point when there is defined construction zones established and implemented. This will occur at the commencement of Construction. These will highlight the specific environmental aspects, requirements and activities being undertaken within each site as part of ongoing training and development. The environmental component of this induction and/or toolbox talks will typically cover:</p> <ul style="list-style-type: none"> <li>■ The scope and requirements of the specific Site Environment Plans</li> <li>■ Noise and vibration goals and specific mitigation measures</li> <li>■ Nearest noise sensitive receivers</li> <li>■ Traffic/access, location of entry/exit points, traffic routes, parking</li> <li>■ Soil and water issues and controls and dewatering and discharge requirements</li> </ul>  | <p>Construction Manager<br/>                     Environment Manager<br/>                     Environment Coordinator</p>    | <p>Induction materials<br/>                     Completed induction assessments<br/>                     Toolbox talk content and attendee records</p>   |

**Part B: Implementation**

| Expectations   | How we will meet the Expectations<br>(minimum requirements)  | Responsible<br>Key Contributor                              | Deliverables  |
|--|--|---|---|
|  | <ul style="list-style-type: none"> <li>■ Air quality and dust issues and management</li> <li>■ Waste management</li> <li>■ Contamination issues and management</li> <li>■ Sensitive environmental areas and site specific issues such as no-go areas e.g. demarcated areas of threatened species.</li> <li>■ Changes to the CEMP</li> <li>■ Emergency Response (including environmental)</li> </ul> <p>Regular toolbox talks will be conducted for employees and subcontractors to maintain and improve awareness of environmental issues and management requirements. A wide range of topics will be covered over time with a focus on issues most relevant to current or upcoming works.</p> <p>Targeted specific environmental training will also be organised if issue arise on site and prior to high risk activities. If there are significant changes to the CEMP, this will be communicated to the construction team through specific training and/or toolbox talks.</p> |   |   |
|  | <p><b>Visitor's Induction</b></p> <p>All visitors will undergo a visitor's induction and their host will be responsible for the actions and conduct of their visitors and will ensure that all environmental requirements of the site are obeyed. All visitors will be accompanied around the site by CPB personnel at all times. Under no circumstances will a visitor undertake any physical work on site.</p>   | <p><b>Health &amp; Safety Manager</b><br/>All personnel</p> | <p>Visitor's Induction</p>  |
| <p>7.2 A training plan is developed and documented</p> | <p><b>Identifying Training Needs</b></p> <p>Environmental training needs required to deliver this CEMP are identified and documented within the Project's training matrix. In populating the training matrix, the environmental training requirements for each role are addressed, including competency, needs and capability.</p> <p>The Environment Manager will contribute to the development of the training matrix.</p> <p>The performance and development management process provides an opportunity to identify and plan the delivery of training needs not provided in the training matrix, or that are necessary to aid in the development of the individual.</p> <p>Subcontractor training and competency responsibilities will be included in subcontractor agreements.</p>   | <p><b>Environment Manager</b><br/>CPB HR Manager</p>        | <p>Training matrix<br/>Performance and Development management plans<br/>Subcontractor agreements<br/>Subcontractor Start-Up Meeting minutes</p> |

**Part B: Implementation**

| <b>Expectations</b> | <b>How we will meet the Expectations<br/>(minimum requirements)</b>   | <b>Responsible<br/>Key Contributor</b>                                    | <b>Deliverables</b>  |
|---------------------|---|---|--|
|                     | <p><b>Scheduling Training Needs</b><br/>                     A project training schedule will be developed to plan the delivery of training needs identified in the training matrix. Refresher training intervals will also be stated where applicable.</p> | <p><b>CPB HR Manager</b><br/>                     Environment Manager</p> | <p>Training schedule<br/>                     Training records</p> |

**Part B: Implementation**

| Expectations   | How we will meet the Expectations<br>(minimum requirements)  | Responsible<br>Key Contributor  | Deliverables   |
|--|--|---|--|
| <p>7.3 Personnel are trained and assessed according to the training plan</p>     | <p><b>Provide Training Resources</b><br/>All resources to deliver the training schedule, including personnel, equipment, funding and materials, will be allowed for in the Project budget.</p>   | <p><b>Project Director</b><br/>Environment Manager</p>                | <p>Project budget</p>                                |
|  | <p><b>Delivery of Training</b><br/>All training identified in the training matrix will be delivered according to the training schedule. Training and development needs identified through the performance and development process will be achieved as per time frames nominated in individual plans. Personnel delivering environmental training must be deemed competent by the Environment Manager or Business Unit Environment Manager.</p> | <p><b>Project Director</b><br/>HR Manager<br/>Environment Manager</p> | <p>Training records</p>                              |
|  | <p><b>Training Evaluation and Review</b><br/>Training assessments and evaluation forms will be used to assess the effectiveness of training. Training evaluation and feedback will be reviewed and used to improve the quality of environmental training delivered on the Project.<br/><br/>The training matrix and schedule will be completely reviewed at least annually or prior to the commencement of major new tasks.</p>                | <p><b>HR Manager</b><br/>Environment Manager</p>                      | <p>Training evaluation forms<br/>Training matrix</p> |
| <p>7.4 Training records are maintained and accessible to relevant personnel.</p> | <p><b>Training Records</b><br/>Records of all training activities, including inductions, will be maintained. Records will include the name and role of the attendee, the name of the course and, where applicable, reference to the document controlled version of the material presented, and a copy of the assessment completed.</p>   | <p><b>HR Manager</b><br/>Environment Manager</p>                      | <p>Training records</p>                              |

**Part B: Implementation**

**Element 8: Subcontractor Relationships**

| Expectations  | How we will meet the Expectations (minimum requirements)   | Responsible Key Contributor   | Deliverables  |
|---|--|---|---|
| <p>8.1 Selection processes ensure that subcontractors meet CPB Contractors' minimum environmental requirements</p>        | <p><b>Subcontractor Selection and Engagement</b></p> <p>The selection of subcontractors engaged on the project requires an assessment using Source, Negotiate and Award Contract Procedure. The Environment Manager should be consulted to ensure accurate completion of this evaluation.</p> <p>The Environment Manager will be consulted on environmental requirements of subcontracts and the adequacy of proposed conditions.</p> <p>Subcontractors will be made aware of CPB Contractors' environmental requirements during the Start-Up meetings and provided with a Subcontractor Environment Pack which will address environmental objectives and requirements.</p>  | <p><b>Project Engineers</b><br/>Commercial Manager<br/>Environment Manager</p>    | <p>Source, Negotiate and Award Contract Procedure<br/>Subcontractor Agreements<br/>Subcontractor Environment Pack</p>                     |
| <p>8.2 Planning requirements of all subcontractor work scopes are completed and communicated prior to commencing work</p> | <p><b>Identify, Complete and Communicate Planning Requirements and Documentation</b></p> <p>The scope of work to be performed by each subcontractor is reviewed to determine whether it includes works for which project planning and environmental risk assessments have been completed. If so, the subcontractor is formally informed of all relevant risks and existing project documents, systems and procedures to be followed prior to commencing works (in addition to having been informed of these during the tendering process). These may include the contents of the construction methodology, CAPs, Work Packs, SEPs, and Environmental Sub-Plans in this CEMP.</p> <p>If the scope of works includes activities not already addressed in Project planning and risk assessment, then an appropriate risk assessment is performed and either existing documentation is revised, or new documentation produced. The Environment Manager should review this new documentation to ensure it meets project requirements.</p> <p>In either case, the subcontractor must be formally informed of all requirements prior to commencing works.</p> | <p><b>Project Engineers</b><br/>Environment Manager<br/>Subcontractor manager</p> | <p>Construction Area Plans (CAP)<br/>Work Packs<br/>SEPs<br/>Records of subcontractor notification<br/>Subcontractor Environment Pack</p> |
|   | <p><b>Compliance requirements</b></p> <p>For high risk environmental activities (refer to Element 2.3 of this CEMP), the Environment Manager will review the subcontractor's scope of works with the supervising Engineer and:</p> <ul style="list-style-type: none"> <li>▪ Identify any new issues relevant to the subcontractor's scope of works;</li> </ul>   | <p><b>Project Engineers</b><br/>Environment Manager<br/>Commercial Manager</p>    | <p>[Element 2.3]<br/>CAPs / Work Packs<br/>Records of subcontractor notification<br/>JDE (NGER) Reporting</p>                             |

**Part B: Implementation**

| Expectations   | How we will meet the Expectations (minimum requirements)   | Responsible Key Contributor   | Deliverables                              |
|--|--|---|---|
|  | <ul style="list-style-type: none"> <li>■ Identify any additional compliance requirement not captured;</li> <li>■ Identify necessary approvals not already in place and obtain those approvals prior to any works commencing;</li> <li>■ Update the relevant Environmental Sub-Plans, SEPs, and Environmental Obligations Register with details new approvals and their conditions.</li> </ul> <p>The Environment Manager will review the CAP and Work Packs, for high risk environmental issues as described in Element 2.3.</p> <p>The subcontractor will be informed of all relevant environmental issues/risks and controls, procedures and documents to be followed and implemented in order to achieve compliance during the tendering process. This will be reinforced during the Start-Up meeting.</p> <p>The subcontractor will be informed of the requirement to provide all relevant data relating to their works as per the <i>National Greenhouse and Energy Reporting Act 2007</i> (Cth).</p> |   |   |
| 8.3 Subcontractor documentation is submitted and reviewed to meet Project requirements | <p><b>Documentation Preparation and Review</b></p> <p>The subcontractor will provide CPB Contractors with all required environmental documentation prior to commencing work on the Project as described in the executed agreement, including any requirement to produce an Environmental Management Plan. Any further requirements will be agreed by the Commercial Manager and the Environment Manager.</p>   | <p><b>Project Engineer</b><br/>Commercial Manager<br/>Environment Manager</p>                     | Subcontractor environmental documentation |
| 8.4 Changes to the scope of work are managed as a Project change                       | <p><b>Manage Changes/Variations</b></p> <p>Changes and variations to subcontractor scopes of work will be assessed as a change according to the requirements of Element 5 of the CEMP. Documentation will be amended accordingly.</p>  | <p><b>Project Engineers</b><br/>Commercial Manager</p>  | Change Requests                           |
| 8.5 Subcontractors actively participate in environmental management on the Project     | <p><b>Subcontractor Environmental Participation</b></p> <p>Subcontractors will participate in HSE communication forums and monitoring activities, as a minimum, including:</p> <ul style="list-style-type: none"> <li>■ Project induction;</li> <li>■ Scheduled HSE management meetings, toolbox talks, pre-start meetings, HSE committees (as required);</li> <li>■ HSE observations, inspections and audits;</li> <li>■ Incident investigations (as required);</li> </ul>  | <p><b>Commercial Manager</b><br/>Environment Manager<br/>Subcontractors<br/>Project Engineers</p> | Attendance records<br>Monitoring records  |

**Part B: Implementation**

| <b>Expectations</b>  | <b>How we will meet the Expectations<br/>(minimum requirements)</b>   | <b>Responsible<br/>Key Contributor</b>                                  | <b>Deliverables</b>  |
|--|---|---|--|
|  | <ul style="list-style-type: none"> <li>■ Development or review of safe work systems SEPs (as required).</li> </ul>  |   |  |
|  | <p><b>Subcontractor Training</b><br/>Subcontractors will undergo all necessary environmental training including any required by the Project. The required training will be determined by reviewing the training matrix relative to the scope of work and roles being filled or supplied by the subcontractor. The delivery and management of training will be as per Element 7 of the CEMP.</p> | <p><b>Subcontractor<br/>Environment Manager</b></p>                     | <p>Subcontractor training records</p>                      |
| <p>8.6 Subcontractors are reviewed to assess their performance and compliance with our minimum environmental requirements.</p> | <p><b>Subcontractor Audits and Reviews</b><br/>General inspections will be performed that will include Subcontractors works. Regular inspections for environmental performance as per Part B, Section 3.4 of this CEMP will include Subcontractor works.</p>  | <p><b>Project Engineers<br/>Environment Manager<br/>Supervisors</b></p> | <p>Audit reports<br/>Inspection and monitoring records</p> |



**Part B: Implementation**

**Element 9: Incident Management**

| Expectations   | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor  | Deliverables   |
|--|---|---|--|
| <p>9.1 All incidents are followed by appropriate response and notification</p> | <p><b>Incident Response</b><br/>The immediate response to all incidents is to make the area safe and undertake measures to prevent further environmental harm, in accordance with the Incident and Emergency Management Plan (IEMP). An assessment will be made in consultation with the Environment Manager to ensure that responses do not result in further harm.</p> <p><b>Initial Incident Notification</b><br/>For avoidance of doubt, the IEMP take precedence in the handling of all project incidents. The PIRMP has been developed to compliment the IEMP and provide additional environment specific details, including relevant notification contract.</p> <p>The Project Director and Environment Manager are to be notified immediately of the following incidents:<br/>A full list of contact details are provided in the IEMP and PIRMP, however the main internal contacts are listed in Section 6.1.1.</p> <p>All Class 1 and Class 2 environmental incidents, and HPis.</p> <p>The Environment Manager is also to be notified of any actual Class 3 environmental incident, procedural or legal breach. The Environment Manager will notify the ER of all incidents, as per section 6.5 of this plan. DP&amp;E shall be notified if the incident is likely to cause material harm on-site or off-site on human health or the biophysical environment, as per Condition of Approval E10.</p> <p>For Class 1 and Class 2 incidents and HPis, the Project Director will immediately notify the Business Unit General Manager, the Business Unit Environment Manager. The Project Director will also notify the Business Unit General Manager of the need to activate the Project’s Emergency Response Procedure and the Group Crisis Management Plan if necessary.</p> <p>SIMTA is notified of all environmental incidents as per the agreed contractual arrangements. Environmental incidents will be reported to regulators in accordance with the requirements of local, state and federal government regulations.</p> <p>As per the notification requirements of the PIRMP, the nominated Project representative (i.e. Project Direct or Environment Manager) must notify the EPA of pollution incidents on or around the site (EPA Pollution Line, 131 555), which have occurred in the course of project activities, in the following circumstances:</p> <ul style="list-style-type: none"> <li>■ If the actual or potential harm to the health or safety of human beings or ecosystems is not trivial; and</li> <li>■ If actual or potential loss or property damage (including clean-up costs) associated with a pollution incident exceeds \$10,000.</li> </ul> <p>When required to notify, the Project representative must:</p> | <p><b>Project Director</b><br/>Environment Manager<br/>Communications Manager<br/>Project Engineers<br/>Supervisors</p> | <p>IEMP<br/>PIRMP<br/>Records of incident notifications<br/>Dilapidation Reports</p> |

**Part B: Implementation**

| Expectations                  | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor | Deliverables     |
|-------------------------------|---|--------------------------------|------------------|
|                               | <ul style="list-style-type: none"> <li>■ notify of a pollution incident 'immediately' (i.e. reported promptly and without delay); and</li> <li>■ notify all relevant authorities, including;                             <ul style="list-style-type: none"> <li>○ the Environment Protection Authority (EPA) – 131 555 (also required to notify any other persons of the incident as the EPA deems necessary)</li> <li>○ the Ministry of Health (via the local Public Health Unit (PHU)) – 02 4924 6477</li> <li>○ WorkCover – 13 10 50</li> <li>○ Local council;                                     <ul style="list-style-type: none"> <li>○ LCC – 1300 362 170, or</li> <li>○ CCC – 02 4645 4000</li> </ul> </li> <li>○ Fire and Rescue NSW – 000</li> </ul> </li> </ul> <p>SIMTA, as part of the whole precinct development, has also established a 24 hour information line (24 hour free call) – 1800 986 465.</p> <p>In addition, the Secretary would be notified (by SIMTA) within 24 hours of the incident and written details within 7 days of the incident. In consultation with SIMTA, the requirements of the Secretary will be met resulting from the incident.</p> <p>Preserve the Incident Scene</p> <p>Scenes of environmental Class 1 and 2 incidents and HPIs are to be preserved until the incident investigation team has collected relevant data and evidence (see below).</p> <p><b>Contact List</b></p> <p>The full list of contact details are provided in the IEMP and PIRMP. The main internal contact points from Section 6.1.1 are:</p> <ul style="list-style-type: none"> <li>■ Project Director – Alan Massoud (0429 790 592)</li> <li>■ Environment Management – Adam Noonan (0402 825 885)</li> <li>■ General Superintendent – Justin Hatton (0404 342 795)</li> </ul> <p><b>Damage to Third Party Property or Infrastructure</b></p> <p>In accordance with CoA #C17, a pre-construction dilapidation report will be prepared prior to the commencement of construction.</p> <p>Reports (including through complaints) of damage to Third Part Property or Infrastructure as a result of construction work will be treated as an incident that follows the process outlined in this section. Potential damage will be notified, classified, reported and investigated as per the incident management process outlined in section 9.1, 9.2 and 9.3. If the project is deemed at fault, the rectification or compensation process will be completed as promptly as practicable, through consultation undertaken with the relevant stakeholder.</p> |                                |                  |
| 9.2 All incidents are entered | <b>Incident Classification and Reporting</b>  | <b>Supervisors</b>             | Incident records |

**Part B: Implementation**

| Expectations   | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor   | Deliverables   |         |         |                                 |                |                       |                     |             |   |  |  |   |                                      |
|--|---|--|--|---------|---------|---------------------------------|----------------|-----------------------|---------------------|-------------|---|--|--|---|--------------------------------------|
| <p>into and closed out in Synergy</p>  | <p>Environmental incidents will be classified using the Incident Classification Matrix by the Environment Manager in consultation with the Project Director.</p> <p>All environmental incidents, including community complaints, will be reported using the Synergy within three calendar days.</p> <p>Root causes will be identified and recorded in Synergy for all Class 1, 2 incidents and High Potential Incidents (HPI) (and optionally for Class 3 incidents).</p> <p>All statutory notices received from regulators, including penalty notices and fines, will be entered as Environmental Legal Issue incidents upon receipt.</p> <table border="1" data-bbox="411 643 1314 976"> <thead> <tr> <th></th> <th>Class 3</th> <th>Class 2</th> <th>Class 1</th> </tr> </thead> <tbody> <tr> <td>Direct costs including clean up</td> <td>Up to \$10,000</td> <td>\$10,000 to \$100,000</td> <td>more than \$100,000</td> </tr> <tr> <td>Impact Type</td> <td>Pollution or degradation which has low severity impacts on the community and/or environment in the short-term (&lt;1 month duration) and is fully reversible with no residual impacts.</td> <td>Pollution or degradation which has moderate severity impacts on the community and/or environment (1-3 months duration) but is fully reversible with no residual impacts.</td> <td>Pollution or degradation which has high severity impacts on the community and/or environment and may have irreversible residual impacts.</td> </tr> </tbody> </table> |  | Class 3  | Class 2 | Class 1 | Direct costs including clean up | Up to \$10,000 | \$10,000 to \$100,000 | more than \$100,000 | Impact Type | Pollution or degradation which has low severity impacts on the community and/or environment in the short-term (<1 month duration) and is fully reversible with no residual impacts. | Pollution or degradation which has moderate severity impacts on the community and/or environment (1-3 months duration) but is fully reversible with no residual impacts. | Pollution or degradation which has high severity impacts on the community and/or environment and may have irreversible residual impacts. | <p>Project Director<br/>Environment Manager</p> | <p>Root cause coding<br/>Synergy</p> |
|  | Class 3   | Class 2  | Class 1  |         |         |                                 |                |                       |                     |             |   |  |  |   |                                      |
| Direct costs including clean up  | Up to \$10,000  | \$10,000 to \$100,000  | more than \$100,000  |         |         |                                 |                |                       |                     |             |   |  |  |   |                                      |
| Impact Type  | Pollution or degradation which has low severity impacts on the community and/or environment in the short-term (<1 month duration) and is fully reversible with no residual impacts.   | Pollution or degradation which has moderate severity impacts on the community and/or environment (1-3 months duration) but is fully reversible with no residual impacts. | Pollution or degradation which has high severity impacts on the community and/or environment and may have irreversible residual impacts. |         |         |                                 |                |                       |                     |             |   |  |  |   |                                      |
| <p>9.3 Incident investigations are conducted appropriate to the type of incident</p> | <p><b>Project Incident Investigations</b></p> <p>All incidents will be investigated according to the requirements of Managing HSE Incidents – Synergy. The level of investigation needed will depend on the incident classification. Corrective actions, including those required to help prevent future incident occurrences, are a key outcome of incident investigations. Incident investigation reports are to be uploaded to Synergy.</p> <p>Statutory Authority Investigations:</p> <ul style="list-style-type: none"> <li>▪ Before any staff member is questioned by officers of a statutory authority they will endeavour to consult the Project Director to determine whether Legal Counsel is needed; and</li> <li>▪ Regulatory inspectors must be given appropriate assistance during their own investigations.</li> </ul>   | <p><b>Project Director</b><br/>Environment Manager<br/>Supervisors<br/>Project Engineers</p>   | <p>Incident investigation reports<br/>Synergy</p>  |         |         |                                 |                |                       |                     |             |   |  |  |   |                                      |

**Part B: Implementation**

| Expectations  | How we will meet the Expectations<br>(minimum requirements)   | Responsible<br>Key Contributor   | Deliverables  |
|---|---|--|---|
| <p>9.4 All personnel conducting incident investigations are trained to competently perform the task</p> | <p><b>Incident Investigation Teams Competent and Trained</b></p> <p>The selection of the investigation team will be up to the Project Director and will depend upon the severity of the incident, and the availability of experienced personnel. However, the investigation team does need to have a mix of both Operational and HSE Staff.</p> <p>The following should be considered when selecting an investigation team:</p> <ul style="list-style-type: none"> <li>■ Statutory requirements;</li> <li>■ CPB Contractors Corporate requirements;</li> <li>■ Technical specialists with an understanding of the work process;</li> <li>■ Administrative Support;</li> <li>■ Mix of skills and experience;</li> <li>■ Potential conflict of interest for any proposed member.</li> </ul> | <p><b>Project Director</b></p>   |   |
| <p>9.5 Corrective and preventative actions are taken after incidents</p>                                | <p><b>Corrective &amp; Preventative Actions</b></p> <p>Following an incident, corrective and preventative actions will be identified, assigned to the appropriate person/s and closed out according to set time frames. Time frames are set to ensure damage incurred is rectified and any chance of recurrence is eliminated as soon as practicable.</p> <p>Synergy will be used to assign and track corrective actions. All corrective actions will include reference to the relevant incident record for ease of tracking.</p>   | <p><b>Project Director</b><br/>Environment<br/>Manager</p>   | <p>Corrective action records on Synergy</p>           |
| <p>9.6 Lessons from corrective and preventative actions are shared with other projects</p>              | <p><b>HSE Alerts</b></p> <p>HSE Alerts will be submitted for all Class 1 and 2 incidents and HPis to the Project Director and Business Unit Environment Manager for distribution outside of the project team. HSE Alerts will also be raised for all other incident types at the discretion of the Environment Manager, Project Director or Business Unit Environment Manager.</p>  | <p><b>Environment Manager</b><br/>Project Director<br/>CPB Business Unit<br/>Environment<br/>Manager</p> | <p>HSE Alerts</p>                                     |
| <p>9.7 High potential and repeat incidents are regularly reviewed by the project</p>                    | <p><b>Reviews</b></p> <p>Each month the Environment Manager will, as a minimum, identify trends in incidents (as a minimum, all Class 1 and 2 incidents and HPis) and trends in root causes to suggest the nature of preventative actions which are warranted. Where adverse trends are identified the CEMP will be reviewed and updated accordingly. The Project Director will approve actions to address incident occurrences and incident and root cause trends. Actions will be managed using Synergy.</p>  | <p><b>Project Director</b><br/>Environment<br/>Manager</p>   | <p>Monthly project reports<br/>Corrective actions</p> |

**Part B: Implementation**

| <b>Expectations</b> | <b>How we will meet the Expectations<br/>(minimum requirements)</b> | <b>Responsible<br/>Key Contributor</b> | <b>Deliverables</b> |
|---------------------|---|--|---------------------|
| management<br>team  |   |  |                     |

**Part B: Implementation**

**Element 10: Emergency Planning and Response**

| Expectations   | How we will meet the Expectations (minimum requirements)  | Responsible Key Contributor  | Deliverables   |
|--|---|--|--|
| <p>10.1 Potential emergencies are identified using a formal risk assessment process</p>  | <p><b>Identifying Potential Emergencies</b><br/>                     Risk assessments conducted in accordance with Element 4 of the CEMP are used to identify potential emergencies on the Project. Activities found to have an environmental consequence of 4 or 5 as per the definitions for environmental consequence contained within the CPB Contractors Risk Management Protocol will be considered potential emergencies.</p>  | <p><b>Project Director</b><br/>                     Environment Manager</p>  | <p>Environmental Risk Register (Part D, Appendix C)<br/>                     Principal Risk Assessment</p> |
| <p>10.2 Emergency response plans and procedures are developed and regularly reviewed</p> | <p><b>Emergency Response Plan</b><br/>                     An Emergency Response Plan that addresses all identified potential environmental emergencies with specific emergency procedures for each different potential emergency will be developed. The plan will address or include the following:</p> <ul style="list-style-type: none"> <li>■ Nominated and trained emergency coordinator and emergency wardens</li> <li>■ Explanation of communications to be performed during an emergency</li> <li>■ Explanation of what a crisis is as compared to an emergency and what to do in the event of a crisis</li> <li>■ The details of emergency services contacts</li> <li>■ Emergency assembly locations</li> <li>■ A detailed location map showing the site in relation to local public roads</li> <li>■ A detailed site layout diagram</li> <li>■ Information about personnel and facilities available to help emergency services</li> <li>■ Specific emergency procedures for each potential emergency identified that aim to protect human health and environmental values, including assessment of resources required to respond to that emergency</li> <li>■ Post-emergency actions.</li> </ul> <p>The Emergency Response Plan will be updated at least annually or when there are significant changes to project activities or in response to revised and new risk assessments.</p> <p>The Pollution Incident Response Management Plan required under the POEO Act has been developed in compliance with the EPL Condition R2.1 as detailed above in (Part A) Table 3, Element 9.1 above, and Appendix D.</p> | <p><b>Project Director</b><br/>                     Environment Manager<br/>                     Health and Safety Manager</p> | <p>IEMP and procedures<br/>                     PIRMP</p>  |

**Part B: Implementation**

| Expectations   | How we will meet the Expectations<br>(minimum requirements)  | Responsible<br>Key Contributor  | Deliverables  |
|--|--|---|---|
| <p>10.3 Adequate resources are provided to effectively implement emergency response plans and procedures</p> | <p><b>Emergency Response Plans Adequately Resourced</b><br/>                     Resources required to implement the Emergency Response Plan will be available on the Project and be maintained. These are planned and allowed for in accordance with Element 6 of the Commercial Management Plan and Element 1 of the Human Resources Management Plan.<br/>                     Necessary resources include but not limited to:</p> <ul style="list-style-type: none"> <li>■ An emergency coordinator and emergency wardens</li> <li>■ Spill response kits</li> <li>■ Firefighting equipment</li> <li>■ Barricading</li> <li>■ Vehicles.</li> </ul>   | <p><b>Project Director</b><br/>                     Commercial Manager<br/>                     CPB HR Manager</p>  | <p>Project budget<br/>                     Organisational structure in Project Management Plan</p>  |
| <p>10.4 Environmental emergency response drills are conducted</p>  | <p><b>Environmental Emergency Response Drills</b><br/>                     Environmental emergency response drills will be conducted at least every six months. The emergency scenario of the drills will be rotated to avoid repetition and be relevant to the activities occurring at the time.<br/>                     The emergency coordinator will keep records of the results of all drills.<br/>                     Where testing and evaluation shows a deficiency in either emergency preparations or the Emergency Response Plan, appropriate corrective and preventive actions are taken and raised and managed using Synergy.</p>   | <p><b>Project Director</b><br/>                     Emergency Coordinator<br/>                     Environment Manager<br/>                     Health and Safety Manager</p> | <p>PIRMP<br/>                     Emergency response drill records<br/>                     Corrective action records in Synergy</p>                    |
| <p>10.5 Employees, contractors and visitors are given appropriate emergency response training.</p>           | <p><b>Emergency Training</b><br/>                     Emergency coordinators and wardens are trained to implement the emergency response plans. Specific training requirements will be identified and captured within the training matrix and will be delivered according to the requirements of Section 9.7 of the Project Management Plan. Visitors are informed of requirements during the visitors' induction.<br/> <b>General Workforce Training and Awareness</b><br/>                     All personnel and subcontractors will receive training to inform them of their roles and responsibilities in the event of an emergency. This training and awareness will be provided during Project induction or visitors' induction.</p> | <p><b>HR Manager</b><br/>                     Environment Manager<br/>                     Health and Safety Manager</p>  | <p>Training matrix<br/>                     Training schedule<br/>                     Training and induction records<br/>                     IEMP</p> |

**Part B: Implementation**

**Element 11: Document and Record Management**

| Expectations  | How we will meet the Expectations<br>(minimum requirements)  | Responsibilities<br>Key Contributor  | Deliverables   |
|---|--|--|--|
| <p>11.1 All incidents are followed by appropriate response and notification</p> | <p><b>Document and Record Management</b><br/>All documents and records referred to within and required to implement the CEMP (including the plan itself) will be controlled and maintained according to Project's Project Management Plan, which is consistent with the procedure, Document and Record Management – CPB Contractors Projects. A full list of environmental documents and records is provided within this procedure and below.</p> <p><b>Document Types</b><br/>The types of documents to be controlled include:</p> <ul style="list-style-type: none"> <li>▪ Approvals and Licences</li> <li>▪ Aspect Specific Management Plan(s)</li> <li>▪ Procedures</li> <li>▪ Work Instructions</li> <li>▪ Knowledge and Tools</li> <li>▪ Smart Forms</li> <li>▪ Management plans</li> <li>▪ Checklists</li> <li>▪ Templates (e.g. audit template, training matrix).</li> </ul> <p><b>Types of Records</b><br/>The types of records likely to be generated on the Project that are to be stored and maintained include:</p> <ul style="list-style-type: none"> <li>▪ Environmental monitoring results</li> <li>▪ Complaints and enquiries received</li> <li>▪ Notifications received by regulators</li> <li>▪ Audit reports</li> <li>▪ Completed inspections and observations</li> <li>▪ Waste tracking certificates</li> <li>▪ Training records</li> <li>▪ Incident and non-conformance reports</li> <li>▪ Calibration records for monitoring equipment</li> <li>▪ Monthly reports</li> <li>▪ Meeting minutes</li> <li>▪ Records as required under the <i>National Greenhouse and Energy Reporting Act 2007</i></li> </ul> | <p><b>Environment Manager</b><br/>Assurance / Quality Manager<br/>Project Director</p> | <p>Controlled and maintained documents and records</p> |



**Part B: Implementation**

| Expectations   | How we will meet the Expectations<br>(minimum requirements)   | Responsibilities<br>Key Contributor                    | Deliverables   |
|--|---|--|--|
|  | <ul style="list-style-type: none"> <li>■ HSE Alerts</li> <li>■ Environmental Protection Licence records</li> <li>■ EPL Annual Return</li> </ul> <p>Any editing and access restrictions to environmental documents and records and who has authority to dispose of nominated documents and records comprise:</p> <ul style="list-style-type: none"> <li>■ Environment Manager to authorise the disposal of any environmental documents or records</li> </ul> <p>The minimum document retention periods beyond practical completion for environmental documents and records are described in Quality Management Plan.</p> <p><b>Reporting Requirements</b></p> <p>Reporting requirements for specific environmental areas (e.g. noise, air quality, water quality, vegetation) are listed in the relevant aspect specific sub-plan detailed in Part C, Section 9.</p> <p>CPB shall report to the EPA as per the requirements of the EPL. See the EPL and Appendix D for the full list of requirements.</p> <p><b>Document Control Authorities</b></p> <p>This CEMP, and subsequent revisions, must be authorised by the Environment Manager and approved by the Project Director.</p> <p>All other new and revised environmental documents and records, including Aspect Specific Management Plans which form Part C of this CEMP, must be approved by the Environment Manager.</p> <p>A copy of the CEMP and sub-plans will be available on site, as per condition of approval #E1.</p> <p>A copy of the EPL will be available on site as per the requirements of the EPL.</p> <p>Monitoring records will be maintained as per the requirements of the EPL.</p> <p>Annual Return will be completed as per the requirements of the EPL.</p> |  |  |
| <p>11.2 All incidents are entered and closed out in the Synergy system</p> | <p>All environmental documents and records generated on the Project will be stored and managed using Incite with the following exceptions:</p> <ul style="list-style-type: none"> <li>■ Environmental monitoring data will be managed and stored using the Project drive</li> <li>■ Whole of CPB Contractors environmental performance data will be managed and stored in Synergy, including Water, and Waste</li> </ul>  | <p><b>Project Director</b><br/>Environment Manager</p> | <p>Controlled and maintained documents and records</p> |

**Part B: Implementation**

| <b>Expectations</b> | <b>How we will meet the Expectations<br/>(minimum requirements)</b>   | <b>Responsibilities<br/>Key Contributor</b> | <b>Deliverables</b> |
|---------------------|---|---|---------------------|
|                     | <ul style="list-style-type: none"><li>■ National Greenhouse and Energy Reporting data will be stored in JDE</li><li>■ Incident reports and corrective actions will be stored and managed using Synergy</li><li>■ Risk registers will be retained in excel spreadsheet</li></ul> |   |                     |

**Part B: Implementation**

**Element 12: Auditing, Review and Improvement**

| Expectations  | How we will meet the Expectations (minimum requirements)  | Responsible Key Contributor  | Deliverables  |
|---|---|--|---|
| 12.1 Environmental performance trends are identified and corrective actions are implemented as required | <p><b>Performance Trends</b></p> <p>Environmental performance will be reviewed and reported at least monthly to identify trends. Performance will be assessed against both lead and lag measures and relative to specific targets agreed as per Expectation 1.3 of the CEMP, and in the sub-plans in Part C. Action plans will be developed to improve performance as required, corrective and preventative actions will be managed using the Synergy.</p>  | <p><b>Project Director</b><br/>Environment Manager</p>                     | <p>Monthly reports<br/>HSE Monthly Statistical Reports<br/>Corrective &amp; Preventative actions in Synergy</p> |
| 12.2 A monthly environmental report is produced and distributed   | <p><b>Monthly Reporting</b></p> <p>A monthly environment report will be prepared for the Project Director for inclusion in the monthly project report. This report will include the following:</p> <ul style="list-style-type: none"> <li>■ Analysis of performance against project, business unit and corporate environmental targets as per Section 5 of Part A of this CEMP</li> <li>■ Analysis of performance against targets set in the Environmental Sub-Plans, including monitoring results</li> <li>■ Details of each environmental incident on the project for that period including actions taken and outstanding</li> <li>■ Confirmation that the CEMP is compliant with the CPB Contractors EMS by referring to the number and results of inspections, audits, observations and monitoring</li> <li>■ Confirmation that the NGER procedure has been implemented during the month</li> <li>■ Any environmental innovations implemented on the project</li> </ul> | <p><b>Environment Manager</b></p>  | <p>Monthly Project Report</p>   |
|   | <p>The Monthly HSE Statistical Report in Synergy will be completed and approved by the Project Director. This includes reporting on the currency of the CEMP, compliance with the CEMP and issues and initiatives arising during the period</p>   | <p><b>Project Director</b></p>   | <p>Monthly HSE Statistical Report</p>   |
| 12.3 Regular management reviews are conducted to determine the effectiveness of the CEMP                | <p><b>Management System Reviews</b></p> <p>A review of the project’s environmental management system (EMS), and how the CPB Contractors Management System Our Way interfaces/guides the project EMS, will be conducted at least twice a year to ensure its continuing suitability and effectiveness. This will involve a formal meeting, attended by the management team and may include a review of systems from other functional areas. An agenda will be</p>   | <p><b>Environment Manager</b><br/>Project Director<br/>Quality Manager</p> | <p>EMS review agenda, presentations and minutes<br/>Management review presentation material</p>                 |

**Part B: Implementation**

| Expectations   | How we will meet the Expectations<br>(minimum requirements)  | Responsible<br>Key Contributor   | Deliverables   |
|--|--|--|--|
|  | <p>agreed prior to the meeting and minutes kept. Necessary system improvements identified will be raised as corrective actions in Synergy.</p> <p>In addition, the following may trigger the need to review the CEMP more frequently:</p> <ul style="list-style-type: none"> <li>■ Issues raised during environmental monitoring, inspections and audits</li> <li>■ A Class 1 or 2 environmental incident</li> <li>■ Environmental non-compliance</li> </ul>   |  | <p>Corrective and preventative actions in Synergy</p>  |
| <p>12.4 Audits are undertaken to ensure compliance with the requirements of the CEMP</p> | <p><b>Compliance with Environmental Management Plan</b></p> <p>Regular audits and reviews will be conducted to confirm compliance with the CEMP and associated Obligations, in accordance with CPB’s EMS and its ISO 14001 Certification.</p> <p>A schedule of audits and reviews will be developed and maintained, and may include:</p> <ul style="list-style-type: none"> <li>■ Project planning/Start Up reviews (conducted by Business Unit HSE Manager or delegate)</li> <li>■ Project mobilisation audits (conducted by Business Unit HSE Manager or delegate)</li> <li>■ Subcontractor audits (for subcontractors performing high risk activities)</li> <li>■ High-risk activity audits</li> <li>■ Environmental Management Plan audits (conducted by Business Unit Environment Manager or delegate)</li> <li>■ Compliance and Legislative audits (conducted by BUEM or competent 3rd party).</li> </ul> <p>Action plans will be developed to improve performance as required. Necessary corrective actions will be managed using Synergy. As a minimum, a review of the CEMP will be conducted every 6 months to ensure it is applicable to the works on site. If an update is required, this will be approved by the ER or referred to DP&amp;E if it is not considered minor.</p> <p>As detailed in Section 6.5 the Environmental Representative has authority to approve/ reject minor amendments to this Plan. What constitutes a “minor” amendment is subject to the discretion of the ER, but could include:</p> <ul style="list-style-type: none"> <li>■ Typographical or cross-referencing errors</li> <li>■ Updates to the Plan to reflect changes to the Environment Protection Licence and/or other approvals</li> <li>■ Updates to the Plan to reflect audit findings</li> </ul> | <p><b>Project Director</b><br/><b>Environment Manager</b><br/>Environmental Representative<br/>CPB Business Unit Environment Manager</p> | <p>Audit reports<br/>Corrective and preventative actions in Synergy<br/>Accordance Assessments</p> |

**Part B: Implementation**

| <b>Expectations</b>  | <b>How we will meet the Expectations<br/>(minimum requirements)</b>  | <b>Responsible<br/>Key Contributor</b>                                     | <b>Deliverables</b>     |
|--|--|--|-------------------------|
| 12.5 All audits are undertaken by suitably qualified and experienced personnel | <ul style="list-style-type: none"> <li>■ Updates to the plan to include minor amendment(s) that are approved in accordance with the assessment outlined in Section 2.6</li> </ul> <p>If the ER is unsure as to whether a proposed amendment can be categorised as minor, the ER shall seek advice from DP&amp;E prior to endorsing the subject amendments. Updated CEMP with minor changes will be provided to DP&amp;E once approved by the ER.</p> |  |                         |
|  | <p><b>Auditor Competency</b><br/>Persons conducting audits and reviews will be suitably experienced and qualified. There are two levels of internal auditor that can be obtained, these being Auditor and Lead Auditor. A mix of general education, specific auditor training and work experience are considered in determining the level of auditor. Auditors must be approved by the Business Unit Environment Manager.</p>                        | <p><b>Environment<br/>Manager<br/>Environmental<br/>Representative</b></p> | <p>Training records</p> |

## Part C: Environmental Aspects and Impacts

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### 9. Aspect Specific Management

#### 9.1 CEMP Sub Plans

This CEMP is supported by environmental-aspect-specific management plans as required by the CoA and EPBC Approval. These have been prepared as separate documents as listed below and illustrated in Figure 7. Associated Environmental Procedures are also identified below.

- Construction Soil and Water Management Plan (CSWMP):
  - Primary Erosion and Sediment Control Plan (PESCP)
  - Acid Sulfate Soils Management Plan (ASSMP)
  - Water Reuse and Discharge Management Procedure
  - Spill Management Procedure
- Construction Heritage Management Plan (CHMP):
  - Unexpected Heritage Finds Procedure
  - Heritage Management Procedure
- Construction Flora and Fauna Management Plan (CFFMP):
  - Pre-clearing and Grubbing Procedure
  - Fauna Handling Procedure
  - Weed Management Strategy (WMS)
  - Vegetation Clearing Procedure
  - Unexpected Species Find Procedure
  - Nest Box Management Strategy (NBMS)
  - Aquatic Ecology Monitoring Plan (AEMP)
  - Hibbertia Species Survey Plan (HSSP)
- Construction Air Quality Management Plan (CAQMP):
  - Air Quality and Dust Management Procedure
- Construction Noise and Vibration Management Plan (CNVMP):
  - Out of Hours Works Protocol
  - Construction Noise and Vibration Impact Statements (CNVIS)
- Construction Traffic and Access Management Plan (CTAMP)

The sub-plans generally following the following structure:

1. Introduction
2. Legal and Other Requirements
3. Consultation and Stakeholders
4. Roles and Responsibilities
5. Existing Environment
6. Aspects and Potential Impacts
7. Management, Controls and Mitigation Measures
8. Review and Improvement
9. Incident Response

The following key requirements that are applicable to the aspect specific sub-plan are addressed in the following Sections:

- Applicable legislation = Section 2
- Roles and responsibilities = Section 4
- Risks = Section 6
- Mitigation measures = Section 7
- Monitoring / Reporting and update requirements = Section 8

## 9.2 Other Management Plans

Other environmental plans and technical studies to be developed by CPB Contractors due to other project requirements including the Stage 1 Final Compilation of Mitigation Measures, NSW Concept Plan Approval and Revised Statement of Commitments, and Commonwealth Concept Plan Approval and Mitigation Measures and EPL, as well as Project risks identified, include:

- Indigenous Heritage Salvage:
- MA14 Salvage Strategy
- MA14 Salvage Report
- Flood Emergency Response Plan (FERP)
- Compound and Ancillary Facilities Management Plan (CAFMP)
- Waste Management Plan: (WMP)
- Waste Management Procedure
- Contamination Management Plan (CMP)
- Asbestos Management Plan (AMP)
- Remediation Action Plan (RAP)
- Greenhouse Gas Management Plan (GHGMP)
- Bushfire Management Strategy (BFMS)
- Glenfield Waste Facility Impacts of Construction Report
- Project Specific Procedure – Glenfield Waste Facility (PSP – GWF)
- Project Specific Procedure – Georges River Bridge (PSP – GRB)
- Pollution Incident Response Management Plan (PIRMP) – as required by the EPL

Environment Procedures detail key environmental management processes for the construction workforce and detail the 'how to', 'do's' and 'don'ts' and hold points for the implementation of controls, management and mitigation measures. Where possible, procedures include flow diagrams for any required processes or steps to be undertaken and provide an easy reference point for all site personnel. They provide a comprehensive and informative means of communicating environmental management requirements to site personnel. Additional Environment Procedures will be developed as required during delivery of the Project. The Environment Manager will maintain a register of the hold points identified in the Environmental procedures. The Environment Procedures are a key site management tool and will be revised and updated as construction progresses and in response to any issues identified during implementation.

The preparation of these Plans, Environment Procedures and studies involves a detailed assessment of environmental and community based risks for the proposed construction activities. This information is drawn from the Stage 1 EIS and, where required, site specific technical assessments.

The Plans and Environment Procedures describe the management measures and controls, responsibilities and monitoring requirements to be implemented to minimise potential impacts on the environment and the community. They also identify specific targets and objectives that the Project is to meet during construction.

To streamline environmental management requirements and ensure that the Aspect Specific Management Plans are not repetitive, Section 1 of each of the Plans articulates the interrelationship with other management and environmental plans and technical studies.

The way that the CEMP, its Sub Plans, other environmental management plans and documentation interacts is illustrated in Figure 7 below.

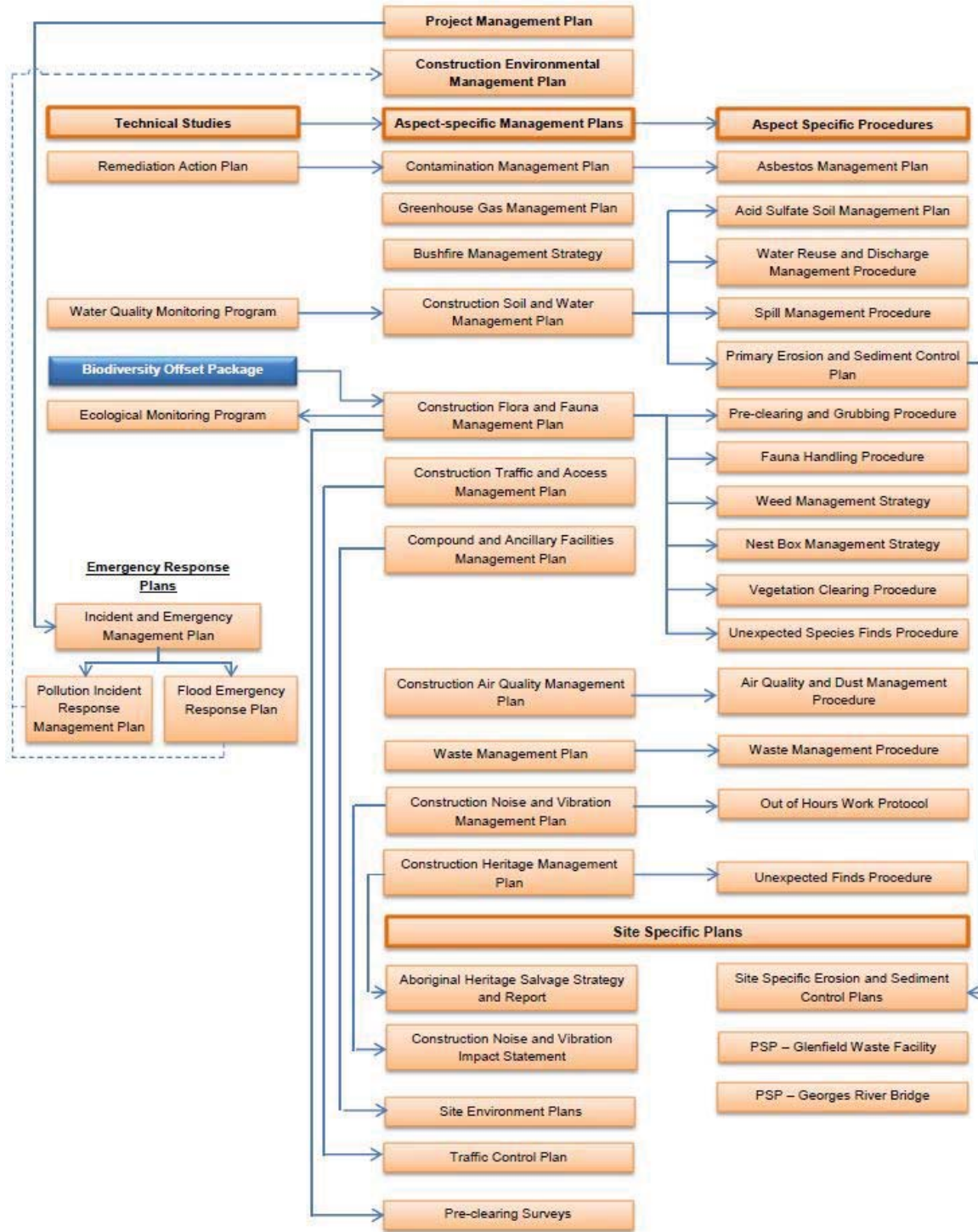


Figure 7: Environmental Documents Map



### **9.3 Miscellaneous Aspects**

#### **9.3.1 Utilities and Services**

Utilities, services and other infrastructure potentially affected by construction have been identified through the Stage 1 EIS process (Appendix H of EIS). Power, water, sewer, gas and telecommunications infrastructure are all present either adjacent to or in the vicinity of the project. Further assessment is required during the design process to determine the extent of upgrades that may be required to meet the demands of the construction (and operation) works.

During construction of Stage 1, works will be performed to either protect or relocate existing utility services. The majority of these works will be associated with the construction of the Rail Link. Appendix D to Appendix H of the Stage 1 EIS provides details of the enabling works required to progress construction while minimising impacts to existing services.

Consultation will occur with the relevant land owners, asset owner or service provider during detailed design to determine the appropriate upgrades to the existing infrastructure. Arrangements will be made for access, diversions, protection and/or support of the utilities/services as required.

The critical infrastructure that is likely to require protection during enabling works, including modification or relocation that has been identified near the Moorebank Avenue overbridge and East Hills Rail Corridor:

- High pressure ethane gas pipeline
- Sydney Water 750mm sewer rising main
- 375mm diameter Water main believed to services Holsworthy Barracks
- 250mm diameter water main believed to services Holsworthy Barracks
- Sydney Trains 33kV high voltage aerial feeder
- Numerous Telstra, Powertel and Sydney Trains communications conduits.

The critical infrastructure that is likely to require protection, modification or relocation that has been identified near the connection to the Southern Sydney Freight Line includes:

- Sydney Trains Signals, copper communications and optical Fibre
- Stormwater drainage.

The critical infrastructure that is likely to require protection, modification or relocation that has been identified within and adjacent to Moorebank Avenue includes:

- RMS traffic signals
- Telstra conduits.

Further engagement with owners, operators of the existing utilities is to be undertaken in the subsequent design phase.

#### **9.3.2 Visual Amenity, Urban Design and Landscaping**

A series of mitigation measures will be implemented to mitigate the visual impacts of the construction of the project. These will include:

- Retaining existing vegetation around the perimeter of the site where feasible and reasonable
- Construction areas will be managed to minimise the visual impacts as far as practicable e.g. locating large equipment away from site boundaries
- Consideration of artwork or project information on site hoardings
- Maintenance of site hoardings, fencing and perimeter areas, including removal of graffiti
- Progressive re-vegetation/landscaping with species local to the area

An Urban & Design Landscape Plan (UDLP) has been developed and approved by the Secretary for implementation on the project, as the overarching plan for urban design and landscaping requirements, and measures detailed above shall be carried out in consideration and in accordance of this plan, where required.

**Part C: Environmental Aspects and Impacts****9.3.3 Dangerous Goods**

A series of mitigation measures will be implemented to manage dangerous goods during the construction of the project. 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
- The Environment Protection Manual for Authorised Officers: Bunding and Spill Management, technical bulletin (Environment Protection Authority, 1997).

In the event of an inconsistency between the requirements listed from a) to c) above, the most stringent requirement shall prevail to the extent of the inconsistency.

**9.3.4 Site Notices and Contacts**

Site notices will be displayed at the boundaries of the site in accordance with CoA Condition #E2 for the purposes of informing the public of project details including, but not limited to, details of the Contractor, Certifying Authority and Structural Engineer. The notices will fulfil the following requirements:

- Minimum dimensions of the notices are to measure 841mm x 594mm (A1) with any text on the notice to be a minimum of 30 point type size
- The notice will be durable and weatherproof and will be displayed throughout the works period
- The approved hours of work, the name of the site/project manager, the responsible managing company, its address and 24 hour contact phone number for any inquiries, including construction/noise complaint will be displayed on the site notice
- The notices will be mounted at eye level on the perimeter hoardings/fencing and will state that unauthorised entry to the site is not permitted.

The 24 hour contact telephone number will be continually attended by a person with authority over the works for the duration of the development. Contact details are provided in the Community Communication Strategy.

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## **Part D: Appendices**

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### **Appendix A: CPB Contractors Environment Policy**



## Environment Policy

### Purpose

This Policy sets out the minimum mandatory requirements for the management of environmental risks and impacts from our construction activities.

### Application

This Policy applies to all business entities controlled by the business, including alliances, joint ventures and consortia where the business exerts management control. It applies at all levels of the organisation including Corporate, Business Unit and Project.

### Minimum Requirements

- Senior leaders must demonstrate a personal visible commitment to our SH&E Cultural Framework and ensure all workers understand the requirements of the Management System as it applies to the work they are undertaking, so that work is undertaken to minimise our environmental impact.
- Environment Management Plans (EMP) must be developed and implemented for each Project to outline how the project environmental risk will be managed and controlled.
- Environmental objectives, targets and key performance indicators must be established at all levels of the organisation, with performance against these monitored and analysed to provide a baseline for continual improvement.
- The Environment Procedures must be used to eliminate or minimise environmental risk from construction activities.
- Construction Area Plans and Work Packs must be developed and include an assessment of environmental risk and associated controls.
- Site Environment Plans must be developed for Work Packs where environmental risk dictates; these must be used to inform as content of Daily Pre Starts.
- As part of the risk management process, personnel and teams at the Project, Business Unit and Corporate level should seek to identify opportunities for improving efficiency in the use of natural resources, enhancing positive environmental impacts and driving innovation.
- All environmental incidents must be reported in accordance with the incident notification requirements. They must be thoroughly investigated and appropriate corrective action undertaken with the aim of preventing recurrence of the incident.
- Reporting of energy consumption, water use and waste generation, as well as reporting on initiatives and environmental achievements must be completed by projects and business units as requested.

**Part D: Appendices**

- All levels of the organisation must be prepared to respond to an emergency and in the event of an emergency, plans and capabilities are in place to eliminate or minimise damage to the environment, preserve ongoing operations and our reputation.
- Effective communication, cooperation and consultation channels must be in place to consult with workers who may impact upon the environment.
- All project personnel responsible for environmental risk shall be appropriately trained and competent and understand their legal obligations with regard to environment management.

## Appendix B: Glossary

The following table outlines key terms used in this document and associated procedures:

| Term               | Definition   |
|--------------------|--|
| AA                 | Accordance Assessment (previously called a Change Compliance Review – CCR)   |
| AHIMS              | Aboriginal Heritage Information Management System  |
| AMP                | Asbestos Management Plan   |
| ANZECC             | Australian and New Zealand Environment Conservation Council  |
| ARI                | Average Recurrence Interval  |
| ARTC               | Australian Rail Track Corporation  |
| ASS                | Acid Sulfate Soil  |
| ASSMP              | Acid Sulfate Soil Management Plan  |
| BC Act             | Biodiversity Conservation Act 2016   |
| BFMS               | Bushfire Management Strategy   |
| BoM                | Bureau of Meteorology  |
| BS Act             | Biosecurity Act 2015   |
| BTEX               | Benzene, Toluene, Ethyl-benzene and Xylene   |
| CBD                | Central Business District  |
| CAP                | Construction Area Plan – The main document prepared during the construction planning for that work area. Includes construction methodology, risk assessment, constructability reviews and Work Pack listing. |
| CAQMP              | Construction Air Quality Management Plan   |
| CCC                | Campbelltown City Council  |
| CCS                | Community Communication Strategy   |
| CEMP               | Construction Environmental Management Plan   |
| CFFMP              | Construction Flora and Fauna Management Plan   |
| CHMP               | Construction Management Plan   |
| CLM Act            | <i>Contaminated Land Management Act 1997</i>   |
| CLWD               | <i>Crown Lands and Water Division (formerly DPI – Water (Department of Primary Industries, Water) and prior to DPI – Water, it was referred to as the NSW Office of Water)</i>                               |
| CMP                | Contamination Management Plan  |
| CO <sub>2</sub> -e | Carbon dioxide equivalent  |
| CoA                | Condition of Approval (also called Conditions of Consent)  |

## Part D: Appendices

| Term                  | Definition  |
|-----------------------|---|
| Concept Plan Approval | Concept Plan Approval (MP 10_0193) granted on 29 September 2014 by the NSW Department of Planning and Environment for the development of the SIMTA IMT Facility at Moorebank. This reference includes the associated Conditions of Approval and Statement of Commitments (SoC) which form the approval documentation for the Concept Plan Approval. |
| CSWMP                 | Construction Soil and Water Management Plan   |
| CTAMP                 | Construction Traffic and Access Management Plan   |
| DNSDC                 | Defence National Storage and Distribution Centre  |
| DoD                   | Department of Defence (Commonwealth)  |
| DotEE                 | Department of the Environment and Energy (Commonwealth)   |
| DPI                   | Department of Primary Industries  |
| DP&E                  | Department of Planning and Environment  |
| DPI – Fisheries       | Department of Primary Industries, Fishing and Aquaculture   |
| DPI – Water           | Refer to CLWD   |
| EEC                   | Endangered Ecological Community   |
| EIS                   | Environmental Impact Statement  |
| EMS                   | Environmental Management System   |
| ENM                   | Excavated Natural Material  |
| EP&A Act              | <i>Environmental Planning and Assessment Act 1979</i>   |
| EP&A Regulation       | Environmental Planning and Assessment Regulation 2000   |
| EPA                   | Environment Protection Authority  |
| EPBC Act              | <i>Environmental Protection and Biodiversity Conservation Act 1999</i> (Commonwealth)   |
| EPBC Approval         | Approval (No. 2011/6229) granted under the EPBC Act in March 2014 by the Commonwealth Department of the Environment and Energy for the development of the SIMTA IMT Facility at Moorebank.  |
| EPL                   | Environment Protection Licence  |
| ERA                   | Environmental Risk Assessment   |
| ESCP                  | Erosion and Sediment Control Plan   |
| ESD                   | Ecologically Sustainable Development  |
| FERP                  | Flood Emergency Response Plan   |
| FM Act                | <i>NSW Fisheries Management Act 1994</i>  |
| GDE                   | Groundwater Dependent Ecosystems  |
| GHG                   | Greenhouse Gas  |
| GHGMP                 | Greenhouse Gas Management Plan  |
| GIS                   | Geographic Information System   |



## Part D: Appendices

| Term          | Definition  |
|---------------|---|
| HPI           | High Potential Incident   |
| HSP           | Health and Safety Plan  |
| ICNG          | Interim Construction Noise Guideline  |
| IMEX          | Import / Export   |
| IMT           | Intermodal Terminal   |
| INP           | Industrial Noise Policy   |
| JDE           | CPB Contractors' enterprise resource planning software platform   |
| LALC          | Local Aboriginal Land Council   |
| LCC           | Liverpool City Council  |
| L&EC          | Land & Environment Court of NSW   |
| LEP           | Local Environmental Plan  |
| LGA           | Local Government Area   |
| mAHD          | Metres Australian Height datum  |
| MIC           | Moorebank Intermodal Company  |
| MIC Project   | Moorebank Intermodal Terminal Project (SSD-5066) approved under Part 4, Division 4.1 (now Division 4.7) of the <i>Environmental Planning and Assessment Act 1979</i> .<br>This is now forms part of what is referred to as Moorebank Precinct West. |
| MNES          | Matters of National Environmental Significance  |
| MPE           | Moorebank Precinct East – the part of the overall Moorebank Intermodal development to which the subject RALP No. 1 (Rail Link) project belongs.   |
| MPW           | Moorebank Precinct West – the part of the overall Moorebank Intermodal development that is generally located on the western side of Moorebank Avenue  |
| NCA           | Noise Catchment Area  |
| NEPC          | National Environment Protection Council   |
| NEPM          | National Environment Protection Measure   |
| NML           | Noise Management Level  |
| NOW           | NSW Office of Water (now DPI – Water)   |
| NW Act        | <i>Noxious Weeds Act 1993</i>   |
| OEH           | NSW Office of Environment and Heritage  |
| PIRMP         | Pollution Incident Response Management Plan   |
| POEO Act      | <i>Protection of the Environment Operations Act 1997</i>  |
| Project       | Rail Access Land Package (RALP) No. 1 – the first package of Stage 1 of what is now referred to as the Moorebank Precinct East development  |
| RailCorp Land | Lot 1 DP 825352 (part of the Rail Corridor) and owned by RailCorp   |

## Part D: Appendices

| Term       | Definition  |
|------------|---|
| RALP No. 1 | Rail Access Land Package No. 1 (this Project)   |
| Rail Link  | Rail Access Land Package No. 1 (this Project)   |
| RBL        | Rating Background Level   |
| RFS        | Rural Fire Service  |
| RING       | Rail Infrastructure Noise Guideline   |
| RNP        | Road Noise Policy   |
| RMS        | Roads and Maritime Services   |
| SEAR       | Secretary's Environmental Assessment Requirement  |
| SEH        | Significant Environmental Hazard – For the purposes of this CEMP an Environmental Hazard is taken to be the same as an Environmental Aspect (ISO 14001:2015). It is an element of the project's activities or products or services that can interact with the environment. Significant environmental hazards are those environmental hazards that have the potential to have a significant adverse impact on the environment and that require persistent and multiple levels of controls. |
| SEPP 33    | State Environmental Planning Policy No. 33 – Hazardous and Offensive Development  |
| SEPP 55    | State Environmental Planning Policy No. 55 – Remediation of Land  |
| SEPP 64    | State Environmental Planning Policy No. 64 – Advertising and Signage  |
| SIMTA      | Sydney Intermodal Terminal Alliance – a consortium comprising Qube Holdings and Aurizon   |
| SME        | School of Military Engineering  |
| SSD        | State Significant Development   |
| SSFL       | Southern Sydney Freight Line  |
| SWMS       | Safe Work Method Statement – A task level hazard identification tool concentrating on current conditions, interactions and resources.   |
| Synergy    | Synergy is CPB Contractors' system for capturing Safety, Health, Environment and Quality (SHEQ) records and provides reporting for SHEQ and other CPB Contractors business activities.  |
| TEU        | Twenty-foot Equivalent Unit   |
| TfNSW      | Transport for NSW   |
| TSC Act    | <i>Threatened Species Conservation Act 1995</i>   |
| VENM       | Virgin Excavated Natural Material   |
| WHS Act    | <i>Work Health and Safety Act 2011</i>  |
| Work Area  | A separable portion of work that is identified early in construction planning to help drive early definition of construction methodology and alignment of design activities. Work Areas should be listed in the overall construction methodology. The planning document for a work area is called a Construction Area Plan.   |

**Part D: Appendices**

| Term           | Definition  |
|----------------|---|
| Work Pack      | A pack of relevant construction documents that contains relevant information for Site Engineers and foremen to manage the works. There will be multiple Work Packs contained in a CAP. A Work Pack contains work method statements, risk assessments, ITPs, drawings, site instructions, environmental controls, etc. |
| Work Procedure | A document that provides a detailed step-by-step description for how work activities will be carried out. May document Risks & Controls associated with each step   |

**Part D: Appendices**

**Appendix C: Environmental Risk Register**

An emergency and incident risk assessment is a formal process for assessing both the probability of an event occurring and any associated consequences. The project personnel with overall responsibility of implementing regular environmental risk reviews and the implementation of control measures are the Project Director, Environmental Manager, Engineering Director, Construction Manager, Project Engineers, Supervisors and Line Managers. No works are to occur until the applicable mitigation measures are to be implemented. For further information, see Part B – Element 4. Each aspect specific sub-plan also includes more specific risks and control measures.

Table 12: Likelihood Criteria

| Likelihood Table   |  |
|--------------------|--|
| Likelihood band    | Description  |
| Almost Certain (5) | The threat can be expected to occur 75% - 99%              |
| Likely (4)         | The threat will quite commonly occur 50% - 75%             |
| Possible (3)       | The threat may occur occasionally 25% - 50%                |
| Unlikely (2)       | The threat could infrequently occur 10% - 25%              |
| Rare (1)           | The threat may occur in exceptional circumstances 0% - 10% |

Table 13: Consequence Criteria

| Consequence Table |   |
|-------------------|---|
| Impact band       | Environment   |
| Substantial (5)   | Significant impact unable to be addressed by site resources. Significant clean up required. Involvement of emergency services required. |
| Major (4)         | Localised harm, residual effects clean up required (can be addressed by site resources).  |
| Moderate (3)      | Moderate impact. Potential for short term environmental impact (some clean up required)   |
| Minor (2)         | Minor impact short term (<1 day) (no residual effects)  |
| Negligible (1)    | Very minor localised short term (<1hr) impact (no residual effects)   |

Table 14: Risk Matrix

|            |                    | Consequence    |             |                |                |                 |
|------------|--------------------|----------------|-------------|----------------|----------------|-----------------|
|            |                    | Negligible (1) | Minor (2)   | Moderate (3)   | Major (4)      | Substantial (5) |
| Likelihood | Almost Certain (5) | Low (5)        | Medium (10) | Very High (18) | Extreme (23)   | Extreme (25)    |
|            | Likely (4)         | Low (4)        | Medium (9)  | Very High (17) | Very High (20) | Extreme (24)    |
|            | Possible (3)       | Low (3)        | Medium (8)  | High (13)      | Very High (19) | Very High (22)  |
|            | Unlikely (2)       | Low (2)        | Low (7)     | High (12)      | High (15)      | Very High (21)  |
|            | Rare (1)           | Low (1)        | Low (6)     | Medium (11)    | High (14)      | High (16)       |

**Part D: Appendices**

Table 15: Environmental Risk Register

| Aspect  | Key Impacts   | General Activities  | Likelihood   | Consequence | Initial Risk Rating | Mitigation Measures   | Overall Responsibility   | Timing / Frequency   | Risk Rating After Mitigation |
|---|---|---|--------------|-------------|---------------------|---|--|--|------------------------------|
| <b>Planning and Approvals</b>                         |   |   |              |             |                     |   |  |  |                              |
| Breach of EPL and Planning Conditions                 | <ul style="list-style-type: none"> <li>■ Regulatory action (prosecution, PINs)</li> <li>■ Breach of deed requirements</li> <li>■ Reputation</li> <li>■ Non-compliance with sustainability certification</li> <li>■ Inflexibility in subsequent approval requests</li> <li>■ Delay to program</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Likely (4)   | Major (4)   | Very High (20)      | <ul style="list-style-type: none"> <li>■ CEMP</li> <li>■ Training</li> <li>■ Suitably qualified Environment Team</li> </ul>   | Project Director<br>Environment Manager<br>Construction Manager<br>Engineering Manager | Pre-Construction<br>During Construction<br>Ongoing                       | High (15)                    |
| Commencing work without approvals                     | <ul style="list-style-type: none"> <li>■ Regulatory action (prosecution, PINs)</li> <li>■ Breach of deed requirements</li> <li>■ Inflexibility in subsequent approval requests</li> <li>■ Delay to program</li> </ul>   | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration                       | Likely (4)   | Major (4)   | Very High (20)      | <ul style="list-style-type: none"> <li>■ Approvals on Project program</li> <li>■ Approvals strategy</li> <li>■ Minor works approval and ER sign off</li> <li>■ Suitably qualified Environment Team</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager                        | Pre-Construction<br>During Construction<br>Ongoing                       | High (15)                    |
| Unforeseen approvals requirements due to scope change | <ul style="list-style-type: none"> <li>■ Delay to program</li> <li>■ Cost impact of program delay</li> <li>■ Non-compliance with sustainability certification</li> </ul>  | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Possible (3) | Major (4)   | Very High (19)      | <ul style="list-style-type: none"> <li>■ Approvals on Project program</li> <li>■ Approvals strategy</li> <li>■ Environment involvement in design review</li> </ul>  | Project Director<br>Environment Manager<br>Engineering Manager                         | Design Development<br>Pre-Construction<br>During Construction<br>Ongoing | High (15)                    |

**Part D: Appendices**

| Aspect  | Key Impacts  | General Activities  | Likelihood | Consequence | Initial Risk Rating | Mitigation Measures  | Overall Responsibility  | Timing / Frequency                                 | Risk Rating After Mitigation |
|---|--|---|------------|-------------|---------------------|--|---|--|------------------------------|
| <b>Biodiversity and Ecology</b>                         |  |   |            |             |                     |  |   |  |                              |
| Clearing without a permit and / or pre-clearance survey | <ul style="list-style-type: none"> <li>■ Regulatory action (prosecution, PINs)</li> <li>■ Reputation</li> <li>■ Impact to existing flora and fauna communities</li> <li>■ Loss of EEC or threatened species</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures                | Likely (4) | Major (4)   | Very High (20)      | <ul style="list-style-type: none"> <li>■ Site Environmental Plans</li> <li>■ Pre-clearing checklist and survey</li> <li>■ Construction Flora and Fauna Management Plan</li> <li>■ Inductions and Training</li> <li>■ Suitably qualified Environment Team</li> <li>■ Engagement of Ecologist</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Project Ecologist | Pre-Construction<br>During Construction<br>Ongoing | High (14)                    |
| Weed Management   | <ul style="list-style-type: none"> <li>■ Damage to EEC</li> <li>■ Additional weed management</li> <li>■ Unusable topsoil and mulch</li> </ul>  | Site Establishment<br>Earthworks, Drainage & Utilities<br>Landscaping & Restoration | Likely (4) | Minor (2)   | Medium (9)          | <ul style="list-style-type: none"> <li>■ Waste Management Plan</li> <li>■ Weed management procedure</li> <li>■ Pre-clearing checklist and survey</li> <li>■ Source segregation</li> </ul>  | Project Director<br>Environment Manager<br>Construction Manager<br>Project Ecologist<br>Site Supervisor         | Pre-Construction<br>During Construction<br>Ongoing | Low (7)                      |

**Part D: Appendices**

| Aspect                             | Key Impacts   | General Activities  | Likelihood   | Consequence | Initial Risk Rating | Mitigation Measures  | Overall Responsibility   | Timing / Frequency                                 | Risk Rating After Mitigation |
|------------------------------------|---|---|--------------|-------------|---------------------|--|--|--|------------------------------|
| Damage to existing flora and fauna | <ul style="list-style-type: none"> <li>Regulatory action (prosecution, PINs)</li> <li>Reputation</li> <li>Impact to existing flora and fauna communities</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures  | Likely (4)   | Minor (2)   | Medium (9)          | <ul style="list-style-type: none"> <li>Fencing and signage</li> <li>Site Environmental Plans</li> <li>Inductions and training</li> <li>Ecological assessment</li> </ul>  | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Project Ecologist<br>Site Supervisor | Pre-Construction<br>During Construction<br>Ongoing | Low (7)                      |
| Bushfire                           | <ul style="list-style-type: none"> <li>Increased risk of bushfire ignition from rail corridor activities</li> <li>Damage to existing environment</li> </ul>         | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Possible (3) | Minor (2)   | Medium (8)          | <ul style="list-style-type: none"> <li>Bushfire Management Strategy</li> <li>Incident Management Plan</li> <li>Hot work restrictions</li> <li>Keep appropriate buffer zones</li> <li>Vehicles and plant should not block fire trails</li> <li>Inductions and training</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Site Supervisor                      | Pre-Construction<br>During Construction<br>Ongoing | Low (7)                      |
| Unexpected flora and fauna finds   | <ul style="list-style-type: none"> <li>Impact to flora and fauna communities</li> </ul>   | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration                       | Likely (4)   | Major (4)   | Very High (20)      | <ul style="list-style-type: none"> <li>Inductions and training</li> <li>Unexpected finds procedure</li> <li>Regular inspections to identify any habitats</li> </ul>  | Project Director<br>Environment Manager<br>Health & Safety Manager<br>Project Ecologist<br>Site Supervisor                         | Pre-Construction<br>During Construction<br>Ongoing | High (15)                    |

**Part D: Appendices**

| Aspect  | Key Impacts   | General Activities  | Likelihood | Consequence | Initial Risk Rating | Mitigation Measures   | Overall Responsibility  | Timing / Frequency   | Risk Rating After Mitigation |
|---|---|---|------------|-------------|---------------------|---|---|--|------------------------------|
| Aquatic fauna and flora species (including groundwater dependent) habitat | <ul style="list-style-type: none"> <li>Impact to aquatic flora and fauna communities</li> <li>Breach of approvals requirements</li> </ul> | Site Establishment<br>Structures<br>Landscaping & Restoration | Likely (4) | Major (4)   | Very High (20)      | <ul style="list-style-type: none"> <li>Implementation of design principles for maintaining fish friendly passage</li> <li>Implementation of construction and operation management plans for maintenance of structures in riparian and aquatic zones</li> <li>Construction Soil and Water Management Plan</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Project Ecologist<br>Site Supervisor | Design Development<br>Pre-Construction<br>During Construction<br>Ongoing | High (15)                    |



**Part D: Appendices**

| Aspect  | Key Impacts  | General Activities  | Likelihood | Consequence | Initial Risk Rating | Mitigation Measures  | Overall Responsibility  | Timing / Frequency                                 | Risk Rating After Mitigation |
|---|--|---|------------|-------------|---------------------|--|---|--|------------------------------|
| Threatened populations, endangered ecological communities and/or critical habitat | <ul style="list-style-type: none"> <li>Regulatory action (prosecution, PINs)</li> <li>Impact to threatened populations, endangered ecological communities and/or critical habitat</li> <li>Reputation</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration | Likely (4) | Major (4)   | Very High (20)      | <ul style="list-style-type: none"> <li>Construction Flora and Fauna Management Plan</li> <li>Endangered Ecological communities and known locations of threatened flora species would be avoided where possible.</li> <li>No-go fencing is to be installed to clearly define the limits of the construction works area so as to not encroach on EEC and locations of threatened flora species.</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Project Ecologist<br>Site Supervisor | Pre-Construction<br>During Construction<br>Ongoing | High (14)                    |
| Riparian areas  | <ul style="list-style-type: none"> <li>Loss of vegetated riparian zones</li> <li>Fragmentation of foraging, nesting and roosting areas</li> </ul>  | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration | Likely (4) | Major (4)   | Very High (20)      | <ul style="list-style-type: none"> <li>Construction Flora and Fauna Management Plan (incorporating the Riparian Vegetation Management Plan)</li> <li>Construction Soil and Water Management Plan</li> </ul>  | Project Director<br>Environment Manager<br>Construction Manager<br>Project Ecologist<br>Site Supervisor | Pre-Construction<br>During Construction<br>Ongoing | High (15)                    |

**Part D: Appendices**

| Aspect               | Key Impacts   | General Activities  | Likelihood         | Consequence  | Initial Risk Rating | Mitigation Measures   | Overall Responsibility  | Timing / Frequency                                 | Risk Rating After Mitigation |
|----------------------|---|---|--------------------|--------------|---------------------|---|---|--|------------------------------|
| Hollow bearing trees | <ul style="list-style-type: none"> <li>Loss of hollow bearing trees and fauna habitat.</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Landscaping & Restoration | Almost Certain (5) | Moderate (3) | Very High (18)      | <ul style="list-style-type: none"> <li>Strategic removal of hollow-bearing trees, as required by Project Ecologist</li> <li>Fauna microhabitat such as logs would be removed from areas to be cleared and relocated to suitable nearby bushland areas, where practicable and required by Project Ecologist</li> <li>Installation of nest boxes to offset removal of hollow bearing trees, as guided by Project Ecologist</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Project Ecologist<br>Site Supervisor | Pre-Construction<br>During Construction<br>Ongoing | High (12)                    |

Part D: Appendices

| Aspect  | Key Impacts   | General Activities  | Likelihood | Consequence | Initial Risk Rating | Mitigation Measures   | Overall Responsibility  | Timing / Frequency                                 | Risk Rating After Mitigation |
|---|---|---|------------|-------------|---------------------|---|---|--|------------------------------|
| <b>Transport and Traffic</b>                                |   |   |            |             |                     |   |   |  |                              |
| Traffic entering / leaving construction sites and compounds | <ul style="list-style-type: none"> <li>■ Air quality and noise impacts</li> <li>■ Increased local traffic</li> <li>■ Changes to local traffic conditions</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Likely (4) | Minor (2)   | Medium (9)          | <ul style="list-style-type: none"> <li>■ Construction Traffic and Access Management Plan</li> <li>■ Site Traffic Management Plan / Traffic Control Plans</li> <li>■ Community consultation</li> <li>■ Inductions and training</li> <li>■ Road Occupancy Licenses</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Communications Manager<br>Site Supervisor | Pre-Construction<br>During Construction<br>Ongoing | Low (7)                      |
| Haulage   | <ul style="list-style-type: none"> <li>■ Air quality and noise impacts</li> <li>■ Increased local traffic</li> <li>■ Changes to local traffic conditions</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Likely (4) | Minor (2)   | Medium (9)          | <ul style="list-style-type: none"> <li>■ Designated haulage routes</li> <li>■ Site Traffic Management Plan / Traffic Control Plans</li> <li>■ Community consultation</li> <li>■ Truck driver induction</li> <li>■ Road Occupancy Licenses</li> </ul>                        | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Communications Manager<br>Site Supervisor | Pre-Construction<br>During Construction<br>Ongoing | Low (7)                      |

**Part D: Appendices**

| Aspect                         | Key Impacts   | General Activities  | Likelihood | Consequence  | Initial Risk Rating | Mitigation Measures  | Overall Responsibility  | Timing / Frequency                                 | Risk Rating After Mitigation |
|--------------------------------|---|---|------------|--------------|---------------------|--|---|--|------------------------------|
| Road closure                   | <ul style="list-style-type: none"> <li>Changes to local traffic conditions</li> <li>Increased local traffic</li> <li>Community complaints</li> </ul>                            | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Likely (4) | Minor (2)    | Medium (9)          | <ul style="list-style-type: none"> <li>Site Traffic Management Plan / Traffic Control Plans</li> <li>Detour signage</li> <li>Community consultation</li> <li>Inductions and training</li> <li>Road Occupancy Licences</li> </ul>                               | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Communications Manager<br>Site Supervisor | Pre-Construction<br>During Construction<br>Ongoing | Low (7)                      |
| <b>Noise and Vibration</b>     |   |   |            |              |                     |  |   |  |                              |
| Unapproved works outside hours | <ul style="list-style-type: none"> <li>Regulatory action (prosecution, fines)</li> <li>Breach of deed requirements</li> <li>Reputation</li> <li>Community complaints</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Likely (4) | Moderate (3) | Very High (17)      | <ul style="list-style-type: none"> <li>Approvals on Project program</li> <li>Out-of-Hours Work Protocol</li> <li>EPL and DP&amp;E conditions</li> <li>Construction Noise and Vibration Management Plan</li> <li>Suitably qualified Environment Team</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager   | Pre-Construction<br>During Construction<br>Ongoing | High (12)                    |

**Part D: Appendices**

| Aspect   | Key Impacts  | General Activities  | Likelihood   | Consequence  | Initial Risk Rating | Mitigation Measures  | Overall Responsibility  | Timing / Frequency                                 | Risk Rating After Mitigation |
|--|--|---|--------------|--------------|---------------------|--|---|--|------------------------------|
| Cumulative / daytime construction noise        | <ul style="list-style-type: none"> <li>Community complaints</li> <li>Reputation</li> </ul>   | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Possible (3) | Minor (2)    | Medium (8)          | <ul style="list-style-type: none"> <li>Construction Noise and Vibration Management Plan</li> <li>Coordination with other developments</li> <li>Community Consultation Strategy</li> <li>Noise monitoring to confirm modelling</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Communications Manager | Pre-Construction<br>During Construction<br>Ongoing | Low (7)                      |
| Vibration impacts of heavy plant               | <ul style="list-style-type: none"> <li>Community complaints</li> </ul>                       | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Possible (3) | Minor (2)    | Medium (8)          | <ul style="list-style-type: none"> <li>Construction Noise and Vibration Management Plan</li> <li>Coordination with other developments</li> <li>Community Consultation Strategy</li> <li>Vibration monitoring as needed</li> </ul>        | Project Director<br>Environment Manager<br>Construction Manager<br>Communications Manager | Pre-Construction<br>During Construction<br>Ongoing |                              |
| <b>Heritage</b>                                |  |   |              |              |                     |  |   |  |                              |
| Unexpected non-indigenous archaeological finds | <ul style="list-style-type: none"> <li>Delay to program</li> <li>Damage to relics</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration                       | Unlikely (2) | Moderate (3) | Medium (12)         | <ul style="list-style-type: none"> <li>Construction Heritage Management Plan</li> <li>Inductions and training</li> <li>Unexpected finds procedure</li> <li>EIS assessment</li> </ul>   | Project Director<br>Environment Manager<br>Heritage Consultant                            | Pre-Construction<br>During Construction<br>Ongoing | Medium (11)                  |

**Part D: Appendices**

| Aspect                                      | Key Impacts   | General Activities  | Likelihood         | Consequence  | Initial Risk Rating | Mitigation Measures   | Overall Responsibility  | Timing / Frequency                                 | Risk Rating After Mitigation |
|---|---|---|--------------------|--------------|---------------------|---|---|--|------------------------------|
| Impact with known indigenous heritage sites | <ul style="list-style-type: none"> <li>Delay to program</li> <li>Damage to relics</li> </ul>  | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration | Unlikely (2)       | Moderate (3) | Medium (12)         | <ul style="list-style-type: none"> <li>Salvage Strategy and Program prior to pre-construction works</li> <li>Construction Heritage Management Plan</li> <li>Inductions and training</li> </ul>  | Project Director<br>Environment Manager<br>Heritage Consultant<br>Health & Safety Manager                     | Pre-Construction<br>During Construction<br>Ongoing | Medium (11)                  |
| Unexpected indigenous heritage finds        | <ul style="list-style-type: none"> <li>Delay to program</li> <li>Damage to relics</li> </ul>  | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration | Unlikely (2)       | Moderate (3) | Medium (12)         | <ul style="list-style-type: none"> <li>Construction Heritage Management Plan</li> <li>Inductions and training</li> <li>Unexpected finds procedure</li> <li>EIS assessment</li> </ul>  | Project Director<br>Environment Manager<br>Heritage Consultant<br>Health & Safety Manager                     | Pre-Construction<br>During Construction<br>Ongoing | Medium (11)                  |
| <b>Soil and Water</b>                       |   |   |                    |              |                     |   |   |  |                              |
| Sediment runoff                             | <ul style="list-style-type: none"> <li>Pollution of water</li> <li>Impact on aquatic ecology</li> <li>Sedimentation of waterways</li> <li>Regulatory action</li> <li>Community impacts</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration | Almost Certain (5) | Moderate (3) | Very High (18)      | <ul style="list-style-type: none"> <li>Construction Soil and Water Management Plan</li> <li>Erosion and Sediment Control Plans</li> <li>Training / Inductions</li> <li>Inspection and maintenance of controls</li> <li>Suitably qualified Environment Team</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Site Supervisor | Pre-Construction<br>During Construction<br>Ongoing | High (12)                    |

**Part D: Appendices**

| Aspect   | Key Impacts   | General Activities   | Likelihood         | Consequence  | Initial Risk Rating | Mitigation Measures   | Overall Responsibility  | Timing / Frequency                                       | Risk Rating After Mitigation |
|--|---|--|--------------------|--------------|---------------------|---|---|--|------------------------------|
| Unapproved discharge of water from site        | <ul style="list-style-type: none"> <li>■ Pollution of water</li> <li>■ Impact on aquatic ecology</li> <li>■ Sedimentation of waterways</li> <li>■ Regulatory action</li> <li>■ Community impacts</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration                          | Almost Certain (5) | Moderate (3) | Very High (18)      | <ul style="list-style-type: none"> <li>■ Construction Soil and Water Management Plan</li> <li>■ Erosion and Sediment Control Plans</li> <li>■ Discharge permit</li> <li>■ Sediment basin design and maintenance</li> <li>■ Training and inductions</li> <li>■ Inspection and maintenance of controls</li> <li>■ Suitably qualified Environment Team</li> <li>■ Reuse water on site</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Site Supervisor | Pre-Construction<br>During Construction<br><hr/> Ongoing | High (12)                    |
| Chemical / hazardous materials storage and use | <ul style="list-style-type: none"> <li>■ Pollution of water</li> <li>■ Pollution of soil</li> </ul>   | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track<br>Construction<br>Landscaping & Restoration | Likely (4)         | Major (4)    | Very High (20)      | <ul style="list-style-type: none"> <li>■ Designated storage areas with bunding</li> <li>■ Refuelling procedures</li> <li>■ Spill kits</li> <li>■ Training and induction</li> <li>■ Incident Management Plan</li> <li>■ Signage and MSDS</li> </ul>  | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Site Supervisor | Pre-Construction<br>During Construction<br><hr/> Ongoing | High (15)                    |

**Part D: Appendices**

| Aspect                      | Key Impacts  | General Activities  | Likelihood         | Consequence    | Initial Risk Rating | Mitigation Measures   | Overall Responsibility  | Timing / Frequency   | Risk Rating After Mitigation |
|-----------------------------|--|---|--------------------|----------------|---------------------|---|---|--|------------------------------|
| Interception of groundwater | <ul style="list-style-type: none"> <li>■ Pollution of water</li> <li>■ Impact on groundwater dependent ecosystems</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures                              | Possible (3)       | Negligible (1) | Low (3)             | <ul style="list-style-type: none"> <li>■ Groundwater monitoring</li> <li>■ Minimise deep excavation works</li> </ul>  | Project Director<br>Environment Manager<br>Construction Manager<br>Site Supervisor                            | Design Development<br>Pre-Construction<br>During Construction<br>Ongoing | Low (2)                      |
| In-stream works             | <ul style="list-style-type: none"> <li>■ Possible flooding</li> <li>■ Fish passage</li> <li>■ Sedimentation</li> </ul>       | Site Establishment<br>Structures<br>Landscaping & Restoration                                     | Possible (3)       | Major (4)      | Very High (19)      | <ul style="list-style-type: none"> <li>■ Construction Soil and Water Management Plan</li> <li>■ Erosion and Sediment Control Plan</li> <li>■ PSP Georges River Bridge</li> <li>■ Training and induction</li> <li>■ Qualified personnel</li> </ul>                               | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Site Supervisor | Design Development<br>Pre-Construction<br>During Construction<br>Ongoing | High (15)                    |
| <b>Contamination</b>        |  |   |                    |                |                     |   |   |  |                              |
| Contaminate d land          | <ul style="list-style-type: none"> <li>■ Pollution of land</li> <li>■ Pollution of water</li> </ul>                          | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration | Almost Certain (5) | Moderate (3)   | Very High (18)      | <ul style="list-style-type: none"> <li>■ Contamination investigation</li> <li>■ Contamination Management Plan</li> <li>■ Asbestos Management Plan</li> <li>■ Remediation Action Plan</li> <li>■ PSP Glenfield Waste Facility</li> <li>■ Remediation of contamination</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Contamination Consultant                   | Design Development<br>Pre-Construction<br>During Construction<br>Ongoing | High (12)                    |



**Part D: Appendices**

| Aspect   | Key Impacts  | General Activities  | Likelihood         | Consequence    | Initial Risk Rating | Mitigation Measures  | Overall Responsibility  | Timing / Frequency   | Risk Rating After Mitigation |
|--|--|---|--------------------|----------------|---------------------|--|---|--|------------------------------|
| Acid Sulfate Soils   | <ul style="list-style-type: none"> <li>Natural soil constraint</li> <li>Pollution of water</li> </ul>  | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration                       | Possible (3)       | Minor (2)      | Medium (8)          | <ul style="list-style-type: none"> <li>Construction Soil and Water Management Plan</li> <li>Acid Sulfate Soils Management Plan</li> </ul>  | Project Director<br>Environment Manager<br>Construction Manager<br>Contamination Consultant | Pre-Construction<br>During Construction<br>Ongoing                       | Low (7)                      |
| Unexpected finds of contaminated soil or hazardous materials | <ul style="list-style-type: none"> <li>Unsuitable for use as fill material</li> <li>Disposal costs</li> <li>Program delay</li> <li>Air quality impacts on community</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration                       | Possible (3)       | Minor (2)      | Medium (8)          | <ul style="list-style-type: none"> <li>Preparation of contamination assessment</li> <li>Construction Soil and Water Management Plan</li> <li>Waste Management Plan</li> <li>Contamination Management Plan</li> <li>PSP Glenfield Waste Facility</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Contamination Consultant | Design Development<br>Pre-Construction<br>During Construction<br>Ongoing | Low (7)                      |
| <b>Social and Economic</b>                                   |  |   |                    |                |                     |  |   |  |                              |
| Visual amenity   | <ul style="list-style-type: none"> <li>Light pollution</li> <li>Land clearing</li> <li>Land use change from woodland to a construction site</li> <li>Graffiti</li> </ul>       | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Almost Certain (5) | Negligible (1) | Medium (5)          | <ul style="list-style-type: none"> <li>Directional lighting</li> <li>Landscaping</li> <li>Retaining vegetation where possible</li> <li>Community Communications Strategy</li> </ul>  | Project Director<br>Environment Manager<br>Construction Manager<br>Communications Manager   | Design Development<br>Pre-Construction<br>During Construction<br>Ongoing | Low (4)                      |

**Part D: Appendices**

| Aspect                      | Key Impacts  | General Activities  | Likelihood   | Consequence | Initial Risk Rating | Mitigation Measures  | Overall Responsibility  | Timing / Frequency   | Risk Rating After Mitigation |
|-----------------------------|--|---|--------------|-------------|---------------------|--|---|--|------------------------------|
| Local economy               | <ul style="list-style-type: none"> <li>Impact on businesses</li> <li>Local employment</li> </ul>                         | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Unlikely (2) | Minor (2)   | Low (7)             | <ul style="list-style-type: none"> <li>Source materials locally</li> <li>Utilise local workers, if feasible</li> </ul>   | Project Director<br>Environment Manager<br>Construction Manager<br>Engineering Manager    | Design Development<br>Pre-Construction<br>During Construction<br>Ongoing | Low (6)                      |
| Disruption to the community | <ul style="list-style-type: none"> <li>Impacts on local residents</li> <li>Impact of Glenfield Waste Facility</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Possible (3) | Minor (2)   | Medium (8)          | <ul style="list-style-type: none"> <li>Community Communications Strategy</li> <li>Maintain communication with the community, Glenfield Waste Facility and all relevant stakeholders</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Communications Manager | Pre-Construction<br>During Construction<br>Ongoing                       |                              |

Part D: Appendices

| Aspect                                   | Key Impacts  | General Activities  | Likelihood         | Consequence  | Initial Risk Rating | Mitigation Measures  | Overall Responsibility   | Timing / Frequency   | Risk Rating After Mitigation |
|--|--|---|--------------------|--------------|---------------------|--|--|--|------------------------------|
| <b>Greenhouse Gas and Climate Change</b> |  |   |                    |              |                     |  |  |  |                              |
| Increased energy usage                   | <ul style="list-style-type: none"> <li>■ Increased costs</li> <li>■ Increased greenhouse gas emissions contributing to climate change</li> <li>■ Embodied emissions in materials used</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Almost Certain (5) | Moderate (3) | Very High (18)      | <ul style="list-style-type: none"> <li>■ Greenhouse Gas Management Plan</li> <li>■ Construction programming</li> <li>■ Plant maintenance and service</li> <li>■ Energy efficient plant and equipment</li> <li>■ Use of local suppliers</li> <li>■ Alternative fuel use</li> <li>■ Efficient and optimised design</li> <li>■ Consider offsetting electricity use</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Engineering Manager<br>Health & Safety Manager<br>Site Supervisor | Design Development<br>Pre-Construction<br>During Construction<br>Ongoing | High (13)                    |
| <b>Air Quality</b>                       |  |   |                    |              |                     |  |  |  |                              |
| Dust generation                          | <ul style="list-style-type: none"> <li>■ Community impacts</li> <li>■ Regulatory action</li> <li>■ Air pollution</li> <li>■ Costs of cleaning cars, houses, pools, etc.</li> </ul>               | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Landscaping & Restoration                       | Almost Certain (5) | Minor (2)    | Medium (10)         | <ul style="list-style-type: none"> <li>■ Construction Air Quality Management Plan</li> <li>■ Inductions/training</li> <li>■ Dust suppression (water carts etc.)</li> <li>■ Road / hardstand design and maintenance</li> <li>■ Street sweepers</li> </ul>   | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Site Supervisor                        | Design Development<br>Pre-Construction<br>During Construction<br>Ongoing | Medium (8)                   |

**Part D: Appendices**

| Aspect             | Key Impacts  | General Activities  | Likelihood   | Consequence    | Initial Risk Rating | Mitigation Measures  | Overall Responsibility  | Timing / Frequency                                 | Risk Rating After Mitigation |
|--------------------|--|---|--------------|----------------|---------------------|--|---|--|------------------------------|
| Exhaust emissions  | <ul style="list-style-type: none"> <li>Community impacts</li> <li>Air pollution</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Possible (3) | Negligible (1) | Low (3)             | <ul style="list-style-type: none"> <li>Inductions/training</li> <li>Turn off vehicles when not being used</li> </ul>   | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Site Supervisor | Pre-Construction<br>During Construction<br>Ongoing | Low (2)                      |
| <b>Waste</b>       |  |   |              |                |                     |  |   |  |                              |
| Incorrect disposal | <ul style="list-style-type: none"> <li>Regulatory action (prosecution, PINs)</li> </ul>    | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Possible (3) | Major (4)      | Very High (19)      | <ul style="list-style-type: none"> <li>Waste Management Plan</li> <li>Waste Management Procedure</li> <li>Environment Manager / Environmental Coordinator to review licence of receiving facilities</li> <li>All waste to be classified (where applicable) prior to disposal</li> <li>Environment Protection licence (#20966)</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Site Supervisor                            | Pre-Construction<br>During Construction<br>Ongoing | High (15)                    |

**Part D: Appendices**

| Aspect                  | Key Impacts   | General Activities  | Likelihood   | Consequence  | Initial Risk Rating | Mitigation Measures  | Overall Responsibility  | Timing / Frequency                                       | Risk Rating After Mitigation |
|-------------------------|---|---|--------------|--------------|---------------------|--|---|--|------------------------------|
| Excess waste generation | <ul style="list-style-type: none"> <li>■ Land pollution</li> <li>■ Water pollution</li> <li>■ Waste disposal costs</li> </ul> | Site Establishment<br>Earthworks, Drainage & Utilities<br>Structures<br>Track Construction<br>Landscaping & Restoration | Possible (3) | Moderate (3) | High (13)           | <ul style="list-style-type: none"> <li>■ Waste reduction initiatives to be implemented per Waste Management Plan</li> <li>■ Provision of bins to segregate waste streams</li> <li>■ Training and toolbox talks on waste reduction practices</li> </ul> | Project Director<br>Environment Manager<br>Construction Manager<br>Health & Safety Manager<br>Site Supervisor | Pre-Construction<br>During Construction<br><hr/> Ongoing | High (12)                    |

**Appendix D: Environmental Obligations Register**

## Land &amp; Environment Court's Conditions of Approval - 13 March 2018

| No   | Condition  | Responsibility |            |        | Notes                              | Where Captured        | Section Where Addressed        | Additional Output / Deliverable | Timing                         |
|--|--|----------------|------------|--------|------------------------------------|-----------------------|--------------------------------|---------------------------------|--------------------------------|
|  |  | Principal      | Contractor | Shared |                                    |                       |                                |                                 |                                |
| <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:  |                |            | ✓      | To the extent it relates to RALP 1 | CEMP                  | Appendix D                     |                                 | All Stages                     |
| A2.  | In the event of an inconsistency between:  |                |            | ✓      | To the extent it relates to RALP 1 | CEMP                  |                                |                                 | All Stages                     |
| A3.  | The Applicant shall comply with any reasonable requirement(s) of the Secretary arising from the Department's assessment of:  |                |            | ✓      | To the extent it relates to RALP 1 | CEMP                  |                                |                                 | All Stages                     |
| <b>Lapsing of approval</b>                                     |  |                |            |        |                                    |                       |                                |                                 |                                |
| 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.  | ✓              |            |        |                                    | CEMP                  | Appendix D                     |                                 | All Stages                     |
| Secretary as Moderator   |  |                |            |        |                                    |                       |                                |                                 |                                |
| 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.   | ✓              |            |        |                                    | CEMP                  | Appendix D                     |                                 | All Stages                     |
| <b>Legal notices</b>   |  |                |            |        |                                    |                       |                                |                                 |                                |
| A6.  | Any advice or notice to the consent authority shall be served on the Secretary.  | ✓              |            |        |                                    | CEMP                  | Appendix D                     |                                 | All Stages                     |
| <b>Statutory Requirements</b>                                  |  |                |            |        |                                    |                       |                                |                                 |                                |
| 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 <b>Project Wbsite and Subject Site at</b> all times during the development. |                |            | ✓      | To the extent it relates to RALP 1 | CEMP                  | Part A - Section 2 & Section 3 | Approvals of Permits - Others   | Pre-construction, Construction |
| <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 <i>Disability Discrimination Act 1992</i> (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.  | ✓              |            |        | Not applicable RALP 1              | Not applicable RALP 1 |                                |                                 | Pre-construction               |
| <b>Compliance with the Building Code of Australia (BCA)</b>    |  |                |            |        |                                    |                       |                                |                                 |                                |

| No                        | Condition  | Responsibility |            |        | Notes   | Where Captured        | Section Where Addressed | Additional Output / Deliverable | Timing           |
|---------------------------|--|----------------|------------|--------|---|-----------------------|-------------------------|---------------------------------|------------------|
|                           |  | Principal      | Contractor | Shared |   |                       |                         |                                 |                  |
| 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).       |                | ✓          |        | Only applicable for CPB if any new buildings trigger the need for BCA compliance. | Not applicable RALP 1 |                         |                                 | Pre-construction |
| Development Contributions |  |                |            |        |   |                       |                         |                                 |                  |
| 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 <i>Environmental Planning and Assessment Act 1979</i> .  | ✓              |            |        | Not applicable RALP 1   | Not applicable RALP 1 |                         |                                 | Pre-construction |
| Site Layout and Access    |  |                |            |        |   |                       |                         |                                 |                  |
| 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. | ✓              |            |        | Applies to IMEX Terminal  | Not applicable RALP 1 |                         |                                 | Pre-construction |
| 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 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;                              | ✓              |            |        | Not applicable to RALP1   | Not applicable RALP 1 |                         |                                 | All Stages       |
| 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;  | ✓              |            |        | Not applicable to RALP1   | Not applicable RALP 1 |                         |                                 | Design           |
| 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.  | ✓              |            |        | Not applicable to RALP1   | Not applicable RALP 1 |                         |                                 | Design           |
| d)                        | The layout of the site shall be designed so that heavy vehicles are not required to select reverse gear.   | ✓              |            |        | Not applicable to RALP1   | Not applicable RALP 1 |                         |                                 | Design           |
| 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;  | ✓              |            |        | Not applicable to RALP1   | Not applicable RALP 1 |                         |                                 | All Stages       |
| f)                        | all vehicles are wholly contained on site before being required to stop;   | ✓              |            |        | Not applicable to RALP1   | Not applicable RALP 1 |                         |                                 | All Stages       |
| g)                        | all loading and unloading of materials is carried out on site; and   | ✓              |            |        | Not applicable to RALP1   | Not applicable RALP 1 |                         |                                 | All Stages       |
| h)                        | the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.   | ✓              |            |        | Not applicable to RALP1   | Not applicable RALP 1 |                         |                                 | All Stages       |
|                           | Detailed plans demonstrating compliance with a)-h) shall be prepared in consultation with RMS and to the satisfaction of the Certifying Authority.   | ✓              |            |        | Not applicable to RALP1   | Not applicable RALP 1 |                         |                                 | Pre-construction |



| No                           | Condition   | Responsibility |            |        | Notes   | Where Captured                   | Section Where Addressed              | Additional Output / Deliverable | Timing                   |
|------------------------------|---|----------------|------------|--------|---|----------------------------------|--------------------------------------|---------------------------------|--------------------------|
|                              |   | Principal      | Contractor | Shared |   |                                  |                                      |                                 |                          |
| B6.                          | The Applicant shall include provision for emergency access to the site. Plans demonstrating compliance shall be submitted to the satisfaction of the Certifying Authority and provided to the Secretary for information.  |                |            | ✓      | Applicable to RALP to the extent it relates to Maintenance Access Roads only. | CEMP, CTAMP, BFMS, IERMP, & SHMP | BFMS Section 7.1, CTAMP Attachment F |                                 | Design, Pre-construction |
| Lighting Plan                |   |                |            |        |   |                                  |                                      |                                 |                          |
| 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:  | ✓              |            |        | Not applicable to RALP1   | N/A                              |                                      |                                 | Pre-construction         |
| Public Transport             |   |                |            |        |   |                                  |                                      |                                 |                          |
| 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.                      | ✓              |            |        | Not applicable to RALP1   | N/A                              |                                      |                                 | Design                   |
| PART C PRIOR TO CONSTRUCTION |   |                |            |        |   |                                  |                                      |                                 |                          |
| Commencement of Works        |   |                |            |        |   |                                  |                                      |                                 |                          |
| 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 <i>Environmental Planning and Assessment Act 1979</i> . |                |            | ✓      | Construction Certificate to be provided by SIMTA                              | CEMP                             | Appendix D & E                       | Approvals of Permits - Others   | Pre-construction         |
| Demolition                   |   |                |            |        |   |                                  |                                      |                                 |                          |
| C2.                          | The Applicant shall ensure that all demolition work is carried out in accordance with <i>Australian Standard AS 2601:2001: The Demolition of Structures</i> , or its latest version.  | ✓              |            |        | No demolition works in RALP 1   | CEMP                             |                                      |                                 | Construction             |
| Urban Design and Landscaping |   |                |            |        |   |                                  |                                      |                                 |                          |

| No                                 | Condition   | Responsibility |            |        | Notes   | Where Captured | Section Where Addressed | Additional Output / Deliverable               | Timing   |
|------------------------------------|---|----------------|------------|--------|---|----------------|-------------------------|---|--|
|                                    |   | Principal      | Contractor | Shared |   |                |                         |   |  |
| 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:   |                | ✓          |        | The Principal is responsible for preparation & approval of UDLP.<br>CPB will stabilise the site by seeding & implementing erosion & sediment control measures.<br>CPB to implement RVMP insofar as it extends to the scope of RALP 1. | TBC            | TBC                     |   | Pre-construction of permanent built works and / or landscaping |
| a)                                 | final design details of the proposed external materials and finishes;   |                |            | ✓      | Materials and finishes included in design & associated reports prepared by CPB.   | N/A            |                         |   | Pre-construction   |
| b)                                 | location of existing vegetation and proposed landscaping (including use of indigenous and endemic species where possible) and design features;  |                |            | ✓      | CPB to provide information required by the Principal to complete the plan   | N/A            |                         |   | Pre-construction   |
| c)                                 | strategies for progressive landscaping of other environmental controls such as erosion and sedimentation controls, drainage and noise mitigation; and   |                |            | ✓      | CPB to provide information required by the Principal to complete the plan.  | N/A            |                         |   | Pre-construction   |
| 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;   | ✓              |            |        |   | N/A            |                         |   | Pre-construction   |
|                                    | 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.   |                |            | ✓      | CPB to provide information to the Principal that is required for the Principal to complete the UDLP.  | N/A            |                         |   | Pre-construction   |
| Compliance Monitoring and Tracking |   |                |            |        |   |                |                         |   |  |
| 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. |                |            | ✓      | SIMTA to prepare CTP. CPB will provide information as required.   | CEMP           | Section 2.5             | CTP   | All Stages   |
|                                    | The Program shall include, but not be limited to:   |                |            |        |   | CTP            |                         |   | Pre-construction   |
| a)                                 | provision for the notification to the Secretary prior to the commencement of construction;  |                |            | ✓      | SIMTA to prepare. CPB will provide information as required.   | CTP            |                         | Notification of commencement of construction. | Pre-construction   |
| b)                                 | provision for periodic review of the compliance status of the SSD against the requirements of this approval;  |                |            | ✓      |   | CTP            |                         |   | Pre-construction   |
| c)                                 | provision for periodic reporting of compliance status to the Secretary, including but not limited to:   |                |            | ✓      |   | CTP            |                         |   | Pre-construction   |
| (i)                                | a Pre-Construction Compliance Report prior to the commencement of construction,   |                | ✓          |        | SIMTA to prepare. CPB will provide RALP 1 information as required.  | CTP            |                         | Pre-construction Compliance Report            | Pre-construction   |

| No            | Condition  | Responsibility |            |        | Notes   | Where Captured | Section Where Addressed  | Additional Output / Deliverable   | Timing                                       |
|---------------|--|----------------|------------|--------|---|----------------|--------------------------|---|--|
|               |  | Principal      | Contractor | Shared |   |                |                          |   |  |
| (ii)          | Six-monthly, or other timing as agreed by the Secretary, Construction Compliance Reports, for the duration of construction, and  |                |            | ✓      |   | CTP            |                          | Construction Compliance Reports   | 6-monthly during construction                |
| (iii)         | a Completion Compliance Report within one month of completion of the construction;   |                |            | ✓      | SIMTA to prepare. CPB will provide RALP 1 information as required.                                    | CTP            |                          | Completion Compliance Report  | Within 1 month of completion of construction |
| d)            | a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems;  | ✓              |            |        |   | CTP            |                          |   | All Stages                                   |
| e)            | mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;   |                |            | ✓      | Preparation by SIMTA. CPB to comply.  | CTP            |                          |   | Pre-construction                             |
| f)            | provision for reporting environmental incidents to the Secretary during construction, in accordance with conditions C6 and C7;   |                |            | ✓      | CPB to provide information to SIMTA   | CTP            |                          |   | Pre-construction                             |
| g)            | procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and  |                |            | ✓      | Preparation by SIMTA. CPB to comply.  | CTP            |                          |   | Pre-construction                             |
| 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.  |                |            | ✓      | Limited to site inductions only by CPB. Register will be maintained which will be available to SIMTA. | CTP            |                          |   | Pre-construction                             |
| Contamination |  |                |            |        |   |                |                          |   |  |
| C5.           | Prior to the commencement of construction of the rail link within the Glenfield Waste Facility licenced premises, the Applicant shall prepare an assessment report of the proposed impacts of construction on the Glenfield Waste Facility licenced premises. The assessment must address: |                | ✓          |        |   | CMP            | Section 1.1, Annexure A. | Assessment Report - Impacts of Construction on Glenfield Waste Facility | 6 weeks before start of construction         |

| No | Condition  | Responsibility |            |        | Notes  | Where Captured  | Section Where Addressed | Additional Output / Deliverable       | Timing   |
|----|--|----------------|------------|--------|--|---|-------------------------|---------------------------------------|--|
|    |  | Principal      | Contractor | Shared |  |   |                         |                                       |  |
| a) | Targeted intrusive investigations to determine contamination pathways and to develop mitigation, management and/or remediation options based on those investigations;  |                | ✓          |        |  | Assessment Report - Impacts of Construction on Glenfield Waste Facility |                         |                                       | 6 weeks before start of construction                         |
| 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;  |                | ✓          |        |  | Assessment Report   |                         |                                       | 6 weeks before start of construction                         |
| 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 <i>Environmental Guidelines: Solid Waste Landfills</i> , NSW EPA 1996;  |                | ✓          |        |  | Assessment Report   |                         |                                       | 6 weeks before start of construction                         |
| d) | details of impacts on pollution control and monitoring systems including existing groundwater and landfill gas bores and their subsequent repair/ replacement;   |                | ✓          |        |  | Assessment Report   |                         |                                       | 6 weeks before start of construction                         |
| e) | the methodology proposed to ensure that the landfill barrier system disturbed in the removal process is replaced/ repaired to ensure its ongoing performance. The Applicant shall detail matters such as sub grade preparation and specifications, liner installation/ reinstallation procedures and construction quality assurance (CQA) procedures;                                  |                | ✓          |        |  | Assessment Report   |                         |                                       | 6 weeks before start of construction                         |
| 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   |                | ✓          |        |  | Assessment Report   | Section 3.              | Construction Quality Assurance Report | Within 60 days of completion of C5 d)                        |
| 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.   |                | ✓          |        |  | Assessment Report   |                         |                                       | 6 weeks before start of construction                         |
| 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   |                | ✓          |        |  | Assessment Report   |                         |                                       | 6 weeks before start of construction                         |
| i) | details of and proposed mitigation measures for the long term management of the rail link (eg. subsidence or gas issues).  |                |            | ✓      | Mitigation measures will be considered by CPB in the design for RALP. Long term management will be by SIMTA. | Assessment Report   |                         |                                       | 6 weeks before start of construction                         |
|    | The Applicant must provide the assessment report to the EPA for review and approval at least 6 weeks prior to the commencement of construction. A copy must also be submitted to the Secretary for information. No works are permitted to commence within the Glenfield Waste Facility licenced premises without the EPA's written approval, unless otherwise agreed by the Secretary. |                | ✓          |        |  | Assessment Report   | Section 3.              |                                       | Provide to EPA 6 week prior to commencement of construction. |

| No                                 | Condition   | Responsibility |            |        | Notes                              | Where Captured | Section Where Addressed  | Additional Output / Deliverable              | Timing |
|------------------------------------|---|----------------|------------|--------|------------------------------------|----------------|--|--|--------|
|                                    |   | Principal      | Contractor | Shared |                                    |                |  |  |        |
| 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. |                | ✓          |        |                                    | Design Report  | Construction Design Plans                                      | Design & Pre-construction                    |        |
| C7.                                | The approved works (including any excavation required for remediation) must not occur below 5 metres AHD and lower the watertable below 1m AHD on adjacent class 1, 2, 3, 4 land in accordance with the Liverpool Local Environmental Plan 2008.  |                |            | ✓      |                                    | ASSMP          | Design Report  | Design & Construction                        |        |
| C8.                                | The subject site is to be remediated in accordance with:  |                | ✓          |        |                                    | CMP            | RAP  | Construction                                 |        |
| a)                                 | The approved Remedial Action Plan;  |                | ✓          |        | To the extent it relates to RALP 1 | CMP            | RAP  | Pre-construction                             |        |
| b)                                 | <i>State Environmental Planning Policy No. 55 – Remediation of Land</i> ; and   |                | ✓          |        | To the extent it relates to RALP 1 | CMP            | RAP  | Pre-construction                             |        |
| c)                                 | The guidelines in force under the <i>Contaminated Land Management Act</i> .   |                | ✓          |        | To the extent it relates to RALP 1 | CMP            | RAP  | Pre-construction                             |        |
|                                    | 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.   |                | ✓          |        | To the extent it relates to RALP 1 | CMP            | RAP  | Construction                                 |        |
|                                    | 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 <i>State Environmental Planning Policy No. 55 – Remediation of Land</i> .  |                | ✓          |        | To the extent it relates to RALP 1 | CMP            | Notice of Completion incl. Validation and/or Monitoring Report | Within 3 months of completion of remediation |        |
|                                    | 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.  |                | ✓          |        | To the extent it relates to RALP 1 | CMP            | Site Audit Statement   | Post-construction                            |        |
| Soil, Water Quality and Hydrology  |   |                |            |        |                                    |                |  |  |        |
| C9.                                | The design of any new stormwater outlets to the Georges River or Anzac Creek must include scour protection works.   |                | ✓          |        | To the extent it relates to RALP 1 | Design Report  |  | Design                                       |        |
| Fish Migration, Passage and Health |   |                |            |        |                                    |                |  |  |        |

| No       | Condition   | Responsibility |            |        | Notes                       | Where Captured | Section Where Addressed                                     | Additional Output / Deliverable                             | Timing                    |
|----------|---|----------------|------------|--------|-----------------------------|----------------|---|---|---------------------------|
|          |   | Principal      | Contractor | Shared |                             |                |   |   |                           |
| 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.   |                | ✓          |        |                             | FFMP SWMP      | FFMP - Attachment A, PSP Georges River Bridge - Section 5.4 | Construction Management Plan<br>PSP - Georges River Bridge  | Design & Pre-construction |
| 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.  |                | ✓          |        |                             | FFMP SWMP      | FFMP - Attachment A, PSP Georges River Bridge - Section 5.5 | PSP - Georges River Bridge<br>Georges River Platform Design | Design & Pre-construction |
| 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.  |                | ✓          |        |                             | FFMP           | FFMP Table 12, Section 8.1 & PSP Georges River Bridge       | PSP - Georges River Bridge                                  | During Construction       |
| Heritage |   |                |            |        |                             |                |   |   |                           |
| 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. |                | ✓          |        | Not applicable to rail link | N/A            |   |   | Pre-construction          |
| 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.  |                | ✓          |        | Not applicable to rail link | N/A            |   |   | Pre-construction          |
| C15.     | Prior to the commencement of pre construction and construction activities affecting Aboriginal site MA14, the Applicant shall:  |                | ✓          |        |                             | HMP            | Section 5 & 7   | Salvage Strategy and Program                                | Pre-construction          |



| No                                   | Condition   | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed | Additional Output / Deliverable      | Timing                                      |
|--------------------------------------|---|----------------|------------|--------|--|----------------|-------------------------|--------------------------------------|---|
|                                      |   | Principal      | Contractor | Shared |  |                |                         |                                      |   |
| 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   |                | ✓          |        |  | HMP            |                         | Salvage Strategy and Program         | Pre-construction                            |
| b)                                   | undertake any further archaeological excavation works recommended by the results of the Aboriginal archaeological investigation program.  |                | ✓          |        |  | HMP            |                         | Salvage Strategy and Program         | Pre-construction                            |
|                                      | Within twelve months of completing the above work, unless otherwise agreed by the Secretary, the Applicant shall submit a report containing the findings of the excavations, including artefact analysis and Aboriginal Site Impacts Recording Forms (ASIR), and the identification of final storage location for all Aboriginal objects recovered (testing and salvage), prepared in consultation with the Aboriginal stakeholders, the OEH (Aboriginal heritage) and to the satisfaction of the Secretary.  |                | ✓          |        |  | HMP            |                         | Salvage Report                       | Within 12 months of completing salvage work |
|                                      | 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).   |                | ✓          |        |  | HMP            |                         | Salvage Report                       | Within 12 months of completing salvage work |
| Utilities and Services               |   |                |            |        |  |                |                         |                                      |   |
| 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. |                |            | ✓      | To the extent it relates to the RALP1                  | CEMP           | Section 9.3.1           |                                      | Design & Pre-construction                   |
| Pre-Construction Dilapidation Report |   |                |            |        |  |                |                         |                                      |   |
| 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:   |                | ✓          |        | To the extent it relates to the RALP No. 1 works only. | TAMP           | Section 7.1             | Pre-construction Dilapidation Report | Pre-construction                            |
| a)                                   | local public roads likely to be used by the project's construction traffic identified in the Construction Traffic and Access Management Sub-plan required under condition E35(a).   |                | ✓          |        | To the extent it relates to the RALP No. 1 works only. | TAMP           | Section 7.1             | Pre-construction Dilapidation Report | Pre-construction                            |
| b)                                   | local public roads, cycleways, footpaths and other utilities identified in the Construction Traffic and Access Management Sub-Plan required under condition E35(a).   |                | ✓          |        | To the extent it relates to the RALP No. 1 works only. | TAMP           | Section 7.1             | Pre-construction Dilapidation Report | Pre-construction                            |
| c)                                   | The report shall be submitted to the satisfaction of the Certifying Authority and a copy is to be forwarded to Campbelltown City Council, Liverpool City Council, RMS and the Secretary.  |                | ✓          |        | To the extent it relates to the RALP No. 1 works only. | TAMP           | Section 7.1             | Pre-construction Dilapidation Report | Pre-construction                            |

| No           | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed | Additional Output / Deliverable                     | Timing                |
|--------------|--|----------------|------------|--------|--|----------------|-------------------------|---|-----------------------|
|              |  | Principal      | Contractor | Shared |  |                |                         |   |                       |
| 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. |                | ✓          |        | To the extent it relates to the RALP No. 1 works only.   | TAMP           | Section 7.1, Table 10   | Pre-construction Dilapidation Report                | Pre-construction      |
| 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.                    |                |            | ✓      | CPB will ensure that construction impacts will not prevent the existing use of Moorebank Avenue as a public road. Operation and construction of other aspects will be the responsibility of the Principal. | TAMP           | Table 10, Section 6.2   | Post-construction Dilapidation Report               | During Construction   |
| 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   |                |            | ✓      | To the extent it relates to the RALP No. 1 works only.   | TAMP           | Section 6.9             |   | Construction          |
| Biodiversity |  |                |            |        |  |                |                         |   |                       |
| 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.   |                | ✓          |        |  | FFMP           | Table 12                | Georges river Bridge and Anzac Creek Design Reports | Design & Construction |



| No   | Condition   | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing           |
|------|---|----------------|------------|--------|--|----------------|-------------------------|---------------------------------|------------------|
|      |   | Principal      | Contractor | Shared |  |                |                         |                                 |                  |
| 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.   |                | ✓          | ✓      |  | Design Report  |                         | Georges River Bridge Design     | Design           |
| C22. | The Applicant shall prepare and implement a 'Threatened Dragonfly Species survey Plan' to determine the presence or absence of threatened dragonfly species listed under the Fisheries Management Act 1994 on the Georges River, adjacent to the development site. The plan, including survey methodology, shall be prepared in consultation with DPI Fisheries prior to the commencement of construction.<br><br>On implementing the plan, the survey results are to be forwarded onto DPI Fisheries. Should threatened dragonfly species be found at this site, DPI Fisheries should be contacted to agree on possible mitigation measures to avoid impacts in accordance with NSW OPI Policy and Guidelines for Fish Habitat Conservation and Management (2013).               |                |            | ✓      | To the extent it relates to the RALP No. 1 works only. | FFMP           | Section 6.4             |                                 | Pre-construction |
| 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. |                |            | ✓      |  | FFMP           | Section 7.3             | Hibbertia Species Survey Plan   | Pre-construction |

| No    | Condition   | Responsibility |            |        | Notes | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing           |
|-------|---|----------------|------------|--------|-------|----------------|-------------------------|---------------------------------|------------------|
|       |   | Principal      | Contractor | Shared |       |                |                         |                                 |                  |
| C23A. | Prior to the commencement of clearing <b>within the railway corridor</b> between the southern boundary of the terminal site and the eastern side of the approved Moorebank Avenue Bridge, the Applicant shall develop and implement a Biodiversity Offset Package to the satisfaction of the Secretary. The Package shall detail how the ecological values lost as a result of the SSD will be offset. The Package shall be consistent with the <i>NSW Biodiversity Offsets Policy for Major Projects</i> (OEH 2014), unless otherwise agreed by the Secretary. |                |            | ✓      |       | FFMP           | Section 7.9             | Biodiversity Offset Package     | Pre-construction |
|       | The Package shall include, but not necessarily be limited to:   |                |            | ✓      |       | N/A            |                         |                                 | Pre-construction |
| 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;  |                |            | ✓      |       | N/A            |                         |                                 | Pre-construction |
| b)    | the objectives and biodiversity outcomes to be achieved;  |                |            | ✓      |       | N/A            |                         |                                 | Pre-construction |
| c)    | the final suite of the biodiversity offset measures selected and secured in consultation with OEH;  |                |            | ✓      |       | N/A            |                         |                                 | Pre-construction |
| 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:  |                |            | ✓      |       | N/A            |                         |                                 | Pre-construction |
| e)    | the monitoring of the condition of species and ecological communities at offset (including translocation) locations;  |                |            | ✓      |       | N/A            |                         |                                 | Pre-construction |
| f)    | the methodology for the monitoring program(s), including the number and location of offset monitoring sites, and the sampling frequency at these sites;   |                |            | ✓      |       | N/A            |                         |                                 | Pre-construction |
| g)    | provisions for the annual reporting of the monitoring results for a set period of time as determined in consultation with the OEH; and  |                |            | ✓      |       | N/A            |                         |                                 | Pre-construction |
| h)    | timing and responsibilities for the implementation of the provisions of the Package.  |                |            | ✓      |       | N/A            |                         |                                 | Pre-construction |
|       | <b>The Approved Biodiversity Offset Package shall be published on the Project Website within 7 days of its approval.</b>  | ✓              |            |        |       | N/A            |                         |                                 | Construction     |
|       | 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.   |                |            | ✓      |       | N/A            |                         |                                 | Pre-construction |
|       | 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.  |                |            | ✓      |       | N/A            |                         |                                 | Pre-construction |

| No                   | Condition   | Responsibility |            |        | Notes                                 | Where Captured    | Section Where Addressed | Additional Output / Deliverable | Timing                    |
|----------------------|---|----------------|------------|--------|---------------------------------------|-------------------|-------------------------|---------------------------------|---------------------------|
|                      |   | Principal      | Contractor | Shared |                                       |                   |                         |                                 |                           |
|                      | If the applicant can demonstrate to the satisfaction of the Secretary that the proposed offset land for between the southern boundary of the terminal site and the eastern side of the approved Moorebank Avenue Bridge has been secured, the Applicant shall within 12 months of the commencement of construction develop and implement the Biodiversity Offset Package to the satisfaction of the Secretary in accordance with items (a)-(h) above.   | ✓              |            |        | Not applicable RALP 1                 | N/A               |                         |                                 | Pre-construction          |
|                      | 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.   | ✓              |            |        | Not applicable RALP 1                 | N/A               |                         |                                 | Pre-construction          |
| C23B.                | The Applicant shall:  |                |            |        |                                       | FFMP              | Attachment A            |                                 | Construction              |
| (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   |                |            | ✓      |                                       |                   |                         |                                 | Pre-operation             |
| (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   | ✓              |            |        | Not applicable RALP 1                 | N/A               |                         |                                 | Pre-operation             |
| 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".   | ✓              |            |        | Not applicable RALP 1                 | N/A               |                         |                                 | Pre-operation             |
|                      | Nothing in this condition requires the Applicant to amend the biobanking agreement application lodged with OEH in February 2017.  | ✓              |            |        | Not applicable RALP 1                 | N/A               |                         |                                 | All Stages                |
| Transport and Access |   |                |            |        |                                       |                   |                         |                                 |                           |
| 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). |                | ✓          |        | To the extent it relates to the RALP1 | Road Safety Audit |                         | CTAMP                           | Design & Pre-construction |
| 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.  | ✓              |            |        | Not applicable to RALP 1              | N/A               |                         |                                 | Pre-construction          |

| No   | Condition   | Responsibility |            |        | Notes   | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing           |
|--|---|----------------|------------|--------|---|----------------|-------------------------|---------------------------------|------------------|
|  |   | Principal      | Contractor | Shared |   |                |                         |                                 |                  |
| 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.  | ✓              |            |        | Not applicable to RALP 1  | N/A            |                         |                                 | Pre-construction |
| Rail Link Noise Barrier Design Contingency |   |                |            |        |   |                |                         |                                 |                  |
| 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.   |                |            | ✓      | SIMTA to provide CPB with modelling so as to identify chainages for possible noise barriers and to be accommodated in CPB design.                     | Design Report  | This Plan               |                                 | Pre-construction |
| PART D COMMUNITY INFORMATION AND REPORTING |   |                |            |        |   |                |                         |                                 |                  |
| Community Communication Strategy           |   |                |            |        |   |                |                         |                                 |                  |
| D1.  | Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall prepare and implement a Community Communication Strategy to the satisfaction of the Secretary. The Strategy shall provide mechanisms to facilitate communication between the Applicant (and its contractor(s)), the Environmental Representative (see condition E4), the relevant Council and community stakeholders (particularly adjoining landowners) on the design and environmental management of construction. The Strategy shall include, but not be limited to: |                |            | ✓      | SIMTA to prepare a Stakeholder and Community Liaison Plan to address this CCS requirement. CPB will prepare RALP 1 CCS to be aligned with SIMTA SCLP. | CCS            | Whole document          |                                 | Pre-construction |
| 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;   |                |            | ✓      |   | CCS            | Section 4               |                                 | Pre-construction |

| No                                 | Condition   | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing           |
|------------------------------------|---|----------------|------------|--------|--|----------------|-------------------------|---------------------------------|------------------|
|                                    |   | Principal      | Contractor | Shared |  |                |                         |                                 |                  |
| 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;  |                |            | ✓      |  | CCS            | Section 6.9             |                                 | Pre-construction |
| 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;  |                |            | ✓      |  | CCS            | Section 6.3             |                                 | Pre-construction |
| d)                                 | procedures and mechanisms through which the Applicant can respond to enquiries or feedback from the community stakeholders in relation to the environmental management and delivery of the SSD; and   |                |            | ✓      |  | CCS            | Section 7.3             |                                 | Pre-construction |
| e)                                 | procedures and mechanisms that would be implemented to resolve issues/ disputes that may arise between parties on the matters relating to environmental management and the delivery of the SSD, including but not limited to disputes regarding rectification or compensation for impacts to third party property and infrastructure. These procedures and mechanisms may include the use of a suitably qualified and experienced independent mediator. |                |            | ✓      |  | CCS            | Section 7.3             |                                 | Pre-construction |
| Complaints and Enquiries Procedure |   |                |            |        |  |                |                         |                                 |                  |
| D2.                                | Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall ensure that the following are available for community enquiries and complaints for the duration of construction:  |                |            | ✓      | CPB will provide support to the Principal for overall stakeholder engagement or will retain responsibility for directly engaging with stakeholders for the RALP1 as outlined in the CCS. | CCS            | Section 7.3             |                                 | Pre-construction |
| a)                                 | a 24 hour telephone number(s) on which complaints and enquiries about the SSD may be registered;  |                |            | ✓      | CPB will have personnel available to respond. 24 hour number by SIMTA.   | CCS            | Section 6.3             |                                 | Pre-construction |
| b)                                 | a postal address to which written complaints and enquires may be sent;  | ✓              |            |        |  | CCS            | To be established       |                                 | Pre-construction |

| No                                  | Condition   | Responsibility |            |              | Notes   | Where Captured | Section Where Addressed | Additional Output / Deliverable     | Timing                |
|-------------------------------------|---|----------------|------------|--------------|---|----------------|-------------------------|-------------------------------------|-----------------------|
|                                     |   | Principal      | Contractor | Shared       |   |                |                         |                                     |                       |
| c)                                  | an email address to which electronic complaints and enquiries may be transmitted; and   | ✓              |            |              |   | CCS            | Section 6.3             |                                     | Pre-construction      |
| d)                                  | a mediation system for complaints unable to be resolved.  | ✓              |            |              |   | CCS            | Section 7.3             |                                     | Pre-construction      |
|                                     | 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.  | ✓              |            |              |   | CCS            | Section 6               |                                     | Pre-construction      |
| 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 <i>AS ISO 10002-2006 Customer satisfaction – Guidelines for complaints handling in organisations (ISO 10002:2004, MOD)</i> and maintain the System for the duration of construction and up to 12 months following completion of construction.                                   |                |            | ✓            | CPB to provide input to CCMS as required  | CCS            | Section 7               |                                     | Pre-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.  |                |            | ✓            | CPB will provide Rail Link Complaints Register to SIMTA as required.            | CCS            | Section 7               | CPB / Rail Link Complaints Register | All Stages            |
| Provision of Electronic Information |   |                |            |              |   |                |                         |                                     |                       |
| 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: |                |            | ✓            | The Contractor will provide support to the Principal. Website by the Principal. | CCS            | Section 6               |                                     | Pre-construction      |
| a)                                  | information on the current implementation status of the SSD;  |                |            | ✓            |   | CCS            | Section 6               |                                     | All Stages            |
| b)                                  | a copy of the documents listed in condition A1, and any documentation supporting modifications to this approval that may be granted from time to time;  |                |            | ✓            |   | CCS            | Section 6               |                                     | All Stages            |
| c)                                  | a copy of this approval and any future modification to this approval;   |                |            | ✓            |   | CCS            | Section 6               |                                     | All Stages            |
| <del>d)</del>                       | <del>a copy of each relevant environmental approval, licence or permit required and obtained in relation to the SSD;</del>  |                |            | <del>✓</del> |   | <del>CCS</del> | <del>Section 6</del>    |                                     | <del>All Stages</del> |



| No  | Condition   | Responsibility |            |        | Notes                                 | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing           |
|---|---|----------------|------------|--------|---------------------------------------|----------------|-------------------------|---------------------------------|------------------|
|   |   | Principal      | Contractor | Shared |                                       |                |                         |                                 |                  |
| d)  | a copy of each current report, plan, or other document required under this approval;  |                |            | ✓      |                                       | CCS            | Section 6               |                                 | All Stages       |
| e)  | the outcomes of compliance tracking in accordance with condition C4 of this approval; and   |                |            | ✓      |                                       | CCS            | Section 6               |                                 | All Stages       |
| f)  | details of contact point(s) to which community complaints and enquiries may be directed, including a telephone number, a postal address and an email address <b>real time noise, dust and water data, where such data is collected under this consent.</b>  |                |            | ✓      |                                       | CCS            | Section 6               |                                 | All Stages       |
| <b>PART E CONSTRUCTION ENVIRONMENTAL MANAGEMENT</b> |   |                |            |        |                                       |                |                         |                                 |                  |
| Approved Plans to be On-site                        |   |                |            |        |                                       |                |                         |                                 |                  |
| 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.                                       |                | ✓          |        | To the extent it relates to the RALP1 | CEMP           | Section 1.6             |                                 | Construction     |
| Site Notice   |   |                |            |        |                                       |                |                         |                                 |                  |
| 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: |                | ✓          |        | To the extent it relates to the RALP1 | CEMP           | Section 9.3.4           |                                 | Pre-construction |
| 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;   |                | ✓          |        |                                       | CEMP           | Section 9.3.4           |                                 | Pre-construction |
| b)  | The notice is to be durable and weatherproof and is to be displayed throughout the works period;  |                | ✓          |        |                                       | CEMP           | Section 9.3.4           |                                 | Pre-construction |
| 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   |                | ✓          |        |                                       | CEMP           | Section 9.3.4           |                                 | Pre-construction |
| d)  | The notice(s) is to be mounted at eye level on the perimeter hoardings/fencing and is to state that unauthorised entry to the site is not permitted.  |                | ✓          |        |                                       | CEMP           | Section 9.3.4           |                                 | Pre-construction |
| Contact Telephone Number                            |   |                |            |        |                                       |                |                         |                                 |                  |
| 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.   |                |            | ✓      | To the extent it relates to the RALP1 | CEMP           | Section 9.3.4           | CCS                             | Construction     |
| Environmental Representative                        |   |                |            |        |                                       |                |                         |                                 |                  |

| No                                     | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed                | Additional Output / Deliverable | Timing           |
|--|--|----------------|------------|--------|--|----------------|--|---------------------------------|------------------|
|  |  | Principal      | Contractor | Shared |  |                |  |                                 |                  |
| 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:                             | ✓              |            |        | SIMTA is responsible for engaging the ER.                          | CEMP           | Section 6.4                            |                                 | Pre-construction |
| a)                                     | be the principal point of advice in relation to the environmental performance of construction;   |                |            | ✓      | CPB's interactions with the ER are guided by the these conditions. | CEMP           | Section 6.4                            |                                 | 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;   |                |            | ✓      | CPB's interactions with the ER are guided by the these conditions. | CEMP           | Section 6.4                            |                                 | Construction     |
| 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;   |                |            | ✓      | CPB's interactions with the ER are guided by the these conditions. | CEMP           | Section 6.4                            |                                 | Construction     |
| d)                                     | ensure that environmental auditing is undertaken in accordance with the Applicant's Environmental Management System(s);  |                |            | ✓      | CPB's interactions with the ER are guided by the these conditions. | CEMP           | Section 6.4                            |                                 | Construction     |
| e)                                     | be given the authority to approve/reject minor amendments to the Construction Environment Management Plan. What constitutes a "minor" amendment shall be clearly explained in the Construction Environment Management Plan;  |                |            | ✓      | CPB's interactions with the ER are guided by the these conditions. | CEMP           | Section 6.4                            |                                 | Construction     |
| f)                                     | be given the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts; and   |                |            | ✓      | CPB's interactions with the ER are guided by the these conditions. | CEMP           | Section 6.4                            |                                 | 1                |
| 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.   |                |            | ✓      | CPB's interactions with the ER are guided by the these conditions. | CEMP           | Section 6.4                            |                                 | 1                |
| 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. | ✓              |            |        | Not applicable RALP 1  |                |  |                                 | Construction     |
| Construction Soil and Water Management |  |                |            |        |  |                |  |                                 |                  |
| E6.                                    | Soil and water management measures consistent with <i>Managing Urban Stormwater - Soils and Construction Vols 1 and 2, 4th Edition</i> (Landcom, 2004) shall be employed during construction to minimise soil erosion and the discharge of sediment and other pollutants to land and/or waters.  |                | ✓          |        | To the extent it relates to the RALP1                              | SWMP           | Section 7, Attachment D (Primary ESCP) |                                 | Construction     |



| No                      | Condition   | Responsibility |            |        | Notes                                 | Where Captured                 | Section Where Addressed                        | Additional Output / Deliverable | Timing                |
|-------------------------|---|----------------|------------|--------|---------------------------------------|--------------------------------|--|---------------------------------|-----------------------|
|                         |   | Principal      | Contractor | Shared |                                       |                                |  |                                 |                       |
| E7.                     | Construction shall be undertaken to comply with section 120 of the <i>Protection of the Environment Operations Act 1997</i> , which prohibits the pollution of waters.  |                | ✓          |        | To the extent it relates to the RALP1 | SWMP                           | Section 7, Attachment D (Primary ESCP)         |                                 | Construction          |
| Bunding                 |   |                |            |        |                                       |                                |  |                                 |                       |
| 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.   |                | ✓          |        | To the extent it relates to the RALP1 | SWMP                           |  |                                 | Construction          |
| Riparian Corridor Works |   |                |            |        |                                       |                                |  |                                 |                       |
| E9.                     | All activities taking place in, on or under waterfront land, as defined in the <i>Water Management Act 2000</i> should be conducted generally in accordance with the NSW Office of Water's Guidelines for Controlled Activities.  |                | ✓          |        | To the extent it relates to the RALP1 | SWMP<br>Drainage Design Report | Section 5.5, Section 7.8 (Table 5), and PESCPs |                                 | Design & Construction |
| Incident Reporting      |   |                |            |        |                                       |                                |  |                                 |                       |
| E10.                    | The Applicant shall notify the Secretary and relevant public authorities of any incident with actual or potential significant on-site or off-site impacts on human health or the biophysical environment within 24 hours of becoming aware of the incident. The Applicant shall provide full written details of the incident to the Secretary within seven days of the date on which the incident occurred. |                | ✓          |        | To the extent it relates to the RALP1 | CEMP                           | Part B - Element 9                             | IEMP<br>PIRMP                   | Construction          |

| No              | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed             | Additional Output / Deliverable | Timing       |
|-----------------|--|----------------|------------|--------|--|----------------|-------------------------------------|---------------------------------|--------------|
|                 |  | Principal      | Contractor | Shared |  |                |                                     |                                 |              |
|                 | Note: Where an incident also requires reporting to the EPA and/or OEH, the incident report prepared for the purposes of notifying the EPA and/or OEH would meet this requirement.  |                | ✓          |        |  | CEMP           | Part B - Element 9                  | IEMP<br>PIRMP                   | Construction |
| E11.            | The Applicant shall meet the requirements of the Secretary or relevant public authority (as determined by the Secretary) to address the cause or impact of any incident, as it relates to this approval, reported in accordance with condition E11, within such period as the Secretary may require. |                | ✓          |        | To the extent it relates to the RALP1  | CEMP           | Part B - Element 9                  | IEMP<br>PIRMP                   | Construction |
| Heritage        |  |                |            |        |  |                |                                     |                                 |              |
| E12.            | The Applicant shall not harm, modify or otherwise impact any heritage items outside the subject site.  |                | ✓          |        | To the extent it relates to the RALP1  | HMP            | Section 7                           |                                 | Construction |
| Dangerous goods |  |                |            |        |  |                |                                     |                                 |              |
| E13.            | Dangerous goods, as defined by the Australian Dangerous Goods Code, shall be stored and handled strictly in accordance with:   |                | ✓          |        | To the extent it relates to the construction of RALP1 the Contractor shall be responsible. Otherwise the Principal is responsible. | CEMP           | Section 9.3.3                       |                                 | Construction |
| a)              | all relevant Australian Standards;   |                | ✓          |        |  | CEMP           |                                     |                                 | Construction |
| b)              | for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and  |                | ✓          |        |  | CEMP           |                                     |                                 | Construction |
| c)              | the <i>Environment Protection Manual for Authorised Officers: Bunding and Spill Management, technical bulletin</i> (Environment Protection Authority, 1997).   |                | ✓          |        |  | CEMP           |                                     |                                 | Construction |
|                 | In the event of an inconsistency between the requirements listed from a) to c) above, the most stringent requirement shall prevail to the extent of the inconsistency.   |                | ✓          |        |  | CEMP           |                                     |                                 | Construction |
| Dust Management |  |                |            |        |  |                |                                     |                                 |              |
| E14.            | The Applicant shall carry out all feasible and reasonable measures to minimise dust generated by the Development.  |                | ✓          |        | To the extent it relates to the construction of RALP1.   | AQMP           | Section 7.2 & Section 7.3 (Table 7) |                                 | Construction |

| No                 | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing       |
|--------------------|--|----------------|------------|--------|--|----------------|-------------------------|---------------------------------|--------------|
|                    |  | Principal      | Contractor | Shared |  |                |                         |                                 |              |
| 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.  |                | ✓          |        | To the extent it relates to the construction of RALP1. | AQMP           | Section 7.3 (Table 7)   |                                 | Construction |
| Waste Management   |  |                |            |        |  |                |                         |                                 |              |
| 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.  |                | ✓          |        | To the extent it relates to the construction of RALP1. | WMP            | Section 6.1             |                                 | Construction |
| 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).   |                | ✓          |        | To the extent it relates to the construction of RALP1. | WMP            | Section 6.8             |                                 | Construction |
| 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.  |                | ✓          |        | To the extent it relates to the construction of RALP1. | WMP            | Section 6.6             |                                 | Construction |
| Construction Hours |  |                |            |        |  |                |                         |                                 |              |
| E19.               | Construction shall be undertaken during the following standard construction hours:<br>a) 7:00am to 6:00pm Mondays to Fridays, inclusive; and<br>b) 8:00am to 1:00pm Saturdays;<br>c) at no time on Sundays or public holidays.   |                | ✓          |        |  | CEMP           | NVMP Section 7.1        | NVMP                            | Construction |
| E20.               | Activities resulting in a high noise impact shall only be undertaken:<br>a) between the hours of 8:00 am to 5:00 pm Monday to Friday;<br>b) between the hours of 8:00 am to 1:00 pm Saturday; and<br>c) in continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block. |                | ✓          |        |  | CEMP           | NVMP Section 7.1        | NVMP                            | Construction |
|                    | 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.  |                | ✓          |        |  | CEMP           |                         | NVMP                            | Construction |

| No                               | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed                   | Additional Output / Deliverable | Timing       |
|----------------------------------|--|----------------|------------|--------|--|----------------|---|---------------------------------|--------------|
|                                  |  | Principal      | Contractor | Shared |  |                |   |                                 |              |
| E21.                             | Notwithstanding conditions E19 and E20, works may be undertaken outside the hours specified under those conditions in the following circumstances:   |                | ✓          |        |  | NVMP           | Section 7.2, Attachment E (OOHW Protocol) |                                 | Construction |
| a)                               | construction works that cause LAeq (15 minute) noise levels that are:  |                | ✓          |        |  | NVMP           |   |                                 | Construction |
| (i)                              | No more than 5 dB above rating background level at any residence in accordance with the <i>Interim Construction Noise Guideline (DECC, 2009)</i> ; and   |                | ✓          |        |  | NVMP           |   | CNVIS                           | Construction |
| (ii)                             | No more than the noise management levels specified in Table 3 of the <i>Interim Construction Noise Guideline (DECC, 2009)</i> at other sensitive landuses; or  |                | ✓          |        |  | NVMP           |   | CNVIS                           | Construction |
| b)                               | for the delivery of materials required by the police or other authorities for safety reasons; or   |                | ✓          |        |  | NVMP           |   |                                 | Construction |
| c)                               | where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or   |                | ✓          |        |  | NVMP           |   |                                 | Construction |
| 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 |                | ✓          |        |  | NVMP           |   | OOHW Protocol                   | Construction |
| e)                               | identified works approved by the Secretary.  |                | ✓          |        |  | NVMP           |   |                                 | Construction |
| Construction Noise and Vibration |  |                |            |        |  |                |   |                                 |              |
| E22.                             | The Applicant shall implement all feasible and reasonable noise mitigation measures with the aim of achieving the following construction noise management levels and vibration criteria:   |                | ✓          |        | To the extent it relates to the construction of RALP1. | NVMP           | Table 11                                  |                                 | Construction |
| a)                               | construction noise management levels established using the <i>Interim Construction Noise Guideline (DECC 2009)</i> ;   |                | ✓          |        |  | NVMP           | Table 8                                   |                                 | Construction |
| b)                               | vibration criteria established using the <i>Assessing Vibration: a Technical Guide (DECC 2006)</i> (for human exposure); and   |                | ✓          |        |  | NVMP           | Table 9 & 11                              |                                 | Construction |
| c)                               | the vibration limits set out in the German Standard <i>DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage)</i> .  |                | ✓          |        |  | NVMP           | Table 10                                  |                                 | Construction |
|                                  | 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)   |                |            |        |  | NVMP           | Table 10                                  |                                 | Construction |

| No  | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed                                     | Additional Output / Deliverable | Timing           |
|---|--|----------------|------------|--------|--|----------------|---|---------------------------------|------------------|
|   |  | Principal      | Contractor | Shared |  |                |   |                                 |                  |
|   | 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.  |                |            |        |  | NVMP           | Table 10  |                                 | Construction     |
| Construction Traffic Noise                      |  |                |            |        |  |                |   |                                 |                  |
| E23.  | The Applicant is to ensure that construction vehicles operate so as to minimise any construction noise impacts from the construction site. Measures that could be used include toolbox talks, contracts that include provisions to deal with unsatisfactory noise performance for the vehicle and/or the operator, and specifying non-tonal movement alarms in place of reversing beepers or alternatives such as reversing cameras and proximity alarms, or a combination of these, where tonal alarms are not mandated by legislation. |                | ✓          |        | To the extent it relates to the construction of RALP1. | NVMP           | Table 11, Section 7.3.3, Section 4.2                        |                                 | Construction     |
| E24.  | No use of compression brakes shall be permitted for construction vehicles associated with construction in the vicinity of the subject site.  |                | ✓          |        | To the extent it relates to the construction of RALP1. | NVMP           | Table 11, Section 4.2                                       |                                 | Construction     |
| Review of Operational Sleep Disturbance Impacts |  |                |            |        |  |                |   |                                 |                  |
| E25.  | The Applicant shall prepare a review of sleep disturbance impacts based on detailed design, including:   | ✓              |            |        | Not applicable RALP 1                                  | N/A            |   |                                 | Design           |
| 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;  | ✓              |            |        | Not applicable RALP 1                                  | N/A            |   |                                 | Design           |
| b)  | Confirm the operational sleep disturbance predictions identified in the documents listed under Condition A1; and   | ✓              |            |        | Not applicable RALP 1                                  | N/A            |   |                                 | Design           |
| c)  | Consider appropriate noise mitigation measures where required.   | ✓              |            |        | Not applicable RALP 1                                  | N/A            |   |                                 | Design           |
|   | 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.   | ✓              |            |        | Not applicable RALP 1                                  | N/A            |   |                                 | Design           |
| Transport and Access                            |  |                |            |        |  |                |   |                                 |                  |
| 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.  |                | ✓          |        | To the extent it relates to the construction of RALP1. | TAMP           | Section 2.4.1, Section 7.6.3, Table 10                      | TCP                             | Construction     |
| 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.  |                | ✓          |        | To the extent it relates to the construction of RALP1. | TAMP           | Section 7.4.5, Table 10, Attachment E (Heavy Vehicle Route) |                                 | Pre-construction |
| E28.  | Construction vehicles (including staff vehicles) shall be managed to:  |                | ✓          |        | To the extent it relates to the construction of RALP1. | TAMP           |   |                                 | Construction     |
| a)  | minimise parking or queuing on public roads;   |                | ✓          |        |  | TAMP           | Table 10, Section 6.3.1                                     |                                 | Construction     |

| No   | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed  | Additional Output / Deliverable | Timing           |
|--|--|----------------|------------|--------|--|----------------|--|---------------------------------|------------------|
|  |  | Principal      | Contractor | Shared |  |                |  |                                 |                  |
| b)   | minimise idling and queuing in local residential streets where practicable;  |                | ✓          |        |  | TAMP           | Table 10, Section 6.3, Section 4.2   |                                 | Construction     |
| c)   | adhere to the nominated haulage routes identified in the Construction Traffic and Access Management Plan required under condition E35(a); and  |                | ✓          |        |  | TAMP           | Section 7.4.5, Attachment E (Heavy Vehicle Routes), Attachment F (Construction Access Routes). |                                 | Construction     |
| d)   | ensure access and egress from construction compounds is undertaken in a safe and lawful manner.  |                | ✓          |        |  | TAMP           | Section 6.3.2, Section 7.4.6   |                                 | Construction     |
| 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.   |                | ✓          |        | To the extent it relates to the construction of RALP1. | TAMP           | Section 6.6, Section 7.5.1   |                                 | Construction     |
| 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.   |                | ✓          |        | To the extent it relates to the construction of RALP1. | TAMP           | Section 7.4.6, Table 10  |                                 | Construction     |
| Biodiversity                               |  |                |            |        |  |                |  |                                 |                  |
| E31.                                       | No threatened species or communities can be cleared other than that required for construction.   |                | ✓          |        | To the extent it relates to the construction of RALP1. | FFMP           | Section 7.4  |                                 | Construction     |
| 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.   |                |            | ✓      | To the extent it relates to the construction of RALP1. | FFMP           | Section 7.2  |                                 | Pre-construction |
| E32.                                       | The existing mature trees located on the eastern side of Moorebank Avenue shown on Drawing LA01 (Landscape Masterplan) 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 pre- construction 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. | ✓              |            |        | Relates to IMEX works.                                 | FFMP           | Attachment A   |                                 | Construction     |
| Construction Environmental Management Plan |  |                |            |        |  |                |  |                                 |                  |

| No    | Condition   | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed  | Additional Output / Deliverable | Timing           |
|-------|---|----------------|------------|--------|--|----------------|--|---------------------------------|------------------|
|       |   | Principal      | Contractor | Shared |  |                |  |                                 |                  |
| 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 <i>Guideline for the Preparation of Environmental Management Plans</i> (Department of Infrastructure, Planning and Natural Resources, 2004). <del>The secretary shall consider the comments of the Office of Strategic lands in its consideration of the CEMP.</del> The CEMP shall include, but not necessarily be limited to: |                | ✓          |        | To the extent it relates to the construction of RALP1. | CEMP           | Whole document   |                                 | Pre-construction |
| a)    | a description of activities to be undertaken during construction;   |                | ✓          |        |  | CEMP           | Part A Section 1.3   |                                 | Pre-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;  |                | ✓          |        |  | CEMP           | Part A Section 2 & Section 3                                   |                                 | Pre-construction |
| 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;   |                | ✓          |        |  | CEMP           | Part A Section 6 & Part B Element 7                            |                                 | Pre-construction |
| d)    | an environmental risk analysis to identify the key environmental performance issues associated with construction; and   |                | ✓          |        |  | CEMP           | Part D, Appendix C   |                                 | Pre-construction |
| e)    | details of how environmental performance would be managed and monitored to meet acceptable outcomes, including what actions will be taken to address identified potential adverse environmental impacts. In particular, the following environmental performance issues shall be addressed in the CEMP:  |                | ✓          |        |  | CEMP           | This Plan, Part C Section 9 (Aspect Specific Management Plans) |                                 | Pre-construction |
| (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;  |                | ✓          |        |  | CEMP           | This Plan, Part C Section 9 (Aspect Specific Management Plans) | AQMP                            | Pre-construction |
| (ii)  | measures for the handling, treatment and management of hazardous and contaminated materials (including asbestos);   |                | ✓          |        |  | CEMP           | This Plan, Part C Section 9 (Aspect Specific Management Plans) | CMP AMP                         | Pre-construction |
| (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);   |                | ✓          |        |  | CEMP           | This Plan, Part C Section 9 (Aspect Specific Management Plans) | WMP                             | Pre-construction |



| No   | Condition   | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed  | Additional Output / Deliverable  | Timing           |
|--|---|----------------|------------|--------|--|----------------|--|----------------------------------|------------------|
|  |   | Principal      | Contractor | Shared |  |                |  |                                  |                  |
| (iv)   | measures to monitor and manage hazard and risks;  |                | ✓          |        |  | CEMP           | This Plan, Part C Section 9 (Aspect Specific Management Plans)               |                                  | Pre-construction |
| (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  |                | ✓          |        |  | CEMP           | This Plan, Part C Section 9 (Aspect Specific Management Plans)               |                                  | Pre-construction |
| (vi)   | the issues identified in condition E34.   |                | ✓          |        |  | CEMP           | This Plan, Part C Section 9 (Aspect Specific Management Plans)               | Aspect Specific Management Plans | Pre-construction |
|  | The CEMP shall include procedures for its periodic review and update (including the sub-plans required under condition E34, as necessary (including where minor changes can be approved by the Environmental Representative).   |                | ✓          |        |  | CEMP           | Part B Element 12, Part C Section 9 (Aspect Specific Management Plans)       |                                  | Pre-construction |
|  | 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.   |                | ✓          |        |  | CEMP           | Part A Section 3.1   |                                  | Pre-construction |
|  | 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.  |                | ✓          |        |  | CEMP           | Part A Section 3.1   |                                  | Pre-construction |
| Construction Environmental Management Plan — Sub Plans |   |                |            |        |  |                |  |                                  |                  |
| E34.   | As part of the CEMP for the SSD, the Applicant shall prepare and implement:   |                |            |        |  |                |  |                                  |                  |
| 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. 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: |                | ✓          |        | To the extent it relates to the construction of RALP1. | TAMP           | Whole document   |                                  | Pre-construction |
| (i)  | identification of construction traffic routes and construction traffic volumes (including heavy vehicle/spoil haulage) on these routes;   |                | ✓          |        |  | TAMP           | Section 5.2, Section 6.2, Section 7.4.5, Attachment E (Heavy Vehicle Routes) |                                  | Pre-construction |



| No     | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed   | Additional Output / Deliverable | Timing           |
|--------|--|----------------|------------|--------|--|----------------|---|---------------------------------|------------------|
|        |  | Principal      | Contractor | Shared |  |                |   |                                 |                  |
| (ii)   | details of vehicle movements for construction sites and ancillary facilities including parking, dedicated vehicle turning areas, and ingress and egress points;  |                | ✓          |        |  | TAMP           | Section 6.3.1, Section 6.3.2, Section 7.4.6                       |                                 | Pre-construction |
| (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;  |                | ✓          |        |  | TAMP           | Section 6   |                                 | Pre-construction |
| (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;   |                | ✓          |        |  | TAMP           | Section 7   |                                 | Pre-construction |
| (v)    | details of measures to maintain or provide alternative safe and accessible routes for pedestrians throughout the duration of construction;   |                | ✓          |        |  | TAMP           | Section 3.1, Section 6.4, Section 6.6, Section 7.3, Section 7.5.1 |                                 | Pre-construction |
| (vi)   | details of measures to maintain connectivity for cyclists, with particular emphasis on providing adequate access between key existing cycle routes for commuter cyclists;  |                | ✓          |        |  | TAMP           | Section 3.1, Section 6.4, Section 6.6, Section 7.3, Section 7.5.1 |                                 | Pre-construction |
| (vii)  | details of measures to manage traffic movements, parking, loading and unloading at ancillary facilities during out-of-hours work;  |                | ✓          |        |  | TAMP           | Section 7.4.8   |                                 | Pre-construction |
| (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;   |                | ✓          |        |  | TAMP           | Section 7.3, Section 7.7, CCS                                     |                                 | Pre-construction |
| (ix)   | an adaptive response plan which sets out a process for response to any traffic, construction or other incident; and mechanisms for the monitoring, review and amendment of this plan.  |                | ✓          |        |  | TAMP           | Section 9   |                                 | Pre-construction |
| x)     | mechanisms for the monitoring, review and amendment of this plan.  |                | ✓          |        |  | TAMP           | Section 8   |                                 | Pre-construction |
| 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: |                | ✓          |        | To the extent it relates to the construction of RALP1. | NVMP           | This Plan, Section 3.1  |                                 | Pre-construction |
| (i)    | identification of the work areas, site compounds and access points;  |                | ✓          |        |  | NVMP           | Section 6.2   |                                 | Pre-construction |
| (ii)   | identification of sensitive receivers and relevant construction noise and vibration goals applicable to the SSD and stipulated in the conditions above;  |                | ✓          |        |  | NVMP           | Section 5   |                                 | Pre-construction |

| No     | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed             | Additional Output / Deliverable | Timing           |
|--------|--|----------------|------------|--------|--|----------------|-------------------------------------|---------------------------------|------------------|
|        |  | Principal      | Contractor | Shared |  |                |                                     |                                 |                  |
| (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;  |                | ✓          |        |  | NVMP           | Section 6.3, Section 6.4            |                                 | Pre-construction |
| (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:  |                | ✓          |        |  | NVMP           | Attachment E (OOHW Protocol)        | OOHW Protocol                   | Pre-construction |
| a)     | assessment of out-of-hours works against the relevant noise and vibration criteria;  |                | ✓          |        |  | NVMP           | Attachment E (OOHW Protocol)        | OOHW Protocol                   | Pre-construction |
| b)     | detailed mitigation measures for any residual impacts (that is, additional to general mitigation measures), including extent of at-receiver treatments; and  |                | ✓          |        |  | NVMP           | Attachment E (OOHW Protocol)        | OOHW Protocol                   | Pre-construction |
| c)     | proposed notification arrangements.  |                | ✓          |        |  | NVMP           | Attachment E (OOHW Protocol)        | OOHW Protocol                   | Pre-construction |
| (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;  |                | ✓          |        |  | NVMP           | Table 11, Section 6.6               |                                 | Pre-construction |
| (vi)   | identification of feasible and reasonable procedures and mitigation measures to ensure relevant vibration criteria are achieved, including applicable buffer distances for vibration intensive works, use of low-vibration generating equipment/ vibration dampeners or alternative construction methodology, and pre- and post- construction dilapidation surveys of sensitive structures where blasting and/ or vibration is likely to result in damage to buildings and structures (including surveys being undertaken immediately following a monitored exceedance of the criteria); |                | ✓          |        |  | NVMP           | Table 11, Section 6.6, Section 8.2  | CNVIS                           | Pre-construction |
| (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  |                | ✓          |        |  | NVMP           | Section 8, Section 6.6              |                                 | Pre-construction |
| (viii) | mechanisms for the monitoring, review and amendment of this plan.  |                | ✓          |        |  | NVMP           | Section 8, CEMP (Part B Element 12) |                                 | Pre-construction |
| 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:   |                | ✓          |        | To the extent it relates to the construction of RALP1. | HMP            | This Plan, Section 3, Attachment C  |                                 | Pre-construction |
| (i)    | in relation to Aboriginal Heritage:  |                | ✓          |        |  | HMP            | This Plan                           |                                 | Pre-construction |

| No   | Condition  | Responsibility |            |        | Notes | Where Captured | Section Where Addressed  | Additional Output / Deliverable | Timing           |
|------|--|----------------|------------|--------|-------|----------------|--|---------------------------------|------------------|
|      |  | Principal      | Contractor | Shared |       |                |  |                                 |                  |
| 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;  |                | ✓          |        |       | HMP            | Sectin 7, section 8, MA14 Salvage Strategy (Program & Report)  | Salvage Strategy MA14           | Pre-construction |
| 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; |                | ✓          |        |       | HMP            | Table 8, Attachment D (Unexpected Finds Procedure)   | Unexpected Finds Protocol       | Pre-construction |
| 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;  |                | ✓          |        |       | HMP            | Attachment D (Unexpected Finds Procedure)  | Unexpected Finds Protocol       | Pre-construction |
| 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  |                | ✓          |        |       | HMP            | Section 4.2  |                                 | Pre-construction |
| e)   | procedures for ongoing Aboriginal consultation and involvement for the duration of construction; and   |                | ✓          |        |       | HMP            | Section 3.1, Section 3.2   |                                 | Pre-construction |
| (ii) | in relation to non-Aboriginal Heritage:  |                | ✓          |        |       | HMP            | This Plan  |                                 | Pre-construction |
| a)   | identification of heritage items directly and indirectly affected by construction;   |                | ✓          |        |       | HMP            | Section 6.3  |                                 | Pre-construction |
| b)   | consideration of methods to prevent damage to any retained heritage items, including:  |                | ✓          |        |       | HMP            | Rail Link works not expected to impact on retained heritage items.   |                                 | Pre-construction |
| I.   | procedures for identifying minimum working distances to retained heritage items (including, at minimum, vibration testing and monitoring),   |                | ✓          |        |       | HMP            | Rail Link works not expected to impact on retained heritage items, Section 6.3                                 |                                 | Pre-construction |
| II.  | detailed options for alteration of construction methodology should preferred values for vibration be exceeded, and   |                | ✓          |        |       | HMP            | Rail Link works not expected to impact on retained heritage items, Section 6.3                                 |                                 | Pre-construction |
| III. | commitment to implementing those options if preferred values for vibration are likely to be exceeded.  |                | ✓          |        |       | HMP            | Rail Link works not expected to impact on retained heritage items, Section 6.3, Section 7.2, CNVMP Section 8.2 | CNVMP                           | Pre-construction |
| 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);   |                | ✓          |        |       | HMP            | Section 7.1, Table 8, Attachment D (Unexpected Finds Procedure)  |                                 | Pre-construction |

| No    | Condition   | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed   | Additional Output / Deliverable | Timing           |
|-------|---|----------------|------------|--------|--|----------------|---|---------------------------------|------------------|
|       |   | Principal      | Contractor | Shared |  |                |   |                                 |                  |
| d)    | details of monitoring and reporting requirements for impacts on heritage items;   |                | ✓          |        |  | HMP            | Section 8, Attachment D (Unexpected Finds Procedure)            |                                 | Pre-construction |
| 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 <i>Heritage Act 1977</i> ; and |                | ✓          |        |  | HMP            | Attachment D (Unexpected Finds Procedure)                       | Unexpected Finds Protocol       | Pre-construction |
| 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  |                | ✓          |        |  | HMP            | Section 4.2   |                                 | Pre-construction |
| (iii) | mechanisms for the monitoring, review and amendment of this plan.   |                | ✓          |        |  | HMP            | Section 8, CEMP (Part B Element 12)                             |                                 | Pre-construction |
| 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:   |                | ✓          |        | To the extent it relates to the construction of RALP1. | FFMP           | This Plan, Consultation addressed in Section 3.1 & Attachment D |                                 | Pre-construction |
| (i)   | plans for impacted and adjoining areas showing vegetation communities; important flora and fauna habitat areas; <del>areas of conservation value</del> ; 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;  |                | ✓          |        |  | FFMP           | Attachment C  |                                 | Pre-construction |
| (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:   |                | ✓          |        |  | FFMP           | Attachment C, Section 7.4                                       |                                 | Pre-construction |
| a)    | clearing minimisation procedures (including fencing),   |                | ✓          |        |  | FFMP           | Section 7.5   |                                 | Pre-construction |
| b)    | clearing procedures (including nest box plan),  |                | ✓          |        |  | FFMP           | Section 7.5, Attachment H                                       | NBMS                            | Pre-construction |
| c)    | removal and relocation of fauna during clearing,  |                | ✓          |        |  | FFMP           | Section 9.3   |                                 | Pre-construction |
| d)    | habitat tree management, and  |                | ✓          |        |  | FFMP           | Section 7.3, Section 7.5  |                                 | Pre-construction |

| No    | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed  | Additional Output / Deliverable | Timing                      |
|-------|--|----------------|------------|--------|--|----------------|--|---------------------------------|-----------------------------|
|       |  | Principal      | Contractor | Shared |  |                |  |                                 |                             |
| e)    | construction worker education;   |                | ✓          |        |  | FFMP           | Section 4.2  |                                 | Pre-construction            |
| f)    | <del>installation of exclusion fencing prior to commencement of construction</del>   |                |            |        |  | FFMP           | <del>Section 7.2, Section 7.9</del>  |                                 | <del>Pre-construction</del> |
| (iii) | rehabilitation details, including identification of flora species and sources, and measures for the management and maintenance of rehabilitated areas;   |                | ✓          |        |  | FFMP           | Threatened Flora Species Management Plan, Riparian Vegetation Management Map                       |                                 | Pre-construction            |
| (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);   |                | ✓          |        |  | FFMP           | Attachment E (Weed Management Strategy), Attachment G (Aquatic Ecology Management Plan)            | WMS AEMP                        | Pre-construction            |
| (v)   | a description of how the effectiveness of these management measures would be monitored;  |                | ✓          |        |  | FFMP           | Section 8, Attachment E (weed Management Strategy), Attachment G (Aquatic Ecology Management Plan) |                                 | Pre-construction            |
| (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 |                | ✓          |        |  | FFMP           | Section 9.2  |                                 | Pre-construction            |
| (vii) | mechanisms for the monitoring, review and amendment of this plan.  |                | ✓          |        |  | FFMP           | Section 8  |                                 | Pre-construction            |
| e)    | a Construction Air Quality Management Plan to detail how impacts on local air quality will be minimise and managed. The Plan shall be developed in consultation with the EPA, and shall include, but not necessarily be limited to:  |                | ✓          |        | To the extent it relates to the construction of RALP1. | AQMP           | Whole document   |                                 | Pre-construction            |
| (i)   | identification of sources (including stockpiles and open work areas) and quantification of airborne pollutants;  |                | ✓          |        |  | AQMP           | Section 3.1, Section 6   | CSWMP (ESCP), SEPs              | Pre-construction            |
| (ii)  | key performance indicators for local air quality during construction;  |                | ✓          |        |  | AQMP           | Section 1.3  |                                 | Pre-construction            |
| (iii) | details of monitoring methods, including location, frequency and duration of monitoring;   |                | ✓          |        |  | AQMP           | Section 8.2  |                                 | Pre-construction            |



| No    | Condition   | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed   | Additional Output / Deliverable            | Timing           |
|-------|---|----------------|------------|--------|--|----------------|---|--|------------------|
|       |   | Principal      | Contractor | Shared |  |                |   |  |                  |
| (iv)  | mitigation measures to minimise impacts on local air quality;   |                | ✓          |        |  | AQMP           | Section 7, Table 7 (Mitigation Measures)                          |  | Pre-construction |
| (v)   | procedures for record keeping and reporting against key performance indicators;   |                | ✓          |        |  | AQMP           | Section 8   | CEMP Part B (Element 11 & 12)              | Pre-construction |
| (vi)  | provisions for implementation of additional mitigation measures in response to issues identified during monitoring and reporting; and   |                | ✓          |        |  | AQMP           | Table 7 (Mitigation Measures)                                     |  | Pre-construction |
| (vii) | mechanisms for the monitoring, review and amendment of this plan.   |                | ✓          |        |  | AQMP           | Section 8.6   | CEMP Part B (Element 12)                   | Pre-construction |
| 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, DPI Water, DPI Fisheries, and relevant Councils, and include, but not necessarily be limited to:  |                | ✓          |        | To the extent it relates to the construction of RALP1. | SWMP           | This Plan, Section 3  |  | Pre-construction |
| (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;   |                | ✓          |        |  | SWMP           | Section 6, Section 7.6  | Contamination Management Plan              | Pre-construction |
| (ii)  | potential impacts on watercourse bank stability and the development of appropriate mitigation measures as required;   |                | ✓          |        |  | SWMP           | Section 6, Section 7.1, Table 5, Attachment D (Primary ESCP)      | PESCPs                                     | Pre-construction |
| (iii) | emergency response procedures addressing potential flood impacts or spill incidents;  |                | ✓          |        |  | SWMP           | Section 7.7, Section 9, Attachment F (Spill Management Procedure) | FERP<br>IEMP<br>Spill Management Procedure | Pre-construction |
| (iv)  | an Erosion and Sediment Control Plan, detailing measures to manage any erosion and sedimentation impacts into the Georges River or Anzac Creek;   |                | ✓          |        |  | SWMP           | Section 7.1, Attachment D (Primary ESCP)                          | PESCPs<br>PSP - Georges River Bridge       | Pre-construction |
| (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;  |                | ✓          |        |  | SWMP           | Attachment E (ASSMP)  | ASSMP                                      | Pre-construction |
| (vi)  | a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would be undertaken, the locations where monitoring would take place, how the results of the monitoring would be recorded and reported, and, if any exceedance of the criteria is detected how any non-compliance can be rectified; and |                | ✓          |        |  | SWMP           | Section 8   |  | Pre-construction |
| (vii) | mechanisms for the monitoring, review and amendment of this plan.   |                | ✓          |        |  | SWMP           | Section 8.4   | CEMP Part B (Element 12)                   | Pre-construction |

| No                                      | Condition  | Responsibility |            |        | Notes  | Where Captured                             | Section Where Addressed | Additional Output / Deliverable | Timing            |
|---|--|----------------|------------|--------|--|--|-------------------------|---------------------------------|-------------------|
|   |  | Principal      | Contractor | Shared |  |  |                         |                                 |                   |
| PART F PRIOR TO OPERATIONS              |  |                |            |        |  |  |                         |                                 |                   |
| Post-Construction Dilapidation Report   |  |                |            |        |  |  |                         |                                 |                   |
| F1.                                     | The Applicant shall engage a suitably qualified person to prepare a post-construction dilapidation report at the completion of the construction works:   |                | ✓          |        | To the extent it relates to the RALP the RALP works. | TAMP Post Construction Dilapidation Report |                         |                                 | Post-construction |
| 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.  |                | ✓          |        | To the extent it relates to the RALP the RALP works. | Post Construction Dilapidation Report      |                         |                                 | Post-construction |
| 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:   |                | ✓          |        | To the extent it relates to the RALP the RALP works. | Post Construction Dilapidation Report      |                         |                                 | Post-construction |
| (i)                                     | compare the post-construction dilapidation report with the pre-construction dilapidation report ; and  |                | ✓          |        | To the extent it relates to the RALP the RALP works. | Post Construction Dilapidation Report      |                         |                                 | Post-construction |
| (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.  |                | ✓          |        | To the extent it relates to the RALP the RALP works. | Post Construction Dilapidation Report      |                         |                                 | Post-construction |
| c)                                      | The report shall be submitted to the satisfaction of the Certifying Authority and a copy is to be forwarded to Campbelltown City Council, Liverpool City Council, RMS and the Secretary.   |                |            |        | To the extent it relates to the RALP the RALP works. | Post Construction Dilapidation Report      |                         |                                 | Post-construction |
| Easements                               |  |                |            |        |  |  |                         |                                 |                   |
| 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.  | ✓              |            |        | Not applicable RALP 1                                | N/A  |                         |                                 |                   |
| External Lighting                       |  |                |            |        |  |  |                         |                                 |                   |
| 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.  | ✓              |            |        | Not applicable RALP 1                                | N/A  | IMEX Terminal           |                                 | Design            |
| Operation Environmental Management Plan |  |                |            |        |  |  |                         |                                 |                   |
| 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 <i>Guideline for the Preparation of Environmental Management Plans</i> (Department of Infrastructure, Planning and Natural Resources, 2004). The Plan shall include, but not necessarily be limited to: | ✓              |            |        | Not applicable RALP 1                                | N/A  |                         |                                 | Pre-operation     |
| a)                                      | a description of activities to be undertaken during operation (including staging and scheduling);  | ✓              |            |        | Not applicable RALP 1                                | N/A  |                         |                                 | Pre-operation     |

| No                | Condition  | Responsibility |            |        | Notes   | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing        |
|-------------------|--|----------------|------------|--------|---|----------------|-------------------------|---------------------------------|---------------|
|                   |  | Principal      | Contractor | Shared |   |                |                         |                                 |               |
| 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 policies;  | ✓              |            |        | Not applicable RALP 1   | N/A            |                         |                                 | Pre-operation |
| c)                | overall environmental policies, guidelines and principles to be applied to the operation of the project;   | ✓              |            |        | Not applicable RALP 1   | N/A            |                         |                                 | Pre-operation |
| 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;                                    | ✓              |            |        | Not applicable RALP 1   | N/A            |                         |                                 | Pre-operation |
| e)                | an environmental risk analysis to identify the key environmental performance issues associated with the operation phase;   | ✓              |            |        | Not applicable RALP 1   | N/A            |                         |                                 | Pre-operation |
| f)                | details of management and monitoring of environmental performance, including the actions to be taken to address identified potential adverse environmental impacts (and any impacts arising from staging of the project construction). In particular, the following environmental performance issues shall be addressed in the Plan: |                |            | ✓      | All design information will be provided by CPB to the Principal.<br>Principal to satisfy all other requirements.  | N/A            |                         |                                 | Pre-operation |
| (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;   |                |            | ✓      | All design information will be provided by CPB to the Principal.<br>Principal to satisfy all other requirements.  | N/A            |                         |                                 | Pre-operation |
| (ii)              | a description of the proposed and/or implemented measures to minimise visual impact project components, such as landscaping and design considerations;   |                |            | ✓      | All design information will be provided by CPB to the Principal.<br>Principal to satisfy all other requirements.  | N/A            |                         |                                 | Pre-operation |
| (iii)             | procedures for the monitoring and maintenance of the watercourse crossings to achieve stable creek bed and banks; and  |                |            | ✓      | All design information will be provided by CPB to the Principal.<br>Principal to satisfy all other requirements.  | N/A            |                         |                                 | Pre-operation |
| (iv)              | 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.   | ✓              |            |        | Principal to satisfy requirement.   | NA             |                         |                                 | Pre-operation |
|                   | The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation, or as otherwise agreed by the Secretary. Operation shall not commence until written approval has been received from the Secretary.   | ✓              |            |        | Not applicable RALP 1   | N/A            |                         |                                 | Pre-operation |
|                   | 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.            | ✓              |            |        | Not applicable RALP 1   | N/A            |                         |                                 | Pre-operation |
| Operational Noise |  |                |            |        |   |                |                         |                                 |               |
| F5.               | Prior to the commencement of operation, the Applicant shall prepare a Brake Squeal Report on brake squeal identifying the following:   |                |            | ✓      | CPB will design and construct the Rail Link to meet standards and specifications to minimise brake squeal.<br>CPB is not involved in the operation of rolling stock and should not be involved in operational monitoring. | N/A            |                         |                                 | Pre-operation |



| No   | Condition   | Responsibility |            |        | Notes                 | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing        |
|------|---|----------------|------------|--------|-----------------------|----------------|-------------------------|---------------------------------|---------------|
|      |   | Principal      | Contractor | Shared |                       |                |                         |                                 |               |
| a)   | The extent of brake squeal across the fleet of rail vehicles that will frequently use the terminals. This should identify the number of occurrences of brake squeal, the typical noise levels associated with brake squeal (including the frequency content), and the operational conditions under which brake squeal occurs (e.g. under light braking, hard braking, low / medium / high speed, effects of temperature and weather, etc.);   | ✓              |            |        | Not applicable RALP 1 | N/A            |                         |                                 | Pre-operation |
| b)   | The root cause of brake squeal, including the influence of the design, set-up and maintenance of both brake shoes and brake rigging;  |                |            | ✓      | Not applicable RALP 1 | N/A            |                         |                                 | Pre-operation |
| c)   | Possible solutions to mitigate or eliminate brake squeal, including modifications to brake rigging and alternative brake shoe designs and compounds; and  | ✓              |            |        | Not applicable RALP 1 | N/A            |                         |                                 | Pre-operation |
| d)   | Any monitoring system proposed to capture brake squeal.   | ✓              |            |        | Not applicable RALP 1 | N/A            |                         |                                 | Pre-operation |
| F5A. | 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:   | ✓              |            |        |                       | N/A            |                         |                                 | Pre-operation |
| 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. | ✓              |            |        |                       | N/A            |                         |                                 | Pre-operation |
| 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:   | ✓              |            |        |                       | N/A            |                         |                                 | Pre-operation |
| (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;  | ✓              |            |        |                       | N/A            |                         |                                 | Pre-operation |
| (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.  | ✓              |            |        |                       | N/A            |                         |                                 | Pre-operation |
| 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.   | ✓              |            |        |                       | N/A            |                         |                                 | Pre-operation |
| 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.  | ✓              |            |        |                       | N/A            |                         |                                 | Pre-operation |

| No                   | Condition  | Responsibility         |                      |                        | Notes                 | Where Captured      | Section Where Addressed | Additional Output / Deliverable | Timing        |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
|----------------------|--|------------------------|----------------------|------------------------|-----------------------|---------------------|-------------------------|---------------------------------|---------------|----|----|----------------------|----|----|----|----|----------------|----|----|----|----|-------------------|----|----|----|----|---|--|--|--|-----|--|--|-----------|
|                      |  | Principal              | Contractor           | Shared                 |                       |                     |                         |                                 |               |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| 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.   | ✓                      |                      |                        |                       | N/A                 |                         |                                 | Pre-operation |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
|                      | 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.   | ✓                      |                      |                        |                       | N/A                 |                         |                                 | Pre-operation |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
|                      | * The night-time period is defined as 10pm-7am Mon-Sat and 10pm-8am Sundays and Public Holidays<br>** Contained within the LAeq (15 min) column in Table A in Condition F5B<br>*** Contained within the Review of Operational Sleep Disturbance Impacts  | ✓                      |                      |                        |                       | N/A                 |                         |                                 | Pre-operation |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| F5B.                 | Industrial noise (excluding activities covered by the NSW Rail Infrastructure Noise Guideline) generated by the development is to be 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).  | ✓                      |                      |                        |                       | N/A                 |                         |                                 | Operation     |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
|                      | Table A: Noise Criteria dB(A)  | ✓                      |                      |                        |                       | N/A                 |                         |                                 | Operation     |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
|                      | <table border="1"> <thead> <tr> <th>Sensitive Receiver</th> <th>Day (LAeq(15 min))</th> <th>Evening (LAeq(15 min))</th> <th>Night (LAeq(15 min))</th> <th>Night (LA1 (1 min))</th> </tr> </thead> <tbody> <tr> <td>Wattle Grove (NCA 1)</td> <td>43</td> <td>42</td> <td>42</td> <td>52</td> </tr> <tr> <td>Wattle Grove (NCA 2)</td> <td>41</td> <td>41</td> <td>41</td> <td>51</td> </tr> <tr> <td>Casula (NCA 3)</td> <td>45</td> <td>42</td> <td>38</td> <td>47</td> </tr> <tr> <td>Glenfield (NCA 4)</td> <td>46</td> <td>46</td> <td>40</td> <td>50</td> </tr> </tbody> </table> <p>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> | Sensitive Receiver     | Day (LAeq(15 min))   | Evening (LAeq(15 min)) | Night (LAeq(15 min))  | Night (LA1 (1 min)) | Wattle Grove (NCA 1)    | 43                              | 42            | 42 | 52 | Wattle Grove (NCA 2) | 41 | 41 | 41 | 51 | Casula (NCA 3) | 45 | 42 | 38 | 47 | Glenfield (NCA 4) | 46 | 46 | 40 | 50 | ✓ |  |  |  | N/A |  |  | Operation |
| Sensitive Receiver   | Day (LAeq(15 min))   | Evening (LAeq(15 min)) | Night (LAeq(15 min)) | Night (LA1 (1 min))    |                       |                     |                         |                                 |               |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| Wattle Grove (NCA 1) | 43   | 42                     | 42                   | 52                     |                       |                     |                         |                                 |               |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| Wattle Grove (NCA 2) | 41   | 41                     | 41                   | 51                     |                       |                     |                         |                                 |               |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| Casula (NCA 3)       | 45   | 42                     | 38                   | 47                     |                       |                     |                         |                                 |               |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| Glenfield (NCA 4)    | 46   | 46                     | 40                   | 50                     |                       |                     |                         |                                 |               |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| F5C.                 | The noise criteria in Table A of condition F5B are to apply under all meteorological conditions except the following:  | ✓                      |                      |                        |                       | N/A                 |                         |                                 | Operation     |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| a)                   | wind speeds greater than 3 m/s at 10 metres above ground level; or   | ✓                      |                      |                        |                       | N/A                 |                         |                                 | Operation     |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| b)                   | stability category F temperature inversion conditions and wind speeds greater than 2 m/s at 10 m above ground level; or  | ✓                      |                      |                        |                       | N/A                 |                         |                                 | Operation     |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| c)                   | stability category G temperature inversion conditions.   | ✓                      |                      |                        |                       | N/A                 |                         |                                 | Operation     |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| Traffic Management   |  |                        |                      |                        |                       |                     |                         |                                 |               |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| F6.                  | The Applicant shall prepare and implement (following approval) an Operational Traffic Management Plan to for the proposed vehicle booking system. The plan shall be prepared in consultation with the Cargo Movement Coordination Centre and include details on container turnaround times and interoperable technology (such as Port Botany RFID tags). The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation, or as otherwise agreed by the Secretary.  | ✓                      |                      |                        | Not applicable RALP 1 | N/A                 |                         |                                 | Pre-operation |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |
| F7.                  | The Applicant shall undertake signal decommissioning (where required) in consultation with RMS prior to the commencement of operation. The Applicant shall bear the full cost associated with the decommissioning/removal/disposal of the traffic signals and associated equipment.  | ✓                      |                      |                        | Not applicable RALP 1 | N/A                 |                         |                                 | Pre-operation |    |    |                      |    |    |    |    |                |    |    |    |    |                   |    |    |    |    |   |  |  |  |     |  |  |           |

| No  | Condition   | Responsibility |            |        | Notes                 | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing        |
|---|---|----------------|------------|--------|-----------------------|----------------|-------------------------|---------------------------------|---------------|
|   |   | Principal      | Contractor | Shared |                       |                |                         |                                 |               |
| F8.   | The Applicant shall create an easement within the site at the traffic signals to allow RMS to maintain traffic signal components, if required by the design and condition C25. If no easement is required, access to signals should be maintained for maintenance purposes at all times.  | ✓              |            |        | Not applicable RALP 1 | N/A            |                         |                                 | Pre-operation |
| <b>PART G DURING OPERATIONS</b>                                 |   |                |            |        |                       |                |                         |                                 |               |
| <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 period to the commencement of works. |                | ✓          |        |                       | TAMP           |                         |                                 | Pre-operation |
| 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 Applicants expense and to the reasonable requirements of the owners.  |                |            | ✓      |                       | TAMP           |                         |                                 | Pre-operation |
| <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.  | ✓              |            |        | Not applicable RALP 1 | CEMP           |                         |                                 | Pre-operation |
| <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.  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Pre-operation |
| <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, (DP&E 2011). The screening threshold quantities for each Dangerous Goods shall be defined in accordance with Table 1: Screening Methods of Applying SEPP 33.   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation     |
| <b>Operational Noise, Air Quality, Monitoring and Reporting</b> |   |                |            |        |                       |                |                         |                                 |               |
| G6.   | Port shuttle operations must use:   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation     |
| 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   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation     |

| No   | Condition   | Responsibility |            |        | Notes                 | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing    |
|------|---|----------------|------------|--------|-----------------------|----------------|-------------------------|---------------------------------|-----------|
|      |   | Principal      | Contractor | Shared |                       |                |                         |                                 |           |
| 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. | ✓              |            |        |                       |                |                         |                                 | Operation |
| G7.  | The Applicant shall install and maintain a rail noise monitoring system on the rail link at the commencement of operation to continuously monitor the noise from rail operations on the rail link. The system shall capture the noise from each individual train passby noise generation event, and include information to identify:  |                |            | ✓      | Not applicable RALP 1 |                |                         |                                 | Operation |
| a)   | Time and date of freight train passbys;   |                |            | ✓      | Not applicable RALP 1 |                |                         |                                 | Operation |
| b)   | Imagery or video to enable identification of the rolling stock during day and night;  |                |            | ✓      | Not applicable RALP 1 |                |                         |                                 | Operation |
| c)   | Laeq (15hour) and Laeq (9hour) from rail operations; and  |                |            | ✓      | Not applicable RALP 1 |                |                         |                                 | Operation |
| d)   | LAF(max) and SEL of individual train passbys, measured in accordance with ISO3095; or   |                |            | ✓      | Not applicable RALP 1 |                |                         |                                 | Operation |
| e)   | Other alternative information as agreed with the Secretary.   |                |            | ✓      | Not applicable RALP 1 |                |                         |                                 | Operation |
|      | The results from the noise monitoring system shall be publicly accessible from a website maintained by the Applicant. The noise results from each train shall be available on the website ideally within 24 hours of it passing the monitor. The LAeq(15hour) and LAeq(9hr) results from each day shall be available on the website ideally within 24 hours of the period ending but within a reasonable timeframe.   |                |            | ✓      | Not applicable RALP 1 |                |                         |                                 | Operation |
|      | 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.   |                |            | ✓      | Not applicable RALP 1 |                |                         |                                 | Operation |
| G7A. | 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.   | ✓              |            |        |                       |                |                         |                                 | Operation |
|      | The system shall capture the angle of attack from a wheel on each axle of every train, and include information to identify:   | ✓              |            |        |                       |                |                         |                                 | Operation |
| a)   | Time and date of each axle passby; and  | ✓              |            |        |                       |                |                         |                                 | Operation |
| b)   | The identification number of each item of rolling stock.  | ✓              |            |        |                       |                |                         |                                 | Operation |
|      | The results from the angle of attack monitoring system shall be:  | ✓              |            |        |                       |                |                         |                                 | Operation |
| *    | 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.   | ✓              |            |        |                       |                |                         |                                 | Operation |
| *    | 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.   | ✓              |            |        |                       |                |                         |                                 | Operation |

| No  | Condition  | Responsibility |            |        | Notes                 | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing    |
|---|--|----------------|------------|--------|-----------------------|----------------|-------------------------|---------------------------------|-----------|
|   |  | Principal      | Contractor | Shared |                       |                |                         |                                 |           |
|   | Prior to the commencement of operation, the Applicant shall submit for the approval of the Secretary, justification supporting the 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.                                  | ✓              |            |        |                       |                |                         |                                 | Operation |
| Rail Link Noise Monitoring and Mitigation |  |                |            |        |                       |                |                         |                                 |           |
| G7B.                                      | The Applicant shall:   | ✓              |            |        |                       |                |                         |                                 | Operation |
| 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).   | ✓              |            |        |                       |                |                         |                                 | Operation |
| b)  | the noise survey shall be conducted in accordance with the EPA's Rail Infrastructure Noise Guideline 2013 to determine:  | ✓              |            |        |                       |                |                         |                                 | Operation |
| (i)                                       | the contribution of any new rail traffic travelling to and from the development; and,  | ✓              |            |        |                       |                |                         |                                 | Operation |
| (ii)                                      | the increase in the total rail traffic noise level caused by any new rail traffic to and from the development.   | ✓              |            |        |                       |                |                         |                                 | Operation |
| c)  | the noise survey shall be conducted for not less than 12 contiguous days in the winter months (July, August or September).   | ✓              |            |        |                       |                |                         |                                 | Operation |
| 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:  | ✓              |            |        |                       |                |                         |                                 | Operation |
|   | 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).   | ✓              |            |        |                       |                |                         |                                 | Operation |
| e)  | the report of the noise survey including the results and recommendations shall be provided to the Secretary.   | ✓              |            |        |                       |                |                         |                                 | Operation |
| G8.                                       | The following measures must be implemented during operation:   |                |            | ✓      | Not applicable RALP 1 |                |                         |                                 | 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  |                |            | ✓      | Not applicable RALP 1 |                |                         |                                 | Operation |
| 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.  |                |            | ✓      | Not applicable RALP 1 |                |                         |                                 | Operation |
| G9.                                       | The transfer of containers between Port Botany and the IMEX terminal must not commence until the rail connection to the SSFL is operational.   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| G10.                                      | Containers must be transferred between the site and Port Botany predominantly by rail, unless where unforeseen circumstances have occurred (eg an incident, breakdown, derailment or emergency maintenance on the rail line). The Secretary may at any time request the Applicant to demonstrate that the transport of containers between the site and Port Botany container terminals is by rail. This is to be demonstrated upon request by the Secretary for the prior 12 month period. | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |



| No   | Condition   | Responsibility |            |        | Notes                 | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing    |
|------|---|----------------|------------|--------|-----------------------|----------------|-------------------------|---------------------------------|-----------|
|      |   | Principal      | Contractor | Shared |                       |                |                         |                                 |           |
| G11. | The Applicant shall prepare a six-monthly report to the Secretary with the results of container and vehicle monitoring for a period of 3 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary shall consider the need for further reporting following a review of the results for year 3. The report shall include:   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| a)   | The number of twenty foot equivalent units dispatched and received during the period;   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| b)   | A record of heavy vehicle entry by date and approximate time; and   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| 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.   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| G12. | All container 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.  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| 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.  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| G14. | Heavy road freight vehicles are not permitted to use Moorebank Avenue south of the East Hills Railway corridor. A main gate monitoring system (eg CCTV) shall be installed to identify heavy vehicles turning left from the terminal site onto Moorebank Avenue, or turning right from Moorebank Avenue to the terminal site. The Secretary may at any time request the Applicant to provide a heavy vehicle monitoring report for the prior 12 month period.   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| 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: | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| a)   | noise monitoring to assess compliance with the operational noise levels predicted in documents specified under condition A1 of this approval;   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| b)   | a review of the operational noise levels in terms of criteria and noise goals established in the NSW Road Noise Policy (EPA, 2011);   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| c)   | sleep disturbance impacts compared to those determined in Condition E25;  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| 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;  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| 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;  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| f)   | any required recalibrations of the noise model taking into consideration factors such as actual traffic numbers and proportions;  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| 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   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |

| No                              | Condition  | Responsibility |            |        | Notes                 | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing    |
|---------------------------------|--|----------------|------------|--------|-----------------------|----------------|-------------------------|---------------------------------|-----------|
|                                 |  | Principal      | Contractor | Shared |                       |                |                         |                                 |           |
| 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. | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
|                                 | 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.  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| Independent Environmental Audit |  |                |            |        |                       |                |                         |                                 |           |
| G16.                            | Within 12 months of the commencement of operation, and thereafter at any other stage bi-annually if required by the Secretary, the Applicant shall commission and pay the full cost of an Independent Environmental Audit of the SSD. This audit shall:  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| a)                              | be conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary;  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| b)                              | include consultation with the relevant agencies and local Councils;  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| 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);  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| d)                              | review the accuracy of predicted environmental outcomes discussed in the documents listed in condition A1;   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| e)                              | review the adequacy of any approved strategy, plan or program required under the abovementioned approvals; and   | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
| f)                              | recommend measures or actions to improve the environmental performance of the SSD, and/or any strategy, plan or program required under these approvals.  | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |
|                                 | 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. <b>The audit report and response to any recommendations shall be published on the Project website.</b>                       | ✓              |            |        | Not applicable RALP 1 |                |                         |                                 | Operation |

## Final Compilation of Mitigation Measure

| No                                  | Condition  | Responsibility |            |        | Notes | Where Captured          | Section Where Addressed                      | Additional Output / Deliverable  | Timing           |
|-------------------------------------|--|----------------|------------|--------|-------|-------------------------|--|----------------------------------|------------------|
|                                     |  | Principal      | Contractor | Shared |       |                         |  |                                  |                  |
| 0. General Environmental Management |  |                |            |        |       |                         |  |                                  |                  |
| 0A                                  | A Preliminary Construction Environmental Management Plan (PCEMP) has been prepared for the Proposal. The purpose of this PCEMP is to provide the preliminary, overarching framework for the management of potential environmental impacts resulting from construction activities. A number of other construction related management plans have also been prepared for the Proposal, including: |                | ✓          |        |       | CEMP                    | CEMP Compliance Matrix                       |                                  | Pre-construction |
| a)                                  | Preliminary Construction Traffic Management Plan (PCTMP)   |                | ✓          |        |       | CEMP<br>CTAMP           | CEMP Compliance Matrix                       |                                  | Pre-construction |
| b)                                  | Air Quality Management Plan  |                | ✓          |        |       | CEMP<br>CAQMP           | CEMP Compliance Matrix                       |                                  | Pre-construction |
| c)                                  | Erosion and Sediment Control Plans (ESCPs) and Bulk Earthworks Plans, within the Stormwater Drainage Design Drawings   |                | ✓          |        |       | CEMP<br>CSWMP<br>PESCPs | CEMP Compliance Matrix<br>CSWMP Attachment D | Primary ESCP Design Report\      | Pre-construction |
| d)                                  | Riparian Vegetation Management Plan and Threatened Flora Species Management Plan.  |                | ✓          |        |       | CEMP<br>CFFMP           | CEMP Compliance Matrix                       |                                  | Pre-construction |
|                                     | This PCEMP and these management plans will form the basis of the CEMP and associated plans to be prepared for the Proposal, prior to construction. In addition to the preliminary construction management plans, listed above, the following plans, or equivalent, will be prepared as part of the CEMP:   |                | ✓          |        |       | CEMP                    | CEMP Compliance Matrix                       | Aspect Specific Management Plans | Pre-construction |



| No | Condition   | Responsibility |            |        | Notes | Where Captured       | Section Where Addressed | Additional Output / Deliverable | Timing           |
|----|---|----------------|------------|--------|-------|----------------------|-------------------------|---------------------------------|------------------|
|    |   | Principal      | Contractor | Shared |       |                      |                         |                                 |                  |
| e) | Soil and Water Management Plan (SWMP), prepared in accordance with <i>Managing Urban Stormwater</i> , 4th Edition, Volume 1, (2004).              |                | ✓          |        |       | CSWMP                |                         | Progressive ESCPs               | Pre-construction |
| f) | Construction Noise and Vibration Management Plan (CNVMP), prepared in accordance with the <i>Interim Construction Noise Guideline 2009 (ICNG)</i> |                | ✓          |        |       | CNVMP                |                         |                                 | Pre-construction |
| g) | Contamination Management Plan (CMP)   |                | ✓          |        |       | CMP                  |                         |                                 | Pre-construction |
| h) | <u>Flora and Fauna Management Plan (FFMP)</u>   |                | ✓          |        |       | CFFMP                |                         |                                 | Pre-construction |
| i) | Health and Safety Plan (HSP), including an Emergency Response Plan <u>and a Risk Register</u>   |                | ✓          |        |       | HSP<br>IEMP<br>PIRMP |                         | Risk Register (CEMP)            | Pre-construction |

| No                       | Condition  | Responsibility |            |        | Notes   | Where Captured                  | Section Where Addressed | Additional Output / Deliverable | Timing           |
|--------------------------|--|----------------|------------|--------|---|---------------------------------|-------------------------|---------------------------------|------------------|
|                          |  | Principal      | Contractor | Shared |   |                                 |                         |                                 |                  |
| 0B                       | <p>An Operational Environmental Management Plan (OEMP) will be prepared to provide the overarching framework for the management of all potential environmental impacts resulting from the operation of the Proposal. A number of operational related management plans have been prepared for the Proposal, including:</p> <ul style="list-style-type: none"> <li>• Preliminary Operational Traffic Management Plan</li> <li>• Air Quality Management Plan</li> <li>• Stormwater Drainage Design Drawings</li> <li>• Riparian Vegetation Management Plan and Threatened Flora Species Management Plan.</li> </ul> <p>The management plans, that will form the basis of the OEMP to be prepared for the Proposal will be based on the preliminary operation management plans listed above, and will include:<br/>Rail Noise Management Plan (RNMP)</p> <ul style="list-style-type: none"> <li>• Flooding and Emergency Response Plan (FERP)</li> <li>• Emergency Response Plan (ERP), including the Pollution Incident Response Management Plan (PIRMP)</li> <li>• Operational Traffic Management Plan (OTMP)</li> </ul> |                |            | ✓      | Design by CPB to ensure all standards and specifications under the PPR satisfied. Preparation of the OEMP by the Principal. | Not Applicable to RALP 1 Works. |                         |                                 |                  |
| 0C                       | An Environmental Protection Licence (under the POEO Act) will be obtained for the construction and operation of the Rail link (only) for the Proposal  |                |            | ✓      | Construction of Rail Link only.   | CEMP                            |                         |                                 | Pre-construction |
| 1. Traffic and Transport |  |                |            |        |   |                                 |                         |                                 |                  |
| 1A                       | A Road Safety Audit will be undertaken of Moorebank Avenue and Cambridge Avenue to identify the traffic safety risks associated with construction vehicles using these roads and to determine the appropriate traffic controls to be implemented to mitigate any risks identified as part of the preparation of the Construction Traffic Management Plan (CTMP). The effectiveness of any measures implemented will be monitored during the construction phase.  |                | ✓          |        | To the extent it relates to the RALP1   | Road Safety Audit<br>CTAMP      | CTAMP - Section 7.5.2   |                                 | Pre-construction |
| 1B                       | A CTMP will be developed by the construction contractor responsible for construction of the Proposal. The CTMP will be developed in accordance with the Preliminary Construction Traffic Management Plan (PCTMP), and will include the following requirements, at a minimum:   |                | ✓          |        |   | CTAMP                           |                         |                                 | Pre-construction |

| No | Condition   | Responsibility |            |        | Notes | Where Captured | Section Where Addressed  | Additional Output / Deliverable | Timing           |
|----|---|----------------|------------|--------|-------|----------------|--|---------------------------------|------------------|
|    |   | Principal      | Contractor | Shared |       |                |  |                                 |                  |
| a) | A traffic control mechanism will be located at each of the truck entry and exit points from the construction compounds to assist with vehicle movements and pedestrian/cyclist movements during construction, where necessary                                 |                | ✓          |        |       | CTAMP          | CTAMP - Section 7.4 & 7.5  |                                 | Pre-construction |
| b) | In consultation with RMS, Liverpool City Council and Campbelltown City Council , general signposting of the access roads will be undertaken with appropriate heavy vehicle and construction warning signs   |                | ✓          |        |       | CTAMP          | CTAMP - Section 3.1 & 7.6<br>CTAMP - Table 10                                  |                                 | Pre-construction |
| c) | Installation of specific warning signs at entrances/exits to the construction site to warn existing road users of entering and exiting construction traffic will be undertaken  |                | ✓          |        |       | CTAMP          | CTAMP - Section 6.3.2, 7.4.6 & 7.7<br>CTAMP - Table 10                         |                                 | Pre-construction |
| d) | Speed limits will be developed so as to minimise the potential for fauna to be struck by a vehicle within the construction areas. All vehicles and plant in operation during construction are to adhere to site rules relating to speed limits.               |                | ✓          |        |       | CTAMP          | CTAMP - Section 7.4.4<br>CTAMP - Table 10                                      |                                 | Pre-construction |
| e) | Pedestrian walking routes and crossing points will be established and clearly marked throughout the construction phase  |                | ✓          |        |       | CTAMP          | CTAMP - Section 7.5.1 & 7.7<br>CTAMP - Table 10                                |                                 | Construction     |
| f) | Where required, appropriate traffic control and warning signs will be installed for areas identified where potential safety risk issues may exist, such as the Cambridge Avenue causeway  |                | ✓          |        |       | CTAMP          | CTAMP - Section 7.7<br>CTAMP - Table 10<br>CTAMP - Attachment E & Attachment F |                                 | Construction     |
| g) | The promotion of carpooling for construction staff and other shared transport initiatives during the construction phase will be considered  |                | ✓          |        |       | CTAMP          | CTAMP - Section 4.2<br>CTAMP - Table 10  |                                 | Construction     |
| h) | Where reasonable and feasible, the transportation of construction materials will be managed to maximise vehicle loads and therefore minimise vehicle movements  |                | ✓          |        |       | CTAMP          | CTAMP - Section 4.2<br>CTAMP - Table 10  |                                 | Construction     |
| i) | Site and /or activity specific Traffic Management Plans (TMPs) will be developed, where required by the contractor to allow safe work sites.  |                | ✓          |        |       | CTAMP          | CTAMP - Section 7.6.1  |                                 | Pre-construction |
| j) | In the instance that Moorebank Avenue is to be temporarily closed, an activity specific TMP would be developed to include details on the methods for road diversions, detour routes and consulting with surrounding potentially affected landowners/residents |                | ✓          |        |       | CTAMP          | CTAMP - Section 7.6.1  |                                 | Pre-construction |

| No             | Condition   | Responsibility |            |        | Notes | Where Captured                  | Section Where Addressed | Additional Output / Deliverable | Timing |
|----------------|---|----------------|------------|--------|-------|---------------------------------|-------------------------|---------------------------------|--------|
|                |   | Principal      | Contractor | Shared |       |                                 |                         |                                 |        |
| 1C             | An Operational Traffic Management Plan (OTMP) (or equivalent) will be developed for the operational phase of the Proposal, in accordance with the Preliminary Operational Traffic Management Plan (POTMP). The OTMP will include the following measures to manage potential traffic impacts, at a minimum: <ul style="list-style-type: none"> <li>• Use of short-range radios, GPS and/or wireless communications to maximise the efficiency of access and circulation of vehicles within the Stage 1 site</li> <li>• Provision of adequate truck holding capacity within the Stage 1 site</li> <li>• Provision of an information dissemination system to exchange information with truck drivers on live traffic conditions on the external network.</li> <li>• A driver code of conduct will be included to inform drivers of permissible access and egress routes to and from the Stage 1 site</li> <li>• A survey of truck trip generate will be undertaken after 24 months of commencement of operation of the Proposal</li> </ul> | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                         |                                 |        |
| 1D             | Site entry and exit points to the Stage 1 site will be designed, to incorporate the following measures:   | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                         |                                 |        |
| a)             | Design measures to minimise queuing on Moorebank Avenue during operation of the Proposal  | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                         |                                 |        |
| b)             | The signalised T-intersection that will be provided for employee/visitor access and will be designed to include integrated pedestrian crossing facilities, to provide safe pedestrian access to/from the Proposal.  | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                         |                                 |        |
| c)             | The truck entry and exit point will be a signalised intersection that will only allow for left in and right out movements. A "right turn ban" will apply on the Moorebank Avenue at this signalised intersection from south. A 'No Left Turn' sign will be installed on the approach to the exit.   | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                         |                                 |        |
| d)             | The truck entry and exit point will be designed to accommodate Super B-Doubles entering/exiting into the Stage 1 site to provide for the future scenario that Super B-doubles are permitted within the existing Sydney road network   | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                         |                                 |        |
| 1E             | The Proponent will negotiate with relevant agencies and authorities regarding the funding apportionment of necessary road infrastructure upgrade works required to support the Proposal.  | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                         |                                 |        |
| 1F             | Design of new or modified traffic signals would be in accordance with Roads and Maritime Services requirements and would be undertaken by a suitably qualified person. Designs would be submitted to Roads and Maritime Services for review and approval prior to commencement of works impacting Roads and Maritime Services infrastructure. Decommissioning, modification and construction of traffic signals, including public utility adjustments necessitated by the traffic signalling works, for the Proposal would be undertaken by SIMTA.  | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                         |                                 |        |
| 2. Air Quality |   |                |            |        |       |                                 |                         |                                 |        |

| No                     | Condition  | Responsibility |            |        | Notes   | Where Captured                  | Section Where Addressed                                | Additional Output / Deliverable | Timing           |
|------------------------|--|----------------|------------|--------|---|---------------------------------|--|---------------------------------|------------------|
|                        |  | Principal      | Contractor | Shared |   |                                 |  |                                 |                  |
| 2A                     | The Air Quality Management Plan (AQMP) (or equivalent) will be further progressed and incorporated into the CEMP for the Proposal. In accordance with the AQMP, the following will be addressed in the CEMP:   |                | ✓          |        |   | CAQMP                           |  |                                 | Pre-construction |
| a)                     | Procedures for controlling / managing dust   |                | ✓          |        |   | CAQMP<br>CEMP                   | CAQMP - Attachment D                                   |                                 | Pre-construction |
| b)                     | Roles, responsibilities and reporting requirements   |                | ✓          |        |   | CAQMP                           | CAQMP - Section 4.1 & 8.4<br>CEMP - Part B, Element 12 |                                 | Pre-construction |
| c)                     | Contingency measures for dust control where standard measures are deemed ineffective   |                | ✓          |        |   | CAQMP                           | CAQMP - Section 7.2<br>CAQMP - Table 7                 |                                 | Pre-construction |
| d)                     | Specifically, the AQMP (or equivalent) will prescribe the use of water carts for dust suppression on unsealed travel routes and areas where scrapers and graders are operating.  |                | ✓          |        |   | CAQMP                           | CAQMP - Section 7.2<br>CAQMP - Table 7                 |                                 | Pre-construction |
| 2B                     | The AQMP will be further progressed and incorporated into the OEMP for the Proposal. In accordance with the AQMP, the following will be addressed in the OEMP:<br><ul style="list-style-type: none"> <li>• Implementation and communication of anti-idling policy for trucks and locomotives</li> <li>• Provision of a point of contact for complaints for the community to report on excessive idling and smoky vehicles used within the Stage 1 site</li> <li>• Procedures to reject excessively smoky trucks visiting the site based on visual inspection.</li> </ul> | ✓              |            |        |   | Not Applicable to RALP 1 Works. |  |                                 |                  |
| 2C                     | The Proponent will undertake an air quality monitoring programme during the initial phases of both construction and operation of the Proposal including:<br>a) Nuisance dust<br>b) Air Emissions – PM10 and Nitrogen dioxide   |                |            | ✓      | Monitoring by CPB during construction only & limited to the extent impacted by the RALP works.<br>All monitoring by Principal during the operational phase. | CAQMP                           | CAQMP - Section 8.2                                    |                                 |                  |
| 3. Noise and Vibration |  |                |            |        |   |                                 |  |                                 |                  |

| No | Condition   | Responsibility |            |        | Notes | Where Captured | Section Where Addressed   | Additional Output / Deliverable | Timing           |
|----|---|----------------|------------|--------|-------|----------------|---|---------------------------------|------------------|
|    |   | Principal      | Contractor | Shared |       |                |   |                                 |                  |
| 3A | A Construction Noise and Vibration Management Plan (CNVMP) (or equivalent) will be developed for the Proposal in accordance with the EPA's Interim Construction Noise Guidelines (ICNG). The following issues will be addressed within the plan:  |                | ✓          |        |       | CNVMP          |   |                                 | Pre-construction |
| a) | <p>Construction activities will have regard to the standard hours of 07:00 am to 18:00 pm Monday to Friday, and 08:00am to 13:00 pm Saturday. Any works undertaken outside of these hours will be undertaken in consultation with relevant authorities. Works outside these hours that may be permitted will include:</p> <ul style="list-style-type: none"> <li>• Any works which do not cause noise emissions to be audible at any nearby sensitive receptors or comply with the 'Outside Standard Construction Hours' prescribed in Section 9.</li> <li>• The delivery of materials which is required outside of these hours as requested by Police or other authorities for safety reasons</li> <li>• Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.</li> <li>• Works required to be undertaken during track possessions or road closures.</li> <li>• Any other work as approved through the CNVMP Process.</li> <li>• Selection of quiet plant and processes wherever feasible and retrofitting reversing alarms that are quieter and display less annoying characteristics. Such alarms could include "smart alarms" and "quacker alarms".</li> </ul> <p>Provision of training and awareness of administrative measures to reduce noise impacts, which will include the following:</p> <ul style="list-style-type: none"> <li>• Site awareness training/environmental inductions to provide instruction on noise mitigation techniques/measures to be implemented during construction of the Proposal</li> <li>• Working within approved hours</li> <li>• Working with noisy equipment away from sensitive receivers</li> <li>• Maintaining plant and equipment</li> <li>• Turning off machinery when not in use</li> <li>• Limiting the "clustering" of noisy plant / processes.</li> </ul> |                | ✓          |        |       | CNVMP          | CNVMP - Section 4.2, 7.1, 7.2 & 7.3<br>CNVMP - Table 11<br>CNVMP - Attachment E |                                 | Construction     |

| No                      | Condition  | Responsibility |            |        | Notes   | Where Captured                  | Section Where Addressed | Additional Output / Deliverable | Timing |
|-------------------------|--|----------------|------------|--------|---|---------------------------------|-------------------------|---------------------------------|--------|
|                         |  | Principal      | Contractor | Shared |   |                                 |                         |                                 |        |
| 3B                      | Friction modifiers will be installed to sections of the Rail link where rail curve squeal is likely to occur. The effectiveness of their application will be confirmed with short-term noise monitoring during the first 3 months of operation.  |                |            | ✓      | The design will be in accordance with the standards and specification. Noise monitoring in the first 3 months of operation by Principal | Design Reports                  |                         |                                 |        |
| 3C                      | A Rail Noise Management Plan (RNMP) (or equivalent) will be prepared prior to operation of the Proposal. The RNMP will include procedures for the application of friction modifiers to the Rail link and measurement and reporting of subsequent rail noise levels should be documented in a Rail Noise Management Plan (RNMP) (or equivalent) to be prepared prior to the operation of the Proposal. During preparation of the RNMP, background rail noise monitoring will be undertaken to establish existing levels of rail noise levels in accordance with the RING. The RNMP will prescribe mitigation measures where modelling predicts and /or operational monitoring shows an exceedance attributable to the Proposal that RING prescribes as a trigger level. |                |            | ✓      |   | Not Applicable to RALP 1 Works. |                         |                                 |        |
| 3D                      | Rail grinding will be undertaken in accordance with TfNSW's requirements on the Rail link, or where otherwise identified within the RNMP or other operational management plan for the Proposal.  |                |            | ✓      | Rail grinding prior to operation by CPB (signal grind). Any grinding as a result of operational noise monitoring by the Principal.      | Not Applicable to RALP 1 Works. |                         |                                 |        |
| 4. Best Practice Review |  |                |            |        |   |                                 |                         |                                 |        |
| 4.1                     | Best Practice Review: Air Quality  |                |            |        |   |                                 |                         |                                 |        |

| No           | Condition  | Responsibility |            |        | Notes | Where Captured                  | Section Where Addressed | Additional Output / Deliverable | Timing |
|--------------|--|----------------|------------|--------|-------|---------------------------------|-------------------------|---------------------------------|--------|
|              |  | Principal      | Contractor | Shared |       |                                 |                         |                                 |        |
| 4.1A         | <p>The following control measures will be progressively implemented during operation of the IMT:</p> <ul style="list-style-type: none"> <li>• A vehicle booking system, truck marshalling lanes and rejection of trucks that arrive early will be implemented / provided to minimise wait times and queuing. This system will be implemented on commencement of operation.</li> <li>• An electrified locomotive shifter will be installed to reduce the need for excessive locomotive idling. This control will be implemented on commencement of operation.</li> <li>• Where new reach stackers are procured, these would be selected to achieve best practice emissions performance to meet US EPA Tier 3/ Euro Stage IIIA standards</li> <li>• Electric gantry cranes to reduce use of diesel powered equipment. This control will be implemented within seven years of commencement of operation of the Proposal or on the Proposal achieving an annual throughput of 250,000 TEU, whichever is the latter.</li> </ul>   | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                         |                                 |        |
| 4.1B         | <p>The following policies and procedures will be developed and included within the OEMP for the Proposal:</p> <ul style="list-style-type: none"> <li>• An anti-idle policy will be developed and communicated to locomotive and truck operators to minimise unnecessary idling. Signs will be installed within the IMT to remind drivers of this policy and their obligations</li> <li>• Maintenance plans will be updated to include a requirement to consider air emissions and where possible improve air emission performance at next overhaul/upgrade</li> <li>• Training will be provided to locomotive drivers to maximise fuel efficiency</li> <li>• Equipment with smoky exhausts (more than 10 seconds) should be stood down for maintenance based upon visual inspection</li> <li>• Trucks with smoky exhausts (more than 10 seconds) shall be rejected from the site based upon visual inspection</li> <li>• Loading and unloading will be coordinated where possible to minimise truck trip distances as they travel through Stage 1 site.</li> </ul> | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                         |                                 |        |
| 4.2          | Best Practice Review: Noise  |                |            |        |       |                                 |                         |                                 |        |
| 4.2A         | <p>The following policies and procedures will be developed and included within the OEMP for the Proposal:</p> <ul style="list-style-type: none"> <li>• Container handling equipment will be fitted with broadband 'quacker' reversing alarms</li> </ul>  | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                         |                                 |        |
| 5. Hydrology |  |                |            |        |       |                                 |                         |                                 |        |



| No | Condition   | Responsibility |            |        | Notes | Where Captured | Section Where Addressed  | Additional Output / Deliverable            | Timing           |
|----|---|----------------|------------|--------|-------|----------------|--|--|------------------|
|    |   | Principal      | Contractor | Shared |       |                |  |  |                  |
| 5A | A Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP), or equivalent, will be implemented, in accordance with the Preliminary Erosion and Sediment Control (PESCPs), included within the Stormwater and Flooding Environmental Assessment Report (Appendix P of this EIS). The following aspects will be addressed within the SWMP and ESCPs:  |                | ✓          |        |       | CSWMP          | CSWMP - Section 1.1<br>CSWMP - Attachment D                        | Primary ESCP                               | Pre-construction |
| a) | <p>The guiding principles for erosion and sediment control within the Blue Book will be adopted in the SWMP and when planning construction works, being:</p> <ul style="list-style-type: none"> <li>• Minimise the area of soil disturbed and exposed to erosion at any one time.</li> <li>• Priority should be given to management practices that minimise erosion, rather than to those that capture sediment downslope or at the catchment outlet</li> <li>• Divert clean water around the construction site or control the flow of clean water at non-erodible velocities through the construction site</li> <li>• Provision of boundary treatments around the perimeter of construction areas to minimise the migration of sediment offsite.</li> <li>• Permanent or temporary drainage works will be installed as early as practical in the construction program to minimise uncontrolled drainage and associated erosion, including the onsite detention (OSD) and flood conveyance works</li> <li>• Stockpiles will be located away from flow paths on appropriate impermeable surfaces, to minimise potential sediment transportation. Where practicable, stockpiles will be stabilised if in place for more than ten days and will be formed with sediment filters in place immediately downslope</li> <li>• Existing catchments and sub-catchment boundaries will be maintained as far as practicable</li> <li>• Site imperviousness and grades should be limited to the extent of existing imperviousness and grades under existing development conditions.</li> <li>• Rehabilitate disturbed lands as soon as practicable</li> <li>• The wheels of all vehicles will be cleaned prior to exiting the construction site where excavation occurs to prevent the tracking of mud. Where this is not practical, or excessive soil transfer occurs onto paved areas, street cleaning will be undertaken when</li> </ul> |                | ✓          |        |       | CSWMP          | CSWMP - Section 7 & 8.1<br>CSWMP - Table 5<br>CSWMP - Attachment D | Primary ESCP<br>PSP - Georges River Bridge | Pre-construction |

| No | Condition   | Responsibility |            |        | Notes | Where Captured           | Section Where Addressed                     | Additional Output / Deliverable | Timing           |
|----|---|----------------|------------|--------|-------|--------------------------|---|---------------------------------|------------------|
|    |   | Principal      | Contractor | Shared |       |                          |   |                                 |                  |
| b) | Where required, construction sediment basins and their outlets will be designed to be stable in the peak flow from at least the 10-year ARI time of concentration event. Sediment basins should be sized to accommodate the 5 day, 80th percentile storm event, with sufficient size and capacity to manage Type F soils. Sediment basins must be regularly cleaned to maintain the design capacity. Sediment basins will be located clear of waterway bed and banks and no additional riparian vegetation will be cleared outside the 20 metre Rail link to accommodate sediment basins. Prior to discharge from sediment basins, water will be tested for the following parameters to identify construction impacts: <ul style="list-style-type: none"> <li>• pH</li> <li>• Turbidity / Total Suspended Solids (TSS)</li> <li>• Oil and grease</li> </ul> |                | ✓          |        |       | CSWMP                    | CSWMP - Section 7.1<br>CSWMP - Attachment D | Progressive ESCPs               | Pre-construction |
| c) | An assessment of acid sulphate soils within the Georges River would be undertaken in accordance with the Acid Sulphate Soils Assessment Guideline (NSW Acid Sulfate Soils Management Advisory Committee, 1998) prior to commencement of works within the vicinity of the Georges River. Where acid sulphate soils are identified, an Acid Sulphate Soil Management Plan would be prepared in accordance with the guidelines.  |                | ✓          |        |       | CSWMP<br>ASSMP           | CSWMP - Section 7.5<br>CSWMP - Attachment E |                                 | Pre-construction |
| 5B | During construction of the Georges River bridge the construction contractor will develop a Project Specific Procedure (PSP), or equivalent, in consultation with the NSW Office of Water and DPI (Fisheries), that will specify how works within and adjacent to the river will be managed to minimise environmental impacts. The methodology selected will seek to minimise the potential impacts/disturbance to the bed and banks of the river. The PSP will specify the following measures:  |                | ✓          |        |       | PSP Georges River Bridge |   |                                 | Pre-construction |
| a) | Should piling platforms be used for construction of the Georges River bridge, the size and formation of the piling platforms will be designed to accommodate flood events that are likely to occur during the works. Flows of the Georges River will be maintained at all times between the two piling platforms. The stream width will be maintained such that there will be minimal erosion of the working platforms from high velocity flows.  |                | ✓          |        |       | PSP Georges River Bridge | PSP GRB - Section 5.7 & 5.9                 |                                 | Pre-construction |
| b) | Works across the bed of the Georges River will be staged to minimise the total disturbance at any given time and to allow the full bypassing of stream flows around the works to maintain fish passage. In particular, consideration will be given to avoid bridge piling and construction of any temporary work platforms in the Georges River during winter when the Australian bass migrates   |                | ✓          |        |       | PSP Georges River Bridge | PSP GRB - Section 5.3 & 5.4                 |                                 | Pre-construction |
| c) | Scour protection works around piers, along creek banks and on bridge abutments should be installed as early as possible   |                | ✓          |        |       | PSP Georges River Bridge | PSP GRB - Table 4                           |                                 | Construction     |

| No | Condition  | Responsibility |            |        | Notes | Where Captured                    | Section Where Addressed                      | Additional Output / Deliverable | Timing           |
|----|--|----------------|------------|--------|-------|-----------------------------------|--|---------------------------------|------------------|
|    |  | Principal      | Contractor | Shared |       |                                   |  |                                 |                  |
| d) | Measures to contain potential pollutants should be installed in-stream, such as silt curtains to contain sediment  |                | ✓          |        |       | PSP Georges River Bridge          | PSP GRB - Table 4                            |                                 | Construction     |
| e) | Material for the formation of piling platforms must be clean material with minimal fines   |                | ✓          |        |       | PSP Georges River Bridge          | PSP GRB - Table 4                            |                                 | Construction     |
| f) | Measures to manage runoff from the bridge approaches / abutments must be established as early as possible  |                | ✓          |        |       | PSP Georges River Bridge          | PSP GRB - Table 4                            |                                 | Pre-construction |
| g) | Management measures identified in the PSP will be developed to address the requirements for high erosion hazard sites, in accordance with the requirements of the Blue Book.   |                | ✓          |        |       | PSP Georges River Bridge          | PSP GRB - Section 5.10                       |                                 | Pre-construction |
| h) | Monitoring of water quality will be undertaken within the Georges River upstream and downstream of the proposed bridge prior to and during concreting works. Should pH levels outside the range prescribed by ANZECC for Lowland Rivers be detected, dosing or equivalent measures, will be implemented within the silt curtains to bring the pH level back within acceptable limits.  |                | ✓          |        |       | PSP Georges River Bridge<br>CSWMP | PSP GRB - Section 6.1<br>CSWMP - Section 8.2 | CSWMP                           | Construction     |
| i) | A dewatering procedure to manage groundwater ingress during piling works for construction of the Georges River bridge. The procedure will be developed in consultation with NSW Office of Water and the need for a permit identified at this time. The dewatering procedure will specify testing of extracted groundwater quality prior to discharge to the Georges River, if appropriate quality is met, or treatment and/or offsite discharge if the water quality is insufficient to immediately return to the river. |                | ✓          |        |       | PSP Georges River Bridge          | PSP GRB - Table 4<br>PSP GRB - Annexure D    |                                 | Pre-construction |
| 5C | The following management measures will be implemented during works in and adjacent to Anzac Creek to mitigated potential impacts on water quality during construction:   |                | ✓          |        |       | CSWMP                             | CSWMP - Table 5<br>CSWMP - Attachment D      |                                 | Construction     |
| a) | All reasonable efforts will be taken to program construction activities during those periods when flood flows and fish passage is not likely to occur  |                | ✓          |        |       | CSWMP                             | CSWMP - Table 5<br>CSWMP - Attachment D      | Construction Management Plan    | Pre-construction |
| b) | Any temporary sidetrack crossings will be constructed from clean fill (free of fines) and where required to maintain flows, will use appropriately sized pipe or box culvert cells, or a temporary bridge structure  |                | ✓          |        |       | CSWMP                             | CSWMP - Table 5<br>CSWMP - Attachment D      |                                 | Pre-construction |
| c) | Temporary structures used for the construction of the culvert within Anzac Creek will be designed so that they can accommodate flows to minimise potential flooding impacts when prolonged or intense rainfalls are predicted. Any structures that impede flow will be readily removable or collapsible, to allow flood waters to flow within the channel, in the event of prolonged or intense rainfall.  |                | ✓          |        |       | CSWMP                             | CSWMP - Table 5<br>CSWMP - Attachment D      | Design Report                   | Design           |
| d) | All temporary works, flow diversion barriers and in-stream sediment control barriers will be removed as soon as practicable and in a manner that does not promote future channel erosion   |                | ✓          |        |       | CSWMP                             | CSWMP - Table 5<br>CSWMP - Attachment D      |                                 | Pre-construction |
| e) | The construction site will be left in a condition that promotes native revegetation  |                | ✓          |        |       | CSWMP                             | CSWMP - Table 5<br>CSWMP - Attachment D      |                                 | Construction     |
| f) | The management principles outlined in Managing Urban Stormwater (Landcom 2004) for sites with high erosion potential will be implemented.  |                | ✓          |        |       | CSWMP                             | CSWMP - Table 5<br>CSWMP - Attachment D      |                                 | Construction     |

| No | Condition   | Responsibility |            |        | Notes | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing |
|----|---|----------------|------------|--------|-------|----------------|-------------------------|---------------------------------|--------|
|    |   | Principal      | Contractor | Shared |       |                |                         |                                 |        |
| 5D | The following principles will be adopted through the development of detailed design for the Proposal, to ensure the operation of the Proposal will not have an adverse impact on stormwater:  |                | ✓          |        |       | Design Report  |                         |                                 | Design |
| a) | Stormwater management measures will be designed and installed on site as presented in the Stormwater and Flooding Environmental Assessment & Stormwater Drainage Design Drawings (Appendix P)   |                | ✓          |        |       | Design Report  |                         |                                 | Design |
| b) | Stormwater quality improvement devices will be designed to meet the performance targets identified in the Stormwater and Flooding Environmental Assessment & Stormwater Drainage Design Drawings (Appendix P).  |                | ✓          |        |       | Design Report  |                         |                                 | Design |
| c) | The Rail link within the Glenfield Waste Facility will be designed to accommodate the Probable Maximum Flood (PMF).   |                | ✓          |        |       | Design Report  |                         |                                 | Design |
| 5E | To mitigate potential operational impacts on the flood regime as a result of the Georges River bridge the following design principles will be adopted during the design phase of the Georges River bridge:  |                | ✓          |        |       | Design Report  |                         |                                 | Design |
| a) | The bridge design will comply with the requirements of Australian Standard 5100:2004 – Bridge Design  |                | ✓          |        |       | Design Report  |                         |                                 | Design |
| b) | The underside of the bridge deck height will be no lower than the height of the adjacent East Hills Rail Line bridge  |                | ✓          |        |       | Design Report  |                         |                                 | Design |
| c) | The bridge abutments are not to encroach on the existing waterway area of the Georges River waterway area   |                | ✓          |        |       | Design Report  |                         |                                 | Design |
| d) | The piers of the Georges River bridge structure are to be hydraulically efficient to cause the minimum disruption to the river flows. This includes piers that are: <ul style="list-style-type: none"> <li>• Circular or semi-circular nosed, and</li> <li>• Oriented parallel to the river flows (which vary in direction across the width of the river).</li> </ul> |                | ✓          |        |       | Design Report  |                         |                                 | Design |
| e) | Light penetration under bridges to encourage fish passage will be maximised, where practicable  |                | ✓          |        |       | Design Report  |                         |                                 | Design |
| f) | Two dimensional modelling shall be undertaken to determine the optimum pier alignment and quantify bed scour protection requirements  |                | ✓          |        |       | Design Report  |                         |                                 | Design |

| No                        | Condition   | Responsibility |            |        | Notes                            | Where Captured                  | Section Where Addressed | Additional Output / Deliverable | Timing           |
|---------------------------|---|----------------|------------|--------|----------------------------------|---------------------------------|-------------------------|---------------------------------|------------------|
|                           |   | Principal      | Contractor | Shared |                                  |                                 |                         |                                 |                  |
| g)                        | Use and extent of those bed and bank erosion control measures that may reduce aquatic habitat values or inhibit the regrowth of natural in-stream and bank vegetation will be minimised.  |                | ✓          |        |                                  | Design Report                   |                         |                                 | Design           |
| 5F                        | The following design principles will be adopted for design and sizing of the culvert crossing across Anzac Creek:   |                | ✓          |        |                                  | Design Report                   |                         |                                 | Design           |
| a)                        | Fish passage requirements will be considered when selecting the type of culvert   |                | ✓          |        |                                  | Design Report                   |                         |                                 | Design           |
| b)                        | Culverts will be aligned with the downstream channel to minimise bank erosion   |                | ✓          |        |                                  | Design Report                   |                         |                                 | Design           |
| c)                        | A multi-cell culvert design with a combination of elevated "dry" cells to encourage terrestrial movement, and recessed "wet" cells to facilitate fish passage   |                | ✓          |        |                                  | Design Report                   |                         |                                 | Design           |
| d)                        | Altering the channel's natural flow, width, roughness and base-flow water depth through the culvert's wet cells will be avoided where possible  |                | ✓          |        |                                  | Design Report                   |                         |                                 | Design           |
| e)                        | The culvert crossing will be designed to maximise the geometric similarities of the natural channel profile from the bed of the culvert   |                | ✓          |        |                                  | Design Report                   |                         |                                 | Design           |
| f)                        | Debris deflector walls may be used to reduce the impact of debris blockages on fish passage   |                | ✓          |        |                                  | Design Report                   |                         |                                 | Design           |
| g)                        | Rock protection and/or the formation of a stabilised energy dissipation pool at the outlet will be considered if necessary to assist in minimising erosion to avoid the formation of a perched culvert and damage to the stream bed and banks   |                | ✓          |        |                                  | Design Report                   |                         |                                 | Design           |
| h)                        | The design of the crossing will refer to the detailed engineering guidelines provided in Fairfull and Witheridge (2002).  |                | ✓          |        |                                  | Design Report                   |                         |                                 | Design           |
| 5G                        | A Flood Emergency Response Plan (FERP) will be developed for the Stage 1 site. The FERP will take into consideration, site flooding and broader flood emergency response plans for the Georges River and Anzac Creek floodplains and Moorebank area. The FERP will also include the identification of an area of safe refuge within the SIMTA site that will allow people to wait until hazardous flows have receded and safe evacuation is possible. |                |            | ✓      | For Rail Link construction only. | FERP                            |                         |                                 | Pre-construction |
| 5H                        | Maintenance of the bio-retention structures will be in accordance with the maintenance requirements set out in Gold Coast City Council's Water Sensitive Urban Design Guidelines, 2007, and included in the OEMP.   | ✓              |            |        |                                  | Not Applicable to RALP 1 Works. |                         |                                 | Pre-construction |
| 6. Geotechnical and Soils |   |                |            |        |                                  |                                 |                         |                                 |                  |

| No               | Condition  | Responsibility |            |        | Notes | Where Captured               | Section Where Addressed                       | Additional Output / Deliverable | Timing           |
|------------------|--|----------------|------------|--------|-------|------------------------------|---|---------------------------------|------------------|
|                  |  | Principal      | Contractor | Shared |       |                              |   |                                 |                  |
| 6A               | Prior to finalisation of detailed design of the Rail link through the Glenfield Waste Facility, further geotechnical investigations will be undertaken in the vicinity of the proposed Rail link to further determine the type and characteristics of soils. Additional mitigation measures will be included within the CEMP as relevant.<br>A Project Specific Procedure would be developed in consultation with the EPA for works within the Glenfield Waste Facility that would detail: |                | ✓          |        |       | PSP Glenfield Waste Facility |   |                                 | Pre-construction |
|                  | a) The exact location of the Rail link in relation to landfill cells and activities.   |                | ✓          |        |       | PSP Glenfield Waste Facility | PSP GWF - Section 5.3<br>PSP GWF - Annexure D |                                 | Pre-construction |
|                  | b) Identification of works areas and 'no go' areas to ensure that access to the landfill and monitoring and environmental controls is maintained.  |                | ✓          |        |       | PSP Glenfield Waste Facility | PSP GWF - Section 5.4<br>PSP GWF - Annexure E |                                 | Pre-construction |
|                  | c) Details of material requirements for construction of the Rail link and how landfill levy issues will be managed when bringing construction material through the licensed landfill area.   |                | ✓          |        |       | PSP Glenfield Waste Facility | PSP GWF - Section 5.5                         |                                 | Pre-construction |
| 6B               | Excavated material will be reused on site where possible. Any excavated material that requires disposal will be subject to waste classification under the Waste Classification Guidelines 2014 (NSW EPA, 2014) and will be disposed of at an appropriate licensed facility.  |                | ✓          |        |       | WMP                          | WMP - Table 5                                 |                                 | Construction     |
| 6C               | The construction contractor will progress the Bulk Earthworks strategy which will outline the volumes of imported and exported material, any buffer areas, temporary soil stockpiling areas and fencing of excavations, as required.   |                | ✓          |        |       | Construction Management Plan |   | Bulk Earthworks Strategy        | Construction     |
| 7. Contamination |  |                |            |        |       |                              |   |                                 |                  |
| 7A               | All remediation works will be undertaken in accordance with the requirements of the Remediation Action Plan (RAP) (JBS&G, 2015a) and recommendations for additional sampling and remediation.  |                | ✓          |        |       | CMP<br>RAP                   | CMP - Section 7                               |                                 | Construction     |



| No | Condition  | Responsibility |            |        | Notes | Where Captured | Section Where Addressed                         | Additional Output / Deliverable | Timing           |
|----|--|----------------|------------|--------|-------|----------------|---|---------------------------------|------------------|
|    |  | Principal      | Contractor | Shared |       |                |   |                                 |                  |
| 7B | A Health and Safety Plan (HSP) and risk assessment will be developed and implemented prior to construction commencing and all construction workers and staff will be inducted into the plan.   |                | ✓          |        |       | HSP<br>IEMP    |   |                                 | Pre-construction |
| 7C | A Contamination Management Plan (CMP) will be developed for the Proposal, and included in the CEMP, that will contain detailed procedures on:  |                | ✓          |        |       | CMP            |   |                                 | Pre-construction |
|    | a) Handling, stockpiling and assessing potentially contaminated materials encountered during the development works.  |                | ✓          |        |       | CMP            | CMP - Section 10.1                              |                                 | Construction     |
|    | b) A management tracking system for excavated contaminated materials to ensure the proper management of the material movements at the site, particularly during excavation and bioremediation works.   |                | ✓          |        |       | CMP            | CMP - Section 10.8                              |                                 | Construction     |
|    | c) Assessment, classification and disposal of waste in accordance with relevant legislation.   |                | ✓          |        |       | CMP            | CMP - Section 10.6                              | Refer to WMP                    | Construction     |
|    | d) Specific contingency measures in the unlikely event that construction of the Rail link in the Glenfield Waste Facility results in the disturbance of existing landfill cells. Including: <ul style="list-style-type: none"> <li>• Management of construction works in areas potentially impacted by asbestos via an Asbestos Management Plan</li> <li>• Management of excavation work to minimise the potential for surface or groundwater infiltration into the excavations, thereby potentially increasing the volume of leachate in the impacted cells. This will include the routine monitoring of leachate levels and groundwater surrounding the impacted areas using existing monitoring infrastructure.</li> <li>• Management of impacted soils using the Material Management Procedures</li> <li>• Replacement or relocation of existing monitoring wells that may be impacted by the construction work. The impact to existing monitoring wells and the alternate locations of any replacement wells will be subject to negotiations with the proponents of the Glenfield Waste Facility and the NSW EPA to ensure that existing environmental protection licence requirements are satisfied.</li> <li>• Should future design iterations identify that landfill containment may be compromised, a specific work plan will be developed to address potential environmental and/or health and safety issues that may arise.</li> <li>• A contingency plan for unexpected contaminated materials, such as materials that are odorous, stained or containing anthropogenic materials, that may be encountered during construction.</li> </ul> |                | ✓          |        |       | CMP<br>AMP     | CMP - Section 9, 10, 11 & 12<br>AMP - Section 9 | AMP                             | Construction     |

| No              | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed                                     | Additional Output / Deliverable | Timing           |
|-----------------|--|----------------|------------|--------|--|----------------|---|---------------------------------|------------------|
|                 |  | Principal      | Contractor | Shared |  |                |   |                                 |                  |
| 7D              | Residual risk of contamination to soils and groundwater during operation of the Proposal will be mitigated through the implementation of the following mitigation measures, which will be included within the OEMP for the site:<br>a) The proposed diesel tank (used for refuelling) will be self-bunded and compliant with AS - 1940-2004 The storage and handling of flammable and combustible liquids.<br>b) An Emergency Response Plan (including a Pollution Incident Response Management Plan) will be developed for operation of the Proposal. A spill kit will be provided within the Stage 1 site at all times.<br>c) A refuelling procedure will be developed and implemented for all refuelling activities undertaken and included in the site OEMP. | ✓              |            |        | Operational requirements belong to the Principal | N/A            |   |                                 |                  |
| 8. Biodiversity |  |                |            |        |  |                |   |                                 |                  |
| 8A              | A Flora and Fauna Management Plan will be prepared as part of the CEMP. Native vegetation clearing will not occur until the Flora and Fauna Management Plan is approved. The Flora and Fauna Management Plan will include the following measures as a minimum:   |                | ✓          |        | To the extent that it relates to RALP 1 works    | CFFMP          | Whole document  |                                 | Pre-construction |
| a)              | Site inductions are to include a briefing regarding the local threatened flora and native fauna of the site and protocols to be undertaken if they are encountered   |                | ✓          |        |  | CFFMP          | CFFMP - Section 4.2   |                                 | Construction     |
| b)              | If any animal is injured, contact the relevant local wildlife rescue agency (e.g. WIRES) and/or veterinary surgery as soon as practical. Until the animal can be cared for by a suitably qualified animal handler, if possible minimise stress to the animal and reduce the risk of further injury by:<br>• Handling fauna with care and as little as possible.<br>• Covering larger animals with a towel or blanket and placing in a large cardboard box.<br>• Placing small animals in a cotton bag, tied at the top.<br>• Keeping the animal in a quiet, warm, ventilated and dark location.  |                | ✓          |        |  | CFFMP          | CFFMP - Section 9.3   |                                 | Construction     |
| c)              | Flora and fauna surveys will be undertaken of the RailCorp land prior to commencement of construction in this area. If required, an addendum biodiversity report would be prepared, and the Biodiversity Offset Strategy and the Threatened Species Management Plan would be updated   |                |            | ✓      | SIMTA has undertaken.                            | CFFMP          | CFFMP - Section 5.2.1 & 7.3                                 |                                 | Pre-construction |
| d)              | Clearing of vegetation will be timed to avoid periods when rain is forecast in accordance with Chapter 4.4.2 of 'the Blue Book'  |                | ✓          |        |  | CFFMP<br>CSWMP | CFFMP - Section 7.5<br>BFMS - Table 5<br>BFMS - Section 7.1 |                                 | Construction     |



| No | Condition  | Responsibility |            |        | Notes | Where Captured | Section Where Addressed                                     | Additional Output / Deliverable | Timing                                 |
|----|--|----------------|------------|--------|-------|----------------|---|---------------------------------|--|
|    |  | Principal      | Contractor | Shared |       |                |   |                                 |  |
| e) | The extent of vegetation clearing is to be clearly identified on construction plans. Clearly identifying sensitive areas ('no-go areas') which cannot be impacted by construction and managing clearing such that clearing activities are constrained to these approved areas only. High visibility plastic fencing is to be installed to clearly define the limits of the works area within the Rail link specifically the Southern Boot Land, and works areas at the riparian corridor of the Georges River. |                | ✓          |        |       | CFFMP          | CFFMP - Section 7.3<br>CFFMP - Attachment C                 |                                 | Pre-construction                       |
| f) | In circumstances where native vegetation or mature tree clearing is required outside of the biodiversity study area, an ecologist will inspect the proposed area and provide advice on the impact to flora and fauna and appropriate management.   |                | ✓          |        |       | CFFMP          | CFFMP - Section 7.3<br>CFFMP - Attachment C                 |                                 | Pre-construction & During Construction |
| g) | Management of noxious weeds is to be undertaken in accordance with the Noxious Weeds Act 1993 and include details relating to the monitoring, management and where necessary eradication of weeds, disposal of green waste, and vehicle/plant weed wash down protocols if required.  |                | ✓          |        |       | CFFMP<br>WMS   | CFFMP - Attachment E  |                                 | Construction                           |
| h) | Equipment used for treating weed infestation(s) will be cleaned prior to moving to a new area within the Proposal site to minimise the likelihood of transferring any plant material and soil.   |                | ✓          |        |       | CFFMP<br>WMS   | CFFMP - Attachment E  |                                 | Construction                           |
| i) | Soil stripped and stockpiled from areas containing known weed infestations are to be stored on cleared land at least 40 m from native vegetation   |                | ✓          |        |       | CFFMP<br>WMS   | CFFMP - Attachment E  |                                 | Construction                           |
| j) | Water from the truck wash down in the Rail East Compound will be captured and disposed of offsite to prevent weed spread to adjoining native vegetation  |                | ✓          |        |       | CFFMP<br>WMS   | CFFMP - Attachment E  |                                 | Construction                           |
| k) | Works areas at each watercourse crossing will be clearly delineated prior to commencement of works   |                | ✓          |        |       | CFFMP          | CFFMP - Section 7.3   |                                 | Pre Construction                       |
| l) | Undertake a two-stage approach to clearing:  |                | ✓          |        |       | CFFMP          | CFFMP - Section 7.5<br>BFMS - Table 5<br>BFMS - Section 7.1 |                                 | Construction                           |
| m) | Remove non-hollow bearing trees at least 48 hours before habitat trees are removed.  |                | ✓          |        |       | CFFMP          | CFFMP - Section 7.3   |                                 | Construction                           |
| n) | Hollow bearing trees are to be knocked with an excavator bucket or other machinery to encourage fauna to evacuate the tree immediately prior to felling.   |                | ✓          |        |       | CFFMP          | CFFMP - Section 7.3   |                                 | Construction                           |
| o) | Felled trees must be left for a short period of time on the ground to give any fauna trapped in the trees an opportunity to escape before further processing of the trees.   |                | ✓          |        |       | CFFMP          | CFFMP - Section 7.10  |                                 | Construction                           |
| p) | Felled hollow bearing trees must be inspected by an ecologist as soon as possible (not longer than 2 hours after felling).   |                | ✓          |        |       | CFFMP          | CFFMP - Table 11  |                                 | Construction                           |
| q) | Fauna microhabitat (such as hollow logs) should be removed from areas to be cleared and relocated to suitable nearby bushland areas in the presence of an ecologist  |                | ✓          |        |       | CFFMP          | CFFMP - Table 11  |                                 | Construction                           |
| r) | Large woody debris will be retained in watercourses where possible. In the event large woody debris are to be impacted they will be relocated in consultation with an ecologist  |                | ✓          |        |       | CFFMP          | CFFMP - Table 11  |                                 | Construction                           |

| No | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed | Additional Output / Deliverable  | Timing                           |
|----|--|----------------|------------|--------|--|----------------|-------------------------|--|----------------------------------|
|    |  | Principal      | Contractor | Shared |  |                |                         |  |                                  |
| s) | Instream works at Georges River and Anzac Creek will be minimised where possible, including disturbance to aquatic vegetation. Disturbed areas will be contained to the 20 m wide corridor   |                | ✓          |        |  | CFFMP<br>CSWMP |                         | PSP - Georges River Bridge   | Construction                     |
| t) | If any pits/trenches are to remain open overnight, they are to be securely covered, where reasonable and feasible. Alternatively, fauna ramps (logs or wooden planks) are to be installed to provide an escape for trapped fauna   |                | ✓          |        |  | CFFMP          | CFFMP - Table 12        |  | Construction                     |
| u) | Undertake a pre-start up check for sheltering native fauna of all infrastructure, plant and equipment and/or during relocation of stored construction materials  |                | ✓          |        |  | CFFMP          | CFFMP - Table 12        |  | Construction                     |
| v) | Directional lighting will be used where lighting is required in construction areas.  |                | ✓          |        |  | CFFMP          | CFFMP - Table 12        |  | Construction                     |
| 8B | Riparian vegetation within the Rail link and adjoining areas of impact at Anzac Creek and the banks of the Georges River would be protected, rehabilitated and managed in accordance with the measures detailed in the Riparian Vegetation Management Plan.<br>Temporarily disturbed riparian areas in the Georges River will be revegetated with locally occurring native species as soon as practicable upon completion of bridge works. |                |            | ✓      | Landscaping revegetation and rehabilitation is outside of CPB's scope. | CFFMP          | CFFMP - Section 7.10    |  | All Stages                       |
| 8C | A nest box management strategy will be prepared prior to clearing of hollow bearing trees. The strategy will inform the installation of nest boxes in retained native vegetation in the riparian corridor of the Georges River and the woodland in the Southern Boot Land and the on-going monitoring and maintenance of nest boxes through the construction and operational phases.   |                |            | ✓      |  | CFFMP<br>NBMS  | CFFMP - Attachment F    |  | All Stages                       |
| 8D | An ecologist will undertake pre-clearance surveys to confirm the absence of Grey-headed Flying-fox roosting camps within the Rail link, no more than 48 hours prior to the clearance of vegetation. The DotE will be notified in writing of the results of pre-clearance surveys. If the species is detected roosting on site, no native vegetation clearance will commence until any directions of the Minister have been complied with.  |                | ✓          |        |  | CFFMP          | CFFMP - Section 7.3     | Pre-clearance survey results report.<br>Notification to DotE of pre-clearance results. | Pre-construction<br>Construction |
| 8E | Works within the Southern Boot Land, or in other areas, with the potential to impact on Persoonia nutans and Grevillea parviflora subsp. parviflora will be undertaken in accordance with the Threatened Flora Species Management Plan.  |                | ✓          |        |  | CFFMP          | CFFMP - Section 7.10    |  | Construction                     |

| No                     | Condition   | Responsibility |            |        | Notes  | Where Captured   | Section Where Addressed                                     | Additional Output / Deliverable        | Timing  |
|------------------------|---|----------------|------------|--------|--|--|---|--|---|
|                        |   | Principal      | Contractor | Shared |  |  |   |  |   |
| 8F                     | Water quality and macroinvertebrate monitoring would be undertaken up and downstream of works within the Georges River and Anzac Creek, pre, during and post construction, to determine impacts on aquatic communities as a result of the Proposal. The monitoring plan would be developed and implemented by an appropriately qualified aquatic ecologist.   |                | ✓          |        |  | CFFMP  | CFFMP - Section 8.1<br>CFFMP - Attachment G                 | WQ and Aquatic Ecology Monitoring Plan | Pre-construction<br>Construction<br>Post construction |
| 8G                     | A visual inspection of the Georges River for dead or distressed fish (indicated by fish gasping at the water surface, or fish crowding at the creek's banks) is to be undertaken daily during the construction of the Georges River bridge. Observations of dead or distressed fish are to be immediately reported to DPI (Fisheries). In the event dead or distressed fish are found, all works are to cease until the issue is rectified and approval from DPI Fisheries is given to proceed.   |                | ✓          |        |  | CFFMP  | CFFMP - Section 8.1 & 9.4<br>CFFMP - Table 12               | PSP - Georges River Bridge             | Construction  |
| 8H                     | The corridor established for construction of the Rail link will be stabilised in a manner which would enable the fuel load to be maintained in a low state. Where appropriate it would be stabilised following construction with local topsoil with growth of groundcover encouraged. The corridor would be managed by removing weeds and reducing the fuel load.   |                |            | ✓      | Corridor maintenance during construction by CPB. Balance by SIMTA. | CFFMP<br>WMS<br>BFMS   | CFFMP - Section 7.6<br>BFMS - Table 5<br>BFMS - Section 7.1 |  | Construction  |
| 9. Aboriginal Heritage |   |                |            |        |  |  |   |  |   |
| 9A                     | Consultation will be maintained with the Aboriginal stakeholders during the finalisation of the Proposal in order to identify long-term curation and management of the Aboriginal objects recovered through the archaeological program (including open salvage excavation).<br>Mitigation measures included in Section 9 of the draft Aboriginal Heritage Impact Assessment (AHMS, 2015) in relation to Aboriginal site, MA14 (artefact scatter and deposit) on the eastern bank of Georges River would be implemented during salvage works |                | ✓          |        |  | CHMP   | CHMP - Section 3.2  | MA14 Salvage Strategy                  | Pre-construction                                      |
| 9B                     | All relevant personnel and contractors involved in the design of the Proposal will be advised of the relevant heritage considerations, legislative requirements and recommendations in the draft Aboriginal Heritage Impact Assessment (AHMS, 2015)   |                | ✓          |        |  | CHMP<br>Georges River Bridge Design Report<br>Earthworks Design Report | CHMP - Section 4.2  |  | Pre-construction                                      |

| No                          | Condition  | Responsibility |            |        | Notes | Where Captured                  | Section Where Addressed  | Additional Output / Deliverable | Timing                           |
|-----------------------------|--|----------------|------------|--------|-------|---------------------------------|--------------------------|---------------------------------|----------------------------------|
|                             |  | Principal      | Contractor | Shared |       |                                 |                          |                                 |                                  |
| 9C                          | Management of Aboriginal heritage will be managed through the CEMP for the Proposal. The CEMP will include the following at a minimum:   |                | ✓          |        |       | CHMP                            |                          |                                 | Pre-construction                 |
| a)                          | A summary of the findings of the draft Aboriginal Heritage Impact Assessment (AHMS, 2015)  |                | ✓          |        |       | CHMP                            | CHMP - Section 5.1 & 6.2 |                                 | Pre-construction                 |
| b)                          | Measures to be implemented in the event of an unexpected archaeological and cultural finds (including human remains)   |                | ✓          |        |       | CHMP                            | CHMP - Attachment D      |                                 | Construction                     |
| c)                          | All relevant personnel and contractors involved in the construction of the Proposal will be advised of the relevant heritage considerations, legislative requirements and recommendations in the draft Aboriginal Heritage Impact Assessment (AHMS, 2015)  |                | ✓          |        |       | CHMP                            | CHMP - Section 4.2       |                                 | Construction                     |
| d)                          | Installation of temporary fencing for the protection of the riparian corridor along the western bank of the Georges River  |                | ✓          |        |       | CHMP<br>CSWMP                   | CHMP - Table 8           |                                 | Construction                     |
| e)                          | Areas that have been subject to assessment in the draft Aboriginal Heritage Impact Assessment (AHMS, 2015) should be clearly identified on construction plans. Should construction activities be proposed to extend beyond this boundary, appropriate heritage investigations will be undertaken to identify and manage Aboriginal objects/ sites/ places that may be in the additional area(s). |                | ✓          |        |       | CHMP                            | Site Environmental Plans |                                 | Pre-construction<br>Construction |
| 10. Non-Indigenous Heritage |  |                |            |        |       |                                 |                          |                                 |                                  |
| 10A                         | A full photographic record of the SIMTA site should be made prior to Stage 1 construction commencing. This will record the setting and context of the site as a whole prior to any impact on collective significance.  | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                          |                                 | Pre-construction                 |
| 10B                         | A heritage interpretation strategy will be prepared, which could include interpretative mediums such as plaques and displays (subject to a suitable area being located) and online resources.  | ✓              |            |        |       | Not Applicable to RALP 1 Works. |                          |                                 | Pre-construction                 |

| No   | Condition  | Responsibility |            |        | Notes   | Where Captured                  | Section Where Addressed | Additional Output / Deliverable | Timing                           |
|--|--|----------------|------------|--------|---|---------------------------------|-------------------------|---------------------------------|----------------------------------|
|  |  | Principal      | Contractor | Shared |   |                                 |                         |                                 |                                  |
| 10C  | A Heritage Management Plan in adherence to NSW Heritage Council guidelines will be prepared as part of the CEMP for the Stage 1 Proposal. At a minimum the following measures will be included within the Heritage Management Plan:  |                | ✓          |        | To the extent that it relates to unexpected finds in the RALP 1 works only. | CHMP                            |                         |                                 | Pre-construction                 |
| a)   | Archaeological monitoring during construction will be conducted for a representative sample of the sites PADs F and G (to the south, and south west of Building No. 11, respectively) of former structures. Excavation of these sites will be directed by an Excavation Director, who is experienced in investigations of locally significant archaeology. | ✓              |            |        |   | Not Applicable to RALP 1 Works. |                         |                                 | Pre-construction                 |
| b)   | The archaeologist will assess the likely significance of any archaeological deposits encountered, and provide advice regarding appropriate further action.   | ✓              |            |        |   | Not Applicable to RALP 1 Works. |                         |                                 | Pre-construction                 |
| c)   | If unexpected finds are located during works, an archaeological consultant will be engaged to assess the significance of the finds and the NSW Heritage Council notified. Further archaeological work or recording may be recommended.   |                | ✓          |        |   | CHMP                            | CHMP - Attachment D     |                                 | Construction                     |
| 11. Visual Amenity, Urban Design and Landscape |  |                |            |        |   |                                 |                         |                                 |                                  |
| 11A  | The following mitigation measures will be included within the CEMP to mitigate impacts on visual amenity during construction of the Proposal:  |                |            | ✓      |   | CEMP                            |                         |                                 | Construction                     |
| a)   | Existing vegetation around the perimeter of Proposal site will be retained where feasible and reasonable   |                | ✓          |        | To the extent that it relates to the RALP 1 works.                          | CEMP<br>CFFMP                   |                         |                                 | Pre-construction<br>Construction |
| b)   | The early implementation of landscape plantings will be investigated in order to provide visual screening along Moorebank Avenue   | ✓              |            |        |   | UDLP<br>CFFMP                   |                         |                                 | Construction                     |
| c)   | Elements within construction areas will be located to minimise visual impacts as far as feasible and reasonable, e.g. setting back large equipment from site boundaries  |                | ✓          |        |   | CEMP                            | CEMP - Section 9.3.2    |                                 | Pre-construction<br>Construction |

| No                  | Condition   | Responsibility |            |        | Notes  | Where Captured                  | Section Where Addressed | Additional Output / Deliverable | Timing           |
|---------------------|---|----------------|------------|--------|--|---------------------------------|-------------------------|---------------------------------|------------------|
|                     |   | Principal      | Contractor | Shared |  |                                 |                         |                                 |                  |
| d)                  | Design of site hoardings will consider the use of artwork or project information  |                | ✓          |        |  | Not Applicable to RALP 1 Works. |                         |                                 | Design           |
| e)                  | Regular maintenance will be undertaken of site hoardings and/or fencing and perimeter areas including the prompt removal of graffiti.   |                | ✓          |        | To the extent that it relates to the RALP 1 works. | CCS<br>CEMP                     | CEMP - Section 9.3.2    |                                 | Construction     |
| f)                  | Re-vegetation / landscaping would be undertaken progressively and with species local to the area.   |                | ✓          |        |  | UDLP<br>CFFMP                   |                         |                                 | Construction     |
| g)                  | Use of trees on the southern and western boundaries of the Stage 1 site, to provide a uniform canopy cover within vegetated areas and use of local species as understorey planting to support and enhance local habitat.  | ✓              |            |        |  | UDLP<br>CFFMP                   |                         |                                 |                  |
| 12. Hazard and Risk |   |                |            |        |  |                                 |                         |                                 |                  |
| 12A                 | A Health and Safety Plan (HSP) will be prepared for construction of the Proposal that will identify all responsibilities and requirements under the Work Health and Safety Act 2011. The HSP will include an Emergency Response Plan, for construction of the Proposal. These will be developed collaboratively with the construction contractor, in consultation with the NSW Police Force, NSW Fire Brigade, NSW Rural Fire Service and the Ambulance Service of NSW. The Emergency Response Plan will include the following:   |                | ✓          |        | To the extent that it relates to the RALP 1 works. | HSP<br>IEMP<br>PIRMP            |                         |                                 | Pre-construction |
| a)                  | Emergency response protocols and procedures for implementation in the event of a contaminant spill or leak  |                | ✓          |        | To the extent that it relates to the RALP 1 works. | CSWMP<br>IEMP<br>PIRMP          |                         |                                 | Construction     |
| b)                  | Provision of spill kits   |                | ✓          |        | To the extent that it relates to the RALP 1 works. | CSWMP<br>PIRMP                  |                         | SEP                             | Construction     |
| c)                  | Bushfire awareness included in staff induction and in toolbox talks pre-commencement.   |                | ✓          |        | To the extent that it relates to the RALP 1 works. | BFMS                            | BFMS - Section 4.1      |                                 | Construction     |
| 12B                 | With respect to asbestos management, the obligations, roles and responsibilities for personnel involved in the Stage 1 Proposal will be identified, documented and communicated. These responsibilities are identified in the Work Health and Safety Act 2011. Prior to commencement of construction an Asbestos Management Plan is to be developed in accordance with Code of Practice How to Manage and Control of Asbestos in the Workplace (WorkCover NSW, 2011a) for the Proposal. The Asbestos Management Plan will reference the asbestos register and risk assessment, which will also be prepared prior to construction being undertaken. The Asbestos Management Plan will address the following aspects, at a minimum: |                | ✓          |        | To the extent that it relates to the RALP 1 works. | AMP                             | AMP - Section 4         |                                 | Construction     |
| a)                  | Demolition of the three structures (Buildings 1, 2 and 20), will be undertaken in accordance with Code of Practice How to Safely Remove Asbestos (WorkCover NSW, 2011b)   | ✓              |            |        |  | Not Applicable to RALP 1 Works. |                         |                                 | Construction     |
| b)                  | Asbestos removal work will be carried out by an asbestos removalist who is appropriately licensed to carry out the work.  |                | ✓          |        |  | AMP                             | AMP - Section 4         |                                 | Construction     |



| No  | Condition  | Responsibility |            |        | Notes   | Where Captured                  | Section Where Addressed | Additional Output / Deliverable | Timing            |
|-----|--|----------------|------------|--------|---|---------------------------------|-------------------------|---------------------------------|-------------------|
|     |  | Principal      | Contractor | Shared |   |                                 |                         |                                 |                   |
| 12C | Hazards associated with operation of the Proposal will be identified and managed through a Hazard and Operability Study (HAZOP), which will be undertaken during design progression. The HAZOP will take into consideration the following standards and guidelines:<br>a) AS 2550.1 Cranes hoists and winches.<br>b) Draft Code of Practice for Industrial Lift Trucks (WorkSafe Australia, 2012).<br>c) Work Cover NSW Bridge and Gantry Crane Drivers: A guide for power crane operators (1997).<br>d) Work Cover NSW Dogging Guide (2003).<br>e) Work Cover NSW Rigging Guide (1995). |                |            | ✓      | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                         |                                 | Post-Construction |
| 12D | The OEMP will include the following procedures and controls with regards to handling of Dangerous Goods:   | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                         |                                 |                   |
| a)  | All dangerous goods to be imported through the Stage 1 site must be notified in advance.   | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                         |                                 |                   |
| b)  | All Proposal staff handling dangerous goods will be required to have successfully completed dangerous goods training in accordance with International Maritime Dangerous Goods (IMDG) Code Chapter 1.3 (International Maritime Organization, 2012). Training provided must be commensurate with their roles and responsibilities and records of training must be maintained.   | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                         |                                 |                   |
| c)  | Procedures to monitor the quantity of dangerous goods (classes 5.1, 5.2, 6.1 and/or 8) to be transported to, and or stored on site at any one time, to ensure that they are below the thresholds identified in Applying SEPP 33.   | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                         |                                 |                   |
| d)  | Provision of spill kits on the Stage 1 site and a procedure for inspection and refilling   | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                         |                                 |                   |
| e)  | A refuelling process.  | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                         |                                 |                   |
| 12E | The transport of dangerous goods by road and rail will comply with the Dangerous Goods (Road and Rail Transport) Act 2008 and the Dangerous Goods (Road and Rail Transport) Regulation 2014. Storage and handling of Dangerous Goods on the Stage 1 site will be in accordance with the requirements of the Australian Dangerous Goods code.   | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                         |                                 |                   |
| 12F | The diesel tank will be self-bunded and compliant with AS - 1940-2004 The storage and handling of flammable and combustible liquids. Diesel will be stored away from other flammable materials of class 3PGI, II or III.   | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                         |                                 |                   |

| No        | Condition   | Responsibility |            |        | Notes   | Where Captured                  | Section Where Addressed | Additional Output / Deliverable | Timing            |
|-----------|---|----------------|------------|--------|---|---------------------------------|-------------------------|---------------------------------|-------------------|
|           |   | Principal      | Contractor | Shared |   |                                 |                         |                                 |                   |
| 12G       | An Operational Hazard and Risk Management Plan, including a risk register, will be developed for the Proposal site. This plan will be reviewed regularly and updated should goods entering the site change. The Operational Hazard and Risk Management Plan will be developed with consideration to the following standards and guidelines:<br><ul style="list-style-type: none"> <li>• AS 2550.1 Cranes hoists and winches.</li> <li>• Draft Code of Practice for Industrial Lift Trucks (WorkSafe Australia, 2012).</li> <li>• Work Cover NSW Bridge and Gantry Crane Drivers: A guide for power crane operators (1997).</li> <li>• Work Cover NSW Dogging Guide (2003).</li> <li>• Work Cover NSW Rigging Guide (1995).</li> </ul>   | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                         |                                 |                   |
| 12H       | The Stage 1 site will be protected from the impact of fires originating from off-site by a 35 m defendable space to the west across Moorebank Avenue, a 100 m defendable space to the south of the container handling area. The design and installation of on-site fire hydrants within the Stage 1 site will be in compliance with AS 2419.1-2005 Fire hydrant installations - System design, installation and commissioning.  | ✓              |            |        | Relates to IMEX terminal.                         | Not Applicable to RALP 1 Works. |                         |                                 |                   |
| 12I       | An Operational Emergency Response Plan will be developed for the operational phase of the Proposal, collaboratively with the operator in consultation with the EPA, NSW police force, NSW Fire Brigade, NSW Rural Fire Service and the Ambulance Service of NSW. These will be prepared prior to operation of the Proposal. Emergency response and incident management protocols will cover the following types of emergency or incident: Workplace health and safety<br><br><ul style="list-style-type: none"> <li>• On-site spills or leaks</li> <li>• Off-site discharges</li> <li>• Hazardous materials/dangerous goods</li> <li>• Flooding</li> <li>• Bushfire</li> <li>• Derailment</li> <li>• Container fall</li> <li>• Road incident on Moorebank Avenue adjacent to Stage 1 site entry / egress</li> <li>• Requirements of the Pollution Incident Response Management Plans, as prescribed under section 153C of the Protection of the Environment Operations Act 1997.</li> </ul> | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                         |                                 | Post construction |
| 13. Waste |   |                |            |        |   |                                 |                         |                                 |                   |
| 13A       | Measures to mitigate the effect of the construction waste streams will be incorporated into the Proposal's Construction Environmental Management Plan (CEMP). Waste management principles that will be incorporated into the CEMP relating to materials purchasing include:   |                | ✓          |        |   | WMP                             |                         |                                 | Pre-construction  |
| a)        | Avoidance and reuse of material will have priority over recycling   |                | ✓          |        |   | WMP                             | WMP - Section 6.1       |                                 | Construction      |
| b)        | Recycling will have priority over disposal  |                | ✓          |        |   | WMP                             | WMP - Section 6.1       |                                 | Construction      |



| No           | Condition  | Responsibility |            |        | Notes   | Where Captured                  | Section Where Addressed            | Additional Output / Deliverable | Timing            |
|--------------|--|----------------|------------|--------|---|---------------------------------|------------------------------------|---------------------------------|-------------------|
|              |  | Principal      | Contractor | Shared |   |                                 |                                    |                                 |                   |
| c)           | Earth excavated from the site will be used for fill material and landscaping where feasible  |                | ✓          |        |   | WMP                             | WMP - Table 5                      |                                 | Construction      |
| d)           | If possible concrete components will be crushed and reused onsite, with the remainder sent to a recycling facility   |                | ✓          |        |   | WMP                             | WMP - Table 5                      |                                 | Construction      |
| e)           | Waste generation will be minimised by ordering the correct quantity of materials   |                | ✓          |        |   | WMP                             | WMP - Table 5                      |                                 | Construction      |
| f)           | Selection of materials which maximise recycled content, while having low embodied water and energy use   |                | ✓          |        |   | WMP                             |                                    | Design Report                   | Design            |
| g)           | Selection of materials which maximise durability and lifespan.   |                | ✓          |        |   | WMP                             |                                    | Design Report                   | Design            |
|              | The following procedures and protocols will be considered within the CEMP regarding waste management:  |                | ✓          |        |   | WMP                             |                                    |                                 |                   |
| h)           | Characterisation of construction waste streams   |                | ✓          |        |   | WMP                             | WMP - Section 6.1                  |                                 | Pre-construction  |
| i)           | Management of any identified hazardous waste streams   |                | ✓          |        |   | WMP                             | WMP - Section 6.1                  |                                 | Pre-construction  |
| j)           | Procedures to manage construction waste streams, including handling, storage, classification, quantification, identification and tracking  |                | ✓          |        |   | WMP                             | WMP - Section 6                    |                                 | Pre-construction  |
| k)           | Mitigation measures for avoidance and minimisation of waste materials  |                | ✓          |        |   | WMP                             | WMP - Section 6.9                  |                                 | Pre-construction  |
| l)           | Procedures and targets for reuse and recycling of waste materials.   |                | ✓          |        |   | WMP                             | WMP - Section 1.3<br>WMP - Table 5 |                                 | Pre-construction  |
| m)           | Inclusion of the waste management strategies included in the Concept Plan Statement of Commitments for construction waste management.  |                | ✓          |        |   | WMP                             |                                    |                                 | Pre-construction  |
| 13D          | Measures to mitigate the effect of waste arising during operation of the Proposal will be incorporated into the OEMP and will include measures to encourage recycling behaviour and increase the diversion of waste into recycling streams. These will include:<br>a) Addressing waste management requirements and goals in staff inductions<br>b) Providing staff access to documentation outlining the facility's waste management requirements<br>c) Locating recycling bins in kitchen areas beside general waste bins to prevent contamination of recycling<br>d) Positioning paper recycling bins close to printer/photocopying equipment<br>e) Minimising general waste bins at desks but providing adequate container and paper recycling to encourage sorting of recyclables<br>f) Providing adequate bin storage for the expected quantity of waste<br>g) Providing appropriate disposal containers for the disposal of used spill kits and engagement of a suitably licensed contractor for their disposal<br>h) Adoption of the operational waste management principles and procedures adopted within the Statement of Commitments for the Concept Plan. | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                                    |                                 | Post-Construction |
| 13E          | Waste arising from maintenance will be dealt in part by an asset management strategy and OEMP. Where feasible from a safety and cost perspective, assets will be refurbished, if a replacement is required the maintenance contractor will be responsible for ensuring any waste is recycled; if this is not possible arrangements for disposal at an appropriately licenced facility will be made.  | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                                    |                                 | Post-Construction |
| 14. Bushfire |  |                |            |        |   |                                 |                                    |                                 |                   |

| No                                    | Condition   | Responsibility |            |        | Notes  | Where Captured                  | Section Where Addressed              | Additional Output / Deliverable | Timing                           |
|---------------------------------------|---|----------------|------------|--------|--|---------------------------------|--------------------------------------|---------------------------------|----------------------------------|
|                                       |   | Principal      | Contractor | Shared |  |                                 |                                      |                                 |                                  |
| 14A                                   | A bushfire management strategy, or equivalent, will be prepared as part of the CEMP for the construction phase. The strategy will include:  |                | ✓          |        |  | BFMS                            |                                      |                                 | Pre-construction                 |
| a)                                    | Emergency response plans and procedures   |                | ✓          |        |  | BFMS<br>IEMP<br>CEMP            | CEMP - Section 9                     | ERP (IEMP)                      | Pre-construction                 |
| b)                                    | Restrictions on activities (namely hot works) that cannot be undertaken on total fire ban days within areas of high Bushfire Hazard Rating, unless otherwise advised by the NSW Rural Fire Service.                                     |                | ✓          |        |  | BFMS                            | BFMS - Section 7.1<br>BFMS - Table 4 |                                 | Pre-construction<br>Construction |
| c)                                    | All construction site offices and temporary buildings will be located outside buffer areas to ensure minimum setbacks of 10 m.  |                | ✓          |        |  | BFMS                            | BFMS - Section 7.1<br>BFMS - Table 4 |                                 | Design<br>Construction           |
| d)                                    | All construction site offices will be accessible via access roads suitable for firefighting appliances similar to NSW Rural Fire Service category 1 tankers.  |                | ✓          |        |  | BFMS                            | BFMS - Section 7.1<br>BFMS - Table 4 |                                 | Design<br>Construction           |
| 14D                                   | A bushfire management strategy, or equivalent, will be prepared as part of the OEMP. The following measures will be included within the OEMP with regard to bushfire management:  | ✓              |            |        | Operational requirements belong to the Principal.  | Not Applicable to RALP 1 Works. |                                      |                                 |                                  |
| a)                                    | Management of the landscaped areas within the SIMTA Stage 1 site will be undertaken to maintain minimum dry fuels loads.  | ✓              |            |        | Operational requirements belong to the Principal.  | Not Applicable to RALP 1 Works. |                                      |                                 |                                  |
| b)                                    | The Southern Boot Land will be managed by slashing vegetation to facilitate for a defendable space to the container storage area.   | ✓              |            |        | Operational requirements belong to the Principal.  | Not Applicable to RALP 1 Works. |                                      |                                 |                                  |
| c)                                    | The corridor of the Rail link will be maintained in a low fuel state  | ✓              |            |        | Operational requirements belong to the Principal.  | Not Applicable to RALP 1 Works. |                                      |                                 |                                  |
| d)                                    | Protocols will be developed for the monitoring of train access / egress during high – catastrophic fire weather days, if required and in accordance with the bushfire management strategy.  | ✓              |            |        | Operational requirements belong to the Principal.  | Not Applicable to RALP 1 Works. |                                      |                                 |                                  |
| 15. Property and Infrastructure       |   |                |            |        |  |                                 |                                      |                                 |                                  |
| 15A                                   | Further assessment of services demand, infrastructure requirements and augmentation works, in consultation with relevant infrastructure and service providers will be undertaken during the progression of the design for the Proposal. |                |            | ✓      | To the extent that it relates to the RALP 1 works. | Design Report                   |                                      |                                 | Design                           |
| 16. Greenhouse Gas and Climate Change |   |                |            |        |  |                                 |                                      |                                 |                                  |

| No  | Condition  | Responsibility |            |        | Notes | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing                                 |
|-----|--|----------------|------------|--------|-------|----------------|-------------------------|---------------------------------|--|
|     |  | Principal      | Contractor | Shared |       |                |                         |                                 |  |
| 16A | A Greenhouse Gas Management Plan will be developed for the construction phase of the Proposal and included in the CEMP. Where appropriate, the mitigation measures, management strategies and abatement opportunities presented in the Greenhouse Gas and Climate Change Impact Assessment (Appendix X of this EIS) will be reviewed and considered for incorporation into the Construction Environmental Management Plan (CEMP) The Greenhouse Gas Management Plan will adopt the following measures: |                | ✓          |        |       | GHGMP          | GHGMP - Section 6.1     |                                 | Pre-construction                       |
| a)  | Where possible locally sourced materials will be used to reduce GHG emissions associated with transport  |                | ✓          |        |       | GHGMP          | GHGMP - Table 3         |                                 | Construction                           |
| b)  | Construction and demolition waste will be recovered and recycled where possible, and vegetation waste will be composted  |                | ✓          |        |       | GHGMP          | GHGMP - Table 3         |                                 | Construction                           |
| c)  | Construction works will be planned to minimise double handling of materials  |                | ✓          |        |       | GHGMP          | GHGMP - Table 3         |                                 | Pre-construction & During Construction |
| d)  | Recycled materials will be reused where possible to reduce GHG emissions associated with embodied energy   |                | ✓          |        |       | GHGMP          | GHGMP - Table 3         |                                 | Design Construction                    |
| e)  | Construction/transport plans will be incorporated within the CEMP to minimise the use of fuel during construction  |                | ✓          |        |       | GHGMP          | GHGMP - Table 3         |                                 | Pre-construction                       |
| f)  | Fuel efficiency of the construction plant/equipment will be assessed prior to selection, and where practical, equipment with the highest fuel efficiency and which uses lower GHG intensive fuel (e.g. biodiesel) will be used, where practicable  |                | ✓          |        |       | GHGMP          | GHGMP - Table 3         |                                 | Pre-construction                       |
| g)  | On-site vehicles will be fitted with exhaust controls in accordance with the Protection of the Environment Operations (Clean Air) Regulation 2010 as required  |                | ✓          |        |       | GHGMP          | GHGMP - Table 3         |                                 | Construction                           |
| h)  | Regular maintenance of equipment will be undertaken to maintain good operations and fuel efficiency  |                | ✓          |        |       | GHGMP          | GHGMP - Table 3         |                                 | Construction                           |
| j)  | Where practicable trucks removing waste from the Proposal site or bringing materials to the Proposal site will be filled to the maximum amount allowable, depending on the truck size and load weight, to reduce the number of traffic movements required  |                | ✓          |        |       | GHGMP          | GHGMP - Table 3         |                                 | Construction                           |
| k)  | Consideration will be given to the embodied energy content of construction materials selected  |                | ✓          |        |       | GHGMP          | GHGMP - Table 3         |                                 | Design                                 |

| No                 | Condition   | Responsibility |            |        | Notes   | Where Captured                  | Section Where Addressed  | Additional Output / Deliverable | Timing            |
|--------------------|---|----------------|------------|--------|---|---------------------------------|--------------------------|---------------------------------|-------------------|
|                    |   | Principal      | Contractor | Shared |   |                                 |                          |                                 |                   |
| 16B                | The mitigation measures, management strategies and abatement opportunities presented in the Greenhouse Gas and Climate Change Impact Assessment (Appendix X of this EIS) will be reviewed and considered where appropriate for incorporation into the Operational Environmental Management Plan (OEMP). The following measures will be incorporated in to the OEMP for the Proposal:<br>a) Energy efficiency design aspects will be incorporated wherever possible to reduce energy demand<br>b) The procurement of energy efficient equipment will be investigated for the Proposal<br>c) Regular maintenance of equipment with be undertaken to maintain good operations and fuel efficiency<br>d) Consideration will be given to undertake further investigation and implementation of cost negative abatement opportunities<br>e) Further investigation of abatement opportunities will be considered once the facility transitions from the use of container handling equipment such as reach stackers and large forklifts to the operation of gantry cranes | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                          |                                 | Post-Construction |
| 17. Socio Economic |   |                |            |        |   |                                 |                          |                                 |                   |
| 17A                | A community information and awareness strategy will be included in the CEMP and will outline measures to maintain communication with the community and all relevant stakeholders throughout the construction of the Proposal.   |                | ✓          |        |   | CEMP                            | CEMP - Part B, Element 6 | CCS                             | Pre-construction  |
| 17B                | The CEMP will prescribe measures to be implemented to minimise impacts on surrounding communities. These measures will include:   |                | ✓          |        |   | CEMP                            | CEMP - Part B, Element 6 |                                 | Construction      |

| No  | Condition  | Responsibility |            |        | Notes   | Where Captured                  | Section Where Addressed  | Additional Output / Deliverable | Timing        |
|-----|--|----------------|------------|--------|---|---------------------------------|--------------------------|---------------------------------|---------------|
|     |  | Principal      | Contractor | Shared |   |                                 |                          |                                 |               |
|     | a) Work hours during construction will generally be limited to standard construction hours, unless otherwise authorised within the CEMP  |                | ✓          |        |   | CEMP                            | CEMP - Part B, Element 6 | CNVMP                           | Construction  |
|     | b) Ensuring land owners, within proximity of the Proposal site, are kept well informed about the Proposal, the construction hours and duration of the works.   |                | ✓          |        |   | CEMP                            | CEMP - Part B, Element 6 | CCS                             | Construction  |
|     | c) Land owners impacted by the construction works will be provided relevant contact details to address queries relating to the works.  |                | ✓          |        |   | CEMP                            | CEMP - Part B, Element 6 | CCS                             | Construction  |
| 17C | Written notification will be provided to likely and potentially affected and adjoining land owners receivers prior to commencement of Proposal's operations. This will include local residents, local businesses and relevant Authorities. The manner of notification will be confirmed in the final Operational Environmental Management Plan (OEMP) for the Proposal. The OEMP will also include measures to engage with stakeholders and to manage and respond to feedback received during operation of the Proposal. | ✓              |            |        | Operational requirements belong to the Principal. | Not Applicable to RALP 1 Works. |                          |                                 | Pre-Operation |

# Environmental Protection Licence

| No       | Condition   | Responsibility |            |        | Notes | Where Captured | Section Where Addressed                     |
|----------|---|----------------|------------|--------|-------|----------------|---|
|          |   | Principal      | Contractor | Shared |       |                |   |
| 1        | Administrative Conditions   |                |            |        |       |                |   |
| A1       | What the licence authorises and regulates   |                |            |        |       |                |   |
| A1.1     | This licence authorises the carrying out of the scheduled activities listed below at the premises specified in A2. The activities are listed according to their scheduled activity classification, fee-based activity classification and the scale of the operation.<br>unless otherwise further restricted by a condition of this licence, the scale at which the activity is carried out must not exceed the maximum scale specified in this condition.   |                | ✓          |        |       | CEMP           | CEMP Appendix D<br>CEMP S2.3.1<br>CEMP S1.3 |
| A1.2     | Notwithstanding A1.1, the scale of the land-based extractive activity authorised under this licence must not exceed 100,000 tonnes tonnes per annum, being the amount equivalent to the extraction limit approved by the development consent granted under the <i>Environmental Planning and Assessment Act 1979</i> for the premises specified in A2.  |                | ✓          |        |       | CEMP           | CEMP Appendix D<br>CEMP S2.3.1<br>CEMP S1.3 |
| A2       | Premises or plant to which this licence applies   |                |            |        |       |                |   |
| A2.1     | The licence applies to the following premises:  |                | ✓          |        |       | CEMP           | CEMP Appendix D<br>CEMP S2.3.1<br>CEMP S1.3 |
| A2.2     | The premise boundary is defined as Construction Area to the east of the solid red line on the map in EPA file DOC17/80315-01  |                | ✓          |        |       | CEMP           | CEMP Appendix D<br>CEMP S2.3.1<br>CEMP S1.3 |
| A3       | Information supplied to the EPA   |                |            |        |       |                |   |
| A3.1     | Works and activities must be carried out in accordance with the proposal contained in the licence application, except as expressly provided by a condition of this licence.<br>In this condition the reference to "the licence application" includes a reference to:<br>a) the applications for any licences (including former pollution control approvals) which this licence replaces under the Protection of the Environment Operations (Savings and Transitional) Regulation 1998; and<br>b) the licence information form provided by the licensee to the EPA to assist the EPA in connection with the issuing of this licence. |                | ✓          |        |       | CEMP           | CEMP Appendix D<br>CEMP S2.3.1<br>CEMP S1.3 |
| 2        | Limit Conditions  |                |            |        |       |                |   |
| L1       | Pollution of waters   |                |            |        |       |                |   |
| L1.1     | Except as may be expressly provided in any other condition of this licence, the licensee must comply with section 120 of the Protection of the Environment Operations Act 1997.   |                | ✓          |        |       | CSWMP          | CSWMP S7                                    |
| L2       | Noise limits  |                |            |        |       |                |   |
| L2.1     | All works and activities must be undertaken in a manner that will minimise noise and vibration impacts on sensitive receivers   |                | ✓          |        |       | CNVMP          | CNVMP S1.3<br>CNVMP S4.2                    |
| L2.2     | The licensee must ensure that all feasible and reasonable noise and vibration mitigation and management measures are implemented during construction work authorised by this licence, in accordance with the <i>Interim Construction Noise Guideline</i> (DECC, 2009).  |                | ✓          |        |       | CNVMP          | CNVMP S7.2.3<br>CNVMP S7.5                  |
| L3       | House of operation  |                |            |        |       |                |   |
| L3.1     | Construction hours  |                |            |        |       |                |   |
| L3.1 (a) | (a) Unless permitted by another condition of this licence, construction works and activities within the areas of the premises must only be undertaken during the following hours:<br>(i) 7:00am to 6:00pm Monday to Friday inclusive;<br>(ii) 8:00am to 1:00pm on Saturdays; and<br>(iii) at no time on Sundays or public holidays  |                | ✓          |        |       | CNVMP          | CNVMP S7.1.1                                |
| L3.2     | Restrictions on high noise impact works and activities  |                |            |        |       |                |   |



|          |  |  |   |  |  |                |   |
|----------|--|--|---|--|--|----------------|---|
| L3.2 (a) | Notwithstanding Condition L2.1 and unless expressly permitted by another condition of this licence, high noise impact works and activities must only be undertaken during the following hours:<br>(i) 8:00am to 5:00pm Monday to Friday inclusive;<br>(ii) 8:00am to 1:00pm Saturdays; and<br>(iii) at no time on Sundays and public holidays.   |  | ✓ |  |  | CNVMP          | CNVMP S7.1.2                                  |
| L3.2 (b) | Where the high noise impact works and activities exceed the noise management levels at any residential receiver or any other sensitive receiver, the works and activities must be undertaken in continuous blocks not exceeding three (3) hours each with a minimum respite from those activities and works of not less than one (1) hour between each block. For the purposes of this condition:<br>(i) "high noise impact works and activities" means jack hammering, rock breaking or hammering, impact pile driving, vibratory rolling, cutting of pavement, concrete or steel, or other surface works that generate impulsive, tonal or low frequency noise, where the terms "impulsive noise", "tonal noise" and "low frequency noise" have the same meaning as in Section 4.2 of the <i>NSW Industrial Noise Policy</i> (EPA, 2000); and<br>(ii) "continuous" includes any period during which there is less than a one (1) hour respite between ceasing and recommencing any of the work that is the subject of this condition.<br>(iii) the "noise management levels" referred to in Condition L3.2(b) mean:<br>(1) in the case of residential receivers, the "noise affected" management level specified in Table 2 of the <i>Interim Construction Noise Guideline</i> (DECC, 2009)<br>(2) in the case of other sensitive receivers, the noise management level specified in Table 3 of the <i>Interim Construction Noise Guideline</i> (DECC, 2009) |  | ✓ |  |  | CNVMP          | CNVMP S7.1.2                                  |
| L3.3     | Approved out of hours works<br>The construction works and activities may be undertaken outside of the hours specified by Condition L3.1 and Condition L3.2   |  | ✓ |  |  | CNVMP          | CNVMP S7.2.1<br>CNVMP S7.2.2<br>CNVMP S7.2.3  |
| L3.3 (a) | Construction works or activities that cause noise levels that are:<br>(i) no more than 5 dBA above the relevant rating background level during the day, evening or night time periods at any residence, when measured using the LAeq(15 minute) noise descriptor; and<br>(ii) no more than the noise management levels specified in Table 3 of the <i>Interim Construction Noise Guideline</i> (DECC, 2009) using the LAeq (15 minute) noise descriptor at other sensitive land uses.<br>For the purpose of Condition L3.3(a), noise impacts on sensitive receivers must be determined in accordance with the <i>Interim Construction Noise Guideline</i> (DECC, 2009) and the "Night-time" period is as defined in the <i>NSW Industrial Noise Policy</i> (EPA, 2000)   |  | ✓ |  |  | CNVMP          | CNVMP S7.2.1<br>CNVMP S7.2.3<br>OOHW Protocol |
| L3.3 (b) | Emergency works or activities required to avoid loss of life, damage to property or environmental harm.  |  | ✓ |  |  | CNVMP          | CNVMP S7.2.1<br>CNVMP S7.2.2<br>CNVMP S7.2.5  |
| L3.3 (c) | Deliveries of plant, equipment, materials or structures that have been determined by the police or other authorised authorities to require special arrangements for transport along public roads for safety reasons.   |  | ✓ |  |  | CTAMP<br>CNVMP | CTAMP S7.4.8<br>CNVMP S7.2.1<br>CNVMP S7.2.2  |
| L3.3 (d) | Works that if carried out in compliance with Conditions L2.1 or L2.2 would cause unacceptable risks to construction personnel safety, public safety, road or rail network operational performance and/or essential utility services.   |  | ✓ |  |  | CTAMP<br>CNVMP | CTAMP S7.4.8<br>CNVMP S7.2.1<br>CNVMP S7.2.2  |
| L3.3 (e) | Rail maintenance and repair work including tamping and regulating to remediate vertical or horizontal movement >4mm in track geometry that has occurred as a direct result of works being undertaken for the project.  |  | ✓ |  |  | CNVMP          | CNVMP S7.2.1<br>CNVMP S7.2.2                  |
| L3.3 (f) | During local possessions and described in condition L3.4   |  | ✓ |  |  | CNVMP          | CNVMP S7.2.1<br>CNVMP S7.2.2                  |
| L3.3 (g) | Out-of-hours works approved by the Minister for Planning in accordance with the Environmental Planning and Assessment Act 1979   |  | ✓ |  |  | CNVMP          | CNVMP S7.2.1<br>CNVMP S7.2.2                  |
| L3.4     | Works Approved Outside of Standard Construction Hours - Local Possessions  |  |   |  |  |                |   |

|          |   |  |   |  |  |                      |  |
|----------|---|--|---|--|--|----------------------|--|
| L3.4 (a) | Works and activities may be undertaken during any local possession, but only if:<br>(i) carrying on those works and activities during standard construction hours would cause unacceptable risks to;<br>(1) construction personnel safety;<br>(2) rail passenger and railways personnel safety; or<br>(3) railway network operational reliability as may be notified to the licensee from time to time by Sydney Trains and ARTC; and   |  | ✓ |  |  | CNVMP                | CNVMP S7.2.1<br>CNVMP S7.2.2                 |
| L3.4 (b) | High noise impact works and activities (excluding rail adjustment, tamping and regulating, and use of hand held rattle guns) may be undertaken during any local possession permissible by Condition L3.4(a) as follows:<br>(i) between the hours of 6:00am to 10:00pm on any day subject to the works and activities being undertaken in continuous blocks not exceeding 3 hours each with a minimum respite from those works and activities of not less than one hour between each block.<br>For the purpose of this condition 'continuous' includes any period during which there is less than a 1 hour respite between ceasing and recommencing any of the works and activities the subject of this condition. |  | ✓ |  |  | CNVMP                | CNVMP S7.2.1<br>CNVMP S7.2.2                 |
| L3.4 (c) | Rail adjustment, tamping and regulating, and the use of hand held rattle guns, may occur at any time during a local possession for works and activities permissible by Condition L3.4(a)  |  | ✓ |  |  | CNVMP                | CNVMP S7.2.1<br>CNVMP S7.2.2                 |
| L3.5     | Community notification of approved out of hours works   |  |   |  |  |                      |  |
| L3.5 (a) | The licensee must notify potentially affected noise sensitive receivers of any out of hours works permitted by Condition L3.3(c), Condition L3.3(d), Condition L3.3(e), Condition L3.3(f) or Condition L3.3(g)  |  | ✓ |  |  | CNVMP<br>CCS         | CNVMP S7.2.3<br>CNVMP S7.6<br>CCS S6.3       |
| L3.5 (b) | The licensee must notify affected stakeholders and potentially affected receivers of any out of hours works about the timing and duration of potential works at least 48 hours prior to the commencement of the works.  |  | ✓ |  |  | CNVMP<br>CCS         | CNVMP S7.2.3<br>CNVMP S7.6<br>CCS S6.3       |
| L3.5 (c) | The notification required by this condition must be made via letterbox drop or electronic communication and via the project website   |  | ✓ |  |  | CNVMP<br>CCS         | CNVMP S7.2.3<br>CNVMP S7.6<br>CCS S6.3       |
| L3.5 (d) | The notification required by this condition must provide details of:<br>(i) the reason why out of hours works are required<br>(ii) time restrictions that apply to the proposed works<br>(iii) the location, nature, scope and duration of the proposed works<br>(iv) predicted noise impacts on sensitive receivers<br>(v) how complaints may be made and additional information obtained; and<br>(vi) the telephone complaints hotline required by Condition M3.1   |  | ✓ |  |  | CNVMP<br>CCS         | CNVMP S7.2.3<br>CNVMP S7.6<br>CCS S6.3       |
| L3.6     | Emergency works<br>For emergency works permitted by Condition L3.3, the licensee must:  |  |   |  |  |                      |  |
| L3.6 (a) | on becoming aware of the need to undertake emergency works or activities, notify the relevant EPA officer and Unit Head by email of the need for those works or activities; and   |  | ✓ |  |  | CNVMP                | CNVMP S7.2.1<br>CNVMP S7.2.2<br>CNVMP S7.2.5 |
| L3.6 (b) | on the next working day following the emergency works, submit a report by email to the relevant EPA officer and Unit Head detailing:<br>(i) the cause, time and duration of the emergency<br>(ii) the action taken by the licensee in relation to the emergency; and<br>(iii) details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of the emergency   |  | ✓ |  |  | CNVMP                | CNVMP S7.2.1<br>CNVMP S7.2.2<br>CNVMP S7.2.5 |
| 3        | Operating Conditions  |  |   |  |  |                      |  |
| O1       | Activities must be carried out in competent manner  |  |   |  |  |                      |  |
| O1.1     | Licensed activities must be carried out in a competent manner.<br>This includes:  |  |   |  |  |                      |  |
| O1.1 (a) | the processing, handling, movement and storage of materials and substances used to carry out the activity; and  |  | ✓ |  |  | CEMP<br>CSWMP<br>WMP | CEMP Element 7<br>CSWMP S7.8<br>WMP S6       |



|          |  |  |   |  |  |                       |  |
|----------|--|--|---|--|--|-----------------------|--|
| O1.1 (b) | the treatment, storage, processing, reprocessing, transport and disposal of waste generated by the activity  |  | ✓ |  |  | CEMP<br>CSWMP<br>WMP  | CEMP Element 7<br>CSWMP S1.3<br>CSWMP S7.4<br>CSWMP S7.8<br>WMP S6   |
| O2       | Maintenance of plant and equipment   |  |   |  |  |                       |  |
| O2.1     | All plant and equipment installed at the premises or used in connection with the licensed activity:  |  |   |  |  |                       |  |
| O2.1 (a) | must be maintained in a proper and efficient condition; and  |  | ✓ |  |  | CNVMP<br>CAQMP        | CNVMP S4.2<br>CNVMP S7.5<br>CAQMP S1.3.2<br>CAQMP S7.3   |
| O2.1 (b) | must be operated in a proper and efficient manner  |  | ✓ |  |  | CNVMP<br>CAQMP        | CNVMP S1.3<br>CNVMP S4.2<br>CAQMP S1.3.2<br>CAQMP S7.3   |
| O3       | Dust   |  |   |  |  |                       |  |
| O3.1     | The licensee must ensure that construction work is carried on by such practicable means as may be necessary to minimise dust emissions on the premises, and implement all reasonable and feasible measures to prevent the release of dust from the premises                                    |  | ✓ |  |  | CAQMP<br>CSWMP        | CSWMP S7.1.2<br>CSWMP S7.2<br>CSWMP S7.3<br>CSWMP S7.8<br>CAQMP S6.1<br>CAQMP S6.2<br>CAQMP S7.2<br>CAQMP S7.3 |
| O4       | Waste Management   |  |   |  |  |                       |  |
| O4.1     | The licensee must assess, classify and manage any waste generated at the premises in accordance with the <i>Waste Classification Guidelines Part 1: Classification Waste, April 2008 (Waste Guidelines)</i> prior to dispatching the waste offsite.  |  | ✓ |  |  | CEMP<br>WMP           | CEMP S2.3<br>CEMP S7.2<br>CEMP S9.2<br>WMP S6  |
| O4.2     | The licensee must not cause, permit or allow any waste generated:  |  |   |  |  |                       |  |
| O4.2 (a) | outside the premises to be received at the premises, except for materials that meet the EPA's Resource Recovery Exemptions for engineered fill purposes.   |  | ✓ |  |  | CEMP<br>WMP           | CEMP S2.3<br>CEMP S7.2<br>CEMP S9.2<br>WMP S6  |
| O4.2 (b) | at the premises to be disposed of at the premises, except as permitted in Condition O4.3   |  | ✓ |  |  | CEMP<br>WMP           | CEMP S2.3<br>CEMP S7.2<br>CEMP S9.2<br>WMP S6  |
| O4.3     | Excavated material suitable for re-use within the premises may be transported from one part of the premises to another part by road in accordance with Condition O4.4  |  | ✓ |  |  | CEMP<br>CTAMP<br>WMP  | CEMP S2.3<br>CEMP S7.2<br>CEMP S9.2<br>CTAMP S6.8<br>CTAMP S7.4.6<br>WMP S6.5                                  |
| O4.4     | The licensee must ensure that:   |  | ✓ |  |  |                       |  |
| O4.4 (a) | the body of any vehicle or trailer, used to transport waste or excavation spoil from the premises, is covered before leaving the premises to minimise any spill or escape of any dust, waste, or spoil from the vehicle or trailer; and  |  | ✓ |  |  | CTAMP<br>CAQMP<br>WMP | CTAMP S7.4.2<br>CAQMP S7.2.2<br>CAQMP S7.3<br>WMP S6.5   |
| O4.4 (b) | mud, splatter, dust and other material likely to fall from or be cast off the wheels, underside or body of any vehicle, trailer or motorised plant leaving the premises, is removed to the greatest extent practicable before the vehicle, trailer or motorised plant leaves the premises; and |  | ✓ |  |  | CTAMP<br>CSWMP        | CTAMP S7.6.1<br>CTAMP S7.8<br>CSWMP S7.8   |
| O4.4 (c) | road surfaces subject to the tracking of material by vehicles leaving the premises are effectively cleaned at the end of each work day.  |  | ✓ |  |  | CTAMP<br>CSWMP        | CTAMP S7.4.6<br>CTAMP S7.8<br>CSWMP S7.8   |

|          |   |  |   |  |  |                        |   |
|----------|---|--|---|--|--|------------------------|---|
| O5       | Other operating conditions  |  |   |  |  |                        |   |
| O5.1     | Erosion and Sediment Control<br>The licensee must, before undertaking any construction work (including any earthmoving or vegetation removal works), implement all soil and water management works required to minimise pollution of waters |  | ✓ |  |  | CSWMP                  | CSWMP S7.1<br>CSWMP S7.8<br>PESCP   |
| O5.2     | All erosion and sediment control measures installed on the Premises must be inspected and works undertaken to repair and/or maintain these controls:  |  | ✓ |  |  | CSWMP                  | CSWMP S7.1<br>CSWMP S7.8<br>CSWMP S8.1<br>PESCP   |
| O5.2 (a) | Weekly during normal construction hours outlined in condition L3.1  |  | ✓ |  |  | CSWMP                  | CSWMP S8.1  |
| O5.2 (b) | Daily during periods of rainfall greater than 10mm  |  | ✓ |  |  | CSWMP                  | CSWMP S8.1  |
| O5.2 (c) | Within 24 hours of the cessation of a rainfall event causing runoff to occur on or from the Premises  |  | ✓ |  |  | CSWMP                  | CSWMP S8.1  |
| 4        | Monitoring and Recording Conditions   |  |   |  |  |                        |   |
| M1       | Monitoring records  |  |   |  |  |                        |   |
| M1.1     | The results of any monitoring required to be conducted by this licence or a load calculation protocol must be recorded and retained as set out in this condition  |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP | CEMP S2.5<br>CEMP S3.2.2<br>CEMP Element 2<br>CEMP Element 3<br>CEMP Element 4<br>CEMP Element 6<br>CEMP Element 11<br>CNVMP S8.4<br>CSWMP S8.2 |
| M1.2     | All records required to be kept by this licence must be:  |  |   |  |  |                        |   |
| M1.2 (a) | in a legible form, or in a form that can readily be reduced to a legible form;  |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP | CEMP S2.5<br>CEMP S3.2.2<br>CEMP Element 2<br>CEMP Element 3<br>CEMP Element 4<br>CEMP Element 6<br>CEMP Element 11<br>CNVMP S8.4<br>CSWMP S8.2 |
| M1.2 (b) | kept for at least 4 years after the monitoring or event to which they relate took place; and  |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP | CEMP S2.5<br>CEMP S3.2.2<br>CEMP Element 2<br>CEMP Element 3<br>CEMP Element 4<br>CEMP Element 6<br>CEMP Element 11<br>CNVMP S8.4<br>CSWMP S8.2 |
| M1.2 (c) | produced in a legible form to any authorised officer of the EPA who asks to see them  |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP | CEMP S2.5<br>CEMP S3.2.2<br>CEMP Element 2<br>CEMP Element 3<br>CEMP Element 4<br>CEMP Element 6<br>CEMP Element 11<br>CNVMP S8.4<br>CSWMP S8.2 |

|          |  |  |   |  |  |                               |   |
|----------|--|--|---|--|--|-------------------------------|---|
| M1.3     | The following records must be kept in respect of any samples required to be collected for the purposes of this licence:  |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP        | CEMP S2.5<br>CEMP S3.2.2<br>CEMP Element 2<br>CEMP Element 3<br>CEMP Element 4<br>CEMP Element 6<br>CEMP Element 11<br>CNVMP S8.4<br>CSWMP S8.2 |
| M1.3 (a) | the date(s) on which the sample was taken;   |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP        | CEMP S2.5<br>CEMP S3.2.2<br>CEMP Element 2<br>CEMP Element 3<br>CEMP Element 4<br>CEMP Element 6<br>CEMP Element 11<br>CNVMP S8.4<br>CSWMP S8.2 |
| M1.3 (b) | the time(s) at which the sample was collected  |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP        | CEMP S2.5<br>CEMP S3.2.2<br>CEMP Element 2<br>CEMP Element 3<br>CEMP Element 4<br>CEMP Element 6<br>CEMP Element 11<br>CNVMP S8.4<br>CSWMP S8.2 |
| M1.3 (c) | the point at which the sample was taken; and   |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP        | CEMP S2.5<br>CEMP S3.2.2<br>CEMP Element 2<br>CEMP Element 3<br>CEMP Element 4<br>CEMP Element 6<br>CEMP Element 11<br>CNVMP S8.4<br>CSWMP S8.2 |
| M1.3 (d) | the name of the person who collected the sample  |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP        | CEMP S2.5<br>CEMP S3.2.2<br>CEMP Element 2<br>CEMP Element 3<br>CEMP Element 4<br>CEMP Element 6<br>CEMP Element 11<br>CNVMP S8.4<br>CSWMP S8.2 |
| M2       | Recording of pollution complaints  |  |   |  |  |                               |   |
| M2.1     | The licensee must keep a legible record of all complaints made to the licensee or any employee or agent of the licensee in relation to pollution arising from any activity to which this licence applies |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP<br>CCS | CEMP Element 6<br>CNVMP S9.2<br>CSWMP S8.2<br>CSWMP S8.4<br>CSWMP S9<br>CCS S7.3  |
| M2.2     | The record must include details of the following:  |  |   |  |  |                               |   |
| M2.2 (a) | the date and time of the complaint   |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP<br>CCS | CEMP Element 6<br>CNVMP S9.2<br>CSWMP S8.4<br>CSWMP S9<br>CCS S7.3  |

|          |   |  |   |  |  |                               |  |
|----------|---|--|---|--|--|-------------------------------|--|
| M2.2 (b) | the method by which the complaint was made  |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP<br>CCS | CEMP Element 6<br>CNVMP S9.2<br>CSWMP S8.4<br>CSWMP S9<br>CCS S7.3 |
| M2.2 (c) | any personal details of the complainant which were provided by the complainant or, if no such details were provided, a note to that effect  |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP<br>CCS | CEMP Element 6<br>CNVMP S9.2<br>CSWMP S8.4<br>CSWMP S9<br>CCS S7.3 |
| M2.2 (d) | the nature of the complaint   |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP<br>CCS | CEMP Element 6<br>CNVMP S9.2<br>CSWMP S8.4<br>CSWMP S9<br>CCS S7.3 |
| M2.2 (e) | the action taken by the licensee in relation to the complaint, including any follow-up contact with the complainant; and  |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP<br>CCS | CEMP Element 6<br>CNVMP S9.2<br>CSWMP S8.4<br>CSWMP S9<br>CCS S7.3 |
| M2.2 (f) | if no action was taken by the licensee, the reasons why no action was taken   |  | ✓ |  |  | CEMP<br>CNVMP<br>CSWMP<br>CCS | CEMP Element 6<br>CNVMP S9.2<br>CSWMP S8.4<br>CSWMP S9<br>CCS S7.3 |
| M2.3     | the record of a complaint must be kept for at least 4 years after the complaint was made  |  | ✓ |  |  | CEMP<br>CNVMP<br>CCS          | CEMP Element 6<br>CNVMP S9.2<br>CCS S7.3                           |
| M2.4     | the record must be produced to any authorised officer of the EPA who asks to see them   |  | ✓ |  |  | CEMP<br>CNVMP<br>CCS          | CEMP Element 6<br>CNVMP S9.2<br>CCS S7.3                           |
| M3       | Telephone complaints line   |  |   |  |  |                               |  |
| M3.1     | The licensee must operate during its operating hours a telephone complaints line for the purpose of receiving any complaints from members of the public in relation to activities conducted at the premises or by the vehicle or mobile plant, unless otherwise specified in the licence  |  | ✓ |  |  | CNVMP<br>CCS                  | CNVMP S9.2<br>CCS S6.3   |
| M3.2     | Note: "operate" in Condition M3.1 means the licensee must ensure a telephone complaints line is operating   |  | ✓ |  |  | CNVMP<br>CCS                  | CNVMP S9.2<br>CCS S6.3   |
| M3.3     | the licensee must notify the public of the complaints line telephone number and the fact that it is a complaints line so that the impacted community knows how to make a complaint  |  | ✓ |  |  | CNVMP<br>CCS                  | CNVMP S9.2<br>CCS S6.3   |
| M3.4     | The preceding two conditions do not apply until 18 August 2017 the date of the issue of this licence  |  | ✓ |  |  | CNVMP<br>CCS                  | CNVMP S9.2<br>CCS S6.3   |
| M3.5     | Noise and Vibration Complaints  |  |   |  |  |                               |  |
| M3.5 (a) | The licensee must investigate noise and vibration complaints received from the occupants of dwellings or the managers of noise sensitive premises other than dwellings:<br>(i) within two hours of the complaint being received; or<br>(ii) in accordance with any prior complaint management agreement the licensee may have made with the complainant |  | ✓ |  |  | CNVMP<br>CCS                  | CNVMP S9.2<br>CCS S7.3   |
| M3.5 (b) | The licensee must ensure that any investigation referred to in this condition that identifies works or activities being undertaken on the licensed premises as the likely source of the complaint, includes an offer to the complainant to undertake attended noise or vibration monitoring at their premises   |  | ✓ |  |  | CNVMP<br>CCS                  | CNVMP S9.2<br>CCS S7.3   |
| M3.5 (c) | if the occupant of the dwelling or the management of a noise sensitive receiver other than a dwelling accepts the offer of attended noise or vibration monitoring the licensee must undertake that attended monitoring:<br>(i) as soon as practicable; or<br>(ii) at a time agreed with the complainant   |  | ✓ |  |  | CNVMP<br>CCS                  | CNVMP S9.2<br>CCS S7.3   |

|          |  |  |   |  |  |              |                        |
|----------|--|--|---|--|--|--------------|------------------------|
| M3.6     | Notifying Results of Complaint Investigation<br>The licensee must, in respect of each complaint to the telephone complaints line required by Condition M3.1, advise each complainant of the results of its investigation of their complaint and any proposed remedial action.  |  | ✓ |  |  | CNVMP<br>CCS | CNVMP S9.2<br>CCS S7.3 |
| M3.7     | Authorised Licensee Representatives  |  |   |  |  |              |                        |
| M3.7 (a) | When this licence is issued the licensee must ensure that two duly authorised representatives of the licensee are available for contact by the EPA at all times  |  | ✓ |  |  | CEMP         | CEMP S6.1              |
| M3.7 (b) | The licensee must provide the EPA with up to date details of natural persons authorised to represent the licensee in respect of:<br>(i) answering general enquiries made by the EPA or its authorised officers<br>(ii) speaking on behalf of the licensee<br>(iii) signing on behalf of the licensee; and<br>(iv) acting as the licensee's 'out of hours' contact with authority to direct the licensee's employees, agents and contractors to undertake such action as may be necessary to ensure that construction work complies with this licence |  | ✓ |  |  | CEMP         | CEMP S6.1              |
| M3.7 (c) | The details required by Condition M3.6 (b) must include:<br>(i) the full name of each authorised representative and the scope of their authority to represent the licensee<br>(ii) that status and title of each authorised representative within the licensee organisation; and<br>(iii) the direct landline telephone number, mobile telephone number, pager number, fax number, email address and postal address of each authorised representative  |  | ✓ |  |  | CEMP         | CEMP S6.1              |
| M4       | Other monitoring and recording conditions  |  |   |  |  |              |                        |
| M4.1     | Requirement to monitoring noise and vibration  |  |   |  |  |              |                        |
| M4.1 (a) | The licensee must undertake noise and vibration monitoring as directed by an authorised officer of the EPA   |  | ✓ |  |  | CNVMP        | CNVMP S8               |
| M4.1 (b) | the licensee must monitor noise and vibration caused by construction works and activities to inform noise and vibration management and mitigation requirements   |  | ✓ |  |  | CNVMP        | CNVMP S8               |
| M4.1 (c) | the noise monitoring undertaken by the licensee must include, but not limited to, monitoring of noise resulting from out of hours works permitted by Condition L3.3(d), Condition L3.3(e), Condition L3.3(f) and Condition L3.3(g)   |  | ✓ |  |  | CNVMP        | CNVMP S8               |
| M4.1 (d) | Noise monitoring locations for out of hours works must include, but not be limited to, locations that provide a representative measure of the noise levels at residential receiver locations that are predicted to be affected by LAeq (15 minute) noise levels that exceed the relevant rating background level by more than 20 dB(A) during any evening or night time period or at any time on a Sunday or Public Holiday.   |  | ✓ |  |  | CNVMP        | CNVMP S8               |
| M4.2     | Standards and guidelines for noise and vibration monitoring  |  |   |  |  |              |                        |
| M4.2 (a) | All noise monitoring must be undertaken in accordance with <i>Australian Standard AS 2659.1 - 1998: Guideline to the use of sound measuring equipment - Portable sound level meters</i> , or any revisions of that standard which may be made by Standards Australia, and the compliance monitoring guidance provided in the <i>NSW Industrial Noise Policy</i> (EPA, 2000)  |  | ✓ |  |  | CNVMP        | CNVMP S8               |
| M4.2 (b) | All vibration monitoring must be undertaken in accordance with <i>Assessing vibration: a technical guideline</i> (DEC, 2006). All vibration monitoring results must be assessed and reported against the acceptable values of human exposure to vibration set out in Tables 2.2 and 2.4 of this guideline.   |  | ✓ |  |  | CNVMP        | CNVMP S8               |
| 5        | Reporting Conditions   |  |   |  |  |              |                        |
| R1       | Annual return documents  |  |   |  |  |              |                        |

|          |  |  |   |  |  |                               |  |
|----------|--|--|---|--|--|-------------------------------|--|
| R1.1     | The licensee must complete and supply to the EPA an Annual Return in the approved form comprising:<br>1. a Statement of Compliance<br>2. a Monitoring and Complaints Summary<br>3. a Statement of Compliance - Licence Conditions<br>4. a Statement of Compliance - Load based Fee<br>5. a Statement of Compliance - Requirement to prepare pollution incident response management plan<br>6. a Statement of Compliance - requirement to publish pollution monitoring data<br>7. a Statement of Compliance - environmental management systems and practices<br>At the end of each reporting period, the EPA will provide to the licensee a copy of the form that must be completed and returned to the EPA |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| R1.2     | An Annual Return must be prepared in respect of each reporting period, except as provided below  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| Note:    | The term "reporting period" is defined in the dictionary at the end of this licence. Do not complete the Annual Return until after the end of the reporting period.  |  |   |  |  |                               |  |
| R1.3     | Where this licence is transferred from the licensee to a new licensee  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| R1.3 (a) | the transferring licensee must prepare an Annual Return for the period commencing on the first day of the reporting period and ending on the date the application for the transfer of the licence to the new licensee is granted; and  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| R1.3 (b) | the new licensee must prepare an Annual Return for the period commencing on the date the application for the transfer of the licence is granted and ending on the last day of the reporting period   |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| Note:    | An application to transfer a licence must be made in the approved form for this purpose  |  |   |  |  |                               |  |
| R1.4     | Where this licence is surrendered by the licensee or revoked by the EPA or Minister, the licensee must prepare an Annual Return in respect of the period commencing on the first day of the reporting period and ending on:  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| R1.4 (a) | in relation to the surrender of a licence - the date when notice in writing of approval of the surrender is given; or  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| R1.4 (b) | in relation to the revocation of the licence - the date from which notice revoking the licence operates  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| R1.5     | The annual return for the reporting period must be supplied to the EPA via eConnect EPA or by registered post not later than 60 days after the end of each reporting period or in the case of a transferring licence not later than 60 days after the date the transfer was granted (the 'due date')   |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| R1.6     | The licensee must retain a copy of the Annual Return supplied to the EPA for a period of at least 4 years after the Annual Return was due to be supplied to the EPA  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| R1.7     | Within the annual return, the statements of compliance must be certified and the Monitoring and Complaints summary must be signed by   |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| R1.7 (a) | the licence holder; or   |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| R1.7 (b) | by a person approved in writing by the EPA to sign on behalf of the licence holder   |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 11   |
| R2       | Notification of environmental harm   |  |   |  |  |                               |  |
| R2.1     | Notifications must be made by telephoning the Environment Line service on 131 555  |  | ✓ |  |  | CEMP<br>CSWMP<br>CCS<br>PIRMP | CEMP Element 6<br>CSWMP S4.1<br>CSWMP S7.4<br>CSWMP S8.4.1<br>CSWMP S9<br>CCS S7.5 |



|          |  |  |   |  |  |                               |  |
|----------|--|--|---|--|--|-------------------------------|--|
| Note:    | The licensee or its employees must notify all relevant authorities of incidents causing or threatening material harm to the environment immediately after the person becomes aware of the incident in accordance with the requirements of Part 5.7 of the Act  |  | ✓ |  |  | CEMP<br>CSWMP<br>CCS<br>PIRMP | CEMP Element 6<br>CSWMP S4.1<br>CSWMP S7.4<br>CSWMP S8.4.1<br>CSWMP S9<br>CCS S7.5 |
| R2.2     | The licensee must provide written details of the notification to the EPA within 7 days of the date on which the incident occurred  |  | ✓ |  |  | CEMP<br>CSWMP<br>CCS<br>PIRMP | CEMP Element 6<br>CSWMP S4.1<br>CSWMP S7.4<br>CSWMP S8.4.1<br>CSWMP S9<br>CCS S7.5 |
| R3       | Written report   |  |   |  |  |                               |  |
| R3.1     | Where an authorised officer of the EPA suspects on reasonable grounds that:  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R3.1 (a) | where this licence applies to premises, an event has occurred at the premises; or  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R3.1 (b) | where this licence applies to vehicles or mobile plant, an event has occurred in connection with the carrying out of the activities authorised by this licence, and the event has caused, is causing or is likely to cause material harm to the environment (whether the harm occurs on or off premises to which the licence applies), the authorised officer may request a written report of the event. |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R3.2     | The licensee must make all reasonable inquiries in relation to the event and supply the report to the EPA within such time as may be specified in the request  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R3.3     | The request may require a report which includes any or all of the following information  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R3.3 (a) | the cause, time and duration of the event  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R3.3 (b) | the type, volume and concentration of every pollutant discharged as a result of the event  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R3.3 (c) | the name, address and business hours telephone number of employees or agents of the licensee, or a specified class of them, who witnessed the event  |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R3.3 (d) | the name, address and business hours telephone number of every other person (of whom the licensee is aware) who witnessed the event, unless the licensee has been unable to obtain that information after making reasonable effort   |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R3.3 (e) | action taken by the licensee in relation to the event, including any follow-up contact with any complainants   |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R3.3 (f) | details of any measure taken or proposed to be taken to prevent or mitigate against a recurrence of such an event; and   |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R3.3 (g) | any other relevant matters   |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R3.4     | The EPA may make a written request for further details in relation to any of the above matters if it is not satisfied with the report provided by the licensee. The licensee must provide such further details to the EPA within the time specified in the request   |  | ✓ |  |  | CEMP                          | CEMP Appendix D<br>CEMP Element 6  |
| R4       | Other reporting conditions   |  |   |  |  |                               |  |
| R4.1     | Daily Reports  |  |   |  |  |                               |  |

|          |  |  |   |  |  |              |  |
|----------|--|--|---|--|--|--------------|--|
| R4.1 (a) | The licensee must submit, by 12:00pm the following business day from which the complaint was received, a report to the EPA that provides details of all complaints received in relation to construction activities regulated by the licence on the telephone complaints line required by Condition M3.1 or a complaints email address  |  | ✓ |  |  | CNVMP<br>CCS | CEMP Element 6<br>CNVMP S9.2<br>CCS S6.3<br>CCS S7.3 |
| R4.1 (b) | The report must<br>(i) be submitted to the email address nominated from time to time by the EPA<br>(ii) include a unique identifier number for each complaint together with the details required by condition M2.2<br>(iii) include the date and time, as reported by the complainant, of the event or incident which is the subject of the complaint<br>(iv) include an outline of the work or activity the subject of the complaint<br>(v) include the complaints received between 12:00pm on that day and 12:00pm on the previous business day; and<br>(vi) if the works have been carried under Conditions L3.3(b), L3.3(c), L3.3(d), L3.3(e), L3.3(f) or L3.3(g), the report must include a copy of any assessments required by these conditions, unless previously provided to EPA, and details of how the requirements of these conditions have been met  |  | ✓ |  |  | CNVMP<br>CCS | CEMP Element 6<br>CNVMP S9.2<br>CCS S6.3<br>CCS S7.3 |
| R4.1 (c) | The licensee is not required to submit a report for any reporting period during which no complaints have been received   |  | ✓ |  |  | CNVMP<br>CCS | CEMP Element 6<br>CNVMP S9.2<br>CCS S6.3<br>CCS S7.3 |
| R4.2     | Noise and Vibration Reports  |  |   |  |  |              |  |
| R4.2 (a) | When directed by an authorised officer of the EPA, the licensee must provide a Preliminary Noise Investigation Report prepared in accordance with Condition R4.2(b) and R4.2(c) within 48 hours of receiving that direction  |  | ✓ |  |  | CNVMP        | CEMP Element 6<br>CNVMP S8.4                         |
| R4.2 (b) | The Preliminary Investigation Report provided pursuant to Condition R4.2(a) must detail the results of noise or vibration monitoring undertaken in accordance with Condition M4.1  |  | ✓ |  |  | CNVMP        | CEMP Element 6<br>CNVMP S8.4                         |
| R4.2 (c) | The Preliminary Investigation Report provided pursuant to Condition R4.2(a) must:<br>(i) include numerical and/or graphical representation of the noise and vibration monitoring results; and<br>(ii) highlight any detected exceedance of noise predictions, noise goals and noise limits specified in:<br>(1) this licence<br>(2) relevant noise guidelines; and<br>(3) relevant noise modelling   |  | ✓ |  |  | CNVMP        | CEMP Element 6<br>CNVMP S8.4                         |
| R4.2 (d) | In the event of any exceedance of the noise predictions, goals or limits referred to in Condition R4.2(c), the licensee must:<br>(i) modify work practices and methods and implement all practicable and reasonable measures to prevent a recurrence of the exceedance; and<br>(ii) submit a Follow-up Noise Investigation Report to the EPA within 5 working days of receiving the direction to prepare the Preliminary Noise Investigation Report under Condition R4.2(a)  |  | ✓ |  |  | CNVMP        | CEMP Element 6<br>CNVMP S8.4                         |
| R4.2 (e) | the Follow-up Noise Investigation Report must include:<br>(i) confirmation of whether or not noise monitoring has been undertaken in accordance with AS2659 and the compliance monitoring guidance provided in the <i>NSW Industrial Noise Policy</i> (EPA, 2000).<br>(ii) confirmation of whether or not vibration monitoring has been undertaken in accordance with the guidance provided in <i>Assessing vibration: a technical guideline</i> (DEC, 2006)<br>(iii) details of the prevailing meteorological conditions during the period when the noise or vibration monitoring was undertaken;<br>(iv) a map of each noise and vibration monitoring location in relation to the noise source, including relevant distance;<br>(v) numerical and graphical representation of the noise and vibration monitoring results<br>(vi) an analysis of the noise and vibration monitoring results<br>(vii) details of any remedial action taken in relation to the matter; and<br>(viii) in cases not the subject of remedial action, detailed justification of the decision not to undertake remedial action |  | ✓ |  |  | CNVMP        | CNVMP S8.4   |
| 6        | General Conditions   |  |   |  |  |              |  |



|          |   |  |   |  |  |               |  |
|----------|---|--|---|--|--|---------------|--|
| G1       | Copy of licence kept at the premises or plant   |  |   |  |  |               |  |
| G1.1     | A copy of this licence must be kept at the premises to which the licence applies  |  | ✓ |  |  | CEMP          | CEMP Element 11<br>CEMP Appendix D                           |
| G1.2     | The licence must be produced to any authorised officer of the EPA who asks to see it  |  | ✓ |  |  | CEMP          | CEMP Element 11<br>CEMP Appendix D                           |
| G1.3     | The licence must be available for inspection by any employee or agent of the licensee working at the premises   |  | ✓ |  |  | CEMP          | CEMP Element 11<br>CEMP Appendix D                           |
| G2       | Other general conditions  |  |   |  |  |               |  |
| G2.1     | Environmental Induction   |  |   |  |  |               |  |
| G2.1 (a) | The licensee must ensure that before any construction work is undertaken all personnel involved in undertaking that work receive environmental induction training   |  | ✓ |  |  | CEMP          | CEMP S6.3<br>CEMP Element 7<br>CEMP Appendix D               |
| G2.1 (b) | The induction training must:<br>(i) clearly identify the location of all noise sensitive receivers likely to be affected by noise or vibration generated during the course of work undertaken by those personnel; and<br>(ii) highlight the licence requirements to minimise noise and vibration impacts on noise sensitive receivers |  | ✓ |  |  | CEMP<br>CNVMP | CEMP S6.3<br>CEMP Element 7<br>CEMP Appendix D<br>CNVMP S4.2 |

## Concept Plan Conditions of Approval

| No                                | Condition   | Responsibility |            |        | Notes   | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing |
|-----------------------------------|---|----------------|------------|--------|---|----------------|-------------------------|---------------------------------|--------|
|                                   |   | Principal      | Contractor | Shared |   |                |                         |                                 |        |
| Schedule 2                        |   |                |            |        |   |                |                         |                                 |        |
| 1. Terms of Concept Plan Approval |   |                |            |        |   |                |                         |                                 |        |
| 1.1                               | The Concept Plan approval shall be undertaken generally in accordance with:   |                |            | ✓      | General requirement to undertake the design and construction in accordance with the project approval and EIS documentation. |                |                         |                                 |        |
| a)                                | Major Project Application 10_0193   |                |            | ✓      |   |                |                         |                                 |        |
| b)                                | the Environmental Assessment SIMTA Sydney Intermodal Terminal Alliance Part 3A Concept Application, Volumes 1-4, prepared by Urbis and dated March 2012   |                |            | ✓      |   |                |                         |                                 |        |
| c)                                | the Environmental Assessment SIMTA Sydney Intermodal Terminal Alliance Transitional Part 3A Concept Application, Volumes 1-4, prepared by Urbis and dated August 2013;  |                |            | ✓      |   |                |                         |                                 |        |
| d)                                | the SIMTA Sydney Intermodal Terminal Alliance Submissions Report (including final Statement of Commitments), prepared by Urbis and dated December 2013; and   |                |            | ✓      |   |                |                         |                                 |        |
| e)                                | the terms of this approval  |                |            | ✓      |   |                |                         |                                 |        |
| 1.2                               | In the event of an inconsistency between:   |                |            | ✓      |   |                |                         |                                 |        |
| a)                                | the terms of this Concept Plan approval and any document listed from term 1a) to 1e) inclusive, the terms of this Concept Plan approval shall prevail to the extent of the inconsistency; and   |                |            | ✓      |   |                |                         |                                 |        |
| b)                                | any document listed from terms 1a) to 1e) inclusive, and any other document listed from terms 1a) to 1e) inclusive, the most recent document shall prevail to the extent of the inconsistency.  |                |            | ✓      |   |                |                         |                                 |        |
| 1.3                               | If there is any inconsistency between this Concept Plan approval and any related approvals (being those approvals subject to the requirements of this Concept Plan), this Concept Plan approval shall prevail to the extent of the inconsistency.   |                |            | ✓      |   |                |                         |                                 |        |
| Limits of Approval                |   |                |            |        |   |                |                         |                                 |        |
| 1.4                               | Pursuant to section 75Y(1) of the Act this Concept Plan approval shall lapse ten years after the date on which it is granted, unless construction works are physically commenced on or before that date.  | ✓              |            |        |   |                |                         |                                 |        |
| 1.5                               | To avoid any doubt, this Concept Plan approval does not permit the construction or operation of any part of this project, which will be subject to separate approval(s) under the Act.  | ✓              |            |        |   |                |                         |                                 |        |
| 1.6                               | Projects carried out under this this Concept Plan must be operated with the objective of not exceeding the capacity of the transport network, including the local, regional and State road network. The container freight road volume must not exceed 250,000 TEUs, subject to the exception identified in 1.7, which may only be considered after the facility has been in operation.  | ✓              |            |        |   |                |                         |                                 |        |
| 1.7                               | The movement of container freight by road may exceed the 250,000 TEU limit by up to a further 250,000 TEU, if the consent authority of a subsequent Development Application is satisfied that traffic monitoring and modelling of the operation of the facility demonstrate that traffic movements resulting from the proposed increase in TEU will achieve the objective of not exceeding the capacity of the transport network. | ✓              |            |        |   |                |                         |                                 |        |
| 1.8                               | In determining the TEU limit, the consent authority may take account any roadworks or mitigation measures proposed under a Voluntary Planning Agreement to minimise traffic impacts.  | ✓              |            |        |   |                |                         |                                 |        |

| No                                | Condition  | Responsibility |            |        | Notes | Where Captured          | Section Where Addressed | Additional Output / Deliverable | Timing |
|-----------------------------------|--|----------------|------------|--------|-------|-------------------------|-------------------------|---------------------------------|--------|
|                                   |  | Principal      | Contractor | Shared |       |                         |                         |                                 |        |
| 1.9                               | Prior to the determination of any future Development Application pursuant to this Concept Plan, the Proponent shall provide written evidence to the Secretary that it has executed a Voluntary Planning Agreement with the relevant authority consistent with terms outlined in the Revised Statement of Commitments, except for the terms relating to road infrastructure upgrades and when they will be carried out.<br>Note : Assessments at the development application stage will determine the nature and timing of road infrastructure upgrades. These may prove to be different from what is proposed in the Statement of Commitments in Appendix 1. | ✓              |            |        |       |                         |                         |                                 |        |
| 1.10                              | Building footprints/setbacks and building/structure heights are to be generally consistent with Section 04.5 and 04.6 of the Urban Design and Landscape Report (Appendix E of the EA).   | ✓              |            |        |       |                         |                         |                                 |        |
| 1.11                              | The maximum GFAs for the following uses apply:<br>• 300,000m2 for the warehousing and distribution facilities;<br>• 2,100m2 for the terminal administration offices and ancillary operational facilities;<br>and<br>• 8,000m2 for the freight village.   | ✓              |            |        |       |                         |                         |                                 |        |
| 1.12                              | The warehousing and distribution facilities must only be used for activities associated with freight using the rail intermodal.  | ✓              |            |        |       |                         |                         |                                 |        |
| Statutory Requirements            |  |                |            |        |       |                         |                         |                                 |        |
| 1.13                              | This Concept Plan Approval does not remove any obligation to obtain, renew, or comply with licenses, permits or approvals as required by law associated with any project subject to this Concept Plan approval.  |                |            | ✓      |       |                         |                         |                                 |        |
| Schedule 3                        |  |                |            |        |       |                         |                         |                                 |        |
| 2. Future Assessment Requirements |  |                |            |        |       |                         |                         |                                 |        |
|                                   | Under section 75P(2)(c) of the Act, the following environmental assessment requirements apply with respect to future development that is subject to Part 4 Division 4.1 Act:   | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| General Requirements              |  |                |            |        |       |                         |                         |                                 |        |
| 2.1                               | Any future Development Application shall:  | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| a)                                | demonstrate that the project is generally consistent with the requirements of this Concept Plan approval and with the scope and intent of the Concept Plan outlined in the documents under condition 1.1 of this Concept Plan approval;  | ✓              |            |        |       |                         |                         |                                 |        |
| b)                                | include a detailed project description, including construction, operation, maintenance, and staging;   | ✓              |            |        |       |                         |                         |                                 |        |
| c)                                | include details of measures to be implemented to avoid, minimise, manage, mitigate, offset and/or monitor the impacts of the project (including, but not limited to, the following listed issues);   | ✓              |            |        |       |                         |                         |                                 |        |
| d)                                | include details of the consultation process and outcomes with relevant stakeholders, including (but not limited to):<br>i. relevant government authorities, such as OEH, EPA, DPI, TfNSW and DoE, Liverpool Council, Campbelltown Council, Bankstown Council;<br>ii. service and infrastructure providers; and<br>iii. special interest groups and the public, including adjoining and affected landowners.  | ✓              |            |        |       |                         |                         |                                 |        |
|                                   | These requirements shall be addressed for each Development Application and shall apply to the extent reasonably required by the particular application and to the land the subject of the relevant stage.<br>Note: Soil and water must be addressed in the Stage 1 Development Application for the entire site including rail link.  | ✓              |            |        |       |                         |                         |                                 |        |
| Air Quality                       |  |                |            |        |       |                         |                         |                                 |        |
| 2.2                               | Any future Development Application shall include a comprehensive air quality impact assessment for each stage of the proposal, including:  | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |

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|----------------------|---|----------------|------------|--------|-------|-------------------------|-------------------------|---------------------------------|--------|
|                      |   | Principal      | Contractor | Shared |       |                         |                         |                                 |        |
| a)                   | An assessment in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (2005) (or its later version and updates;   | ✓              |            |        |       |                         |                         |                                 |        |
| b)                   | Taking into account the final project design with consideration to worst-case meteorological and operating conditions;  | ✓              |            |        |       |                         |                         |                                 |        |
| c)                   | framework for on and off-site noise monitoring during operation.  | ✓              |            |        |       |                         |                         |                                 |        |
| d)                   | Assessing cumulative air impacts at a local and regional level (including but not limited to contemporaneous operations such as those of the proposed Commonwealth Government MIT; and  | ✓              |            |        |       |                         |                         |                                 |        |
| e)                   | A comprehensive air quality management plan that includes at least the following information:<br>i. Explicit linkage of proposed emission controls to the site specific best practice determination assessment and assessed emissions;<br>ii. The timeframe for implementation of all identified emission controls;<br>iii. Proposed key performance indicator(s) for emission controls;<br>iv. Proposed means of air quality monitoring including location (on and off-site), frequency and duration;<br>v. Poor air quality response mechanisms;<br>vi. Responsibilities for demonstrating and reporting achievement of key performance indicator(s);<br>vii. Record keeping and complaints response register; and<br>viii. Compliance reporting. | ✓              |            |        |       |                         |                         |                                 |        |
| Best Practice Review |   |                |            |        |       |                         |                         |                                 |        |
| 2.3                  | Any future Development Application shall include the preparation of a comprehensive review of intermodal operational best practice process design, emission control and management measures that might feasibly and reasonably be applied to each stage of the project, and to benchmark those measures against best practice. The review should:   | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| a)                   | clearly demonstrate that the Proponent will at each project stage adopt and implement best practice facility and process design and management measure to the extent that is NSW Government Department of Planning and Environment 7 reasonably practicable, to minimise operational air pollutant and noise emissions at the terminal and on the rail link;  | ✓              |            |        |       |                         |                         |                                 |        |

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|-----------------------|---|----------------|------------|--------|-------|-------------------------|-------------------------|---------------------------------|--------|
|                       |   | Principal      | Contractor | Shared |       |                         |                         |                                 |        |
| b)                    | include a detailed evaluation of feasible and reasonable mitigation and management measures including:<br>i. assessment of best practice international emission standards for locomotives and nonroad plant and equipment;<br>ii. assessment of retrofit opportunities for older vehicles, locomotives and equipment;<br>iii. maintenance and operational practices for vehicles, locomotives and equipment;<br>iv. electrification of terminal plant;<br>v. reduction of 'long-duration' idling of diesel locomotives, prime movers and cargo handling equipment through:<br>• driver/operator training about how to reduce air quality impacts associated with 'long-duration' idling;<br>• automatic engine shut down/start up system controls whereby engine stopping or starting is implemented without operator action;<br>• 'shore power connection' being electricity mains plug-in points for enabling locomotives and trucks to switch over to mains power and shut down main engines otherwise used to generate power required for:<br>• transport refrigerated units/containers;<br>• cabin climate control; and<br>• other accessories and equipment.<br>• the application of queuing theory to minimise truck loading/unloading wait times and resultant queuing and idling in the terminal facility and on access roads. | ✓              |            |        |       |                         |                         |                                 |        |
| c)                    | include predicted annual cumulative, daily and one minute amounts of air pollutants emitted and non-renewable fossil fuel consumed (by typical diesel locomotives, prime movers, fixed body trucks, yard trucks/holsters and cargo handling equipment expected to regularly operate at the terminal) as the basis for defining the term 'long-term' duration idling as it would apply to the terminal facility.   | ✓              |            |        |       |                         |                         |                                 |        |
|                       | The following noise requirements shall be included in the best practice review:   | ✓              |            |        |       |                         |                         |                                 |        |
| a)                    | assessment of an ongoing noise compliance and response system;  | ✓              |            |        |       |                         |                         |                                 |        |
| b)                    | assessment for the need of an automatic rolling stock wheel defect detection and response system;   | ✓              |            |        |       |                         |                         |                                 |        |
| c)                    | identification of all feasible and reasonable measures to minimise and mitigate noise impacts from the operation of the terminal and rail link;   | ✓              |            |        |       |                         |                         |                                 |        |
| d)                    | site layout and operations options to:<br>i. eliminate the need to reverse vehicles and plant (not dedicated to on site operations); and<br>ii. where reversing vehicles and plant is unavoidable only reversing such vehicles and plant in noise attenuated enclosures.  | ✓              |            |        |       |                         |                         |                                 |        |
| e)                    | assessment of alternative options to the use of traditional 'beeper' type reversing/movement alarms; and  | ✓              |            |        |       |                         |                         |                                 |        |
| f)                    | framework for on and off-site noise monitoring during operation.  | ✓              |            |        |       |                         |                         |                                 |        |
| Traffic and Transport |   |                |            |        |       |                         |                         |                                 |        |
| 2.4                   | Any future Development Application shall include a Traffic Impact Assessment that assesses intersection and road network impacts, including impacts on Cambridge Avenue. The traffic assessment shall:  | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| a)                    | undertake detailed model analysis commensurate with the stage, to confirm network operation and identify intersection upgrade requirements;   | ✓              |            |        |       |                         |                         |                                 |        |
| b)                    | consider the constructability constraints of proposed upgrade(s) at key intersections, such as vehicle sweep paths, geometry and sight lines;   | ✓              |            |        |       |                         |                         |                                 |        |

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|-------------|---|----------------|------------|--------|-------|-------------------------|-------------------------|---------------------------------|--------|
|             |   | Principal      | Contractor | Shared |       |                         |                         |                                 |        |
| c)          | assess construction traffic impacts, including:<br>i. the identification of routes and the nature of existing traffic on these routes;<br>ii. an assessment of construction traffic volumes (including spoil haulage/delivery of materials and equipment to the road corridor and ancillary facilities); and<br>iii. potential impacts to the regional and local road network (including safety and level of service) and potential disruption to existing public transport services and access to properties and businesses. | ✓              |            |        |       |                         |                         |                                 |        |
| d)          | assess operational traffic and transport impacts to the local and regional road network, including:<br>i. changes to local road connectivity and impacts on local traffic arrangements, road capacity/safety;<br>ii. traffic capacity of the road network and its ability to cater for predicted future growth and<br>iii. monitoring of vehicle numbers on Cambridge Avenue.   | ✓              |            |        |       |                         |                         |                                 |        |
| e)          | provide an updated Traffic Management and Accessibility Plan including:<br>i. measures to prevent heavy vehicles accessing residential streets to maintain the residential amenity of the local community<br>ii. public transport;<br>iii. cyclist facilities; and<br>iv. driver code of conduct.   | ✓              |            |        |       |                         |                         |                                 |        |
|             | In particular, the Traffic Impact Assessment must identify upgrades and other mitigation measures required to achieve the objective of not exceeding the capacity of the the following intersections and roads –<br>(a) Moorebank Avenue/ Newbridge Road<br>(b) Moorebank Ave/ Heathcote Road<br>(c) Cambridge Ave<br>(d) M5 Motorway/ Moorebank Avenue<br>(e) M5 Motorway/ Heathcote Road<br>(f) M5 Motorway/ Hume Highway.  | ✓              |            |        |       |                         |                         |                                 |        |
| <b>Rail</b> |   |                |            |        |       |                         |                         |                                 |        |
| 2.5         | Any future Development Application shall address the requirements of TfNSW and include detailed design and engineering drawings for the rail link and include evidence of consultation with:<br>a) TfNSW, particularly in relation to the future Moorebank Station site, use of the existing EHPL corridor and connections to the SSFL; and<br>b) The EPA where the rail line traverses the Glenfield Waste Facility.   | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
|             | Any future Development Application shall include an assessment of the impacts of the rail link on the Glenfield Waste Facility, including:  | ✓              |            |        |       |                         |                         |                                 |        |
| a)          | details of the quantity of landfilled waste to be removed, the location from where it will be removed, the methodology to be utilised and the estimated timeframe for the removal and reburial;   | ✓              |            |        |       |                         |                         |                                 |        |
| b)          | proposed measures to mitigate odour impacts on sensitive receivers, including an undertaking to apply daily cover to any exposed waste in accordance with benchmark technique 33 of the document Environmental Guidelines: Solid Waste Landfills, NSW EPA 1996;   | ✓              |            |        |       |                         |                         |                                 |        |
| c)          | any proposed impacts on pollution control and monitoring systems including existing groundwater and landfill gas bores and their subsequent repair/ replacement;  | ✓              |            |        |       |                         |                         |                                 |        |
| d)          | the proposed methodology to ensure that the landfill barrier system disturbed in the removal process is replaced/ repaired to ensure its ongoing performance. The Proponent should detail matters such as sub grade preparation/ specifications, line installation/ reinstallation procedures and construction quality assurance procedures;  | ✓              |            |        |       |                         |                         |                                 |        |



| No                  | Condition   | Responsibility |            |        | Notes | Where Captured          | Section Where Addressed | Additional Output / Deliverable | Timing |
|---------------------|---|----------------|------------|--------|-------|-------------------------|-------------------------|---------------------------------|--------|
|                     |   | Principal      | Contractor | Shared |       |                         |                         |                                 |        |
| e)                  | a commitment to providing the EPA with a construction quality assurance report within 60 days of the completion of the works referred to in (d) above; and  | ✓              |            |        |       |                         |                         |                                 |        |
| f)                  | an overview of any access and/or materials/ equipment storage arrangements with Glenfield Waste Facility in relation to the construction of the project.  | ✓              |            |        |       |                         |                         |                                 |        |
| Noise and Vibration |   |                |            |        |       |                         |                         |                                 |        |
| 2.6                 | Any future Development Application shall include an updated assessment of noise and vibration impacts. The assessment shall:  | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| a)                  | The assessment shall:<br>i. assess construction noise and vibration impacts associated with construction of the intermodal facility including rail link, including impacts from construction traffic and ancillary facilities. The assessment shall identify sensitive receivers and assess construction noise/vibration generated by representative construction scenarios focusing on high noise generating works. Where work hours outside of standard construction hours are proposed, clear justification and detailed assessment of these work hours must be provided, including alternatives considered, mitigation measures proposed and details of construction practices, work methods, compound design, etc<br>ii. assess operational noise and vibration impacts and identify feasible and reasonable measures proposed to be implemented to minimise operational noise impacts of the intermodal facility and rail link, including the preparation of an Operational Noise Management and Monitoring Plan; and<br>iii. be prepared in accordance with: NSW Industrial Noise Policy (EPA 2000), Interim Construction Noise Guideline (DECC 2009), Assessing Vibration: a technical guide NSW Government Department of Planning and Environment 9 (DEC 2006), the Rail Infrastructure Noise Guideline (EPA 2013), Development Near Rail Corridors and Busy Roads Interim Guideline (DoP 2008), and the NSW Road Noise Policy 2011. | ✓              |            |        |       |                         |                         |                                 |        |
| b)                  | All site-dedicated locomotives must meet EPA Noise Limits for Locomotives contained within the NSW operational rail licences for operation of new or substantially modified locomotives operating on the NSW network; and   | ✓              |            |        |       |                         |                         |                                 |        |
| c)                  | Any future application shall include a train noise strategy including, but not limited to, train operational procedures and driver training that minimise noise on the rail link and within the intermodal terminal.  | ✓              |            |        |       |                         |                         |                                 |        |
| Soil and Water      |   |                |            |        |       |                         |                         |                                 |        |
| 2.7                 | Any future Development Application for stage 1 shall include an assessment of soil and water impacts for the entire site including rail link. The assessment shall:   | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| a)                  | assess impacts on surface and groundwater flows, quality and quantity, with particular reference to any likely impacts on Georges River and Anzac Creek;  | ✓              |            |        |       |                         |                         |                                 |        |
| b)                  | assess flooding impacts and characteristics, to and from the project (including rail link), with an assessment of the potential changes to flooding behaviour (levels, velocities and direction) and impacts on bed and bank stability, through flood modelling, including:<br>i. hydraulic modelling for a range of flood events;<br>ii. description, justification and assessment of design objectives (including bridge, culvert and embankment design);<br>iii. an assessment of afflux and flood duration (inundation period) on property; and<br>iv. consideration of the effects of climate change, including changes to rainfall frequency and/or intensity, including an assessment of the capacity of stormwater drainage structures.   | ✓              |            |        |       |                         |                         |                                 |        |
| c)                  | identify and assess the soil characteristics and properties that may impact or be impacted by the project, including acid sulfate soils;  | ✓              |            |        |       |                         |                         |                                 |        |

| No   | Condition   | Responsibility |            |        | Notes | Where Captured          | Section Where Addressed | Additional Output / Deliverable | Timing |
|--|---|----------------|------------|--------|-------|-------------------------|-------------------------|---------------------------------|--------|
|  |   | Principal      | Contractor | Shared |       |                         |                         |                                 |        |
| d)   | include a contamination assessment in accordance with the guidelines made under the Contaminated Land Management Act 1997 and in consultation with the EPA for the subject site including the Glenfield Waste Facility. The assessment shall include:<br>i. the potential environmental and human health risks of site contamination on the project site;<br>ii. a Remediation Action Plan;<br>iii. consideration of implications of proposed remediation actions on the project design and timing; and<br>iv. a Phase 2 environmental site assessment of the project site including rail corridor. | ✓              |            |        |       |                         |                         |                                 |        |
| Heritage                                     |   |                |            |        |       |                         |                         |                                 |        |
| 2.8  | Any future Development Application shall assess heritage impacts of the proposal. The assessment shall:   | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| a)   | consider impacts to Aboriginal heritage (including cultural and archaeological significance), in particular impacts to Aboriginal heritage sites identified within or near the project should be assessed. Where impacts are identified, the assessment shall demonstrate effective consultation with Aboriginal communities in determining and assessing impacts and developing and selecting options and mitigation measures (including the final proposed measures); and   | ✓              |            |        |       |                         |                         |                                 |        |
| b)   | consider impacts to historic heritage. For any identified impacts, the assessment shall:<br>i. outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the measures). Mitigation measures should include (but not be limited to) photographic archival recording and adaptive re-use of buildings or building elements on site);<br>ii. be undertaken by a suitably qualified heritage consultant(s); and<br>iii. include a statement of heritage impact.  | ✓              |            |        |       |                         |                         |                                 |        |
| Visual Amenity, Urban Design and Landscaping |   |                |            |        |       |                         |                         |                                 |        |
| 2.9  | Any future Development Application shall include an assessment of visual impacts. The assessment shall:   | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| a)   | include a description of the visual significance of the affected landscape;   | ✓              |            |        |       |                         |                         |                                 |        |
| b)   | assess the visual impact of the project on the landscape character of the area, including built form (materials and finishes) and the urban design (height, bulk and scale) of key components including container stacking heights, lighting, bridge crossings, and views to and from the project; and  | ✓              |            |        |       |                         |                         |                                 |        |
| c)   | include details of hard and soft landscaping treatment and design (including proposed road upgrades relevant to that stage and reinstatement of riparian vegetation).   | ✓              |            |        |       |                         |                         |                                 |        |
| Biodiversity                                 |   |                |            |        |       |                         |                         |                                 |        |
| 2.10   | Any future Development Application shall include a Flora and Fauna assessment. The assessment shall:  | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| a)   | assess impacts on the biodiversity values of the site and adjoining areas, including Endangered Ecological Communities and threatened flora and fauna species and their habitat, impacts on wildlife and habitat corridors, riparian land, and habitat fragmentation and details of mitigation measures, having regard to the range of fauna species and opportunities for connectivity (terrestrial, arboreal and aquatic) across the rail link between the site and the EHPL;   | ✓              |            |        |       |                         |                         |                                 |        |
| b)   | include a Vegetation Management Plan that has been prepared in consultation with the NSW Office of Water;   | ✓              |            |        |       |                         |                         |                                 |        |



| No                       | Condition  | Responsibility |            |        | Notes | Where Captured          | Section Where Addressed | Additional Output / Deliverable | Timing |
|--------------------------|--|----------------|------------|--------|-------|-------------------------|-------------------------|---------------------------------|--------|
|                          |  | Principal      | Contractor | Shared |       |                         |                         |                                 |        |
| c)                       | document how impacts to the Persoonia nutans and the Grevillea parviflora subsp. Parviflora flora species have been minimised through the detailed design process;   | ✓              |            |        |       |                         |                         |                                 |        |
| d)                       | include the details of available offset measures to compensate the biodiversity impacts of the proposal where offset measures are proposed to address residual impacts, in particular the following should be considered:<br>i. As stipulated in principle 2 of 'NSW offset principles for major projects (state significant development and infrastructure)', for terrestrial biodiversity, established assessment tools, such as the BioBanking Assessment Methodology (BBAM), are considered best practice;<br>ii. the Biodiversity Offset Strategy will be undertaken in accordance with the 'NSW offset principles for major projects (state significant development and state significant infrastructure)'; and<br>iii. Offsets shall be identified, and demonstrate that they can be secured. | ✓              |            |        |       |                         |                         |                                 |        |
| Section 94 Contributions |  |                |            |        |       |                         |                         |                                 |        |
| 2.11                     | Any future Development Application shall include:  | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| a)                       | an assessment of the impacts of the project on local infrastructure, having regard to any relevant Council's Developer Contributions Plan (or equivalent document requiring developer contributions);  | ✓              |            |        |       |                         |                         |                                 |        |
| b)                       | Subject to the terms of any applicable Voluntary Planning Agreement, a commitment to pay developer contributions to the relevant consent authority or undertake works-in-kind towards the provision or improvement of public amenities and services. Note: This requirement may be satisfied subject to the terms of any applicable Voluntary Planning Agreement; and  | ✓              |            |        |       |                         |                         |                                 |        |
| c)                       | a commitment to undertake vehicle monitoring on Cambridge Avenue in accordance with Traffic and Transport requirement d) iii. Should any monitoring reveal the need for improvement works within the Campbelltown LGA as a result of the proposal, the Proponent may be required to contribute towards local road maintenance or upgrades.   | ✓              |            |        |       |                         |                         |                                 |        |
| Waste                    |  |                |            |        |       |                         |                         |                                 |        |
| 2.12                     | Any future Development Application shall ensure that liquid and/or non-liquid waste generated on the site is assessed and classified and where removed from the site, is directed to a waste management facility lawfully permitted to accept the materials.   | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| Hazards and Risks        |  |                |            |        |       |                         |                         |                                 |        |
| 2.13                     | Any future Development Application shall be accompanied by a preliminary risk screening completed in accordance with State Environmental Planning Policy No. 33 – Hazardous and Offensive Development and Applying SEPP 33 (DoP 2011), with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the proposal. Should preliminary screening indicate that the proposal is 'potentially hazardous,' a Preliminary Hazard Analysis (PHA) must be prepared in accordance with Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DoP 2011) and Multi-Level Risk Assessment (DoP 2011). The PHA should:   | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| a)                       | Estimate the risks from the facility;  | ✓              |            |        |       |                         |                         |                                 |        |
| b)                       | Be set in the context of the existing risk profiles for the intermodal facility and demonstrate that the proposal does not increase the overall risk of the area to unacceptable levels; and   | ✓              |            |        |       |                         |                         |                                 |        |
| c)                       | Demonstrate that the proposal complies with the criteria set out in the Hazardous Industry Planning Advisory Paper No. 4 – Risk Criteria for Land Use Safety Planning.   | ✓              |            |        |       |                         |                         |                                 |        |
| Freight Village          |  |                |            |        |       |                         |                         |                                 |        |

| No                          | Condition   | Responsibility |            |        | Notes | Where Captured          | Section Where Addressed | Additional Output / Deliverable | Timing |
|-----------------------------|---|----------------|------------|--------|-------|-------------------------|-------------------------|---------------------------------|--------|
|                             |   | Principal      | Contractor | Shared |       |                         |                         |                                 |        |
| 2.14                        | Any future Development Application for the freight village should include:<br>a) Employee numbers;<br>b) Details of uses sought;<br>c) Hours of operation for each use;<br>d) Signage; and<br>e) Parking (staff and visitor).   | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| Bushfire Management         |   |                |            |        |       |                         |                         |                                 |        |
| 2.15                        | Any future Development Application shall be accompanied by an assessment against the Planning for Bushfire 2006 (NSW Rural Fire Service).   | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |
| Environmental Risk Analysis |   |                |            |        |       |                         |                         |                                 |        |
| 2.16                        | Notwithstanding the above listed issues, future Development Applications shall include an environmental risk analysis to identify potential environmental impacts associated with the project (construction and operation), proposed mitigation measures and potentially significant residual B148nvironmental impacts after the application of proposed mitigation measures. Where additional environmental impacts are identified through this risk analysis, an appropriately detailed impact assessment of the additional environmental impacts shall be included as part of the Development Application. | ✓              |            |        |       | Stage 1 EIS<br>SSD 6766 |                         |                                 |        |

## Revised Statement of Commitments

| No                                 | Condition  | Responsibility |            |        | Notes   | Where Captured          | Section Where Addressed | Additional Output / Deliverable | Timing   |
|------------------------------------|--|----------------|------------|--------|---|-------------------------|-------------------------|---------------------------------|--|
|                                    |  | Principal      | Contractor | Shared |   |                         |                         |                                 |  |
| <b>1.1 Development and Staging</b> |  |                |            |        |   |                         |                         |                                 |  |
| 1.11                               | The Proponent commits to carrying out the development of the SIMTA Intermodal Terminal Facility generally in accordance with the following plans and documents:<br>• Land Use Plan, prepared by Reid Campbell<br>• Indicative Staging Plan, prepared by Reid Campbell  |                |            | ✓      |   | Stage 1 EIS<br>SSD 6766 |                         |                                 | Throughout the construction and operation of the SIMTA proposal  |
|                                    | The Proponent commits to seeking planning approval for the delivery of the rail link between the SIMTA site and the Southern Sydney Freight Line as part of the detailed planning application for the first stage of works. The planning application shall include the following information:                                      | ✓              |            |        | Principal is responsible for Stage 1 project approval |                         |                         |                                 | Provide with the planning application for the first stage of works (including the rail link)   |
| a)                                 | Clear and comprehensive description of the proposed infrastructure and operational details associated with the intermodal terminal.  | ✓              |            |        | Doesn't apply to RALP 1                               |                         |                         |                                 |  |
| b)                                 | Detailed assessment of all environmental issues, including geotechnical, ecological, stormwater/flooding and contamination.  | ✓              |            |        |   | Stage 1 EIS<br>SSD 6766 |                         |                                 |  |
| c)                                 | Clear demonstration that the proposed new siding will be compatible with the current and future track alignment, including the proposed quadruplication of the East Hills railway corridor.  | ✓              |            |        |   | N/A                     |                         |                                 |  |
| 1.12                               | Details of consultation with the relevant agencies, including Transport for NSW, Railcorp/Sydney Trains, ARTC, Crown Lands Office, NSW Office of Water, NSW Fisheries and others, as required. The Proponent commits to including the following information with the detailed planning application(s) for the warehouse buildings: | ✓              |            |        |   | Stage 1 EIS<br>SSD 6766 |                         |                                 | Provide with the planning application(s) for the warehouse buildings   |
| a)                                 | Details of the building massing and internal layouts.  | ✓              |            |        | Doesn't apply to RALP 1                               |                         |                         |                                 |  |
| b)                                 | Siting and design of buildings in consideration of potential noise impacts from the intermodal terminal facility   | ✓              |            |        | Doesn't apply to RALP 1                               |                         |                         |                                 |  |
| c)                                 | Perspective images that clearly show the proposed building treatments  | ✓              |            |        | Doesn't apply to RALP 1                               |                         |                         |                                 |  |
| 1.13                               | The Proponent will consider the inclusion of facilities within the Freight Village that meet the needs of employees.   | ✓              |            |        | Doesn't apply to RALP 1                               |                         |                         |                                 | Provide with the planning application(s) for the freight village   |
| 1.14                               | The principles of Crime Prevention Through Environmental Design are to be considered and incorporated into the design  | ✓              |            |        | Doesn't apply to RALP 1                               |                         |                         |                                 | Provide with the planning applications for the three major stages of the Concept Plan and as required throughout the construction and operation of the SIMTA proposal. |
| <b>1.2 Transport and Access</b>    |  |                |            |        |   |                         |                         |                                 |  |
| 1.21                               | The Proponent commits to negotiating with the relevant agencies/authorities as required to facilitate the staged delivery of the following road infrastructure upgrades in accordance with the Transport Accessibility Impact Assessment:  | ✓              |            |        |   | Stage 1 EIS<br>SSD 6766 |                         |                                 |  |
| a)                                 | Provide a new traffic signal at SIMTA's northern access with Moorebank Avenue  | ✓              |            |        |   |                         |                         |                                 | Prior to exceeding 250,000 TEU terminal (rail side) throughput   |
| b)                                 | Provide a new traffic signal approximately 750 metres south of SIMTA Central access  | ✓              |            |        |   |                         |                         |                                 | Prior to exceeding 250,000 TEU terminal (rail side) throughput   |
| c)                                 | Widen Moorebank Avenue to four lanes between the M5 Motorway/Moorebank Avenue grade separated interchange and the southern SIMTA site access. Some localised improvements will be required around central access and southern access points.   | ✓              |            |        |   |                         |                         |                                 | Address within 24 months of operating at 300,000 TEU throughput per annum  |
| d)                                 | Concurrent with four lane widening on Moorebank Avenue, the Moorebank Avenue/Anzac Road signal will require some form of widening at the approach roads.   | ✓              |            |        |   |                         |                         |                                 |  |
| e)                                 | Potential upgrading works at the M5 Motorway/Moorebank Avenue grade separated interchange to cater for both background and additional SIMTA traffic growth as outlined in Table 9-1 of the Transport Accessibility Impact Assessment (and Table 6 of the Environmental Assessment report).   | ✓              |            |        |   |                         |                         |                                 | Address within 24 months of operating at 500,000 TEU throughput per annum  |

| No   | Condition   | Responsibility |            |        | Notes                               | Where Captured       | Section Where Addressed                       | Additional Output / Deliverable | Timing   |
|------|---|----------------|------------|--------|-------------------------------------|----------------------|---|---------------------------------|--|
|      |   | Principal      | Contractor | Shared |                                     |                      |   |                                 |  |
| 1.22 | The Proponent commits to negotiating with the relevant agencies/authorities as required to facilitate the staged delivery of the public transport infrastructure in accordance with the Transport Accessibility Impact Assessment:  | ✓              |            |        |                                     | Stage 1 EIS SSD 6766 |   |                                 |  |
| a)   | Designing and constructing the central spine road and other site roads to accommodate buses, bus infrastructure and cyclist use for employees.  | ✓              |            |        |                                     |                      |   |                                 | Throughout the detailed planning, construction and operation stages of the SIMTA proposal  |
| b)   | Construction of a covered bus drop off/pick up facility within the site to encourage the use of buses for employees.  | ✓              |            |        |                                     |                      |   |                                 |  |
| c)   | Review and rationalisation of the locations of Route 901 bus stops in the vicinity of the site to match the proposed northern terminal entry location and enhance accessibility   | ✓              |            |        |                                     |                      |   |                                 |  |
| d)   | Providing peak period and SIMTA shift work responsive express buses to/from the site and Liverpool Station via Moorebank Avenue and Newbridge Roads with frequency dependant on the development of the site.  | ✓              |            |        |                                     |                      |   |                                 |  |
| e)   | Providing peak period express buses to/from the site and Holsworthy rail station via Anzac Road, Wattle Grove Drive and Heathcote Road with frequency dependant on the development of the site.   | ✓              |            |        |                                     |                      |   |                                 |  |
| f)   | Consulting with relevant bus provider(s) regarding the potential to extend the Route 901 bus through the site via the light vehicle road and increasing peak period bus service frequencies to better match the needs of existing and future employees of the locality with frequency dependent on the development of the site. | ✓              |            |        |                                     |                      |   |                                 |  |
| g)   | Consulting with relevant bus providers regarding changes to existing bus stop location and the identification of new bus stop locations if required.  | ✓              |            |        |                                     |                      |   |                                 |  |
| 1.23 | The proponent shall encourage walking and cycling by the inclusion of appropriate facilities including under cover bike storage, showers and change facilities.   | ✓              |            |        |                                     |                      |   |                                 | Address in the planning applications for the three major stages of the Concept Plan, where relevant, taking into account employee numbers  |
| 1.24 | The proponent commits to undertaking an actual truck trip generation survey after 24 months of operation and then progressively as the SIMTA site is developed  | ✓              |            |        | Operational requirement             |                      |   |                                 | Address after 24 months of commencing operation and within 24 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU |
| 1.25 | The Proponent commits to developing a Construction Traffic Management Plan to minimise the potential impacts of the construction stage(s), including:   |                | ✓          |        | To the extent applicable to RALP 1. | CTAMP                |   |                                 | Pre-construction   |
| a)   | Heavy vehicle access routes   |                | ✓          |        | To the extent applicable to RALP 1. | CTAMP                | CTAMP - Section 7.4.5<br>CTAMP - Attachment E |                                 | Pre-construction   |
| b)   | Location of construction worker parking   |                | ✓          |        | To the extent applicable to RALP 1. | CTAMP                | CTAMP - Section 6.3.1<br>CTAMP - Attachment F |                                 | Pre-construction   |
| c)   | Mitigation measures to avoid any unacceptable impacts on the surrounding land uses.   |                | ✓          |        | To the extent applicable to RALP 1. | CTAMP                | CTAMP - Table 10                              |                                 | Pre-construction   |
| d)   | Mitigation measures to avoid any unacceptable impacts on regular bus services and school bus services operating on roads within the vicinity of the site and pedestrian and cyclist access.   |                | ✓          |        | To the extent applicable to RALP 1. | CTAMP                | CTAMP - Section 6.7<br>CTAMP - Table 10       |                                 | Pre-construction   |
| 1.26 | The Proponent commits to developing a Traffic Site Management Plan prior to the commencement of operations at the site to minimise the potential impacts, including:  | ✓              |            |        | Operational requirement             |                      |   |                                 | Address prior to commencement of operation for each of the three major stages of the Concept Plan  |
| a)   | Management measures to avoid trucks parking and idling either within or outside of the site boundaries  | ✓              |            |        | Operational requirement             |                      |   |                                 |  |

| No                             | Condition   | Responsibility |            |        | Notes                               | Where Captured          | Section Where Addressed | Additional Output / Deliverable | Timing   |
|--------------------------------|---|----------------|------------|--------|-------------------------------------|-------------------------|-------------------------|---------------------------------|--|
|                                |   | Principal      | Contractor | Shared |                                     |                         |                         |                                 |  |
| b)                             | Provision of adequate parking for heavy vehicles to accommodate any potential delays in schedule times  | ✓              |            |        | Operational requirement             |                         |                         |                                 |  |
| <b>1.3 Noise and Vibration</b> |   |                |            |        |                                     |                         |                         |                                 |  |
| 1.31                           | The Proponent will undertake further detailed assessments at each application stage after the Concept Plan Approval to provide input to planning and confirm the need for and degree of noise mitigation if required. This should be undertaken based on the most detailed information available at that stage of works. These subsequent assessments should address the DGR requirements for the SIMTA proposal as a minimum.  | ✓              |            |        |                                     | Stage 1 EIS<br>SSD 6766 |                         |                                 | Provide with the planning applications for the three major stages of the Concept Plan  |
| 1.32                           | The Proponent will carry out detailed assessments when the SIMTA proposal is operational, including monitoring of operational noise levels at nearby receivers. The monitoring data should be used to validate noise models used in these assessments.  |                |            | ✓      | Operational requirement             |                         |                         |                                 | Address within 12 months of commencing operation and within 12 months of operating at an annual throughput of 500,000 TEU and 1,000,000 TEU                |
| 1.33                           | The Proponent shall consider locating buildings at or near the north-eastern and south-eastern boundaries of the site to provide beneficial acoustic shielding to the nearest residences.   | ✓              |            |        | Doesn't apply to RALP 1             |                         |                         |                                 | Address in the planning applications for the warehouse buildings and/or freight village  |
| 1.34                           | The Proponent shall consider locating less noise-intensive activities and operations at the north-eastern and south-eastern corners of the site where residences are closest.   | ✓              |            |        | Doesn't apply to RALP 1             |                         |                         |                                 | Address in the planning applications for the three major stages of the Concept Plan  |
| 1.35                           | The Proponent should make provision for a noise barrier along the western boundary of the SIMTA site. The requirement for the barrier will be determined having regard to the outcomes of the operational noise monitoring.   | ✓              |            |        | Doesn't apply to RALP 1             |                         |                         |                                 | Address in the planning applications for the three major stages of the Concept Plan  |
| 1.36                           | The Proponent will carry out detailed assessments for the subsequent application stages and when the SIMTA proposal is operational, including monitoring of background noise levels at nearby receivers. The monitoring data should be used to validate noise models used in these assessments. The subsequent assessments should address the environmental assessment requirements, as determined by the approval authority, as a minimum.   | ✓              |            |        |                                     | Stage 1 EIS             |                         |                                 | Provide with the planning applications for the three major stages of the Concept Plan and within 12 months of the commencement of operation for each stage |
| 1.37                           | The Proponent commits to undertaking a review of national and international 'best practice' for the design and operation of intermodal facilities to identify reasonable and feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.   | ✓              |            |        |                                     | Stage 1 EIS             |                         |                                 | Provide with the planning application for the first stage of works (Including the rail link)   |
| 1.38                           | Prior to undertaking demolition and construction on site, a Construction Noise and Vibration Management Plan should be prepared based on details of the proposed construction methodology, activities and equipment. This should identify potential noise and vibration impacts and reasonable and feasible noise mitigation measures (such as those identified in this report) that may be implemented to minimise any potential impacts, including engineering and management controls. |                | ✓          |        | To the extent applicable to RALP 1. | CNVMP                   |                         |                                 | Prior to demolition and/or construction  |
| 1.39                           | All construction activities will have regard to the standard hours of 7:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm Saturday (with approval from relevant authorities). Any works undertaken outside of these hours will be undertaken in consultation with relevant authorities. Works outside these hours that may be permitted will include:  |                | ✓          |        |                                     | CNVMP                   | CNVMP - Section 7.1     |                                 | During Construction  |
| a)                             | Any works which do not cause noise emissions to be audible at any nearby sensitive receptors.   |                | ✓          |        |                                     | CNVMP                   | CNVMP - Section 7.2     |                                 | During Construction  |
| b)                             | The delivery of materials which is required outside of these hours as requested by Police or other authorities for safety reasons. Local residents, commercial and industrial premises will be informed of the timing and duration of approved works in accordance with the notification provisions outlined in the CNMP.   |                | ✓          |        |                                     | CNVMP                   | CNVMP - Section 7.2     |                                 | Pre-construction   |
| c)                             | Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.   |                | ✓          |        |                                     | CNVMP                   | CNVMP - Section 7.2     |                                 | Pre-construction   |



| No                      | Condition  | Responsibility |            |        | Notes   | Where Captured   | Section Where Addressed                     | Additional Output / Deliverable | Timing   |
|-------------------------|--|----------------|------------|--------|---|--|---|---------------------------------|--|
|                         |  | Principal      | Contractor | Shared |   |  |   |                                 |  |
| d)                      | Any other work as approved through the CNMP Process  |                | ✓          |        |   | CNVMP  | CNVMP - Section 7.2<br>CNVMP - Attachment E |                                 | Pre-construction   |
| <b>1.4 Health</b>       |  |                |            |        |   |  |   |                                 |  |
| 1.41                    | The Proponent will undertake further health impact assessments for lodgement with each of the detailed planning applications for the three major stages of the development, including:   | ✓              |            |        |   | Stage 1 EIS<br>SSD 6766  |   |                                 | Provide with the planning applications for the three major stages of the Concept Plan        |
| a)                      | Discussion of the known and potential developments in the local region.  | ✓              |            |        |   | Stage 1 EIS<br>SSD 6766  |   |                                 |  |
| b)                      | Assessment of the impact on the environmental values of public health.   | ✓              |            |        |   | Stage 1 EIS<br>SSD 6766  |   |                                 |  |
| c)                      | Assessment of local and regional impacts including health risks  | ✓              |            |        |   | Stage 1 EIS<br>SSD 6766  |   |                                 |  |
| 1.42                    | Health impact assessments will be undertaken with reference to the Centre for Health Equity Training, Research, and Evaluations' practical guide to impact assessment (August 2007).   | ✓              |            |        |   | Stage 1 EIS<br>SSD 6766  |   |                                 |  |
| <b>1.5 Biodiversity</b> |  |                |            |        |   |  |   |                                 |  |
|                         | The Proponent will undertake further detailed assessment to establish the potential biodiversity impacts of the proposed rail link and measures to mitigate its potential impacts. The investigations shall incorporate the mitigation measures listed within Section 5 of the Flora and Fauna Assessment and as summarised below: | ✓              |            |        |   | Stage 1 EIS  |   |                                 | Provide with the planning application for the first stage of works (including the rail link) |
| 1.51                    | <u>Avoid Impacts</u>   |                |            |        |   |  |   |                                 |  |
| a)                      | Site establishment, earthworks and rail construction   |                | ✓          |        |   | Stage 1 EIS<br>SSD 6766  |   | CFFMP                           | Pre-construction   |
| 1.52                    | <u>Mitigate Impacts</u>  |                |            |        |   |  |   |                                 |  |
| b)                      | Soil disturbance related to site establishment, earthworks and rail construction   |                | ✓          |        |   | Stage 1 EIS<br>SSD 6766  |   | CFFMP                           | Pre-construction   |
| c)                      | Vegetation clearance for rail construction, access and maintenance tracks  |                | ✓          |        |   | Stage 1 EIS<br>SSD 6766  |   | CFFMP                           | Pre-construction   |
| d)                      | Construction in riparian areas/in proximity to watercourse   |                | ✓          |        |   | Stage 1 EIS<br>SSD 6766  |   | CFFMP                           | Pre-construction   |
| e)                      | Construction of pavement, slabs and building structures  |                |            |        |   |  |   |                                 |  |
| f)                      | Hot works (including vegetation clearing requiring heat producing equipment)   |                | ✓          |        |   | Stage 1 EIS<br>SSD 6766  |   | CFFMP                           | Pre-construction   |
| g)                      | Alteration to air quality and noise environments   |                | ✓          |        |   | Stage 1 EIS<br>SSD 6766  |   | CFFMP                           | Pre-construction   |
| h)                      | Operation of the SIMTA proposal  |                |            | ✓      | The design for the RALP to meet applicable standards and consider planning and legislative requirements. All other work by SIMTA. |  |   |                                 |  |
| 1.53                    | <u>Management of Threatened Plant Species</u>  |                |            |        |   |  |   |                                 |  |
|                         | The Proponent shall prepare and implement a Threatened Species Management Plan for the <i>Persoonia nutans</i> and <i>Grevillea parviflora</i> subsp. <i>parviflora</i> populations within the rail corridor that would be affected by the rail link   |                |            | ✓      | SIMTA prepared TSMP as part of Stage 1 EIS. CPB to incorporate and implement to the extent applicable to RALP 1.                  | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan |   | CFFMP                           | Provide with the planning application for the first stage of works (including the rail link) |
| 1.54                    | <u>Off-Set Impacts</u>   |                |            |        |   |  |   |                                 |  |

| No   | Condition   | Responsibility |            |        | Notes   | Where Captured  | Section Where Addressed | Additional Output / Deliverable            | Timing  |
|------|---|----------------|------------|--------|---|---|-------------------------|--|---|
|      |   | Principal      | Contractor | Shared |   |   |                         |  |   |
|      | The Proponent will update the Preliminary Biodiversity Offset Strategy (Hyder Consulting 2013) in accordance with the NSW offset principles for major projects (state significant development and state significant infrastructure) and continue to consult with the Department of the Environment (DOTE) through the project approval processes. The offset package will be secured before any clearing of endangered ecological communities or threatened species is carried out. |                |            | ✓      | The Principal is responsible for the Biodiversity Offset Strategy and Package                       | Biodiversity Offset Strategy / Package  |                         |  | Assess within 12 months of the approval of the planning application for the first stage of works (including the rail link) and secure offsets prior to vegetation clearing. |
| 1.55 | <u>Aquatic Flora and Fauna</u>  |                |            |        |   |   |                         |  |   |
|      | The Proponent will implement the following measures to protect the aquatic flora and fauna as part of the applications for the detailed planning applications (where relevant and applicable):  | ✓              |            |        |   | Stage 1 EIS   |                         |  |   |
| a)   | Implementation of design principles for friendly fish passage.  |                |            | ✓      | CPB design to consider fish migration. SIMTA to ensure design is implemented.                       | Stage 1 EIS   |                         | Design Report PSP Georges River Bridge     | Provide with the planning application for the first stage of works (including the rail link)  |
| b)   | Implementation of Construction and Operation Management Plans for maintenance of structures in riparian and aquatic zones.  |                |            | ✓      | To the extent applicable to RALP 1.   | CEMP CSWMP  |                         | PSP Georges River Bridge Design Reports    | During Construction   |
| c)   | Minimise siltation of the Georges River during construction through implementing the water quality mitigation measures detailed within the Stormwater and Flooding section of the Statement of Commitments.   |                | ✓          |        |   | CSWMP   | CSWMP - Section 8.1     | PSP Georges River Bridge Progressive ESCPs | During Construction   |
| d)   | Thorough assessment of any development within Anzac Creek CSWL community, including potential impacts on groundwater quality and quantity.  | ✓              |            |        |   | Stage 1 EIS SSD 6766  |                         |  | Provide with the planning applications for the three major stages of the Concept Plan that impact on Anzac Creek  |
| e)   | Lantana removal within nominated construction zones to reduce degradation of streamside vegetation and offset any potential impacts to aquatic biodiversity   |                | ✓          |        |   | CFFMP   | CFFMP - Attachment E    |  | During Construction   |
| 1.56 | <u>Riparian</u>   |                |            |        |   |   |                         |  |   |
| a)   | The proposed rail link (located within the rail corridor) is exempt from the requirement for an a WM Act controlled activity approval from NOW as a transitional Part 3A project; however the detailed design of the rail link will seek to conform to the objects of the WM Act and its associated guidelines.   |                | ✓          |        |   | CFFMP   |                         | Design Report                              | Provide with the planning application for the first stage of works (including the rail link)  |
| b)   | The riparian setback for Anzac Creek, as specified by NOW, is 30 metres (20 metre CRZ and 10 metre VB), while for Georges River the riparian setback is likely to be a minimum of 50 Meters (40 metre CRZ and 10 metre VB).   |                | ✓          |        |   | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Riparian Vegetation Management Plan |                         | CFFMP                                      | Provide with the planning applications for the three major stages of the Concept Plan   |
| c)   | Riparian corridors will be appropriately revegetated to restore and/or maintain ecological, functional and habitat values and impede surface flows and drop sediment before it reaches the waterways.   |                |            | ✓      | CPB will stabilise riparian areas. The Principal is responsible for landscaping.                    | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Riparian Vegetation Management Plan |                         | CFFMP                                      | During Construction   |
| d)   | Water quality and quantity issues will be managed during the construction phase through the implementation, inspection and maintenance of best practice soil and water management techniques which will be defined in the CEMP for sedimentation and erosion control during construction.   |                | ✓          |        |   | CSWMP   | CSWMP - Section 7       |  | During Construction   |
| e)   | Water quality and quantity issues will be managed during the operation phase through the implementation, inspection and maintenance of Water Sensitive Urban Design (WSUD) measures such as rainwater tanks, grass filter strips, swales and bio retention.   |                |            | ✓      | Design to consider water sensitive urban design measures. SIMTA to manage during operational stage. |   |                         |  | During Operation  |
| 1.6  | <u>Hazards and Risks</u>  |                |            |        |   |   |                         |  |   |
| 1.61 | <u>Asbestos</u>   |                |            |        |   |   |                         |  |   |

| No   | Condition   | Responsibility |            |        | Notes   | Where Captured          | Section Where Addressed | Additional Output / Deliverable | Timing   |
|------|---|----------------|------------|--------|---|-------------------------|-------------------------|---------------------------------|--|
|      |   | Principal      | Contractor | Shared |   |                         |                         |                                 |  |
| a)   | The Proponent will develop an asbestos management plan for the SIMTA proposal containing a risk assessment undertaken in accordance with Code of Practice for the Management and Control of Asbestos in the Workplace (NOHSC,200s).   |                | ✓          |        | To the extent that it relates to RALP 1.                                      | AMP                     |                         |                                 | Prior to demolition and/or construction  |
| b)   | Where the management plan recommends the removal of asbestos from site all works will be undertaken in accordance with the Code of Practice for the Safe Removal of Asbestos (NOHSC, 2005), including the development of an asbestos removal control plan and an emergency plan.  |                | ✓          |        | To the extent that it relates to RALP 1.                                      | AMP                     | AMP - Section 4         |                                 | Pre-construction   |
| 1.62 | <u>Dangerous Goods</u>  |                |            |        |   |                         |                         |                                 |  |
| a)   | The Proponent commits to undertaking a preliminary hazard assessment either during the preparation of the subsequent detailed planning applications (where tenants and purposes have been defined) or by tenants during the operational phase of development, as required by State Environmental Planning Policy No. 33 Hazardous and Offensive Development (SEPP No. 33).  | ✓              |            |        | Operational requirement   |                         |                         |                                 | Prior to occupation of buildings by tenants proposing to store handle or transport dangerous goods |
| b)   | Once the level of risk has been identified the aim will be to reduce the risk to 'as low as reasonably possible' (ALARP) through the application of specific operational management procedures that would form part of a framework for managing risks, captured within the facility's Hazard and Risk Management Plan and Emergency Response Plan.  | ✓              |            |        | Operational requirement   |                         |                         |                                 |  |
| c)   | Should unacceptable levels of risk be identified during the Preliminary Hazard Assessment (PHA), SIMTA will require potential tenants to demonstrate measures to Reduce the risk to an acceptable level prior to acceptance of tenancy.   | ✓              |            |        | Operational requirement   |                         |                         |                                 |  |
| d)   | The Proponent will require all tenants to disclose the anticipated type and quantity of goods entering the SIMTA site prior to award of tenancy. Prior to commencement of a lease on the SIMTA site, all tenants that would handle dangerous goods would be required to sign on to SIMTA's Hazard and Risk Management Plan and the Emergency Response Plan for the site.  | ✓              |            |        | Operational requirement   |                         |                         |                                 |  |
| e)   | These plans will be reviewed regularly and updated as goods entering the site may change with the tenancies. The requirements in the Code of Practice for storage and handling of dangerous goods (Work Cover NSW, 2005) would be adopted in these plans as a minimum.  | ✓              |            |        | Operational requirement   |                         |                         |                                 | During Operation   |
| 1.63 | <u>Spills</u>   |                |            |        |   |                         |                         |                                 |  |
| a)   | The Proponent commits to the preparation of a Construction and Operational Management Plan prior to the commencement of site operations for control/mitigation and management of any spillage/leaks etc.  |                |            | ✓      | Construction Management Plan by CPB.<br>Operational management plan by SIMTA. |                         |                         |                                 | Prior to commencement of operation for the first stage of works (including the rail link)          |
| 1.64 | <u>Unexploded Ordnance</u>  |                |            |        |   |                         |                         |                                 |  |
|      | The Proponent commits to undertaking and remediation (where necessary) prior to the commencement of construction.   |                | ✓          |        |   | CMP                     |                         | RAP                             | Prior to construction on land potentially affected by UXO  |
| 1.65 | <u>Bushfire Management</u>  |                |            |        |   |                         |                         |                                 |  |
| a)   | The Proponent commits to incorporating the key objectives identified by the Rural Fire Service (RFS) into relevant future design stages, in accordance with the following principles:<br>• Afford occupants of any building adequate protection from exposure to a bush fire.<br>• Ensure safe operational access and egress for emergency service personnel and residents.<br>• Provide for ongoing management and maintenance of bush fire protection measures, including fuel loads in asset protection zones (APZs)<br>• Ensure that utility services are adequate to meet the needs of fire fighters | ✓              |            |        |   | Stage 1 EIS<br>SSD 6766 |                         | BFMS<br>Design Reports          | Address in the planning applications for the three major stages of the Concept Plan                |
| b)   | The Proponent commits to the development of a Bushfire Management Plan for both the construction and operational phases of the SIMTA proposal that aligns with the requirements of the local RFS Bushfire Management Committee operational plans of management.   |                |            | ✓      | To the extent that it relates to RALP 1.                                      | BFMS                    |                         |                                 | Prior to construction of the three major stages of the Concept Plan                                |
| 1.7  | <u>Contamination</u>  |                |            |        |   |                         |                         |                                 |  |



| No                                 | Condition  | Responsibility |            |        | Notes   | Where Captured                   | Section Where Addressed                   | Additional Output / Deliverable                              | Timing   |
|------------------------------------|--|----------------|------------|--------|---|----------------------------------|---|--|--|
|                                    |  | Principal      | Contractor | Shared |   |                                  |   |  |  |
| 1.71                               | The following tasks will be undertaken in association with the detailed planning applications for the staged redevelopment of the SIMTA site:  | ✓              |            |        |   |                                  |   |  | Provide with the planning applications for the three major stages of the Concept Plan        |
| a)                                 | Confirming what, if any, actions were taken in regards to the Milsearch (2002) recommendations and the associated low risk ordnance issues.  | ✓              |            |        |   | Stage 1 EIS                      |   |  |  |
| b)                                 | Undertaking further investigations in the areas of environmental concern likely to be impacted upon by the proposed development. These investigations will be based on the detailed design of the proposed development to identify the extent of contamination, and what, if any, remediation activities are needed. The remediation of areas of the site (if any) would be best matched to the development of the site and considered as part of the future design.   | ✓              |            |        |   | Land Contamination Status Report |   | Construction Impact Assessment Report (CoA C5)<br>CMP<br>RAP |  |
| c)                                 | Developing a Contamination Management Plan with detailed procedures on:<br>• Handling, stockpiling and assessing potentially contaminated materials encountered during the development works;<br>• Landfill gas management during the excavation, handling, and stockpiling of waste materials, if excavation is required during the development, in the area of the Glenfield Quarry and Landfill;<br>• Assessment, classification and disposal of waste in accordance with relevant legislation; and<br>• A contingency plan for unexpected contaminated materials, such as materials that is odorous, stained or containing anthropogenic materials, that may be encountered during site works. |                | ✓          |        | To the extent that it relates to RALP 1.                    | CMP                              |   |  | Prior to construction of the three major stages of the Concept Plan                          |
| 1.72                               | The Proponent will undertake the following tasks in association with the detailed planning applications for the rail link:   | ✓              |            |        |   |                                  |   |  | Provide with the planning application for the first stage of works (including the rail link) |
| a)                                 | Undertaking a Phase 2 intrusive environmental site assessment of the proposed rail corridor lands, with an objective to assess the risk posed to the detailed design and construction of the rail corridor by the areas of environmental concern identified within this report. The Phase 2 intrusive investigation would include a program of soil and groundwater sampling completed in accordance with the guidelines made or approved by the EPA under s105 of the Contaminated Land Management Act 1997:  |                |            | ✓      | CPB's contamination assessment will inform detailed design. | Land Contamination Status Report |   | Construction Impact Assessment Report (CoA C5)<br>RAP        | Pre-construction   |
| b)                                 | Developing and implementing a contamination management plan as part of the project construction environmental management plan for managing contaminated materials either expected or unexpectedly encountered during the construction of the rail corridor. The contamination management plan would include detailed procedures on:<br>• Handling, stockpiling and assessing potentially contaminated materials encountered during the developments works;<br>• Assessment, classification and disposal of waste in accordance with relevant legislation; and  |                | ✓          |        | To the extent that it relates to RALP 1.                    | CMP                              | CMP - Section 10                          |  | Develop prior to construction of the rail link   |
| c)                                 | A contingencies plan for unexpected contaminated materials, such as materials that is odorous, stained or containing anthropogenic materials that may be encountered during site works.  |                | ✓          |        |   | CMP                              | CMP - Section 11 & 12                     |  | Pre-construction   |
| <b>1.8 Stormwater and Flooding</b> |  |                |            |        |   |                                  |   |  |  |
| 1.81                               | The Proponent will incorporate stormwater quantity and quality management measures into the detailed applications in accordance with the objectives and performance standards outlined in the Stormwater and Flooding Environmental Assessment report and including:   | ✓              |            |        |   | Stage 1 EIS                      |   |  | Provide with the planning applications for the three major stages of the Concept Plan        |
| a)                                 | Preparation of a Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP) for both the construction and operation phases.  |                |            | ✓      | To the extent that it relates to RALP 1.                    | CSWMP                            | CSWMP - Attachment D                      | Progressive ESCPs  | Prior to construction  |
| b)                                 | Implementation of management plan strategies prior to commencement of the staged construction phase  |                | ✓          |        |   | Stage 1 EIS                      |   | CSWMP  | Prior to construction  |
| c)                                 | Monitoring and review performance of sediment and water control structures during construction and operation phases  |                |            | ✓      | To the extent that it relates to RALP 1.                    | CSWMP                            | CSWMP - Section 8<br>CSWMP - Attachment D |  | Throughout construction and operation  |

| No                     | Condition  | Responsibility |            |        | Notes   | Where Captured | Section Where Addressed  | Additional Output / Deliverable              | Timing  |
|------------------------|--|----------------|------------|--------|---|----------------|--|--|---|
|                        |  | Principal      | Contractor | Shared |   |                |  |  |   |
| 1.82                   | The proponent commits to providing a multi-cell culvert (with elevated 'dry' cells and recessed 'wet' cells) to facilitate aquatic and terrestrial fauna movement in accordance with Witheridge (2003) and Part 7 (Division 3) of the Fisheries Management Act 1994 (FM Act)   |                | ✓          |        | CPB to implement during design and construction phase   | CFFMP<br>CSWMP |  | Design Report<br>PSP Georges River Bridge    | Provide with the planning application for the first stage of works (including the rail link)  |
| 1.83                   | The Proponent will prepare and update a flood emergency response plan as necessary to address the staged development of the site. Details are to be provided prior to the construction of each of the three major stages of the development.   |                |            | ✓      | To the extent that it relates to RALP 1.  | FERP           |  |  | Prior to construction of the three major stages   |
| 1.84                   | The proponent will investigate opportunities to minimise the number of piers located within Georges River during detail design development.  |                | ✓          |        |   | CSWMP          |  | PSP Georges River Bridge                     | Provide with the planning application for the first stage of works (including the rail link)  |
| <b>1.9 Air Quality</b> |  |                |            |        |   |                |  |  |   |
| 1.91                   | The Proponent commits to undertaking a review of national and international 'best practice' for the design and operation of intermodal facilities to identify reasonable and feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal |                |            | ✓      | Best practice review undertaken in EIS by SIMTA. Information in EIS is to be considered by CPB for inclusion in design where appropriate. | Stage 1 EIS    |  |  | Provide with the planning application for the first stage of works (including the rail link)  |
| 1.92                   | The Proponent will undertake an air quality monitoring programme during the initial phases of both construction and operation of the SIMTA site in accordance with the Air Quality Impact Assessment and including:<br>• Nuisance Dust<br>• Air Emissions - PM10 and Nitrogen Dioxide  |                |            | ✓      | CPB to undertake construction monitoring in accordance with legislative requirements. Operational monitoring by SIMTA.                    | CAQMP          | CAQMP - Section 8.2  |  | Within 12 months of commencing operations and within 12 months of a operating at an annual throughput of 500,00 TEU and 1,000,000 TEU |
| 1.93                   | The Proponent shall consider the need to develop a vehicle efficiency and emissions reduction program for the facility to encourage good maintenance and efficient vehicle selection, taking into account the results of the air quality monitoring programme.   | ✓              |            |        |   | CAQMP          | CAQMP - Section 8.2.1<br>CAQMP - Table 7<br>CAQMP - Attachment D |  | Within 12 months of commencing operations and within 12 months of a operating at an annual throughput of 500,00 TEU and 1,000,000 TEU |
| 1.94                   | The Proponent commits to the preparation of a Construction Environmental Management Plan prior to the construction of each stage to provide air quality and dust management/ mitigation procedures to be adopted during each of the construction phases of the development.  |                |            | ✓      | To the extent that it relates to RALP 1.  | CEMP<br>CAQMP  |  |  | Prior to construction   |
| 1.95                   | The Proponent commits to the preparation of a Greenhouse Gas Management Plan for the three major stages of the development in accordance with the provisions of the Greenhouse Gas Assessment.   |                |            | ✓      | To the extent that it relates to RALP 1.  | GHGMP          |  |  | Provide with the planning applications for the three major stages of the Concept Plan   |
| <b>2.0 Heritage</b>    |  |                |            |        |   |                |  |  |   |
| 2.01                   | The Proponent commits to the implementation of the following General Mitigation Measures in the Aboriginal Cultural Heritage Assessment and including:   |                | ✓          |        |   | CHMP           |  |  | Provide an implementation plan with the planning application for the first stage of works (including the rail link)                   |
| a)                     | Consultation between SIMTA and relevant Registered Aboriginal Parties (RAPs) throughout the design and construction of the SIMTA proposal.   |                | ✓          |        |   | CHMP           | CHMP - Section 3.1 & 3.2<br>CHMP - Attachment C                  | MA14 Salvage Strategy<br>MA14 Salvage Report | Pre-construction  |
| b)                     | Where possible, SIMTA should aim to avoid impacting any known Aboriginal heritage objects, sites or places and places that have potential Aboriginal heritage or cultural values, throughout the life of the SIMTA proposal.   |                | ✓          |        |   | CHMP           | CHMP - Table 8   |  | Pre-construction<br>During Construction   |
| c)                     | Where impact cannot be avoided, SIMTA should choose partial impact rather than complete impact wherever possible and ensure that appropriate measures to mitigate impacts are developed and implemented as required and as appropriate during design, construction and operation of the various stages of the SIMTA proposal.                                |                | ✓          |        |   | CHMP           | CHMP - Table 8   |  | Pre-construction<br>During Construction   |
| d)                     | If relocation of any element of the SIMTA proposal outside area assessed in this study is proposed, further assessment of the additional area(s) should be undertaken to identify and appropriately manage Aboriginal objects/sites/places that may be in this additional area(s).   |                | ✓          |        |   | CHMP           |  | Design Reports                               | Design<br>Pre-construction  |

| No   | Condition   | Responsibility |            |        | Notes                                    | Where Captured          | Section Where Addressed                                     | Additional Output / Deliverable              | Timing   |
|------|---|----------------|------------|--------|--|-------------------------|---|--|--|
|      |   | Principal      | Contractor | Shared |  |                         |   |  |  |
| e)   | In the event that previously undiscovered Aboriginal objects, sites or places (or potential Aboriginal objects, sites or places) are discovered during construction, all works in the vicinity of the find should cease and SIMTA should determine the subsequent course of action in consultation with a heritage professional, relevant Registered Aboriginal Parties and/or the relevant State government agency as appropriate.   |                | ✓          |        |  | CHMP                    | CHMP - Section 3.2<br>CHMP - Table 8<br>CHMP - Attachment D |  | During Construction  |
| f)   | Should suspected human skeletal material be identified, all works should cease and the NSW Police and the NSW Coroner's office contacted. Should the burial prove to be archaeological of Aboriginal origin, consultation with a heritage professional, relevant RAPs and/or the relevant State government agency, should be undertaken by SIMTA.   |                | ✓          |        |  | CHMP                    | CHMP - Section 3.2<br>CHMP - Table 8<br>CHMP - Attachment D |  | During Construction  |
| g)   | SIMTA should ensure that any reports or documents for the SIMTA proposal concerning Aboriginal heritage comply with applicable statutory requirements (those currently applicable are outlined in this report), are prepared in accordance with best practice professional standards and, where appropriate, ensure findings are provided to OEH AHIMS Registrar and the relevant RAPs.   |                | ✓          |        |  | CHMP                    | CHMP - Table 8<br>CHMP - Attachment D                       |  | Pre-construction   |
| 2.02 | The proponent commits to the implementation of the following Site Specific Mitigation Measures:   |                | ✓          |        |  | CHMP                    |   |  | During construction of the first stage of works (including the rail link)  |
| a)   | To ensure cultural values of land affected by the rail link are appropriately characterised and assessed, Aboriginal consultation should continue to be undertaken in accordance with applicable guidelines and requirements.   |                | ✓          |        |  | CHMP                    | CHMP - Section 3.1 & 3.2<br>CHMP - Attachment C             | MA14 Salvage Strategy<br>MA14 Salvage Report | During Construction  |
| b)   | Where potentially impacted by the proposed rail link footprint, the artefacts identified in Transect I on the SIMTA site, and Transect 7 immediately south of the SIMTA site, should be collected by RAPs in conjunction with a heritage professional before construction commences. A Care and Control Agreement should be completed between SIMTA and the RAPs regarding the future of the artefacts (it is usually preferred that they be reburied nearby).  |                | ✓          |        |  | CHMP                    |   | MA14 Salvage Strategy<br>MA14 Salvage Report | Pre-construction   |
| c)   | Given the extensive historical disturbance within the remainder of the SIMTA site, it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in these remaining areas.  |                |            | ✓      | Noted                                    | CHMP                    |   |  | Pre-construction   |
| d)   | In relation to the proposed rail link footprint, with the exception of PADs 1 - 3 (Figure 33), it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in the remaining areas.  |                | ✓          |        | To the extent that it relates to RALP 1. | CHMP                    |   |  | Pre-construction   |
| e)   | Areas within 50 metres of the eastern and western banks of the Georges River, should not be impacted without further assessment.  |                | ✓          |        |  | CHMP                    |   | Design Report                                | Pre-construction   |
| f)   | The detailed application for the first stage of works shall include test excavations in each of PADs 1 - 3 in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application.   | ✓              |            |        |  | Stage 1 EIS<br>SSD 6766 |   | CHMP<br>MA14 Salvage Strategy                |  |
| 2.03 | Where the detailed design of the rail link would result in disturbance to a potential archaeological deposit or an area of potential archaeological value the detailed application for that stage of works shall include test excavations in those areas that may be disturbed in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgement of the subsequent staged application. | ✓              |            |        |  | Stage 1 EIS             |   |  | Provide with the planning application for the first stage of works (including the rail link)                                     |
| 2.04 | <u>Non-Indigenous Heritage</u><br>The proponent commits to undertaking the recommendations within the Non-Indigenous Heritage report and including:   | ✓              |            |        |  | Stage 1 EIS             |   |  | Provide with the planning applications for the three major stages of the Concept Plan as applicable to that stage of the project |

| No                                 | Condition  | Responsibility |            |        | Notes   | Where Captured | Section Where Addressed | Additional Output / Deliverable  | Timing                                   |
|------------------------------------|--|----------------|------------|--------|---|----------------|-------------------------|--|--|
|                                    |  | Principal      | Contractor | Shared |   |                |                         |  |  |
| a)                                 | Preparing a Statement of Heritage Impact (SoHI) for submission to the Minister for Planning and Infrastructure as part of staged planning applications at State level.   | ✓              |            |        |   | Stage 1 EIS    |                         |  |  |
| b)                                 | Commencing discussions with the appropriate heritage bodies regarding the potential listing of the DNSDC site on the National Heritage List or the State Heritage Register.  | ✓              |            |        |   | Stage 1 EIS    |                         |  |  |
| c)                                 | Preparing a Statement of Heritage Impact for each stage, including the legal status of the site and advice on required actions depending on whether the site is listed or unlisted at the time that approval is sought.  | ✓              |            |        |   | Stage 1 EIS    |                         |  |  |
| d)                                 | Development of an overall mitigation strategy for the DNSDC site, which may be based on Table 3 of the NonIndigenous Heritage report.  | ✓              |            |        |   | Stage 1 EIS    |                         |  |  |
| e)                                 | Undertaking further archaeological assessment and investigation or monitoring, where required in areas designated as having archaeological potential that would be impacted by the proposal. The SoHIs for each stage should address the archaeological potential within the development area for each stage                                   | ✓              |            |        |   | Stage 1 EIS    |                         |  |  |
| f)                                 | If any archaeological deposit or item of heritage significance is located within the study area and is at risk of being impacted, the NSW Heritage Council should be notified and a heritage consultant/archaeologist should be engaged to assess the item to determine its heritage significance.   |                |            | ✓      | Unexpected finds to be managed in accordance with the Heritage Management Plan. | Stage 1 EIS    |                         |  |  |
| 2.05                               | The potential visual impact of the proposed rail corridor shall be mitigated by the use of screening vegetation and terracing or earth mounding to soften the impact of the flyover.   | ✓              |            |        |   | Stage 1 EIS    | Design Reports UDLP     | Provide with the planning application for the first stage of works (including the rail link) |  |
| <b>2.1 Visual and Urban Design</b> |  |                |            |        |   |                |                         |  |  |
| 2.11                               | The Proponent commits to the preparation and submission of a Landscape Management Plan with the detailed applications for the for the three major stages of the development that address each of the objectives and design principles contained within the Urban Design and Landscape report and the following mitigation measures:            | ✓              |            |        |   | UDLP           | Design Reports          | Provide with the planning applications for the three major stages of the Concept Plan        |  |
| a)                                 | High quality landscaping throughout the site, which will reinforce and extend the surrounding natural context and ecological qualities into the site.  | ✓              |            |        |   | UDLP           | Design Reports          |  |  |
| b)                                 | Inclusion of an 18 metre wide corridor of screening vegetation and a bio-retention swale along the Moorebank Avenue frontage, which will utilise a selection of native tree species with dense tree canopy and low screen planting.  | ✓              |            |        |   | UDLP           | Design Reports          |  |  |
| c)                                 | Landscape punctuation of nodal points along Moorebank Avenue.  | ✓              |            |        |   | UDLP           | Design Reports          |  |  |
| d)                                 | A 'boundary treatment' or 'buffer zone' along the other site boundaries, consisting of existing local species in the area and providing an essential scale of planting to complement the built form, including:  | ✓              |            |        |   | UDLP           | Design Reports          |  |  |
| e)                                 | Southern boundary: combination of 10 metre and 20 metre wide landscape corridors and a bio-retention swale adjacent to the warehouse and distribution facilities and Intermodal Terminal.  | ✓              |            |        |   | UDLP           | Design Reports          |  |  |
| f)                                 | Eastern boundary: total buffer zone of 13.5 metres consisting of 2.5 metre landscape corridor, a 6 metre internal light vehicle access road and a five metre wide bio-retention swale.   | ✓              |            |        |   | UDLP           | Design Reports          |  |  |
| g)                                 | Land cleared for the railway alignment will be include planting consisting of tall trees with a height of 20 metres at Maturity, interspersed with medium height trees.  | ✓              |            |        |   | UDLP           | Design Reports          |  |  |
| 2.12                               | The Proponent will use lighting which is in accordance with Australian Standard A54282-1997 'Control of Obtrusive Effect of Outdoor Lighting'. The height of the permanent light poles will be a maximum of 40 metres and reduced in height, where possible, to minimise potential light spill while maintaining appropriate safety standards. | ✓              |            |        |   | UDLP           | Design Reports          | Provide with the planning applications for the three major stages of the Concept Plan        |  |
| <b>2.2 Utilities</b>               |  |                |            |        |   |                |                         |  |  |
| 2.21                               | The Proponent will protect and relocate (where required) the existing services passing through the site, including stormwater, sewer, water, telecommunications and electricity  |                | ✓          |        | To the extent that it relates to RALP 1.  | CEMP           |                         |  | Prior to/during construction as impacted |
| 2.22                               | The Proponent will undertake further investigations, as required, and provide details that adequate services are available to the site and/or provide details regarding the proposed servicing upgrades. Details are to be provided with the applications for each of the future stages of the development.                                    | ✓              |            |        |   | Stage 1 EIS    |                         | Provide with the planning applications for the three major stages of the Concept Plan        |  |



| No  | Condition   | Responsibility |            |        | Notes                                    | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing  |
|---|---|----------------|------------|--------|--|----------------|-------------------------|---------------------------------|---|
|   |   | Principal      | Contractor | Shared |  |                |                         |                                 |   |
| 2.23  | The Proponent will undertake to source all water supplies for the project from an authorised and reliable source.   |                | ✓          |        |  | CSWMP          |                         |                                 | Prior to construction and operation                                 |
| 2.24  | The Proponent will obtain authorisation for the taking of water for purposes other than water supply, including for dewatering during construction.   |                | ✓          |        |  | CSWMP          |                         |                                 | Pre-construction  |
| <b>2.3 Climate Change Risk</b>                |   |                |            |        |  |                |                         |                                 |   |
| 2.31  | The Proponent will where applicable implement the controls and mitigation measures summarised in the Climate Risk Assessment report and including:  | ✓              |            |        |  | Stage 1 EIS    |                         |                                 | Address within the planning applications for the three major stages |
| a)  | Incorporate climate change sensitivity analyses for 20 per cent increase in peak rainfall and storm volumes into flood modelling assessment to determine system performance   | ✓              |            |        |  | Stage 1 EIS    |                         |                                 |   |
| b)  | Incorporate appropriate flood mitigation measures, where practical within the design to limit the risk to acceptable levels   |                |            | ✓      |  | Design Report  |                         |                                 | Design  |
| c)  | Consider the impacts of climate change on system performance, and where practical incorporate adaptive capacity measures within the design to limit the risk to acceptable levels   |                |            | ✓      |  | Design Report  |                         |                                 | Design  |
| d)  | Use of appropriate materials and engineering design capable of withstanding potential impacts posed by storm damage   |                |            | ✓      |  | Design Report  |                         |                                 | Design  |
| e)  | Incorporate appropriate strategic protection zones, including asset protection zones into design to limit bushfire risk to acceptable levels, where required  |                |            | ✓      |  | BFMS           |                         |                                 | Pre-construction  |
| f)  | Control of performance of hotworks on total fire ban days during construction and operation, particularly within any defined asset protection zones.  |                |            | ✓      | To the extent that it relates to RALP 1. | BFMS           |                         |                                 | Pre-construction  |
| g)  | Maintain track stability through regular maintenance, use concrete sleepers in place of wooden ones and use preventative measures in the event of heatwaves (e.g speed restrictions, warehouse ventilation for improved heat removal)   |                |            | ✓      |  | Design Report  |                         |                                 | Design  |
| h)  | Consider further assessment of Marginal Abatement Cost Curves to assess commercial opportunities of reducing reliance on single energy source   | ✓              |            |        |  | Stage 1 EIS    |                         |                                 |   |
| <b>2.4 Ecological Sustainable Development</b> |   |                |            |        |  |                |                         |                                 |   |
| 2.41  | Where applicable the Proponent will implement the Ecological Sustainable Development initiatives across the construction, operation and decommissioning stages of the SIMTA proposal including:<br>• Site Management Policies and Strategies<br>• Materials selection and energy and water demand management<br>• On-site renewable energy generation |                |            | ✓      | To the extent that it applies to RALP 1  | CEMP           |                         |                                 |   |
| 2.42  | The following principles will be achieved during the design development and construction phase of the proposal:<br>• Precautionary principles<br>• Inter-generation equality<br>• Conservation of biological and ecological integrity<br>• Improved valuation, pricing and incentive mechanisms   |                | ✓          |        | To the extent that it applies to RALP 1  | CEMP           |                         |                                 | During construction   |
| <b>2.5 Waste Management</b>                   |   |                |            |        |  |                |                         |                                 |   |
|   | The Proponent commits to undertaking waste management in the demolition, construction and operational phases of the development as listed below:  |                | ✓          |        | To the extent that it applies to RALP 1  | WMP            |                         |                                 |   |
| 2.51  | <u>Demolition</u>   |                |            |        |  |                |                         |                                 |   |
| a)  | Re-use of material will have priority over recycling  |                | ✓          |        | No demolition on RALP 1                  | WMP            | WMP - Section 6.1       |                                 | Prior to and during demolition                                      |
| b)  | Recycling will have priority over disposal  |                | ✓          |        |  | WMP            | WMP - Section 6.1       |                                 |   |
| c)  | Selection of reputable waste removal contractors who will guarantee that recyclable material will be recycled and will provide any relevant certificates  |                | ✓          |        |  | WMP            | WMP - Table 5           |                                 |   |
| d)  | Vegetation removed shall be either preserved for use in the new development, or mulched for inclusion in landscaping activities. The remainder will be sent to a composting facility  |                | ✓          |        |  | WMP            | WMP - Table 5           |                                 |   |
| e)  | Excavated earth will be used for infill and landscaping where feasible, the remainder will be sent to a recycling facility  |                | ✓          |        |  | WMP            | WMP - Table 5           |                                 |   |
| f)  | Asphalt will be re-used by transferring it to a batching plant or using it as a base layer for access roads   |                | ✓          |        |  | WMP            | WMP - Table 5           |                                 |   |
| g)  | Concrete components will where possible be crushed and reused on site, the remainder will be sent to a recycling facility   |                | ✓          |        |  | WMP            | WMP - Table 5           |                                 |   |

| No               | Condition  | Responsibility |            |        | Notes                                     | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing  |
|------------------|--|----------------|------------|--------|---|----------------|-------------------------|---------------------------------|---|
|                  |  | Principal      | Contractor | Shared |   |                |                         |                                 |   |
| h)               | Fuel and oil storage from demolition machinery will be secured and managed responsibly within compound sites during works, and removed upon completion of works  |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 |   |
| i)               | Sewage waste shall be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements.   |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 |   |
| 2.52             | <u>Construction</u>  |                |            |        |   |                |                         |                                 |   |
| a)               | Reduce potential waste by ordering the correct quantities of materials   |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 | Pre-construction<br>During construction   |
| b)               | Coordinate and sequence trades people to minimise waste  |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 | Pre-construction<br>During construction   |
| c)               | Prefabricate materials where possible  |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 | Pre-construction<br>During construction   |
| d)               | Use modular construction and basic designs to reduce the need for off-cuts   |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 | Pre-construction<br>During construction   |
| e)               | Reuse formwork   |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 | During Construction   |
| f)               | Reuse or recycle materials from the demolition phase   |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 | During Construction   |
| g)               | Separate off-cuts to facilitate reuse, resale or efficient recycling   |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 | During Construction   |
| h)               | Minimise site disturbance and limit unnecessary excavation   |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 | Pre-construction<br>During Construction   |
| i)               | Select landscaping which reduces green waste   | ✓              |            |        | RALP 1 scope does not include landscaping | WMP            | WMP - Table 5           |                                 | During Construction   |
| j)               | Select waste removal contractors to guarantee that recyclable waste are recycled.  |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 | Pre-construction<br>During Construction   |
| k)               | Engage with the supply chain to supply products and materials that use minimal packaging   |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 | Pre-construction<br>During Construction   |
| l)               | Set up schemes with suppliers to take back packaging materials   |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 | Pre-construction<br>During Construction   |
| m)               | Sewage waste shall be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements.   |                | ✓          |        |   | WMP            | WMP - Table 5           |                                 | Pre-construction<br>During Construction   |
| 2.53             | <u>Operations</u>  |                |            |        |   |                |                         |                                 |   |
| a)               | Appropriate areas shall be provided for the storage of waste and recyclable material   | ✓              |            |        | Operational requirement                   |                |                         |                                 | Throughout the operation of the SIMTA proposal  |
| b)               | Standard signage on how to use the waste management system and what materials are acceptable in the recycling will be posted in all waste collection and storage areas   | ✓              |            |        | Operational requirement                   |                |                         |                                 | Operation   |
| c)               | All domestic waste shall be collected regularly and disposed of at licensed facilities.  | ✓              |            |        | Operational requirement                   |                |                         |                                 | Operation   |
| d)               | Waste collection vehicles will be able to service the development efficiently and effectively.   | ✓              |            |        | Operational requirement                   |                |                         |                                 | Operation   |
| e)               | An education programme and on-going monitoring will to be implemented for training personnel to properly sort and transport waste into the right components and destinations   | ✓              |            |        | Operational requirement                   |                |                         |                                 | Operation   |
| f)               | Sewage waste will be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements.  | ✓              |            |        | Operational requirement                   |                |                         |                                 | Operation   |
| g)               | Trade waste will be discharged to the sewer through a trade waste agreement with Sydney Water  | ✓              |            |        | Operational requirement                   |                |                         |                                 | Operation   |
| 2.6 Consultation |  |                |            |        |   |                |                         |                                 |   |
| 2.61             | The Proponent will continue to consult with relevant government authorities and bodies during the design development process for the detailed applications for the three major stages of the development. Depending on the development proposed, these may include:<br><ul style="list-style-type: none"> <li>• Liverpool City Council</li> <li>• Transport for NSW</li> <li>• Railcorp</li> <li>• Australian Rail Track Corporation Ltd (ARTC)</li> <li>• NSW Department of Primary Industries (including NSW Office of Environment and Heritage)</li> <li>• NSW Environment Protection Authority</li> <li>• Department of Defence</li> <li>• Department of Finance and Deregulation</li> </ul> | ✓              |            |        |   |                | Stage 1 EIS             |                                 | Provide with the planning applications for the three major stages of the Concept Plan |

| No                                 | Condition  | Responsibility |            |        | Notes   | Where Captured      | Section Where Addressed | Additional Output / Deliverable | Timing  |
|------------------------------------|--|----------------|------------|--------|---|---------------------|-------------------------|---------------------------------|---|
|                                    |  | Principal      | Contractor | Shared |   |                     |                         |                                 |   |
| 2.62                               | The Proponent will continue to engage and consult with the community during the future detailed planning applications. Depending on the scale of the proposed, development, SIMTA may undertake the following activities either prior to lodgement or during the public exhibition of the application:<br><ul style="list-style-type: none"> <li>• Open a Community Information Centre (as appropriate) to provide stakeholders with information and to receive feedback on the proposal</li> <li>• Update the existing project website and maintain access</li> <li>• Continued operation of the email feedback system and free-call information line.</li> </ul> | ✓              |            |        |   | Stage 1 EIS         |                         |                                 | Provide with the planning applications for the three major stages of the Concept Plan       |
| 2.63                               | The Proponent Shall:   |                |            |        |   |                     |                         |                                 | Prior to issue of a construction certificate for the rail link construction                 |
| a)                                 | Obtain the consent of the ARTC with respect to the connection to the Southern Sydney Freight Line (noting that the granting of consent by ARTC is subject to the provision of ARTC Interstate Access Undertaking).   |                |            | ✓      | The Principal is responsible to obtaining consent. CPB will assist. | Interface Agreement |                         |                                 |   |
| b)                                 | Work with ARTC to identify the timing, scope and staging of any required capacity enhancement to the ARTC Network.   | ✓              |            |        |   | Interface Agreement |                         |                                 |   |
| <b>2.7 Infrastructure Delivery</b> |  |                |            |        |   |                     |                         |                                 |   |
| 2.71                               | The proponent commits to entering into a Voluntary Planning Agreement with the relevant authority to facilitate delivery of the following works:   | ✓              |            |        | Not part of RALP 1 scope  | N/A                 |                         |                                 | Prior to obtaining planning approval for the first stage of works (including the rail link) |
| a)                                 | upgrade of the Moorebank Avenue / M5 Motonrvay interchange;  | ✓              |            |        | Not part of RALP 1 scope  | N/A                 |                         |                                 |   |
| b)                                 | upgrade of Moorebank Avenue between Anzac Road and the southern entrance to the site to four lanes;  | ✓              |            |        | Not part of RALP 1 scope  | N/A                 |                         |                                 |   |
| c)                                 | provision of a new traffic signal at SIMTA's northern access with Moorebank Avenue;  | ✓              |            |        | Not part of RALP 1 scope  | N/A                 |                         |                                 |   |
| d)                                 | provision of a new traffic signal 750 metres south of the central access to the site;  | ✓              |            |        | Not part of RALP 1 scope  | N/A                 |                         |                                 |   |
| e)                                 | other parts of the site that will be upgraded, embellished, constructed or dedicated to the Commonwealth, Transport for NSW or the relevant Council that is directly attributable to the carrying out of the proposal; and   | ✓              |            |        | Not part of RALP 1 scope  | N/A                 |                         |                                 |   |
| f)                                 | investigating possible changes to the 901 bus route including frequency, stop locations and route.   | ✓              |            |        | Not part of RALP 1 scope  | N/A                 |                         |                                 |   |
| g)                                 | The timing for the delivery of the works will be in accordance with the agreed timing contained within the relevant Voluntary Planning Agreement.  | ✓              |            |        | Not part of RALP 1 scope  | N/A                 |                         |                                 |   |

## Commonwealth Approval

| No   | Condition   | Responsibility |            |        | Notes   | Where Captured | Section Where Addressed | Additional Output / Deliverable                     | Timing                           |
|--|---|----------------|------------|--------|---|----------------|-------------------------|---|----------------------------------|
|  |   | Principal      | Contractor | Shared |   |                |                         |   |                                  |
| Protection of EPBC flora and fauna & the environment on Comm |   |                |            |        |   |                |                         |   |                                  |
| 1  | For the better protection of the <b>GHFF</b> , the person take the action must:   |                | ✓          |        |   | CFFMP          |                         |   |                                  |
| a)   | not clear more than 11 hectares of GHFF foraging habitat;   |                | ✓          |        |   | CFFMP          | CFFMP - Section 7.3     | Design Report                                       | Pre-construction                 |
| b)   | engage a suitably qualified expert to undertake a pre-clearance survey(s) to confirm the absence of GHFF roosting camps within the rail easement, no more than 48 hours prior to the clearance of potential GHFF roosting habitat; and  |                | ✓          |        |   | CFFMP          | CFFMP - Section 7.3     | Pre-clearing survey results report                  | Pre-construction                 |
| c)   | notify the Department in writing of the results of pre-clearance surveys  |                |            | ✓      | CPB to prepare results of pre-clearance surveys. Principal to notify DotE of results. | CFFMP          | CFFMP - Section 8.2     | Notification to DotE of pre-clearing survey results | Pre-construction                 |
|  | If the GHFF is detected roosting on site, all native vegetation clearance activities must halt until the person taking the action has complied with any directions the Minister may wish to issue regarding timing of construction or methods for dispersal of the GHFF.  |                | ✓          |        |   | CFFMP          | CFFMP - Section 7.3     |   | Pre-construction                 |
| 2  | For the better protection of the Macquarie Perch, the person taking the action must:  |                | ✓          |        |   | CFFMP          | Attachment A            |   |                                  |
| a)   | engage a suitably qualified expert to design (or provide input on the design of) all crossings which are proposed to be implemented across Macquarie Perch habitat. Any such crossings must be of a suitable design that provides for the passage requirements of Macquarie Perch; and  |                | ✓          |        |   | CFFMP          | Attachment A            | Design Report                                       | Design                           |
| b)   | implement all feasible and practicable measures that ensure sedimentation and / or erosion (as a result of the proposed action) do not lead to any further reductions in the water quality, or degradation of, Macquarie Perch habitat.   |                | ✓          |        |   | CFFMP<br>CSWMP | Attachment A            |   | Pre-construction<br>Construction |
| 3  | For the better protection of Hibbertia sp. Bankstown, the person taking the action must engage a suitably qualified expert to undertake a targeted search for individuals of Hibbertia sp. Bankstown within all areas of potential habitat during the species' flowering period.  | ✓              |            |        |   | Stage 1 EIS    |                         |   | Pre-construction                 |
| 4  | For the better protection of Bynoe's Wattle, the person taking the action must engage a suitably qualified expert to undertake a field habitat assessment that targets the ecological requirements of Bynoe's Wattle, in all areas of Castlereagh Scribbly Gum Woodland likely to be cleared as a result of the proposed action. If the assessment determines there is potential for the species to occur on site, then a suitably qualified expert must undertake a targeted search for individuals of Bynoe's Wattle within all areas of potential habitat identified by the habitat assessment during the species' flowering period. | ✓              |            |        |   | Stage 1 EIS    |                         |   | Pre-construction                 |
|  | Flora and Fauna Management Plan   |                |            |        |   | CFFMP          |                         |   |                                  |
| 5  | For the better protection of EPBC listed flora & the environment on Commonwealth land, the person taking the action must engage a suitably qualified expert to prepare a Flora and Fauna Management Plan (FFMP) for the approval of the Minister. The FFMP must include (but need not be limited to):   |                | ✓          |        | To the extent applicable to the RALP 1 works.   | CFFMP          | Whole document          |   | Pre-construction                 |
| a)   | details on the timing of native vegetation clearance works;   |                | ✓          |        |   | CFFMP<br>CEMP  | Section 7               |   | Pre-construction                 |



| No    | Condition  | Responsibility |            |        | Notes   | Where Captured   | Section Where Addressed   | Additional Output / Deliverable  | Timing           |
|-------|--|----------------|------------|--------|---|--|---------------------------|--|------------------|
|       |  | Principal      | Contractor | Shared |   |  |                           |  |                  |
| b)    | detailed maps of the rail link easement and construction zone showing:<br>i. permanent infrastructure and temporary works;<br>ii. no-go areas; and<br>iii. physical barriers used for the protection of native vegetation on Commonwealth land, and of EPBC Act listed Nodding Geebung and Small-flower Grevillea.   |                | ✓          |        |   | CFFMP  | CFFMP - Attachment C      |  | Pre-construction |
| c)    | measures to minimise the extent of native vegetation clearing upon Commonwealth land and the clearing of Nodding Geebung and Small-flower Grevillea;   |                | ✓          |        |   | CFFMP  | CFFMP - Section 7.1       |  | Pre-construction |
| d)    | provisions to ensure no more than 17 individuals of Nodding Geebung and 634 stems of Small-flower Grevillea are cleared;   |                | ✓          |        |   | CFFMP  | CFFMP - Section 7.3 & 7.4 |  | Pre-construction |
| e)    | the results of targeted surveys for Hibbertia sp. Bankstown and Bynoe's Wattle (including the number of individuals recorded) and what measures will be implemented to avoid, mitigate and manage impacts to these species, if individuals are found on site;  |                | ✓          |        |   | CFFMP  | CFFMP - Section 5.2.1     |  | Pre-construction |
| f)    | measures which allow terrestrial fauna to disperse naturally ahead of clearing activities, and minimise the risk of injury to individuals;   |                | ✓          |        |   | CFFMP  | CFFMP - Section 7.5       |  | Pre-construction |
| g)    | actions to maintain or enhance the long-term viability of native vegetation adjoining the rail easement in particular, adjoining populations of Nodding Geebung and Small-flower Grevillea;  |                |            | ✓      |   | CFFMP  | CFFMP - Section 7         | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan | Pre-construction |
| h)    | measures to safeguard flora and fauna from the threat of weeds, fire, pathogens and unauthorised access. including (but not limited to) the commitments outlined in section 7.4.1 of the EIS (and summarised at Annexure A);   |                |            | ✓      | To the extent applicable to the RALP 1 works.   | CFFMP  | CFFMP - Section 7         | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan | Pre-construction |
| i)    | ongoing monitoring to inform the adaptive management of native vegetation adjoining the rail easement.   |                |            | ✓      | During construction phase of RALP 1 only.<br>Principal responsible for monitoring post construction | CFFMP  | CFFMP - Section 8         |  | Pre-construction |
| Notes | Native vegetation clearance must not occur until the FFMP has been approved. The FFMP must be implemented once approved.   |                | ✓          |        |   | CFFMP  |                           |  |                  |
|       | Threatened Flora Offset Management Plan  |                |            |        |   | CFFMP  |                           |  |                  |
| 6     | For the better protection of Nodding Geebung, Small-flower Grevillea (and potentially, Hibbertia sp. Bankstown and Bynoe's Wattle pending the outcome of conditions 3 and 4) the person taking the action must engage a suitably qualified expert to prepare a Threatened Flora Offset Management Plan (TFOMP) (or plans) for the approval of the Minister. The TFOMP must include (but need not be limited to): | ✓              |            |        | TFOMP prepared by the Principal.  | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan |                           |  | Pre-construction |

| No | Condition  | Responsibility |            |        | Notes | Where Captured   | Section Where Addressed | Additional Output / Deliverable | Timing           |
|----|--|----------------|------------|--------|-------|--|-------------------------|---------------------------------|------------------|
|    |  | Principal      | Contractor | Shared |       |  |                         |                                 |                  |
| a) | details of a direct offset that satisfies the requirements of the Department's offset policy. in accordance with the offset user guide (including timeframes for the delivery or acquisition of the direct offset);  | ✓              |            |        |       | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan |                         |                                 | Pre-construction |
| b) | map(s) and shapefiles that identify the location and boundaries of the direct offset,  | ✓              |            |        |       | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan |                         |                                 | Pre-construction |
| c) | details of the management actions and performance objectives which will maintain and enhance the Nodding Geebung and Small-flower Grevil/ea habitat and/or population covered by the TFOMP (including the duration, intensity, and timing of management actions);  | ✓              |            |        |       | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan |                         |                                 | Pre-construction |
| d) | an assessment of the baseline population and distribution for Nodding Geebung and Small-flower Grevillea within the direct offset, including:<br>i. the number of plants protected and their location; and<br>ii. plant and habitat condition.   | ✓              |            |        |       | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan |                         |                                 | Pre-construction |
| e) | measures for regular monitoring of the status of individuals of Nodding Geebung and Small-flower Grevillea and their habitat as measured against the baseline population and distribution, including:<br><br>i. fluctuations in population size and distribution; and<br>ii. response to disturbances and/or management actions. | ✓              |            |        |       | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan |                         |                                 | Pre-construction |

| No  | Condition   | Responsibility |            |        | Notes   | Where Captured   | Section Where Addressed                                 | Additional Output / Deliverable                           | Timing           |
|---|---|----------------|------------|--------|---|--|---|---|------------------|
|   |   | Principal      | Contractor | Shared |   |  |   |   |                  |
| f)  | provisions to revise the approved TFOMP in response to monitoring associated with condition 6(e);   | ✓              |            |        |   | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan |   |   | Pre-construction |
| Notes   | Native vegetation clearance must not occur until the TFOMP has been approved. The TFOMP must be implemented once approved.<br><br>Should the action result in, or be likely to result in, residual impacts to Hibbertia sp. Bankstown or Bynoe's Wattle (as determined by the Minister ), the TFOMP must also demonstrate how it meets the standards described in (a) to (f), for these two species.  | ✓              |            |        |   | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan |   |   | Pre-construction |
| <b>Construction Environment Management Plan</b> |   |                |            |        |   |  |   |   |                  |
| 7   | For the better protection of Commonwealth land, the person taking the action must engage a suitably qualified expert(s) to prepare a Construction Environment Management Plan (CEMP), for the approval of the Minister. The CEMP must include in relation to construction of the proposed facility:   |                | ✓          |        | To the extent applicable to the RALP 1 works.   | CEMP   |   |   | Pre-construction |
| a)  | details on the timing of construction works (accompanied by current and detailed maps);   |                | ✓          |        |   | CEMP   | CEMP - Part A, Section 1.3<br>CEMP - Part D, Appendix F |   | Pre-construction |
| b)  | identification and quantification of all potential impacts associated with noise, vibration, air quality, traffic, light spill, hydrological changes, contamination, and indigenous heritage (including cumulative impacts associated with the DoFs proposed intermodal) upon Commonwealth land. Consideration must be given to people and communities at SME , DNSDC, Defence housing, and the environment more generally in neighbouring bushland areas. Of note, the air quality assessment must quantify emissions arising from air pollutant sources for which there are established national air quality standards; |                | ✓          |        |   | CEMP<br>CTAMP  | CEMP - Part C, Section 9<br>CTAMP - Section 6           | Aspect Specific Management Plans                          | Pre-construction |
| c)  | the results of further investigations with regard to land contamination and indigenous heritage impacts (specifically, PADs two and three). If adverse impacts are identified, details on how such matters will be managed I mitigated must also be provided. Evidence of ongoing consultation with RAPs regarding further investigations for indigenous heritage objects/places must be provided;  |                | ✓          |        |   | CEMP<br>CHMP<br>CMP  |   | Contamination Management Plan<br>Heritage Management Plan | Pre-construction |
| d)  | refined details (including implementation timeframes) for the mitigation measures outlined in the EIS (sections 7.4.2, 7.4.3, 7.4.6, 7.4.7, 7.4.8 and 7.4.9) and summarised at Annexure A;  |                | ✓          |        |   | CEMP   | CEMP - Part C, Section 9                                | Aspect Specific Management Plans                          | Pre-construction |
| e)  | a commitment to ensure no lights are installed above the height of 40 metres or, the maximum approved height of the intermodal warehouse buildings (whichever is less);   |                |            | ✓      | CPB to ensure that any temporary or permanent lighting required for the RALP works does not extend above 40 metres. | N/A  |   |   | Pre-construction |

| No   | Condition  | Responsibility |            |        | Notes  | Where Captured      | Section Where Addressed                                 | Additional Output / Deliverable  | Timing           |
|--|--|----------------|------------|--------|--|---------------------|---|----------------------------------|------------------|
|  |  | Principal      | Contractor | Shared |  |                     |   |                                  |                  |
|  | f) identification of the trigger values and criteria for all matters mentioned in condition 7(b) (excluding light spill, land contamination and indigenous heritage) that will be adopted for monitoring and managing potential impacts to Commonwealth land;  |                |            | ✓      | To the extent applicable to the RALP 1 works.                        | CEMP<br>CHMP<br>CMP | CEMP - Part C, Section 9                                | Aspect Specific Management Plans | Pre-construction |
|  | g) details of a comprehensive monitoring program (including locations, frequency and duration) for:<br><br>i. validating the anticipated impacts associated with condition 7(b); and<br>ii. determining the effectiveness of proposed mitigation/management measures;  |                | ✓          |        |  | CEMP<br>CHMP<br>CMP | CEMP - Part C, Section 9                                | Aspect Specific Management Plans | Pre-construction |
|  | h) provisions to revise the approved CEMP in response to monitoring associated with condition 7(g) including, details of response I contingency mechanisms to address any exceedances of the relevant trigger values;  |                | ✓          |        |  | CEMP                | CEMP - Part B, Element 12                               |                                  | Pre-construction |
|  | i) evidence of consultation with Defence regarding the adequacy of proposed mitigation measures in particular, those measures to mitigate potential light spill impacts upon residential dwellings within SME outside of standard construction hours; and  |                |            | ✓      | To the extent applicable to the RALP 1 works.                        | CEMP                | CEMP - Part A, Section 3.3<br>CEMP - Part D, Appendix G |                                  | Pre-construction |
|  | j) details of a complaints handling procedure;   |                | ✓          |        |  | CCS                 |   |                                  | Pre-construction |
|  | Commencement of the action may not occur until the CEMP has been approved. The CEMP must be implemented once approved.   |                | ✓          |        |  | CEMP                | CEMP - Part A, Section 3.1                              |                                  |                  |
| <b>Operation Environment Management Plan</b> |  |                |            |        |  |                     |   |                                  |                  |
| 8  | For the better protection of Commonwealth land, the person taking the action must engage a suitably qualified expert(s) to prepare an Operation Environment Management Plan (OEMP) for the approval of the Minister. The OEMP must include in relation to operation of the proposed facility:  |                |            | ✓      | SIMTA to prepare OEMP. CPB to provide input as requested from SIMTA. | N/A                 |   |                                  |                  |
|  | a) identification and quantification of all potential impacts associated with noise, vibration, air quality, traffic and light spill (including cumulative impacts associated with the DoFs proposed intermodal) upon Commonwealth land. Consideration must be given to people and communities at SME, DNSDC, Defence housing, and the environment more generally in neighbouring bushland areas. Of note, the air quality assessment must quantify all emissions arising from air pollutant sources for which there are established national air quality standards; |                |            | ✓      | SIMTA to prepare OEMP. CPB to provide input as requested from SIMTA. | N/A                 |   |                                  |                  |
|  | b) refined details (including implementation timeframes) for the mitigation measures outlined in the EIS (sections 7.4.2, 7.4.6, 7.4.7, 7.4.8 and 7.4.9) and summarised at Annexure A;   |                |            | ✓      | SIMTA to prepare OEMP. CPB to provide input as requested from SIMTA. | N/A                 |   |                                  |                  |
|  | c) refined details of how heavy vehicles entering and exiting the site will be processed, including information on access and circulation both into, and within, the intermodal facility grounds;  | ✓              |            |        | Operational requirement  | N/A                 |   |                                  |                  |
|  | d) measures to ensure no heavy vehicles entering or exiting the intermodal facility park, or wait, on Moorebank Avenue;  | ✓              |            |        | Operational requirement  | N/A                 |   |                                  |                  |
|  | e) identification of the trigger values and criteria for all matters mentioned in condition 8(b) (excluding light spill) that will be adopted for monitoring and managing potential impacts to those Commonwealth land;  |                |            | ✓      | SIMTA to prepare OEMP. CPB to provide input as requested from SIMTA. | N/A                 |   |                                  |                  |
|  | f) details of a comprehensive monitoring program (including locations, frequency and duration) for:<br><br>i. validating the anticipated impacts associated with condition 8(b); and<br>ii. determining the effectiveness of mitigation/management measures (including the success of public transport incentives);  |                |            | ✓      | SIMTA to prepare OEMP. CPB to provide input as requested from SIMTA. | N/A                 |   |                                  |                  |

| No                        | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing                                  |
|---------------------------|--|----------------|------------|--------|--|----------------|-------------------------|---------------------------------|---|
|                           |  | Principal      | Contractor | Shared |  |                |                         |                                 |   |
|                           | g) provisions to revise the approved OEMP in response to monitoring associated with condition 8(f) including, details of response I contingency mechanisms to address any exceedances of the relevant trigger values;  |                |            | ✓      | SIMTA to prepare OEMP. CPB to provide input as requested from SIMTA. | N/A            |                         |                                 |   |
|                           | h) evidence of consultation with Defence regarding the adequacy of proposed mitigation measures;   | ✓              |            |        | Operational requirement  | N/A            |                         |                                 |   |
|                           | i) details of a complaints handling procedure;   | ✓              |            |        | Operational requirement  | N/A            |                         |                                 |   |
|                           | Commencement of operations may not occur until the OEMP has been approved. The OEMP must be implemented once approved.   |                |            |        |  |                |                         |                                 |   |
| 9                         | For the better protection of Commonwealth land, the person taking the action must enter into a written agreement with Defence that specifies the use and ongoing maintenance of Moorebank Avenue. Prior to commencement of the action the person taking the action must provide a copy of that agreement to the Department.  | ✓              |            |        | Operational requirement  | N/A            |                         |                                 | Pre-construction                        |
| Administrative Conditions |  |                |            |        |  |                |                         |                                 |   |
| 10                        | Within one month after the commencement of the action, the person taking the action must advise the Department in writing of the actual date of commencement.  |                |            | ✓      | CPB to provide information to SIMTA as required                      | CEMP           |                         |                                 | Pre-construction                        |
| 11                        | The person taking the action must maintain accurate records substantiating all activities associated with or relevant to the conditions of approval, including measures taken to implement any management plan or agreement required by this approval, and make them available upon request to the Department. Such records may be subject to audit by the Department or an independent auditor in accordance with section 458 of the EPBC Act, or used to verify compliance with the conditions of approval. Summaries of audits will be posted on the Department's website. The results of audits may also be publicised through the general media.  |                |            | ✓      | CPB to provide information to SIMTA as required                      | CEMP           |                         |                                 | Pre-construction & During Construction  |
| 12                        | Within three months of every 12 month anniversary of the commencement of the action, the person taking the action must publish a report (the Compliance Report) on their website addressing compliance with each of the conditions of this approval, including implementation of any management plans or agreements as specified in the conditions. Documentary evidence providing proof of the date of publication and non-compliance with any of the conditions of this approval must be provided to the Department at the same time as the Compliance Report is published. The person taking the action must continue to annually publish the Compliance Report until such time as agreed in writing by the Minister. |                |            | ✓      | CPB to provide information to SIMTA as required                      | CEMP           |                         |                                 | During Construction & Post-construction |
| 13                        | Upon the direction of the Minister, the person taking the action must ensure that an independent audit of compliance with the conditions of approval is conducted and a report submitted to the Minister. The independent auditor must be approved by the Minister prior to the commencement of the audit. Audit criteria must be agreed to by the Minister and the audit report must address the criteria to the satisfaction of the Minister.  | ✓              |            |        |  | CEMP           |                         |                                 |   |



| No     | Condition   | Responsibility |            |        | Notes   | Where Captured | Section Where Addressed | Additional Output / Deliverable | Timing  |
|--------|---|----------------|------------|--------|---|----------------|-------------------------|---------------------------------|---|
|        |   | Principal      | Contractor | Shared |   |                |                         |                                 |   |
| 14     | If the person taking the action wishes to carry out any activity otherwise than in accordance with any management plan as specified in the conditions, the person taking the action must submit to the Department for the Ministers written approval a revised version of that management plan. The varied activity shall not commence until the Minister has approved the varied management plan in writing. The Minister will not approve a varied management plan unless the revised management plan would result in an equivalent or improved environmental outcome over time. If the Minister approves the revised management plan, then that management plan must be implemented in place of the management plan originally approved. |                | ✓          |        |   | CEMP           |                         |                                 | Pre-construction  |
| 15     | If the Minister believes that it is necessary or convenient for the better protection of Listed Threatened species or the environment on Commonwealth land to do so, the Minister may request that the person taking the action make specified revisions to any management plan, as specified in the conditions and submit the revised management plan for the Minister's written approval. The person taking the action must comply with any such request. The revised approved management plan must be implemented. Unless the Minister has approved the revised management plan, then the person taking the action must continue to implement the management plan originally approved, as specified in the conditions.                   |                |            | ✓      | To the extent applicable to the RALP 1 works.                             | CEMP           |                         |                                 | Pre-construction  |
| 16     | If, at any time after five years from the date of this approval, the person taking the action has not substantially commenced the action, then the person taking the action must not substantially commence the action without the written agreement of the Minister.   | ✓              |            |        |   | CEMP           |                         |                                 |   |
| 17     | Unless otherwise agreed to in writing by the Minister, the person taking the action must publish all management plans referred to in these conditions of approval on their website. Each management plan must be published on the website within one month of being approved.   |                |            | ✓      | CPB to provide management plans to SIMTA.<br>SIMTA to publish on website. | CCS            |                         | Website                         | Each management plan must be published on the website within one month of being approved. |
| Notes: | Management plans referred to in conditions 5 to 8 may be recognised for administrative efficiency provided that all specified requirements are addressed and that each document is submitted with a clear description of the condition(s) it is intended to satisfy. For example, management plans may be further aggregated or disaggregated by construction stage, geographic area or management theme (including by 'species' in the case of condition 6). Where a plan is used to satisfy the requirements of both the State and the Commonwealth, that plan must clearly articulate where each of the Commonwealth's conditional criteria have been addressed within that plan.  |                |            |        |   |                |                         |                                 |   |

## Commonwealth Mitigation Measures

| No                      | Condition   | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed | Additional Output /                       | Timing |
|-------------------------|---|----------------|------------|--------|--|----------------|-------------------------|---|--------|
|                         |   | Principal      | Contractor | Shared |  |                |                         |   |        |
| 7.4.1 Biodiversity      |   |                |            |        |  |                |                         |   |        |
| 7.4.1.1                 | The Part 3A Guidelines for Threatened Species Assessment (DEC & DPI 2005) require the description and justification of measures to mitigate adverse effects arising from development proposals. Primary consideration should be given to measures to avoid or minimise impacts; where avoidance and mitigation are not possible, offset strategies may be considered as a last resort. The steps in the avoid, mitigate and offset approach are as follows: |                |            | ✓      | CPB to undertake to the extent applicable to RALP 1.                                     | Stage 1 EIS    |                         | CFFMP Biodiversity Offset Strategy        |        |
| a)                      | Avoid areas of high biodiversity value wherever possible;   |                | ✓          |        |  | Stage 1 EIS    |                         | CFFMP                                     |        |
| b)                      | Mitigate actions and safeguard values identified for retention by prescribing appropriate controls; and   |                | ✓          |        |  | Stage 1 EIS    |                         | CFFMP                                     |        |
| c)                      | Compensate for or offset the removal of biodiversity values.  |                |            | ✓      | SIMTA responsible for offsets.CPB to ensure clearing limits for works are within limits. | Stage 1 EIS    |                         | CFFMP Biodiversity Offset Strategy        |        |
| 7.4.1.2 <u>Avoid</u>    |   |                |            |        |  |                |                         |   |        |
| a)                      | The identified ecological values should be avoided as far as practicable  |                | ✓          |        |  | Stage 1 EIS    |                         |   |        |
| b)                      | The construction footprint of the SIMTA proposal and construction access requirements should be reduced as far as possible to minimise impacts.   |                | ✓          |        |  | Stage 1 EIS    |                         |   |        |
| c)                      | Avoid Endangered Ecological communities where possible.   |                | ✓          |        |  | Stage 1 EIS    |                         |   |        |
| d)                      | Avoid known locations of threatened flora species where possible.   |                | ✓          |        |  | Stage 1 EIS    |                         |   |        |
| e)                      | Avoid important fauna habitat features such as large hollow bearing trees where possible.   |                | ✓          |        |  | Stage 1 EIS    |                         |   |        |
| 7.4.1.3 <u>Mitigate</u> |   |                |            |        |  |                |                         |   |        |
| a)                      | Install appropriate drainage infrastructure (e.g. sediment basins, diversion drains), sediment and erosion controls prior to the commencement of construction.  |                | ✓          |        |  | CSWMP          | CSWMP - Section 7.1     |   |        |
| b)                      | Clearing of vegetation is not to be undertaken during overland flow events.   |                | ✓          |        |  | CFFMP          | CFFMP - Section 7.5     | CSWMP                                     |        |
| c)                      | Clearly identifying sensitive areas and areas for construction and managing clearing such that clearing activities are constrained to these approved areas only.  |                | ✓          |        |  | CFFMP          | CFFMP - Attachment C    |   |        |
| d)                      | Locate soil or mulch stockpiles away from watercourses and key stormwater flow paths to limit potential transport of these substances into the watercourses via runoff.   |                | ✓          |        |  | CSWMP          | CSWMP - Table 5         |   |        |
| e)                      | Dust suppression activities to be undertaken where appropriate.   |                | ✓          |        |  | CAQMP          | CAQMP - Section 7.4     |   |        |
| f)                      | Stabilisation of disturbed areas, including revegetation in accordance with the VMP, is to be undertaken as soon as practicable after disturbance.  |                | ✓          |        |  | CFFMP          | CFFMP - Section 7.6     |   |        |
| g)                      | Emergency response protocols and procedures for implementation in the event of a contaminant spill or leak to be clearly articulated in the Construction Environmental Management Plan.   |                | ✓          |        |  | CSWMP          | CSWMP - Attachment F    | ERP (IEMP) PIRMP Spill Response Procedure |        |
| h)                      | Spill kits to be located to allow for timely response to uncontained spills. Site inductions are to include a briefing on the use of spill kits.  |                | ✓          |        |  | CSWMP          | CSWMP - Section 7.5     |   |        |
| i)                      | Management of weeds in and adjacent to cleared areas will occur accordance with a Weed Management Plan. This plan will include details relating to the monitoring, management and where necessary eradication of weeds, disposal of green waste, and vehicle/plant weed wash down protocols if required.  |                | ✓          |        |  | CFFMP          | CFFMP - Attachment E    |   |        |
| j)                      | Management of noxious weeds are to be undertaken in accordance with the Noxious Weeds Act 1993.   |                | ✓          |        |  | CFFMP          | CFFMP - Attachment E    |   |        |
| k)                      | Equipment used for treating weed infestation will be cleaned prior to moving to a new area within the project site to minimise the likelihood of transferring any plant material and soil.  |                | ✓          |        |  | CFFMP          | CFFMP - Attachment E    |   |        |

| No  | Condition  | Responsibility |            |        | Notes  | Where Captured  | Section Where Addressed                      | Additional Output /  | Timing |
|-----|--|----------------|------------|--------|--|---|--|----------------------|--------|
|     |  | Principal      | Contractor | Shared |  |   |  |                      |        |
| l)  | Soil stripped and stockpiled from areas containing known weed infestations are to be stored separately and are not to be moved to areas free of weeds.   |                | ✓          |        |  | CFFMP   | CFFMP - Attachment E                         |                      |        |
| m)  | Fauna microhabitat such as logs should be removed from areas to be cleared and relocated to suitable nearby bushland areas in the presence of an ecologist.  |                | ✓          |        |  | CFFMP   | CFFMP - Section 7.3                          |                      |        |
| n)  | Consider the installation of nest boxes in woodland vegetation in the rail corridor that may offer alternative nesting habitat to hollowdependent species recorded in the study area.  |                | ✓          |        |  | CFFMP   | CFFMP - Attachment F                         |                      |        |
| o)  | High visibility plastic fencing is to be installed to clearly define the limits of the works area to not further encroach on fauna habitat.  |                | ✓          |        |  | CFFMP   | CFFMP - Section 7.3                          |                      |        |
| p)  | Undertake a pre-start up check for sheltering native fauna of all infrastructure, plant and equipment and/or during relocation of stored construction materials.   |                | ✓          |        |  | CFFMP   | CFFMP - Table 12                             |                      |        |
| q)  | Undertake a two-stage approach to clearing:<br>• Remove non-hollow bearing trees at least 48 hours before habitat trees are removed.<br>• Hollow bearing trees are to be knocked with an excavator bucket or other machinery to encourage fauna to evacuate the tree immediately prior to felling.<br>• Felled trees must be left for a short period of time on the ground to give any fauna trapped in the trees an opportunity to escape before further processing of the trees.<br>• Felled hollow bearing trees must be inspected by an ecologist as soon as possible (not longer than 2 hours after felling). |                | ✓          |        |  | CFFMP   | CFFMP - Section 7.5                          |                      |        |
| r)  | Site inductions are to include a briefing regarding the local fauna of the site and identification of protocols to be undertaken if fauna are encountered.   |                | ✓          |        |  | CFFMP   | CFFMP - Section 4.2                          |                      |        |
| s)  | If any pits/trenches are to remain open overnight, they are to be securely covered, if possible. Alternatively, fauna ramps (logs or wooden planks) are to be installed to provide an escape for trapped fauna.  |                | ✓          |        |  | CFFMP   | CFFMP - Table 12                             |                      |        |
| t)  | Clearance of native vegetation should be minimised as far as is practicable.   |                | ✓          |        |  | CFFMP   | CFFMP - Section 7.1                          |                      |        |
| u)  | Consider retention of some, or all, of the remnant scattered E. sclerophylla over patches of shrub and grass cover in the cleared grassland immediately south of the SIMTA site, in landscaping works.   |                |            | ✓      | Landscaping excluded from RALP 1 other than hydroseeding | CFFMP   | CFFMP - Section 7.5                          |                      |        |
| v)  | The extent of, and limitations to, vegetation clearing would be clearly identified on construction plans.  |                | ✓          |        |  | CFFMP   | CFFMP - Attachment C                         |                      |        |
| w)  | Any additional construction areas, such as site offices, construction stockpile locations and machinery/equipment laydown areas are to be located, where possible, within existing cleared or disturbed areas.   |                | ✓          |        |  | CFFMP   | CFFMP - Section 7.1                          |                      |        |
| x)  | Extent of clearing should be fenced with highly visible temporary fencing to minimise any extension of clearing beyond the area necessary.   |                | ✓          |        |  | CFFMP   | CFFMP - Section 7.3                          |                      |        |
| y)  | A VMP should be prepared prior to construction, detailing restoration, regeneration and rehabilitation of areas of native vegetation in study area. The VMP should also detail appropriate management for the potential habitat of threatened plant species in the study area, including monitoring during and after construction works to ensure impacts are minimised.   |                | ✓          |        |  | Response to Submissions - Appendix J (Biodiversity Assessment Report) - Riparian Vegetation Management Plan               |  | CFFMP - Attachment E |        |
| z)  | As soon as possible rehabilitation will commence where possible. Management of land disturbed as a result of construction works will occur in accordance with a VMP.   |                | ✓          |        |  | CFFMP<br>Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan | CFFMP - Section 7.10<br>CFFMP - Attachment E |                      |        |
| aa) | High visibility plastic fencing is to be installed to clearly define the limits of the works area as to not further encroach on EEC and locations of threatened flora species.   |                | ✓          |        |  | CFFMP   | CFFMP - Section 7.3                          |                      |        |



| No                      | Condition  | Responsibility |            |        | Notes  | Where Captured  | Section Where Addressed                 | Additional Output / | Timing |
|-------------------------|--|----------------|------------|--------|--|---|---|---------------------|--------|
|                         |  | Principal      | Contractor | Shared |  |   |   |                     |        |
| ab)                     | Fencing is to be installed delineating threatened species habitat to be retained. Appropriate warning signage is to be installed along this fencing at regular intervals. Site inductions are to include a briefing on the presence of threatened species and its habitat, its significance and locations and extents of no-go zones.  |                | ✓          |        |  | CFFMP<br>Response to Submissions - Appendix J (Biodiversity Assessment Report) - Threatened Flora Species Management Plan | CFFMP - Section 7.10                    |                     |        |
| ac)                     | Design and construction of rail crossings over Anzac Creek and Georges River to be in accordance with Fish Passage Requirements for Waterway Crossings (Fairfull and Witheridge 2003).   |                | ✓          |        |  | CFFMP   | CFFMP - Table 12                        | Design Report       |        |
| ad)                     | Minimise clearing and disturbance to the riparian zone where possible.   |                | ✓          |        |  | CFFMP   | CFFMP - Section 7.1                     |                     |        |
| ae)                     | Install appropriate drainage infrastructure (e.g. sediment basins, diversion drains), sediment and erosion controls prior to the commencement of construction.   |                | ✓          |        |  | CSWMP   | CSWMP - Section 7.1                     |                     |        |
| af)                     | Construction disturbance areas will be clearly demarcated to avoid accidental clearing or stockpiling in riparian vegetation.  |                | ✓          |        |  | CFFMP   | CFFMP - Section 7.1<br>CFFMP - Table 12 |                     |        |
| ag)                     | Landscaped zones to capture gross pollutants and oil and grits from pavement. These areas can be regularly maintained to remove rubbish and can be renewed on a regular basis.   | ✓              |            |        |  | CFFMP   | CFFMP - Table 12                        |                     |        |
| ah)                     | Bio-retention installed in base of channels and swales proposed to capture and store stormwater. This will consist of bio-filtration layers, planting and subsoil collection and drainage.   |                | ✓          |        | Mitigation measure to be considered where bio retention swales are proposed. | CFFMP   | CFFMP - Table 12                        |                     |        |
| ai)                     | Hot work not to be undertaken on declared total fire ban days.   |                | ✓          |        | Unless appropriate exemptions are in place by CPB.                           | BFMS  |   |                     |        |
| aj)                     | Vehicles and plant should not block fire trails.   |                | ✓          |        |  | BFMS  |   |                     |        |
| ak)                     | Bushfire awareness included in staff induction and in toolbox talks pre-commencement.  |                | ✓          |        |  | BFMS  |   |                     |        |
| al)                     | Directional lighting will be used where lighting is required in construction areas.  |                | ✓          |        |  | CEMP<br>CFFMP   | CFFMP - Table 12                        |                     |        |
| am)                     | Frequent maintenance of construction machinery and plant will be undertaken to minimise unnecessary noise.   |                | ✓          |        |  | CNVMP   | CNVMP - Table 11                        |                     |        |
| an)                     | Dust suppression activities to be undertaken where appropriate.  |                | ✓          |        |  | CAQMP   | CAQMP - Table 7                         |                     |        |
| ao)                     | Speed limits will be developed so as to minimise the potential for fauna to be struck by a vehicle within the SIMTA site. All vehicles and plant in operation on the SIMTA site are to adhere to site rules relating to speed limits.  |                |            | ✓      | Applicable for CPB during construction phase only.                           | CFFMP   | CFFMP - Table 12                        |                     |        |
| ap)                     | If an animal is injured, contact one of the following local wildlife rescue agency (e.g. WIRES) and/or veterinary surgery immediately  |                | ✓          |        |  | CFFMP   | CFFMP - Section 9.3                     |                     |        |
| aq)                     | Until the animal can be cared for by a suitably qualified animal handler, if possible minimise stress to the animal and reduce the risk of further injury by:<br>o Handling fauna with care and as little as possible.<br>o Covering larger animals with a towel or blanket and placing in a large cardboard box.<br>o Placing small animals in a cotton bag, tied at the top. |                | ✓          |        |  | CFFMP   | CFFMP - Section 9.3                     |                     |        |
| ar)                     | Keeping the animal in a quiet, warm, ventilated and dark   |                | ✓          |        |  | CFFMP   | CFFMP - Attachment E                    |                     |        |
| as)                     | Weed infestations that are identified during the operation of the SIMTA proposal are to be managed in accordance with the removal methods outlined in the Weed Management Plan.  |                |            | ✓      |  |   |   |                     |        |
| 7.4.2 Air               |  |                |            |        |  |   |   |                     |        |
| 7.4.2.1 Construction    |  |                |            |        |  |   |   |                     |        |
| a)                      | A Construction Environmental Management Plan will be prepared prior to construction. This document will include provisions covering air quality management and mitigation, and will be implemented through good site environmental practice.   |                | ✓          |        |  | CAQMP   |   |                     |        |
| 7.4.2.2 Dust Management |  |                |            |        |  |   |   |                     |        |

| No               | Condition  | Responsibility |            |        | Notes | Where Captured | Section Where Addressed  | Additional Output / | Timing |
|------------------|--|----------------|------------|--------|-------|----------------|--|---------------------|--------|
|                  |  | Principal      | Contractor | Shared |       |                |  |                     |        |
| a)               | Increasing the moisture content of the soil/surface to reduce emissions from site clearing, particularly during dry and windy conditions.  |                | ✓          |        |       | CAQMP          | CAQMP - Section 7.2<br>CAQMP - Table 7                         |                     |        |
| b)               | Modifying work practices during periods of adverse weather.  |                | ✓          |        |       | CAQMP          | CAQMP - Section 7.2<br>CAQMP - Table 7<br>CAQMP - Attachment D |                     |        |
| c)               | Limiting and staging clearing of designated footprint required for construction.   |                | ✓          |        |       | CAQMP          | CAQMP - Section 7.2<br>CAQMP - Table 7<br>CAQMP - Attachment D |                     |        |
| d)               | Completing rehabilitation as quickly as possible.  |                | ✓          |        |       | CAQMP          | CAQMP - Section 7.2<br>CAQMP - Table 7<br>CAQMP - Attachment D |                     |        |
| e)               | Minimising the number of stockpiles on-site and number of work faces on stockpiles.  |                | ✓          |        |       | CAQMP          | CAQMP - Section 7.2<br>CAQMP - Table 7<br>CAQMP - Attachment D |                     |        |
| f)               | Use of water sprays for dusty activities such as ballast dumping and compacting  |                | ✓          |        |       | CAQMP          | CAQMP - Section 7.2<br>CAQMP - Table 7<br>CAQMP - Attachment D |                     |        |
| g)               | Modify or cease demolition activities during periods of adverse weather (hot, dry and windy conditions).   |                | ✓          |        |       | CAQMP          | CAQMP - Section 7.2<br>CAQMP - Attachment D                    |                     |        |
| h)               | Using water sprays with earthmoving equipment during road construction   |                | ✓          |        |       | CAQMP          | CAQMP - Section 7.2<br>CAQMP - Attachment D                    |                     |        |
| i)               | Modifying work practices during periods of high winds and/or dry conditions by limiting scraper/grader activity.   |                | ✓          |        |       | CAQMP          | CAQMP - Section 7.2<br>CAQMP - Attachment D                    |                     |        |
| j)               | Confining all on-site vehicles to a designated route and enforcing speed limits.   |                | ✓          |        |       | CAQMP          | CAQMP - Table 7<br>CAQMP - Attachment D                        |                     |        |
| k)               | Modifying work practices during periods of high winds and/or dry conditions by engaging a water truck to spray travel routes.  |                | ✓          |        |       | CAQMP          | CAQMP - Section 7.2<br>CAQMP - Attachment D                    |                     |        |
| l)               | Controlling and reducing trip frequency and distance by coordinating delivery and removal of materials to avoid unnecessary trips, where possible.   |                | ✓          |        |       | CAQMP          | CAQMP - Section 7.2<br>CAQMP - Attachment D                    |                     |        |
| m)               | Cleaning dirt that has been tracked onto sealed roads as soon as practicable. Dirt track-out should be managed using shaker grids and/or wheel cleaning.   |                | ✓          |        |       | CAQMP          | CAQMP - Section 7.2<br>CAQMP - Attachment D                    |                     |        |
| <u>Operation</u> |  |                |            |        |       |                |  |                     |        |
| a)               | The following mitigations and compensatory measures will be undertaken, where feasible, to minimise potential impacts on local and regional air quality during operation of the SIMTA proposal:                  | ✓              |            |        |       | N/A            |  |                     |        |
| b)               | Upgrade of rolling stock servicing the SIMTA site.   | ✓              |            |        |       | N/A            |  |                     |        |
| c)               | Use of electrically powered container handling equipment in lieu of diesel equipment.  | ✓              |            |        |       | N/A            |  |                     |        |
| d)               | Use of LPG forklifts in lieu of diesel forklifts.  | ✓              |            |        |       | N/A            |  |                     |        |
| e)               | Minimise truck movements through the efficient management of deliveries and dispatches.  | ✓              |            |        |       | N/A            |  |                     |        |
| f)               | Minimise truck idling and queuing on-site.   | ✓              |            |        |       | N/A            |  |                     |        |
| 7.4.3 Hydrology  |  |                |            |        |       |                |  |                     |        |
| 7.4.3.1          | The following mitigation measures will be adopted for the SIMTA proposal to mitigate potential impacts on hydrology, water quality and flooding resulting from construction and operation of the SIMTA proposal. |                |            | ✓      |       | CSWMP          | CSWMP - Section 7<br>CSWMP - Table 5                           |                     |        |
| a)               | Rainwater tanks will be installed to collect roof water from the warehouses on the SIMTA site, and will be used for non-potable water demands such as toilet flushing and outdoor use.                           | ✓              |            |        |       | N/A            |  |                     |        |
| b)               | Pre-treatment measures will be incorporated into the site stormwater design, including buffer strips and gross pollutant traps where deemed appropriate.   |                |            | ✓      |       | Design Report  |  |                     |        |

| No | Condition   | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed                   | Additional Output /      | Timing |
|----|---|----------------|------------|--------|--|----------------|---|--------------------------|--------|
|    |   | Principal      | Contractor | Shared |  |                |   |                          |        |
| c) | Bio-retention systems will be incorporated into the site stormwater design, including rain gardens and bioswales, where deemed appropriate. These structures will also act as on-site detention basins, minimising the velocity and volume of flows leaving the site during storm events. Bio-retention systems will be designed to achieve the pollution reduction targets set out in the Liverpool DCP.   |                |            | ✓      |  | Design Report  |   |                          |        |
| d) | On-site stormwater detention will be designed to achieve flood management in accordance with the flood modelling results outlined in the Flood Study and Stormwater Management report prepared by Hyder Consulting (Hyder Consulting, 2012a) and as updated within the Stormwater and Flooding Assessment (Hyder Consulting, 2012b).  |                |            | ✓      |  | Design Report  |   |                          |        |
| e) | The following design principles will be adopted during the design phase of the Georges River bridge:<br><ul style="list-style-type: none"> <li>• Bridge design will comply with the requirements of Australian Standard 5100:2004 - Bridge Design and RailCorp Engineering Standard ESC 310 - Underbridges.</li> <li>• Bridge piers will be located and orientated to align with the piers of the existing East Hills railway Line bridge.</li> <li>• The bridge deck height will match the height of the existing East Hills Railway Line bridge</li> <li>• Bridge piers will be designed and orientated to avoid the formation of large-scale turbulence or the erosion of the bed and banks of the waterway.</li> <li>• Light penetration under bridges to encourage fish passage will be maximised.</li> <li>• Use and extent of those bed and bank erosion control measures that may reduce aquatic habitat values or inhibit the regrowth of natural in-stream and bank vegetation will be minimised.</li> </ul>  | ✓              |            |        | Note that the soffit height of the new Georges River bridge will not be any lower than the height of the East Hills Railway Line Bridge. | Design Report  |   |                          |        |
| f) | During construction of the Georges River bridge the following management approaches will be adopted:<br><ul style="list-style-type: none"> <li>• Works across the bed of the Georges River will be staged to minimise the total disturbance at any given time and to allow the full bypassing of stream flows around the works to maintain fish passage.</li> <li>• The management principles outlined in Managing Urban Stormwater (Landcom 2004) for sites with high erosion potential will be implemented.</li> </ul>  |                | ✓          |        |  | CSWMP          | CSWMP - Section 7<br>CSWMP - Attachment D | PSP Georges River Bridge |        |
| g) | The following design principles will be adopted for design and sizing of the culverts across Anzac Creek:<br><ul style="list-style-type: none"> <li>• Fish passage requirements will be considered when selecting the type of culvert.</li> <li>• Where practical, culverts will be aligned with the downstream channel to minimise bank erosion.</li> <li>• A multi-cell culvert design will be considered with a combination of elevated "dry" cells to encourage terrestrial movement, and recessed "wet" cells to facilitate fish passage.</li> <li>• Altering the channel's natural flow, width, roughness and base-flow water depth through the culvert's wet cells will be avoided where possible. Wet cells will aim to have a minimum water depth of 0.2-0.5 metres to facilitate fish passage.</li> <li>• The culvert will be designed to maximise the geometric similarities of the natural channel profile from the bed of the culvert up to a flow depth of 0.5 metres ("Low Flow Design") as a minimum.</li> <li>• Where conditions allow, the construction of pools will be considered at both the inlet and outlet of the culvert to assist in the dissipation of flow energy and to act as resting areas for migrating fish.</li> <li>• If a low-flow channel is constructed within the base slab of the culvert, the channel will extend across the inlet and outlet aprons.</li> <li>• Debris deflector walls may be used to reduce the impact of debris blockages on fish passage.</li> </ul> |                | ✓          |        |  | Design Report  |   |                          |        |
|    |   |                | ✓          |        |  | Design Report  |   |                          |        |
|    |   |                | ✓          |        |  | Design Report  |   |                          |        |
|    |   |                | ✓          |        |  | Design Report  |   |                          |        |
|    |   |                | ✓          |        |  | Design Report  |   |                          |        |
|    |   |                | ✓          |        |  | Design Report  |   |                          |        |
|    |   |                | ✓          |        |  | Design Report  |   |                          |        |

| No                      | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed                 | Additional Output /      | Timing |
|-------------------------|--|----------------|------------|--------|--|----------------|---|--------------------------|--------|
|                         |  | Principal      | Contractor | Shared |  |                |   |                          |        |
|                         | Rock protection and/or the formation of a stabilised energy dissipation pool at the outlet will be considered if necessary to assist in minimising erosion to avoid the formation of a perched culvert and damage to the stream bed and banks.   |                | ✓          |        |  | Design Report  |   |                          |        |
|                         | The design of the crossing will refer to the detailed engineering guidelines provided in Fairfull and Witheridge (2002).   |                | ✓          |        |  | Design Report  |   |                          |        |
| h)                      | The following management measures will be implemented during works in and adjacent to Anzac Creek to mitigate potential impacts on water quality during construction:  |                | ✓          |        |  | CSWMP          |   |                          |        |
|                         | All reasonable efforts will be taken to program construction activities during those periods when flood flows and fish passage is not likely to occur. As a minimum requirement, fish migrations and breeding periods, as advised by NSW DPI, will be avoided.   |                | ✓          |        |  | CFFMP<br>CSWMP |   | PSP Georges River Bridge |        |
|                         | Temporary sidetrack crossings will be constructed from clean fill (free of fines) using pipe or box culvert cells to carry flows, or a temporary bridge structure.   |                | ✓          |        |  | CSWMP          | CSWMP - Section 5.7                     |                          |        |
|                         | All temporary works, flow diversion barriers and in-stream sediment control barriers will be removed as soon as practicable and in a manner that does not promote future channel erosion.  |                | ✓          |        |  | CSWMP          | CSWMP - Table 6<br>CSWMP - Attachment D |                          |        |
|                         | The construction site will be left in a condition that promotes native revegetation and shading of habitat pools.  |                | ✓          |        |  | CFFMP          | CSWMP - Attachment D                    |                          |        |
|                         | The management principles outlined in Managing Urban Stormwater (Landcom 2004) for sites with high erosion potential will be implemented.  |                | ✓          |        |  | CSWMP          | CSWMP - Attachment D                    |                          |        |
| i)                      | A flood emergency response plan would be prepared and updated as necessary to address the staged development of the site.  |                | ✓          |        |  | FERP           |   |                          |        |
| j)                      | A Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP) will be implemented for the construction and operation phases of the development, with monitoring and review performance of sediment and water control structures during construction and operation phases. The SWMP and ESCPs will be developed in accordance with the principles and requirements of Managing Urban Stormwater (Landcom, 2004). |                |            | ✓      |  | CSWMP          | CSWMP - Attachment D                    | Primary ESCP             |        |
|                         | <u>Stage 1A</u>  |                |            |        |  |                |   |                          |        |
| a)                      | The DRAINS and TUFLOW modelling of Stage 1A indicate that the proposed drainage and OSD will provide adequate capacity to mitigate potential flood impacts of the Stage 1A development.  | ✓              |            |        | Based on modelling undertaken by Hyder (Arcadis) | FERP           |   | Design Report            |        |
| 7.4.4 European Heritage |  |                |            |        |  |                |   |                          |        |
| 7.4.4.1                 |  |                |            |        |  |                |   |                          |        |
| a)                      | Preparing a Statement of Heritage Impact (SoHI) for submission to the NSW Minister for Planning and Infrastructure as part of staged planning applications at State level.   | ✓              |            |        |  | N/A            |   |                          |        |
| b)                      | Commencing discussions with the appropriate heritage bodies regarding the potential listing of the DNSDC site on the National Heritage List or the State Heritage Register.  | ✓              |            |        |  | N/A            |   |                          |        |
| c)                      | Development of an overall mitigation strategy for the DNSDC site, which may be based on Table 81.  | ✓              |            |        |  | N/A            |   |                          |        |
| d)                      | Undertaking further archaeological assessment and investigation or monitoring, where required in areas designated as having archaeological potential that would be impacted by the proposal. The SoHIs for each stage should address the archaeological potential within the development area for each stage.  | ✓              |            |        |  | N/A            |   |                          |        |
| e)                      | If any archaeological deposit or item of heritage significance is located within the study area and is at risk of being impacted, the NSW Heritage Council should be notified and a heritage consultant/archaeologist should be engaged to assess the item to determine its heritage significance.   |                |            | ✓      |  | CHMP           | CHMP - Table 8<br>CHMP - Attachment D   |                          |        |
| f)                      | The potential visual impact of the proposed rail link on Glenfield Farm shall be mitigated by the use of screening vegetation along Moorebank Avenue.  | ✓              |            |        |  | N/A            |   |                          |        |
| 7.4.4.2 <u>Stage 1A</u> |  |                |            |        |  |                |   |                          |        |

| No  | Condition  | Responsibility |            |        | Notes   | Where Captured | Section Where Addressed               | Additional Output /   | Timing |
|---|--|----------------|------------|--------|---|----------------|---------------------------------------|-----------------------|--------|
|   |  | Principal      | Contractor | Shared |   |                |                                       |                       |        |
| a)  | Archival recording according to the DNSDC site mitigation strategy (to be developed) will be undertaken prior to works commencing.   | ✓              |            |        |   | N/A            |                                       |                       |        |
| b)  | Archaeological monitoring should be conducted for a representative sample of the sites of former structures that will be subject to proposed subsurface impacts for Stage 1A. Monitoring should be undertaken by a suitable archaeologist with Excavation Director Criteria qualifications, who will assess the likely significance of any archaeological deposits encountered, and provide advice regarding appropriate further action. If highly significant remains were identified during monitoring, it might be appropriate to conduct further monitoring for additional sites of former structures. A comprehensive archaeological research design should be prepared for the archaeological monitoring once the details of the proposed development have been finalised. |                |            |        | This is applicable for IMEX site only.  | N/A            |                                       |                       |        |
| c)  | Possible vibratory impacts to the three WWII-era buildings located adjacent to the Stage 1A area should be monitored in accordance with any recommendations made in the vibration assessment as included within Section 7.3.7.   | ✓              |            |        |   | N/A            |                                       |                       |        |
| d)  | A Heritage Management Plan in adherence to NSW Heritage Council guidelines should be prepared as part of the Construction Environmental Management Plan for the project.   |                | ✓          |        |   | CHMP           |                                       |                       |        |
| e)  | If unexpected finds are located during works the NSW Heritage Council will be notified and an archaeological consultant engaged to assess the significance of the finds. Further archaeological work or recording may be recommended. The process for managing such finds will be confirmed with Defence, the Department of the Environment and NSW Heritage Council and documented within the Construction Environmental Management Plan.   |                |            | ✓      | CPB to notify SIMTA if unexpected finds are discovered.                                   | CHMP           | CHMP - Attachment D                   |                       |        |
| 7.4.5 Indigenous Heritage   |  |                |            |        |   |                |                                       |                       |        |
| 7.4.5.1 Construction  |  |                |            |        |   |                |                                       |                       |        |
| The following design and construction mitigation measures were identified as part of the Aboriginal Cultural Heritage Assessment (AHMS 2012): |  |                |            |        |   |                |                                       |                       |        |
| a)  | Consultation between SIMTA and relevant Registered Aboriginal Parties (RAPs) will be maintained throughout the design and construction of the SIMTA proposal.  |                |            | ✓      |   | CHMP           | CHMP - Section 3.2                    | MA14 Salvage Strategy |        |
| b)  | Where impact cannot be avoided, SIMTA will choose partial impact rather than complete impact wherever possible and implement measures to mitigate impacts as required and as appropriate during design and construction of the various stages of the SIMTA proposal.   |                | ✓          |        |   | CHMP           | CHMP - Table 8                        |                       |        |
| c)  | If re-location of any element of the SIMTA proposal outside areas assessed within the Aboriginal Cultural Heritage Assessment (AHMS, 2012) is proposed, further assessment of the additional area(s) will be undertaken to identify and appropriately manage Aboriginal objects/sites/places that may be in this additional area(s).   |                | ✓          |        | To the extent applicable for RALP. Principal responsible if change directed by Principal. | CHMP           | CHMP - Table 8                        |                       |        |
| d)  | In the event that previously undiscovered Aboriginal objects, sites or places (or potential Aboriginal objects, sites or places) are discovered during construction, all works in the vicinity of the find will cease and SIMTA will determine the subsequent course of action in consultation with a heritage professional, relevant RAPs and/or the relevant State government agency as appropriate.   |                | ✓          |        | CPB to notify SIMTA if unexpected finds are discovered.                                   | CHMP           | CHMP - Attachment D                   |                       |        |
| e)  | Should suspected human skeletal material be identified, all works will cease and the NSW Police and the NSW Coroner's office contacted. Should the burial prove to be archaeological of Aboriginal origin, consultation with a heritage professional, relevant RAPs and/or the relevant State government agency, will be undertaken by SIMTA.  |                | ✓          |        | CPB to notify SIMTA if human skeletal remains are discovered.                             | CHMP           | CHMP - Attachment D                   |                       |        |
| f)  | SIMTA will verify that reports or documents for the SIMTA proposal concerning Aboriginal heritage comply with applicable statutory requirements (those currently applicable are outlined in this report), are prepared in accordance with best practice professional standards and, where appropriate, provide findings to OEH AHIMS Registrar and the relevant RAPs.  |                | ✓          |        |   | CHMP           | CHMP - Table 8<br>CHMP - Attachment D | MA14 Salvage Strategy |        |



| No            | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed                         | Additional Output /   | Timing |
|---------------|--|----------------|------------|--------|--|----------------|---|-----------------------|--------|
|               |  | Principal      | Contractor | Shared |  |                |   |                       |        |
| g)            | To appropriately characterise and assess cultural values for both the SIMTA site and rail corridor, Aboriginal consultation will continue to be undertaken in accordance with applicable guidelines and requirements.  |                | ✓          |        |  | CHMP           | CHMP - Section 3.1 & 3.2<br>CHMP - Attachment C |                       |        |
| h)            | The artefacts identified in Transect 1 on the SIMTA site, and Transect 7 immediately south of the SIMTA site, will be collected by RAPs in conjunction with a heritage professional before construction commences.   |                | ✓          |        |  | CHMP           |   | MA14 Salvage Strategy |        |
| i)            | A Care and Control Agreement will be completed between SIMTA and the RAPs regarding the future of the artefacts (it is usually preferred that they be reburied nearby).  |                |            | ✓      | In ground investigations by CPB. Principal responsible for care and control agreement. | CHMP           |   | MA14 Salvage Strategy |        |
| j)            | Any areas outside those investigated as part of this assessment, most notably those areas within 50 metres of the eastern and western banks of the Georges River, will not be impacted without further assessment.   |                | ✓          |        | Only applicable if works are outside assessed area.                                    | CHMP           |   |                       |        |
| k)            | Areas of the study area in close proximity to Georges River and the south-western most corner of the proposed rail corridor, which could not be adequately investigated due to access issues, will be investigated further prior to direct or indirect impact in this area.  |                |            |        |  | CHMP           |   |                       |        |
| l)            | If significant Aboriginal site(s) are identified during test excavations of PADs 1, 2 or 3, then design of the SIMTA proposal to avoid such sites(s) is the preferred option. However, if it is not considered possible to avoid such site(s), then salvage excavations of the PADs, in accordance with current archaeological practice any relevant guidelines and in consultation with the RAPs, will be undertaken to gather as much information on the site(s) as possible prior to disturbance.   |                |            | ✓      | CPB to follow direction of SIMTA if this arises.                                       | CHMP           |   | MA14 Salvage Strategy |        |
| m)            | Any proposed impacts to mature trees (greater than 80 years old) in the golf course will be avoided.   |                | ✓          |        |  | CHMP           | CHMP - Table 8                                  |                       |        |
| n)            | If avoidance is not feasible, any mature trees that will be impacted by the proposed development will be inspected to identify any potential Aboriginal cultural scarring.   |                | ✓          |        |  | CHMP           | CHMP - Table 8                                  |                       |        |
| o)            | Should the survey identify any trees with potential cultural scarring, further heritage assessment and/or mitigation measures may need to be developed.  |                |            | ✓      |  | CHMP           | CHMP - Table 8                                  |                       |        |
| 7.4.5.2       | <u>Operation</u><br>The following operation mitigation measures were identified as part of the Aboriginal Cultural Heritage Assessment (AHMS 2012):  | ✓              |            |        |  | N/A            |   |                       |        |
| a)            | Where possible, SIMTA will aim to avoid impacting any known Aboriginal heritage objects, sites or places and places that have potential Aboriginal heritage or cultural values, throughout the life of the SIMTA proposal.   |                |            | ✓      | To be considered in design following further investigations.                           | N/A            |   |                       |        |
| b)            | Where impact cannot be avoided, SIMTA will choose partial impact rather than complete impact wherever possible and ensure that appropriate measures to mitigate impacts are developed and implemented as required and as appropriate during operation of the various stages of the SIMTA proposal.   |                | ✓          |        |  | N/A            |   |                       |        |
| 7.4.6 Traffic |  |                |            |        |  |                |   |                       |        |
| 7.4.6.1       | <u>Construction</u><br>A Construction Traffic Management Plan (CTMP) will be implemented prior to and during construction of the SIMTA proposal.   |                | ✓          |        |  | CTAMP          |   |                       |        |
| a)            | Construction material will be sourced from within metropolitan Sydney and delivered to the SIMTA site primarily via the M5 Motorway, Hume Highway, M7 Motorway and Moorebank Avenue. Site access and egress for all construction traffic will be via Moorebank Avenue. Construction site entry is proposed just south of the existing signalised intersection, south of Anzac Avenue to minimise construction traffic impacts upon DNSDC. During later stages of construction, a separate egress point would likely be established to the south of the SIMTA site. |                | ✓          |        |  | CTAMP          | CTAMP - Table 10<br>CTAMP - Attachment E        |                       |        |

| No      | Condition   | Responsibility |            |        | Notes | Where Captured | Section Where Addressed | Additional Output / | Timing |
|---------|---|----------------|------------|--------|-------|----------------|-------------------------|---------------------|--------|
|         |   | Principal      | Contractor | Shared |       |                |                         |                     |        |
| 7.4.6.2 | <u>Operation</u><br>Operation of the SIMTA proposal would be subject to an approved Traffic Management Plan which would include a Vehicle Booking System to regulate and manage truck arrivals to the SIMTA site and to prevent trucks queuing and waiting on Moorebank Avenue. The Traffic Management Plan will be developed to manage traffic flows in and around the SIMTA proposal and will include the following:  | ✓              |            |        |       | N/A            |                         |                     |        |
| a)      | Management measures to control entry to the SIMTA site for the security of freight, and staff. This would include strategies to minimise unauthorised access to the SIMTA site.   | ✓              |            |        |       | N/A            |                         |                     |        |
| b)      | Traffic management measures (e.g. a Vehicle Booking System) to control the arrival of authorized vehicles so that queuing is minimised and vehicles are directed to the correct location within the terminal.   | ✓              |            |        |       | N/A            |                         |                     |        |
| c)      | Measures to control access of staff and visitors so as to maintain safety and appropriate security, particularly for bonded or quarantined material.  | ✓              |            |        |       | N/A            |                         |                     |        |
| d)      | Measures such as short-range radios, GPS and wireless communications would be recommended to maximise the efficiency of access and circulation of vehicles, goods and staff within the SIMTA site.  | ✓              |            |        |       | N/A            |                         |                     |        |
| 7.4.6.3 | In addition to the stated Traffic Management Plan, all reasonable steps would be taken to encourage staff to use public transport, walk and cycle to reduce the dependence on travel to / from the SIMTA site by private motor vehicle. SIMTA would assess the feasibility of the provision of a peak-hour express shuttle bus service to and from Liverpool Station via Moorebank Avenue and Newbridge Roads, with a potential expansion to this route over time to include Holsworthy Railway Station.  | ✓              |            |        |       | N/A            |                         |                     |        |
| 7.4.6.4 | The combined impact of the bus and rail focused measures would be to achieve specific public transport usage increases as a result of the SIMTA proposal, above those applying across the Liverpool LGA at the present time. If a reasonable proportion of employees live within the region, then substantial trip reduction benefits could be achieved. A SIMTA employee public transport mode share of about 30 per cent is currently considered feasible, with a significant proportion of employees living locally. This would manifest through a 2-3 per cent increase in the walk mode share. In summary, measures to reduce private motor vehicle trips would include: | ✓              |            |        |       | N/A            |                         |                     |        |
| a)      | Development and implementation of a travel behaviour change program.  | ✓              |            |        |       | N/A            |                         |                     |        |
| b)      | Reduce on-site car parking supply over-time (dependant on proportion of employees living locally and accessibility of public transport).  | ✓              |            |        |       | N/A            |                         |                     |        |
| c)      | Consideration of the establishment of Holsworthy Station Express bus services.  | ✓              |            |        |       | N/A            |                         |                     |        |
| d)      | Consideration of the establishment of Glenfield Station to Liverpool Station express bus.   | ✓              |            |        |       | N/A            |                         |                     |        |
| e)      | Installation of a bus interchange and waiting area.   | ✓              |            |        |       | N/A            |                         |                     |        |
| f)      | Bus priority works (establishment of designated bus lanes).   | ✓              |            |        |       | N/A            |                         |                     |        |
| g)      | Design and construction of walking and cycleways.   | ✓              |            |        |       | N/A            |                         |                     |        |
| h)      | Consideration of the extension of Bus Route 901.  | ✓              |            |        |       | N/A            |                         |                     |        |
| i)      | Promote the establishment of Route 870, 871, and 872 bus  | ✓              |            |        |       | N/A            |                         |                     |        |
|         | <u>Road Network Upgrades</u>  |                |            |        |       |                |                         |                     |        |
| 7.4.6.5 | The broader sub-regional road network will need to be upgraded progressively over the period to 2031 to cater for the forecast increase in traffic volumes which will result from both the SIMTA proposal and the general growth in population and employment traffic passing through the south-west of Sydney.   | ✓              |            |        |       | N/A            |                         |                     |        |
| 7.4.6.6 | Capacity improvements are currently proposed by the NSW Roads and Maritime Service on the M5 South West Motorway (widening to three lanes each way between Camden Valley Way at Casula and King Georges Road at Beverley Hills with an upgrade of the M5 South currently ongoing.   | ✓              |            |        |       | N/A            |                         |                     |        |



| No                   | Condition  | Responsibility |            |        | Notes | Where Captured | Section Where Addressed | Additional Output / | Timing |
|----------------------|--|----------------|------------|--------|-------|----------------|-------------------------|---------------------|--------|
|                      |  | Principal      | Contractor | Shared |       |                |                         |                     |        |
| 7.4.6.7              | Traffic studies conducted as part of the Concept Plan EA (Hyder Consulting, 2013c) identified some road capacity improvements that would be required to cater for the traffic demands from both background and additional traffic generated by the SIMTA proposal as a result of findings presented within Table 42. The study identified the following road network improvements that would be required by 2031 when the SIMTA proposal is operating at full capacity:  | ✓              |            |        |       | N/A            |                         |                     |        |
| a)                   | Widening of Moorebank Avenue to four lanes between the M5 Motorway/Moorebank Avenue grade separated interchange and the northern access point to the SIMTA site.   | ✓              |            |        |       | N/A            |                         |                     |        |
| b)                   | Some localized improvements would be required around the central and southern access points to the SIMTA site.   | ✓              |            |        |       | N/A            |                         |                     |        |
| c)                   | Concurrent with four lane widening of Moorebank Avenue, the Moorebank Avenue/Anzac Road signal will require some widening at the approach roads.   | ✓              |            |        |       | N/A            |                         |                     |        |
| d)                   | A new traffic signal at the northern access from the SIMTA site to Moorebank Avenue.   | ✓              |            |        |       | N/A            |                         |                     |        |
| e)                   | The central access currently being used by DNSDC will be retained for SIMTA access.  | ✓              |            |        |       | N/A            |                         |                     |        |
| f)                   | Potential upgrades at the M5 Motorway/Moorebank Avenue grade interchange to cater for both background and additional SIMTA traffic growth.   | ✓              |            |        |       | N/A            |                         |                     |        |
| g)                   | Widening at the following ramp locations including:<br>• M5 westbound off-ramp.<br>• M5 westbound on-ramp.<br>• M5 eastbound off-ramp.<br>• Moorebank Avenue northern approach.  | ✓              |            |        |       | N/A            |                         |                     |        |
| h)                   | These road network upgrades would be discussed and negotiated with RMS, potentially impacted stakeholders. Input from the community will also be sought.   | ✓              |            |        |       | N/A            |                         |                     |        |
| 7.4.6 Rail           |  |                |            |        |       |                |                         |                     |        |
| a)                   | The exact nature and scale of the necessary expansion at various locations on the SSFL and East Hills Line will be developed during the detailed design and at this stage it is expected that the following modifications to the existing rail infrastructure will be required:<br>• South of the tie in from the southbound loop to the SSFL<br>• North of the tie in from the northbound loop to the SSFL<br>• Between the southern and northern connections the SSFL<br>• Along the East Hills corridor, with potentially to go outside the project boundaries in both the West and East direction along the existing East Hills line |                |            | ✓      |       | Design Report  |                         |                     |        |
| b)                   | Ongoing discussions will be held with ARTC to verify that design meets required standards.   |                |            | ✓      |       | Design Report  |                         |                     |        |
| c)                   | During operation, open communication will be in place between SIMTA and ARTC to manage train movements on the SSFL.  | ✓              |            |        |       | N/A            |                         |                     |        |
| 7.4.7 Noise          |  |                |            |        |       |                |                         |                     |        |
| 7.4.7.1 Construction |  |                |            |        |       |                |                         |                     |        |
| a)                   | A Construction Noise and Vibration Management Plan would be developed to implement best practice mitigation and management measures to minimise noise impacts on surrounding land uses and sensitive receivers, including Commonwealth Land during construction.   |                | ✓          |        |       | CNVMP          |                         |                     |        |
|                      | The Construction Noise and Vibration Management plan would address the following noise issues:   |                | ✓          |        |       | CNVMP          |                         |                     |        |

| No      | Condition   | Responsibility |            |        | Notes | Where Captured | Section Where Addressed                     | Additional Output / | Timing |
|---------|---|----------------|------------|--------|-------|----------------|---|---------------------|--------|
|         |   | Principal      | Contractor | Shared |       |                |   |                     |        |
| b)      | Construction hours.<br>o All construction activities would have regard to the standard hours of 07:00 am to 18:00 pm Monday to Friday, and 08:00am to 13:00 pm Saturday (with approval from relevant authorities). Works outside these hours that may be permitted would include (Wilkinson Murray 2013):<br>• Any works which do not cause noise emissions to be audible at any nearby sensitive receptors.<br>• The delivery of materials which is required outside of these hours as requested by Police or other authorities for safety reasons. Local residents would be informed of the timing and duration of approved works in accordance with the SIMTA's notification provisions.<br>• Emergency work to avoid the loss of lives, property and/or to prevent environmental harm |                | ✓          |        |       | CNVMP          | CNVMP - Section 7.1 & 7.2                   |                     |        |
| c)      | Any other work as approved through the Construction Noise and Vibration Management Plan Process.  |                | ✓          |        |       | CNVMP          | CNVMP - Section 7.2<br>CNVMP - Attachment E |                     |        |
| d)      | Training and awareness, which would include the following:<br>o Site awareness training/environmental inductions to provide instruction on noise mitigation techniques/measures to be implemented during construction of the SIMTA proposal.<br>o Working within approved hours.<br>o Working with noisy equipment away from sensitive receivers.<br>o Using noise screens and temporary barriers<br>o Maintaining plant and equipment.<br>o Turning off machinery when not in use.<br>o Limiting the "clustering" of noisy plant / processes   |                | ✓          |        |       | CNVMP          | CNVMP - Section 4.2                         |                     |        |
| e)      | Communication, including a notification process to inform residents of respite times.   |                | ✓          |        |       | CNVMP<br>CCS   |   |                     |        |
| f)      | Incident and emergency response.  |                | ✓          |        |       | CNVMP          | CNVMP - Section 9                           |                     |        |
| g)      | Non-conformance, preventative and corrective action procedures.   |                | ✓          |        |       | CNVMP          | CNVMP - Section 8                           |                     |        |
| h)      | Selection of quiet plant and processes wherever feasible and retrofitting reversing alarms that are quieter and display less annoying characteristics. Such alarms could include "smart alarms" and "squawker alarms".  |                | ✓          |        |       | CNVMP          | CNVMP - Table 11                            |                     |        |
| i)      | Where appropriate, specific mitigation measures that may be considered would include:   |                | ✓          |        |       | CNVMP          | CNVMP - Table 11                            |                     |        |
| j)      | Portable temporary screens to mitigate specific noise sources.  |                | ✓          |        |       | CNVMP          | CNVMP - Table 11                            |                     |        |
| k)      | Respite periods (e.g. for extended periods of driven piling and use of rock breakers).  |                | ✓          |        |       | CNVMP          | CNVMP - Table 11                            |                     |        |
| l)      | Consideration of offset distances, orientation and position of noisy plant away from sensitive receivers, including the SME and DNSDC operations.   |                | ✓          |        |       | CNVMP          | CNVMP - Table 11                            |                     |        |
| m)      | Completion of loading and unloading activities away from sensitive receivers.   |                | ✓          |        |       | CNVMP          | CNVMP - Table 11                            |                     |        |
| n)      | Use of spotters, closed circuit television monitors, "smart" reversing alarms, or "squawker" type reversing alarms in place of traditional reversing alarms.  |                | ✓          |        |       | CNVMP          | CNVMP - Table 11                            |                     |        |
| o)      | The anticipated effectiveness of some noise mitigation techniques in reducing construction noise impacts are presented in Table 84.   |                | ✓          |        |       | CNVMP          | CNVMP - Table 11                            |                     |        |
| p)      | Ground borne vibration levels would be measured and monitored to establish the minimum working separation between the equipment and nearby vibration sensitive receivers and buildings that have the potential to be impacted when vibration-generating equipment is used during construction of the SIMTA proposal.  |                | ✓          |        |       | CNVMP          | CNVMP - Table 11                            |                     |        |
| 7.4.7.2 | <u>Operation</u><br>To reduce noise and vibration impacts of the SIMTA proposal during operation, the following recommendations as presented within Wilkinson Murray (2013) would be implemented:   | ✓              |            |        |       | N/A            |   |                     |        |

| No                   | Condition  | Responsibility |            |        | Notes | Where Captured | Section Where Addressed | Additional Output / | Timing |
|----------------------|--|----------------|------------|--------|-------|----------------|-------------------------|---------------------|--------|
|                      |  | Principal      | Contractor | Shared |       |                |                         |                     |        |
| a)                   | SIMTA would make provisions for a potential noise barrier along the western boundary of the SIMTA site. The requirement for the barrier will be confirmed during detailed assessments at each development application stage for approval under the NSW State planning approval process.  | ✓              |            |        |       | N/A            |                         |                     |        |
| b)                   | Facilities such as administration buildings and employee carparks would be placed in locations to provide an increased buffer distance between the SIMTA site operations and sensitive receptors, i.e. the north-eastern corner and eastern portions of the site.  | ✓              |            |        |       | N/A            |                         |                     |        |
| c)                   | Buildings or structures with acoustic shielding potential will be placed near the north-east and south-east boundaries of the site to assist in noise attenuation of the SIMTA proposal.   | ✓              |            |        |       | N/A            |                         |                     |        |
| 7.4.8 Visual Amenity |  |                |            |        |       |                |                         |                     |        |
| 7.4.8.1              | The visual amenity impact of the SIMTA proposal to the nearby residential receptors is anticipated to be low, however, the visual amenity impacts would be improved through implementing the following mitigation measures:  | ✓              |            |        |       | N/A            |                         |                     |        |
|                      | Optimising visual buffers within the land use layout of the SIMTA site.  | ✓              |            |        |       | N/A            |                         |                     |        |
|                      | Establishing high quality landscaping to reinforce the surrounding natural context and ecological qualities.   | ✓              |            |        |       | N/A            |                         |                     |        |
|                      | Installation of an 18 metre-wide screening vegetation corridor and bio-retention swale along the Moorebank Avenue, which will combine a selection of native tree species with dense tree canopy and low screen planting.   | ✓              |            |        |       | N/A            |                         |                     |        |
|                      | Punctuation of nodal points along Moorebank Avenue with appropriate landscaping.   | ✓              |            |        |       | N/A            |                         |                     |        |
|                      | Installation of a 'boundary treatment' or 'buffer zone' along the other site boundaries (from Moorebank Avenue), consisting of existing local species in the area and providing an essential scale of planting to complement the built form, including:<br>o A southern boundary landscape corridor (between 10 and 20 metres wide) and bio-retention basin.<br>o An eastern boundary buffer zone of 13.5 metres comprising a 2.5 metre landscape corridor, six metre internal light vehicle access road and five metre wide bioretention swale.<br>o Tall (20 metres at maturity) trees planted along the cleared railway alignment, interspersed with medium trees   |                |            | ✓      |       | N/A            |                         |                     |        |
| 7.4.9 Light Spill    |  |                |            |        |       |                |                         |                     |        |
| 7.4.9.1              | Further light spill assessment would be undertaken as part of subsequent stages of the development as well as ongoing monitoring of operational performance to analyse and describe the contribution and impacts of the development at the local scale and determine any potential impacts upon sensitive receptors. This performance analysis would build upon results of modelling undertaken as part of this and the Concept Plan assessment enabling results and refinements to be included for the construction of each stage. This modelling would include the use of reduced impact lighting poles that are anticipated to be much lower than modelled and not exceed the height of warehouses. Lighting of the SIMTA proposal will be designed to meet the requirements of the Australian Standards: | ✓              |            |        |       | N/A            |                         |                     |        |
| a)                   | AS4282 1997 Control of the Obtrusive Effect of Outdoor Lighting.   | ✓              |            |        |       | N/A            |                         |                     |        |
| b)                   | AS1158.3.1 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements  | ✓              |            |        |       | N/A            |                         |                     |        |
| 7.4.10 Health        |  |                |            |        |       |                |                         |                     |        |
| 7.4.10.1             | The SIMTA proposal is unlikely to have acute or chronic direct health effects on the local residents, as assessed in the Screening Level Health Risk Assessment undertaken for the project by Toxikos (2012a). To maintain limited acute and chronic direct health effects of the SIMTA proposal upon local residents, the following mitigation measures will be undertaken by SIMTA:  | ✓              |            |        |       | N/A            |                         |                     |        |

| No  | Condition  | Responsibility |            |        | Notes  | Where Captured | Section Where Addressed | Additional Output /              | Timing |
|---|--|----------------|------------|--------|--|----------------|-------------------------|----------------------------------|--------|
|   |  | Principal      | Contractor | Shared |  |                |                         |                                  |        |
| a)  | Assessment of the validity and feasibility of diesel/hybrid trucks. If deemed to be feasible a program will be implemented to encourage the use of diesel/electric hybrid trucks to both minimise local air quality impacts and provide a more sustainable environmental solution.   | ✓              |            |        |  | N/A            |                         |                                  |        |
| b)  | Implementation of a program to encourage the uptake of vehicles that meet the more stringent European emissions standards.   |                |            | ✓      |  | N/A            |                         |                                  |        |
| c)  | Implementation of a program to encourage maximum tyre pressure of trucks is maintained to improve the efficiency of the truck stock.   |                |            |        |  | N/A            |                         |                                  |        |
| 7.4.11 Hazardous Materials                |  |                |            |        |  |                |                         |                                  |        |
| 7.4.11.1 <u>Dangerous Goods Transport</u> |  |                |            |        |  |                |                         |                                  |        |
| a)  | A preliminary hazard assessment would be undertaken for each stage of development, as required by SEPP No. 33. Once the level of risk has been identified the aim would be to reduce the risk to as low as reasonably possible through the application of specific operational management procedures that would form part of a framework for managing risks. Should unacceptable levels of risk be identified during the PHA, SIMTA would require potential tenants to demonstrate measures to reduce the risk to an acceptable level prior to acceptance of tenancy.  | ✓              |            |        |  | N/A            |                         |                                  |        |
| b)  | SIMTA would require all tenants to disclose the type and quantity of goods entering the SIMTA site prior to award of tenancy and throughout operation. Prior to commencement of a lease on the SIMTA site, all tenants that will handle dangerous goods would be required to sign on to SIMTA's Hazard and Risk Management Plan and the Emergency Response Plan for the SIMTA site. These plans will be reviewed regularly and updated as goods entering the site change and/or with change of the tenancies. The requirements in the Code of Practice: Storage and Handling of Dangerous Goods (Work Cover NSW, 2012) would be adopted in these plans as a minimum. | ✓              |            |        |  | N/A            |                         |                                  |        |
| c)  | During operation of the SIMTA proposal there is the potential for spills of dangerous goods when handling containers and unpacking containers within warehouses. Table 85 summarises the potential risks associated with handling dangerous goods on the SIMTA site and the management standards and guidelines that would be considered during detailed design and development of operational management procedures to minimise health, safety and environment risks during operation.  | ✓              |            |        |  | N/A            |                         |                                  |        |
| 7.4.11.2 <u>Contamination</u>             |  |                |            |        |  |                |                         |                                  |        |
|   | Additional investigations will be undertaken to identify and delineate the potential for contamination within the rail corridor and the SIMTA site. The additional investigation results will also facilitate the development of a Contamination Management Plan for the development of the SIMTA proposal. The Contamination Management Plan will include detailed procedures on:   |                | ✓          |        | To the extent that it applies to the RALP 1 works.   | CMP            |                         | Land Contamination Status Report |        |
| a)  | Handling, stockpiling and assessing potentially contaminated materials encountered during the development works.   |                | ✓          |        |  | CMP            | CMP - Section 10        |                                  |        |
| b)  | Landfill gas management during the excavation, handling, and stockpiling of waste materials, if excavation is required during the development, in the area of the Glenfield Waste Facility.  |                | ✓          |        |  | CMP            | CMP - Section 8.4       |                                  |        |
| c)  | Excavation and disposal of USTs in accordance with Planning and Development Process for Sites with Underground Petroleum Storage Systems (UPSS) (DECCW 2009), UPSS Technical Note: Decommissioning, abandonment and removal of UPSS (DECCW 2010) and UPSS Technical Note: Site Validation Reporting (DECCW 2010).  |                | ✓          |        | Underground storage tanks to be dealt with in accordance with the provisions in the Design & Construct Contract. | N/A            |                         |                                  |        |
| d)  | Assessment, classification and disposal of waste in accordance with relevant legislation.  |                | ✓          |        |  | CMP            | CMP - Section 10.6      |                                  |        |
| e)  | A contingency plan for unexpected contaminated materials, such as materials that are odorous, stained or containing anthropogenic materials, that may be encountered during construction.  |                | ✓          |        |  | CMP            | CMP - Section 11        |                                  |        |

| No       | Condition  | Responsibility |            |        | Notes   | Where Captured | Section Where Addressed | Additional Output / | Timing |
|----------|--|----------------|------------|--------|---|----------------|-------------------------|---------------------|--------|
|          |  | Principal      | Contractor | Shared |   |                |                         |                     |        |
| 7.4.11.3 | <b>Asbestos Management</b>   |                |            |        |   |                |                         |                     |        |
| a)       | Demolition of the structures listed in Table 24, will be undertaken in accordance with How to manage and control asbestos in the workplace (Safe Work Australia, 2011a) and How to safely remove asbestos (Safe Work Australia 2011b). Excavation or disturbance of those areas of the SIMTA site and rail corridor where the potential for asbestos to be present within the soil has been identified will also be managed in accordance with the code of practice.   |                |            | ✓      | Removal will be in accordance with documents listed.<br>Will be treated in accordance with the provisions in the Design and Construct Contract. | AMP            |                         |                     |        |
| b)       | Prior to commencement of construction, a risk assessment will be undertaken by a competent person prior to removal of any asbestos material from the SIMTA site. In accordance with How to manage and control asbestos in the workplace (Safe Work Australia, 2011a), the assessment must comprise review and summation of all available information for the SIMTA site, including the: <ul style="list-style-type: none"> <li>• Asbestos risk assessment/risk register.</li> <li>• Asbestos management plan.</li> <li>• Implementation of the asbestos management plan to date.</li> <li>• A confirmation of controls to be implemented where construction works will impact on asbestos materials</li> </ul> |                |            | ✓      |   | AMP            |                         |                     |        |
| c)       | All works for the removal of asbestos from site will be undertaken by appropriately qualified personnel in accordance with Code of Practice: How to Safely Remove Asbestos (WorkCover NSW, 2011b).   |                | ✓          |        |   | AMP            | AMP - Section 4         |                     |        |

**Appendix E – SIMTA Intermodal Terminal Facility Stage 1 (SSD6766) – Division of Planning Approval Responsibilities**



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

| No. | Part   | Type   | Condition   | Phase            | Overall Responsibility |                 |                 |                          |
|-----|--|--|---|------------------|------------------------|-----------------|-----------------|--------------------------|
|     |  |  |   |                  | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| A1  | Administrative                                   |  | The Applicant shall carry out the development generally in accordance with the:<br>a. State Significant Development Application SSD 6766;<br>b. SIMTA Intermodal Terminal Facility – Stage 1 – Environmental Impact Statement (Hyder Consulting Pty Ltd, May 2014);<br>c. SIMTA Intermodal Terminal Facility – Stage 1 – Response to Submissions (Hyder Consulting Pty Ltd, September 2015); and<br>d. The conditions of this consent.  | ALL              | x                      | x               | x               | x                        |
| A2  | Administrative                                   |  | In the event of an inconsistency between:<br>a. the conditions of this approval and any document listed from condition A1(a) to A1(c) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and<br>b. any document listed from condition A1(a) to A1(c) inclusive, and any other document listed from condition A1(a) to A1(c) inclusive, the most recent document shall prevail to the extent of the inconsistency.   | ALL              | x                      | x               | x               | x                        |
| A3  | Administrative                                   |  | The Applicant shall comply with any reasonable requirement(s) of the Secretary arising from the Department’s assessment of:<br>a. any reports, plans or correspondence that are submitted in accordance with this consent; and<br>b. the implementation of any actions or measures contained within these documents.  | ALL              | x                      | x               | x               | x                        |
| A4  | Administrative                                   | Lapsing of Approval                                  | 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.   | ALL              | x                      |                 |                 |                          |
| A5  | Administrative                                   | Secretary as moderator                               | 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.  | ALL              | x                      |                 |                 |                          |
| A6  | Administrative                                   | Legal notices  | Any advice or notice to the consent authority shall be served on the Secretary  | ALL              | x                      |                 |                 |                          |
| A7  | Administrative                                   | Statutory Requirements                               | The applicant shall ensure that all licences, permits, consents and approvals are obtained and maintained as required throughout the life of the development. No condition of this consent removes the obligation of the Applicant to obtain, renew or comply with such licences, permits or approvals. The Applicant shall ensure that a copy of this consent and all relevant environmental licences, permits, consents and approvals are available on the site that all times during the development.  | ALL              | x                      | x               | x               | x                        |
| B1  | Prior To The Issue Of A Construction Certificate | Disable Access                                       | 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.  | Design           | x                      |                 |                 |                          |
| B2  | Prior To The Issue Of A Construction Certificate | Compliance with the Building Code of Australia (BCA) | 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).  | Design           | x                      |                 | x               |                          |
| B3  | Prior To The Issue of a Construction Certificate | Development Contributions                            | 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.   | Pre-construction | x                      |                 |                 |                          |
| B4  | Prior To The Issue Of A Construction Certificate | Site Layout and Access                               | 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.  | Design           | x                      |                 |                 |                          |
| B5  | Prior To The Issue Of A Construction Certificate | Site Layout and Access                               | The Applicant shall ensure that:<br>a) internal roads, driveways and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Development are constructed and maintained in accordance with the latest versions of AS 2890.1 – 2004, AS 2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage;<br>b) the swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, is in accordance with AUSTRROADS; te, as well as manoeuvrability through the site, is in accordance with AUSTRROADS;<br>c) The layout of the site shall be designed to ensure heavy vehicles associated with the operation of the intermodal terminal can be accommodated on site in the event of an incident blocking access to the M5 Motorway/ Moorebank Avenue to avoid queuing on public roads.<br><b>d) The layout of the site shall be designed so that heavy vehicles are not required to select reverse gear.</b><br>e) heavy vehicles and bins associated with the SSD do not park or stand on local roads or footpaths in the vicinity of the site;<br>i) all vehicles are wholly contained on site before being required to stop;<br>f) all loading and unloading of materials is carried out on site; and<br>g) the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.<br><b>Detailed plans demonstrating compliance with a)-h) shall be prepared in consultation with RMS and to the satisfaction of the Certifying Authority.</b> | Design           | x                      |                 |                 |                          |



| No. | Part   | Type                               | Condition  | Phase            | Overall Responsibility |                 |                 |                          |
|-----|--|------------------------------------|--|------------------|------------------------|-----------------|-----------------|--------------------------|
|     |  |                                    |  |                  | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| B6  | Prior To The Issue Of A Construction Certificate | Site Layout and Access             | 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.   | Design           | x                      |                 | x               |                          |
| B7  | Prior To The Issue Of A Construction Certificate | Lighting Plan                      | A detailed plan prepared by a suitably qualified lighting engineer must be submitted to the Certifying Authority for approval prior the issue of a Construction Certificate, and include, but not be limited to:<br>a) Adequate lighting of pedestrian thoroughfares;<br>b) All lighting in public domain areas is to comply with the relevant Council requirements and Australian Standard AS1158 for Street Lighting Applications;<br>c) The lighting plan should include lighting designs, supported by luminance calculations and luminance plots, and is to be of a high standard and Energy Australia compatible; and<br>d) All outdoor lighting (excluding street lighting) shall comply with, where relevant, AS/NZ1158.3: 1999 Pedestrian Area (Category P) Lighting and AS4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting.   | Design           | x                      |                 |                 |                          |
| B8  | Prior To The Issue Of A Construction Certificate | Public Transport                   | 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.   | Design           | x                      |                 |                 |                          |
| C1  | Prior to Construction                            | Commencement of Works              | 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.  | Pre-construction |                        | x               | x               |                          |
| C2  | Prior to Construction                            | Demolition                         | 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.   | Construction     |                        | x               |                 |                          |
| C3  | Prior to Construction                            | Urban Design and Landscaping       | The Applicant shall prepare and implement an Urban Design and Landscape Plan for the project. The Plan shall present an integrated urban design for the project. The Plan shall include, but not necessarily be limited to:<br>a) final design details of the proposed external materials and finishes;<br>b) location of existing vegetation and proposed landscaping (including use of indigenous and endemic species where possible) and design features;<br>c) strategies for progressive landscaping of other environmental controls such as erosion and sedimentation controls, drainage and noise mitigation; and<br>d) location and design treatments for any associated footpaths and cyclist elements, and other features such as seating, lighting (in accordance with AS 4282-1997 Control of the Obtrusive Effect of Outdoor Lighting), fencing, and signs;<br>The Plan shall be submitted for the approval of the Secretary prior to the commencement of permanent built works and/ or landscaping, unless otherwise agreed by the Secretary.  | Design           | x                      |                 | x               |                          |
| C4  | Prior to Construction                            | Compliance Monitoring and Tracking | The Applicant shall prepare and implement a Compliance Tracking Program, to track compliance with the requirements of this approval. The Program shall be submitted to the Secretary for approval prior to the commencement of construction and operate for the duration of construction.<br>The Program shall include, but not be limited to:<br>a) provision for the notification to the Secretary prior to the commencement of construction;<br>b) provision for periodic review of the compliance status of the SSD against the requirements of this approval;<br>c) provision for periodic reporting of compliance status to the Secretary, including but not limited to:<br>(i) a Pre-Construction Compliance Report prior to the commencement of construction,<br>(ii) Six-monthly, or other timing as agreed by the Secretary, Construction Compliance Reports, for the duration of construction, and<br>(iii) a Completion Compliance Report within one month of completion of the construction;<br><b>d) a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems;</b><br>e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;<br>f) provision for reporting environmental incidents to the Secretary during construction, in accordance with conditions C6 and C7;<br>g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and<br>h) provision for ensuring all employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities. | ALL              | x                      | x               | x               | x                        |

| No. | Part                  | Type                               | Condition   | Phase            | Overall Responsibility |                 |                 |                          |
|-----|-----------------------|------------------------------------|---|------------------|------------------------|-----------------|-----------------|--------------------------|
|     |                       |                                    |   |                  | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| C5  | Prior to Construction | Contamination                      | <p>Prior to the commencement of construction of the rail link within the Glenfield Waste Facility licenced premises, the Applicant shall prepare an assessment report of the proposed impacts of construction on the Glenfield Waste Facility licenced premises.</p> <p>The assessment must address:</p> <p>a) Targeted intrusive investigations to determine contamination pathways and to develop mitigation, management and/or remediation options based on those investigations;</p> <p>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;</p> <p>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;</p> <p>d) details of impacts on pollution control and monitoring systems including existing groundwater and landfill gas bores and their subsequent repair/ replacement;</p> <p>e) the methodology proposed to ensure that the landfill barrier system disturbed in the removal process is replaced/ repaired to ensure its ongoing performance. The Applicant shall detail matters such as sub grade preparation and specifications, liner installation/ reinstallation procedures and construction quality assurance (CQA) procedures;</p> <p>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</p> <p>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.</p> <p>h) details of any other expected or potential impacts to the licenced 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</p> <p>i) details of and proposed mitigation measures for the long term management of the rail link (eg. subsidence or gas issues).</p> <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 Glenfield Waste Facility licenced premises without the EPA's written approval, unless otherwise agreed by the Secretary.</p> | Pre-construction |                        |                 | x               |                          |
| C6  | Prior to Construction | Contamination                      | 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.   | Design           |                        |                 | x               |                          |
| C7  | Prior to Construction | Contamination                      | 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.  | Construction     |                        | x               | x               |                          |
| C8  | Prior to Construction | Contamination                      | <p>The subject site is to be remediated in accordance with:</p> <p>a) The approved Remedial Action Plan;</p> <p>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. 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>   | Construction     |                        | x               | x               |                          |
| C9  | Prior to Construction | Soil, Water Quality and Hydrology  | The design of any new stormwater outlets to the Georges River or Anzac Creek must include scour protection works.   | Design           |                        |                 | x               |                          |
| C10 | Prior to Construction | Fish Migration, Passage and Health | 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.   | Pre-construction |                        |                 | x               |                          |
| C11 | Prior to Construction | Fish Migration, Passage and Health | Prior to the commencement of the bridge construction works across the Georges River, the Applicant must consider if possible, restricting the use of the temporary platform to only one, and be designed to maintain fish passage. The Applicant must consult with Fisheries NSW with regard to the platform and its design prior to constructing the platform in the Georges River.  | Pre-construction |                        |                 | x               |                          |
| C12 | Prior to Construction | Fish Migration, Passage and Health | The Applicant is to ensure that a daily visual inspection for dead or distressed fish in the Georges River is undertaken. Fish distress is indicated by fish gasping at the water surface, or crowding at the creek's banks. Should dead or distressed fish be observed, all works are to cease and NSW Fisheries is to be contacted immediately. Works can proceed following approval by NSW Fisheries.  | Construction     |                        |                 | x               |                          |
| C13 | Prior to Construction | Heritage                           | 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.   | Pre-construction | x                      |                 |                 |                          |
| C14 | Prior to Construction | Heritage                           | 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.  | Pre-construction | x                      |                 |                 |                          |

| No. | Part                  | Type                                 | Condition   | Phase            | Overall Responsibility |                 |                 |                          |
|-----|-----------------------|--------------------------------------|---|------------------|------------------------|-----------------|-----------------|--------------------------|
|     |                       |                                      |   |                  | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| C15 | Prior to Construction | Heritage                             | <p>Prior to the commencement of pre-construction and construction activities affecting Aboriginal site MA14, the Applicant shall:</p> <p>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</p> <p>b) undertake any further archaeological excavation works recommended by the results of the Aboriginal archaeological investigation program.</p> <p>Within twelve months of completing the above work, unless otherwise agreed by the Secretary, the Applicant shall submit a report containing the findings of the excavations, including artefact analysis and Aboriginal Site Impacts Recording Forms (ASIR), and the identification of final storage location for all Aboriginal objects recovered (testing and salvage), prepared in consultation with the Aboriginal stakeholders, the OEH (Aboriginal heritage) and to the satisfaction of the Secretary.</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> | Pre-construction |                        |                 | x               |                          |
| C16 | Prior to Construction | Utilities and Services               | <p>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.</p>  | Pre-construction |                        | x               | x               | x                        |
| C17 | Prior to Construction | Pre-Construction Dilapidation Report | <p>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:</p> <p>a) local public roads likely to be used by the project's construction traffic identified in the Construction Traffic and Access Management Sub-plan required under condition E35(a).</p> <p>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>c) The report shall be submitted to the satisfaction of the Certifying Authority and a copy is to be forwarded to Campbelltown City Council, Liverpool City Council, RMS and the Secretary.</p>  | Pre-construction |                        | x               | x               |                          |
| C18 | Prior to Construction | Pre-Construction Dilapidation Report | <p>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.</p>  | Pre-construction |                        | x               | x               |                          |
| C19 | Prior to Construction | Pre-Construction Dilapidation Report | <p>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.</p> <p>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 <u>Construction Traffic Management Plan</u></p>   | ALL              | x                      | x               | x               | x                        |
| C20 | Prior to Construction | Biodiversity                         | <p>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.</p>   | Design           |                        |                 | x               |                          |
| C21 | Prior to Construction | Biodiversity                         | <p>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.</p>  | Design           |                        |                 | x               |                          |
| C22 | Prior to Construction | Biodiversity                         | <p>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.</p> <p>On implementing the plan, the survey results are to be forwarded onto DPI Fisheries. Should threatened dragonfly species be found at this site, DPI Fisheries should be contacted to agree on possible mitigation measures to avoid impacts in accordance with NSW DPI Policy and Guidelines for Fish Habitat Conservation and Management (2013).</p>  | Pre-construction | x                      |                 |                 |                          |

| No. | Part                                | Type                               | Condition  | Phase            | Overall Responsibility |                 |                 |                          |
|-----|-------------------------------------|------------------------------------|--|------------------|------------------------|-----------------|-----------------|--------------------------|
|     |                                     |                                    |  |                  | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| C23 | Prior to Construction               | Biodiversity                       | <p><b>Prior to the commencement</b> of clearing between the southern boundary of the terminal site and the eastern side of the approved Moorebank Avenue Bridge, the Applicant shall <b>develop and implement a Biodiversity Offset Package to the satisfaction of the Secretary</b>. The Package shall detail how the ecological values lost as a result of the SSD will be offset. The Package shall be consistent with the NSW Biodiversity Offsets Policy for Major Projects (OEH 2014), unless otherwise agreed by the Secretary. The Package shall include, but not necessarily be limited to:</p> <p>(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;</p> <p>(b) the objectives and biodiversity outcomes to be achieved;</p> <p>(c) the final suite of the biodiversity offset measures selected and secured in consultation with OEH;</p> <p>(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:</p> <p>(e) the monitoring of the condition of species and ecological communities at offset (including translocation) locations;</p> <p>(f) the methodology for the monitoring program(s), including the number and location of offset monitoring sites, and the sampling frequency at these sites;</p> <p>(g) provisions for the annual reporting of the monitoring results for a set period of time as determined in consultation with the OEH; and</p> <p>(h) timing and responsibilities for the implementation of the provisions of the Package.</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. 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><b>If the applicant can demonstrate to the satisfaction of the Secretary that the proposed offset land for between the southern boundary of the terminal site and the eastern side of the approved Moorebank Avenue Bridge has been secured, the Applicant shall within 12 months of the commencement of construction develop and implement the Biodiversity Offset Package to the satisfaction of the Secretary in accordance with items (a)-(h) above.</b></p> <p>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.</p> | Pre-construction | x                      |                 |                 |                          |
| C24 | Prior to Construction               | Traffic and Access                 | <p>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).</p>   | Pre-construction |                        | x               | x               |                          |
| C25 | Prior to Construction               | Traffic and Access                 | <p>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 <a href="http://www.rms.nsw.gov.au">www.rms.nsw.gov.au</a>). 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.</p>  | Design           | x                      |                 |                 | x                        |
| D1  | Community Information and Reporting | Community Communication Strategy   | <p>Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall prepare and implement a Community Communication Strategy to the satisfaction of the Secretary. The Strategy shall provide mechanisms to facilitate communication between the Applicant (and its contractor(s)), the Environmental Representative (see condition E4), the relevant Council and community stakeholders (particularly adjoining landowners) on the design and environmental management of construction. The Strategy shall include, but not be limited to:</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>d) procedures and mechanisms through which the Applicant can respond to enquiries or feedback from the community stakeholders in relation to the environmental management and delivery of the SSD; and</p> <p>e) procedures and mechanisms that would be implemented to resolve issues/disputes that may arise between parties on the matters relating to environmental management and the delivery of the SSD, including but not limited to disputes regarding rectification or compensation for impacts to third party property and infrastructure. These procedures and mechanisms may include the use of a suitably qualified and experienced independent mediator.</p>  | Pre-construction | x                      | x               | x               | x                        |
| D2  | Community Information and Reporting | Complaints and Enquiries Procedure | <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> <p>a) a 24 hour telephone number(s) on which complaints and enquiries about the SSD may be registered;</p> <p>b) a postal address to which written complaints and enquires may be sent;</p> <p>c) an email address to which electronic complaints and enquiries may be transmitted; and</p> <p>d) a mediation system for complaints unable to be resolved.</p> <p>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.</p>   | Pre-construction | x                      |                 |                 |                          |

| No. | Part                                  | Type                                   | Condition   | Phase            | Overall Responsibility |                 |                 |                          |
|-----|---------------------------------------|--|---|------------------|------------------------|-----------------|-----------------|--------------------------|
|     |                                       |  |   |                  | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| D3  | Community Information and Reporting   | Complaints and Enquiries Procedure     | Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall prepare and implement a <b>Construction Complaints Management System</b> 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.  | Pre-construction | x                      |                 |                 |                          |
| D4  | Community Information and Reporting   | Provision of Electronic Information    | Prior to commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall establish and maintain a new website, or dedicated pages within an existing website, for the provision of electronic information associated with the SSD, for the duration of construction. The Applicant shall, subject to confidentiality, publish and maintain up-to-date information on the website or dedicated pages including, but not necessarily limited to:<br>a) information on the current implementation status of the SSD;<br>b) a copy of the documents listed in condition A1, and any documentation supporting modifications to this approval that may be granted from time to time;<br>c) a copy of this approval and any future modification to this approval;<br>d) a copy of each relevant environmental approval, licence or permit required and obtained in relation to the SSD;<br>e) a copy of each current report, plan, or other document required under this approval;<br>f) the outcomes of compliance tracking in accordance with condition C4 of this approval; and<br>g) details of contact point(s) to which community complaints and enquiries may be directed, including a telephone number, a postal address and an email address.  | Pre-construction | x                      |                 |                 |                          |
| E1  | Construction Environmental Management | Approved Plans to be On-site           | 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.   | Construction     | x                      | x               | x               | x                        |
| E2  | Construction Environmental Management | Site Notice                            | A site notice(s) shall be prominently displayed at the boundaries of the site for the purposes of informing the public of project details including, but not limited to the details of the Contractor, Certifying Authority and Structural Engineer. The notice(s) is to satisfy all but not be limited to, the following requirements:<br>a) Minimum dimensions of the notice are to measure 841mm x 594mm (A1) with any text on the notice to be a minimum of 30 point type size;<br>b) The notice is to be durable and weatherproof and is to be displayed throughout the works period;<br>c) The approved hours of work, the name of the site/project manager, the responsible managing company (if any), its address and 24 hour contact phone number for any inquiries, including construction/noise complaint are to be displayed on the site notice; and<br>d) The notice(s) is to be mounted at eye level on the perimeter hoardings/fencing and is to state that unauthorised entry to the site is not permitted.   | Construction     |                        | x               | x               | x                        |
| E3  | Construction Environmental Management | Contact telephone Number               | 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.   | Construction     | x                      | x               | x               | x                        |
| E4  | Construction Environmental Management | Environmental Representative           | Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall appoint a suitably qualified and experienced Environmental Representative(s) that is independent of the design and construction personnel, and that has been approved by the Secretary. The Applicant shall employ the Environmental Representative(s) for the duration of construction of this stage, or as otherwise agreed by the Secretary. The Environment Representative(s) shall:<br>a) be the principal point of advice in relation to the environmental performance of construction;<br>b) monitor the implementation of environmental management plans and monitoring programs required under this approval and advise the Applicant upon the achievement of these plans/programs;<br>c) have responsibility for considering, and advising the Applicant on, matters specified in the conditions of this approval, and other licences and approvals related to the environmental performance and impacts of construction;<br>d) ensure that environmental auditing is undertaken in accordance with the Applicant's Environmental Management System(s);<br>e) be given the authority to approve/reject minor amendments to the Construction Environment Management Plan. What constitutes a "minor" amendment shall be clearly explained in the Construction Environment Management Plan;<br>f) be given the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts; and<br>g) be consulted in responding to the community concerning the environmental performance of construction where the resolution of points of conflict between the Applicant and the community is required. | Pre-construction | x                      |                 |                 |                          |
| E5  | Construction Environmental Management | Environmental Representative           | 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.  | Construction     | x                      |                 |                 |                          |
| E6  | Construction Environmental Management | Construction Soil and water Management | 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.  | Construction     |                        | x               | x               | x                        |
| E7  | Construction Environmental Management | Construction Soil and water Management | Construction shall be undertaken to comply with section 120 of the Protection of the Environment Operations Act 1997, which prohibits the pollution of waters.  | Construction     |                        | x               | x               | x                        |



| No. | Part                                  | Type                    | Condition   | Phase        | Overall Responsibility |                 |                 |                          |
|-----|---------------------------------------|-------------------------|---|--------------|------------------------|-----------------|-----------------|--------------------------|
|     |                                       |                         |   |              | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| E8  | Construction Environmental Management | Bunding                 | 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.   | Construction |                        | x               | x               | x                        |
| E9  | Construction Environmental Management | Riparian Corridor Works | 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.   | Construction |                        |                 | x               |                          |
| E10 | Construction Environmental Management | Incident Reporting      | The Applicant shall notify the Secretary and relevant public authorities of any incident with actual or potential significant on-site or off-site impacts on human health or the biophysical environment within 24 hours of becoming aware of the incident. The Applicant shall provide full written details of the incident to the Secretary within seven days of the date on which the incident occurred.<br>Note: Where an incident also requires reporting to the EPA and/or OEHL, the incident report prepared for the purposes of notifying the EPA and/or OEHL would meet this requirement.  | Construction |                        | x               | x               | x                        |
| E11 | Construction Environmental Management | Incident Reporting      | The Applicant shall meet the requirements of the Secretary or relevant public authority (as determined by the Secretary) to address the cause or impact of any incident, as it relates to this approval, reported in accordance with condition E11, within such period as the Secretary may require.  | Construction |                        | x               | x               | x                        |
| E12 | Construction Environmental Management | Heritage                | The Applicant shall not harm, modify or otherwise impact any heritage items outside the subject site.   | Construction |                        | x               | x               | x                        |
| E13 | Construction Environmental Management | Dangerous Goods         | Dangerous goods, as defined by the Australian Dangerous Goods Code, shall be stored and handled strictly in accordance with:<br>a) all relevant Australian Standards;<br>b) for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and<br>c) the Environment Protection Manual for Authorised Officers: Bunding and Spill Management, technical bulletin (Environment Protection Authority, 1997). In the event of an inconsistency between the requirements listed from a) to c) above, the most stringent requirement shall prevail to the extent of the inconsistency.  | Construction |                        | x               | x               | x                        |
| E14 | Construction Environmental Management | Dust Management         | The Applicant shall carry out all feasible and reasonable measures to minimise dust generated by the Development.   | Construction |                        | x               | x               | x                        |
| E15 | Construction Environmental Management | Dust Management         | 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.   | Construction |                        | x               | x               | x                        |
| E16 | Construction Environmental Management | Waste Management        | 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.   | Construction |                        | x               | x               | x                        |
| E17 | Construction Environmental Management | Waste Management        | 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).  | Construction |                        | x               | x               | x                        |
| E18 | Construction Environmental Management | Waste Management        | 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.   | Construction |                        | x               | x               | x                        |
| E19 | Construction Environmental Management | Construction Hours      | Construction shall be undertaken during the following standard construction hours:<br>a) 7:00am to 6:00pm Mondays to Fridays, inclusive; and<br>b) 8:00am to 1:00pm Saturdays;<br>c) at no time on Sundays or public holidays.  | Construction |                        | x               | x               | x                        |
| E20 | Construction Environmental Management | Construction Hours      | Activities resulting in a high noise impact shall only be undertaken:<br>a) between the hours of 8:00 am to 5:00 pm Monday to Friday;<br>b) between the hours of 8:00 am to 1:00 pm Saturday; and<br>c) in continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block.<br>For the purposes of this condition, 'continuous' includes any period during which there is less than a one hour respite between ceasing and recommencing any of the work the subject of this condition.   | Construction |                        | x               | x               | x                        |
| E21 | Construction Environmental Management | Construction Hours      | Notwithstanding conditions E20 and E21, works may be undertaken outside the hours specified under those conditions in the following circumstances:<br>a) construction works that cause LAeq (15 minute) noise levels that are:<br>(i) No more than 5 dB above rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009); and<br>(ii) No more than the noise management levels specified in Table 3 of the Interim Construction Noise Guideline (DECC, 2009) at other sensitive land uses; or<br>b) for the delivery of materials required by the police or other authorities for safety reasons; or<br>c) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or<br>d) construction works approved through an Out-Of-Hours Work Protocol prepared as part of the Construction Noise and Vibration Management Plan required by condition E35(b), provided the relevant Council, local residents and other affected stakeholders and sensitive receivers are informed of the timing and duration at least 48 hours prior to the commencement of the works; or<br>e) identified works approved by the Secretary. | Construction |                        | x               | x               | x                        |

| No. | Part                                  | Type  | Condition   | Phase                       | Overall Responsibility |                 |                 |                          |
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|     |                                       |   |   |                             | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| E22 | Construction Environmental Management | Construction Noise and Vibration                | The Applicant shall implement all feasible and reasonable noise mitigation measures with the aim of achieving the following construction noise management levels and vibration criteria:<br>a) construction noise management levels established using the Interim Construction Noise Guideline (DECC 2009);<br>b) vibration criteria established using the Assessing Vibration: a Technical Guide (DECC 2006) (for human exposure); and<br>c) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration- effects of vibration on structures (for structural damage).<br>Any construction activities identified as exceeding the construction noise management levels and/or vibration criteria shall be managed in accordance with the Construction Noise and Vibration Management Plan required by condition E35(b).<br>Note: The Interim Construction Noise Guideline identifies 'particularly annoying' activities that require the addition of 5dB (A) to the predicted level before comparing to the construction Noise Management Level. | Construction                |                        | x               | x               | x                        |
| E23 | Construction Environmental Management | Construction Traffic Noise                      | 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.  | Construction                |                        | x               | x               | x                        |
| E24 | Construction Environmental Management | Construction Traffic Noise                      | No use of compression brakes shall be permitted for construction vehicles associated with construction in the vicinity of the subject site.   | Construction                |                        | x               | x               | x                        |
| E25 | Construction Environmental Management | Review of Operational Sleep Disturbance Impacts | The Applicant shall prepare a review of sleep disturbance impacts based on detailed design, including:<br>a) An assessment of how often noise events occur, the time of day they occur and whether there are any times of day when there is a clear change in the noise environment;<br>b) Confirm the operational sleep disturbance predictions identified in the documents listed under Condition A1; and<br>c) Consider appropriate noise mitigation measures where required. The report shall be prepared in consultation with the EPA and be submitted to the satisfaction of the Secretary within 6 months of commencement of construction, unless otherwise agreed by the Secretary.   | Design and Pre-Construction | x                      |                 |                 |                          |
| E26 | Construction Environmental Management | Transport and Access                            | 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.   | Construction                |                        | x               | x               |                          |
| E27 | Construction Environmental Management | Transport and Access                            | 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.   | Construction                |                        | x               | x               |                          |
| E28 | Construction Environmental Management | Transport and Access                            | Construction vehicles (including staff vehicles) shall be managed to:<br>a) minimise parking or queuing on public roads;<br>b) minimise idling and queuing in local residential streets where practicable;<br>c) adhere to the nominated haulage routes identified in the Construction Traffic and Access Management Plan required under condition E35(a); and<br>d) ensure access and egress from construction compounds is undertaken in a safe and lawful manner.  | Construction                |                        | x               | x               |                          |
| E29 | Construction Environmental Management | Transport and Access                            | 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.  | Construction                |                        | x               | x               |                          |
| E30 | Construction Environmental Management | Transport and Access                            | 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.  | Construction                |                        | x               | x               |                          |
| E31 | Construction Environmental Management | Biodiversity                                    | No threatened species or communities can be cleared other than that required for construction.  | Construction                |                        | x               | x               |                          |
| E32 | Construction Environmental Management | Biodiversity                                    | 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.   | Design and Construction     | x                      | x               |                 |                          |



| No. | Part                                  | Type   | Condition  | Phase        | Overall Responsibility               |                 |                 |                          |
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|     |                                       |  |  |              | SIMTA                                | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| E33 | Construction Environmental Management | Construction Environmental Management Plan             | <p>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:</p> <p>a) a description of activities to be undertaken during construction;</p> <p>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;</p> <p>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;</p> <p>d) an environmental risk analysis to identify the key environmental performance issues associated with construction; and</p> <p>e) details of how environmental performance would be managed and monitored to meet acceptable outcomes, including what actions will be taken to address identified potential adverse environmental impacts. In particular, the following environmental performance issues shall be addressed in the CEMP:</p> <p>(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;</p> <p>(ii) measures for the handling, treatment and management of hazardous and contaminated materials (including asbestos);</p> <p>(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);</p> <p>(iv) measures to monitor and manage hazard and risks;</p> <p>(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</p> <p>(vi) the issues identified in condition E34.</p> <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> | Construction | x<br>(on behalf of IMEX contractors) |                 | x               | x                        |
| E34 | Construction Environmental Management | Construction Environmental Management Plan — Sub Plans | <p>As part of the CEMP for the SSD, the Applicant shall prepare and implement:</p> <p>a) a <b>Construction Traffic and Access Management Plan</b> 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 any traffic, construction or other incident; and</p> <p>(x) mechanisms for the monitoring, review and amendment of this plan.</p>   | Construction | x<br>(on behalf of IMEX contractors) |                 | x               | x                        |

| No. | Part                                  | Type   | Condition   | Phase        | Overall Responsibility               |                 |                 |                          |
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|     |                                       |  |   |              | SIMTA                                | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| E34 | Construction Environmental Management | Construction Environmental Management Plan — Sub Plans | <p>b) a <b>Construction Noise and Vibration Management Plan</b> 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> <p>(i) identification of the work areas, site compounds and access points;</p> <p>(ii) identification of sensitive receivers and relevant construction noise and vibration goals applicable to the SSD and stipulated in the conditions above;</p> <p>(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;</p> <p>(iv) an <b>Out-of-Hours Work Protocol</b> 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:</p> <p>a) assessment of out-of-hours works against the relevant noise and vibration criteria;</p> <p>b) detailed mitigation measures for any residual impacts (that is, additional to general mitigation measures), including extent of at receiver treatments; and</p> <p>c) proposed notification arrangements.</p> <p>(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;</p> <p>(vi) identification of feasible and reasonable procedures and mitigation measures to ensure relevant vibration criteria are achieved, including applicable buffer distances for vibration intensive works, use of low vibration generating equipment/ vibration dampeners or alternative construction methodology, and pre- and post- construction dilapidation surveys of sensitive structures where blasting and/ or vibration is likely to result in damage to buildings and structures (including surveys being undertaken immediately following a monitored exceedance of the criteria);</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>   | Construction | x<br>(on behalf of IMEX contractors) |                 | x               | x                        |
| E34 | Construction Environmental Management | Construction Environmental Management Plan — Sub Plans | <p>c) a <b>Construction Heritage Management Plan</b> 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 OEHL, 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 OEHL'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, OEHL and Aboriginal stakeholders, and commitment to cease recommencing any works in the area unless authorised by the OEHL and/or the NSW Police Force;</p> <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>I. procedures for identifying minimum working distances to retained heritage items (including, at minimum, vibration testing and monitoring),</p> <p>II. detailed options for alteration of construction methodology should preferred values for vibration be exceeded, and</p> <p>III. commitment to implementing those options if preferred values for vibration are likely to be exceeded.</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 OEHL, 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> | Construction | x<br>(on behalf of IMEX contractors) |                 | x               | x                        |

| No. | Part                                  | Type   | Condition  | Phase             | Overall Responsibility               |                 |                 |                          |
|-----|---------------------------------------|--|--|-------------------|--------------------------------------|-----------------|-----------------|--------------------------|
|     |                                       |  |  |                   | SIMTA                                | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| E34 | Construction Environmental Management | Construction Environmental Management Plan — Sub Plans | <p><b>d) a Construction Flora and Fauna Management Plan</b> to detail how impacts on ecology will be minimised and managed. The Plan shall be developed by a suitably qualified and experienced ecologist and in consultation with the OEH, and shall include, but not necessarily be limited to:</p> <p>(i) plans for impacted and adjoining areas showing vegetation communities; important flora and fauna habitat areas; locations where threatened species, populations or ecological communities have been recorded; including pre-clearing surveys to confirm the location of threatened flora and fauna species and associated habitat features;</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>f) installation of exclusion fencing prior to commencement of construction</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</p> <p>(vii) mechanisms for the monitoring, review and amendment of this plan.</p> | Construction      | x<br>(on behalf of IMEX contractors) |                 | x               | x                        |
| E34 | Construction Environmental Management | Construction Environmental Management Plan — Sub Plans | <p><b>e) a Construction Air Quality Management Plan</b> 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> <p>(iv) mitigation measures to minimise impacts on local air quality;</p> <p>(v) procedures for record keeping and reporting against key performance indicators;</p> <p>(vi) provisions for implementation of additional mitigation measures in response to issues identified during monitoring and reporting; and</p> <p>(vii) mechanisms for the monitoring, review and amendment of this plan.</p>   |                   |                                      |                 |                 |                          |
| E34 | Construction Environmental Management | Construction Environmental Management Plan — Sub Plans | <p><b>f) a Construction Soil and Water Management Plan</b> 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:</p> <p>(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;</p> <p>(ii) potential impacts on watercourse bank stability and the development of appropriate mitigation measures as required;</p> <p>(iii) emergency response procedures addressing potential flood impacts or spill incidents;</p> <p>(iv) an <b>Erosion and Sediment Control Plan</b>, detailing measures to manage any erosion and sedimentation impacts into the Georges River or Anzac Creek;</p> <p>(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;</p> <p>(vi) a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would be undertaken, the locations where monitoring would take place, how the results of the monitoring would be recorded and reported, and, if any exceedance of the criteria is detected how any noncompliance can be rectified; and</p> <p>(vii) mechanisms for the monitoring, review and amendment of this plan.</p>   | Construction      | x<br>(on behalf of IMEX contractors) |                 | x               | x                        |
| F1  | Prior To Operations                   | Post-Construction Dilapidation Report                  | <p>The Applicant shall engage a suitably qualified person to prepare a post-construction dilapidation report at the completion of the construction works:</p> <p>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.</p> <p>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:</p> <p>(i) compare the post-construction dilapidation report with the pre-construction dilapidation report ; and</p> <p>(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.</p> <p>c) The report shall be submitted to the satisfaction of the Certifying Authority and a copy is to be forwarded to Campbelltown City Council, Liverpool City Council, RMS and the Secretary.</p>   | Post-Construction |                                      | x               | x               | x                        |
| F2  | Prior To Operations                   | Easements  | 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.  | Pre-operation     | x                                    |                 |                 |                          |

| No. | Part                | Type                                    | Condition  | Phase                    | Overall Responsibility |                 |                 |                          |
|-----|---------------------|---|--|--------------------------|------------------------|-----------------|-----------------|--------------------------|
|     |                     |   |  |                          | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| F3  | Prior To Operations | External Lighting                       | 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.  | Post-Construction        | x                      |                 |                 |                          |
| F4  | Prior To Operations | Operation Environmental Management Plan | The Applicant shall prepare and implement (following approval) an Operation Environmental Management Plan (OEMP). The Plan shall outline the environmental management practices and procedures that are to be followed during operation, and shall be prepared in consultation with relevant agencies and in accordance with the Guideline for the Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004). The Plan shall include, but not necessarily be limited to:<br>a) a description of activities to be undertaken during operation (including staging and scheduling);<br>b) statutory and other obligations that the Applicant is required to fulfil during operation, including approvals, consultations and agreements required from authorities and other stakeholders under key legislation and polices;<br>c) overall environmental policies, guidelines and principles to be applied to the operation of the project;<br>d) a description of the roles and responsibilities for relevant employees involved in the operation of the project, including relevant training and induction provisions for ensuring that employees are aware of their environmental and compliance obligations under these conditions of approval;<br>e) an environmental risk analysis to identify the key environmental performance issues associated with the operation phase;<br>f) details of management and monitoring of environmental performance, including the actions to be taken to address identified potential adverse environmental impacts (and any impacts arising from staging of the project construction). In particular, the following environmental performance issues shall be addressed in the Plan:<br>(i) noise emissions including measures for regular performance monitoring of noise generated by the project and measures to proactively respond to and deal with noise complaints;<br>(ii) a description of the proposed and/or implemented measures to minimise visual impact project components, such as landscaping and design considerations;<br>(iii) procedures for the monitoring and maintenance of the watercourse crossings to achieve stable creek bed and banks;<br>The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation, or as otherwise agreed by the Secretary. Operation shall not commence until written approval has been received from the Secretary.<br>The approval of an Operation Environmental Management Plan does not relieve the Applicant of any requirement associated with this project approval. If there is an inconsistency with an approved Operation Environmental Management Plan and the conditions of this approval, the requirements of this approval prevail. | Pre-Operation            | x                      |                 |                 |                          |
| F5  | Prior To Operations | Operational Noise                       | Prior to the commencement of operation, the Applicant shall prepare a Brake Squeal Report on brake squeal identifying the following:<br>a) The extent of brake squeals across the fleet of rail vehicles that will frequently use the terminals. This should identify the number of occurrences of brake squeal, the typical noise levels associated with brake squeal (including the frequency content), and the operational conditions under which brake squeal occurs (e.g. under light braking, hard braking, low / medium / high speed, effects of temperature and weather, etc.);<br>b) The root cause of brake squeal, including the influence of the design, set-up and maintenance of both brake shoes and brake rigging;<br>c) Possible solutions to mitigate or eliminate brake squeal, including modifications to brake rigging and alternative brake shoe designs and compounds; and<br>d) Any monitoring system proposed to capture brake squeal.  | Design and pre-operation | x                      |                 | x               |                          |
| F6  | Prior To Operations | Traffic Management                      | 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.  | Pre-operation            | x                      |                 |                 |                          |
| F7  | Prior To Operations | Traffic Management                      | 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.  | Pre-operation            | x                      |                 |                 | x                        |
| F8  | Prior To Operations | Traffic Management                      | The Applicant shall create an easement within the site at the traffic signals to allow RMS to maintain traffic signal components, if required by the design and condition C24. If no easement is required, access to signals should be maintained for maintenance purposes at all times.   | Pre-operation            | x                      |                 |                 | x                        |
| G1  | During Operations   | Damage Rectification                    | 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.   | Operation                |                        | x               | x               |                          |
| G2  | During Operations   | Damage Rectification                    | 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.  | Operation                |                        | x               | x               |                          |
| G3  | During Operations   | Registration of Easements               | 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.   | Operation                | x                      |                 |                 |                          |

| No. | Part              | Type   | Condition   | Phase                   | Overall Responsibility |                 |                 |                          |
|-----|-------------------|--|---|-------------------------|------------------------|-----------------|-----------------|--------------------------|
|     |                   |  |   |                         | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| G4  | During Operations | Signage  | Signage shall be installed in accordance with Drawing A3001 Issue C (Terminal – Signage Details) dated 14/04/2015, unless otherwise agreed by the Secretary.  | Design and Construction |                        | x               |                 |                          |
| G5  | During Operations | Dangerous Goods  | The quantities of Dangerous Goods present at any time on the site or transported from and to the terminal site shall be kept below the screening threshold quantities listed in the Hazardous and Offensive Development Guidelines Applying SEPP 33, (DP&E 2011). The screening threshold quantities for each Dangerous Goods shall be defined in accordance with Table 1: Screening Methods of Applying SEPP 33.   | Operation               | x                      |                 |                 |                          |
| G6  | During Operations | Operational Noise, Air Quality, Monitoring and Reporting | Port shuttle operations must use:<br>a) Locomotives that incorporate available best practice noise and emission technologies. Prior to the construction of the rail link connecting to the site, the Applicant must submit a report to the Secretary for consideration and approval that has been prepared in consultation with TfNSW and the EPA that justifies the technology proposed and how it meets the objective of best practice noise and emission technologies; and<br>b) Wagons that incorporate available best practice noise technologies including as a minimum, permanently coupled 'multi-pack' steering wagons using Electronically Controlled Pneumatic (ECP) braking with a wire based distributed power system (or better practice technology). Prior to the commencement of operation, the Applicant must submit a report to the Secretary for consideration and approval that has been prepared in consultation with TfNSW and the EPA that justifies the technology proposed and how it meets the objective of best practice noise technologies.   | Operation               | x                      |                 |                 |                          |
| G7  | During Operations | Operational Noise, Air Quality, Monitoring and Reporting | The Applicant shall install and maintain a rail noise monitoring system on the rail link at the commencement of operation to continuously monitor the noise from rail operations on the rail link. The system shall capture the noise from each individual train passby noise generation event, and include information to identify:<br>a) Time and date of freight train passbys;<br>b) Imagery or video to enable identification of the rolling stock during day and night;<br>c) LAeq(15hour) and LAeq(9hour) from rail operations; and<br>d) LAF(max) and SEL of individual train passbys, measured in accordance with ISO3095; or<br>e) Other alternative information as agreed with the Secretary.<br>The results from the noise monitoring system shall be publicly accessible from a website maintained by the Applicant. The noise results from each train shall be available on the website ideally within 24 hours of it passing the monitor. The LAeq(15hour) and LAeq(9hr) results from each day shall be available on the website within 24 hours of the period ending.<br><br>Prior to the commencement of operation, the applicant shall submit for the approval of the Secretary, justification supporting the appropriateness of the location for rail noise monitoring including details of any alternative options considered and reasons for these being dismissed. The rail noise monitoring system shall not operate until the Secretary has approved the proposed monitoring location.<br><br>The Applicant shall provide an annual report to the Secretary with the results of monitoring for a period of 5 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary shall consider the need for further reporting following a review of the results for year 5. | Operation               | x                      |                 |                 |                          |
| G8  | During Operations | Operational Noise, Air Quality, Monitoring and Reporting | The following measures must be implemented during operation:<br>a) The use of top of <b>rail friction modifiers and automatic rail lubrication equipment</b> in accordance with ASA Standard T HR TR 00111 ST Rail Lubrication, where required; and<br>b) Measures to ensure the rail cross sectional profile is maintained in accordance with ETN-01-02 Rail Grinding Manual for Plain Track to ensure the correct wheel / rail contact position and hence to encourage proper rolling stock steering.   | Operation               | x                      |                 |                 |                          |
| G9  | During Operations | Operational Noise, Air Quality, Monitoring and Reporting | The transfer of containers between Port Botany and the IMEX terminal must not commence until the rail connection to the SSFL is operational.  | Operation               | x                      |                 |                 |                          |
| G10 | During Operations | Operational Noise, Air Quality, Monitoring and Reporting | Containers must be transferred between the site and Port Botany predominantly by rail, unless where unforeseen circumstances have occurred (eg an incident, breakdown, derailment or emergency maintenance on the rail line). The Secretary may at any time request the Applicant to demonstrate that the transport of containers between the site and Port Botany container terminals is by rail. This is to be demonstrated upon request by the Secretary for the prior 12 month period.  | Operation               | x                      |                 |                 |                          |
| G11 | During Operations | Operational Noise, Air Quality, Monitoring and Reporting | The Applicant shall prepare a six-monthly report to the Secretary with the results of container and vehicle monitoring for a period of 3 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary shall consider the need for further reporting following a review of the results for year 3. The report shall include:<br>a) The number of twenty foot equivalent units dispatched and received during the period;<br>b) A record of heavy vehicle entry by date and approximate time; and<br>c) The number of light vehicles turning right into the terminal site from Moorebank Avenue and turning left from the terminal site onto Moorebank Avenue for a representative day.   | Operation               | x                      |                 |                 |                          |



| No. | Part              | Type   | Condition  | Phase     | Overall Responsibility |                 |                 |                          |
|-----|-------------------|--|--|-----------|------------------------|-----------------|-----------------|--------------------------|
|     |                   |  |  |           | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| G12 | During Operations | Operational Noise, Air Quality, Monitoring and Reporting | 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.  | Operation | x                      |                 |                 |                          |
| G13 | During Operations | Operational Noise, Air Quality, Monitoring and Reporting | 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.   | Operation | x                      |                 |                 |                          |
| G14 | During Operations | Operational Noise, Air Quality, Monitoring and Reporting | Heavy road freight vehicles are not permitted to use Moorebank Avenue south of the East Hills Railway corridor. A main gate monitoring system (eg CCTV) shall be installed to identify heavy vehicles turning left from the terminal site onto Moorebank Avenue, or turning right from Moorebank Avenue to the terminal site. The Secretary may at any time request the Applicant to provide a heavy vehicle monitoring report for the prior 12 month period.  | Operation | x                      |                 |                 |                          |
| G15 | During Operations | Operational Noise, Air Quality, Monitoring and Reporting | <p>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:</p> <p>a) noise monitoring to assess compliance with the operational noise levels predicted in documents specified under condition A1 of this approval;</p> <p>b) a review of the operational noise levels in terms of criteria and noise goals established in the NSW Road Noise Policy (EPA, 2011);</p> <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> | Operation | x                      |                 |                 |                          |
| G16 | During Operations | Independent Environmental Audit                          | <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>  | Operation | x                      |                 |                 |                          |





| No. | Type                  | Condition   | Phase            | Overall Responsibility              |                 |                 |                          |
|-----|-----------------------|---|------------------|-------------------------------------|-----------------|-----------------|--------------------------|
|     |                       |   |                  | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 1B  | Traffic and Transport | <ul style="list-style-type: none"> <li>· Installation of specific warning signs at entrances/exits to the construction site to warn existing road users of entering and exiting construction traffic will be undertaken</li> <li>· Speed limits will be developed so as to minimise the potential for fauna to be struck by a vehicle within the construction areas.</li> <li>· All vehicles and plant in operation during construction are to adhere to site rules relating to speed limits.</li> <li>· Pedestrian walking routes and crossing points will be established and clearly marked throughout the construction phase</li> <li>· Where required, appropriate traffic control and warning signs will be installed for areas identified where potential safety risk issues may exist, such as the Cambridge Avenue causeway</li> <li>· The promotion of carpooling for construction staff and other shared transport initiatives during the construction phase will be considered</li> <li>· Where reasonable and feasible, the transportation of construction materials will be managed to maximise vehicle loads and therefore minimise vehicle movements.</li> <li>· Site and /or activity specific Traffic Management Plans (TMPs) will be developed, where required by the contractor to allow safe work sites.</li> <li>· In the instance that Moorebank Avenue is to be temporarily closed, an activity specific TMP would be developed to include details on the methods for road diversions, detour routes and consulting with surrounding potentially affected landowners/residents.</li> </ul> | Pre-construction | x<br>(on behalf of IMEX Contractor) |                 | x               |                          |
| 1C  | Traffic and Transport | <p>An Operational Traffic Management Plan (OTMP) (or equivalent) will be developed for the operational phase of the Proposal, in accordance with the Preliminary Operational Traffic Management Plan (POTMP). The OTMP will include the following measures to manage potential traffic impacts, at a minimum:</p> <ol style="list-style-type: none"> <li>1. Use of short-range radios, GPS and/or wireless communications to maximise the efficiency of access and circulation of vehicles within the Stage 1 site</li> <li>2. Provision of adequate truck holding capacity within the Stage 1 site</li> <li>3. Provision of an information dissemination system to exchange information with truck drivers on live traffic conditions on the external network.</li> <li>4. A driver code of conduct will be included to inform drivers of permissible access and egress routes to and from the Stage 1 site</li> <li>5. A survey of truck trip generate will be undertaken after 24 months of commencement of operation of the Proposal.</li> </ol>  | Operation        | x                                   |                 |                 |                          |
| 1D  | Traffic and Transport | <p>Site entry and exit points to the Stage 1 site will be designed, to incorporate the following measures:</p> <ol style="list-style-type: none"> <li>1. Design measures to minimise queuing on Moorebank Avenue during operation of the Proposal</li> <li>2. The signalised T-intersection that will be provided for employee/visitor access and will be designed to include integrated pedestrian crossing facilities, to provide safe pedestrian access to/from the Proposal.</li> <li>3. The truck entry and exit point will be a signalised intersection that will only allow for left in and right out movements. A “right turn ban” will apply on the Moorebank Avenue at this signalised intersection from south. A ‘No Left Turn’ sign will be installed on the approach to the exit.</li> </ol>   | Design           | x                                   |                 |                 |                          |
|     |                       | <p>The truck entry and exit point will be designed to accommodate Super B-Doubles entering/exiting into the Stage 1 site to provide for the future scenario that Super B-doubles are permitted within the existing Sydney road network</p>  | Design           | x                                   |                 |                 |                          |
| 1E  | Traffic and Transport | The Proponent will negotiate with relevant agencies and authorities regarding the funding apportionment of necessary road infrastructure upgrade works required to support the Proposal.  | Pre-construction | x                                   |                 |                 |                          |
| 1F  | Traffic and Transport | <p>Design of new or modified traffic signals would be in accordance with Roads and Maritime Services requirements and would be undertaken by a suitably qualified person. Designs would be submitted to Roads and Maritime Services for review and approval prior to commencement of works impacting Roads and Maritime Services infrastructure.</p> <p>Decommissioning, modification and construction of traffic signals, including public utility adjustments necessitated by the traffic signalling works, for the Proposal would be undertaken by SIMTA.</p>  | Design           | x                                   |                 |                 |                          |

| No. | Type        | Condition   | Phase                              | Overall Responsibility              |                 |                 |                          |
|-----|-------------|---|------------------------------------|-------------------------------------|-----------------|-----------------|--------------------------|
|     |             |   |                                    | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 2A  | Air Quality | The Air Quality Management Plan (AQMP) (or equivalent) will be further progressed and incorporated into the CEMP for the Proposal. In accordance with the AQMP, the following will be addressed in the CEMP: <ul style="list-style-type: none"> <li>Procedures for controlling / managing dust</li> <li>Roles, responsibilities and reporting requirements</li> <li>Contingency measures for dust control where standard measures are deemed ineffective.</li> <li>Specifically, the AQMP (or equivalent) will prescribe the use of water carts for dust suppression on unsealed travel routes and areas where scrapers and graders are operating</li> </ul>  | Construction                       | x<br>(on behalf of IMEX Contractor) |                 | x               |                          |
| 2B  | Air Quality | The AQMP will be further progressed and incorporated into the OEMP for the Proposal. In accordance with the AQMP, the following will be addressed in the OEMP: <ul style="list-style-type: none"> <li>Implementation and communication of anti-idling policy for trucks and locomotives</li> <li>Provision of a point of contact for complaints for the community to report on excessive idling and smoky vehicles used within the Stage 1 site</li> <li>Procedures to reject excessively smoky trucks visiting the site based on visual inspection.</li> </ul>   | Operation                          | x                                   |                 |                 |                          |
| 2C  | Air Quality | The Proponent will undertake an air quality monitoring programme during the initial phases of both construction and operation of the Proposal including: <ul style="list-style-type: none"> <li>Nuisance dust</li> <li>Air Emissions – PM10 and Nitrogen dioxide</li> </ul>   | Construction and Operation         | x                                   | x               | x               |                          |
| 3A  | Noise       | A Construction Noise and Vibration Management Plan (CNVMP) (or equivalent) will be developed for the Proposal in accordance with the EPA's Interim Construction Noise Guidelines (ICNG). The following issues will be addressed within the plan: <ul style="list-style-type: none"> <li>Construction activities will have regard to the standard hours of 07:00 am to 18:00 pm Monday to Friday, and 08:00am to 13:00 pm Saturday. Any works undertaken outside of these hours will be undertaken in consultation with relevant authorities.</li> <li>Works outside these hours that may be permitted will include: <ul style="list-style-type: none"> <li>Any works which do not cause noise emissions to be audible at any nearby sensitive receptors or comply with the 'Outside Standard Construction Hours' prescribed in Section 9.</li> <li>The delivery of materials which is required outside of these hours as requested by Police or other authorities for safety reasons.</li> <li>Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.</li> <li>Works required to be undertaken during track possessions or road closures.</li> <li>Any other work as approved through the CNVMP Process.</li> <li>Selection of quiet plant and processes wherever feasible and retrofitting reversing alarms that are quieter and display less annoying characteristics. Such alarms could include "smart alarms" and "quacker alarms".</li> </ul> </li> <li>Provision of training and awareness of administrative measures to reduce noise impacts, which will include the following: <ul style="list-style-type: none"> <li>Site awareness training/environmental inductions to provide instruction on noise mitigation techniques/measures to be implemented during construction of the Proposal</li> <li>Working within approved hours</li> <li>Working with noisy equipment away from sensitive receivers</li> <li>Maintaining plant and equipment</li> <li>Turning off machinery when not in use</li> <li>Limiting the "clustering" of noisy plant / processes.</li> </ul> </li> </ul> | Construction                       | x<br>(on behalf of IMEX Contractor) |                 | x               |                          |
| 3B  | Noise       | Friction modifiers will be installed to sections of the Rail link where rail curve squeal is likely to occur. The effectiveness of their application will be confirmed with short-term noise monitoring during the first 3 months of operation.   | Design and Construction            | x                                   |                 | x               |                          |
| 3C  | Noise       | A Rail Noise Management Plan (RNMP) (or equivalent) will be prepared prior to operation of the Proposal. The RNMP will include procedures for the application of friction modifiers to the Rail link and measurement and reporting of subsequent rail noise levels should be documented in a Rail Noise Management Plan (RNMP) (or equivalent) to be prepared prior to the operation of the Proposal. During preparation of the RNMP, background rail noise monitoring will be undertaken to establish existing levels of rail noise levels in accordance with the RING. The RNMP will prescribe mitigation measures where modelling predicts and /or operational monitoring shows an exceedance attributable to the Proposal that RING prescribes as a trigger level.  | Design, Construction and Operation | x                                   |                 | x               |                          |
| 3D  | Noise       | Rail grinding will be undertaken in accordance with TfNSW's requirements on the Rail link, or where otherwise identified within the RNMP or other operational management plan for the Proposal.   | Design and Operation               | x                                   |                 | x               |                          |

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|      |                                  |   |              | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 4.1A | Air Quality Best Practice Review | <p>The following control measures will be progressively implemented during operation of the IMT:</p> <ul style="list-style-type: none"> <li>· A vehicle booking system, truck marshalling lanes and rejection of trucks that arrive early will be implemented / provided to minimise wait times and queuing. This system will be implemented on commencement of operation.</li> <li>· An electrified locomotive shifter will be installed to reduce the need for excessive locomotive idling. This control will be implemented on commencement of operation.</li> <li>· Where new reach stackers are procured, these would be selected to achieve best practice emissions performance to meet US EPA Tier 3/ Euro Stage IIIA standards</li> <li>· Electric gantry cranes to reduce use of diesel powered equipment. This control will be implemented within seven years of commencement of operation of the Proposal or on the Proposal achieving an annual throughput of 250,000 TEU, whichever is the latter.</li> </ul>  | Operation    | x                                   |                 |                 |                          |
| 4.1B | Air Quality Best Practice Review | <p>The following policies and procedures will be developed and included within the OEMP for the Proposal:</p> <ul style="list-style-type: none"> <li>· An anti-idle policy will be developed and communicated to locomotive and truck operators to minimise unnecessary idling.</li> <li>· Signs will be installed within the IMT to remind drivers of this policy and their obligations</li> <li>· Maintenance plans will be updated to include a requirement to consider air emissions and where possible improve air emission performance at next overhaul/upgrade</li> <li>· Training will be provided to locomotive drivers to maximise fuel efficiency</li> <li>· Equipment with smoky exhausts (more than 10 seconds) should be stood down for maintenance based upon visual inspection</li> <li>· Trucks with smoky exhausts (more than 10 seconds) shall be rejected from the site based upon visual inspection</li> <li>· Loading and unloading will be coordinated where possible to minimise truck trip distances as they travel through Stage 1 site.</li> </ul>   | Operation    | x                                   |                 |                 |                          |
| 4.2A | Noise Best Practice Review       | <p>The following policies and procedures will be developed and included within the OEMP for the Proposal:</p> <ul style="list-style-type: none"> <li>· Container handling equipment will be fitted with broadband 'quacker' reversing alarms.</li> </ul>  | Operation    | x                                   |                 |                 |                          |
| 5A   | Hydrology                        | <p>A Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP), or equivalent, will be implemented, in accordance with the Preliminary Erosion and Sediment Control (PESCPs), included within the Stormwater and Flooding Environmental Assessment Report (Appendix P of this EIS). The following aspects will be addressed within the SWMP and ESCPs:</p> <p>The guiding principles for erosion and sediment control within the Blue Book will be adopted in the SWMP and when planning construction works, being:</p> <ul style="list-style-type: none"> <li>· Minimise the area of soil disturbed and exposed to erosion at any one time.</li> <li>· Priority should be given to management practices that minimise erosion, rather than to those that capture sediment downslope or at the catchment outlet</li> <li>· Divert clean water around the construction site or control the flow of clean water at non-erodible velocities through the construction site</li> <li>· Provision of boundary treatments around the perimeter of construction areas to minimise the migration of sediment offsite.</li> <li>· Permanent or temporary drainage works will be installed as early as practical in the construction program to minimise uncontrolled drainage and associated erosion, including the onsite detention (OSD) and flood conveyance works</li> <li>· Stockpiles will be located away from flow paths on appropriate impermeable surfaces, to minimise potential sediment transportation. Where practicable, stockpiles will be stabilised if in place for more than ten days and will be formed with sediment filters in place immediately downslope</li> <li>· Existing catchments and sub-catchment boundaries will be maintained as far as practicable</li> <li>· Site imperviousness and grades should be limited to the extent of existing imperviousness and grades under existing development conditions.</li> <li>· Rehabilitate disturbed lands as soon as practicable</li> <li>· The wheels of all vehicles will be cleaned prior to exiting the construction site where excavation occurs to prevent the tracking of mud. Where this is not practical, or excessive soil transfer occurs onto paved areas, street cleaning will be undertaken when necessary.</li> <li>· Inspection of all permanent and temporary erosion and sedimentation control works prior to and post rainfall events and prior to closure of the construction site.</li> <li>· Erosion and sediment control structures to be cleaned repaired and augmented as required.</li> </ul> | Construction | x<br>(on behalf of IMEX Contractor) |                 | x               |                          |

| No. | Type      | Condition   | Phase        | Overall Responsibility |                 |                 |                          |
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|     |           |   |              | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|     |           | <ul style="list-style-type: none"> <li>· Where required, construction sediment basins and their outlets will be designed to be stable in the peak flow from at least the 10-year ARI time of concentration event. Sediment basins should be sized to accommodate the 5 day, 80th percentile storm event, with sufficient size and capacity to manage Type F soils. Sediment basins must be regularly cleaned to maintain the design capacity. Sediment basins will be located clear of waterway bed and banks and no additional riparian vegetation will be cleared outside the 20 metre Rail link to accommodate sediment basins.</li> <li>· Prior to discharge from sediment basins, water will be tested for the following parameters to identify construction impacts: <ul style="list-style-type: none"> <li>o pH</li> <li>o Turbidity / Total Suspended Solids (TSS)</li> <li>o Oil and grease.</li> </ul> </li> <li>· An assessment of acid sulphate soils within the Georges River would be undertaken in accordance with the Acid Sulphate Soils Assessment Guideline (NSW Acid Sulfate Soils Management Advisory Committee, 1998) prior to commencement of works within the vicinity of the Georges River. Where acid sulphate soils are identified, an Acid Sulphate Soil Management Plan would be prepared in accordance with the guidelines.</li> </ul>  |              |                        |                 |                 |                          |
| 5B  | Hydrology | <p>During construction of the Georges River bridge the construction contractor will develop a Project Specific Procedure (PSP), or equivalent, in consultation with the NSW Office of Water and DPI (Fisheries), that will specify how works within and adjacent to the river will be managed to minimise environmental impacts. The methodology selected will seek to minimise the potential impacts/disturbance to the bed and banks of the river. The PSP will specify the following measures:</p> <ul style="list-style-type: none"> <li>· Should piling platforms be used for construction of the Georges River bridge, the size and formation of the piling platforms will be designed to accommodate flood events that are likely to occur during the works. Flows of the Georges River will be maintained at all times between the two piling platforms. The stream width will be maintained such that there will be minimal erosion of the working platforms from high velocity flows.</li> <li>· Works across the bed of the Georges River will be staged to minimise the total disturbance at any given time and to allow the full bypassing of stream flows around the works to maintain fish passage. In particular, consideration will be given to avoid bridge piling and construction of any temporary work platforms in the Georges River during winter when the Australian bass migrates</li> <li>· Scour protection works around piers, along creek banks and on bridge abutments should be installed as early as possible</li> <li>· Measures to contain potential pollutants should be installed in-stream, such as silt curtains to contain sediment</li> <li>· Material for the formation of piling platforms must be clean material with minimal fines</li> <li>· Measures to manage runoff from the bridge approaches / abutments must be established as early as possible</li> <li>· Management measures identified in the PSP will be developed to address the requirements for high erosion hazard sites, in accordance with the requirements of the Blue Book.</li> <li>· Monitoring of water quality will be undertaken within the Georges River upstream and downstream of the proposed bridge prior to and during concreting works. Should pH levels outside the range prescribed by ANZECC for Lowland Rivers be detected, dosing or equivalent measures, will be implemented within the silt curtains to bring the pH level back within acceptable limits.</li> <li>· A dewatering procedure to manage groundwater ingress during piling works for construction of the Georges River bridge. The procedure will be developed in consultation with NSW Office of Water and the need for a permit identified at this time. The dewatering procedure will specify testing of extracted groundwater quality prior to discharge to the Georges River, if appropriate quality is met, or treatment and/or offsite discharge if the water quality is insufficient to immediately return to the river.</li> </ul> | Construction |                        |                 | x               |                          |
|     |           | <p>The following management measures will be implemented during works in and adjacent to Anzac Creek to mitigated potential impacts on water quality during construction:</p> <ul style="list-style-type: none"> <li>· All reasonable efforts will be taken to program construction activities during those periods when flood flows and fish passage is not likely to occur. Any temporary sidetrack crossings will be constructed from clean fill (free of fines) and where required to maintain flows, will use appropriately sized pipe or box culvert cells, or a temporary bridge structure</li> </ul>  |              |                        |                 |                 |                          |

| No. | Type      | Condition   | Phase                           | Overall Responsibility |                 |                 |                          |
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|     |           |   |                                 | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 5C  | Hydrology | <ul style="list-style-type: none"> <li>Temporary structures used for the construction of the culvert within Anzac Creek will be designed so that they can accommodate flows to minimise potential flooding impacts when prolonged or intense rainfalls are predicted. Any structures that impede flow will be readily removable or collapsible, to allow flood waters to flow within the channel, in the event of prolonged or intense rainfall.</li> <li>All temporary works, flow diversion barriers and in-stream sediment control barriers will be removed as soon as practicable and in a manner that does not promote future channel erosion</li> <li>The construction site will be left in a condition that promotes native revegetation</li> <li>The management principles outlined in Managing Urban Stormwater (Landcom 2004) for sites with high erosion potential will be implemented.</li> </ul>   | Construction                    |                        |                 | x               |                          |
| 5D  | Hydrology | <p>The following principles will be adopted through the development of detailed design for the Proposal, to ensure the operation of the Proposal will not have an adverse impact on stormwater:</p> <ul style="list-style-type: none"> <li>Stormwater management measures will be designed and installed on site as presented in the Stormwater and Flooding Environmental Assessment &amp; Stormwater Drainage Design Drawings (Appendix P)</li> <li>Stormwater quality improvement devices will be designed to meet the performance targets identified in the Stormwater and Flooding Environmental Assessment &amp; Stormwater Drainage Design Drawings (Appendix P).</li> <li>The Rail link within the Glenfield Waste Facility will be designed to accommodate the Probable Maximum Flood (PMF).</li> </ul>  | Design, Construction, Operation | x                      |                 | x               |                          |
| 5E  | Hydrology | <p>To mitigate potential operational impacts on the flood regime as a result of the Georges River bridge the following design principles will be adopted during the design phase of the Georges River bridge:</p> <ul style="list-style-type: none"> <li>The bridge design will comply with the requirements of Australian Standard 5100:2004 – Bridge Design</li> <li>The underside of the bridge deck height will be no lower than the height of the adjacent East Hills Rail Line bridge</li> <li>The bridge abutments are not to encroach on the existing waterway area of the Georges River waterway area</li> <li>The piers of the Georges River bridge structure are to be hydraulically efficient to cause the minimum disruption to the river flows. This includes piers that are: <ul style="list-style-type: none"> <li>Circular or semi-circular nosed, and</li> <li>Oriented parallel to the river flows (which vary in direction across the width of the river).</li> <li>Light penetration under bridges to encourage fish passage will be maximised, where practicable</li> <li>Two dimensional modelling shall be undertaken to determine the optimum pier alignment and quantify bed scour protection Requirements</li> </ul> </li> <li>Use and extent of those bed and bank erosion control measures that may reduce aquatic habitat values or inhibit the regrowth of natural in-stream and bank vegetation will be minimised.</li> </ul> | Construction                    |                        |                 | x               |                          |
| 5F  | Hydrology | <p>The following design principles will be adopted for design and sizing of the culvert crossing across Anzac Creek:</p> <ul style="list-style-type: none"> <li>Fish passage requirements will be considered when selecting the type of culvert</li> <li>Culverts will be aligned with the downstream channel to minimise bank erosion</li> <li>A multi-cell culvert design with a combination of elevated “dry” cells to encourage terrestrial movement, and recessed “wet” cells to facilitate fish passage</li> <li>Altering the channel’s natural flow, width, roughness and base-flow water depth through the culvert’s wet cells will be avoided where possible</li> <li>The culvert crossing will be designed to maximise the geometric similarities of the natural channel profile from the bed of the culvert</li> <li>Debris deflector walls may be used to reduce the impact of debris blockages on fish passage</li> <li>Rock protection and/or the formation of a stabilised energy dissipation pool at the outlet will be considered if necessary to assist in minimising erosion to avoid the formation of a perched culvert and damage to the stream bed and banks</li> <li>The design of the crossing will refer to the detailed engineering guidelines provided in Fairfull and Witheridge (2002).</li> </ul>   | Construction                    |                        |                 | x               |                          |

| No. | Type                   | Condition   | Phase                      | Overall Responsibility              |                 |                 |                          |
|-----|------------------------|---|----------------------------|-------------------------------------|-----------------|-----------------|--------------------------|
|     |                        |   |                            | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 5G  | Hydrology              | A Flood Emergency Response Plan (FERP) will be developed for the Stage 1 site. The FERP will take into consideration, site flooding and broader flood emergency response plans for the Georges River and Anzac Creek floodplains and Moorebank area. The FERP will also include the identification of an area of safe refuge within the SIMTA site that will allow people to wait until hazardous flows have receded and safe evacuation is possible.   | Construction and Operation | x<br>(on behalf of IMEX contractor) |                 | x               | x                        |
| 5H  | Hydrology              | Maintenance of the bio-retention structures will be in accordance with the maintenance requirements set out in Gold Coast City Council's Water Sensitive Urban Design Guidelines, 2007, and included in the OEMP.   | Operation                  | x                                   |                 |                 |                          |
| 6A  | Geotechnical and soils | Prior to finalisation of detailed design of the Rail link through the Glenfield Waste Facility, further geotechnical investigations will be undertaken in the vicinity of the proposed Rail link to further determine the type and characteristics of soils. Additional mitigation measures will be included within the CEMP as relevant.<br>A Project Specific Procedure would be developed in consultation with the EPA for works within the Glenfield Waste Facility that would detail: <ul style="list-style-type: none"> <li>The exact location of the Rail link in relation to landfill cells and activities.</li> <li>Identification of works areas and 'no go' areas to ensure that access to the landfill and monitoring and environmental controls is maintained.</li> <li>Details of material requirements for construction of the Rail link and how landfill levy issues will be managed when bringing construction material through the licensed landfill area.</li> </ul> | Design                     |                                     |                 | x               |                          |
| 6B  | Geotechnical and soils | Excavated material will be reused on site where possible. Any excavated material that requires disposal will be subject to waste classification under the Waste Classification Guidelines 2014 (NSW EPA, 2014) and will be disposed of at an appropriate licensed facility.   | Construction               |                                     | x               | x               | x                        |
| 6C  | Geotechnical and soils | The construction contractor will progress the Bulk Earthworks strategy which will outline the volumes of imported and exported material, any buffer areas, temporary soil stockpiling areas and fencing of excavations, as required.  | Construction               |                                     | x               | x               | x                        |
| 7A  | Contamination          | All remediation works will be undertaken in accordance with the requirements of the Remediation Action Plan (RAP) (JBS&G, 2015a) and recommendations for additional sampling and remediation.   | Construction               |                                     | x               | x               |                          |
| 7B  | Contamination          | A Health and Safety Plan (HSP) and risk assessment will be developed and implemented prior to construction commencing and all construction workers and staff will be inducted into the plan.  | Construction               |                                     | x               | x               |                          |



| No. | Type          | Condition  | Phase        | Overall Responsibility              |                 |                 |                          |
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|     |               |  |              | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 7C  | Contamination | <p>A Contamination Management Plan (CMP) will be developed for the Proposal, and included in the CEMP, that will contain detailed procedures on:</p> <ul style="list-style-type: none"> <li>• Handling, stockpiling and assessing potentially contaminated materials encountered during the development works.</li> <li>• A management tracking system for excavated contaminated materials to ensure the proper management of the material movements at the site, particularly during excavation and bioremediation works.</li> <li>• Assessment, classification and disposal of waste in accordance with relevant legislation.</li> <li>• Specific contingency measures in the unlikely event that construction of the Rail link in the Glenfield Waste Facility results in the disturbance of existing landfill cells. Including: <ul style="list-style-type: none"> <li>• Management of construction works in areas potentially impacted by asbestos via an Asbestos Management Plan</li> <li>• Management of excavation work to minimise the potential for surface or groundwater infiltration into the excavations, thereby potentially increasing the volume of leachate in the impacted cells. This will include the routine monitoring of leachate levels and groundwater surrounding the impacted areas using existing monitoring infrastructure.</li> <li>• Management of landfill gas via the implementation of field screening and personal monitoring programs targeting landfill gasses</li> <li>• Management of impacted soils using the Material Management Procedures</li> <li>• Replacement or relocation of existing monitoring wells that may be impacted by the construction work. The impact to existing monitoring wells and the alternate locations of any replacement wells will be subject to negotiations with the proponents of the Glenfield Waste Facility and the NSW EPA to ensure that existing environmental protection licence requirements are satisfied.</li> <li>• Should future design iterations identify that landfill containment may be compromised, a specific work plan will be developed to address potential environmental and/or health and safety issues that may arise.</li> <li>• A contingency plan for unexpected contaminated materials, such as materials that are odorous, stained or containing anthropogenic materials, that may be encountered during construction.</li> </ul> </li> </ul> | Construction | x<br>(on behalf of IMEX contractor) |                 | x               | x                        |
| 7D  | Contamination | <p>Residual risk of contamination to soils and groundwater during operation of the Proposal will be mitigated through the implementation of the following mitigation measures, which will be included within the OEMP for the site:</p> <ul style="list-style-type: none"> <li>• The proposed diesel tank (used for refuelling) will be self-bunded and compliant with AS - 1940-2004 The storage and handling of flammable and combustible liquids.</li> <li>• An Emergency Response Plan (including a Pollution Incident Response Management Plan) will be developed for operation of the Proposal. A spill kit will be provided within the Stage 1 site at all times.</li> <li>• A refuelling procedure will be developed and implemented for all refuelling activities undertaken and included in the site OEMP.</li> </ul>  | Operation    | x                                   |                 |                 |                          |
|     |               | <p>A Flora and Fauna Management Plan will be prepared as part of the CEMP. Native vegetation clearing will not occur until the Flora and Fauna Management Plan is approved. The Flora and Fauna Management Plan will include the following measures as a minimum:</p> <ul style="list-style-type: none"> <li>• Site inductions are to include a briefing regarding the local threatened flora and native fauna of the site and protocols to be undertaken if they are encountered</li> <li>• If any animal is injured, contact the relevant local wildlife rescue agency (e.g. WIRES) and/or veterinary surgery as soon as practical. Until the animal can be cared for by a suitably qualified animal handler, if possible minimise stress to the animal and reduce the risk of further injury by: <ul style="list-style-type: none"> <li>• Handling fauna with care and as little as possible.</li> <li>• Covering larger animals with a towel or blanket and placing in a large cardboard box.</li> <li>• Placing small animals in a cotton bag, tied at the top.</li> <li>• Keeping the animal in a quiet, warm, ventilated and dark location.</li> </ul> </li> <li>• Flora and fauna surveys will be undertaken of the RailCorp land prior to commencement of construction in this area. If required, an addendum biodiversity report would be prepared, and the Biodiversity Offset Strategy and the Threatened Species Management Plan would be updated</li> <li>• Clearing of vegetation will be timed to avoid periods when rain is forecast in accordance with Chapter 4.4.2 of 'the Blue Book'</li> </ul>   |              |                                     |                 |                 |                          |



| No. | Type         | Condition  | Phase                      | Overall Responsibility              |                 |                 |                          |
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|     |              |  |                            | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 8A  | Biodiversity | <ul style="list-style-type: none"> <li>· The extent of vegetation clearing is to be clearly identified on construction plans. Clearly identifying sensitive areas ('no-go areas') which cannot be impacted by construction and managing clearing such that clearing activities are constrained to these approved areas only. High visibility plastic fencing is to be installed to clearly define the limits of the works area within the Rail link specifically the Southern Boot Land, and works areas at the riparian corridor of the Georges River.</li> <li>· In circumstances where native vegetation or mature tree clearing is required outside of the biodiversity study area, an ecologist will inspect the proposed area and provide advice on the impact to flora and fauna and appropriate management.</li> <li>· Management of noxious weeds is to be undertaken in accordance with the Noxious Weeds Act 1993 and include details relating to the monitoring, management and where necessary eradication of weeds, disposal of green waste, and vehicle/plant weed wash down protocols if required. Equipment used for treating weed infestation(s) will be cleaned prior to moving to a new area within the Proposal site to minimise the likelihood of transferring any plant material and soil. Soil stripped and stockpiled from areas containing known weed infestations are to be stored on cleared land at least 40 m from native vegetation</li> <li>· Water from the truck wash down in the Rail East Compound will be captured and disposed of offsite to prevent weed spread to adjoining native vegetation</li> <li>· Works areas at each watercourse crossing will be clearly delineated prior to commencement of works</li> <li>· Undertake a two-stage approach to clearing: <ul style="list-style-type: none"> <li>· Remove non-hollow bearing trees at least 48 hours before habitat trees are removed.</li> <li>· Hollow bearing trees are to be knocked with an excavator bucket or other machinery to encourage fauna to evacuate the tree immediately prior to felling.</li> <li>· Felled trees must be left for a short period of time on the ground to give any fauna trapped in the trees an opportunity to escape before further processing of the trees.</li> <li>· Felled hollow bearing trees must be inspected by an ecologist as soon as possible (not longer than 2 hours after felling).</li> </ul> </li> <li>· Fauna microhabitat (such as hollow logs) should be removed from areas to be cleared and relocated to suitable nearby bushland areas in the presence of an ecologist</li> <li>· Large woody debris will be retained in watercourses where possible. In the event large woody debris are to be impacted they will be relocated in consultation with an ecologist</li> <li>· Instream works at Georges River and Anzac Creek will be minimised where possible, including disturbance to aquatic vegetation. Disturbed areas will be contained to the 20 m wide corridor</li> </ul> | Construction               | x<br>(on behalf of IMEX contractor) |                 | x               | x                        |
| 8B  | Biodiversity | <p>Riparian vegetation within the Rail link and adjoining areas of impact at Anzac Creek and the banks of the Georges River would be protected, rehabilitated and managed in accordance with the measures detailed in the Riparian Vegetation Management Plan.</p> <p>Temporarily disturbed riparian areas in the Georges River will be revegetated with locally occurring native species as soon as practicable upon completion of bridge works.</p>  | Construction               | x                                   |                 | x               |                          |
| 8C  | Biodiversity | A nest box management strategy will be prepared prior to clearing of hollow bearing trees. The strategy will inform the installation of nest boxes in retained native vegetation in the riparian corridor of the Georges River and the woodland in the Southern Boot Land and the on-going monitoring and maintenance of nest boxes through the construction and operational phases.   | Construction and Operation | x                                   |                 | x               |                          |
| 8D  | Biodiversity | An ecologist will undertake pre-clearance surveys to confirm the absence of Grey-headed Flying-fox roosting camps within the Rail link, no more than 48 hours prior to the clearance of vegetation. The DotE will be notified in writing of the results of preclearance surveys. If the species is detected roosting on site, no native vegetation clearance will commence until any directions of the Minister have been complied with.   | Construction               |                                     |                 | x               |                          |
| 8E  | Biodiversity | Works within the Southern Boot Land, or in other areas, with the potential to impact on Persoonia nutans and Grevillea parviflora subsp. parviflora will be undertaken in accordance with the Threatened Flora Species Management Plan.  | Construction               |                                     |                 | x               |                          |

| No. | Type                    | Condition  | Phase            | Overall Responsibility              |                 |                 |                          |
|-----|-------------------------|--|------------------|-------------------------------------|-----------------|-----------------|--------------------------|
|     |                         |  |                  | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 8F  | Biodiversity            | Water quality and macroinvertebrate monitoring would be undertaken up and downstream of works within the Georges River and Anzac Creek, pre, during and post construction, to determine impacts on aquatic communities as a result of the Proposal. The monitoring plan would be developed and implemented by an appropriately qualified aquatic ecologist.  | Construction     |                                     |                 | x               |                          |
| 8G  | Biodiversity            | A visual inspection of the Georges River for dead or distressed fish (indicated by fish gasping at the water surface, or fish crowding at the creek's banks) is to be undertaken daily during the construction of the Georges River bridge. Observations of dead or distressed fish are to be immediately reported to DPI (Fisheries). In the event dead or distressed fish are found, all works are to cease until the issue is rectified and approval from DPI Fisheries is given to proceed.  | Construction     |                                     |                 | x               |                          |
| 8H  | Biodiversity            | The corridor established for construction of the Rail link will be stabilised in a manner which would enable the fuel load to be maintained in a low state. Where appropriate it would be stabilised following construction with local topsoil with growth of groundcover encouraged. The corridor would be managed by removing weeds and reducing the fuel load.  | Construction     | x                                   |                 | x               |                          |
| 9A  | Aboriginal Heritage     | Consultation will be maintained with the Aboriginal stakeholders during the finalisation of the Proposal in order to identify long-term curation and management of the Aboriginal objects recovered through the archaeological program (including open salvage excavation). Mitigation measures included in Section 9 of the draft Aboriginal Heritage Impact Assessment (AHMS, 2015) in relation to Aboriginal site, MA14 (artefact scatter and deposit) on the eastern bank of Georges River would be implemented during salvage works.  | Pre-construction |                                     |                 | x               |                          |
| 9B  | Aboriginal Heritage     | All relevant personnel and contractors involved in the design of the Proposal will be advised of the relevant heritage considerations, legislative requirements and recommendations in the draft Aboriginal Heritage Impact Assessment (AHMS, 2015)  | Construction     |                                     |                 | x               |                          |
| 9C  | Aboriginal Heritage     | Management of Aboriginal heritage will be managed through the CEMP for the Proposal. The CEMP will include the following at a minimum: <ul style="list-style-type: none"> <li>· A summary of the findings of the draft Aboriginal Heritage Impact Assessment (AHMS, 2015)</li> <li>· Measures to be implemented in the event of an unexpected archaeological and cultural finds (including human remains)</li> <li>· All relevant personnel and contractors involved in the construction of the Proposal will be advised of the relevant heritage considerations, legislative requirements and recommendations in the draft Aboriginal Heritage Impact Assessment (AHMS, 2015)</li> <li>· Installation of temporary fencing for the protection of the riparian corridor along the western bank of the Georges River</li> <li>· Areas that have been subject to assessment in the draft Aboriginal Heritage Impact Assessment (AHMS, 2015) should be clearly identified on construction plans. Should construction activities be proposed to extend beyond this boundary, appropriate heritage investigations will be undertaken to identify and manage Aboriginal objects/ sites/ places that may be in the additional area(s).</li> </ul> | Construction     | x<br>(on behalf of IMEX contractor) |                 | x               |                          |
| 10A | Non-indigenous Heritage | A full photographic record of the SIMTA site should be made prior to Stage 1 construction commencing. This will record the setting and context of the site as a whole prior to any impact on collective significance.  | Pre-construction | x                                   |                 |                 |                          |
| 10B | Non-indigenous Heritage | A heritage interpretation strategy will be prepared, which could include interpretative mediums such as plaques and displays (subject to a suitable area being located) and online resources).   | Pre-construction | x                                   |                 |                 |                          |

| No. | Type                                       | Condition  | Phase                   | Overall Responsibility              |                 |                 |                          |
|-----|--|--|-------------------------|-------------------------------------|-----------------|-----------------|--------------------------|
|     |  |  |                         | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 10C | Non-indigenous Heritage                    | <p>A Heritage Management Plan in adherence to NSW Heritage Council guidelines will be prepared as part of the CEMP for the Stage 1 Proposal. At a minimum the following measures will be included within the Heritage Management Plan:</p> <ul style="list-style-type: none"> <li>Archaeological monitoring during construction will be conducted for a representative sample of the sites PADs F and G (to the south, and south west of Building No. 11, respectively) of former structures. Excavation of these sites will be directed by an Excavation Director, who is experienced in investigations of locally significant archaeology.</li> <li>The archaeologist will assess the likely significance of any archaeological deposits encountered, and provide advice regarding appropriate further action.</li> <li>If unexpected finds are located during works, an archaeological consultant will be engaged to assess the significance of the finds and the NSW Heritage Council notified. Further archaeological work or recording may be recommended.</li> </ul>  | Pre-construction        | x<br>(on behalf of IMEX contractor) |                 | x               | x                        |
| 11A | Visual Amenity, Urban Design and Landscape | <p>The following mitigation measures will be included within the CEMP to mitigate impacts on visual amenity during construction of the Proposal:</p> <ul style="list-style-type: none"> <li>Existing vegetation around the perimeter of Proposal site will be retained where feasible and reasonable</li> <li>The early implementation of landscape plantings will be investigated in order to provide visual screening along Moorebank Avenue</li> <li>Elements within construction areas will be located to minimise visual impacts as far as feasible and reasonable, e.g. setting back large equipment from site boundaries</li> <li>Design of site hoardings will consider the use of artwork or project information</li> <li>Regular maintenance will be undertaken of site hoardings and/or fencing and perimeter areas including the prompt removal of graffiti.</li> <li>Re-vegetation / landscaping would be undertaken progressively and with species local to the area.</li> <li>Use of trees on the southern and western boundaries of the Stage 1 site, to provide a uniform canopy cover within vegetated areas and use of local species as understorey planting to support and enhance local habitat.</li> </ul> | Design and Construction | x<br>(on behalf of IMEX contractor) |                 | x               |                          |
| 12A | Hazard and Risk                            | <p>A Health and Safety Plan (HSP) will be prepared for construction of the Proposal that will identify all responsibilities and requirements under the Work Health and Safety Act 2011. The HSP will include an Emergency Response Plan, for construction of the Proposal. These will be developed collaboratively with the construction contractor, in consultation with the NSW Police Force, NSW Fire Brigade, NSW Rural Fire Service and the Ambulance Service of NSW. The Emergency Response Plan will include the following:</p> <ul style="list-style-type: none"> <li>Emergency response protocols and procedures for implementation in the event of a contaminant spill or leak</li> <li>Provision of spill kits</li> <li>Bushfire awareness included in staff induction and in toolbox talks pre-commencement.</li> </ul>  | Pre-construction        |                                     | x               | x               | x                        |
| 12B | Hazard and Risk                            | <p>With respect to asbestos management, the obligations, roles and responsibilities for personnel involved in the Stage 1 Proposal will be identified, documented and communicated. These responsibilities are identified in the Work Health and Safety Act 2011. Prior to commencement of construction an Asbestos Management Plan is to be developed in accordance with Code of Practice How to Manage and Control of Asbestos in the Workplace (WorkCover NSW, 2011a) for the Proposal. The Asbestos Management Plan will reference the asbestos register and risk assessment, which will also be prepared prior to construction being undertaken. The Asbestos Management Plan will address the following aspects, at a minimum:</p> <ul style="list-style-type: none"> <li>Demolition of the three structures (Buildings 1, 2 and 20), will be undertaken in accordance with Code of Practice How to Safely Remove Asbestos (WorkCover NSW, 2011b)</li> <li>Asbestos removal work will be carried out by an asbestos removalist who is appropriately licensed to carry out the work.</li> </ul>   | Pre-construction        |                                     | x               | x               | x                        |

| No. | Type            | Condition  | Phase     | Overall Responsibility |                 |                 |                          |
|-----|-----------------|--|-----------|------------------------|-----------------|-----------------|--------------------------|
|     |                 |  |           | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 12C | Hazard and Risk | <p>Hazards associated with operation of the Proposal will be identified and managed through a Hazard and Operability Study (HAZOP), which will be undertaken during design progression. The HAZOP will take into consideration the following standards and guidelines:</p> <ul style="list-style-type: none"> <li>AS 2550.1 Cranes hoists and winches.</li> <li>Draft Code of Practice for Industrial Lift Trucks (WorkSafe Australia, 2012).</li> <li>Work Cover NSW Bridge and Gantry Crane Drivers: A guide for power crane operators (1997).</li> <li>Work Cover NSW Dogging Guide (2003).</li> <li>Work Cover NSW Rigging Guide (1995).</li> </ul>  | Design    | x                      |                 | x               |                          |
| 12D | Hazard and Risk | <p>The OEMP will include the following procedures and controls with regards to handling of Dangerous Goods:</p> <ul style="list-style-type: none"> <li>All dangerous goods to be imported through the Stage 1 site must be notified in advance.</li> <li>All Proposal staff handling dangerous goods will be required to have successfully completed dangerous goods training in accordance with International Maritime Dangerous Goods (IMDG) Code Chapter 1.3 (International Maritime Organization, 2012). Training provided must be commensurate with their roles and responsibilities and records of training must be maintained.</li> <li>Procedures to monitor the quantity of dangerous goods (classes 5.1, 5.2, 6.1 and/or 8) to be transported to, and or stored on site at any one time, to ensure that they are below the thresholds identified in Applying SEPP 33.</li> <li>Provision of spill kits on the Stage 1 site and a procedure for inspection and refilling A refuelling process.</li> </ul> | Operation | x                      |                 |                 |                          |
| 12E | Hazard and Risk | The transport of dangerous goods by road and rail will comply with the Dangerous Goods (Road and Rail Transport) Act 2008 and the Dangerous Goods (Road and Rail Transport) Regulation 2014. Storage and handling of Dangerous Goods on the Stage 1 site will be in accordance with the requirements of the Australian Dangerous Goods code.   | Operation | x                      |                 |                 |                          |
| 12F | Hazard and Risk | The diesel tank will be self-bunded and compliant with AS - 1940-2004 The storage and handling of flammable and combustible liquids. Diesel will be stored away from other flammable materials of class 3PGI, II or III.   | Operation | x                      |                 |                 |                          |
| 12G | Hazard and Risk | <p>An Operational Hazard and Risk Management Plan, including a risk register, will be developed for the Proposal site. This plan will be reviewed regularly and updated should goods entering the site change. The Operational Hazard and Risk Management Plan will be developed with consideration to the following standards and guidelines:</p> <ul style="list-style-type: none"> <li>AS 2550.1 Cranes hoists and winches.</li> <li>Draft Code of Practice for Industrial Lift Trucks (WorkSafe Australia, 2012).</li> <li>Work Cover NSW Bridge and Gantry Crane Drivers: A guide for power crane operators (1997).</li> <li>Work Cover NSW Dogging Guide (2003).</li> <li>Work Cover NSW Rigging Guide (1995).</li> </ul>  | Operation | x                      |                 |                 |                          |
| 12H | Hazard and Risk | The Stage 1 site will be protected from the impact of fires originating from off-site by a 35 m defendable space to the west across Moorebank Avenue, a 100 m defendable space to the south of the container handling area. The design and installation of on-site fire hydrants within the Stage 1 site will be in compliance with AS 2419.1-2005 Fire hydrant installations - System design, installation and commissioning.   | Design    | x                      |                 |                 |                          |

| No. | Type            | Condition  | Phase        | Overall Responsibility              |                 |                 |                          |
|-----|-----------------|--|--------------|-------------------------------------|-----------------|-----------------|--------------------------|
|     |                 |  |              | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 12I | Hazard and Risk | <p>An Operational Emergency Response Plan will be developed for the operational phase of the Proposal, collaboratively with the operator in consultation with the EPA, NSW police force, NSW Fire Brigade, NSW Rural Fire Service and the Ambulance Service of NSW. These will be prepared prior to operation of the Proposal. Emergency response and incident management protocols will cover the following types of emergency or incident:</p> <ul style="list-style-type: none"> <li>• Workplace health and safety</li> <li>• On-site spills or leaks</li> <li>• Off-site discharges</li> <li>• Hazardous materials/dangerous goods</li> <li>• Flooding</li> <li>• Bushfire</li> <li>• Derailment</li> <li>• Container fall</li> <li>• Road incident on Moorebank Avenue adjacent to Stage 1 site entry / egress</li> <li>• Requirements of the Pollution Incident Response Management Plans, as prescribed under section 153C of the Protection of the Environment Operations Act 1997.</li> </ul>   | Operation    | x                                   |                 |                 |                          |
| 13A | Waste           | <p>Measures to mitigate the effect of the construction waste streams will be incorporated into the Proposal's Construction Environmental Management Plan (CEMP). Waste management principles that will be incorporated into the CEMP relating to materials purchasing include:</p> <ul style="list-style-type: none"> <li>• Avoidance and reuse of material will have priority over recycling</li> <li>• Recycling will have priority over disposal</li> <li>• Earth excavated from the site will be used for fill material and landscaping where feasible</li> <li>• If possible concrete components will be crushed and reused onsite, with the remainder sent to a recycling facility</li> <li>• Waste generation will be minimised by ordering the correct quantity of materials</li> <li>• Selection of materials which maximise recycled content, while having low embodied water and energy use</li> <li>• Selection of materials which maximise durability and lifespan.</li> </ul> <p>The following procedures and protocols will be considered within the CEMP regarding waste management:</p> <ul style="list-style-type: none"> <li>• Characterisation of construction waste streams</li> <li>• Management of any identified hazardous waste streams</li> <li>• Procedures to manage construction waste streams, including handling, storage, classification, quantification, identification and tracking</li> <li>• Mitigation measures for avoidance and minimisation of waste materials</li> <li>• Procedures and targets for reuse and recycling of waste materials.</li> <li>• Inclusion of the waste management strategies included in the Concept Plan Statement of Commitments for construction waste management.</li> </ul> | Construction | x<br>(on behalf of IMEX contractor) |                 | x               | x                        |
| 13D | Waste           | <p>Measures to mitigate the effect of waste arising during operation of the Proposal will be incorporated into the OEMP and will include measures to encourage recycling behaviour and increase the diversion of waste into recycling streams. These will include:</p> <ul style="list-style-type: none"> <li>• Addressing waste management requirements and goals in staff inductions</li> <li>• Providing staff access to documentation outlining the facility's waste management requirements</li> <li>• Locating recycling bins in kitchen areas beside general waste bins to prevent contamination of recycling</li> <li>• Positioning paper recycling bins close to printer/photocopying equipment</li> <li>• Minimising general waste bins at desks but providing adequate container and paper recycling to encourage sorting of Recyclables</li> </ul>   | Operation    | x                                   |                 |                 |                          |
| 13E | Waste           | <p>Waste arising from maintenance will be dealt in part by an asset management strategy and OEMP. Where feasible from a safety and cost perspective, assets will be refurbished, if a replacement is required the maintenance contractor will be responsible for ensuring any waste is recycled; if this is not possible arrangements for disposal at an appropriately licenced facility will be made.</p>   | Operation    | x                                   |                 |                 |                          |

| No. | Type                              | Condition   | Phase        | Overall Responsibility              |                 |                 |                          |
|-----|-----------------------------------|---|--------------|-------------------------------------|-----------------|-----------------|--------------------------|
|     |                                   |   |              | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 14A | Bushfire                          | <p>A bushfire management strategy, or equivalent, will be prepared as part of the CEMP for the construction phase. The strategy will include:</p> <ul style="list-style-type: none"> <li>• Emergency response plans and procedures</li> <li>• Restrictions on activities (namely hot works) that cannot be undertaken on total fire ban days within areas of high Bushfire Hazard Rating, unless otherwise advised by the NSW Rural Fire Service.</li> <li>• All construction site offices and temporary buildings will be located outside buffer areas to ensure minimum setbacks of 10m.</li> <li>• All construction site offices will be accessible via access roads suitable for firefighting appliances similar to NSW Rural FireService category 1 tankers.</li> </ul>  | Construction | x<br>(on behalf of IMEX contractor) |                 | x               |                          |
| 14D | Bushfire                          | <p>A bushfire management strategy, or equivalent, will be prepared as part of the OEMP. The following measures will be included within the OEMP with regard to bushfire management:</p> <ul style="list-style-type: none"> <li>• Management of the landscaped areas within the SIMTA Stage 1 site will be undertaken to maintain minimum dry fuels loads.</li> <li>• The Southern Boot Land will be managed by slashing vegetation to facilitate for a defensible space to the container storage area.</li> <li>• The corridor of the Rail link will be maintained in a low fuel state</li> <li>• Protocols will be developed for the monitoring of train access / egress during high – catastrophic fire weather days, if required and in accordance with the bushfire management strategy.</li> </ul>   | Operation    | x                                   |                 |                 |                          |
| 15A | Property and Infrastructure       | Further assessment of services demand, infrastructure requirements and augmentation works, in consultation with relevant infrastructure and service providers will be undertaken during the progression of the design for the Proposal.   | Design       | x                                   |                 | x               |                          |
| 16A | Greenhouse Gas and Climate Change | <p>A Greenhouse Gas Management Plan will be developed for the construction phase of the Proposal and included in the CEMP. Where appropriate, the mitigation measures, management strategies and abatement opportunities presented in the Greenhouse Gas and Climate Change Impact Assessment (Appendix X of this EIS) will be reviewed and considered for incorporation into the Construction Environmental Management Plan (CEMP) The Greenhouse Gas Management Plan will adopt the following measures:</p> <ul style="list-style-type: none"> <li>• Where possible locally sourced materials will be used to reduce GHG emissions associated with transport</li> <li>• Construction and demolition waste will be recovered and recycled where possible, and vegetation waste will be composted</li> <li>• Construction works will be planned to minimise double handling of materials</li> <li>• Recycled materials will be reused where possible to reduce GHG emissions associated with embodied energy</li> <li>• Construction/transport plans will be incorporated within the CEMP to minimise the use of fuel during construction</li> <li>• Fuel efficiency of the construction plant/equipment will be assessed prior to selection, and where practical, equipment with the highest fuel efficiency and which uses lower GHG intensive fuel (e.g. biodiesel) will be used, where practicable</li> <li>• On-site vehicles will be fitted with exhaust controls in accordance with the Protection of the Environment Operations (Clean Air) Regulation 2010 as required</li> <li>• Regular maintenance of equipment will be undertaken to maintain good operations and fuel efficiency</li> <li>• Where practicable trucks removing waste from the Proposal site or bringing materials to the Proposal site will be filled to the maximum amount allowable, depending on the truck size and load weight, to reduce the number of traffic movements required</li> <li>• Consideration will be given to the embodied energy content of construction materials selected</li> </ul> | Construction | x<br>(on behalf of IMEX contractor) |                 | x               |                          |



| No. | Type                              | Condition  | Phase        | Overall Responsibility              |                 |                 |                          |
|-----|-----------------------------------|--|--------------|-------------------------------------|-----------------|-----------------|--------------------------|
|     |                                   |  |              | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 16B | Greenhouse Gas and Climate Change | <p>The mitigation measures, management strategies and abatement opportunities presented in the Greenhouse Gas and Climate Change Impact Assessment (Appendix X of this EIS) will be reviewed and considered where appropriate for incorporation into the operational Environmental Management Plan (OEMP). The following measures will be incorporated in to the OEMP for the Proposal:</p> <ul style="list-style-type: none"> <li>• Energy efficiency design aspects will be incorporated wherever possible to reduce energy demand</li> <li>• The procurement of energy efficient equipment will be investigated for the Proposal</li> <li>• Regular maintenance of equipment will be undertaken to maintain good operations and fuel efficiency</li> <li>• Consideration will be given to undertake further investigation and implementation of cost negative abatement opportunities</li> <li>• Further investigation of abatement opportunities will be considered once the facility transitions from the use of container handling equipment such as reach stackers and large forklifts to the operation of gantry cranes</li> </ul> | Operation    | x                                   |                 |                 |                          |
| 17A | Socio-economic                    | A community information and awareness strategy will be included in the CEMP and will outline measures to maintain communication with the community and all relevant stakeholders throughout the construction of the Proposal.  | Construction | x                                   | x               | x               | x                        |
| 17B | Socio-economic                    | <p>The CEMP will prescribe measures to be implemented to minimise impacts on surrounding communities. These measures will include:</p> <ul style="list-style-type: none"> <li>• Work hours during construction will generally be limited to standard construction hours, unless otherwise authorised within the CEMP</li> <li>• Ensuring land owners, within proximity of the Proposal site, are kept well informed about the Proposal, the construction hours and duration of the works.</li> <li>• Land owners impacted by the construction works will be provided relevant contact details to address queries relating to the works.</li> </ul>   | Construction | x<br>(on behalf of IMEX contractor) |                 | x               |                          |
| 17C | Socio-economic                    | Written notification will be provided to likely and potentially affected and adjoining land owners receivers prior to commencement of Proposal's operations. This will include local residents, local businesses and relevant Authorities. The manner of notification will be confirmed in the final Operational Environmental Management Plan (OEMP) for the Proposal. The OEMP will also include measures to engage with stakeholders and to manage and respond to feedback received during operation of the Proposal.   | Operation    | x                                   |                 |                 |                          |



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

| No. | Part  | Condition  | Phase        | Overall Responsibility              |                 |                 |                          |
|-----|---|--|--------------|-------------------------------------|-----------------|-----------------|--------------------------|
|     |   |  |              | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 1   | Protection of EPBC flora and fauna and the environment on Commonwealth land | For the better protection of the <b>GHFF</b> , the person taking the action must:<br>a) not clear more than 11 hectares of GHFF foraging habitat;<br>b) engage a suitably qualified expert to undertake a pre-clearance survey(s) to confirm the absence of GHFF roosting camps within the rail easement, no more than 48 hours prior to the clearance of potential GHFF roosting habitat; and<br>c) notify the Department in writing of the results of pre-clearance surveys.<br>If the GHFF is detected roosting on site, all native vegetation clearance activities must halt until the person taking the action has complied with any directions the Minister may wish to issue regarding timing of construction or methods for dispersal of the GHFF.   | Construction |                                     | x               | x               |                          |
| 2   | Protection of EPBC flora and fauna and the environment on Commonwealth land | For the better protection of the <b>Macquarie Perch</b> , the person taking the action must:<br>a) engage a suitably qualified expert to design (or provide input on the design of) all crossings which are proposed to be implemented across Macquarie Perch habitat. Any such crossings must be of a suitable design that provides for the passage requirements of Macquarie Perch; and<br>b) implement all feasible and practicable measures that ensure sedimentation and / or erosion (as a result of the proposed action) do not lead to any further reductions in the water quality, or degradation of, Macquarie Perch habitat.  | Construction |                                     |                 | x               |                          |
| 3   | Protection of EPBC flora and fauna and the environment on Commonwealth land | For the better protection of <b>Hibbertia sp. Bankstown</b> , the person taking the action must engage a <b>suitably qualified expert</b> to undertake a targeted search for individuals of <b>Hibbertia sp. Bankstown</b> within all areas of potential habitat during the species' flowering period.   | Construction | x                                   |                 |                 |                          |
| 4   | Protection of EPBC flora and fauna and the environment on Commonwealth land | For the better protection of <b>Bynoe's Wattle</b> , the person taking the action must engage a <b>suitably qualified expert</b> to undertake a field habitat assessment that targets the ecological requirements of <b>Bynoe's Wattle</b> , in all areas of Castlereagh Scribbly Gum Woodland likely to be cleared as a result of the proposed action. If the assessment determines there is potential for the species to occur on site, then a <b>suitably qualified expert</b> must undertake a targeted search for individuals of <b>Bynoe's Wattle</b> within all areas of potential habitat identified by the habitat assessment during the species' flowering period.   | Construction | x                                   |                 |                 |                          |
| 5   | Flora and Fauna   | For the better protection of <b>EPBC listed flora</b> & the environment on Commonwealth land, the person taking the action must engage a <b>suitably qualified expert</b> to prepare a Flora and Fauna Management Plan (FFMP) for the approval of <b>the Minister</b> . The FFMP must include (but need not be limited to):<br>a) details on the timing of <b>native vegetation clearance</b> works;<br>b) detailed maps of the rail link easement and construction zone showing:<br>i. permanent infrastructure and temporary works;<br>ii. no-go areas; and<br>iii. physical barriers used for the protection of native vegetation on Commonwealth land, and of <b>EPBC Act</b> listed <b>Nodding Geebung</b> and <b>Small-flower Grevillea</b> .<br>c) measures to minimise the extent of native vegetation clearing upon Commonwealth land and the clearing of <b>Nodding Geebung</b> and <b>Small-flower Grevillea</b> ;<br>d) provisions to ensure no more than 17 individuals of <b>Nodding Geebung</b> and 634 stems of <b>Small-flower Grevillea</b> are cleared;<br>e) the results of targeted surveys for <b>Hibbertia sp. Bankstown</b> and <b>Bynoe's Wattle</b> (including the number of individuals recorded) and what measures will be implemented to avoid, mitigate and manage impacts to these species, if individuals are found on site;<br>f) measures which allow terrestrial fauna to disperse naturally ahead of clearing activities, and minimise the risk of injury to individuals | Construction | x<br>(on behalf of IMEX contractor) |                 | x               |                          |

| No. | Part                                    | Condition   | Phase            | Overall Responsibility |                 |                 |                          |
|-----|---|---|------------------|------------------------|-----------------|-----------------|--------------------------|
|     |   |   |                  | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|     |   | <p>g) actions to maintain or enhance the long-term viability of native vegetation adjoining the rail easement in particular, adjoining populations of <b>Nodding Geebung</b> and <b>Small-flower Grevillea</b> ;</p> <p>h) measures to safeguard flora and fauna from the threat of weeds, fire, pathogens and unauthorised access, including (but not limited to) the commitments outlined in section 7.4.1 of the <b>EIS</b> (and summarised at Annexure A);</p> <p>i. ongoing monitoring to inform the adaptive management of native vegetation adjoining the rail easement.</p> <p><b>Native vegetation clearance</b> must not occur until the FFMP has been approved. The FFMP must be implemented once approved</p>   |                  |                        |                 |                 |                          |
| 6   | Threatened Flora Offset management plan | <p>For the better protection of <b>Nodding Geebung, Small-flower Grevillea</b> (and potentially, <b>Hibbertia sp. Bankstown</b> and <b>Bynoe's Wattle</b> pending the outcome of 3 and 4) the person taking the action must engage a suitably qualified expert to prepare a Threatened Flora Offset Management Plan (TFOMP) (or plans) for the approval of the Minister. The TFOMP must include (but need not be limited to):</p> <p>a) details of a direct offset that satisfies the requirements of the Department's offset policy, in accordance with the offset user guide (including timeframes for the delivery or acquisition of the direct offset);</p> <p>b) map(s) and shapefiles that identify the location and boundaries of the direct offset;</p> <p>c) details of the management actions and performance objectives which will maintain and enhance the Nodding Geebung and Small-flower Grevillea habitat and/or population covered by the TFOMP (including the duration, intensity, and timing of management actions);</p> <p>d) an assessment of the baseline population and distribution for Nodding Geebung and Small-flower Grevillea within the direct offset, including: i. the number of plants protected and their location; and ii. plant and habitat condition.</p> <p>e) measures for regular monitoring of the status of individuals of Nodding Geebung and Small-flower Grevillea and their habitat as measured against the baseline population and distribution, including:</p> <p>i. fluctuations in population size and distribution; and</p> <p>ii. response to disturbances and/or management actions.</p> <p>f) provisions to revise the approved TFOMP in response to monitoring associated with condition 6(e);</p> <p><b>Native vegetation clearance must not occur until the TFOMP has been approved. The TFOMP must be implemented once approved.</b></p> <p>Should the action result in, or be likely to result in, residual impacts to Hibbertia sp. Bankstown or Bynoe's Wattle (as determined by the Minister), the TFOMP must also demonstrate how it meets the standards described in (a) to (f), for these two species.</p> | Pre-construction | x                      |                 |                 |                          |
| 7   | CEMP                                    | <p>For the better protection of Commonwealth land, the person taking the action must engage a <b>suitably qualified expert(s)</b> to prepare a Construction Environment Management Plan (CEMP), for the approval of <b>the Minister</b> . The CEMP must include in relation to construction of the proposed facility:</p> <p>a) details on the timing of construction works (accompanied by current and detailed maps);</p> <p>b) identification and quantification of all potential impacts associated with noise, vibration, air quality, traffic, light spill, hydrological changes, contamination, and indigenous heritage (including cumulative impacts associated with the <b>DoF's</b> proposed intermodal) upon Commonwealth land. Consideration must be given to people and communities at <b>SME, DNSDC</b> , Defence housing, and the environment more generally in neighbouring bushland areas. Of note, the air quality assessment must quantify all emissions arising from air pollutant sources for which there are established national air quality standards;</p> <p>c) the results of further investigations with regard to land contamination and indigenous heritage impacts (specifically, <b>PADs</b> two and three). If adverse impacts are identified, details on how such matters will be managed / mitigated must also be provided. Evidence of ongoing consultation with <b>RAPs</b> regarding further investigations for indigenous heritage objects/places must be provided;</p> <p>d) refined details (including implementation timeframes) for the mitigation measures outlined in the <b>EIS</b> (sections 7.4.2, 7.4.3, 7.4.6, 7.4.7, 7.4.8 and 7.4.9) and summarised at Annexure A;</p> <p>e) a commitment to ensure no lights are installed above the height of 40 metres or, the maximum approved height of the intermodal warehouse buildings (whichever is less);</p>   | Construction     | x                      |                 | x               |                          |

| No. | Part                   | Condition   | Phase         | Overall Responsibility |                 |                 |                          |
|-----|------------------------|---|---------------|------------------------|-----------------|-----------------|--------------------------|
|     |                        |   |               | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|     |                        | <p>f) identification of the trigger values and criteria for all matters mentioned in condition 7(b) (excluding light spill, land contamination and indigenous heritage) that will be adopted for monitoring and managing potential impacts to Commonwealth land;</p> <p>g) details of a comprehensive monitoring program (including locations, frequency and duration) for:</p> <ol style="list-style-type: none"> <li>i. validating the anticipated impacts associated with condition 7(b); and</li> <li>ii. determining the effectiveness of proposed mitigation/management measures;</li> </ol> <p>h) provisions to revise the approved CEMP in response to monitoring associated with condition 7(g) including, details of response / contingency mechanisms to address any exceedances of the relevant trigger values;</p> <p>i) evidence of consultation with <i>Defence</i> regarding the adequacy of proposed mitigation measures in particular, those measures to mitigate potential light spill impacts upon residential dwellings within <i>SME</i> outside of <i>standard construction hours</i> ; and</p> <p>j) details of a complaints handling procedure;</p> <p><b>Commencement of the action</b> may not occur until the CEMP has been approved. The CEMP must be implemented once approved.</p>   |               |                        |                 |                 |                          |
| 8   | OEMP                   | <p>For the better protection of Commonwealth land, the person taking the action must engage a <i>suitably qualified expert(s)</i> to prepare an Operation Environment Management Plan (OEMP) for the approval of <i>the Minister</i> . The OEMP must include in relation to operation of the proposed facility:</p> <p>a) identification and quantification of all potential impacts associated with noise, vibration, air quality, traffic and light spill (including cumulative impacts associated with the DoF's proposed intermodal) upon Commonwealth land. Consideration must be given to people and communities at <i>SME</i> , <i>DNSDC</i> , Defence housing, and the environment more generally in neighbouring bushland areas. Of note, the air quality assessment must quantify all emissions arising from air pollutant sources for which there are established national air quality standards;</p> <p>b) refined details (including implementation timeframes) for the mitigation measures outlined in the EIS (sections 7.4.2, 7.4.6, 7.4.7, 7.4.8 and 7.4.9) and summarised at <i>Annexure A</i>;</p> <p>c) refined details of how heavy vehicles entering and exiting the site will be processed, including information on access and circulation both into, and within, the intermodal facility grounds;</p> <p>d) measures to ensure no heavy vehicles entering or exiting the intermodal facility park, or wait, on Moorebank Avenue;</p> <p>e) identification of the trigger values and criteria for all matters mentioned in condition 8(b) (excluding light spill) that will be adopted for monitoring and managing potential impacts to those Commonwealth land;</p> <p>f) details of a comprehensive monitoring program (including locations, frequency and duration) for: i. validating the anticipated impacts associated with condition 8(b); and ii. determining the effectiveness of mitigation/management measures (including the success of public transport incentives);</p> <p>g) provisions to revise the approved OEMP in response to monitoring associated with condition 8(f) including, details of response / contingency mechanisms to address any exceedances of the relevant trigger values;</p> <p>h) evidence of consultation with Defence regarding the adequacy of proposed mitigation measures;</p> <p>i) details of a complaints handling procedure; Commencement of operations may not occur until the OEMP has been approved. The OEMP must be implemented once approved.</p> | Pre-operation | x                      |                 |                 |                          |
| 9   | OEMP                   | <p>For the better protection of Commonwealth land, the person taking the action must enter into a written agreement with Defence that specifies the use and ongoing maintenance of Moorebank Avenue. Prior to commencement of the action the person taking the action must provide a copy of that agreement to the Department.</p>  | Operation     | x                      |                 |                 |                          |
| 10  | Administrative Actions | <p>Within one month after the commencement of the action, the person taking the action must advise the Department in writing of the actual date of commencement.</p>  | Construction  | x                      |                 |                 |                          |

| No. | Part                   | Condition   | Phase                      | Overall Responsibility |                 |                 |                          |
|-----|------------------------|---|----------------------------|------------------------|-----------------|-----------------|--------------------------|
|     |                        |   |                            | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 11  | Administrative Actions | The person taking the action must maintain accurate records substantiating all activities associated with or relevant to the conditions of approval, including measures taken to implement any management plan, strategy, or agreement required by this approval, and make them available upon request to the Department. Such records may be subject to audit by the Department or an independent auditor in accordance with section 458 of the EPBC Act, or used to verify compliance with the conditions of approval. Summaries of audits will be posted on the Department's website. The results of audits may also be publicised through the general media.  | Construction               |                        | x               | x               | x                        |
| 12  | Administrative Actions | Within three months of every 12 month anniversary of the commencement of the action, the person taking the action must publish a report on their website addressing compliance with each of the conditions of this approval, including implementation of any management plans or agreements as specified in the conditions. Documentary evidence providing proof of the date of publication and non-compliance with any of the conditions of this approval must be provided to the Department at the same time as the compliance report is published.   | Construction               | x                      |                 |                 |                          |
| 13  | Administrative Actions | Upon the direction of the Minister, the person taking the action must ensure that an independent audit of compliance with the conditions of approval is conducted and a report submitted to the Minister. The independent auditor must be approved by the Minister prior to the commencement of the audit. Audit criteria must be agreed to by the Minister and the audit report must address the criteria to the satisfaction of the Minister.   | Construction               | x                      | x               | x               | x                        |
| 14  | Administrative Actions | If the person taking the action wishes to carry out any activity otherwise than in accordance with any management plan specified in the conditions, the person taking the action must submit to the Department for the Minister's written approval a revised version of that management plan. The varied activity shall not commence until the Minister has approved the varied management plan in writing. The Minister will not approve a varied management plan unless the revised management plan would result in an equivalent or improved environmental outcome over time. If the Minister approves the revised management plan, then that management plan must be implemented in place of the management plan originally approved. | Construction               |                        | x               | x               | x                        |
| 15  | Administrative Actions | If the Minister believes that it is necessary or convenient for the better protection of Listed Threatened species or the environment on Commonwealth land to do so, the Minister may request that the person taking the action make specified revisions to any management plan, as specified in the conditions and submit the revised management plan for the Minister's written approval. The person taking the action must comply with any such request. The revised approved management plan must be implemented. Unless the Minister has approved the revised management plan, then the person taking the action must continue to implement the management plan originally approved, as specified in the conditions.                 | Construction               | x                      | x               | x               | x                        |
| 16  | Administrative Actions | If, at any time after five years from the date of this approval, the person taking the action has not substantially commenced the action, then the person taking the action must not substantially commence the action without the written agreement of the Minister.   | Operation                  | x                      |                 |                 |                          |
| 17  | Administrative Actions | Unless otherwise agreed to in writing by the Minister, the person taking the action must publish all management plans referred to in these conditions of approval on their website. Each management plan must be published on the website within one month of being approved.   | Construction and Operation | x                      |                 |                 |                          |

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

| Type | Part | Condition  | Phase        | Overall Responsibility |                 |                 |                          |
|------|------|--|--------------|------------------------|-----------------|-----------------|--------------------------|
|      |      |  |              | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|      |      | <p>The Part 3A Guidelines for Threatened Species Assessment (DEC &amp; DPI 2005) require the description and justification of measures to mitigate adverse effects arising from development proposals. Primary consideration should be given to measures to avoid or minimise impacts; where avoidance and mitigation are not possible, offset strategies may be considered as a last resort. The steps in the avoid, mitigate and offset approach are as follows:</p> <p>a) Avoid areas of high biodiversity value wherever possible;</p> <p>b) Mitigate actions and safeguard values identified for retention by prescribing appropriate controls; and</p> <p>c) Compensate for or offset the removal of biodiversity values.</p> <p><u>Avoid</u></p> <p>a) The identified ecological values should be avoided as far as practicable</p> <p>b) The construction footprint of the Principal proposal and construction access requirements should be reduced as far as possible to minimise impacts.</p> <p>c) Avoid Endangered Ecological communities where possible.</p> <p>d) Avoid known locations of threatened flora species where possible.</p> <p>e) Avoid important fauna habitat features such as large hollow bearing trees where possible.</p> | Construction |                        | x               | x               |                          |
|      |      | Install appropriate drainage infrastructure (e.g. sediment basins, diversion drains), sediment and erosion controls prior to the commencement of construction.   | Construction |                        | x               | x               |                          |
|      |      | Clearing of vegetation is not to be undertaken during overland flow events.  | Construction |                        | x               | x               |                          |
|      |      | Clearly identifying sensitive areas and areas for construction and managing clearing such that clearing activities are constrained to these approved areas only.   | Construction |                        | x               | x               |                          |
|      |      | Locate soil or mulch stockpiles away from watercourses and key stormwater flow paths to limit potential transport of these substances into the watercourses via runoff.  | Construction |                        | x               | x               |                          |
|      |      | Dust suppression activities to be undertaken where appropriate.  | Construction |                        | x               | x               |                          |
|      |      | Stabilisation of disturbed areas, including revegetation in accordance with the VMP, is to be undertaken as soon as practicable after disturbance.   | Construction |                        | x               | x               |                          |
|      |      | Emergency response protocols and procedures for implementation in the event of a contaminant spill or leak to be clearly articulated in the Construction Environmental Management Plan.  | Construction |                        | x               | x               |                          |
|      |      | Spill kits to be located to allow for timely response to uncontained spills. Site inductions are to include a briefing on the use of spill kits.   | Construction |                        | x               | x               |                          |
|      |      | Management of weeds in and adjacent to cleared areas will occur in accordance with a Weed Management Plan. This plan will include details relating to the monitoring, management and where necessary eradication of weeds, disposal of green waste, and vehicle/plant weed wash down protocols if required.  | Construction |                        | x               | x               |                          |

| Type   | Part   | Condition   | Phase        | Overall Responsibility |                 |                 |                          |
|--|--|---|--------------|------------------------|-----------------|-----------------|--------------------------|
|  |  |   |              | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| Biodiversity   |  | Management of noxious weeds are to be undertaken in accordance with the Noxious Weeds Act 1993.   | Construction |                        | x               | x               |                          |
|  |  | Equipment used for treating weed infestation will be cleaned prior to moving to a new area within the project site to minimise the likelihood of transferring any plant material and soil.  | Construction |                        | x               | x               |                          |
|  |  | Soil stripped and stockpiled from areas containing known weed infestations are to be stored separately and are not to be moved to areas free of weeds.  | Construction |                        | x               | x               |                          |
|  |  | Fauna microhabitat such as logs should be removed from areas to be cleared and relocated to suitable nearby bushland areas in the presence of an ecologist.   | Construction |                        | x               | x               |                          |
|  |  | Consider the installation of nest boxes in woodland vegetation in the rail corridor that may offer alternative nesting habitat to hollow dependent species recorded in the study area.  | Construction |                        | x               | x               |                          |
|  |  | High visibility plastic fencing is to be installed to clearly define the limits of the works area to not further encroach on fauna habitat.   | Construction |                        | x               | x               |                          |
|  |  | Undertake a pre-start up check for sheltering native fauna of all infrastructure, plant and equipment and/or during relocation of stored construction materials.  | Construction |                        | x               | x               |                          |
|  |  | <ul style="list-style-type: none"> <li>• Undertake a two-stage approach to clearing: <ul style="list-style-type: none"> <li>o Remove non-hollow bearing trees at least 48 hours before habitat trees are removed</li> <li>o Hollow bearing trees are to be knocked with an excavator bucket or other machinery to encourage the fauna to evacuate the tree immediately prior to felling.</li> <li>o Felled trees must be left for a short period of time on the ground to give any fauna trapped in the tree an opportunity to escape before further processing of trees.</li> <li>o Felled hollow bearing trees must be inspected by an ecologist as soon as possible (not longer than 2 hours after felling)</li> </ul> </li> </ul> | Construction |                        | x               | x               |                          |
|  |  | Site inductions are to include a briefing regarding the local fauna of the site and identification of protocols to be undertaken if fauna are encountered.  | Construction |                        | x               | x               |                          |
|  |  | If any pits/trenches are to remain open overnight, they are to be securely covered, if possible. Alternatively, fauna ramps (logs or wooden planks) are to be installed to provide an escape for trapped fauna.   | Construction |                        | x               | x               |                          |
|  |  | Clearance of native vegetation should be minimised as far as is practicable.  | Construction |                        | x               | x               |                          |
|  |  | Consider retention of some, or all, of the remnant scattered E. sclerophylla over patches of shrub and grass cover in the cleared grassland immediately south of the Principal site, in landscaping works.  | Construction |                        | x               |                 |                          |
|  |  | The extent of, and limitations to, vegetation clearing would be clearly identified on construction plans.   | Construction |                        | x               | x               |                          |
|  |  | Any additional construction areas, such as site offices, construction stockpile locations and machinery/equipment laydown areas are to be located, where possible, within existing cleared or disturbed areas.  | Construction |                        | x               | x               |                          |
|  |  | Extent of clearing should be fenced with highly visible temporary fencing to minimise any extension of clearing beyond the area necessary.  | Construction |                        | x               | x               |                          |
|  | A VMP should be prepared prior to construction, detailing restoration, regeneration and rehabilitation of areas of native vegetation in study area. The VMP should also detail appropriate management for the potential habitat of threatened plant species in the study area, including monitoring during and after construction works to ensure impacts are minimised. | Construction  |              | x                      | x               |                 |                          |
| As soon as possible rehabilitation will commence where possible. Management of land disturbed as a result of construction works will occur in accordance with a VMP. | Construction   |   | x            | x                      |                 |                 |                          |
|  | Mitigate   |   |              |                        |                 |                 |                          |



| Type | Part | Condition   | Phase                      | Overall Responsibility |                 |                 |                          |
|------|------|---|----------------------------|------------------------|-----------------|-----------------|--------------------------|
|      |      |   |                            | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|      |      | High visibility plastic fencing is to be installed to clearly define the limits of the works area as to not further encroach on EEC and locations of threatened flora species.  | Construction               |                        | x               | x               |                          |
|      |      | Fencing is to be installed delineating threatened species habitat to be retained. Appropriate warning signage is to be installed along this fencing at regular intervals. Site inductions are to include a briefing on the presence of threatened species and its habitat, its significance and locations and extents of no-go zones. | Construction               |                        | x               | x               |                          |
|      |      | Design and construction of rail crossings over Anzac Creek and Georges River to be in accordance with Fish Passage Requirements for Waterway Crossings (Fairfull and Witheridge 2003).  | Construction               |                        | x               | x               |                          |
|      |      | Minimise clearing and disturbance to the riparian zone where possible.  | Construction               |                        | x               | x               |                          |
|      |      | Install appropriate drainage infrastructure (e.g. sediment basins, diversion drains), sediment and  | Construction               |                        | x               | x               |                          |
|      |      | erosion controls prior to the commencement of construction.   | Construction               |                        | x               |                 |                          |
|      |      | Construction disturbance areas will be clearly demarcated to avoid accidental clearing or stockpiling in riparian vegetation.   | Construction               |                        | x               | x               |                          |
|      |      | Landscaped zones to capture gross pollutants and oil and grits from pavement. These areas can be regularly maintained to remove rubbish and can be renewed on a regular basis.  | Construction               |                        | x               | x               |                          |
|      |      | Bio-retention installed in base of channels and swales proposed to capture and store stormwater. This will consist of bio-filtration layers, planting and subsoil collection and drainage.  | Construction               |                        | x               | x               |                          |
|      |      | Hot work not to be undertaken on declared total fire ban days.  | Construction               |                        | x               | x               |                          |
|      |      | Vehicles and plant should not block fire trails.  | Construction               |                        | x               | x               |                          |
|      |      | Bushfire awareness included in staff induction and in toolbox talks pre-commencement.   | Construction               |                        | x               | x               |                          |
|      |      | Directional lighting will be used where lighting is required in construction areas.   | Construction               |                        | x               | x               |                          |
|      |      | Frequent maintenance of construction machinery and plant will be undertaken to minimise unnecessary noise.  | Construction               |                        | x               | x               |                          |
|      |      | Dust suppression activities to be undertaken where appropriate.   | Construction               |                        | x               | x               |                          |
|      |      | Speed limits will be developed so as to minimise the potential for fauna to be struck by a vehicle within the Principal site. All vehicles and plant in operation on the Principal site are to adhere to site rules relating to speed limits.   | Construction and Operation | x                      | x               | x               |                          |
|      |      | If an animal is injured, contact one of the following local wildlife rescue agency (e.g. WIRES) and/or veterinary surgery immediately   | Construction               |                        | x               | x               |                          |



| Type | Part            | Condition   | Phase        | Overall Responsibility |                 |                 |                          |
|------|-----------------|---|--------------|------------------------|-----------------|-----------------|--------------------------|
|      |                 |   |              | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|      |                 | <ul style="list-style-type: none"> <li>• Until the animal can be cared for by a suitably qualified animal handler, if possible minimise stress to the animal and reduce the risk of further injury by:               <ul style="list-style-type: none"> <li>o Handling fauna with care and as little as possible.</li> <li>o Covering larger animals with a towel or blanket and</li> <li>o placing in a large cardboard box.</li> <li>o Placing small animals in a cotton bag, tied at the top.</li> <li>o Keeping the animal in a quiet, warm, ventilated and dark</li> </ul> </li> </ul>   | Construction |                        | x               | x               |                          |
|      |                 | Weed infestations that are identified during the operation of the Principal proposal are to be managed in accordance with the removal methods outlined in the Weed Management Plan.   | Operation    | x                      |                 |                 |                          |
| Air  | Construction    | A Construction Environmental Management Plan will be prepared prior to construction. This document will include provisions covering air quality management and mitigation, and will be implemented through good site environmental practice.  | Construction |                        | x               | x               |                          |
|      | Dust Management | <p>Increasing the moisture content of the soil/surface to reduce emissions from site clearing, particularly during dry and windy conditions.</p> <p>Modifying work practices during periods of adverse weather.</p> <p>Limiting and staging clearing of designated footprint required for construction.</p> <p>Completing rehabilitation as quickly as possible.</p> <p>Minimising the number of stockpiles on-site and number of work faces on stockpiles.</p> <p>Use of water sprays for dusty activities such as ballast dumping and compacting</p> <p>Modify or cease demolition activities during periods of adverse weather (hot, dry and windy conditions).</p> <p>Using water sprays with earthmoving equipment during road construction</p> <p>Modifying work practices during periods of high winds and/or dry conditions by limiting scraper/grader activity.</p> <p>Confining all on-site vehicles to a designated route and enforcing speed limits.</p> <p>Modifying work practices during periods of high winds and/or dry conditions by engaging a water truck to spray travel routes.</p> <p>Controlling and reducing trip frequency and distance by coordinating delivery and removal of materials to avoid unnecessary trips, where possible.</p> <p>Cleaning dirt that has been tracked onto sealed roads as soon as practicable. Dirt track-out should be managed using shaker grids and/or wheel cleaning.</p> | Construction |                        | x               | x               | x                        |
|      | Operation       | <p>The following mitigations and compensatory measures will be undertaken, where feasible, to minimise potential impacts on local and regional air quality during operation of the Principal proposal:</p> <ol style="list-style-type: none"> <li>1. Upgrade of rolling stock servicing the Principal site.</li> <li>2. Use of electrically powered container handling equipment in lieu of diesel equipment.</li> <li>3. Use of LPG forklifts in lieu of diesel forklifts.</li> <li>4. Minimise truck movements through the efficient management of deliveries and dispatches.</li> <li>5. Minimise truck idling and queuing on-site.</li> </ol>   | Operation    | x                      |                 |                 |                          |
|      |                 | <p>The following mitigation measures will be adopted for the Principal proposal to mitigate potential impacts on hydrology, water quality and flooding resulting from construction and operation of the Principal proposal.</p> <p>Rainwater tanks will be installed to collect roof water from the warehouses on the Principal site, and will be used for non-potable water demands such as toilet flushing and outdoor use.</p>   |              |                        |                 |                 |                          |
|      |                 |   |              | x                      |                 |                 |                          |

| Type   | Part     | Condition   | Phase                   | Overall Responsibility |                 |                 |                          |   |
|--|----------|---|-------------------------|------------------------|-----------------|-----------------|--------------------------|---|
|  |          |   |                         | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |   |
| Hydrology  | Mitigate | Pre-treatment measures will be incorporated into the site stormwater design, including buffer strips and gross pollutant traps where deemed appropriate.  | Design and Construction |                        | x               | x               |                          |   |
|  |          | Bio-retention systems will be incorporated into the site stormwater design, including rain gardens and bioswales, where deemed appropriate. These structures will also act as on-site detention basins, minimising the velocity and volume of flows leaving the site during storm events. Bio-retention systems will be designed to achieve the pollution reduction targets set out in the Liverpool DCP. On-site stormwater detention will be designed to achieve flood management in accordance with the flood modelling results outlined in the Flood Study and Stormwater Management report prepared by Hyder Consulting (Hyder Consulting, 2012a) and as updated within the Stormwater and Flooding Assessment (Hyder Consulting, 2012b).<br>The following design principles will be adopted during the design phase of the Georges River bridge:<br>• Bridge design will comply with the requirements of Australian Standard 5100:2004 - Bridge Design and RailCorp Engineering Standard ESC 310 - Underbridges.<br>During construction of the Georges River bridge the following management approaches will be adopted:<br>• Works across the bed of the Georges River will be staged to minimise the total disturbance at any given time and to allow the full bypassing of stream flows around the works to maintain fish passage. |                         |                        | x               | x               |                          |   |
|  |          | The following design principles will be adopted for design and sizing of the culverts across Anzac Creek:   |                         |                        |                 |                 |                          |   |
|  |          | Fish passage requirements will be considered when selecting the type of culvert.  |                         |                        |                 |                 |                          |   |
|  |          | Where practical, culverts will be aligned with the downstream channel to minimise bank erosion.   |                         |                        |                 |                 |                          |   |
|  |          | A multi-cell culvert design will be considered with a combination of elevated "dry" cells to encourage terrestrial movement, and recessed "wet" cells to facilitate fish passage.   |                         |                        |                 |                 |                          |   |
|  |          | Altering the channel's natural flow, width, roughness and base-flow water depth through the culvert's wet cells will be avoided where possible. Wet cells will aim to have a minimum water depth of 0.2-0.5 metres to facilitate fish passage.  |                         |                        |                 |                 |                          |   |
|  |          | The culvert will be designed to maximise the geometric similarities of the natural channel profile from the bed of the culvert up to a flow depth of 0.5 metres ("Low Flow Design") as a minimum.   |                         |                        |                 |                 |                          | x |
|  |          | Where conditions allow, the construction of pools will be considered at both the inlet and outlet of the culvert to assist in the dissipation of flow energy and to act as resting areas for migrating fish.  |                         |                        |                 |                 |                          |   |
|  |          | If a low-flow channel is constructed within the base slab of the culvert, the channel will extend across the inlet and outlet aprons.   |                         |                        |                 |                 |                          |   |
| Debris deflector walls may be used to reduce the impact of debris blockages on fish passage.   |          |   |                         |                        |                 |                 |                          |   |
| Rock protection and/or the formation of a stabilised energy dissipation pool at the outlet will be considered if necessary to assist in minimising erosion to avoid the formation of a perched culvert and damage to the stream bed and banks.                 |          |   |                         |                        |                 |                 |                          |   |
| The design of the crossing will refer to the detailed engineering guidelines provided in Fairfull and Witheridge (2002).   |          |   |                         |                        |                 |                 |                          |   |
| The following management measures will be implemented during works in and adjacent to Anzac Creek to mitigate potential impacts on water quality during construction:  |          |   |                         |                        |                 |                 |                          |   |
| All reasonable efforts will be taken to program construction activities during those periods when flood flows and fish passage is not likely to occur. As a minimum requirement, fish migrations and breeding periods, as advised by NSW DPI, will be avoided. |          |   |                         |                        |                 |                 |                          |   |
| Temporary sidetrack crossings will be constructed from clean fill (free of fines) using pipe or box culvert cells to carry flows, or a temporary bridge structure.   |          |   |                         |                        |                 |                 |                          |   |

| Type              | Part             | Condition   | Phase   | Overall Responsibility |                 |                 |                          |
|-------------------|------------------|---|---|------------------------|-----------------|-----------------|--------------------------|
|                   |                  |   |   | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|                   |                  | <p>All temporary works, flow diversion barriers and in-stream sediment control barriers will be removed as soon as practicable and in a manner that does not promote future channel erosion.</p> <p>The construction site will be left in a condition that promotes native revegetation and shading of habitat pools.</p> <p>The management principles outlined in Managing Urban Stormwater (Landcom 2004) for sites with high erosion potential will be implemented.</p> <p>A flood emergency response plan would be prepared and updated as necessary to address the staged development of the site.</p> <p>A Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP) will be implemented for the construction and operation phases of the development, with monitoring and review performance of sediment and water control structures during construction and operation phases. The SWMP and ESCPs will be developed in accordance with the principles and requirements of Managing Urban Stormwater (Landcom, 2004).</p> |   |                        |                 |                 |                          |
|                   |                  | Stage 1A  | The DRAINS and TUFLOW modelling of Stage 1A indicate that the proposed drainage and OSD will provide adequate capacity to mitigate potential flood impacts of the Stage 1A development. | Construction           | x               |                 | x                        |
| European Heritage | Pre-construction | Preparing a Statement of Heritage Impact (SoHI) for submission to the NSW Minister for Planning and Infrastructure as part of staged planning applications at State level.  | EIS   | x                      |                 |                 |                          |
|                   |                  | Commencing discussions with the appropriate heritage bodies regarding the potential listing of the DNSDC site on the National Heritage List or the State Heritage Register.   | EIS   | x                      |                 |                 |                          |
|                   |                  | Development of an overall mitigation strategy for the DNSDC site, which may be based on Table 81.   | EIS   | x                      |                 |                 |                          |
|                   |                  | Undertaking further archaeological assessment and investigation or monitoring, where required in areas designated as having archaeological potential that would be impacted by the proposal. The SoHIs for each stage should address the archaeological potential within the development area for each stage.   | Pre-construction  |                        | x               | x               |                          |
|                   |                  | If any archaeological deposit or item of heritage significance is located within the study area and is at risk of being impacted, the NSW Heritage Council should be notified and a heritage consultant/archaeologist should be engaged to assess the item to determine its heritage significance.  | Pre-construction  |                        | x               | x               |                          |
|                   |                  | The potential visual impact of the proposed rail link on Glenfield Farm shall be mitigated by the use of screening vegetation along Moorebank Avenue.   | Design  | x                      |                 |                 |                          |
|                   | Stage 1a         | Archival recording according to the DNSDC site mitigation strategy (to be developed) will be undertaken prior to works commencing.  | Pre-construction  | x                      |                 |                 |                          |
|                   |                  | Archaeological monitoring should be conducted for a representative sample of the sites of former structures that will be subject to proposed subsurface impacts for Stage 1A. Monitoring should be undertaken by a suitable archaeologist with Excavation Director Criteria qualifications, who will assess the likely significance of any archaeological deposits encountered, and provide advice regarding appropriate further action. If highly significant remains were identified during monitoring, it might be appropriate to conduct further monitoring for additional sites of former structures. A comprehensive archaeological research design should be prepared for the archaeological monitoring once the details of the proposed development have been finalised.  | Pre-construction  |                        | x               | x               | x                        |

| Type                | Part         | Condition  | Phase                   | Overall Responsibility |                 |                 |                          |
|---------------------|--------------|--|-------------------------|------------------------|-----------------|-----------------|--------------------------|
|                     |              |  |                         | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|                     | Stage 1a     | Possible vibratory impacts to the three WWII-era buildings located adjacent to the Stage 1A area should be monitored in accordance with any recommendations made in the vibration assessment as included within Section 7.3.7.   | Pre-construction        |                        | x               |                 |                          |
|                     |              | A Heritage Management Plan in adherence to NSW Heritage Council guidelines should be prepared as part of the Construction Environmental Management Plan for the project.   | Pre-construction        |                        | x               | x               | x                        |
|                     |              | If unexpected finds are located during works the NSW Heritage Council will be notified and an archaeological consultant engaged to assess the significance of the finds. Further archaeological work or recording may be recommended. The process for managing such finds will be confirmed with Defence, the Department of the Environment and NSW Heritage Council and documented within the Construction Environmental Management Plan. | Pre-construction        |                        | x               | x               | x                        |
| Indigenous heritage | Construction | The following design and construction mitigation measures were identified as part of the Aboriginal Cultural Heritage Assessment (AHMS 2012):  |                         |                        |                 |                 |                          |
|                     |              | Consultation between the Principal and relevant Registered Aboriginal Parties (RAPs) will be maintained throughout the design and construction of the Principal proposal.  | Design and Construction | x                      | x               | x               |                          |
|                     |              | Where impact cannot be avoided, the Principal will choose partial impact rather than complete impact wherever possible and implement measures to mitigate impacts as required and as appropriate during design and construction of the various stages of the Principal proposal.   | Design and Construction | x                      | x               | x               |                          |
|                     |              | If re-location of any element of the Principal proposal outside areas assessed within the Aboriginal Cultural Heritage Assessment (AHMS, 2012) is proposed, further assessment of the additional area(s) will be undertaken to identify and appropriately manage Aboriginal objects/sites/places that may be in this additional area(s).   | Design and Construction | x                      | x               | x               |                          |
|                     |              | In the event that previously undiscovered Aboriginal objects, sites or places (or potential Aboriginal objects, sites or places) are discovered during construction, all works in the vicinity of the find will cease and the Principal will determine the subsequent course of action in consultation with a heritage professional, relevant RAPs and/or the relevant State government agency as appropriate.                             | Design and Construction | x                      | x               | x               |                          |
|                     |              | Should suspected human skeletal material be identified, all works will cease and the NSW Police and the NSW Coroner's office contacted. Should the burial prove to be archaeological of Aboriginal origin, consultation with a heritage professional, relevant RAPs and/or the relevant State government agency, will be undertaken by the Principal.  | Design and Construction | x                      | x               | x               |                          |
|                     |              | the Principal will verify that reports or documents for the Principal proposal concerning Aboriginal heritage comply with applicable statutory requirements (those currently applicable are outlined in this report), are prepared in accordance with best practice professional standards and, where appropriate, provide findings to OEH AHIMS Registrar and the relevant RAPs.  | Design and Construction | x                      | x               | x               |                          |
|                     |              | To appropriately characterise and assess cultural values for both the Principal site and rail corridor, Aboriginal consultation will continue to be undertaken in accordance with applicable guidelines and requirements.  | Design and Construction | x                      | x               | x               |                          |
|                     |              | The artefacts identified in Transect 1 on the Principal site, and Transect 7 immediately south of the Principal site, will be collected by RAPs in conjunction with a heritage professional before construction commences.   | Design and Construction | x                      | x               | x               |                          |
|                     |              | A Care and Control Agreement will be completed between the Principal and the RAPs regarding the future of the artefacts (it is usually preferred that they be reburied nearby).  | Design and Construction | x                      | x               | x               |                          |
|                     |              | Any areas outside those investigated as part of this assessment, most notably those areas within 50 metres of the eastern and western banks of the Georges River, will not be impacted without further assessment.   | Design and Construction |                        |                 | x               |                          |

| Type | Part         | Condition   | Phase            | Overall Responsibility |                 |                 |                          |
|------|--------------|---|------------------|------------------------|-----------------|-----------------|--------------------------|
|      |              |   |                  | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|      |              | Areas of the study area in close proximity to Georges River and the south-western most corner of the proposed rail corridor, which could not be adequately investigated due to access issues, will be investigated further prior to direct or indirect impact in this area.   | Pre-construction |                        |                 | x               |                          |
|      |              | If significant Aboriginal site(s) are identified during test excavations of PADs 1, 2 or 3, then design of the Principal proposal to avoid such sites(s) is the preferred option. However, if it is not considered possible to avoid such site(s), then salvage excavations of the PADs, in accordance with current archaeological practice any relevant guidelines and in consultation with the RAPs, will be undertaken to gather as much information on the site(s) as possible prior to disturbance.  | Pre-construction |                        |                 | x               |                          |
|      |              | Any proposed impacts to mature trees (greater than 80 years old) in the golf course will be avoided.  | Pre-construction |                        |                 | x               |                          |
|      |              | If avoidance is not feasible, any mature trees that will be impacted by the proposed development will be inspected to identify any potential Aboriginal cultural scarring.  | Pre-construction |                        | x               | x               |                          |
|      |              | Should the survey identify any trees with potential cultural scarring, further heritage assessment and/or mitigation measures may need to be developed.   | Pre-construction |                        | x               | x               |                          |
|      | Operation    | The following operation mitigation measures were identified as part of the Aboriginal Cultural Heritage Assessment (AHMS 2012): Where possible, the Principal will aim to avoid impacting any known Aboriginal heritage objects, sites or places and places that have potential Aboriginal heritage or cultural values, throughout the life of the Principal proposal. Where impact cannot be avoided, the Principal will choose partial impact rather than complete impact wherever possible and ensure that appropriate measures to mitigate impacts are developed and implemented as required and as appropriate during operation of the various stages of the Principal proposal.   | Operation        | x                      |                 |                 |                          |
|      | Construction | A Construction Traffic Management Plan (CTMP) will be implemented prior to and during construction of the Principal proposal.   | Construction     |                        | x               | x               | x                        |
|      |              | Construction material will be sourced from within metropolitan Sydney and delivered to the Principal site primarily via the M5 Motorway, Hume Highway, M7 Motorway and Moorebank Avenue. Site access and egress for all construction traffic will be via Moorebank Avenue. Construction site entry is proposed just south of the existing signalised intersection, south of Anzac Avenue to minimise construction traffic impacts upon DNSDC. During later stages of construction, a separate egress point would likely be established to the south of the Principal site.  | Construction     |                        | x               | x               | x                        |
|      |              | <p>Operation of the Principal proposal would be subject to an approved Traffic Management Plan which would include a Vehicle Booking System to regulate and manage truck arrivals to the Principal site and to prevent trucks queuing and waiting on Moorebank Avenue. The Traffic Management Plan will be developed to manage traffic flows in and around the Principal proposal and will include the following:</p> <p>Management measures to control entry to the Principal site for the security of freight, and staff. This would include strategies to minimise unauthorised access to the Principal site.</p> <p>Traffic management measures (e.g. a Vehicle Booking System) to control the arrival of authorized vehicles so that queuing is minimised and vehicles are directed to the correct location within the terminal.</p> <p>Measures to control access of staff and visitors so as to maintain safety and appropriate security, particularly for bonded or quarantined material.</p> <p>Measures such as short-range radios, GPS and wireless communications would be recommended to maximise the efficiency of access and circulation of vehicles, goods and staff within the Principal site.</p> |                  |                        |                 |                 |                          |

| Type    | Part                  | Condition   | Phase     | Overall Responsibility |                 |                 |                          |
|---------|-----------------------|---|-----------|------------------------|-----------------|-----------------|--------------------------|
|         |                       |   |           | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| Traffic | Operation             | <p>In addition to the stated Traffic Management Plan, all reasonable steps would be taken to encourage staff to use public transport, walk and cycle to reduce the dependence on travel to / from the Principal site by private motor vehicle. the Principal would assess the feasibility of the provision of a peak-hour express shuttle bus service to and from Liverpool Station via Moorebank Avenue and</p> <p>The combined impact of the bus and rail focused measures would be to achieve specific public transport usage increases as a result of the Principal proposal, above those applying across the Liverpool LGA at the present time. If a reasonable proportion of employees live within the region, then substantial trip reduction benefits could be achieved. A the Principal employee public transport mode share of about 30 per cent is currently considered feasible, with a significant proportion of employees living locally. This would manifest through a 2-3 per cent increase in the walk mode share. In summary, measures to reduce private motor vehicle trips would include:</p> <ol style="list-style-type: none"> <li>1. Development and implementation of a travel behaviour change program.</li> <li>2. Reduce on-site car parking supply over-time (dependant on proportion of employees living locally and accessibility of public transport).</li> <li>3. Consideration of the establishment of Holsworthy Station Express bus services.</li> <li>4. Consideration of the establishment of Glenfield Station to Liverpool Station express bus.</li> <li>5. Installation of a bus interchange and waiting area.</li> <li>6. Bus priority works (establishment of designated bus lanes).</li> <li>7. Design and construction of walking and cycleways.</li> <li>8. Consideration of the extension of Bus Route 901.</li> <li>9. Promote the establishment of Route 870, 871, and 872 bus</li> </ol> | Operation | x                      |                 |                 |                          |
|         | Road Network Upgrades | <p>The broader sub-regional road network will need to be upgraded progressively over the period to 2031 to cater for the forecast increase in traffic volumes which will result from both the Principal proposal and the general growth in population and employment traffic passing through the south-west of Sydney.</p> <p>Capacity improvements are currently proposed by the NSW Roads and Maritime Service on the M5 South West Motorway (widening to three lanes each way between Camden Valley Way at Casula and King Georges Road at Beverley Hills with an upgrade of the M5 South currently ongoing.</p> <p>Traffic studies conducted as part of the Concept Plan EA (Hyder Consulting, 2013c) identified some road capacity improvements that would be required to cater for the traffic demands from both background and additional traffic generated by the Principal proposal as a result of findings presented within Table 42. The study identified the following road network improvements that would be required by 2031 when the Principal proposal is operating at full capacity:</p> <p>Widening of Moorebank Avenue to four lanes between the M5 Motorway/Moorebank Avenue grade separated interchange and the northern access point to the Principal site.</p> <p>Some localized improvements would be required around the central and southern access points to the Principal site.</p> <p>Concurrent with four lane widening of Moorebank Avenue, the Moorebank Avenue/Anzac Road signal will require some widening at the approach roads.</p> <p>A new traffic signal at the northern access from the Principal site to Moorebank Avenue.</p> <p>The central access currently being used by DNSDC will be retained for the Principal access.</p> <p>Potential upgrades at the M5 Motorway/Moorebank Avenue grade interchange to cater for both background and additional the Principal traffic growth.</p>     | Operation | x                      |                 |                 |                          |

| Type | Part         | Condition  | Phase                | Overall Responsibility              |                 |                 |                          |
|------|--------------|--|----------------------|-------------------------------------|-----------------|-----------------|--------------------------|
|      |              |  |                      | SIMTA                               | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|      |              | <p>Widening at the following ramp locations including:</p> <ul style="list-style-type: none"> <li>• M5 westbound off-ramp.</li> <li>• M5 westbound on-ramp.</li> <li>• M5 eastbound off-ramp.</li> <li>• Moorebank Avenue northern approach.</li> </ul> <p>These road network upgrades would be discussed and negotiated with RMS, potentially impacted stakeholders. Input from the community will also be sought.</p>  |                      |                                     |                 |                 |                          |
|      | Rail         | <p>The exact nature and scale of the necessary expansion at various locations on the SSFL and East Hills Line will be developed during the detailed design and at this stage it is expected that the following modifications to the existing rail infrastructure will be required:</p> <ul style="list-style-type: none"> <li>• South of the tie in from the southbound loop to the SSFL</li> <li>• North of the tie in from the northbound loop to the SSFL</li> <li>• Between the southern and northern connections the SSFL</li> <li>• Along the East Hills corridor, with potentially to go outside the project boundaries in both the West and East direction along the existing East Hills line</li> </ul> <p>Ongoing discussions will be held with ARTC to verify that design meets required standards.</p> <p>During operation, open communication will be in place between the Principal and ARTC to manage train movements on the SSFL.</p>  | Design and Operation | x                                   |                 | x               |                          |
|      | Construction | <p>A Construction Noise and Vibration Management Plan would be developed to implement best practice mitigation and management measures to minimise noise impacts on surrounding land uses and sensitive receivers, including Commonwealth Land during construction.</p> <p>The Construction Noise and Vibration Management plan would address the following noise issues: <u>Construction hours.</u></p> <ul style="list-style-type: none"> <li>o All construction activities would have regard to the standard hours of 07:00 am to 06:00 pm Monday to Friday, and 08:00am to 01:00 pm Saturday (with approval from relevant authorities). Works outside these hours that may be permitted would include (Wilkinson Murray 2013):</li> <li>• Any works which do not cause noise emissions to be audible at any nearby sensitive receptors.</li> <li>• The delivery of materials which is required outside of these hours as requested by Police or other authorities for safety reasons. Local residents would be informed of the timing and duration of approved works in accordance with the Principal's notification provisions.</li> <li>• Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.</li> </ul> <p>Any other work as approved through the Construction Noise and Vibration Management Plan Process.</p> <p>Training and awareness, which would include the following:</p> <ul style="list-style-type: none"> <li>• Site awareness training/environmental inductions to provide instruction on noise mitigation techniques/measures to be implemented during construction of the Principal proposal.</li> <li>• Working within approved hours.</li> <li>• Working with noisy equipment away from sensitive receivers. o Using noise screens and temporary barriers</li> <li>• Maintaining plant and equipment.</li> <li>• Turning off machinery when not in use.</li> <li>• Limiting the "clustering" of noisy plant / processes</li> </ul> <p>Communication, including a notification process to inform residents of respite times.</p> <p>Incident and emergency response.</p> | Construction         | x<br>(on behalf of IMEX contractor) |                 | x               | x                        |



| Type  | Part      | Condition  | Phase     | Overall Responsibility |                 |                 |                          |
|-------|-----------|--|-----------|------------------------|-----------------|-----------------|--------------------------|
|       |           |  |           | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| Noise |           | <p>Non-conformance, preventative and corrective action procedures.</p> <p>Selection of quiet plant and processes wherever feasible and retrofitting reversing alarms that are quieter and display less annoying characteristics. Such alarms could include "smart alarms" and "squawker alarms".</p> <p>Where appropriate, specific mitigation measures that may be considered would include:</p> <p>Portable temporary screens to mitigate specific noise sources.</p> <p>Respite periods (e.g. for extended periods of driven piling and use of rock breakers).</p> <p>Consideration of offset distances, orientation and position of noisy plant away from sensitive receivers, including the SME and DNSDC operations.</p> <p>Completion of loading and unloading activities away from sensitive receivers.</p> <p>Use of spotters, closed circuit television monitors, "smart" reversing alarms, or "squawker" type reversing alarms in place of traditional reversing alarms.</p> <p>The anticipated effectiveness of some noise mitigation techniques in reducing construction noise impacts are presented in Table 84.</p> <p>Ground borne vibration levels would be measured and monitored to establish the minimum working separation between the equipment and nearby vibration sensitive receivers and buildings that have the potential to be impacted when vibration-generating equipment is used during construction of the the Principal proposal.</p> |           |                        |                 |                 |                          |
|       | Operation | <p>To reduce noise and vibration impacts of the Principal proposal during operation, the following recommendations as presented within Wilkinson Murray (2013) would be implemented:</p> <p>the Principal would make provisions for a potential noise barrier along the western boundary of the Principal site. The requirement for the barrier will be confirmed during detailed assessments at each development application stage for approval under the NSW State planning approval process.</p> <p>Facilities such as administration buildings and employee carparks would be placed in locations to provide an increased buffer distance between the Principal site operations and sensitive receptors, i.e. the north-eastern corner and eastern portions of the site.</p> <p>Buildings or structures with acoustic shielding potential will be placed near the north-east and south-east boundaries of the site to assist in noise attenuation of the Principal proposal.</p>   | Operation | x                      | x               |                 |                          |

| Type                      | Part | Condition  | Phase                       | Overall Responsibility |                 |                 |                          |
|---------------------------|------|--|-----------------------------|------------------------|-----------------|-----------------|--------------------------|
|                           |      |  |                             | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| Visual Amenity            |      | <p>The visual amenity impact of the Principal proposal to the nearby residential receptors is anticipated to be low, however, the visual amenity impacts would be improved through implementing the following mitigation measures:</p> <ul style="list-style-type: none"> <li>•Optimising visual buffers within the land use layout of the Principal site.</li> <li>•Establishing high quality landscaping to reinforce the surrounding natural context and ecological qualities.</li> <li>•Installation of an 18 metre-wide screening vegetation corridor and bio-retention swale along the Moorebank Avenue, which will combine a selection of native tree species with dense tree canopy and low screen planting.</li> <li>•Punctuation of nodal points along Moorebank Avenue with appropriate landscaping.</li> <li>•Installation of a 'boundary treatment' or 'buffer zone' along the other site boundaries (from Moorebank Avenue), consisting of existing local species in the area and providing an essential scale of planting to complement the built form, including: <ul style="list-style-type: none"> <li>a) A southern boundary landscape corridor (between 10 and 20 metres wide) and bio-retention basin.</li> <li>o An eastern boundary buffer zone of 13.5 metres comprising a 2.5 metre landscape corridor, six metre internal light vehicle access road and five metre wide bioretention swale.</li> <li>b) Tall (20 metres at maturity) trees planted along the cleared railway alignment, interspersed with medium trees.</li> </ul> </li> </ul> | Design                      | x                      |                 | x               |                          |
| Light Spill               |      | <p>Further light spill assessment would be undertaken as part of subsequent stages of the development as well as ongoing monitoring of operational performance to analyse and describe the contribution and impacts of the development at the local scale and determine any potential impacts upon sensitive receptors. This performance analysis would build upon results of modelling undertaken as part of this and the Concept Plan assessment enabling results and refinements to be included for the construction of each stage. This modelling would include the use of reduced impact lighting poles that are anticipated to be much lower than modelled and not exceed the height of warehouses.</p>  | EIS                         | x                      |                 |                 |                          |
|                           |      | <p>Lighting of the Principal proposal will be designed to meet the requirements of the Australian Standards:</p> <ol style="list-style-type: none"> <li>1. AS4282 1997 Control of the Obtrusive Effect of Outdoor Lighting.</li> <li>2. AS1158.3.1 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements</li> </ol>   | Design                      | x                      |                 |                 |                          |
| Health                    |      | <p>The Principal proposal is unlikely to have acute or chronic direct health effects on the local residents, as assessed in the Screening Level Health Risk Assessment undertaken for the project by Toxikos (2012a). To maintain limited acute and chronic direct health effects of the Principal proposal upon local residents, the following mitigation measures will be undertaken by the Principal:</p> <ol style="list-style-type: none"> <li>1. Assessment of the validity and feasibility of diesel/hybrid trucks. If deemed to be feasible a program will be implemented to encourage the use of diesel/electric hybrid trucks to both minimise local air quality impacts and provide a more sustainable environmental solution.</li> <li>2. Implementation of a program to encourage the uptake of vehicles that meet the more stringent European emissions standards.</li> <li>3. Implementation of a program to encourage maximum tyre pressure of trucks is maintained to improve the efficiency of the truck stock.</li> </ol>   | Pre-operation and Operation | x                      |                 |                 |                          |
| Dangerous Goods Transport |      | <p>A preliminary hazard assessment would be undertaken for each stage of development, as required by SEPP No. 33. Once the level of risk has been identified the aim would be to reduce the risk to as low as reasonably possible through the application of specific operational management procedures that would form part of a framework for managing risks. Should unacceptable levels of risk be identified during the PHA, the Principal would require potential tenants to demonstrate measures to reduce the risk to an acceptable level prior to acceptance of tenancy.</p>   | Operation                   | x                      |                 |                 |                          |
|                           |      | <p>The Principal would require all tenants to disclose the type and quantity of goods entering the Principal site prior to award of tenancy and throughout operation. Prior to commencement of a lease on the Principal site, all tenants that will handle dangerous goods would be required to sign on to the Principal's Hazard and Risk Management Plan and the Emergency Response Plan for the Principal site. These plans will be reviewed regularly and updated as goods entering the site change and/or with change of the tenancies. The requirements in the Code of Practice: Storage and Handling of Dangerous Goods (Work Cover NSW, 2012) would be adopted in these plans as a minimum.</p>  |                             |                        |                 |                 |                          |
|                           |      | <p>During operation of the Principal proposal there is the potential for spills of dangerous goods when handling containers and unpacking containers within warehouses. Table 85 summarises the potential risks associated with handling dangerous goods on the Principal site and the management standards and guidelines that would be considered during detailed design and development of operational management procedures to minimise health, safety and environment risks during operation.</p>   |                             |                        |                 |                 |                          |

| Type               | Part                | Condition  | Phase        | Overall Responsibility |                 |                 |                          |
|--------------------|---------------------|--|--------------|------------------------|-----------------|-----------------|--------------------------|
|                    |                     |  |              | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| Hazardous Material | Contamination       | <p>Additional investigations will be undertaken to identify and delineate the potential for contamination within the rail corridor and the Principal site. The additional investigation results will also facilitate the development of a Contamination Management Plan for the development of the Principal proposal. The Contamination Management Plan will include detailed procedures on:</p> <p>Handling, stockpiling and assessing potentially contaminated materials encountered during the development works.</p> <p>Landfill gas management during the excavation, handling, and stockpiling of waste materials, if excavation is required during the development, in the area of the Glenfield Waste Facility.</p> <p>Excavation and disposal of USTs in accordance with Planning and Development Process for Sites with Underground Petroleum Storage Systems (UPSS) (DECCW 2009), UPSS Technical Note: Decommissioning, abandonment and removal of UPSS (DECCW 2010) and UPSS Technical Note:</p> <ol style="list-style-type: none"> <li>1. Site Validation Reporting (DECCW 2010).</li> <li>2. Assessment, classification and disposal of waste in accordance with relevant legislation.</li> <li>3. A contingency plan for unexpected contaminated materials, such as materials that are odorous, stained or containing anthropogenic materials, that may be encountered during construction.</li> </ol>   | Construction |                        |                 | x               |                          |
|                    | Asbestos management | <p>Demolition of the structures listed in Table 24, will be undertaken in accordance with How to manage and control asbestos in the workplace (Safe Work Australia, 2011a) and How to safely remove asbestos (Safe Work Australia 2011b). Excavation or disturbance of those areas of the Principal site and rail corridor where the potential for asbestos to be present within the soil has been identified will also be managed in accordance with the code of practice.</p> <p>Prior to commencement of construction, a risk assessment will be undertaken by a competent person prior to removal of any asbestos material from the Principal site. In accordance with How to manage and control asbestos in the workplace (Safe Work Australia, 2011a), the assessment must comprise review and summation of all available information for the Principal site, including the:</p> <ul style="list-style-type: none"> <li>• Asbestos risk assessment/risk register.</li> <li>• Asbestos management plan.</li> <li>• Implementation of the asbestos management plan to date.</li> <li>• A confirmation of controls to be implemented where construction works will impact on asbestos materials.</li> </ul> <p>All works for the removal of asbestos from site will be undertaken by appropriately qualified personnel in accordance with Code of Practice: How to Safely Remove Asbestos (WorkCover NSW, 2011b).</p> | Construction |                        | x               |                 |                          |

**Moorebank Precinct East Compliance Tracking Division of Responsibilities -  
Concept Plan Revised Statement of Commitments**



| No.                                | Condition   | Phase  | Overall Responsibility |                 |                 |                          |
|------------------------------------|---|--------|------------------------|-----------------|-----------------|--------------------------|
|                                    |   |        | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| <b>1.1 Development and Staging</b> |   |        |                        |                 |                 |                          |
| 1.11                               | <p>The Proponent commits to carrying out the development of the Principal Intermodal Terminal Facility generally in accordance with the following plans and documents:</p> <ul style="list-style-type: none"> <li>Land Use Plan, prepared by Reid Campbell</li> <li>Indicative Staging Plan, prepared by Reid Campbell</li> </ul> <p>The Proponent commits to seeking planning approval for the delivery of the rail link between the Principal site and the Southern Sydney Freight Line as part of the detailed planning application for the first stage of works. The planning application shall include the following information:</p> <p>a) Clear and comprehensive description of the proposed infrastructure and operational details associated with the intermodal terminal.</p> <p>b) Detailed assessment of all environmental issues, including geotechnical, ecological, stormwater/flooding and contamination.</p> <p>c) Clear demonstration that the proposed new siding will be compatible with the current and future track alignment, including the proposed quadruplication of the East Hills railway corridor.</p>  | All    | x                      | x               | x               | x                        |
| 1.12                               | <p>Details of consultation with the relevant agencies, including Transport for NSW, Railcorp/Sydney Trains, ARTC, Crown Lands Office, NSW Office of Water, NSW Fisheries and others, as required. The Proponent commits to including the following information with the detailed planning application(s) for the warehouse buildings:</p> <p>a) Details of the building massing and internal layouts.</p> <p>b) Siting and design of buildings in consideration of potential noise impacts from the intermodal terminal facility</p> <p>c) Perspective images that clearly show the proposed building treatments</p>  | EIS    | x                      |                 |                 |                          |
| 1.13                               | The Proponent will consider the inclusion of facilities within the Freight Village that meet the needs of employees.  | Design | x                      |                 |                 |                          |
| 1.14                               | The principles of Crime Prevention Through Environmental Design are to be considered and incorporated into the design   | Design | x                      |                 |                 |                          |
| <b>1.2 Transport and Access</b>    |   |        |                        |                 |                 |                          |
| 1.21                               | <p>The Proponent commits to negotiating with the relevant agencies/authorities as required to facilitate the staged delivery of the following road infrastructure upgrades in accordance with the Transport Accessibility Impact Assessment:</p> <p>a) Provide a new traffic signal at the Principal's northern access with Moorebank Avenue</p> <p>b) Provide a new traffic signal approximately 750 metres south of the Principal Central access</p> <p>c) Widen Moorebank Avenue to four lanes between the M5 Motorway/Moorebank Avenue grade separated interchange and the southern the Principal site access. Some localised improvements will be required around central access and southern access points.</p> <p>d) Concurrent with four lane widening on Moorebank Avenue, the Moorebank Avenue/Anzac Road signal will require some form of widening at the approach roads.</p> <p>e) Potential upgrading works at the M5 Motorway/Moorebank Avenue grade separated interchange to cater for both background and additional the Principal traffic growth as outlined in Table 9-1 of the Transport Accessibility Impact Assessment (and Table 6 of the Environmental Assessment report).</p> | EIS    | x                      |                 |                 |                          |

| No.                            | Condition  | Phase          | Overall Responsibility |                 |                 |                          |
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|                                |  |                | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 1.22                           | The Proponent commits to negotiating with the relevant agencies/authorities as required to facilitate the staged delivery of the public transport infrastructure in accordance with the Transport Accessibility Impact Assessment:<br>a) Designing and constructing the central spine road and other site roads to accommodate buses, bus infrastructure and cyclist use for employees.<br>b) Construction of a covered bus drop off/pick up facility within the site to encourage the use of buses for employees.<br>c) Review and rationalisation of the locations of Route 901 bus stops in the vicinity of the site to match the proposed northern terminal entry location and enhance accessibility<br>d) Providing peak period and the Principal shift work responsive express buses to/from the site and Liverpool Station via Moorebank Avenue and Newbridge Roads with frequency dependent on the development of the site.<br>e) Providing peak period express buses to/from the site and Holsworthy rail station via Anzac Road, Wattle Grove Drive and Heathcote Road with frequency dependent on the development of the site.<br>f) Consulting with relevant bus provider(s) regarding the potential to extend the Route 901 bus through the site via the light vehicle road and increasing peak period bus service frequencies to better match the needs of existing and future employees of the locality with frequency dependent on the development of the site.<br>g) Consulting with relevant bus providers regarding changes to existing bus stop location and the identification of new bus stop locations if required. | EIS and design | x                      |                 |                 |                          |
| 1.23                           | The proponent shall encourage walking and cycling by the inclusion of appropriate facilities including under cover bike storage, showers and change facilities.  | Design         | x                      |                 |                 |                          |
| 1.24                           | The proponent commits to undertaking an actual truck trip generation survey after 24 months of operation and then progressively as the Principal site is developed   | Operation      | x                      |                 |                 |                          |
| 1.25                           | The Proponent commits to developing a Construction Traffic Management Plan to minimise the potential impacts of the construction stage(s), including:<br>a) Heavy vehicle access routes<br>b) Location of construction worker parking<br>c) Mitigation measures to avoid any unacceptable impacts on the surrounding land uses.<br>d) Mitigation measures to avoid any unacceptable impacts on regular bus services and school bus services operating on roads within the vicinity of the site and pedestrian and cyclist access.  | Construction   | x                      |                 | x               | x                        |
| 1.26                           | The Proponent commits to developing a Traffic Site Management Plan prior to the commencement of operations at the site to minimise the potential impacts, including:<br>a) Management measures to avoid trucks parking and idling either within or outside of the site boundaries<br>b) Provision of adequate parking for heavy vehicles to accommodate any potential delays in schedule times   | Operation      | x                      |                 |                 |                          |
| <b>1.3 Noise and Vibration</b> |  |                |                        |                 |                 |                          |
| 1.31                           | The Proponent will undertake further detailed assessments at each application stage after the Concept Plan Approval to provide input to planning and confirm the need for and degree of noise mitigation if required. This should be undertaken based on the most detailed information available at that stage of works. These subsequent assessments should address the DGR requirements for the Principal proposal as a minimum.   | EIS            | x                      |                 |                 |                          |
| 1.32                           | The Proponent will carry out detailed assessments when the Principal proposal is operational, including monitoring of operational noise levels at nearby receivers. The monitoring data should be used to validate noise models used in these assessments.   | Operation      | x                      |                 |                 |                          |
| 1.33                           | The Proponent shall consider locating buildings at or near the north-eastern and south-eastern boundaries of the site to provide beneficial acoustic shielding to the nearest residences.  | Design         | x                      |                 |                 |                          |
| 1.34                           | The Proponent shall consider locating less noise-intensive activities and operations at the north-eastern and south-eastern corners of the site where residences are closest.  | Design         | x                      |                 |                 |                          |
| 1.35                           | The Proponent should make provision for a noise barrier along the western boundary of the Principal site. The requirement for the barrier will be determined having regard to the outcomes of the operational noise monitoring.  | Design         | x                      |                 |                 |                          |
| 1.36                           | The Proponent will carry out detailed assessments for the subsequent application stages and when the Principal proposal is operational, including monitoring of background noise levels at nearby receivers. The monitoring data should be used to validate noise models used in these assessments. The subsequent assessments should address the environmental assessment requirements, as determined by the approval authority, as a minimum.  | Operation      | x                      |                 |                 |                          |
| 1.37                           | The Proponent commits to undertaking a review of national and international 'best practice' for the design and operation of intermodal facilities to identify reasonable and feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.  | EIS            | x                      |                 |                 |                          |
| 1.38                           | Prior to undertaking demolition and construction on site, a Construction Noise and Vibration Management Plan should be prepared based on details of the proposed construction methodology, activities and equipment This should identify potential noise and vibration impacts and reasonable and feasible noise mitigation measures (such as those identified in this report) that may be implemented to minimise any potential impacts, including engineering and management controls.   | Construction   | x                      |                 | x               | x                        |

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|  |   |                            | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 1.39   | All construction activities will have regard to the standard hours of 7:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm Saturday (with approval from relevant authorities). Any works undertaken outside of these hours will be undertaken in consultation with relevant authorities. Works outside these hours that may be permitted will include:<br>a) Any works which do not cause noise emissions to be audible at any nearby sensitive receptors.<br>b) The delivery of materials which is required outside of these hours as requested by Police or other authorities for safety reasons. Local residents, commercial and industrial premises will be informed of the timing and duration of approved works in accordance with the notification provisions outlined in the CNMP.<br>c) Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.<br>d) Any other work as approved through the CNMP Process                      | Construction               |                        | x               | x               | x                        |
| <b>1.4 Health</b>  |   |                            |                        |                 |                 |                          |
| 1.41   | The Proponent will undertake further health impact assessments for lodgment with each of the detailed planning applications for the three major stages of the development, including:<br>a) Discussion of the known and potential developments in the local region.<br>b) Assessment of the impact on the environmental values of public health.<br>c) Assessment of local and regional impacts including health risks  | EIS                        | x                      |                 |                 |                          |
| 1.42   | Health impact assessments will be undertaken with reference to the Centre for Health Equity Training, Research, and Evaluations' practical guide to impact assessment (August 2007).  | EIS                        | x                      |                 |                 |                          |
| <b>1.5 Biodiversity</b>  |   |                            |                        |                 |                 |                          |
| The Proponent will undertake further detailed assessment to establish the potential biodiversity impacts of the proposed rail link and measures to mitigate its potential impacts. The investigations shall incorporate the mitigation measures listed within Section 5 of the Flora and Fauna Assessment and as summarised below: |   |                            |                        |                 |                 |                          |
| 1.51   | <u>Avoid Impacts</u><br>a) Site establishment, earthworks and rail construction   | Construction               |                        | x               | x               |                          |
| 1.52   | <u>Mitigate Impacts</u><br>b) Soil disturbance related to site establishment, earthworks and rail construction<br>c) Vegetation clearance for rail construction, access and maintenance tracks<br>d) Construction in riparian areas/in proximity to watercourse<br>e) Construction of pavement, slabs and building structures<br>f) Hot works (including vegetation clearing requiring heat producing equipment)<br>g) Alteration to air quality and noise environments<br>h) Operation of the Principal proposal   | Construction and operation | x                      | x               | x               | x                        |
| 1.53   | <u>Management of Threatened Plant Species</u><br>The Proponent shall prepare and implement a Threatened Species Management Plan for the <i>Persoonia nutans</i> and <i>Grevillea parviflora</i> subsp. <i>parviflora</i> populations within the rail corridor that would be affected by the rail link   | Construction and operation | x                      |                 | x               |                          |
| 1.54   | <u>Off-Set Impacts</u><br>The Proponent will update the Preliminary Biodiversity Offset Strategy (Hyder Consulting 2013) in accordance with the NSW offset principles for major projects (state significant development and state significant infrastructure) and continue to consult with the Department of the Environment (DOE) through the project approval processes. The offset package will be secured before any clearing of endangered ecological communities or threatened species is carried out.  | Construction and operation | x                      |                 |                 |                          |
| 1.55   | <u>Aquatic Flora and Fauna</u><br>The Proponent will implement the following measures to protect the aquatic flora and fauna as part of the applications for the detailed planning applications (where relevant and applicable):<br>a) Implementation of design principles for friendly fish passage.<br>b) Implementation of Construction and Operation Management Plans for maintenance of structures in riparian and aquatic zones.<br>c) Minimise siltation of the Georges River during construction through implementing the water quality mitigation measures detailed within the Stormwater and Flooding section of the Statement of Commitments.<br>d) Thorough assessment of any development within Anzac Creek CSWL community, including potential impacts on groundwater quality and quantity.<br>e) Lantana removal within nominated construction zones to reduce degradation of streamside vegetation and offset any potential impacts to aquatic biodiversity | Construction and operation | x                      |                 | x               |                          |
|  | <u>Riparian</u>   |                            |                        |                 |                 |                          |



| No.                          | Condition   | Phase                      | Overall Responsibility |                 |                 |                          |
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|                              |   |                            | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 1.56                         | <p>a) The proposed rail link (located within the rail corridor) is exempt from the requirement for an a WM Act controlled activity approval from NOW as a transitional Part 3A project; however the detailed design of the rail link will seek to conform to the objects of the WM Act and its associated guidelines.</p> <p>b) The riparian setback for Anzac Creek, as specified by NOW, is 30 metres (20 metre CRZ and 10 metre VB), while for Georges River the riparian setback is likely to be a minimum of 50 metres (40 metre CRZ and 10 metre VB).</p> <p>c) Riparian corridors will be appropriately revegetated to restore and/or maintain ecological, functional and habitat values and impede surface flows and drop sediment before it reaches the waterways.</p> <p>d) Water quality and quantity issues will be managed during the construction phase through the implementation, inspection and maintenance of best practice soil and water management techniques which will be defined in the CEMP for sedimentation and erosion control during construction.</p> <p>e) Water quality and quantity issues will be managed during the operation phase through the implementation, inspection and maintenance of Water Sensitive Urban Design (WSUD) measures such as rainwater tanks, grass filter strips, swales and bio retention.</p>   | Construction and operation | x                      |                 | x               |                          |
| <b>1.6 Hazards and Risks</b> |   |                            |                        |                 |                 |                          |
| 1.61                         | <p>Asbestos</p> <p>a) The Proponent will develop an asbestos management plan for the Principal proposal containing a risk assessment undertaken in accordance with Code of Practice for the Management and Control of Asbestos in the Workplace (NOHSC,200s).</p> <p>b) Where the management plan recommends the removal of asbestos from site all works will be undertaken in accordance with the Code of Practice for the Safe Removal of Asbestos (NOHSC, 2005), including the development of an asbestos removal control plan and an emergency plan.</p>  | Constructiton              |                        | x               | x               | x                        |
| 1.62                         | <p><u>Dangerous Goods</u></p> <p>a) The Proponent commits to undertaking a preliminary hazard assessment either during the preparation of the subsequent detailed planning applications (where tenants and purposes have been defined) or by tenants during the operational phase of development, as required by State Environmental Planning Policy No. 33 Hazardous and Offensive Development (SEPP No. 33).</p> <p>b) Once the level of risk has been identified the aim will be to reduce the risk to 'as low as reasonably possible' (ALARP) through the application of specific operational management procedures that would form part of a framework for managing risks, captured within the facility's Hazard and Risk Management Plan and Emergency Response Plan.</p> <p>c) Should unacceptable levels of risk be identified during the Preliminary Hazard Assessment (PHA), the Principal will require potential tenants to demonstrate measures to Reduce the risk to an acceptable level prior to acceptance of tenancy.</p> <p>d) The Proponent will require all tenants to disclose the anticipated type and quantity of goods entering the Principal site prior to award of tenancy. Prior to commencement of a lease on the Principal site, all tenants that would handle dangerous goods would be required to sign on to the Principal's Hazard and Risk Management Plan and the Emergency Response Plan for the site.</p> <p>e) These plans will be reviewed regularly and updated as goods entering the site may change with the tenancies. The requirements in the Code of Practice for storage and handling of dangerous goods (Work Cover NSW, 2005) would be adopted in these plans as a minimum.</p> | Operation                  | x                      |                 |                 |                          |
| 1.63                         | <p>Spills</p> <p>a) The Proponent commits to the preparation of a Construction and Operational Management Plan prior to the commencement of site operations for control/mitigation and management of any spillage/leaks etc.</p>  | Construction and operation | x                      | x               | x               | x                        |
| 1.64                         | <p><u>Unexploded Ordnance</u></p> <p>The Proponent commits to undertaking and remediation (where necessary) prior to the commencement of construction.</p> <p><u>Bushfire Management</u></p> <p>a) The Proponent commits to incorporating the key objectives identified by the Rural Fire Service (RFS) into relevant future design stages, in accordance with the following principles:</p> <ul style="list-style-type: none"> <li>Afford occupants of any building adequate protection from exposure to a bush fire.</li> <li>Ensure safe operational access and egress for emergency service personnel and residents.</li> <li>Provide for ongoing management and maintenance of bush fire protection measures, including fuel loads in asset protection zones (APZs)</li> <li>Ensure that utility services are adequate to meet the needs of fire fighters</li> </ul> <p>b) The Proponent commits to the development of a Bushfire Management Plan for both the construction and operational phases of the Principal proposal that aligns with the requirements of the local RFS Bushfire Management Committee operational plans of management.</p>   |                            | x                      |                 |                 |                          |
| 1.65                         |   | Design                     | x                      |                 | x               |                          |
|                              |   | Construction               |                        | x               | x               |                          |
| <b>1.7 Contamination</b>     |   |                            |                        |                 |                 |                          |



| No.                                | Condition   | Phase                      | Overall Responsibility |                 |                 |                          |
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|                                    |   |                            | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 1.71                               | The following tasks will be undertaken in association with the detailed planning applications for the staged redevelopment of the Principal site:<br>a) Confirming what, if any, actions were taken in regards to the Milsearch (2002) recommendations and the associated low risk ordnance issues.<br>b) Undertaking further investigations in the areas of environmental concern likely to be impacted upon by the proposed development. These investigations will be based on the detailed design of the proposed development to identify the extent of contamination, and what, if any, remediation activities are needed. The remediation of areas of the site (if any) would be best matched to the development of the site and considered as part of the future design.<br>c) Developing a Contamination Management Plan with detailed procedures on:<br>• Handling, stockpiling and assessing potentially contaminated materials encountered during the development works;<br>• Landfill gas management during the excavation, handling, and stockpiling of waste materials, if excavation is required during the development, in the area of the Glenfield Quarry and Landfill;<br>• Assessment, classification and disposal of waste in accordance with relevant legislation; and<br>• A contingency plan for unexpected contaminated materials, such as materials that is odorous, stained or containing anthropogenic materials, that may be encountered during site works. | Construction               |                        | x               | x               |                          |
| 1.72                               | The Proponent will undertake the following tasks in association with the detailed planning applications for the rail link:<br>a) Undertaking a Phase 2 intrusive environmental site assessment of the proposed rail corridor lands, with an objective to assess the risk posed to the detailed design and construction of the rail corridor by the areas of environmental concern identified within this report. The Phase 2 intrusive investigation would include a program of soil and groundwater sampling completed in accordance with the guidelines made or approved by the EPA under s105 of the Contaminated Land Management Act 1997;<br>b) Developing and implementing a contamination management plan as part of the project construction environmental management plan for managing contaminated materials either expected or unexpectedly encountered during the construction of the rail corridor. The contamination management plan would include detailed procedures on:<br>• Handling, stockpiling and assessing potentially contaminated materials encountered during the developments works;<br>• Assessment, classification and disposal of waste in accordance with relevant legislation; and<br>c) A contingencies plan for unexpected contaminated materials, such as materials that is odorous, stained or containing anthropogenic materials that may be encountered during site works.  | Construction               |                        |                 | x               |                          |
| <b>1.8 Stormwater and Flooding</b> |   |                            |                        |                 |                 |                          |
| 1.81                               | The Proponent will incorporate stormwater quantity and quality management measures into the detailed applications in accordance with the objectives and performance standards outlined in the Stormwater and Flooding Environmental Assessment report and including:<br>a) Preparation of a Soil and Water Management Plan (SWMP) and Erosion and Sediment Control Plan (ESCP) for both the construction and operation phases.<br>b) Implementation of management plan strategies prior to commencement of the staged construction phase<br>c) Monitoring and review performance of sediment and water control structures during construction and operation phases  | Construction and operation |                        | x               | x               |                          |
| 1.82                               | The proponent commits to providing a multi-cell culvert (with elevated 'dry' cells and recessed 'wet' cells) to facilitate aquatic and terrestrial fauna movement in accordance with Witheridge (2003) and Part 7 (Division 3) of the Fisheries Management Act 1994 (FM Act)  | Design                     |                        |                 | x               |                          |
| 1.83                               | The Proponent will prepare and update a flood emergency response plan as necessary to address the staged development of the site. Details are to be provided prior to the construction of each of the three major stages of the development.  | Construction and operation | x                      |                 | x               |                          |
| 1.84                               | The proponent will investigate opportunities to minimise the number of piers located within Georges River during detail design development.   | Design                     |                        |                 | x               |                          |
| <b>1.9 Air Quality</b>             |   |                            |                        |                 |                 |                          |
| 1.91                               | The Proponent commits to undertaking a review of national and international 'best practice' for the design and operation of intermodal facilities to identify reasonable and feasible management strategies to reduce air quality and noise impacts associated with construction and operation of the intermodal terminal development stages of the proposal.   | Design and Operation       | x                      |                 | x               |                          |
| 1.92                               | The Proponent will undertake an air quality monitoring programme during the initial phases of both construction and operation of the Principal site in accordance with the Air Quality Impact Assessment and including:<br>• Nuisance Dust<br>• Air Emissions - PM10 and Nitrogen Dioxide   | Construction and operation | x                      | x               | x               | x                        |
| 1.93                               | The Proponent shall consider the need to develop a vehicle efficiency and emissions reduction program for the facility to encourage good maintenance and efficient vehicle selection, taking into account the results of the air quality monitoring programme.  | Operation                  | x                      |                 |                 |                          |
| 1.94                               | The Proponent commits to the preparation of a Construction Environmental Management Plan prior to the construction of each stage to provide air quality and dust management/ mitigation procedures to be adopted during each of the construction phases of the development.   | Construction               | x                      |                 | x               | x                        |
| 1.95                               | The Proponent commits to the preparation of a Greenhouse Gas Management Plan for the three major stages of the development in accordance with the provisions of the Greenhouse Gas Assessment.  | Construction               | x                      |                 | x               | x                        |

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|                     |  |                  | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| <b>2.0 Heritage</b> |  |                  |                        |                 |                 |                          |
| <b>2.01</b>         | <p>The Proponent commits to the implementation of the following General Mitigation Measures in the Aboriginal Cultural Heritage Assessment and Including:</p> <p>a) Consultation between the Principal and relevant Registered Aboriginal Parties (RAPs) throughout the design and construction of the Principal proposal.</p> <p>b) Where possible, the Principal should aim to avoid impacting any known Aboriginal heritage objects, sites or places and places that have potential Aboriginal heritage or cultural values, throughout the life of the Principal proposal.</p> <p>c) Where impact cannot be avoided, the Principal should choose partial impact rather than complete impact wherever possible and ensure that appropriate measures to mitigate impacts are developed and implemented as required and as appropriate during design, construction and operation of the various stages of the Principal proposal.</p> <p>d) If relocation of any element of the Principal proposal outside area assessed in this study is proposed, further assessment of the additional area(s) should be undertaken to identify and appropriately manage Aboriginal objects/sites/places that may be in this additional area(s).</p> <p>e) In the event that previously undiscovered Aboriginal objects, sites or places (or potential Aboriginal objects, sites or places) are discovered during construction, all works in the vicinity of the find should cease and the Principal should determine the subsequent course of action in consultation with a heritage professional, relevant Registered Aboriginal Parties and/or the relevant State government agency as appropriate.</p> <p>f) Should suspected human skeletal material be identified, all works should cease and the NSW Police and the NSW Coroner's office contacted. Should the burial prove to be archaeological of Aboriginal origin, consultation with a heritage professional, relevant RAPs and/or the relevant State government agency, should be undertaken by the Principal.</p> <p>g) The Principal should ensure that any reports or documents for the Principal proposal concerning Aboriginal heritage comply with applicable statutory requirements (those currently applicable are outlined in this report), are prepared in accordance with best practice professional standards and, where appropriate, ensure findings are provided to OEH AHIMS Registrar and the relevant RAPs.</p> | Pre-construction |                        | x               | x               |                          |
| <b>2.02</b>         | <p>The proponent commits to the implementation of the following Site Specific Mitigation Measures:</p> <p>a) To ensure cultural values of land affected by the rail link are appropriately characterised and assessed, Aboriginal consultation should continue to be undertaken in accordance with applicable guidelines and requirements.</p> <p>b) Where potentially impacted by the proposed rail link footprint, the artefacts identified in Transect 1 on the Principal site, and Transect 7 immediately south of the Principal site, should be collected by RAPs in conjunction with a heritage professional before construction commences. A Care and Control Agreement should be completed between the Principal and the RAPs regarding the future of the artefacts (it is usually preferred that they be reburied nearby).</p> <p>c) Given the extensive historical disturbance within the remainder of the Principal site, it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in these remaining areas.</p> <p>d) In relation to the proposed rail link footprint, with the exception of PADs 1 - 3 (Figure 33), it is considered that the likelihood of the presence of intact or significant Aboriginal objects and/or sites is low and no further archaeological investigations are warranted in the remaining areas.</p> <p>e) Areas within 50 metres of the eastern and western banks of the Georges River, should not be impacted without further assessment.</p> <p>f) The detailed application for the first stage of works shall include test excavations in each of PADs 1 - 3 in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgment of the subsequent stages application.</p>  | Pre-construction | x                      | x               | x               |                          |
| <b>2.03</b>         | <p>Where the detailed design of the rail link would result in disturbance to a potential archaeological deposit or an area of potential archaeological value the detailed application for that stage of works shall include test excavations in those areas that may be disturbed in accordance with current archaeological practice and any relevant guidelines to determine the nature, extent and significance of any Aboriginal archaeological deposit. Such testing would be undertaken under Section 75U of the Environmental Planning and Assessment Act 1979, and be used to inform the assessment of these areas prior to lodgment of the subsequent staged application.</p>  | Pre-construction |                        |                 | x               |                          |
|                     | <p><u>Non-Indigenous Heritage</u></p> <p>The proponent commits to undertaking the recommendations within the Non- Indigenous Heritage report and including:</p> <p>a) Preparing a Statement of Heritage Impact (SoHI) for submission to the Minister for Planning and Infrastructure as part of staged planning applications at State level.</p> <p>b) Commencing discussions with the appropriate heritage bodies regarding the potential listing of the DNSDC site on the National Heritage List or the State Heritage Register.</p>   |                  |                        |                 |                 |                          |

| No.                                | Condition   | Phase            | Overall Responsibility |                 |                 |                          |
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|                                    |   |                  | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 2.04                               | <p>c) Preparing a Statement of Heritage Impact for each stage, including the legal status of the site and advice on required actions depending on whether the site is listed or unlisted at the time that approval is sought.</p> <p>d) Development of an overall mitigation strategy for the DNSDC site, which may be based on Table 3 of the Non Indigenous Heritage report.</p> <p>e) Undertaking further archaeological assessment and investigation or monitoring, where required in areas designated as having archaeological potential that would be impacted by the proposal. The SoHIs for each stage should address the archaeological potential within the development area for each stage</p> <p>f) If any archaeological deposit or item of heritage significance is located within the study area and is at risk of being impacted, the NSW Heritage Council should be notified and a heritage consultant archaeologist should be engaged to assess the item to determine its heritage significance.</p>  | Pre-construction | x                      |                 | x               |                          |
| 2.05                               | The potential visual impact of the proposed rail corridor shall be mitigated by the use of screening vegetation and terracing or earth mounding to soften the impact of the flyover.  | Design           | x                      |                 | x               |                          |
| <b>2.1 Visual and Urban Design</b> |   |                  |                        |                 |                 |                          |
| 2.11                               | <p>The Proponent commits to the preparation and submission of a Landscape Management Plan with the detailed applications for the for the three major stages of the development that address each of the objectives and design principles contained within the Urban Design and Landscape report and the following mitigation measures:</p> <p>a) High quality landscaping throughout the site, which will reinforce and extend the surrounding natural context and ecological qualities into the site.</p> <p>b) Inclusion of an 18 metre wide corridor of screening vegetation and a bio-retention swale along the Moorebank Avenue frontage, which will utilise a selection of native tree species with dense tree canopy and low screen planting.</p> <p>c) Landscape punctuation of nodal points along Moorebank Avenue.</p> <p>d) A 'boundary treatment' or 'buffer zone' along the other site boundaries, consisting of existing local species in the area and providing an essential scale of planting to complement the built form, including:</p> <p>i) Southern boundary: combination of 10 metre and 20 metre wide landscape corridors and a bio-retention swale adjacent to the warehouse and distribution facilities and Intermodal Terminal.</p> <p>ii) Eastern boundary: total buffer zone of 13.5 metres consisting of 2.5 metre landscape corridor, a 6 metre internal light vehicle access road and a five metre wide bio-retention swale.</p> <p>iii) Land cleared for the railway alignment will include planting consisting of tall trees with a height of 20 metres at maturity, interspersed with medium height trees.</p> | Design           | x                      |                 | x               |                          |
| 2.12                               | The Proponent will use lighting which is in accordance with Australian Standard A54282-1997 'Control of Obtrusive Effect of Outdoor Lighting'. The height of the permanent light poles will be a maximum of 40 metres and reduced in height, where possible, to minimise potential light spill while maintaining appropriate safety standards.  | Design           | x                      |                 |                 |                          |
| <b>2.2 Utilities</b>               |   |                  |                        |                 |                 |                          |
| 2.21                               | The Proponent will protect and relocate (where required) the existing services passing through the site, including stormwater, sewer, water, telecommunications and electricity.  | Construction     |                        | x               | x               | x                        |
| 2.22                               | The Proponent will undertake further investigations, as required, and provide details that adequate services are available to the site and/or provide details regarding the proposed servicing upgrades. Details are to be provided with the applications for each of the future stages of the development.   | Construction     | x                      |                 |                 |                          |
| 2.23                               | The Proponent will undertake to source all water supplies for the project from an authorised and reliable source.   | Design           | x                      |                 |                 |                          |
| 2.24                               | The Proponent will obtain authorisation for the taking of water for purposes other than water supply, including for dewatering during construction.   | Construction     |                        | x               | x               | x                        |
| <b>2.3 Climate Change Risk</b>     |   |                  |                        |                 |                 |                          |

| No.   | Condition  | Phase                   | Overall Responsibility |                 |                 |                          |
|---|--|-------------------------|------------------------|-----------------|-----------------|--------------------------|
|   |  |                         | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 2.31  | <p>The Proponent will where applicable implement the controls and mitigation measures summarised in the Climate Risk Assessment report and including:</p> <ul style="list-style-type: none"> <li>a) incorporate climate change sensitivity analyses for 20 per cent increase in peak rainfall and storm volumes into flood modelling assessment to determine system performance</li> <li>b) incorporate appropriate flood mitigation measures, where practical within the design to limit the risk to acceptable levels</li> <li>c) Consider the impacts of climate change on system performance, and where practical incorporate adaptive capacity measures within the design to limit the risk to acceptable levels</li> <li>d) Use of appropriate materials and engineering design capable of withstanding potential impacts posed by storm damage</li> <li>e) Incorporate appropriate strategic protection zones, including asset protection zones into design to limit bushfire risk to acceptable levels, where required</li> <li>f) Control of performance of hotworks on total fire ban days during construction and operation, particularly within any defined asset protection zones.</li> <li>g) Maintain track stability through regular maintenance, use concrete sleepers in place of wooden ones and use preventative measures in the event of heatwaves (e.g speed restrictions, warehouse ventilation for improved heat removal)</li> <li>h) Consider further assessment of Marginal Abatement Cost Curves to assess commercial opportunities of reducing reliance on single energy source</li> </ul> | Design and construction | x                      | x               | x               | x                        |
| <b>2.4 Ecological Sustainable Development</b> |  |                         |                        |                 |                 |                          |
| 2.41  | <p>Where applicable the Proponent will implement the Ecological Sustainable Development initiatives across the construction, operation and decommissioning stages of the Principal proposal including:</p> <ul style="list-style-type: none"> <li>• Site Management Policies and Strategies</li> <li>• Materials selection and energy and water demand management</li> <li>• On-site renewable energy generation</li> </ul>  | All                     | x                      | x               | x               | x                        |
| 2.42  | <p>The following principles will be achieved during the design development and construction phase of the proposal:</p> <ul style="list-style-type: none"> <li>• Precautionary principles</li> <li>• Inter-generation equality</li> <li>• Conservation of biological and ecological integrity</li> <li>• Improved valuation, pricing and incentive mechanisms</li> </ul>  | Construction            | x                      | x               | x               | x                        |
| <b>2.5 Waste Management</b>                   |  |                         |                        |                 |                 |                          |
|   | The Proponent commits to undertaking waste management in the demolition, construction and operational phases of the development as listed below:   |                         |                        |                 |                 |                          |
| 2.51  | <p><b>Demolition</b></p> <ul style="list-style-type: none"> <li>a) Re-use of material will have priority over recycling</li> <li>b) Recycling will have priority over disposal</li> <li>c) Selection of reputable waste removal contractors who will guarantee that recyclable material will be recycled and will provide any relevant certificates</li> <li>d) Vegetation removed shall be either preserved for use in the new development, or mulched for inclusion in landscaping activities. The remainder will be sent to a composting facility</li> <li>e) Excavated earth will be used for infill and landscaping where feasible, the remainder will be sent to a recycling facility</li> <li>f) Asphalt will be re-used by transferring it to a batching plant or using it as a base layer for access roads</li> <li>g) Concrete components will where possible be crushed and reused on site, the remainder will be sent to a recycling facility</li> <li>h) Fuel and oil storage from demolition machinery will be secured and managed responsibly within compound sites during works, and removed upon completion of works</li> <li>i) Sewage waste shall be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements.</li> </ul>  | Construction            |                        | x               | x               | x                        |

| No.                                | Condition   | Phase                   | Overall Responsibility |                 |                 |                          |
|------------------------------------|---|-------------------------|------------------------|-----------------|-----------------|--------------------------|
|                                    |   |                         | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 2.52                               | <p><b>Construction</b></p> <p>a) Reduce potential waste by ordering the correct quantities of materials<br/> b) Coordinate and sequence trades people to minimise waste<br/> c) Prefabricate materials where possible<br/> d) Use modular construction and basic designs to reduce the need for off-cuts<br/> e) Reuse formwork<br/> f) Reuse or recycle materials from the demolition phase<br/> g) Separate off-cuts to facilitate reuse, resale or efficient recycling<br/> h) Minimise site disturbance and limit unnecessary excavation<br/> i) Select landscaping which reduces green waste<br/> j) Select waste removal contractors to guarantee that recyclable waste are recycled.<br/> k) Engage with the supply chain to supply products and materials that use minimal packaging<br/> l) Set up schemes with suppliers to take back packaging materials<br/> m) Sewage waste shall be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements</p> | Construction            |                        | x               | x               |                          |
| 2.53                               | <p><b>Operations</b></p> <p>a) Appropriate areas shall be provided for the storage of waste and recyclable material<br/> b) Standard signage on how to use the waste management system and what materials are acceptable in the recycling will be posted in all waste collection and storage areas<br/> c) All domestic waste shall be collected regularly and disposed of at licensed facilities.<br/> d) Waste collection vehicles will be able to service the development efficiently and effectively.<br/> e) An education programme and on-going monitoring will be implemented for training personnel to properly sort and transport waste into the right components and destinations<br/> f) Sewage waste will be disposed of by a licensed waste contractor in accordance with Sydney Water and OEH requirements.<br/> g) Trade waste will be discharged to the sewer through a trade waste agreement with Sydney Water</p>   | Operation               | x                      |                 |                 |                          |
| <b>2.6 Consultation</b>            |   |                         |                        |                 |                 |                          |
| 2.61                               | <p>The Proponent will continue to consult with relevant government authorities and bodies during the design development process for the detailed applications for the three major stages of the development. Depending on the development proposed, these may include:</p> <ul style="list-style-type: none"> <li>• Liverpool City Council</li> <li>• Transport for NSW</li> <li>• Railcorp</li> <li>• Australian Rail Track Corporation Ltd (ARTC)</li> <li>• NSW Department of Primary Industries (including NSW Office of Environment and Heritage) <ul style="list-style-type: none"> <li>• NSW Environment Protection Authority</li> <li>• Department of Defence</li> <li>• Department of Finance and Deregulation</li> </ul> </li> </ul>  | All                     | x                      | x               | x               | x                        |
| 2.62                               | <p>The Proponent will continue to engage and consult with the community during the future detailed planning applications. Depending on the scale of the proposed, development, the Principal may undertake the following activities either prior to lodgement or during the public exhibition of the application:</p> <ul style="list-style-type: none"> <li>• Open a Community Information Centre (as appropriate) to provide stakeholders with information and to receive feedback on the proposal</li> <li>• Update the existing project website and maintain access</li> <li>• Continued operation of the email feedback system and free-call information line.</li> </ul>  | All                     | x                      |                 |                 |                          |
| 2.63                               | <p>The Proponent Shall:</p> <p>a) Obtain the consent of the ARTC with respect to the connection to the Southern Sydney Freight Line (noting that the granting of consent by ARTC is subject to the provision of ARTC Interstate Access Undertaking).<br/> b) Work with ARTC to identify the timing, scope and staging of any required capacity enhancement to the ARTC Network.</p>   | Design and construction | x                      |                 | x               |                          |
| <b>2.7 Infrastructure Delivery</b> |   |                         |                        |                 |                 |                          |
|                                    | <p>The proponent commits to entering into a Voluntary Planning Agreement with the relevant authority to facilitate delivery of the following works:</p> <p>a) upgrade of the Moorebank Avenue / M5 Motorway interchange;<br/> b) upgrade of Moorebank Avenue between Anzac Road and the southern entrance to the site to four lanes;<br/> c) provision of a new traffic signal at the Principal's northern access with Moorebank Avenue;</p>  |                         |                        |                 |                 |                          |

| No.  | Condition  | Phase            | Overall Responsibility |                 |                 |                          |
|------|--|------------------|------------------------|-----------------|-----------------|--------------------------|
|      |  |                  | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 2.71 | d) provision of a new traffic signal 750 metres south of the central access to the site;<br>e) other parts of the site that will be upgraded, embellished, constructed or dedicated to the Commonwealth, Transport for NSW or the relevant Council that is directly attributable to the carrying out of the proposal; and<br>f) investigating possible changes to the 901 bus route including frequency, stop locations and route.<br>g) The timing for the delivery of the works will be in accordance with the agreed timing contained within the relevant Voluntary Planning Agreement. | Pre-construction | x                      |                 |                 |                          |



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



| No.                                      | Condition   | Phase  | Overall Responsibility |                 |                 |                          |
|--|---|--------|------------------------|-----------------|-----------------|--------------------------|
|  |   |        | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| <b>Schedule 2</b>                        |   |        |                        |                 |                 |                          |
| <b>1. Terms of Concept Plan Approval</b> |   |        |                        |                 |                 |                          |
| 1.1                                      | The Concept Plan approval shall be undertaken generally in accordance with:<br>a) Major Project Application 10_0193<br>b) the Environmental Assessment the Principal Sydney Intermodal Terminal Alliance Part 3A Concept Application, Volumes 1-4, prepared by Urbis and dated March 2012<br>c) the Environmental Assessment the Principal Sydney Intermodal Terminal Alliance Transitional Part 3A Concept Application, Volumes 1-4, prepared by Urbis and dated August 2013;<br>d) the Principal Sydney Intermodal Terminal Alliance Submissions Report (including final Statement of Commitments), prepared by Urbis and dated December 2013; and<br>e) the terms of this approval | All    | x                      | x               | x               | x                        |
| 1.2                                      | In the event of an inconsistency between:<br>a) the terms of this Concept Plan approval and any document listed from term 1a) to 1e) inclusive, the terms of this Concept Plan approval shall prevail to the extent of the inconsistency; and<br>b) any document listed from terms 1a) to 1e) inclusive, and any other document listed from terms 1a) to 1e) inclusive, the most recent document shall prevail to the extent of the inconsistency.  | All    | x                      | x               | x               | x                        |
| 1.3                                      | If there is any inconsistency between this Concept Plan approval and any related approvals (being those approvals subject to the requirements of this Concept Plan), this Concept Plan approval shall prevail to the extent of the inconsistency.   | All    | x                      | x               | x               | x                        |
| <b>Limits of Approval</b>                |   |        |                        |                 |                 |                          |
| 1.4                                      | Pursuant to section 75Y(1) of the Act this Concept Plan approval shall lapse ten years after the date on which it is granted, unless construction works are physically commenced on or before that date.  | All    | x                      |                 |                 |                          |
| 1.5                                      | To avoid any doubt, this Concept Plan approval does not permit the construction or operation of any part of this project, which will be subject to separate approval(s) under the Act.  | All    | x                      |                 |                 |                          |
| 1.6                                      | Projects carried out under this this Concept Plan must be operated with the objective of not exceeding the capacity of the transport network, including the local, regional and State road network. The container freight road volume must not exceed 250,000 TEUs, subject to the exception identified in 1.7, which may only be considered after the facility has been in operation.  | All    | x                      |                 |                 |                          |
| 1.7                                      | The movement of container freight by road may exceed the 250,000 TEU limit by up to a further 250,000 TEU, if the consent authority of a subsequent Development Application is satisfied that traffic monitoring and modelling of the operation of the facility demonstrate that traffic movements resulting from the proposed increase in TEU will achieve the objective of not exceeding the capacity of the transport network.   | All    | x                      |                 |                 |                          |
| 1.8                                      | In determining the TEU limit, the consent authority may take account any roadworks or mitigation measures proposed under a Voluntary Planning Agreement to minimise traffic impacts.  | All    | x                      |                 |                 |                          |
| 1.9                                      | Prior to the determination of any future Development Application pursuant to this Concept Plan, the Proponent shall provide written evidence to the Secretary that it has executed a Voluntary Planning Agreement with the relevant authority consistent with terms outlined in the Revised Statement of Commitments, except for the terms relating to road infrastructure upgrades and when they will be carried out. Note : Assessments at the development application stage will determine the nature and timing of road infrastructure upgrades. These may prove to be different from what is proposed in the Statement of Commitments in Appendix 1.                             | All    | x                      |                 |                 |                          |
| 1.10                                     | Building footprints/setbacks and building/structure heights are to be generally consistent with Section 04.5 and 04.6 of the Urban Design and Landscape Report (Appendix E of the EA).  | Design |                        | x               |                 |                          |



| No.                                      | Condition   | Phase  | Overall Responsibility |                 |                 |                          |
|--|---|--------|------------------------|-----------------|-----------------|--------------------------|
|  |   |        | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 1.11                                     | The maximum GFAs for the following uses apply: <ul style="list-style-type: none"> <li>• 300,000m2 for the warehousing and distribution facilities;</li> <li>• 2,100m2 for the terminal administration offices and ancillary operational facilities; and</li> <li>• 8,000m2 for the freight village.</li> </ul>  | Design |                        | x               |                 |                          |
| 1.12                                     | The warehousing and distribution facilities must only be used for activities associated with freight using the rail intermodal.   | All    | x                      |                 |                 |                          |
| <b>Statutory Requirements</b>            |   |        |                        |                 |                 |                          |
| 1.13                                     | This Concept Plan Approval does not remove any obligation to obtain, renew, or comply with licenses, permits or approvals as required by law associated with any project subject to this Concept Plan approval.   | All    | x                      | x               | x               | x                        |
| <b>Schedule 3</b>                        |   |        |                        |                 |                 |                          |
| <b>2. Future Assessment Requirements</b> |   |        |                        |                 |                 |                          |
| <b>General Requirements</b>              |   |        |                        |                 |                 |                          |
| 2.1                                      | <p>Under section 75P(2)(c) of the Act, the following environmental assessment requirements apply with respect to future development that is subject to Part 4 Division 4.1 Act:</p> <p>Any future Development Application shall:</p> <p>a) demonstrate that the project is generally consistent with the requirements of this Concept Plan approval and with the scope and intent of the Concept Plan outlined in the documents under condition 1.1 of this Concept Plan approval;</p> <p>b) include a detailed project description, including construction, operation, maintenance, and staging;</p> <p>c) include details of measures to be implemented to avoid, minimise, manage, mitigate, offset and/or monitor the impacts of the project (including, but not limited to, the following listed issues);</p> <p>d) include details of the consultation process and outcomes with relevant stakeholders, including (but not limited to):</p> <p>i. relevant government authorities, such as OEH, EPA, DPI, TfNSW and DoE, Liverpool Council, Campbelltown Council, Bankstown Council;</p> <p>ii. service and infrastructure providers; and</p> <p>iii. special interest groups and the public, including adjoining and affected landowners.</p> <p>These requirements shall be addressed for each Development Application and shall apply to the extent reasonably required by the particular application and to the land the subject of the relevant stage.</p> <p>Note: Soil and water must be addressed in the Stage 1 Development Application for the entire site including rail link.</p> | EIS    | x                      |                 |                 |                          |
| <b>Air Quality</b>                       |   |        |                        |                 |                 |                          |
| 2.2                                      | <p>Any future Development Application shall include a comprehensive air quality impact assessment for each stage of the proposal, including:</p> <p>a) An assessment in accordance with the Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (2005) (or its later version and updates);</p> <p>b) Taking into account the final project design with consideration to worst-case meteorological and operating conditions;</p> <p>c) Framework for on and off-site noise monitoring during operation.</p> <p>d) Assessing cumulative air impacts at a local and regional level (including but not limited to contemporaneous operations such as those of the proposed Commonwealth Government MIT; and</p> <p>e) A comprehensive air quality management plan that includes at least the following information:</p> <p>i. Explicit linkage of proposed emission controls to the site specific best practice determination assessment and assessed emissions;</p> <p>ii. The timeframe for implementation of all identified emission controls;</p> <p>iii. Proposed key performance indicator(s) for emission controls;</p> <p>iv. Proposed means of air quality monitoring including location (on and off-site), frequency and duration;</p> <p>v. Poor air quality response mechanisms;</p>   | EIS    | x                      |                 |                 |                          |

| No.                          | Condition  | Phase | Overall Responsibility |                 |                 |                          |
|------------------------------|--|-------|------------------------|-----------------|-----------------|--------------------------|
|                              |  |       | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|                              | vi. Responsibilities for demonstrating and reporting achievement of key performance indicator(s);<br>vii. Record keeping and complaints response register; and<br>viii. Compliance reporting.  |       |                        |                 |                 |                          |
| <b>Best Practice Review</b>  |  |       |                        |                 |                 |                          |
| 2.3                          | <p>Any future Development Application shall include the preparation of a comprehensive review of intermodal operational best practice process design, emission control and management measures that might feasibly and reasonably be applied to each stage of the project, and to benchmark those measures against best practice. The review should:</p> <p>a) clearly demonstrate that the Proponent will at each project stage adopt and implement best practice facility and process design and management measure to the extent that is NSW Government Department of Planning and Environment 7 reasonably practicable, to minimise operational air pollutant and noise emissions at the terminal and on the rail link;</p> <p>b) include a detailed evaluation of feasible and reasonable mitigation and management measures including:</p> <p>i. assessment of best practice international emission standards for locomotives and nonroad plant and equipment;</p> <p>ii. assessment of retrofit opportunities for older vehicles, locomotives and equipment;</p> <p>iii. maintenance and operational practices for vehicles, locomotives and equipment;</p> <p>iv. electrification of terminal plant;</p> <p>v. reduction of 'long-duration' idling of diesel locomotives, prime movers and cargo handling equipment through:</p> <ul style="list-style-type: none"> <li>• driver/operator training about how to reduce air quality impacts associated with 'long-duration' idling;</li> <li>• automatic engine shut down/start up system controls whereby engine stopping or starting is implemented without operator action;</li> <li>• 'shore power connection' being electricity mains plug-in points for enabling locomotives and trucks to switch over to mains power and shut down main engines otherwise used to generate power required for:               <ul style="list-style-type: none"> <li>• transport refrigerated units/containers;</li> <li>• cabin climate control; and</li> <li>• other accessories and equipment.</li> </ul> </li> <li>• the application of queuing theory to minimise truck loading/unloading wait times and resultant queuing and idling in the terminal facility and on access roads.</li> </ul> <p>c) include predicted annual cumulative, daily and one minute amounts of air pollutants emitted and non-renewable fossil fuel consumed (by typical diesel locomotives, prime movers, fixed body trucks, yard trucks/holsters and cargo handling equipment expected to regularly operate at the terminal) as the basis for defining the term 'long-term' duration idling as it would apply to the terminal facility.</p> <p>The following noise requirements shall be included in the best practice review:</p> <p>a) assessment of an ongoing noise compliance and response system;</p> <p>b) assessment for the need of an automatic rolling stock wheel defect detection and response system;</p> <p>c) identification of all feasible and reasonable measures to minimise and mitigate noise impacts from the operation of the terminal and rail link;</p> <p>d) site layout and operations options to:</p> <p>i. eliminate the need to reverse vehicles and plant (not dedicated to on site operations); and</p> <p>ii. where reversing vehicles and plant is unavoidable only reversing such vehicles and plant in noise attenuated enclosures.</p> <p>e) assessment of alternative options to the use of traditional 'beeper' type reversing/ movement alarms; and</p> <p>f) framework for on and off-site noise monitoring during operation.</p> | EIS   | x                      |                 |                 |                          |
| <b>Traffic and Transport</b> |  |       |                        |                 |                 |                          |

| No.         | Condition   | Phase | Overall Responsibility |                 |                 |                          |
|-------------|---|-------|------------------------|-----------------|-----------------|--------------------------|
|             |   |       | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| 2.4         | <p>Any future Development Application shall include a Traffic Impact Assessment that assesses intersection and road network impacts, including impacts on Cambridge Avenue. The traffic assessment shall:</p> <p>a) undertake detailed model analysis commensurate with the stage, to confirm network operation and identify intersection upgrade requirements;</p> <p>b) consider the constructability constraints of proposed upgrade(s) at key intersections, such as vehicle sweep paths, geometry and sight lines;</p> <p>c) assess construction traffic impacts, including:</p> <p>i. the identification of routes and the nature of existing traffic on these routes;</p> <p>ii. an assessment of construction traffic volumes (including spoil haulage/delivery of materials and equipment to the road corridor and ancillary facilities); and</p> <p>iii. potential impacts to the regional and local road network (including safety and level of service) and potential disruption to existing public transport services and access to properties and businesses.</p> <p>d) assess operational traffic and transport impacts to the local and regional road network, including:</p> <p>i. changes to local road connectivity and impacts on local traffic arrangements, road capacity/safety;</p> <p>ii. traffic capacity of the road network and its ability to cater for predicted future growth and</p> <p>iii. monitoring of vehicle numbers on Cambridge Avenue.</p> <p>e) provide an updated Traffic Management and Accessibility Plan including:</p> <p>i. measures to prevent heavy vehicles accessing residential streets to maintain the residential amenity of the local community</p> <p>ii. public transport;</p> <p>iii. cyclist facilities; and</p> <p>iv. driver code of conduct.</p> <p>In particular, the Traffic Impact Assessment must identify upgrades and other mitigation measures required to achieve the objective of not exceeding the capacity of the the following intersections and roads –</p> <p>(a) Moorebank Avenue/ Newbridge Road</p> <p>(b) Moorebank Ave/ Heathcote Road</p> <p>(c) Cambridge Ave</p> <p>(d) M5 Motorway/ Moorebank Avenue</p> <p>(e) M5 Motorway/ Heathcote Road</p> <p>(f) M5 Motorway/ Hume Highway.</p> | EIS   | x                      |                 |                 |                          |
| <b>Rail</b> |   |       |                        |                 |                 |                          |
| 2.5         | <p>Any future Development Application shall address the requirements of TfNSW and include detailed design and engineering drawings for the rail link and include evidence of consultation with:</p> <p>a) TfNSW, particularly in relation to the future Moorebank Station site, use of the existing EHPL corridor and connections to the SSFL; and</p> <p>b) The EPA where the rail line traverses the Glenfield Waste Facility.</p> <p>Any future Development Application shall include an assessment of the impacts of the rail link on the Glenfield Waste Facility, including:</p> <p>a) details of the quantity of landfilled waste to be removed, the location from where it will be removed, the methodology to be utilised and the estimated timeframe for the removal and reburial;</p> <p>b) proposed measures to mitigate odour impacts on sensitive receivers, including an undertaking to apply daily cover to any exposed waste in accordance with benchmark technique 33 of the document Environmental Guidelines: Solid Waste Landfills, NSW EPA 1996;</p> <p>c) any proposed impacts on pollution control and monitoring systems including existing groundwater and landfill gas bores and their subsequent repair/ replacement;</p>   | EIS   | x                      |                 |                 |                          |

| No.                        | Condition  | Phase | Overall Responsibility |                 |                 |                          |
|----------------------------|--|-------|------------------------|-----------------|-----------------|--------------------------|
|                            |  |       | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|                            | <p>d) the proposed methodology to ensure that the landfill barrier system disturbed in the removal process is replaced/ repaired to ensure its ongoing performance. The Proponent should detail matters such as sub grade preparation/ specifications, line installation/ reinstallation procedures and construction quality assurance procedures;</p> <p>e) a commitment to providing the EPA with a construction quality assurance report within 60 days of the completion of the works referred to in (d) above; and</p> <p>f) an overview of any access and/or materials/ equipment storage arrangements with Glenfield Waste Facility in relation to the construction of the project.</p>   |       |                        |                 |                 |                          |
| <b>Noise and Vibration</b> |  |       |                        |                 |                 |                          |
| 2.6                        | <p>Any future Development Application shall include an updated assessment of noise and vibration impacts. The assessment shall:</p> <p>a) The assessment shall:</p> <p>i. assess construction noise and vibration impacts associated with construction of the intermodal facility including rail link, including impacts from construction traffic and ancillary facilities. The assessment shall identify sensitive receivers and assess construction noise/vibration generated by representative construction scenarios focusing on high noise generating works. Where work hours outside of standard construction hours are proposed, clear justification and detailed assessment of these work hours must be provided, including alternatives considered, mitigation measures proposed and details of construction practices, work methods, compound design, etc</p> <p>ii. assess operational noise and vibration impacts and identify feasible and reasonable measures proposed to be implemented to minimise operational noise impacts of the intermodal facility and rail link, including the preparation of an Operational Noise Management and Monitoring Plan; and</p> <p>iii. be prepared in accordance with: NSW Industrial Noise Policy (EPA 2000), Interim Construction Noise Guideline (DECC 2009), Assessing Vibration: a technical guide NSW Government Department of Planning and Environment 9 (DEC 2006), the Rail Infrastructure Noise Guideline (EPA 2013), Development Near Rail Corridors and Busy Roads Interim Guideline (DoP 2008), and the NSW Road Noise Policy 2011.</p> <p>b) All site-dedicated locomotives must meet EPA Noise Limits for Locomotives contained within the NSW operational rail licences for operation of new or substantially modified locomotives operating on the NSW network; and</p> <p>c) Any future application shall include a train noise strategy including, but not limited to, train operational procedures and driver training that minimise noise on the rail link and within the intermodal terminal.</p> | EIS   | x                      |                 |                 |                          |
| <b>Soil and Water</b>      |  |       |                        |                 |                 |                          |
| 2.7                        | <p>Any future Development Application for stage 1 shall include an assessment of soil and water impacts for the entire site including rail link. The assessment shall:</p> <p>a) assess impacts on surface and groundwater flows, quality and quantity, with particular reference to any likely impacts on Georges River and Anzac Creek;</p> <p>b) assess flooding impacts and characteristics, to and from the project (including rail link), with an assessment of the potential changes to flooding behaviour (levels, velocities and direction) and impacts on bed and bank stability, through flood modelling, including:</p> <p>i. hydraulic modelling for a range of flood events;</p> <p>ii. description, justification and assessment of design objectives (including bridge, culvert and embankment design);</p> <p>iii. an assessment of afflux and flood duration (inundation period) on property; and</p> <p>iv. consideration of the effects of climate change, including changes to rainfall frequency and/or intensity, including an assessment of the capacity of stormwater drainage structures.</p> <p>c) identify and assess the soil characteristics and properties that may impact or be impacted by the project, including acid sulfate soils;</p> <p>d) include a contamination assessment in accordance with the guidelines made under the Contaminated Land Management Act 1997 and in consultation with the EPA for the subject site including the Glenfield Waste Facility. The assessment shall include:</p>   | EIS   | x                      |                 |                 |                          |

| No.   | Condition   | Phase | Overall Responsibility |                 |                 |                          |
|---|---|-------|------------------------|-----------------|-----------------|--------------------------|
|   |   |       | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
|   | <ul style="list-style-type: none"> <li>i. the potential environmental and human health risks of site contamination on the project site;</li> <li>ii. a Remediation Action Plan;</li> <li>iii. consideration of implications of proposed remediation actions on the project design and timing; and</li> <li>iv. a Phase 2 environmental site assessment of the project site including rail corridor.</li> </ul>  |       |                        |                 |                 |                          |
| <b>Heritage</b>                                     |   |       |                        |                 |                 |                          |
| 2.8   | <p>Any future Development Application shall assess heritage impacts of the proposal. The assessment shall:</p> <ul style="list-style-type: none"> <li>a) consider impacts to Aboriginal heritage (including cultural and archaeological significance), in particular impacts to Aboriginal heritage sites identified within or near the project should be assessed. Where impacts are identified, the assessment shall demonstrate effective consultation with Aboriginal communities in determining and assessing impacts and developing and selecting options and mitigation measures (including the final proposed measures); and</li> <li>b) consider impacts to historic heritage. For any identified impacts, the assessment shall: <ul style="list-style-type: none"> <li>i. outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the measures). Mitigation measures should include (but not be limited to) photographic archival recording and adaptive re-use of buildings or building elements on site);</li> <li>ii. be undertaken by a suitably qualified heritage consultant(s); and</li> <li>iii. include a statement of heritage impact.</li> </ul> </li> </ul>  | EIS   | x                      |                 |                 |                          |
| <b>Visual Amenity, Urban Design and Landscaping</b> |   |       |                        |                 |                 |                          |
| 2.9   | <p>Any future Development Application shall include an assessment of visual impacts. The assessment shall:</p> <ul style="list-style-type: none"> <li>a) include a description of the visual significance of the affected landscape;</li> <li>b) assess the visual impact of the project on the landscape character of the area, including built form (materials and finishes) and the urban design (height, bulk and scale) of key components including container stacking heights, lighting, bridge crossings, and views to and from the project; and</li> <li>c) include details of hard and soft landscaping treatment and design (including proposed road upgrades relevant to that stage and reinstatement of riparian vegetation).</li> </ul>  | EIS   | x                      |                 |                 |                          |
| <b>Biodiversity</b>                                 |   |       |                        |                 |                 |                          |
| 2.1   | <p>Any future Development Application shall include a Flora and Fauna assessment. The assessment shall:</p> <ul style="list-style-type: none"> <li>a) assess impacts on the biodiversity values of the site and adjoining areas, including Endangered Ecological Communities and threatened flora and fauna species and their habitat, impacts on wildlife and habitat corridors, riparian land, and habitat fragmentation and details of mitigation measures, having regard to the range of fauna species and opportunities for connectivity (terrestrial, arboreal and aquatic) across the rail link between the site and the EHPL;</li> <li>b) include a Vegetation Management Plan that has been prepared in consultation with the NSW Office of Water;</li> <li>c) document how impacts to the <i>Persoonia nutans</i> and the <i>Grevillea parviflora</i> subsp. <i>Parviflora</i> flora species have been minimised through the detailed design process;</li> <li>d) include the details of available offset measures to compensate the biodiversity impacts of the proposal where offset measures are proposed to address residual impacts, in particular the following should be considered: <ul style="list-style-type: none"> <li>i. As stipulated in principle 2 of 'NSW offset principles for major projects (state significant development and infrastructure)', for terrestrial biodiversity, established assessment tools, such as the BioBanking Assessment Methodology (BBAM), are considered best practice;</li> <li>ii. the Biodiversity Offset Strategy will be undertaken in accordance with the 'NSW offset principles for major projects (state significant development and state significant infrastructure)'; and</li> <li>iii. Offsets shall be identified, and demonstrate that they can be secured.</li> </ul> </li> </ul> | EIS   | x                      |                 |                 |                          |

| No.                                | Condition   | Phase | Overall Responsibility |                 |                 |                          |
|------------------------------------|---|-------|------------------------|-----------------|-----------------|--------------------------|
|                                    |   |       | SIMTA                  | IMEX Contractor | RALP Contractor | Moorebank Ave Contractor |
| <b>Section 94 Contributions</b>    |   |       |                        |                 |                 |                          |
| 2.11                               | Any future Development Application shall include:<br>a) an assessment of the impacts of the project on local infrastructure, having regard to any relevant Council's Developer Contributions Plan (or equivalent document requiring developer contributions);<br>b) Subject to the terms of any applicable Voluntary Planning Agreement, a commitment to pay developer contributions to the relevant consent authority or undertake works-in kind towards the provision or improvement of public amenities and services. Note: This requirement may be satisfied subject to the terms of any applicable Voluntary Planning Agreement; and<br>c) a commitment to undertake vehicle monitoring on Cambridge Avenue in accordance with Traffic and Transport requirement d) iii. Should any monitoring reveal the need for improvement works within the Campbelltown LGA as a result of the proposal, the Proponent may be required to contribute towards local road maintenance or upgrades.  | EIS   | x                      |                 |                 |                          |
| <b>Waste</b>                       |   |       |                        |                 |                 |                          |
| 2.12                               | Any future Development Application shall ensure that liquid and/or non-liquid waste generated on the site is assessed and classified and where removed from the site, is directed to a waste management facility lawfully permitted to accept the materials.  | EIS   | x                      |                 |                 |                          |
| <b>Hazards and Risks</b>           |   |       |                        |                 |                 |                          |
| 2.13                               | Any future Development Application shall be accompanied by a preliminary risk screening completed in accordance with State Environmental Planning Policy No. 33<br>– Hazardous and Offensive Development and Applying SEPP 33 (DoP 2011), with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the proposal. Should preliminary screening indicate that the proposal is 'potentially hazardous,' a Preliminary Hazard Analysis (PHA) must be prepared in accordance with Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DoP 2011) and Multi-Level Risk Assessment (DoP 2011). The PHA should:<br>a) Estimate the risks from the facility;<br>b) Be set in the context of the existing risk profiles for the intermodal facility and demonstrate that the proposal does not increase the overall risk of the area to unacceptable levels; and<br>c) Demonstrate that the proposal complies with the criteria set out in the Hazardous Industry Planning Advisory Paper No. 4 – Risk Criteria for Land Use Safety Planning. | EIS   | x                      |                 |                 |                          |
| <b>Freight Village</b>             |   |       |                        |                 |                 |                          |
| 2.14                               | Any future Development Application for the freight village should include:<br>a) Employee numbers;<br>b) Details of uses sought;<br>c) Hours of operation for each use;<br>d) Signage; and<br>e) Parking (staff and visitor).   | EIS   | x                      |                 |                 |                          |
| <b>Bushfire Management</b>         |   |       |                        |                 |                 |                          |
| 2.15                               | Any future Development Application shall be accompanied by an assessment against the Planning for Bushfire 2006 (NSW Rural Fire Service).   | EIS   | x                      |                 |                 |                          |
| <b>Environmental Risk Analysis</b> |   |       |                        |                 |                 |                          |
| 2.16                               | Notwithstanding the above listed issues, future Development Applications shall include an environmental risk analysis to identify potential environmental impacts associated with the project (construction and operation), proposed mitigation measures and potentially significant residual B148nvironmental impacts after the application of proposed mitigation measures. Where additional environmental impacts are identified through this risk analysis, an appropriately detailed impact assessment of the additional environmental impacts shall be included as part of the Development Application.   | EIS   | x                      |                 |                 |                          |

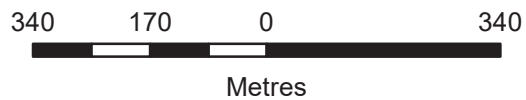
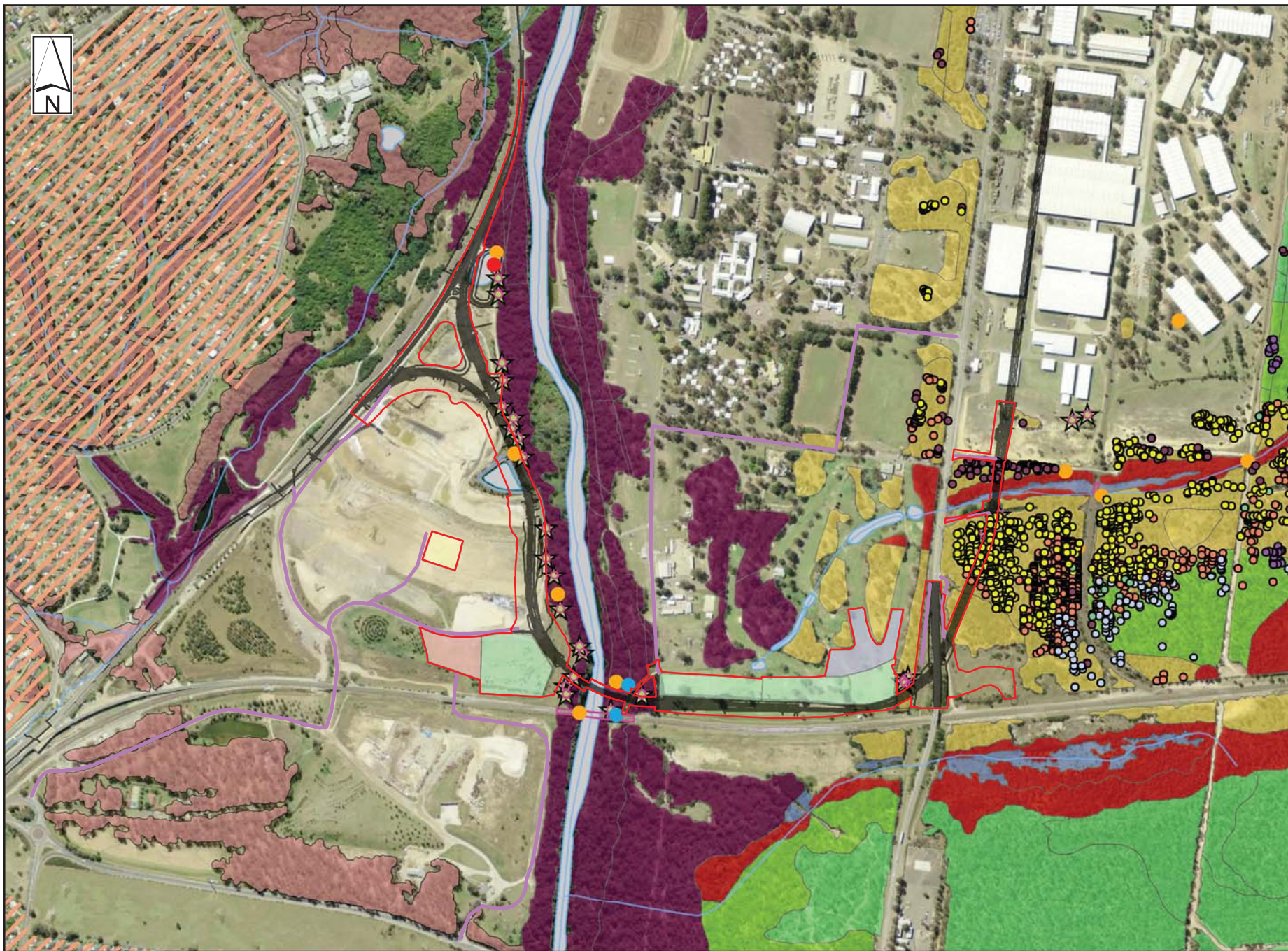
**Appendix F: Environmental Constraints Maps and No-Go Areas**





### LEGEND

- Rail Link
- Project Access Roads
- Construction Boundary
- Water Course
- RALP Compounds
- GWS Temporary Stockpile
- RAE Stockpile Site
- Crushing stockpile site
- /// Sensitive Receivers
- Threatend Flora & Fauna**
- Acacia bynoeana
- Acacia pubescens
- Grevillea parviflora subsp. parviflora
- Hibbertia fumana
- Hibbertia puberula subsp. puberula
- Persoonia nutans
- Myotis macropus
- Mormopterus norfolkensis
- Mniopterus schreibersii oceanensis
- Southern Myotis
- ★ Hollow Bearing Trees
- Vegetation Community**
- Castlereagh Scribbly Gum Woodland in the Sydney Basin Bioregion
- Castlereagh Swamp Woodland Community
- Cooks River/Castlereagh Ironbark Forest in the Sydney Basin Bioregion
- Cumberland Plain Woodland in the Sydney Basin Bioregion
- Freshwater Wetlands on Coastal Floodplains of the NSW North Coast, Sydney Basin and South-east Corner bioregions
- River-flat Eucalypt Forest on Coastal Floodplains of the NSW North Coast, Sydney Basin and South-east Corner bioregions
- Shale Gravel Transition Forest in the Sydney Basin Bioregion



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## SIMTA Moorebank Intermodal Terminal Stage 1 - Rail Link

### Project Wide Sensitive Area Map





**EXTENT**

**CPB CONTRACTORS**

**LEGEND**

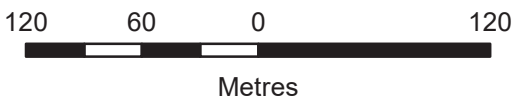
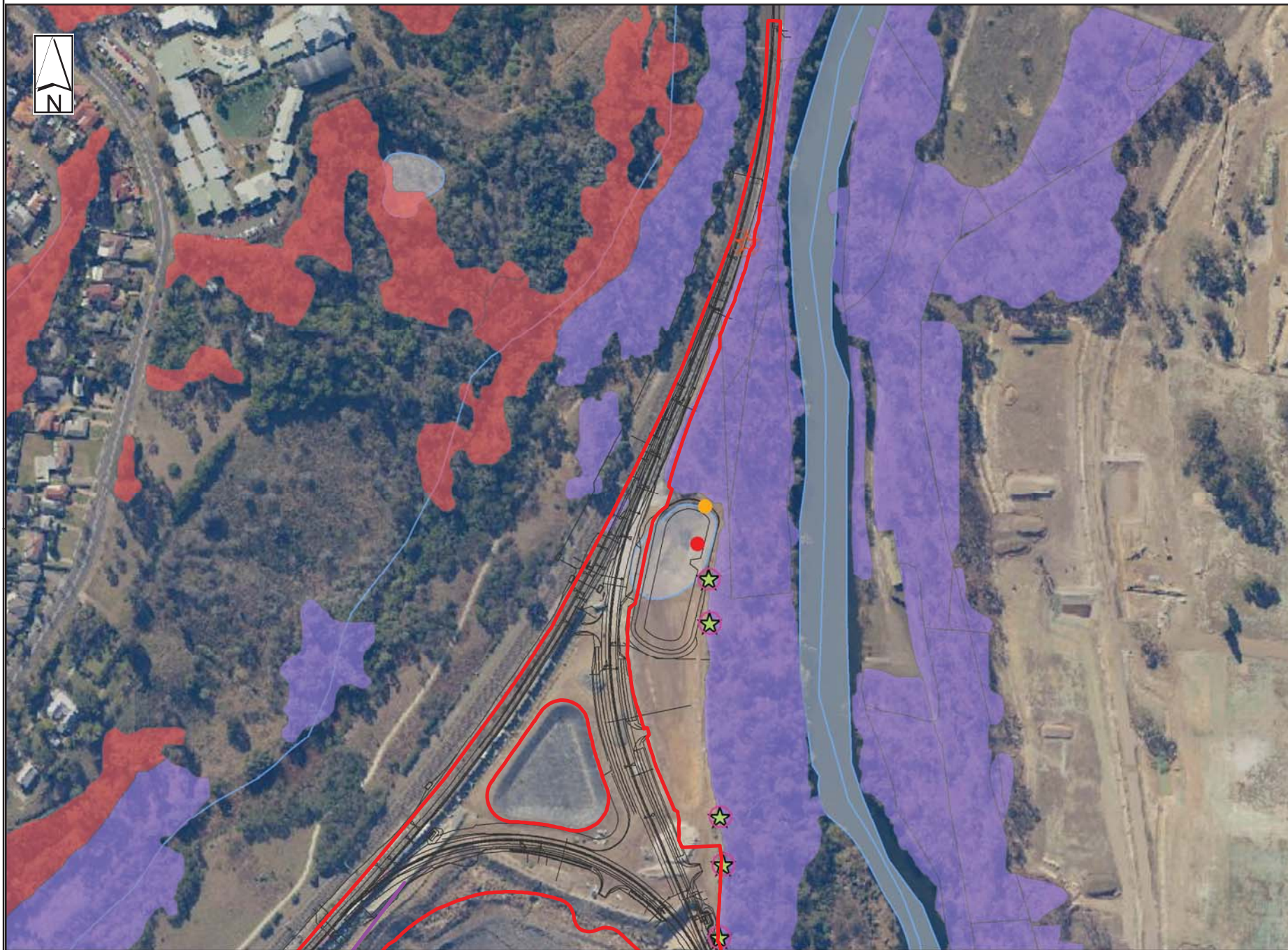
- Surface Water Monitoring
- Construction Boundary
- MA14 Salvage Footprint
- Project Access Roads
- RAE Stockpile Site
- Crushing stockpile site
- GWS Temporary Stockpile
- Ancillary Facilities

**Threatened Flora & Fauna**

- Acacia bynoeana*
- Acacia pubescens*
- Grevillea parviflora* subsp. *parviflora*
- Hibbertia fumana*
- Hibbertia puberula* subsp. *puberula*
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- Miniopterus schreibersii oceanensis*
- Pteropus poliocephalus*
- Southern Myotis
- Hollow Bearing Trees (EIS)
- Hollow Bearing Trees (Pre Clearance Surveys)

**Vegetation Community**

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- Water Course



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**SIMTA Moorebank Intermodal Terminal  
 Stage 1 - Rail Link  
 Ecology Constraints Sensitive Area Map**





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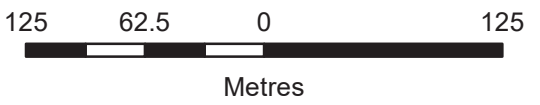


### LEGEND

- Surface Water Monitoring
  - Construction Boundary
  - MA14 Salvage Footprint
  - Project Access Roads
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  - Crushing stockpile site
  - GWS Temporary Stockpile
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Refer to  
Glenfield Waste Project Specific Procedure  
for specific requirements

Refer to  
Glenfield Waste Project Specific Procedure



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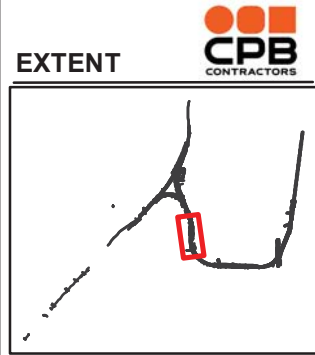
## SIMTA Moorebank Intermodal Terminal Stage 1 - Rail Link Ecology Constraints Sensitive Area Map





Refer to  
Glenfield Waste Project Specific Procedure  
for specific requirements

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Glenfield Waste Project Specific Procedure  
for specific requirements



### LEGEND

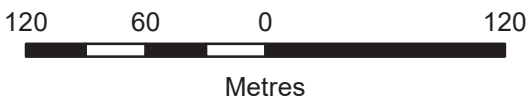
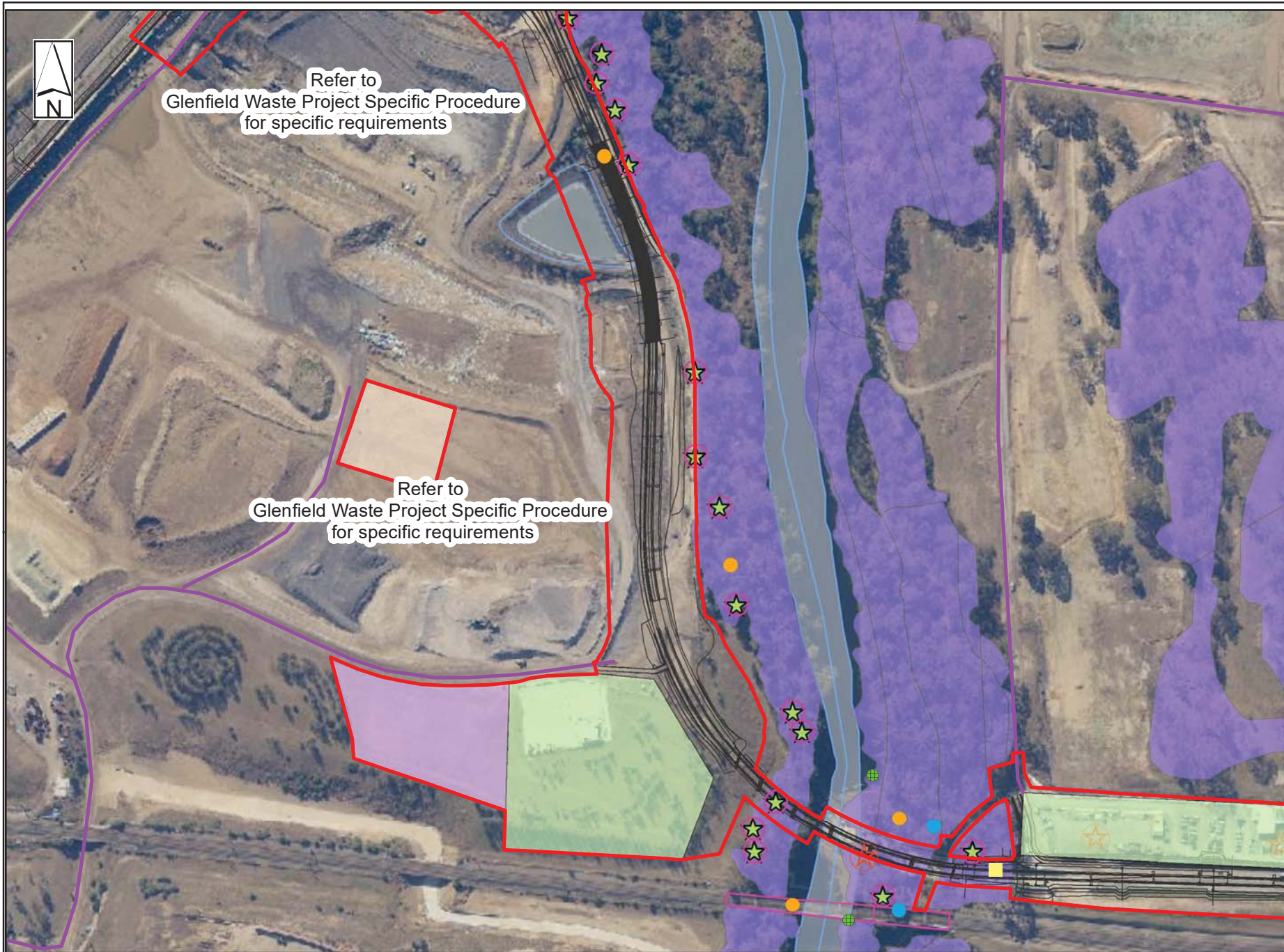
- Surface Water Monitoring
- Construction Boundary
- MA14 Salvage Footprint
- Project Access Roads
- RAE Stockpile Site
- Crushing stockpile site
- GWS Temporary Stockpile
- Ancillary Facilities

### Threatened Flora & Fauna

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- Hollow Bearing Trees (Pre Clearance Surveys)

### Vegetation Community

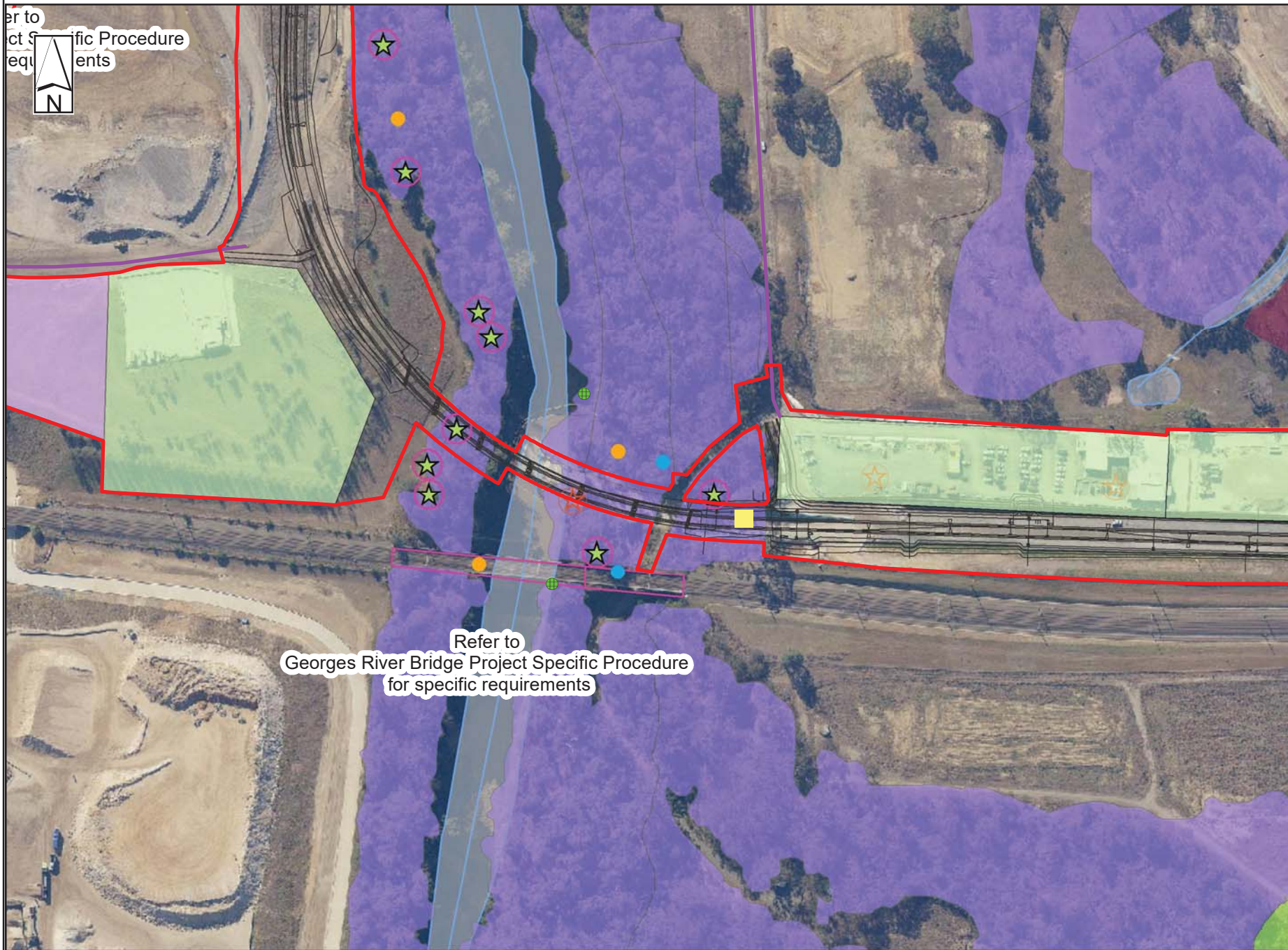
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## SIMTA Moorebank Intermodal Terminal Stage 1 - Rail Link Ecology Constraints Sensitive Area Map

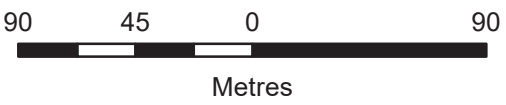




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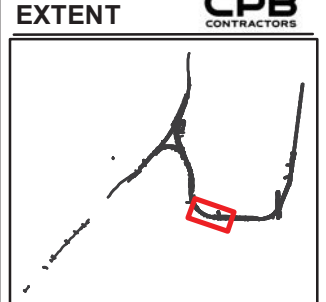


Refer to  
Georges River Bridge Project Specific Procedure  
for specific requirements



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**SIMTA Moorebank Intermodal Terminal  
 Stage 1 - Rail Link  
 Ecology Constraints Sensitive Area Map**



**LEGEND**

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**EXTENT**



**LEGEND**

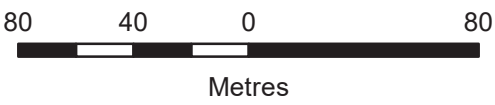
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**Threatened Flora & Fauna**

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**SIMTA Moorebank Intermodal Terminal  
 Stage 1 - Rail Link  
 Ecology Constraints Sensitive Area Map**





Refer to  
Anzac Creek Culvert Project Specific Procedure  
for specific requirements

**EXTENT**

**CPB CONTRACTORS**

**LEGEND**

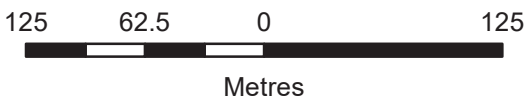
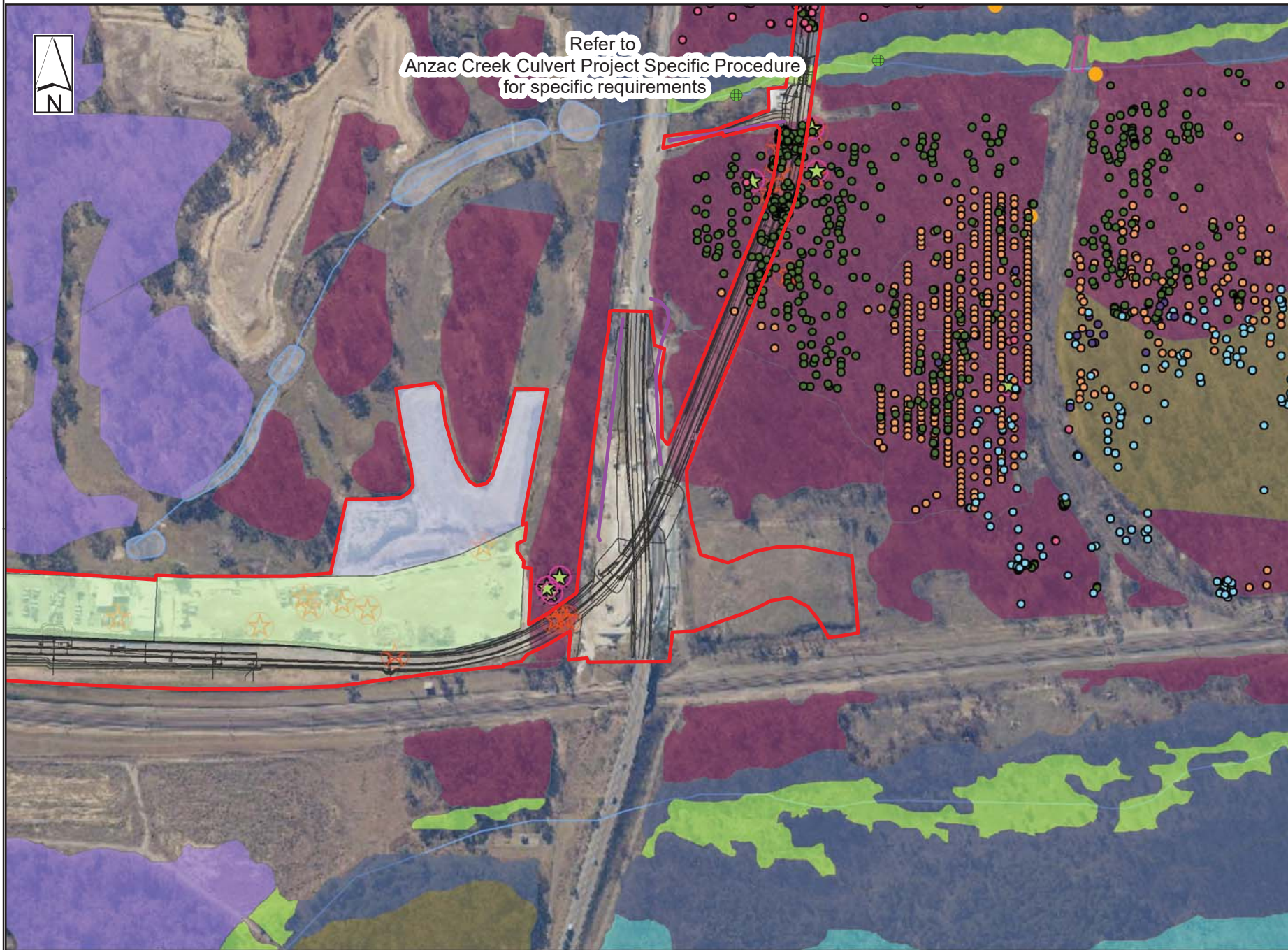
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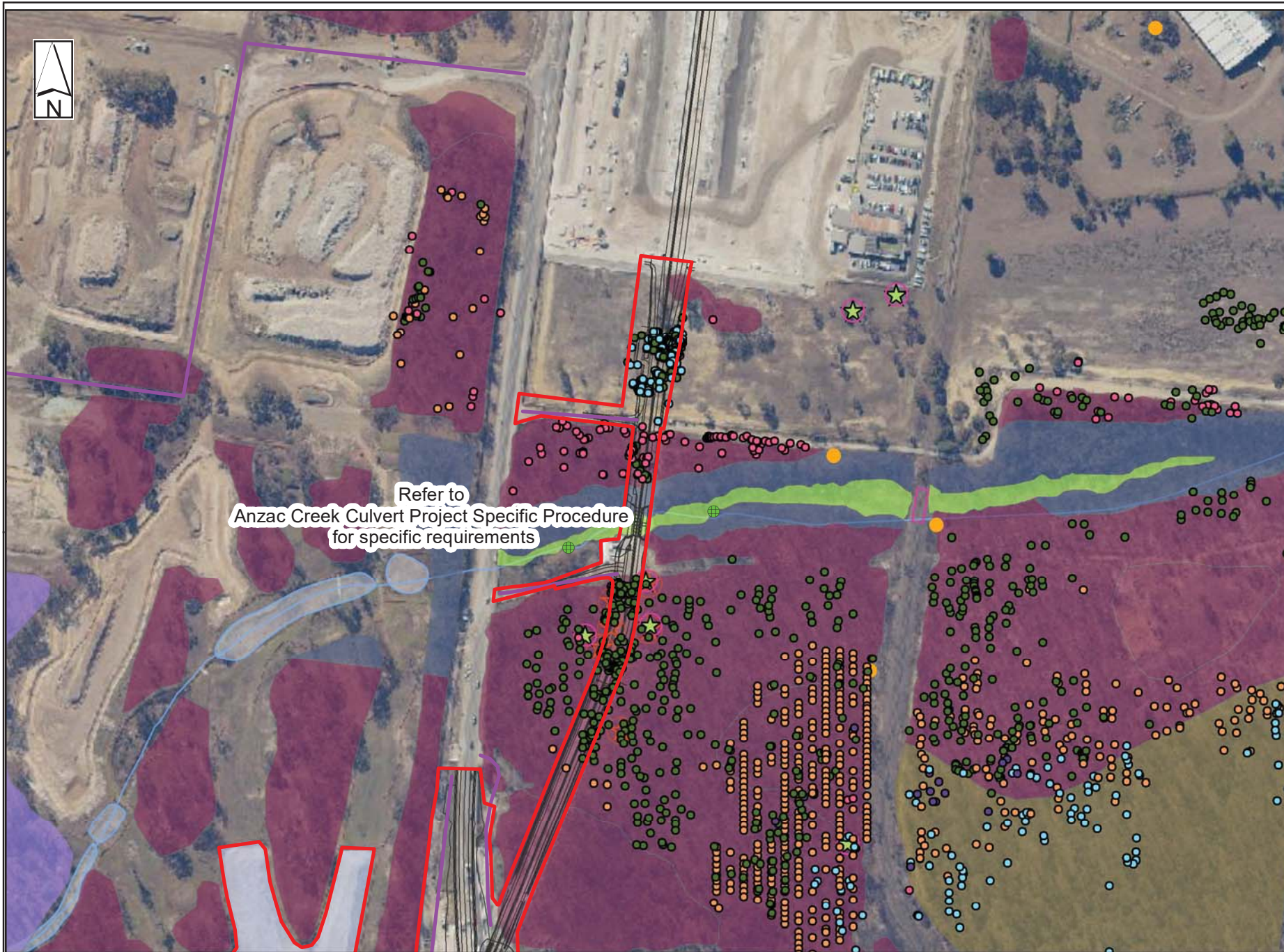
**SIMTA Moorebank Intermodal Terminal  
 Stage 1 - Rail Link  
 Ecology Constraints Sensitive Area Map**





**EXTENT**

**CPB CONTRACTORS**



**LEGEND**

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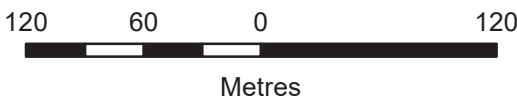
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Rail Link

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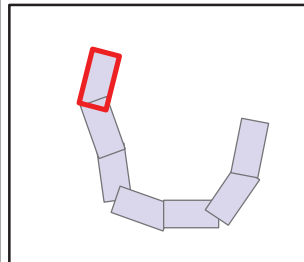
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 Stage 1 - Rail Link  
 Ecology Constraints Sensitive Area Map**



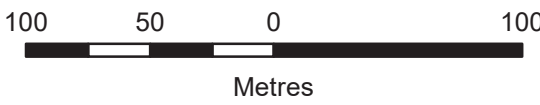


**EXTENT**



**Legend**

-  No-Go Fencing
-  Rail Link
-  Preferred Construction Boundary
-  No-Go Areas
-  Crushing stockpile site
-  GWS Temporary Stockpile
-  RAE Stockpile Site
-  RALP Compounds

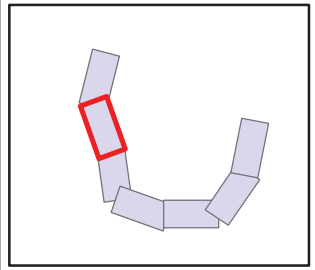


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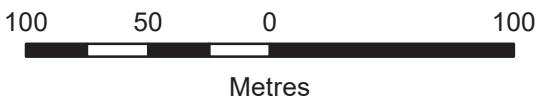


**EXTENT**



**Legend**

-  No-Go Fencing
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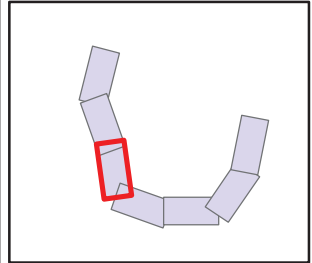


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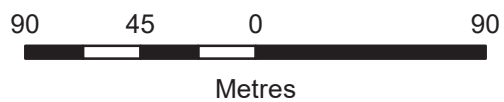
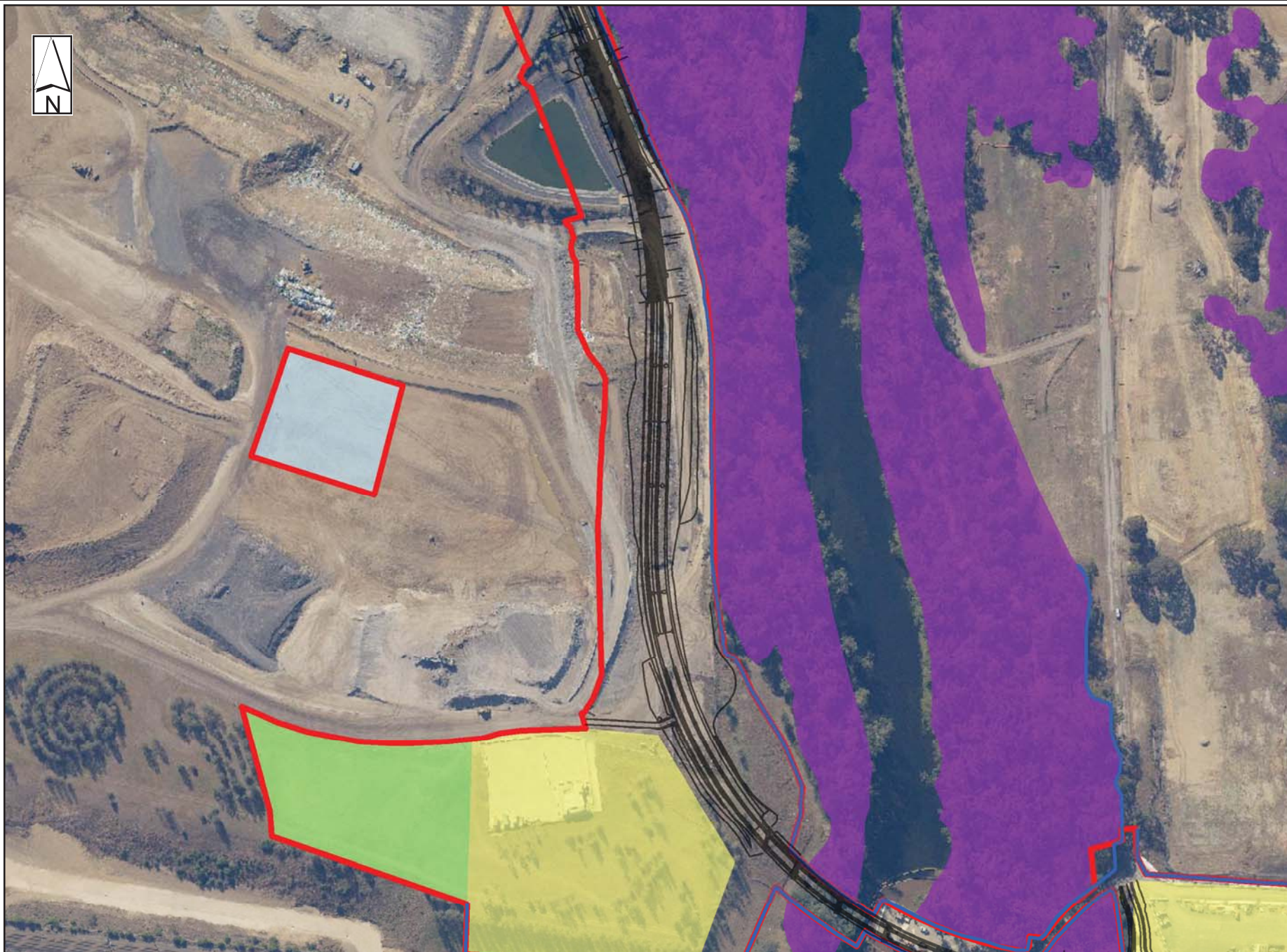


**EXTENT**



**Legend**

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-  Preferred Construction Boundary
-  No-Go Areas
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-  RAE Stockpile Site
-  RALP Compounds

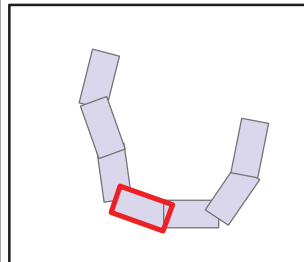


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Projection: Transverse Mercator  
Datum: GDA 1994  
Date: 6/12/2018  
Service Layer Credits:  
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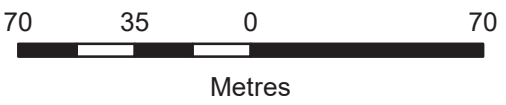
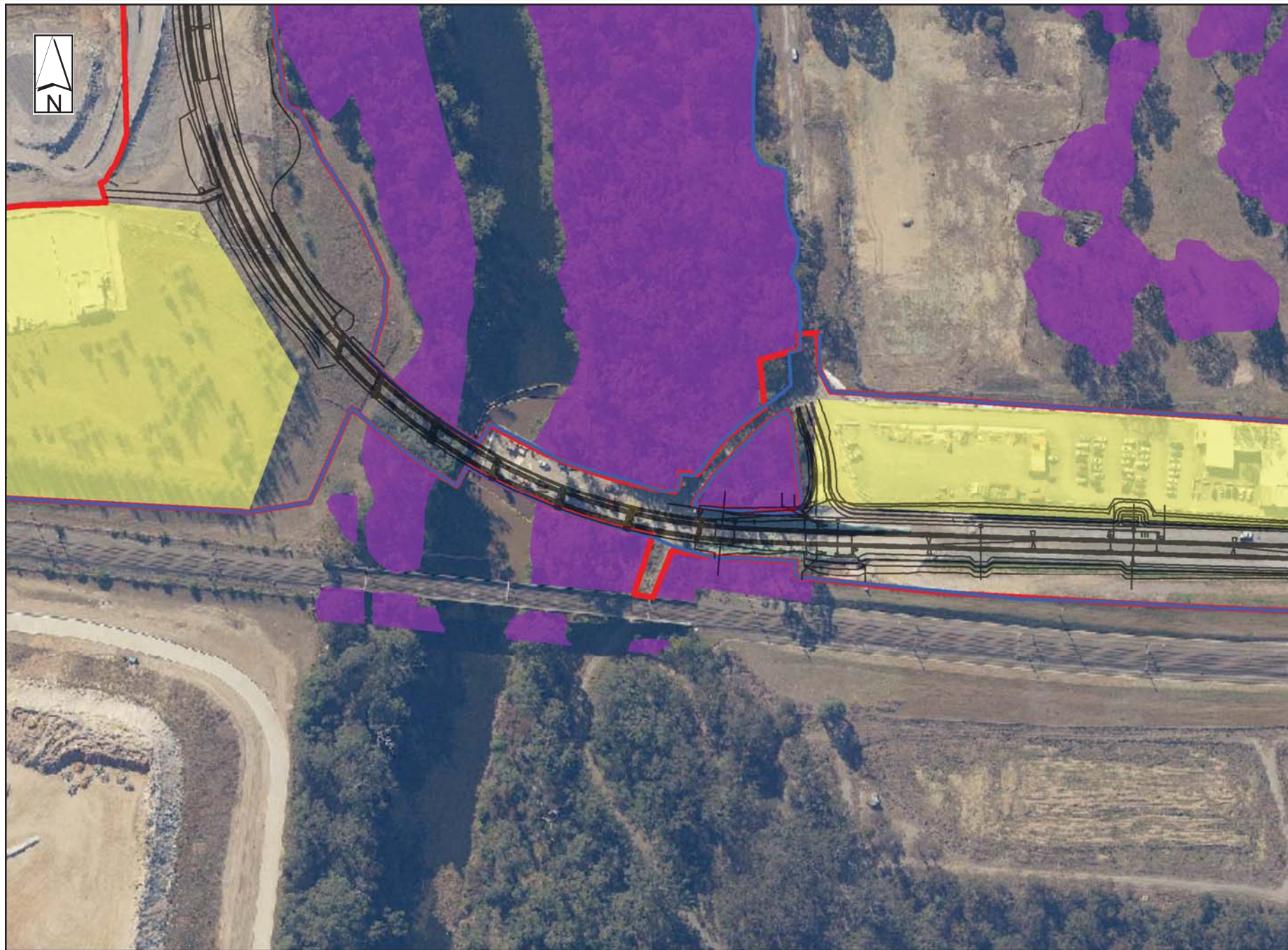


**EXTENT**



**Legend**

-  No-Go Fencing
-  Rail Link
-  Preferred Construction Boundary
-  No-Go Areas
-  Crushing stockpile site
-  GWS Temporary Stockpile
-  RAE Stockpile Site
-  RALP Compounds

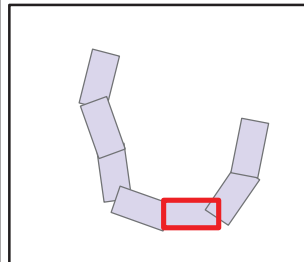


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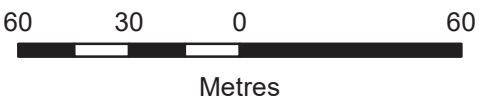


**EXTENT**



**Legend**

-  No-Go Fencing
-  Rail Link
-  Preferred Construction Boundary
-  No-Go Areas
-  Crushing stockpile site
-  GWS Temporary Stockpile
-  RAE Stockpile Site
-  RALP Compounds

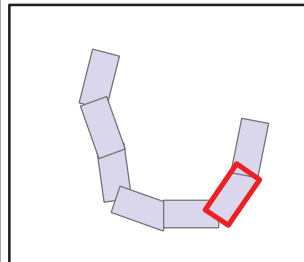


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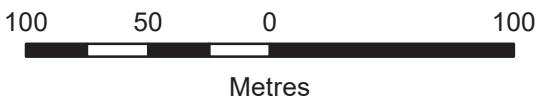
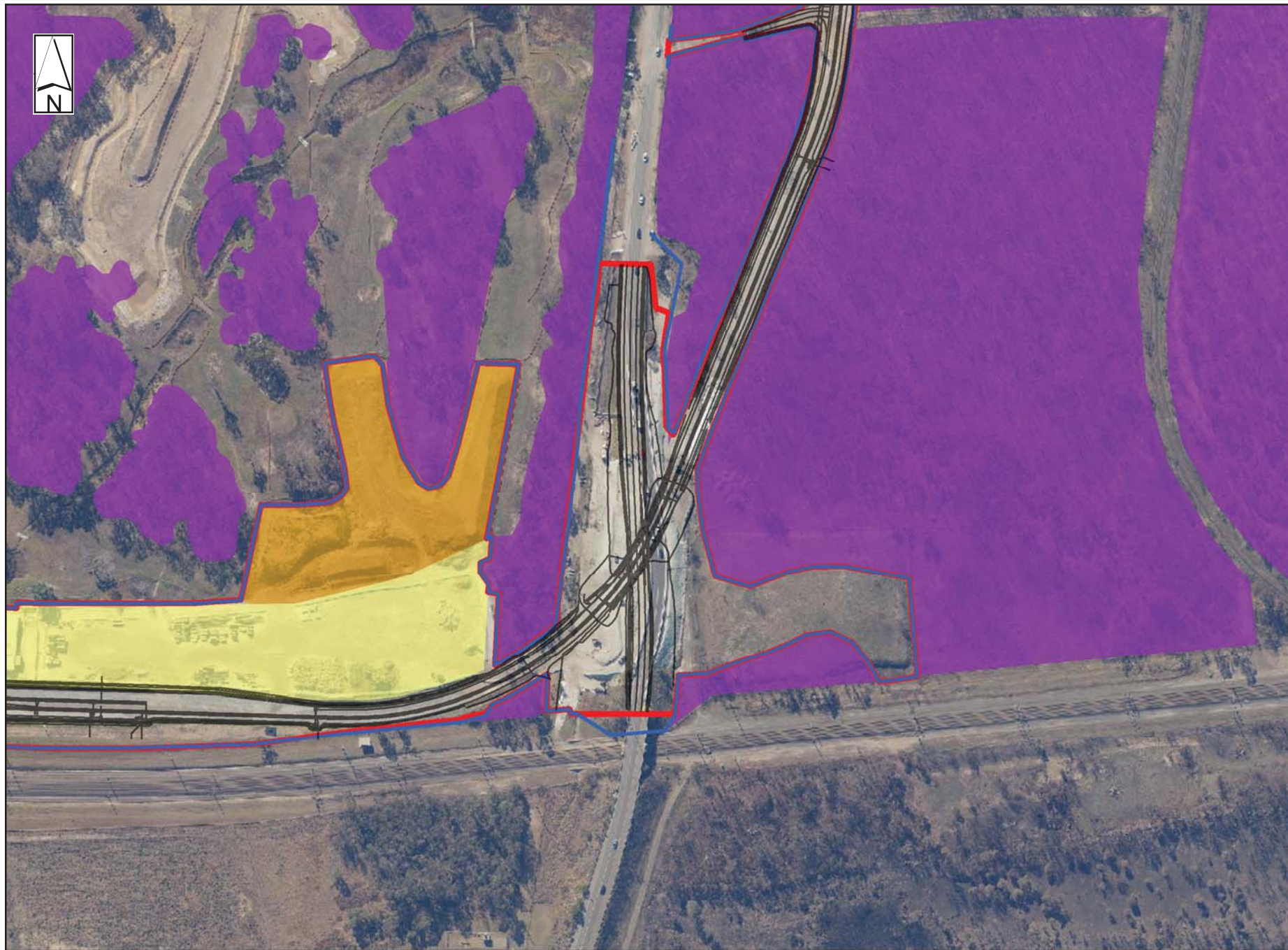


**EXTENT**



**Legend**

-  No-Go Fencing
-  Rail Link
-  Preferred Construction Boundary
-  No-Go Areas
-  Crushing stockpile site
-  GWS Temporary Stockpile
-  RAE Stockpile Site
-  RALP Compounds

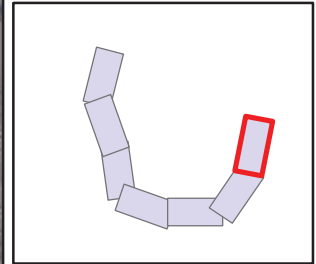


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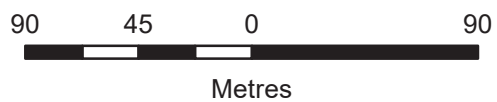


**EXTENT**



**Legend**

-  No-Go Fencing
-  Rail Link
-  Preferred Construction Boundary
-  No-Go Areas
-  Crushing stockpile site
-  GWS Temporary Stockpile
-  RAE Stockpile Site
-  RALP Compounds

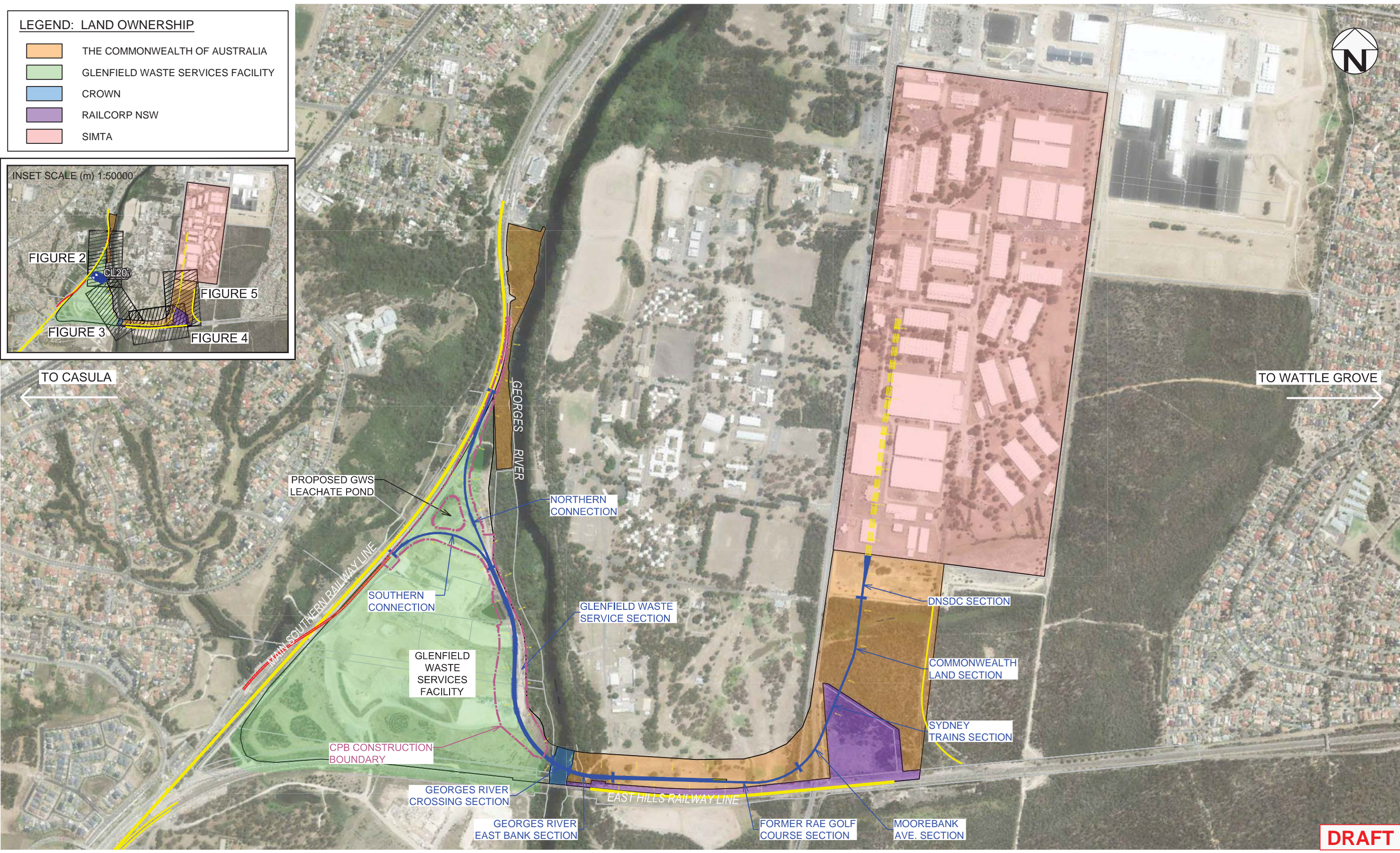
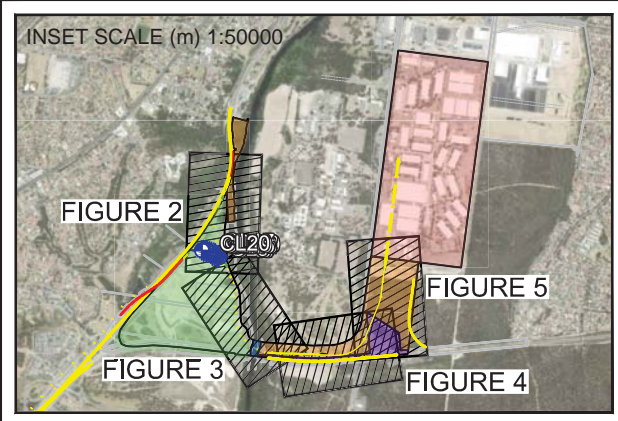


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Service Layer Credits:  
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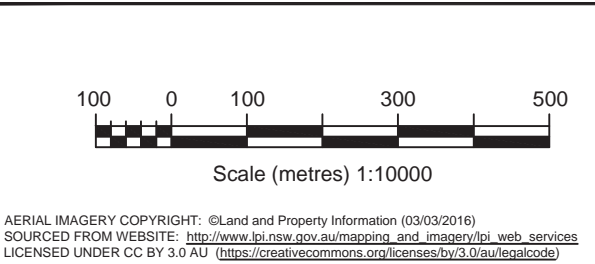
**LEGEND: LAND OWNERSHIP**

- THE COMMONWEALTH OF AUSTRALIA
- GLENFIELD WASTE SERVICES FACILITY
- CROWN
- RAILCORP NSW
- SIMTA



**DRAFT**

| no. | description    | drawn | approved | date |
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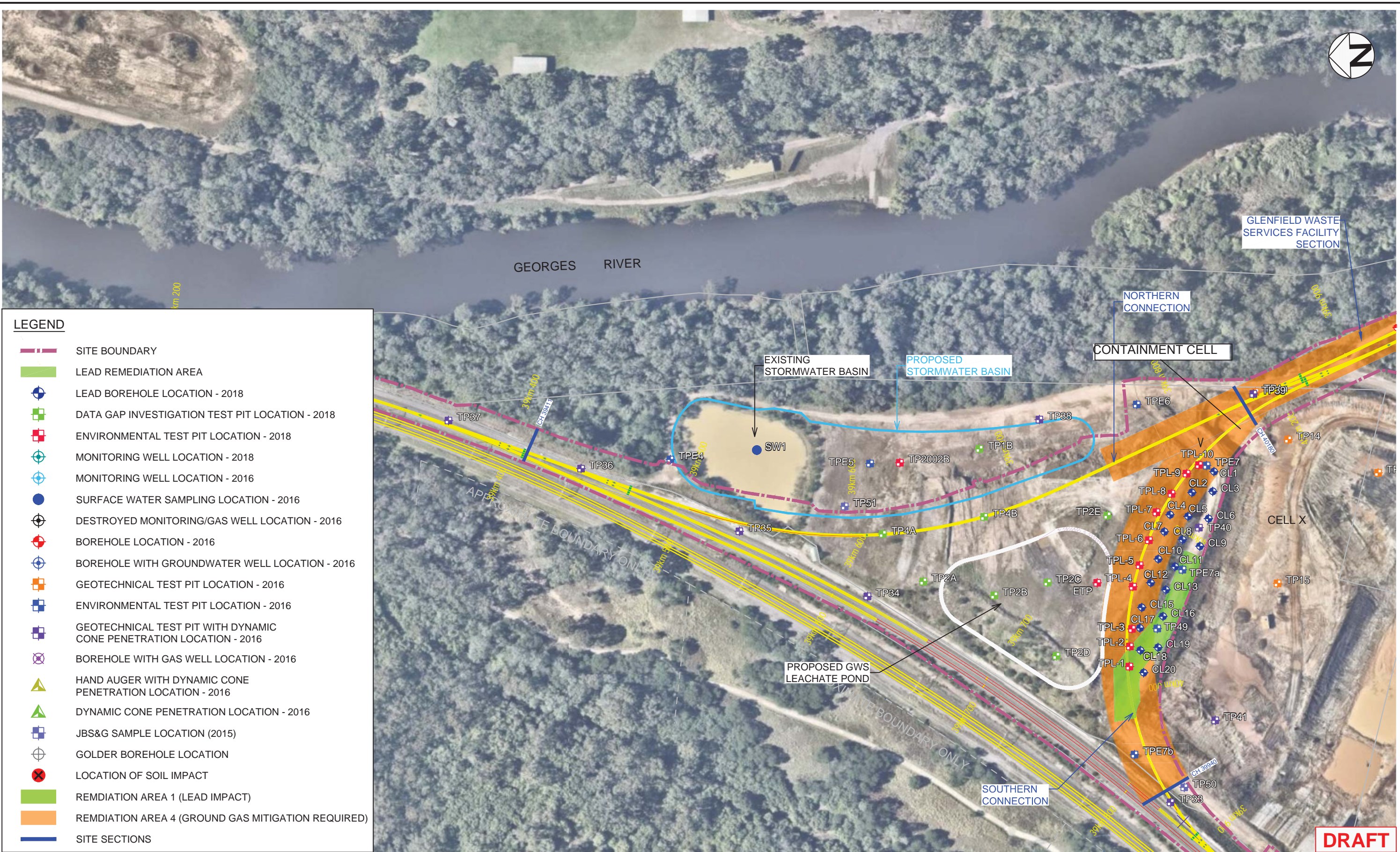
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| client:     | CPB CONTRACTORS PTY LTD   |            |          |
| project:    | MOOREBANK INTERMODAL RAIL LINK<br>REMEDIATION ACTION PLAN<br>MOOREBANK, NSW |            |          |
| title:      | SITE LOCALITY PLAN  |            |          |
| project no: | 754-GEOTLCOV24072AH-R02   | figure no: | FIGURE 1 |
| rev:        | A   |            |          |

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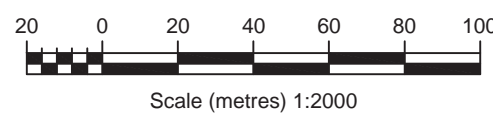
**LEGEND**

- SITE BOUNDARY
- LEAD REMEDIATION AREA
- ⊕ LEAD BOREHOLE LOCATION - 2018
- ⊕ DATA GAP INVESTIGATION TEST PIT LOCATION - 2018
- ⊕ ENVIRONMENTAL TEST PIT LOCATION - 2018
- ⊕ MONITORING WELL LOCATION - 2018
- ⊕ MONITORING WELL LOCATION - 2016
- SURFACE WATER SAMPLING LOCATION - 2016
- ⊕ DESTROYED MONITORING/GAS WELL LOCATION - 2016
- ⊕ BOREHOLE LOCATION - 2016
- ⊕ BOREHOLE WITH GROUNDWATER WELL LOCATION - 2016
- ⊕ GEOTECHNICAL TEST PIT LOCATION - 2016
- ⊕ ENVIRONMENTAL TEST PIT LOCATION - 2016
- ⊕ GEOTECHNICAL TEST PIT WITH DYNAMIC CONE PENETRATION LOCATION - 2016
- ⊕ BOREHOLE WITH GAS WELL LOCATION - 2016
- ▲ HAND AUGER WITH DYNAMIC CONE PENETRATION LOCATION - 2016
- ▲ DYNAMIC CONE PENETRATION LOCATION - 2016
- ⊕ JBS&G SAMPLE LOCATION (2015)
- ⊕ GOLDR BOREHOLE LOCATION
- ⊗ LOCATION OF SOIL IMPACT
- REMDIATION AREA 1 (LEAD IMPACT)
- REMDIATION AREA 4 (GROUND GAS MITIGATION REQUIRED)
- SITE SECTIONS

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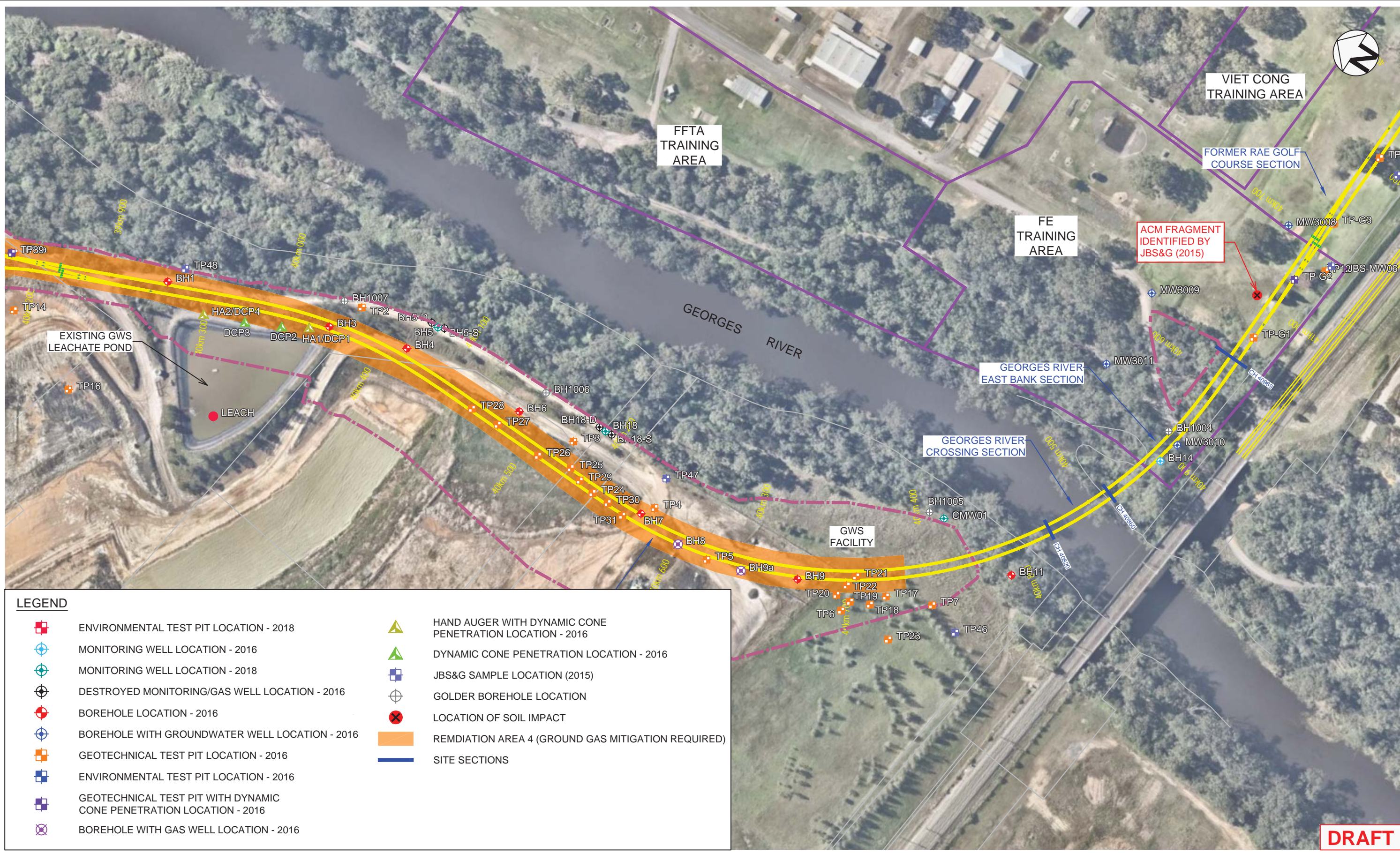
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| client:     | CPB CONTRACTORS PTY LTD  |            |          |
| project:    | MOOREBANK INTERMODAL RAIL LINK<br>REMEDATION ACTION PLAN<br>MOOREBANK, NSW |            |          |
| title:      | REMEDATION AREA<br>SHEET 1 OF 4  |            |          |
| project no: | 754-GEOTLCOV24072AH-R02  | figure no: | FIGURE 2 |
| rev:        | A  |            |          |



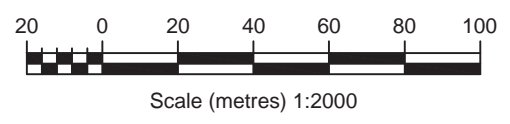
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| LEGEND |   |
|--------|---|
|        | ENVIRONMENTAL TEST PIT LOCATION - 2018                              |
|        | MONITORING WELL LOCATION - 2016                                     |
|        | MONITORING WELL LOCATION - 2018                                     |
|        | DESTROYED MONITORING/GAS WELL LOCATION - 2016                       |
|        | BOREHOLE LOCATION - 2016  |
|        | BOREHOLE WITH GROUNDWATER WELL LOCATION - 2016                      |
|        | GEOTECHNICAL TEST PIT LOCATION - 2016                               |
|        | ENVIRONMENTAL TEST PIT LOCATION - 2016                              |
|        | GEOTECHNICAL TEST PIT WITH DYNAMIC CONE PENETRATION LOCATION - 2016 |
|        | BOREHOLE WITH GAS WELL LOCATION - 2016                              |
|        | HAND AUGER WITH DYNAMIC CONE PENETRATION LOCATION - 2016            |
|        | DYNAMIC CONE PENETRATION LOCATION - 2016                            |
|        | JBS&G SAMPLE LOCATION (2015)  |
|        | GOLDER BOREHOLE LOCATION  |
|        | LOCATION OF SOIL IMPACT   |
|        | REMEDIATION AREA 4 (GROUND GAS MITIGATION REQUIRED)                 |
|        | SITE SECTIONS   |

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| client:     | CPB CONTRACTORS PTY LTD   |            |          |
| project:    | MOOREBANK INTERMODAL RAIL LINK<br>REMEDIATION ACTION PLAN<br>MOOREBANK, NSW |            |          |
| title:      | REMEDIATION AREA<br>SHEET 2 OF 4  |            |          |
| project no: | 754-GEOTLCOV24072AH-R02   | figure no: | FIGURE 3 |
| rev:        | A   |            |          |



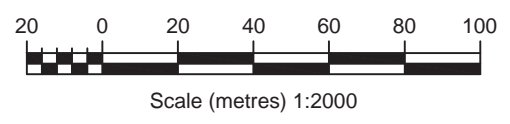
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| LEGEND |   |
|--------|---|
|        | ENVIRONMENTAL TEST PIT LOCATION - 2018                              |
|        | MONITORING WELL LOCATION - 2016                                     |
|        | MONITORING WELL LOCATION - 2018                                     |
|        | DESTROYED MONITORING/GAS WELL LOCATION - 2016                       |
|        | BOREHOLE LOCATION - 2016  |
|        | BOREHOLE WITH GROUNDWATER WELL LOCATION - 2016                      |
|        | GEOTECHNICAL TEST PIT LOCATION - 2016                               |
|        | ENVIRONMENTAL TEST PIT LOCATION - 2016                              |
|        | GEOTECHNICAL TEST PIT WITH DYNAMIC CONE PENETRATION LOCATION - 2016 |
|        | BOREHOLE WITH GAS WELL LOCATION - 2016                              |
|        | HAND AUGER WITH DYNAMIC CONE PENETRATION LOCATION - 2016            |
|        | DYNAMIC CONE PENETRATION LOCATION - 2016                            |
|        | JBS&G SAMPLE LOCATION (2015)  |
|        | GOLDER BOREHOLE LOCATION  |
|        | LOCATION OF SOIL IMPACT   |
|        | REMDIATION AREA 2 AND 3 (ASBESTOS IMPACT)                           |
|        | SITE SECTIONS   |

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| client:     | CPB CONTRACTORS PTY LTD   |            |          |
| project:    | MOOREBANK INTERMODAL RAIL LINK<br>REMEDIATION ACTION PLAN<br>MOOREBANK, NSW |            |          |
| title:      | REMEDIATION AREA<br>SHEET 3 OF 4  |            |          |
| project no: | 754-GEOTLCOV24072AH-R02   | figure no: | FIGURE 4 |
| rev:        | A   |            |          |





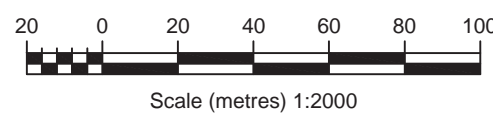
**LEGEND**

|  |   |  |  |
|--|---|--|--|
|  | ENVIRONMENTAL TEST PIT LOCATION - 2018                              |  | HAND AUGER WITH DYNAMIC CONE PENETRATION LOCATION - 2016 |
|  | MONITORING WELL LOCATION - 2016                                     |  | DYNAMIC CONE PENETRATION LOCATION - 2016                 |
|  | MONITORING WELL LOCATION - 2018                                     |  | JBS&G SAMPLE LOCATION (2015)                             |
|  | DESTROYED MONITORING/GAS WELL LOCATION - 2016                       |  | GOLDER BOREHOLE LOCATION                                 |
|  | BOREHOLE LOCATION - 2016  |  | LOCATION OF SOIL IMPACT                                  |
|  | BOREHOLE WITH GROUNDWATER WELL LOCATION - 2016                      |  | REMDIATION AREA 2 AND 3 (ASBESTOS IMPACT)                |
|  | GEOTECHNICAL TEST PIT LOCATION - 2016                               |  | SITE SECTIONS  |
|  | ENVIRONMENTAL TEST PIT LOCATION - 2016                              |  |  |
|  | GEOTECHNICAL TEST PIT WITH DYNAMIC CONE PENETRATION LOCATION - 2016 |  |  |
|  | BOREHOLE WITH GAS WELL LOCATION - 2016                              |  |  |

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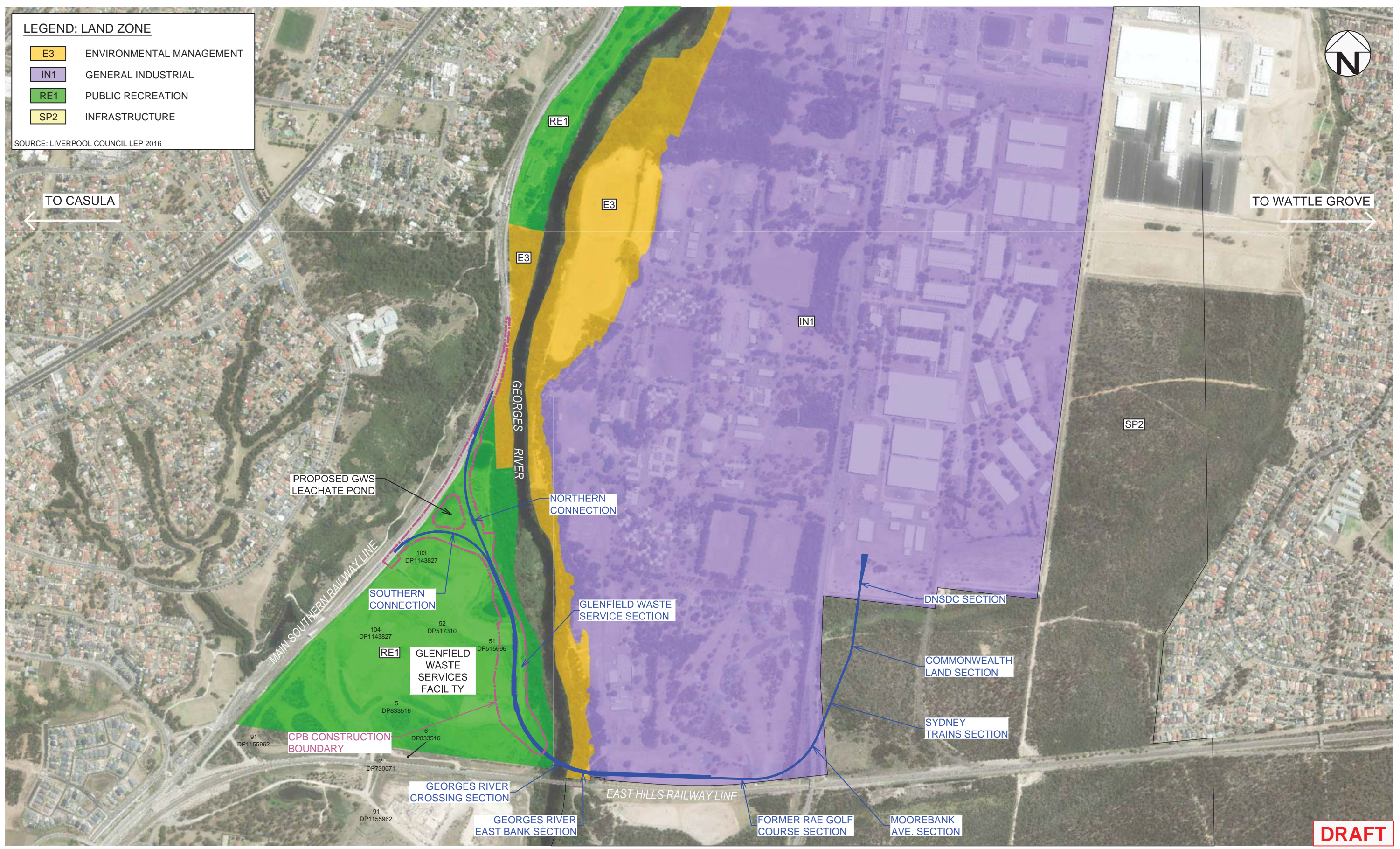
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| project:    | MOOREBANK INTERMODAL RAIL LINK<br>REMEDIATION ACTION PLAN<br>MOOREBANK, NSW |            |          |
| title:      | REMEDIATION AREA<br>SHEET 4 OF 4  |            |          |
| project no: | 754-GEOTLCOV24072AH-R02   | figure no: | FIGURE 5 |
| rev:        | A   |            |          |



**LEGEND: LAND ZONE**

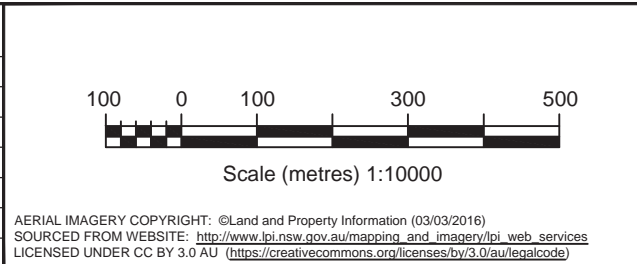
- E3 ENVIRONMENTAL MANAGEMENT
- IN1 GENERAL INDUSTRIAL
- RE1 PUBLIC RECREATION
- SP2 INFRASTRUCTURE

SOURCE: LIVERPOOL COUNCIL LEP 2016



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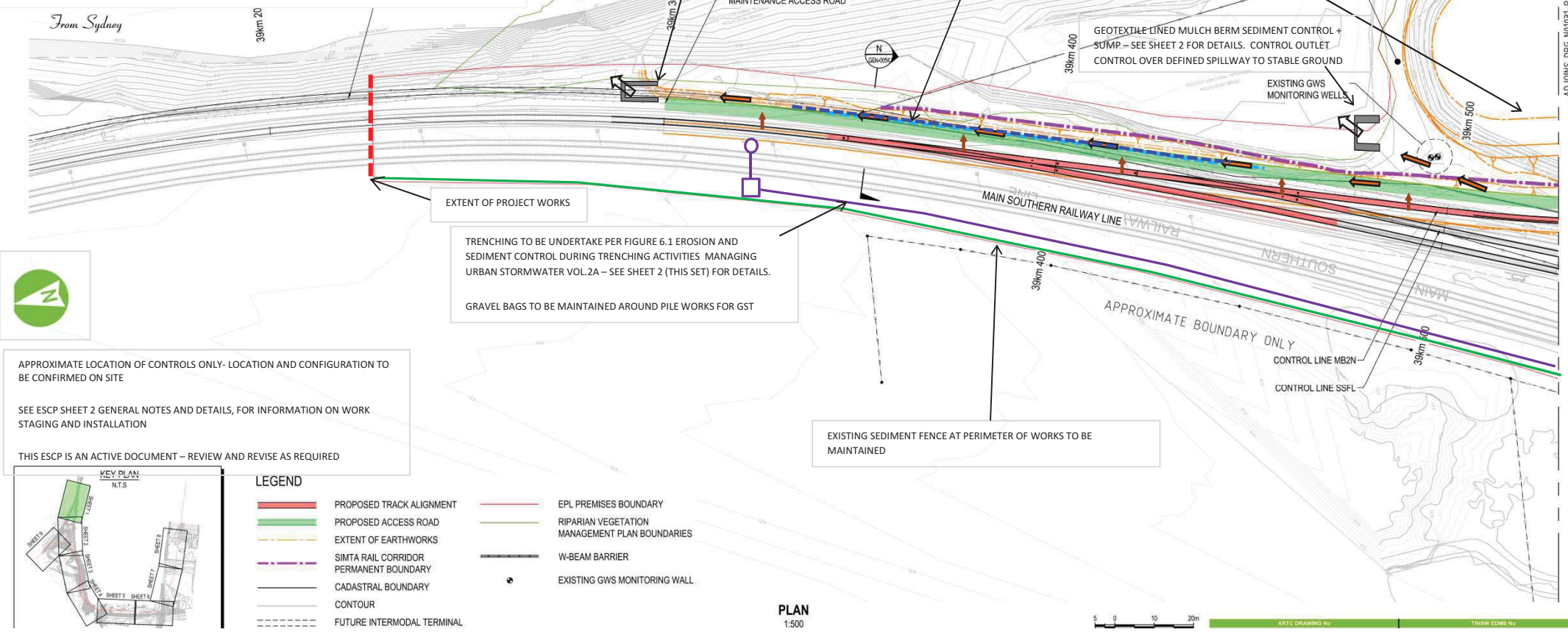
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| project:    | MOOREBANK INTERMODAL RAIL LINK<br>REMEDATION ACTION PLAN<br>MOOREBANK, NSW |            |          |
| title:      | SITE IDENTIFICATION AND LAND ZONE  |            |          |
| project no: | 754-GEOTLCOV24072AH-R02  | figure no: | FIGURE 6 |
| rev:        | A  |            |          |

PLOT DATE: 20/09/2018 11:10:04 AM DWG FILE: \\NTS779F81.TT.LOCAL\DATA\TECHNICAL\GEOTECHNICAL\PROJECTS\GEOTLCOV24072AH\MIRL\_RESDESIGN\CAD\754-GEOTLCOV24072AH\R02.DWG



| KEY | EXTENT OF PROJECT WORKS                           |  | COMPACTED EARTH/TOPSOIL BERM<br>- STABILISE WHERE INDICATED |
|-----|---|--|---|
|     | SEDIMENT FENCE PER SD 6-8 SHEET 2                 |  | MULCH BERM/PERIMETER SEDIMENT CONTROL - MIN 400M HIGH       |
|     | SITE WATER FROM SEDIMENT CONTROL                  |  | GEOTEXTILE FLUME  |
|     | STABLE CONSTRUCTION ACCESS PER SD 6-14 SHEET 2    |  | GATE  |
|     | CHANNELISED FLOW - SITE WATER                     |  | CHANNELISED FLOW - OFF SITE WATER                           |
|     | GENERAL FALL OF SURFACE - SITE                    |  | GENERAL FALL OF SURFACE - OFF SITE                          |
|     | SEDIMENT CONTROL - GEOTEXTILE LINED WITH SUMP     |  | GEOTEXTILE SPILLWAY OVER COMPACTED EARTH BERM               |
|     | SCRATCH DRAIN ACROSS FORMATION                    |  | CHECK DAM - SAND / GRAVEL BAG                               |
|     | SEDIMENT CONTROL BASIN - SEE BASIN SCHEDULE       |  | APPROX LIMIT OF CATCHMENT TO BASIN                          |
|     | TEMPORARY DAM - BULKER BAGS WRAPPED IN GEOTEXTILE |  | PUMP AROUND - STABILISE INLET AND OUTLET AREAS              |
|     | SERVICES WORKS - ELECTRICAL/COMMS/GST             |  | DRAINAGE WORKS - SEE DRAINAGE PLANS                         |
|     | PIPE CULVERT                                      |  | HARD STAND - WITH GEOTEXTILE BERM AT PERIMETER              |

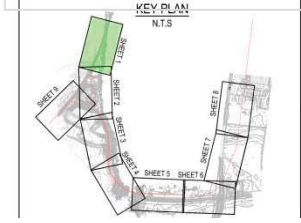
LOCATION OF CONTROLS APPROXIMATE ONLY - LOCATION TO BE CONFIRMED ON SITE AND MAINTAINED WITHIN APPROVED LIMIT OF WORKS



APPROXIMATE LOCATION OF CONTROLS ONLY- LOCATION AND CONFIGURATION TO BE CONFIRMED ON SITE

SEE ESCP SHEET 2 GENERAL NOTES AND DETAILS, FOR INFORMATION ON WORK STAGING AND INSTALLATION

THIS ESCP IS AN ACTIVE DOCUMENT - REVIEW AND REVISE AS REQUIRED



| LEGEND |   |
|--------|---|
|        | PROPOSED TRACK ALIGNMENT                        |
|        | PROPOSED ACCESS ROAD                            |
|        | EXTENT OF EARTHWORKS                            |
|        | SIMTA RAIL CORRIDOR PERMANENT BOUNDARY          |
|        | CADASTRAL BOUNDARY                              |
|        | CONTOUR   |
|        | FUTURE INTERMODAL TERMINAL                      |
|        | EPL PREMISES BOUNDARY                           |
|        | RIPIARIAN VEGETATION MANAGEMENT PLAN BOUNDARIES |
|        | W-BEAM BARRIER                                  |
|        | EXISTING GWS MONITORING WALL                    |



ErSed Environmental Pty Ltd  
PO Box 1124 Leichhardt 2040

M. 0424 203 046  
E.info@ersed.com.au

SHEETS IN THIS PLAN SET

- GENERAL ARRANGEMENT - 1001-1009
- GENERAL NOTES AND DETAILS TO ESCP - 2001-2002

|                |            |
|----------------|------------|
| ERSED REF:     | 16006      |
| DRAWN          | CV         |
| CREATED        | AUG 2016   |
| DATE THIS AMDT | 14 SEPT 16 |
| CLIENT         | CPB        |

| PRIMARY EROSION AND SEDIMENT CONTROL PLAN                                    |        |        |      |  |
|--|--------|--------|------|--|
| GENERAL ARRANGEMENT- SIMTA MOOREBANK INTERMODAL TERMINAL STAGE 1 - RAIL LINK |        |        |      |  |
| PESCP  | 1001   | 1 of 9 | 0    |  |
| PREFIX   | NUMBER | SHEET  | AMDT |  |

AD/JOINS DRG N01031-PWD-DRG-GEN-0011



| KEY |   |  |  |
|-----|---|--|--|
|     | EXTENT OF PROJECT WORKS                           |  | COMPACTED EARTH/TOPSOIL BERM - STABILISE WHERE INDICATED |
|     | SEDIMENT FENCE PER SD 6-8 SHEET 2                 |  | MULCH BERM/PERIMETER SEDIMENT CONTROL - MIN 400M HIGH    |
|     | SITE WATER FROM SEDIMENT CONTROL                  |  | GEOTEXTILE FLUME   |
|     | STABLE CONSTRUCTION ACCESS PER SD 6-14 SHEET 2    |  | GATE   |
|     | CHANNELISED FLOW - SITE WATER                     |  | CHANNELISED FLOW - OFF SITE WATER                        |
|     | GENERAL FALL OF SURFACE - SITE                    |  | GENERAL FALL OF SURFACE - OFF SITE                       |
|     | SEDIMENT CONTROL - GEOTEXTILE LINED WITH SUMP     |  | GEOTEXTILE SPILLWAY OVER COMPACTED EARTH BERM            |
|     | SCRATCH DRAIN ACROSS FORMATION                    |  | CHECK DAM - SAND / GRAVEL BAG                            |
|     | SEDIMENT CONTROL BASIN - SEE BASIN SCHEDULE       |  | APPROX LIMIT OF CATCHMENT TO BASIN                       |
|     | TEMPORARY DAM - BULKER BAGS WRAPPED IN GEOTEXTILE |  | PUMP AROUND - STABILISE INLET AND OUTLET AREAS           |
|     | SERVICES WORKS - ELECTRICAL/COMMS/GST             |  | DRAINAGE WORKS - SEE DRAINAGE PLANS                      |
|     | PIPE CULVERT                                      |  | HARD STAND - WITH GEOTEXTILE BERM AT PERIMETER           |

LOCATION OF CONTROLS APPROXIMATE ONLY - LOCATION TO BE CONFIRMED ON SITE AND MAINTAINED WITHIN APPROVED LIMIT OF WORKS

DIRECT WATER FROM WORK AREA TO SEDIMENT CONTROL BASIN - SEE BASIN SCHEDULE SHEET 2 FOR DETAILS. INCLUDE LINED DRAIN WITH BERMS EITHER SIDE AS REQUIRED TO ISOLATE BASIN AND DRAIN FROM LANDFILL CATCHMENT. BASIN LOCATION IS YET TO BE CONFIRMED - OUTLET TO STABLE AREA

ENFIELD WASTE FACILITY SITE & DETENTION BASIN

TEAM TO FACILITATE STORMWATER IN BASIN MAINTENANCE

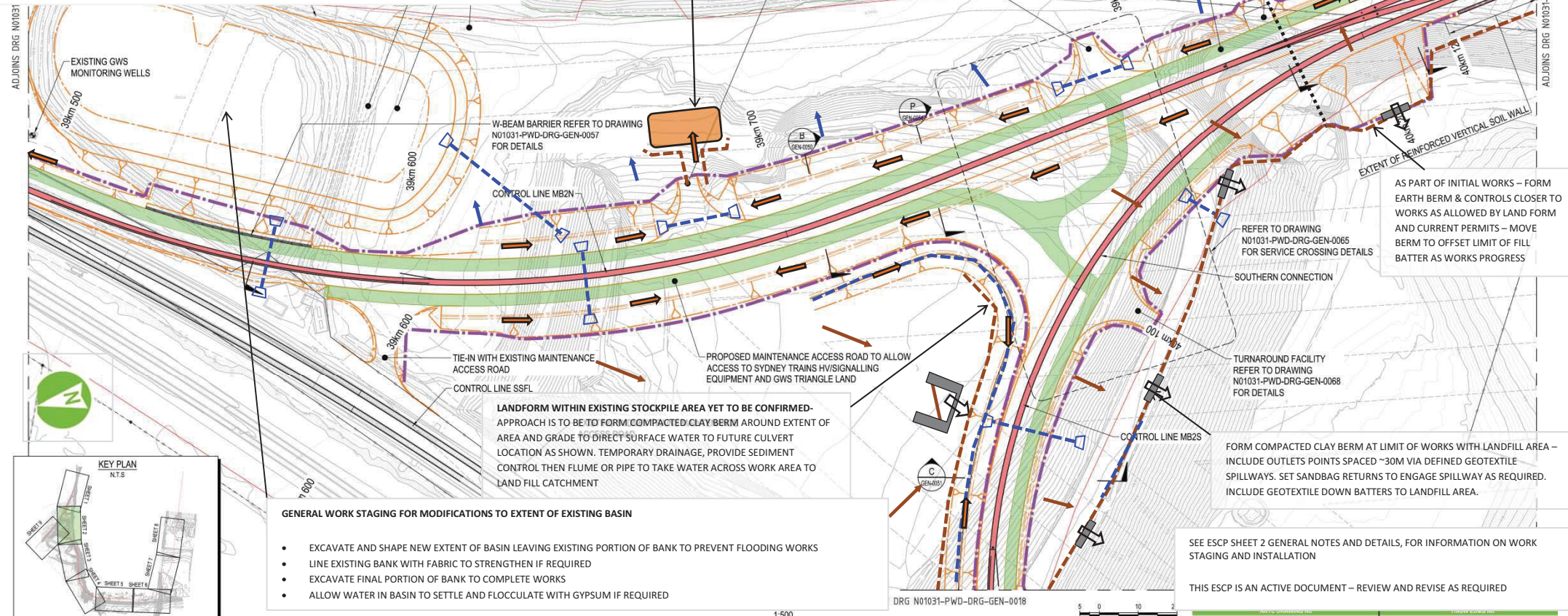
MAINTENANCE ACCESS ROAD

TURNAROUND FACILITY REFER TO DRAWING N01031-PWD-DRG-GEN-0068 FOR DETAILS

### LEGEND

|  |  |  |  |
|--|--|--|--|
|  | PROPOSED TRACK ALIGNMENT               |  | EPL PREMISES BOUNDARY                          |
|  | PROPOSED ACCESS ROAD                   |  | RIPARIAN VEGETATION MANAGEMENT PLAN BOUNDARIES |
|  | EXTENT OF EARTHWORKS                   |  | W-BEAM BARRIER                                 |
|  | SIMTA RAIL CORRIDOR PERMANENT BOUNDARY |  | EXISTING GWS MONITORING WALL                   |
|  | CADASTRAL BOUNDARY                     |  |  |
|  | CONTOUR                                |  |  |
|  | FUTURE INTERMODAL TERMINAL             |  |  |

To Moorebank Inex Terminal



LANDFORM WITHIN EXISTING STOCKPILE AREA YET TO BE CONFIRMED - APPROACH IS TO BE TO FORM COMPACTED CLAY BERM AROUND EXTENT OF AREA AND GRADE TO DIRECT SURFACE WATER TO FUTURE CULVERT LOCATION AS SHOWN. TEMPORARY DRAINAGE, PROVIDE SEDIMENT CONTROL THEN FLUME OR PIPE TO TAKE WATER ACROSS WORK AREA TO LAND FILL CATCHMENT

#### GENERAL WORK STAGING FOR MODIFICATIONS TO EXTENT OF EXISTING BASIN

- EXCAVATE AND SHAPE NEW EXTENT OF BASIN LEAVING EXISTING PORTION OF BANK TO PREVENT FLOODING WORKS
- LINE EXISTING BANK WITH FABRIC TO STRENGTHEN IF REQUIRED
- EXCAVATE FINAL PORTION OF BANK TO COMPLETE WORKS
- ALLOW WATER IN BASIN TO SETTLE AND FLOCCULATE WITH GYPSUM IF REQUIRED



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#### SHEETS IN THIS PLAN SET

1. GENERAL ARRANGEMENT - 1001-1009
2. GENERAL NOTES AND DETAILS TO ESCP - 2001-2002

ERSED REF:

16006

DRAWN

CV

CREATED

AUG 2016

DATE THIS AMDT

14 SEPT 16

CLIENT

CPB

#### PRIMARY EROSION AND SEDIMENT CONTROL PLAN

GENERAL ARRANGEMENT - SIMTA MOOREBANK INTERMODAL TERMINAL STAGE 1 - RAIL LINK

PESCP 1002

1 of 9

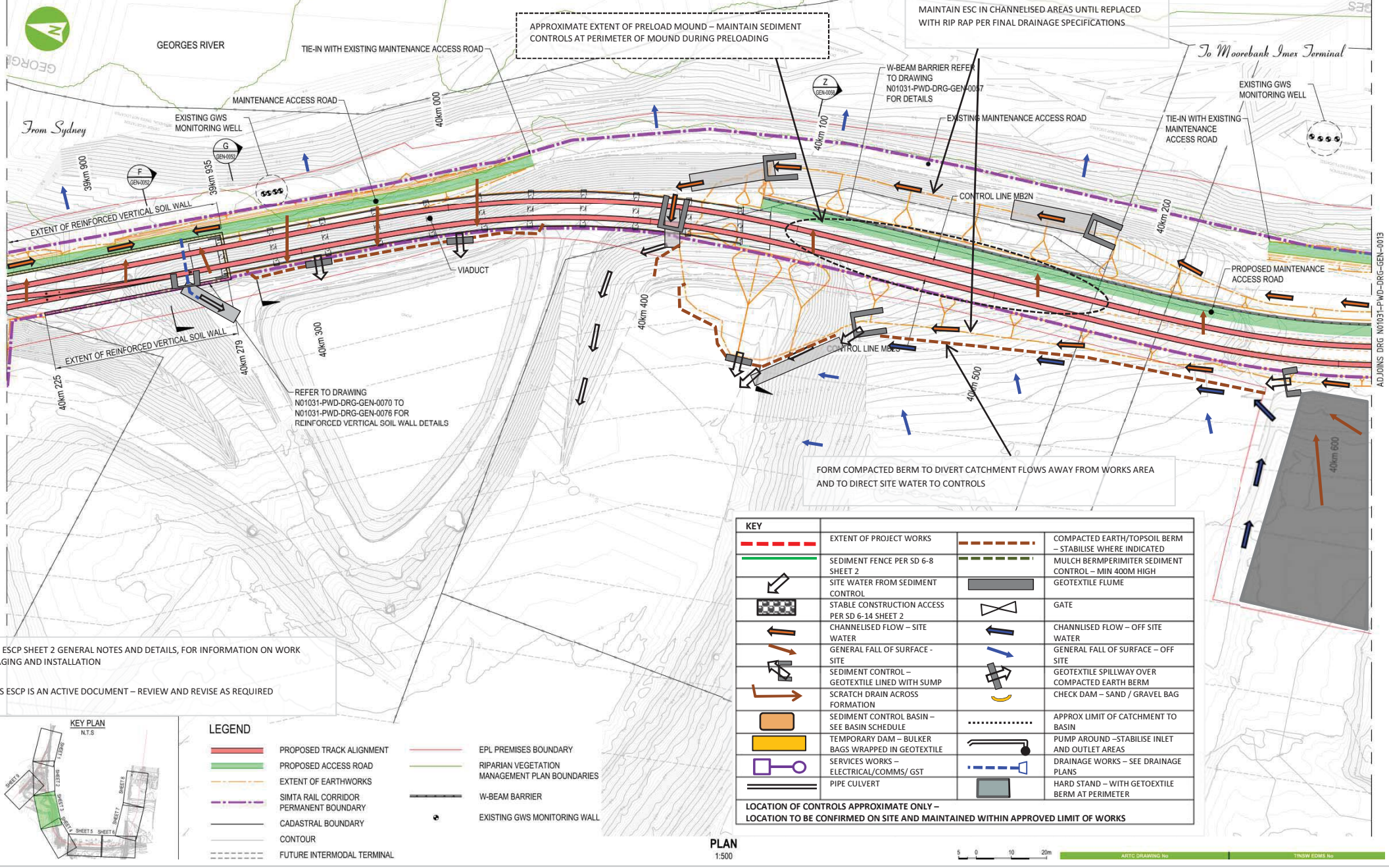
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PREFIX NUMBER

SHEET

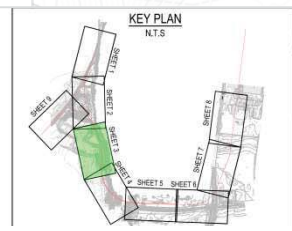
AMDT





SEE ESCP SHEET 2 GENERAL NOTES AND DETAILS, FOR INFORMATION ON WORK STAGING AND INSTALLATION

THIS ESCP IS AN ACTIVE DOCUMENT – REVIEW AND REVISE AS REQUIRED



| LEGEND |  |
|--------|--|
|        | PROPOSED TRACK ALIGNMENT                       |
|        | PROPOSED ACCESS ROAD                           |
|        | EXTENT OF EARTHWORKS                           |
|        | SIMTA RAIL CORRIDOR PERMANENT BOUNDARY         |
|        | CADASTRAL BOUNDARY                             |
|        | CONTOUR  |
|        | FUTURE INTERMODAL TERMINAL                     |
|        | EPL PREMISES BOUNDARY                          |
|        | RIPARIAN VEGETATION MANAGEMENT PLAN BOUNDARIES |
|        | W-BEAM BARRIER                                 |
|        | EXISTING GWS MONITORING WELL                   |

| KEY |   |  |  |
|-----|---|--|--|
|     | EXTENT OF PROJECT WORKS                           |  | COMPACTED EARTH/TOPSOIL BERM – STABILISE WHERE INDICATED               |
|     | SEDIMENT FENCE PER SD 6-8 SHEET 2                 |  | MULCH BERM/PERIMETER SEDIMENT CONTROL – MIN 400M HIGH GEOTEXTILE FLUME |
|     | SITE WATER FROM SEDIMENT CONTROL                  |  | GATE   |
|     | STABLE CONSTRUCTION ACCESS PER SD 6-14 SHEET 2    |  | CHANNLISED FLOW – OFF SITE WATER                                       |
|     | CHANNLISED FLOW – SITE WATER                      |  | GENERAL FALL OF SURFACE – OFF SITE                                     |
|     | GENERAL FALL OF SURFACE – SITE                    |  | GEOTEXTILE SPILLWAY OVER COMPACTED EARTH BERM                          |
|     | SEDIMENT CONTROL – GEOTEXTILE LINED WITH SUMP     |  | CHECK DAM – SAND / GRAVEL BAG FORMATION                                |
|     | SCRATCH DRAIN ACROSS FORMATION                    |  | SEDIMENT CONTROL BASIN – SEE BASIN SCHEDULE                            |
|     | TEMPORARY DAM – BULKER BAGS WRAPPED IN GEOTEXTILE |  | APPROX LIMIT OF CATCHMENT TO BASIN                                     |
|     | SERVICES WORKS – ELECTRICAL/COMMS/ GST            |  | PUMP AROUND – STABILISE INLET AND OUTLET AREAS                         |
|     | PIPE CULVERT                                      |  | DRAINAGE WORKS – SEE DRAINAGE PLANS                                    |
|     |   |  | HARD STAND – WITH GETOEXTILE BERM AT PERIMETER                         |

LOCATION OF CONTROLS APPROXIMATE ONLY – LOCATION TO BE CONFIRMED ON SITE AND MAINTAINED WITHIN APPROVED LIMIT OF WORKS

PLAN 1:500



ARTC DRAWING No. TNSW EDMS No.



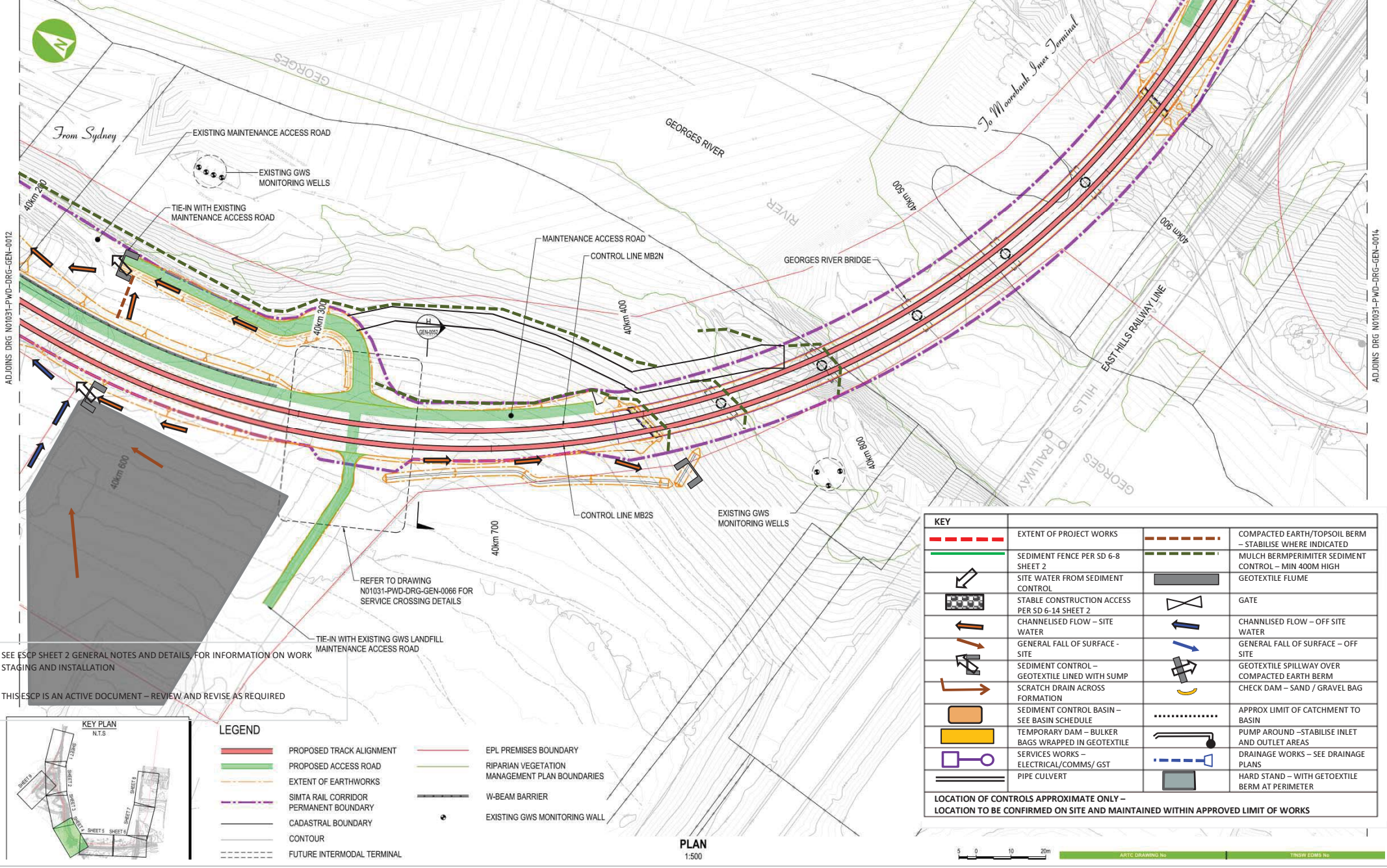
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 E. info@ersed.com.au

SHEETS IN THIS PLAN SET  
 1. GENERAL ARRANGEMENT – 1001-1009  
 2. GENERAL NOTES AND DETAILS TO ESCP - 2001-2002

|                |            |
|----------------|------------|
| ERSED REF:     | 16006      |
| DRAWN          | CV         |
| CREATED        | AUG 2016   |
| DATE THIS AMDT | 14 SEPT 16 |
| CLIENT         | CPB        |

| PRIMARY EROSION AND SEDIMENT CONTROL PLAN                                    |        |        |      |
|--|--------|--------|------|
| GENERAL ARRANGEMENT- SIMTA MOOREBANK INTERMODAL TERMINAL STAGE 1 – RAIL LINK |        |        |      |
| PESCP  | 1003   | 1 of 9 | 0    |
| PREFIX   | NUMBER | SHEET  | AMDT |



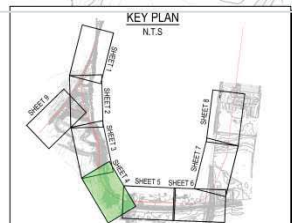


ADJOINS DRG N01031-PWD-DRG-GEN-0012

ADJOINS DRG N01031-PWD-DRG-GEN-0014

SEE ESCP SHEET 2 GENERAL NOTES AND DETAILS, FOR INFORMATION ON WORK STAGING AND INSTALLATION

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| LEGEND |  |
|--------|--|
|        | PROPOSED TRACK ALIGNMENT                       |
|        | PROPOSED ACCESS ROAD                           |
|        | EXTENT OF EARTHWORKS                           |
|        | SIMTA RAIL CORRIDOR PERMANENT BOUNDARY         |
|        | CADASTRAL BOUNDARY                             |
|        | CONTOUR  |
|        | FUTURE INTERMODAL TERMINAL                     |
|        | EPL PREMISES BOUNDARY                          |
|        | RIPARIAN VEGETATION MANAGEMENT PLAN BOUNDARIES |
|        | W-BEAM BARRIER                                 |
|        | EXISTING GWS MONITORING WELL                   |

REFER TO DRAWING N01031-PWD-DRG-GEN-0066 FOR SERVICE CROSSING DETAILS

TIE-IN WITH EXISTING GWS LANDFILL MAINTENANCE ACCESS ROAD

PLAN  
1:500

| KEY |   |  |  |
|-----|---|--|--|
|     | EXTENT OF PROJECT WORKS                           |  | COMPACTED EARTH/TOPSOIL BERM - STABILISE WHERE INDICATED |
|     | SEDIMENT FENCE PER SD 6-8 SHEET 2                 |  | MULCH BERM PERIMETER SEDIMENT CONTROL - MIN 400M HIGH    |
|     | SITE WATER FROM SEDIMENT CONTROL                  |  | GEOTEXTILE FLUME   |
|     | STABLE CONSTRUCTION ACCESS PER SD 6-14 SHEET 2    |  | GATE   |
|     | CHANNELISED FLOW - SITE WATER                     |  | CHANNELISED FLOW - OFF SITE WATER                        |
|     | GENERAL FALL OF SURFACE - SITE                    |  | GENERAL FALL OF SURFACE - OFF SITE                       |
|     | SEDIMENT CONTROL - GEOTEXTILE LINED WITH SUMP     |  | GEOTEXTILE SPILLWAY OVER COMPACTED EARTH BERM            |
|     | SCRATCH DRAIN ACROSS FORMATION                    |  | CHECK DAM - SAND / GRAVEL BAG                            |
|     | SEDIMENT CONTROL BASIN - SEE BASIN SCHEDULE       |  | APPROX LIMIT OF CATCHMENT TO BASIN                       |
|     | TEMPORARY DAM - BULKER BAGS WRAPPED IN GEOTEXTILE |  | PUMP AROUND - STABILISE INLET AND OUTLET AREAS           |
|     | SERVICES WORKS - ELECTRICAL/COMMS/ GST            |  | DRAINAGE WORKS - SEE DRAINAGE PLANS                      |
|     | PIPE CULVERT                                      |  | HARD STAND - WITH GEOTEXTILE BERM AT PERIMETER           |

LOCATION OF CONTROLS APPROXIMATE ONLY - LOCATION TO BE CONFIRMED ON SITE AND MAINTAINED WITHIN APPROVED LIMIT OF WORKS



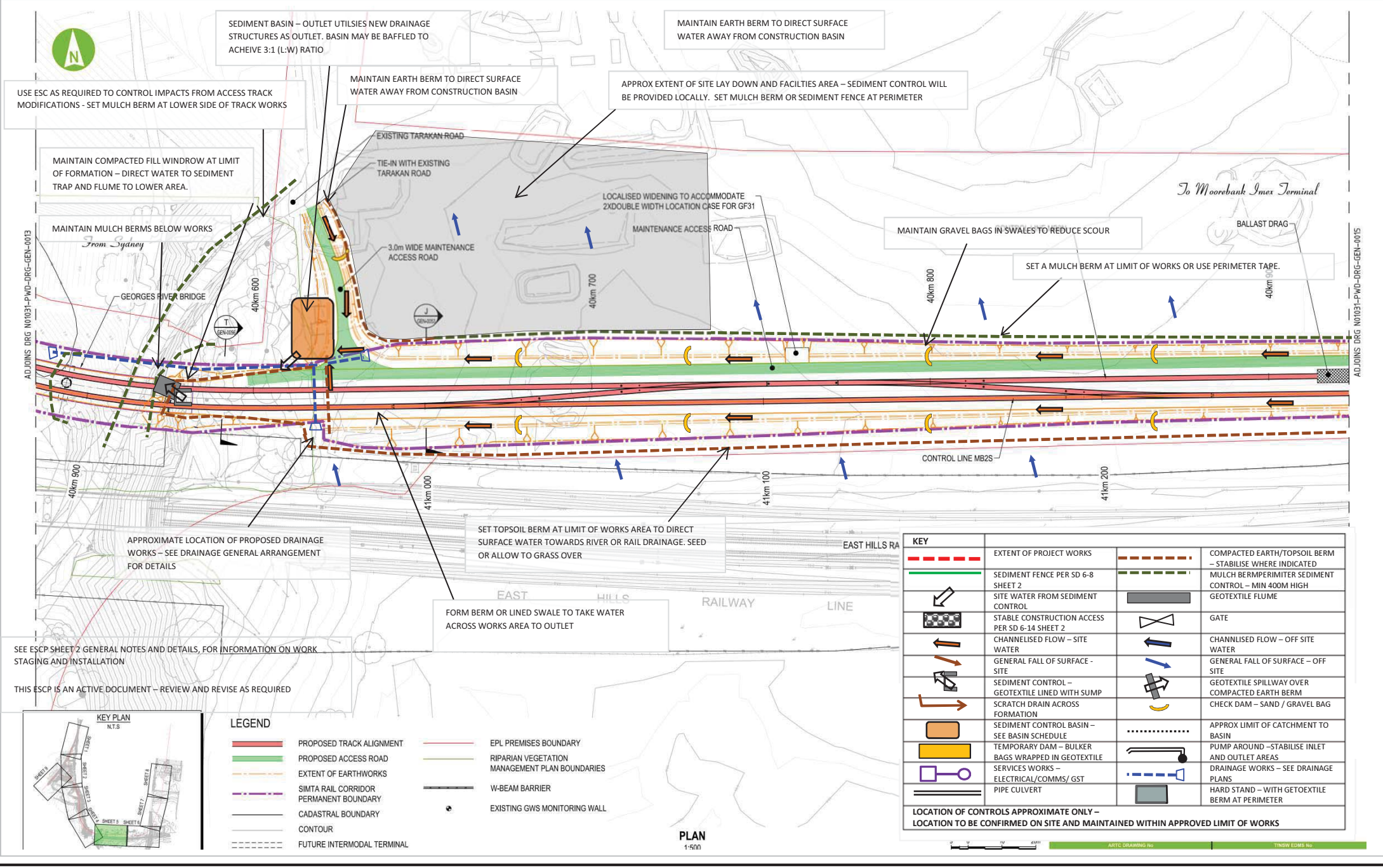
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SHEETS IN THIS PLAN SET  
1. GENERAL ARRANGEMENT - 1001-1009  
2. GENERAL NOTES AND DETAILS TO ESCP - 2001-2002

|                |            |
|----------------|------------|
| ERSED REF:     | 16006      |
| DRAWN          | CV         |
| CREATED        | AUG 2016   |
| DATE THIS AMDT | 14 SEPT 16 |
| CLIENT         | CPB        |

| PRIMARY EROSION AND SEDIMENT CONTROL PLAN                                    |            |               |        |      |
|--|------------|---------------|--------|------|
| GENERAL ARRANGEMENT- SIMTA MOOREBANK INTERMODAL TERMINAL STAGE 1 - RAIL LINK |            |               |        |      |
| DATE THIS AMDT   | 14 SEPT 16 | PESCP 1004    | 1 of 9 | 0    |
| CLIENT   | CPB        | PREFIX NUMBER | SHEET  | AMDT |





USE ESC AS REQUIRED TO CONTROL IMPACTS FROM ACCESS TRACK MODIFICATIONS - SET MULCH BERM AT LOWER SIDE OF TRACK WORKS

MAINTAIN COMPACTED FILL WINDROW AT LIMIT OF FORMATION - DIRECT WATER TO SEDIMENT TRAP AND FLUME TO LOWER AREA.

MAINTAIN MULCH BERMS BELOW WORKS

SEDIMENT BASIN - OUTLET UTILISES NEW DRAINAGE STRUCTURES AS OUTLET. BASIN MAY BE BAFFLED TO ACHIEVE 3:1 (L:W) RATIO

MAINTAIN EARTH BERM TO DIRECT SURFACE WATER AWAY FROM CONSTRUCTION BASIN

MAINTAIN EARTH BERM TO DIRECT SURFACE WATER AWAY FROM CONSTRUCTION BASIN

APPROX EXTENT OF SITE LAY DOWN AND FACILITIES AREA - SEDIMENT CONTROL WILL BE PROVIDED LOCALLY. SET MULCH BERM OR SEDIMENT FENCE AT PERIMETER

MAINTAIN GRAVEL BAGS IN SWALES TO REDUCE SCOUR

SET A MULCH BERM AT LIMIT OF WORKS OR USE PERIMETER TAPE.

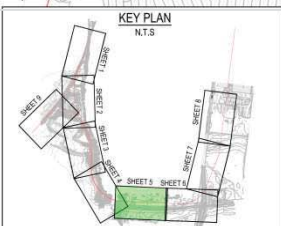
APPROXIMATE LOCATION OF PROPOSED DRAINAGE WORKS - SEE DRAINAGE GENERAL ARRANGEMENT FOR DETAILS

SET TOPSOIL BERM AT LIMIT OF WORKS AREA TO DIRECT SURFACE WATER TOWARDS RIVER OR RAIL DRAINAGE. SEED OR ALLOW TO GRASS OVER

FORM BERM OR LINED SWALE TO TAKE WATER ACROSS WORKS AREA TO OUTLET

SEE ESCP SHEET 2 GENERAL NOTES AND DETAILS, FOR INFORMATION ON WORK STAGING AND INSTALLATION

THIS ESCP IS AN ACTIVE DOCUMENT - REVIEW AND REVISE AS REQUIRED



**LEGEND**

- PROPOSED TRACK ALIGNMENT
- PROPOSED ACCESS ROAD
- EXTENT OF EARTHWORKS
- SIMTA RAIL CORRIDOR PERMANENT BOUNDARY
- CADASTRAL BOUNDARY
- CONTOUR
- - - FUTURE INTERMODAL TERMINAL
- EPL PREMISES BOUNDARY
- RIPARIAN VEGETATION MANAGEMENT PLAN BOUNDARIES
- W-BEAM BARRIER
- EXISTING GWS MONITORING WALL

**PLAN**  
1:500

| KEY                                    |   |   |  |
|--|---|---|--|
| <span style="color: red;">- - -</span> | EXTENT OF PROJECT WORKS                           | <span style="color: orange;">- - -</span> | COMPACTED EARTH/TOPSOIL BERM - STABILISE WHERE INDICATED |
| <span style="color: green;">—</span>   | SEDIMENT FENCE PER SD 6-8 SHEET 2                 | <span style="color: green;">- - -</span>  | MULCH BERM/PERIMETER SEDIMENT CONTROL - MIN 400MM HIGH   |
|  | SITE WATER FROM SEDIMENT CONTROL                  |   | GEOTEXTILE FLUME   |
|  | STABLE CONSTRUCTION ACCESS PER SD 6-14 SHEET 2    |   | GATE   |
|  | CHANNELLED FLOW - SITE WATER                      |   | CHANNELLED FLOW - OFF SITE WATER                         |
|  | GENERAL FALL OF SURFACE - SITE                    |   | GENERAL FALL OF SURFACE - OFF SITE                       |
|  | SEDIMENT CONTROL - GEOTEXTILE LINED WITH SUMP     |   | GEOTEXTILE SPILLWAY OVER COMPACTED EARTH BERM            |
|  | SCRATCH DRAIN ACROSS FORMATION                    |   | CHECK DAM - SAND / GRAVEL BAG                            |
|  | SEDIMENT CONTROL BASIN - SEE BASIN SCHEDULE       | <span style="color: red;">- - -</span>    | APPROX LIMIT OF CATCHMENT TO BASIN                       |
|  | TEMPORARY DAM - BULKER BAGS WRAPPED IN GEOTEXTILE |   | PUMP AROUND - STABILISE INLET AND OUTLET AREAS           |
|  | SERVICES WORKS - ELECTRICAL/COMMS/ GST            |   | DRAINAGE WORKS - SEE DRAINAGE PLANS                      |
|  | PIPE CULVERT                                      |   | HARD STAND - WITH GEOTEXTILE BERM AT PERIMETER           |

LOCATION OF CONTROLS APPROXIMATE ONLY - LOCATION TO BE CONFIRMED ON SITE AND MAINTAINED WITHIN APPROVED LIMIT OF WORKS



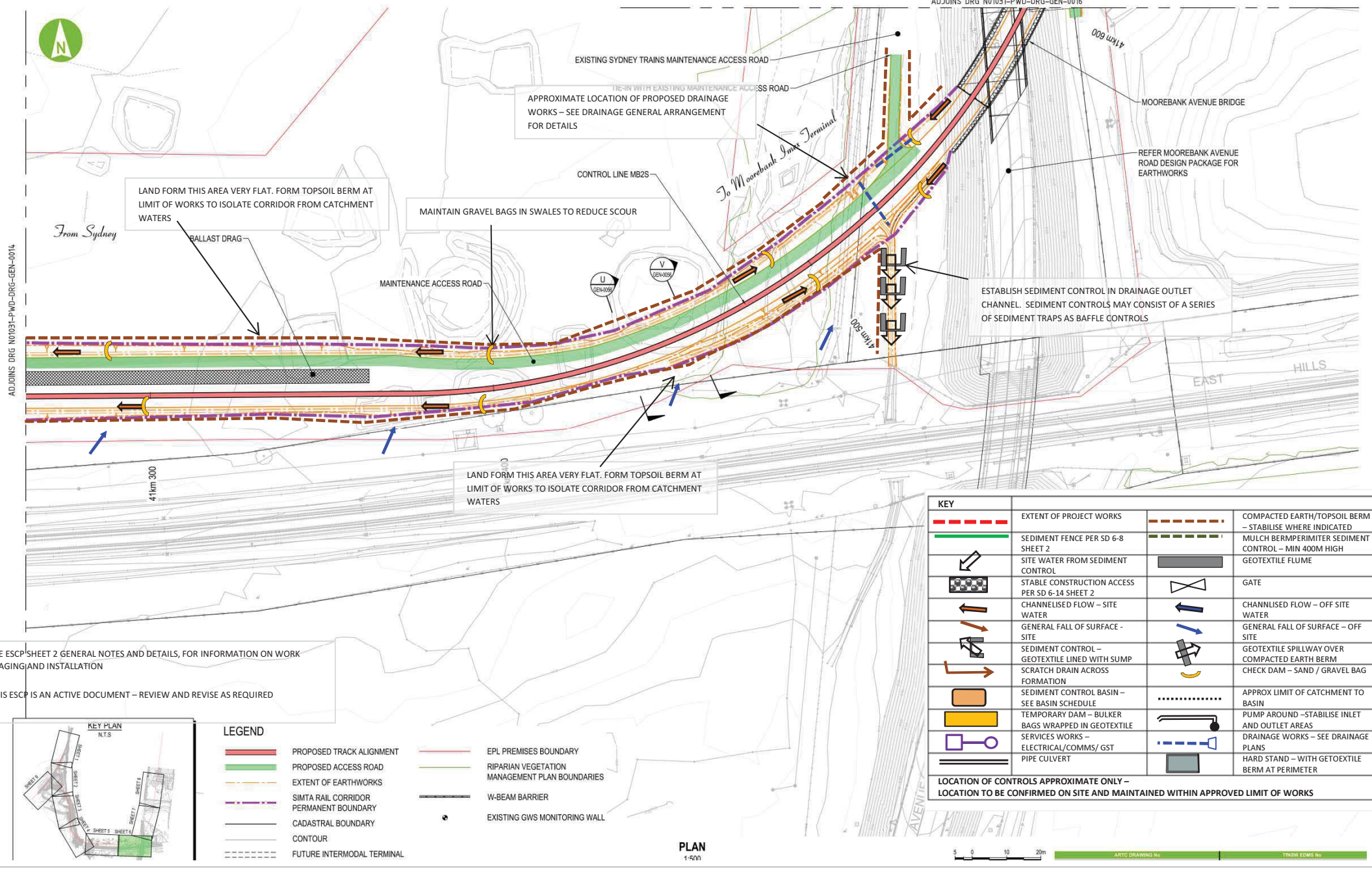
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SHEETS IN THIS PLAN SET  
1. GENERAL ARRANGEMENT - 1001-1009  
2. GENERAL NOTES AND DETAILS TO ESCP - 2001-2002

|                |            |
|----------------|------------|
| ERSED REF:     | 16006      |
| DRAWN          | CV         |
| CREATED        | AUG 2016   |
| DATE THIS AMDT | 14 SEPT 16 |
| CLIENT         | CPB        |

| PRIMARY EROSION AND SEDIMENT CONTROL PLAN                                     |        |        |      |  |
|---|--------|--------|------|--|
| GENERAL ARRANGEMENT - SIMTA MOOREBANK INTERMODAL TERMINAL STAGE 1 - RAIL LINK |        |        |      |  |
| PESCP   | 1005   | 1 of 2 | 0    |  |
| PREFIX  | NUMBER | SHEET  | AMDT |  |





ADJOINS DRG N01031-PWD-DRG-GEN-0014

LAND FORM THIS AREA VERY FLAT. FORM TOPSOIL BERM AT LIMIT OF WORKS TO ISOLATE CORRIDOR FROM CATCHMENT WATERS

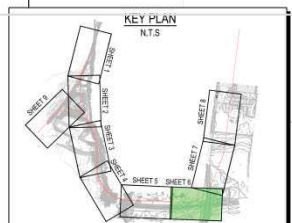
MAINTAIN GRAVEL BAGS IN SWALES TO REDUCE SCOUR

LAND FORM THIS AREA VERY FLAT. FORM TOPSOIL BERM AT LIMIT OF WORKS TO ISOLATE CORRIDOR FROM CATCHMENT WATERS

ESTABLISH SEDIMENT CONTROL IN DRAINAGE OUTLET CHANNEL. SEDIMENT CONTROLS MAY CONSIST OF A SERIES OF SEDIMENT TRAPS AS BAFFLE CONTROLS

SEE ESCP SHEET 2 GENERAL NOTES AND DETAILS, FOR INFORMATION ON WORK STAGING AND INSTALLATION

THIS ESCP IS AN ACTIVE DOCUMENT – REVIEW AND REVISE AS REQUIRED



**LEGEND**

- PROPOSED TRACK ALIGNMENT
- PROPOSED ACCESS ROAD
- EXTENT OF EARTHWORKS
- SIMTA RAIL CORRIDOR PERMANENT BOUNDARY
- CADASTRAL BOUNDARY
- CONTOUR
- - - FUTURE INTERMODAL TERMINAL
- EPL PREMISES BOUNDARY
- RIPARIAN VEGETATION MANAGEMENT PLAN BOUNDARIES
- W-BEAM BARRIER
- EXISTING GWS MONITORING WALL

**PLAN**  
1:500

| KEY                                  |  |  |  |
|--------------------------------------|--|--|--|
| <span style="color: red;">—</span>   | EXTENT OF PROJECT WORKS  | <span style="color: brown;">- - -</span> | COMPACTED EARTH/TOPSOIL BERM – STABILISE WHERE INDICATED |
| <span style="color: green;">—</span> | SEDIMENT FENCE PER SD 6-8 SHEET 2  | <span style="color: green;">- - -</span> | MULCH BERM/PERIMETER SEDIMENT CONTROL – MIN 400M HIGH    |
|                                      | SITE WATER FROM SEDIMENT CONTROL   |  | GEOTEXTILE FLUME   |
|                                      | STABLE CONSTRUCTION ACCESS PER SD 6-14 SHEET 2                               |  | GATE   |
|                                      | CHANNELISED FLOW – SITE WATER  |  | CHANNELISED FLOW – OFF SITE WATER                        |
|                                      | GENERAL FALL OF SURFACE – SITE   |  | GENERAL FALL OF SURFACE – OFF SITE                       |
|                                      | SEDIMENT CONTROL – GEOTEXTILE LINED WITH SUMP SCRATCH DRAIN ACROSS FORMATION |  | GEOTEXTILE SPILLWAY OVER COMPACTED EARTH BERM            |
|                                      | SEDIMENT CONTROL BASIN – SEE BASIN SCHEDULE                                  |  | CHECK DAM – SAND / GRAVEL BAG                            |
|                                      | TEMPORARY DAM – BULKER BAGS WRAPPED IN GEOTEXTILE                            | <span style="color: black;">- - -</span> | APPROX LIMIT OF CATCHMENT TO BASIN                       |
|                                      | SERVICES WORKS – ELECTRICAL/COMMS/ GST                                       |  | PUMP AROUND – STABILISE INLET AND OUTLET AREAS           |
|                                      | PIPE CULVERT   |  | DRAINAGE WORKS – SEE DRAINAGE PLANS                      |
|                                      |  |  | HARD STAND – WITH GETOEXTILE BERM AT PERIMETER           |

LOCATION OF CONTROLS APPROXIMATE ONLY – LOCATION TO BE CONFIRMED ON SITE AND MAINTAINED WITHIN APPROVED LIMIT OF WORKS



ASCE DRAWING No: TSHOW EDMS No



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**SHEETS IN THIS PLAN SET**  
1. GENERAL ARRANGEMENT – 1001-1009  
2. GENERAL NOTES AND DETAILS TO ESCP - 2001-2002

|                |            |
|----------------|------------|
| ERSED REF:     | 16006      |
| DRAWN          | CV         |
| CREATED        | AUG 2016   |
| DATE THIS AMDT | 14 SEPT 16 |
| CLIENT         | CPB        |

|  |            |               |        |      |
|--|------------|---------------|--------|------|
| <b>PRIMARY EROSION AND SEDIMENT CONTROL PLAN</b>                             |            |               |        |      |
| GENERAL ARRANGEMENT- SIMTA MOOREBANK INTERMODAL TERMINAL STAGE 1 – RAIL LINK |            |               |        |      |
| DATE THIS AMDT   | 14 SEPT 16 | PESCP 1006    | 1 of 9 | 0    |
| CLIENT   | CPB        | PREFIX NUMBER | SHEET  | AMDT |





SEE ESCP SHEET 2 GENERAL NOTES AND DETAILS, FOR INFORMATION ON WORK STAGING AND INSTALLATION

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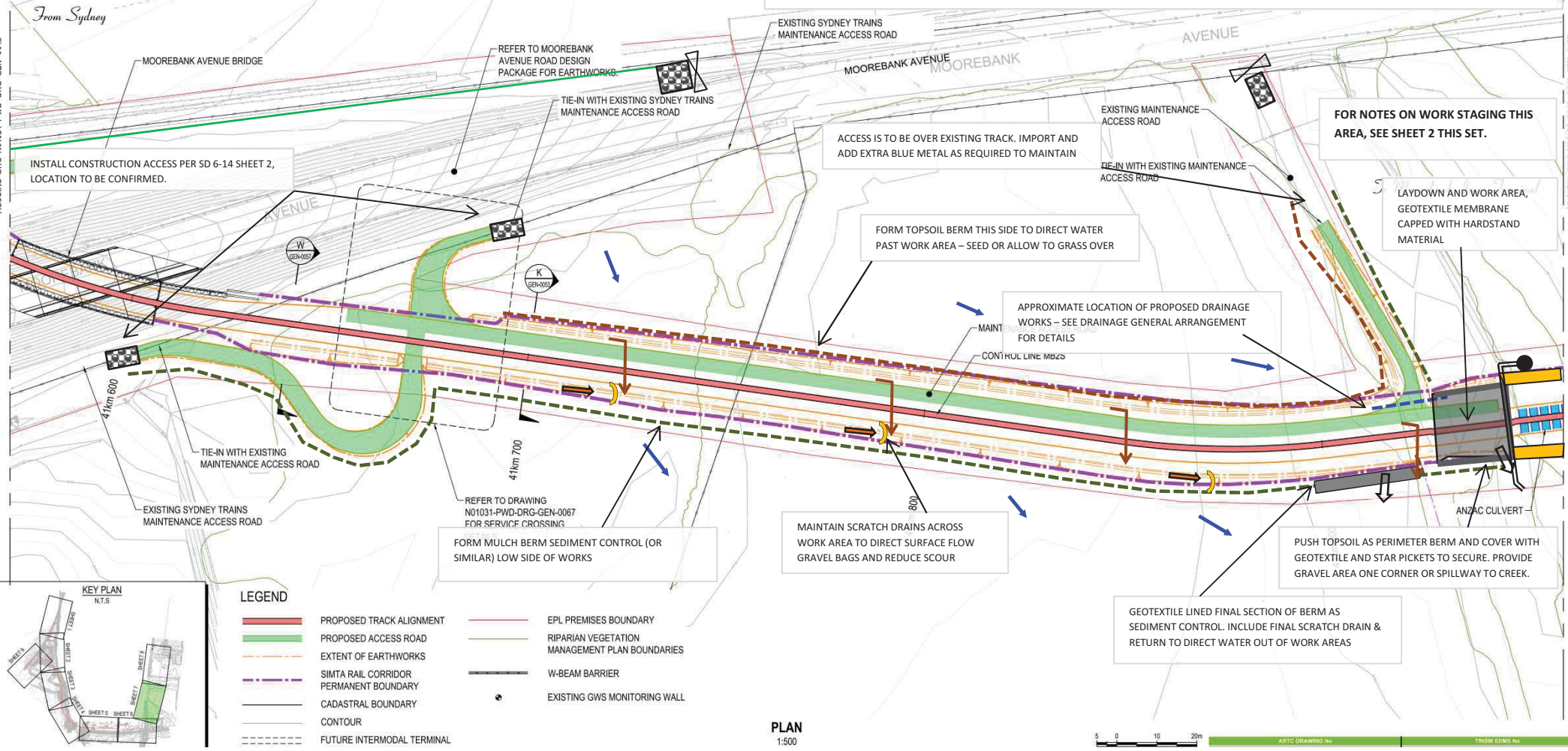
**KEY**

- EXTENT OF PROJECT WORKS
- SEDIMENT FENCE PER SD 6-8 SHEET 2
- SITE WATER FROM SEDIMENT CONTROL
- STABLE CONSTRUCTION ACCESS PER SD 6-14 SHEET 2
- CHANNELISED FLOW – SITE WATER
- GENERAL FALL OF SURFACE - SITE
- SEDIMENT CONTROL – GEOTEXTILE LINED WITH SUMP
- SCRATCH DRAIN ACROSS FORMATION
- COMPACTED EARTH/TOPSOIL BERM – STABILISE WHERE INDICATED
- MULCH BERM/PERIMETER SEDIMENT CONTROL – MIN 400M HIGH
- GEOTEXTILE FLUME
- GATE
- CHANNISED FLOW – OFF SITE WATER
- GENERAL FALL OF SURFACE – OFF SITE
- GEOTEXTILE SPILLWAY OVER COMPACTED EARTH BERM
- CHECK DAM – SAND / GRAVEL BAG
- SEDIMENT CONTROL BASIN – SEE BASIN SCHEDULE
- APPROX LIMIT OF CATCHMENT TO BASIN
- SERVICES WORKS – ELECTRICAL/COMMS/ GST PIPE CULVERT
- DRAINAGE WORKS – SEE DRAINAGE PLANS
- HARD STAND WITH GETOEXTILE BERM AT PERIMETER
- PUMP AROUND –STABILISE INLET AND OUTLET AREAS
- TEMPORARY DAM – BULKER BAGS WRAPPED IN GEOTEXTILE

LOCATION OF CONTROLS APPROXIMATE ONLY – LOCATION TO BE CONFIRMED ON SITE AND MAINTAINED WITHIN APPROVED LIMIT OF WORKS

ADJOINS DRG N01031-PWD-DRG-GEN-0015

ADJOINS DRG N01031-PWD-DRG-GEN-0017



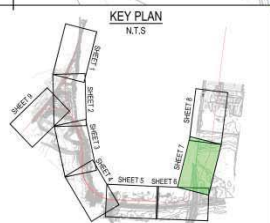
**FOR NOTES ON WORK STAGING THIS AREA, SEE SHEET 2 THIS SET.**

LAYDOWN AND WORK AREA, GEOTEXTILE MEMBRANE CAPPED WITH HARDSTAND MATERIAL

PUSH TOPSOIL AS PERIMETER BERM AND COVER WITH GEOTEXTILE AND STAR PICKETS TO SECURE. PROVIDE GRAVEL AREA ONE CORNER OR SPILLWAY TO CREEK.

GEOTEXTILE LINED FINAL SECTION OF BERM AS SEDIMENT CONTROL. INCLUDE FINAL SCRATCH DRAIN & RETURN TO DIRECT WATER OUT OF WORK AREAS

PLAN 1:500



**LEGEND**

- PROPOSED TRACK ALIGNMENT
- PROPOSED ACCESS ROAD
- EXTENT OF EARTHWORKS
- SIMTA RAIL CORRIDOR PERMANENT BOUNDARY
- CADASTRAL BOUNDARY
- CONTOUR
- FUTURE INTERMODAL TERMINAL
- EPL PREMISES BOUNDARY
- RIPARIAN VEGETATION MANAGEMENT PLAN BOUNDARIES
- W-BEAM BARRIER
- EXISTING GWS MONITORING WALL



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**SHEETS IN THIS PLAN SET**

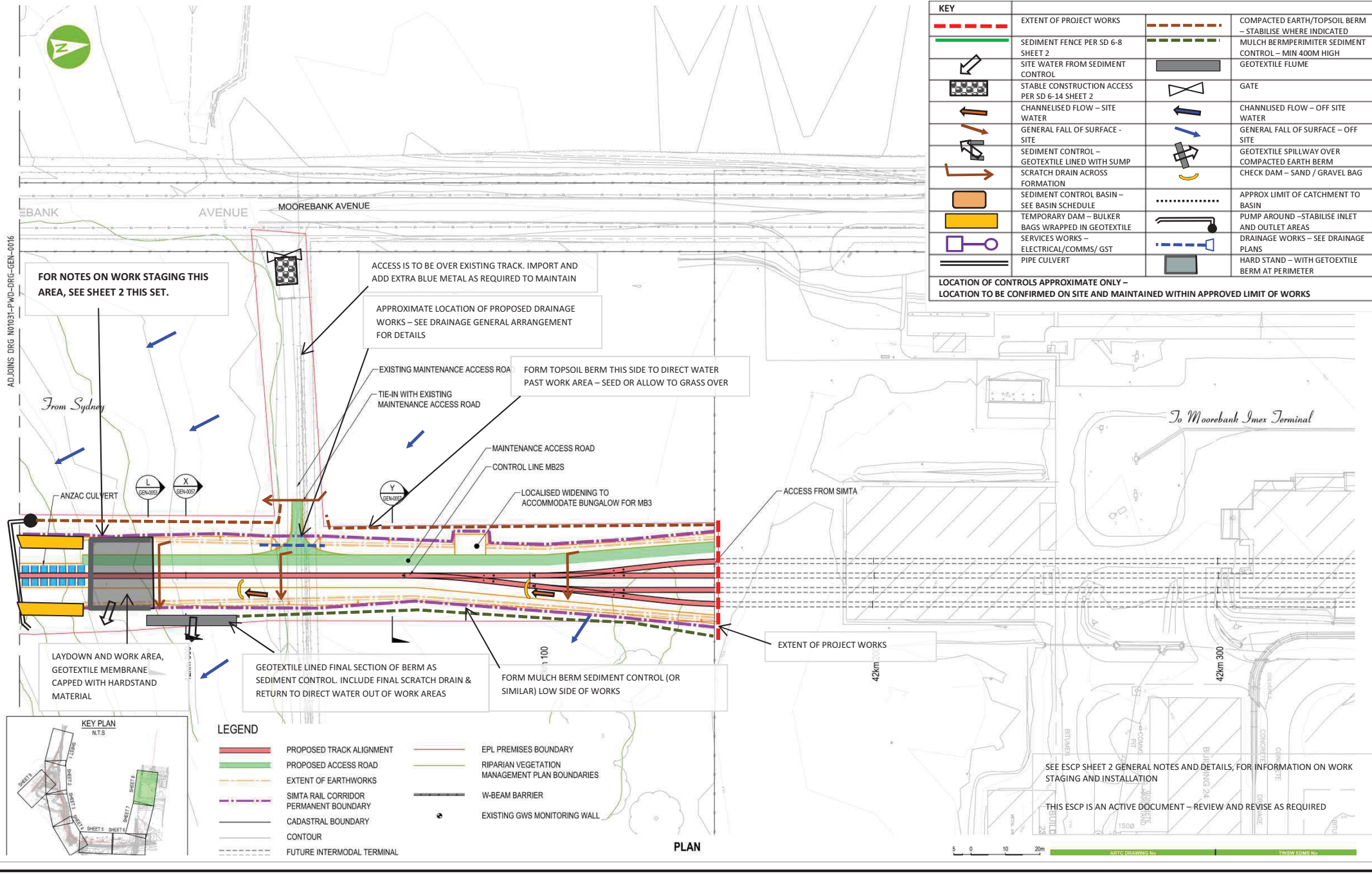
- GENERAL ARRANGEMENT – 1001-1009
- GENERAL NOTES AND DETAILS TO ESCP - 2001-2002

|                |            |
|----------------|------------|
| ERSED REF:     | 16006      |
| DRAWN          | CV         |
| CREATED        | AUG 2016   |
| DATE THIS AMDT | 14 SEPT 16 |
| CLIENT         | CPB        |

| PRIMARY EROSION AND SEDIMENT CONTROL PLAN                                    |        |        |      |  |
|--|--------|--------|------|--|
| GENERAL ARRANGEMENT- SIMTA MOOREBANK INTERMODAL TERMINAL STAGE 1 – RAIL LINK |        |        |      |  |
| PESCP  | 1007   | 1 of 9 | 0    |  |
| PREFIX   | NUMBER | SHEET  | AMDT |  |

| KEY | EXTENT OF PROJECT WORKS                           |  | COMPACTED EARTH/TOPSOIL BERM - STABILISE WHERE INDICATED |
|-----|---|--|--|
|     | SEDIMENT FENCE PER SD 6-8 SHEET 2                 |  | MULCH BERM PERIMETER SEDIMENT CONTROL - MIN 400M HIGH    |
|     | SITE WATER FROM SEDIMENT CONTROL                  |  | GEOTEXTILE FLUME   |
|     | STABLE CONSTRUCTION ACCESS PER SD 6-14 SHEET 2    |  | GATE   |
|     | CHANNELISED FLOW - SITE WATER                     |  | CHANNELISED FLOW - OFF SITE WATER                        |
|     | GENERAL FALL OF SURFACE - SITE                    |  | GENERAL FALL OF SURFACE - OFF SITE                       |
|     | SEDIMENT CONTROL - GEOTEXTILE LINED WITH SUMP     |  | GEOTEXTILE SPILLWAY OVER COMPACTED EARTH BERM            |
|     | SCRATCH DRAIN ACROSS FORMATION                    |  | CHECK DAM - SAND / GRAVEL BAG                            |
|     | SEDIMENT CONTROL BASIN - SEE BASIN SCHEDULE       |  | APPROX LIMIT OF CATCHMENT TO BASIN                       |
|     | TEMPORARY DAM - BULKER BAGS WRAPPED IN GEOTEXTILE |  | PUMP AROUND - STABILISE INLET AND OUTLET AREAS           |
|     | SERVICES WORKS - ELECTRICAL/COMMS/ GST            |  | DRAINAGE WORKS - SEE DRAINAGE PLANS                      |
|     | PIPE CULVERT                                      |  | HARD STAND - WITH GEOTEXTILE BERM AT PERIMETER           |

LOCATION OF CONTROLS APPROXIMATE ONLY - LOCATION TO BE CONFIRMED ON SITE AND MAINTAINED WITHIN APPROVED LIMIT OF WORKS



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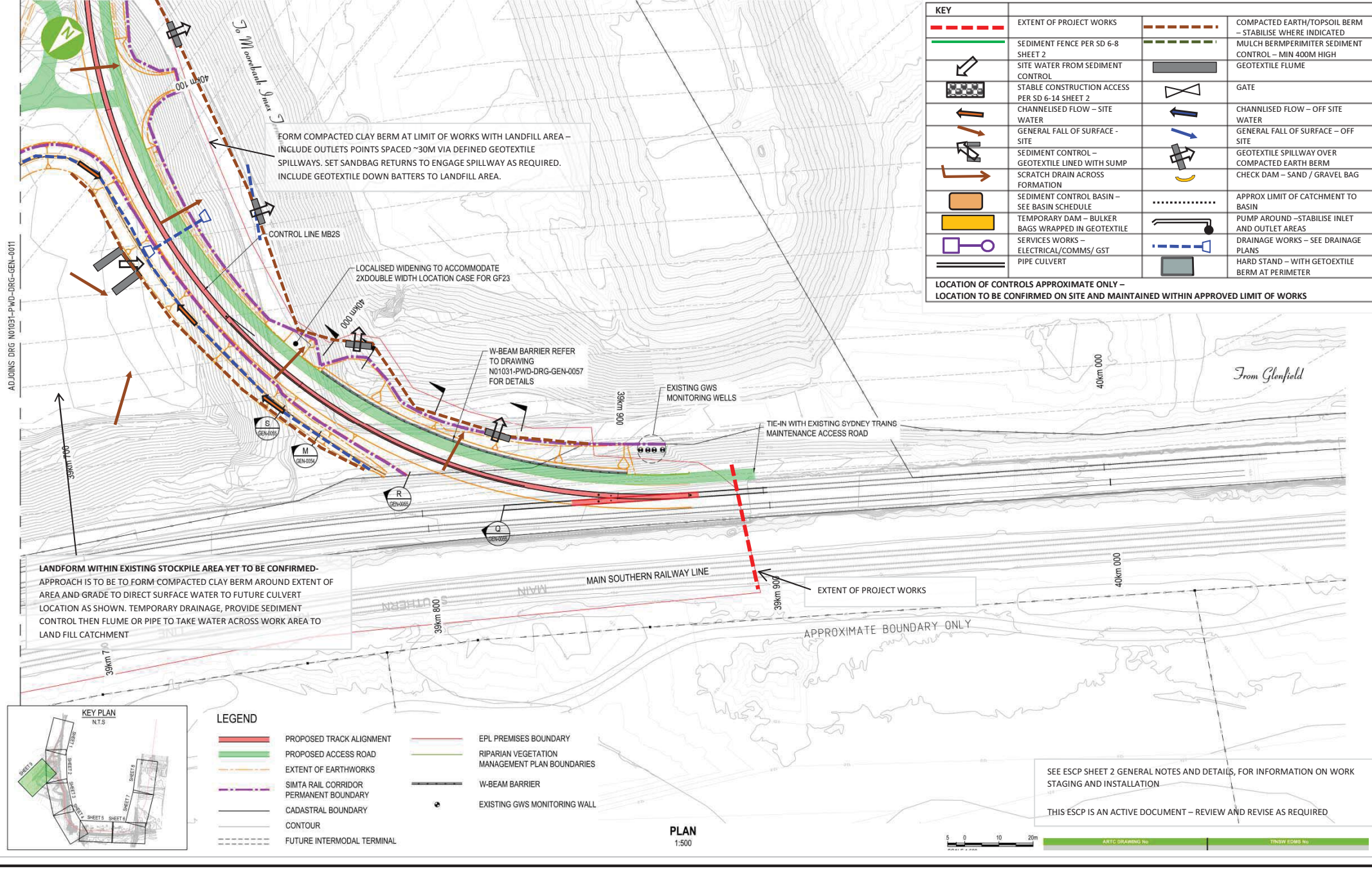
SHEETS IN THIS PLAN SET

- GENERAL ARRANGEMENT - 1001-1009
- GENERAL NOTES AND DETAILS TO ESCP - 2001-2002

|                |            |
|----------------|------------|
| ERSED REF:     | 16006      |
| DRAWN          | CV         |
| CREATED        | AUG 2016   |
| DATE THIS AMDT | 14 SEPT 16 |
| CLIENT         | CPB        |

|  |            |               |        |      |
|--|------------|---------------|--------|------|
| <b>PRIMARY EROSION AND SEDIMENT CONTROL PLAN</b>                             |            |               |        |      |
| GENERAL ARRANGEMENT- SIMTA MOOREBANK INTERMODAL TERMINAL STAGE 1 - RAIL LINK |            |               |        |      |
| DATE THIS AMDT   | 14 SEPT 16 | PESCP 1008    | 1 of 9 | 0    |
| CLIENT   | CPB        | PREFIX NUMBER | SHEET  | AMDT |





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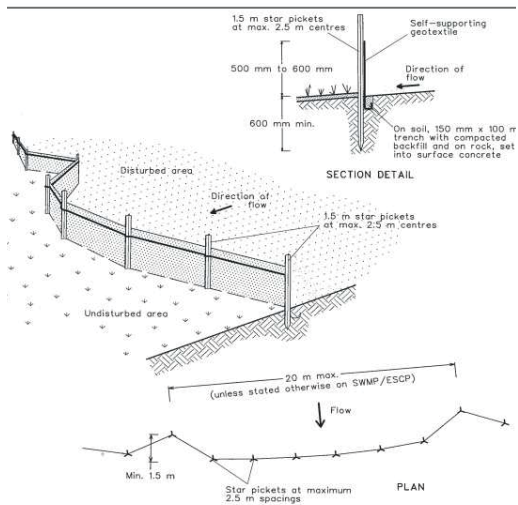
**SHEETS IN THIS PLAN SET**

- GENERAL ARRANGEMENT - 1001-1009
- GENERAL NOTES AND DETAILS TO ESCP - 2001-2002

|                |            |
|----------------|------------|
| ERSED REF:     | 16006      |
| DRAWN          | CV         |
| CREATED        | AUG 2016   |
| DATE THIS AMDT | 14 SEPT 16 |
| CLIENT         | CPB        |

|  |            |               |        |      |
|--|------------|---------------|--------|------|
| <b>PRIMARY EROSION AND SEDIMENT CONTROL PLAN</b>                             |            |               |        |      |
| GENERAL ARRANGEMENT- SIMTA MOOREBANK INTERMODAL TERMINAL STAGE 1 - RAIL LINK |            |               |        |      |
| DATE THIS AMDT   | 14 SEPT 16 | PESCP 1009    | 1 of 9 | 0    |
| CLIENT   | CPB        | PREFIX NUMBER | SHEET  | AMDT |



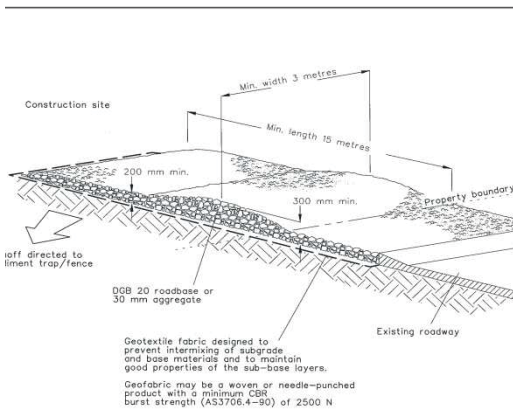


**Construction Notes**

1. Construct sediment fences as close as possible to being parallel to the contours of the site, but with small returns as shown in the drawing to limit the catchment area of any one section. The catchment area should be small enough to limit water flow if concentrated at one point to 50 litres per second in the design storm event, usually the 10-year event.
2. Cut a 150-mm deep trench along the upslope line of the fence for the bottom of the fabric to be entrenched.
3. Drive 1.5 metre long star pickets into ground at 2.5 metre intervals (max) at the downslope edge of the trench. Ensure any star pickets are fitted with safety caps.
4. Fix self-supporting geotextile to the upslope side of the posts ensuring it goes to the base of the trench. Fix the geotextile with wire ties or as recommended by the manufacturer. Only use geotextile specifically produced for sediment fencing. The use of shade cloth for this purpose is not satisfactory.
5. Join sections of fabric at a support post with a 150-mm overlap.
3. Backfill the trench over the base of the fabric and compact it thoroughly over the geotextile.

**SEDIMENT FENCE**

**SD 6-1**

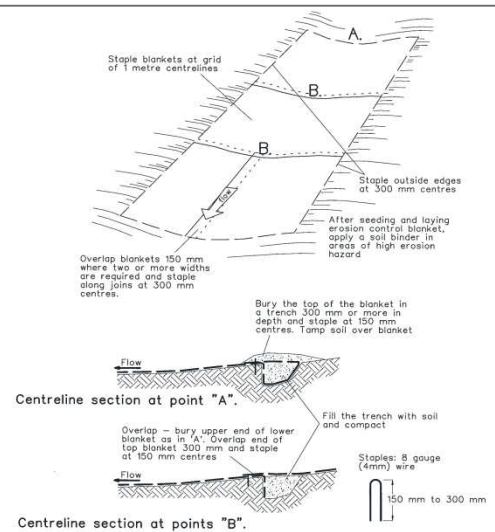


**Construction Notes**

1. Strip the topsoil, level the site and compact the subgrade.
2. Cover the area with needle-punched geotextile.
3. Construct a 200-mm thick pad over the geotextile using road base or 30-mm aggregate.
4. Ensure the structure is at least 15 metres long or to building alignment and at least 3 metres wide.
5. Where a sediment fence joins onto the stabilised access, construct a hump in the stabilised access to divert water to the sediment fence

**STABILISED SITE ACCESS**

**SD 6-1**



**Construction Notes**

1. Remove any rocks, clods, sticks or grass from the surface before laying matting
2. Ensure that topsoil is at least 75 mm deep.
3. Complete fertilising and seeding before laying the matting.
4. Ensure fabric will be continuously in contact with the soil by grading the surface carefully first.
5. Lay the fabric in "shingle-fashion", with the end of each upstream roll overlapping those downstream. Ensure each roll is anchored properly at its upslope end (Standard Drawing 5-7b).
6. Ensure that the full width of flow in the channel is covered by the matting up to the design storm event, usually in the 10-year ARI time of concentration storm event.
7. Divert water from the structure until vegetation is stabilised properly.

**RECP : CONCENTRATED FLOW**

**SD 5-1**

**BASIN SCHEDULE**

**SOIL LOSS CALCULATIONS:**

**CALCULATION OF STORAGE ZONE VOLUME (A) (M3/HA)**

REVISED SOIL LOSS EQUATION (A= R X K X LS X C X P)

WHERE  
 R = 2750 K=0.048<sup>1</sup> LS=1.2<sup>2</sup> C= 1.0 P= 1.3  
 GIVES:

- ANNUAL SOIL LOSS AT 206 TONNES PER HA
- ANNUAL SOIL LOSS AT 158 M3 PER HA AT 1.3 TONNE/M3
- 2 MONTH STORAGE VOLUME = 26.5 M3 PER HA AT 1.3 TONNE/M3

**NOTES**

1. MAXIMUM VALUE ADOPTED - BERKSHIRE PARK SOIL LANDSCAPE VALUE
2. MAXIMUM UPPER VALUE ADOPTED IS EQUIVALENT TO 5% SLOPE & 8M MAX LENGTH OR 25M AT 10%
3. SOIL HYDROLOGICAL GROUP D ADOPTED FOR COMPACTED CONSTRUCTION AREAS
4. RAINFALL VALUE FOR LIVERPOOL (FROM TABLE 6.3 – MANAGING URBAN STORMWATER 2004)

**RUNOFF CALCULATIONS :**

**CALCULATION OF SETTLING ZONE VOLUME (B) (M3/HA)**

VOLUME (M3/HA) = CV X R (%ILE YDAY) X 10

WHERE CV=0.64<sup>3</sup> R(85%/5 DAY)=32.2<sup>4</sup>  
 SETTLING ZONE = 206M3 PER HA

TOTAL BASIN VOLUME PER HA  
 =A + B  
 = 26.5 + 206 =232.5M3

ADOPT VALUE = 240M3/HA

**BASIN VOLUMES:**

CATCHMENT AREAS ARE APPROXIMATE ONLY AND ARE TO BE CONFIRMED ON SITE OR VIA SURVEY

B1 PESP002 CATCHMENT (APPROXIMATE) = LENGTH X AV. WIDTH = 250M X40M = (CH39600 – CH39850) X (40M) =1.0 HA

BASIN VOLUME REQUIRED = 1.0X240 = 240M3

B2 PESP001 CATCHMENT (APPROXIMATE) = LENGTH X AV. WIDTH = 550M X 25M = (CH40950 – CH41500) X (25M) =1.4 HA

BASIN VOLUME REQUIRED = 1.4 X 240 = 336M3

**GENERAL ORDER OF WORKS – WORKS AROUND ANZAC CREEK**

- SET OUT AND DEFINE LIMIT OF WORKS AND ACCESS AREAS REQUIRED
- ESTABLISH ACCESS AND CLEAR WORK AREA. IMPROVE TRACK SURFACE AS REQUIRED WITH GRAVEL
- STRIP TOPSOIL FROM WORK AREA AND FORM AS A LOW BERMS AT PERIMETER OF WORKS. SECURE WITH GEOTEXTILE AND STAKES. EXCESS TO BE TAKEN TO DEFINED STOCKPILE AREA
- ESTABLISH WORK AREA – GEOTEXTILE UNDER HARDSTAND CAPPING
- INSTALL DAM AND PUMP AROUND ARRANGEMENT TO CREEK. INCLUDE STABLE PICK UP AND OUTLET POINTS FOR PUMP AROUND.
- CONFIRM WEATHER CONDITIONS PRIOR TO CLEARING AND EXCAVATION OF CHANNEL FOR BASE SLAB. LOAD OUT EXCAVATED MATERIAL DIRECTLY TO DESIGNATED STOCKPILE AREA
- ENSURE MATERIALS ARE ON SITE FOR REQUIRED WORKS AND EMERGENCY SHUT DOWN PROVISIONS
- UNDERTAKE WORKS TO CREATE SLAB INCLUDING CENTRAL LOW FLOW
- WHEN SLAB WORKS ARE COMPLETE THE CENTRE OF THE DAM BE REMOVED TO PROVIDE LOW FLOW THROUGH THE WORKS

**GENERAL ORDER OF WORKS – WORKS AROUND GEORGES RIVER**

- SET OUT AND DEFINE LIMIT OF WORKS AND ACCESS AREAS REQUIRED
- ESTABLISH ACCESS AND CLEAR WORK AREAS. CUT SURFACE FOR TRACK AREAS AND PLACE TOPSOIL AS BERM ON UP SIDE OF TRACK FOR REHABILITATION TO DIVERT WATER AROUND WORK AREAS
- IMPORT TO PROVIDE A STABLE ACCESS TO WORK SITES DRAIN TRACK TO SEDIMENT CONTROLS
- FORM MULCH BERMS AT THE LOWER PERIMETER OF WORKS AREAS AND SECURE WITH GEOTEXTILE OR MESH.
- STRIP TOPSOIL AND REMOVE TO AN APPROVED STOCKPILE AREA. SOIL TO BE KEPT SEPARATE FOR RE USE IN REHABILITATION WORKS IN RIPARIAN AREAS.
- CAP WORK AREAS WITH COMPACTED GRAVEL TO CREATE A STABLE WORK SURFACE
- UNDERTAKE WORKS. LOAD OUT EXCAVATED MATERIAL DIRECTLY TO DESIGNATED STOCKPILE AREA
- ENSURE MATERIALS ARE ON SITE FOR REQUIRED WORKS AND EMERGENCY SHUT DOWN PROVISIONS

**GENERAL ORDER OF WORKS – PILING WORKS IN GEORGES RIVER**

- SET OUT AND LIMIT OF WORKS AND ACCESS AREAS REQUIRED.
- ESTABLISH ACCESS AND CLEAR WORK AREAS. IMPORT GRAVEL WILL BE IMPORTED TO PROVIDE A STABLE ACCESS TO THE EDGE OF THE RIVER BANK ON THE EASTERN SIDE.
- INCLUDE DRAINAGE ON NEW TRACK AND DIRECT SURFACE WATER SEDIMENT CONTROLS
- INSTALL DIVERSION TO DIRECT WATER FROM UPPER SLOPES ARE AROUND THE AREAS.
- UNDERTAKE SHEET PILE WORKS AND BACK FILL WITH CLEAN ROCK TO PROVIDE WORK PLATFORM INTO RIVER
- WORK PLATFORM TO BE FORMED IN ACCORDANCE WITH APPROVED FLOOD STUDIES.
- UNDERTAKE WORKS. LOAD OUT EXCAVATED MATERIAL DIRECTLY TO DESIGNATED STOCKPILE AREA
- ENSURE MATERIALS ARE ON SITE FOR REQUIRED WORKS AND EMERGENCY SHUT DOWN PROVISIONS



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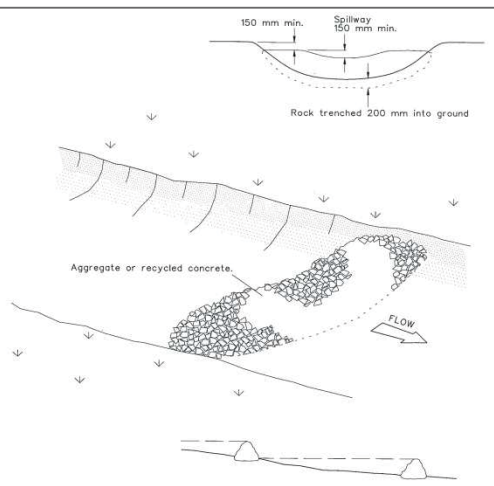
M. 0424 203 046  
 E.info@ersed.com.au

**SHEETS IN THIS PLAN SET**

1. GENERAL ARRANGEMENT – 1001-1009
2. GENERAL NOTES AND DETAILS TO ESCP - 2001-2002

|                |            |
|----------------|------------|
| ERSED REF:     | 16006      |
| DRAWN          | CV         |
| CREATED        | AUG 2016   |
| DATE THIS AMDT | 16 SEPT 16 |
| CLIENT         | ULSC       |

| PRIMARY EROSION AND SEDIMENT CONTROL PLAN |            |               |        |      |
|---|------------|---------------|--------|------|
| GENERAL NOTES AND DETAILS TO ESCP         |            |               |        |      |
| SIMTA MOOREBANK INTERMODAL TERMINAL       |            |               |        |      |
| STAGE 1 – RAIL LINK                       |            |               |        |      |
| DATE THIS AMDT                            | 16 SEPT 16 | PESP001       | 1 of 2 | 0    |
| CLIENT                                    | ULSC       | PREFIX NUMBER | SHEET  | AMDT |



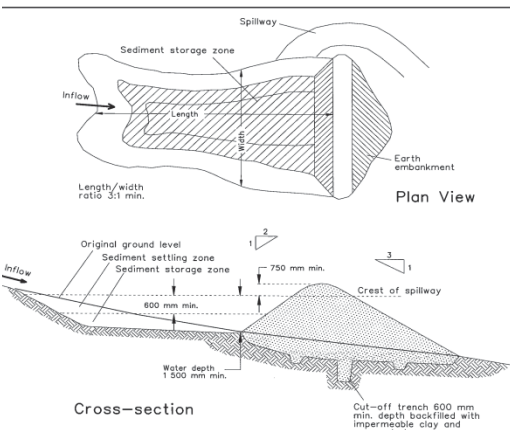
**Construction Notes**

- Check dams can be built with various materials, including rocks, logs, sandbags and straw bales. The maintenance program should ensure their integrity is retained, especially where constructed with straw bales. In the case of bales, this might require their replacement each two to four months.
- Trench the check dam 200 mm into the ground across its whole width. Where rock is used, fill the trenches to at least 100 mm above the ground surface to reduce the risk of undercutting.
- Normally, their maximum height should not exceed 600 mm above the gully floor. The centre should act as a spillway, being at least 150 mm lower than the outer edges.
- Space the dams so the top of the upstream dam is level with the spillway of the next downstream dam.

Spacing of check dams along centreline and scour protection below each check dam to be specified on SWMP/ESCP

**ROCK CHECK DAM**

SD 5-



**Construction Notes**

- Remove all vegetation and topsoil from under the dam wall and from within the storage area.
- Construct a cut-off trench 500 mm deep and 1,200 mm wide along the centreline of the embankment extending to a point on the gully wall level with the riser crest.
- Maintain the trench free of water and recompact the materials with equipment as specified in the SWMP to 95 per cent Standard Proctor Density.
- Select fill following the SWMP that is free of roots, wood, rock, large stone or foreign material.
- Prepare the site under the embankment by ripping to at least 100 mm to help bond compacted fill to the existing substrate.
- Spread the fill in 100 mm to 150 mm layers and compact it at optimum moisture content following the SWMP.
- Construct the emergency spillway.
- Rehabilitate the structure following the SWMP.

**EARTH BASIN - WET**

APPLIES TO 'TYPE D' AND 'TYPE F' SOILS ONLY

SD 6-

**NOTES TO APPLICATION**

FOR SUCCESSFUL TREATMENT WITH GYPSUM (CALCIUM SULFATE) IT IS ESSENTIAL TO ACHIEVE EVEN APPLICATION OVER THE ENTIRE BASIN SURFACE TO MAXIMISE CONTACT BETWEEN THE AGENT AND THE SUSPENDED PARTICLES.

USUALLY, GYPSUM SHOULD BE APPLIED AT A RATE OF ABOUT 30 KILOGRAMS PER 100 CUBIC METRES OF STORED WATER. AS GYPSUM IS CONSIDERED INERT REPEATED TREATMENTS OR TREATMENTS WITH HIGHER DOSES (EG 50KG-100KG/100M3) IS NOT PROBLEMATIC.

NE GROUND GYPSUM (NOT AGRICULTURAL GYPSUM) IS PREFERRED FOR USE IN BASIN TREATMENTS.

**SUGGESTED METHOD OF GYPSUM APPLICATION**

- GYPSUM IS TO BE TAKEN UP ALONG WITH BASIN WATER BY PUMP TO CREATE A SUITABLE SLURRY FOR APPLICATION
- THIS CAN BE ACHIEVED BY SUCKING FROM WITHIN A CONFINED PORTION OF THE BASIN SUCH AS WITHIN A PERFORATED DRUM OR SMALL GRAVEL BAG ENCLOSURE
- THE GYPSUM IS ADDED SLOWLY TO THE INLET OF THE PUMP
- A SECOND PERSON SPRAYS THE GYPSUM EVENLY OVER BASIN SURFACE.

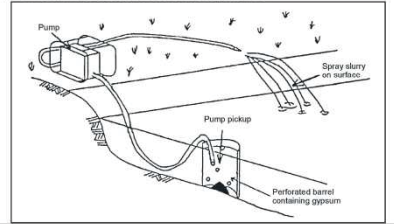
SAMPLING OF SITE SOIL MATERIAL CAN BE USED TO INFORM RECOMMENDED APPLICATION RATES. RATINGS OF SUSPENDED SEDIMENTS SHOULD BE OBSERVED WITHIN 2-3 DAYS. IF SUCCESSFUL TREATMENT IS NOT ACHIEVED THEN RE APPLICATION IS RECOMMENDED.

IT IS COMMON FOR TREATMENT OF BASINS TO BECOME MORE SUCCESSFUL WITH EACH APPLICATION AS INSTRUCTION TEAMS BECOME MORE ADEPT AND ALSO AS RESIDUAL GYPSUM IS RETAINED WITHIN INVERT OF BASIN.

PRIOR TO DEWATERING THE BASIN WATER SHOULD BE TESTED AND CONFIRMED AS MEETING WATER QUALITY REQUIREMENTS STATED IN THE PROJECT ENVIRONMENTAL PROTECTION LICENCE OR OTHERWISE

- TOTAL SUSPENDED SOLIDS 50MG/L
- PH 6.5 - 8.5
- OIL AND GREASE NO VISIBLE TRACE

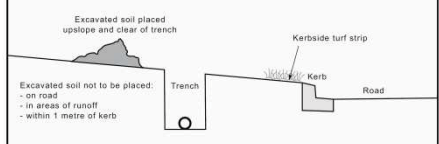
IF BASIN WATER DOES NOT MEET SUITABLE WQ REQUIREMENTS - RE TREATMENT OR CORRECTION OF PH MAY BE REQUIRED. WHERE BASINS ARE REQUIRED TO BE TREATED AND DEWATERED IN PERIODS LESS THAN MAY BE ACHIEVED WITH GYPSUM THEN ALTERNATIVE FLOCCULENT AGENTS WILL BE REQUIRED.



**MANUAL DOSING OF BASINS USING GYPSUM**

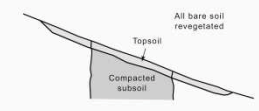
ADAPTED FROM E4.1 MANAGING URBAN STORMWATER (2004)

**When excavating trench...**

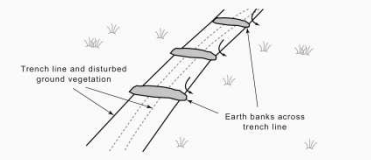


**When backfilling trench...**

Trench backfilled, compacted to 95 per cent standard compaction, topped, levelled and topped up as necessary should subsidence occur



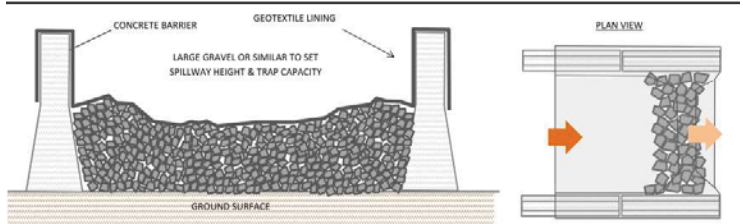
**On steep and/or long sections of trench...**



**Construction notes for figure 6.1**

- Do not open any trench unless it is likely to be closed in three days
- Place excavated material up-slope of the trench
- Stockpile topsoil separately from subsoil
- Divert runoff from the line of the cut with diversions as directed by SD 5-2
- Rehabilitate in accordance with specification

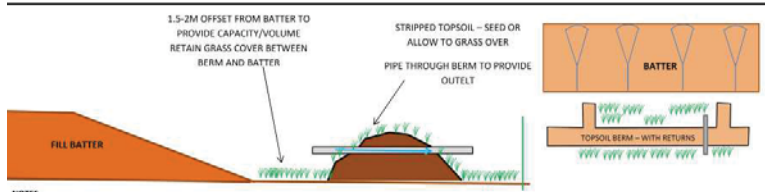
ESC DURING TRENCHING ACTIVITIES: (MANAGING URBAN STORMWATER VOL 2A, 2008)



**DESCRIPTION & USE**

- F TYPE OR CONCRETE BARRIERS TO CREATE MEDIUM SIZED AND PRIMARILY ABOVE GROUND SEDIMENT CONTROL
- RUBBLE BERM AT END SETS SPILLWAY AND DEFINES CAPACITY - PROVIDE MINIMUM 200MM HEIGHT BETWEEN SPILLWAY AND HEIGHT OF BARRIER WALLS
- HEIGHT OF SPILLWAY MUST BE LOWER THAN THE HEIGHT OF GROUND LEVEL AT INLET TO BARRIERS OR CONTROL WILL BE BYPASSED
- SPILLWAY MAY ALSO CONSIST OF F TYPE BARRIER SET INTO GROUND OR LAID ON ITS SIDE
- USE EARTH BERM OR SWALE DRAIN TO DIRECT SITE WATER TO CONTROL - PROVIDE SCOUR PROTECTION AT INLET IF REQUIRED
- OUTLET CONTROL TO GRASS OR OTHER STABLE SURFACE
- CONTROL IS LINED WITH GEOTEXTILE TO SEAL GAPS BETWEEN AND UNDER BARRIERS AND ALLOW CONTROL TO FREE DRAIN
- OUTLET TO STABLE AREA
- VOLUME OF CONTROL MAY BE INCREASED WITH ADDITION OF BARRIERS TO LENGTHEN WALLS OR THROUGH EXCAVATED INTERNAL SUMP
- GENERALLY CONTROL NEEDS TO BE INSTALLED ON SLOPING GROUND SO THAT CAPACITY IS INCREASED WITHIN CONTROL BEHIND GRAVEL BERM
- CONTROL MAY ALSO BE USED AS ENERGY DISSIPATOR AND LEVEL SPREADER

**F TYPE /CONCRETE BARRIER - SEDIMENT TRAP**



**NOTES**

TO BE USED AS PRIMARY SEDIMENT CONTROL BELOW STOCKPILE AREAS/BATTERS OR BELOW LARGE CLEARED AREAS

TO BE USED TO ACHIEVE PERIMETER SEDIMENT CONTROL AS AN ALTERNATIVE TO SEDIMENT FENCE OR MULCH BERMS. MAY ALSO BE IN ADDITION TO SEDIMENT FENCE - INSTALL BELOW LINE OF BERM

AVOID DISTURBANCE BELOW BERMS IF POSSIBLE INSTALL SEDIMENT FENCE BELOW LINE OF BERM AS ADDITIONAL CONTROL. RETAIN GRASS BETWEEN FENCE AND BERM

ALLOWS FOR RETENTION AND LATER REUSE OF SITE TOPSOIL - BERMS NOT TO BE HIGHER THAN 1.5M HIGH

RETAIN 1.5-2M OFFSET BETWEEN STOCKPILED MATERIAL AND BERM TO PROVIDE SEDIMENT / WATER DETENTION

RETURNS ARE FORMED IN BERM TO CREATE A SERIES OF BAYS / SEPARATE TRAPPING AREAS. MIN OF 1 PIPE OUTLET PER BAY.

PIPE OUTLET - 2/3RDS HEIGHT THROUGH BERM

**WORK STAGING**

TO BE UNDERTAKEN IN DRY CONDITIONS ONLY

- DELINEATE WORK AREA TO BE STRIPED AND PROTECTED -
- WORKING FROM CENTRE PUSH TOPSOIL TO FORM BERM GENERALLY ON CONTOUR AT LOWER PERIMETER OF STOCKPILE - AVOID DISTURBANCE TO GRASS BELOW BERMS
- SHAPE TOPSOIL TO BERM AND RETURNS - EVERY 5-10M - DO NOT OVER COMPACT - TOPSOIL NOT TO BE FORMED GREATER THAN 1.5M HEIGHT
- A SECOND BERM OR DIVERSION MAY BE REQUIRED AT UPPER PERIMETER OF AREA TO DIVERT WATER AWAY FROM STOCKPILE - (SEE ALSO SD 4-5 STOCKPILES, MANAGING URBAN STORMWATER 2004)

AT COMPLETION OF USE TOPSOIL BERMS MAY BE RE SPREAD BACK OVER AREA USED FOR STOCKPILING

**TOPSOIL BERM AND PIPE SEDIMENT CONTROL ("RETICULATED BERM") PLUS SEDIMENT FENCE**



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SHEETS IN THIS PLAN SET  
1. GENERAL ARRANGEMENT - 1001-1009  
2. GENERAL NOTES AND DETAILS TO ESCP - 2001-2002

|                |            |
|----------------|------------|
| ERSED REF:     | 16006      |
| DRAWN          | CV         |
| CREATED        | AUG 2016   |
| DATE THIS AMDT | 14 SEPT 16 |
| CLIENT         | ULSC       |

|  |        |        |        |      |
|--|--------|--------|--------|------|
| <b>PRIMARY EROSION AND SEDIMENT CONTROL PLAN</b> |        |        |        |      |
| GENERAL NOTES AND DETAILS TO ESCP                |        |        |        |      |
| SIMTA MOOREBANK INTERMODAL TERMINAL              |        |        |        |      |
| STAGE 1 - RAIL LINK                              |        |        |        |      |
|  | PESCP  | 2002   | 2 of 2 | 0    |
|  | PREFIX | NUMBER | SHEET  | AMDT |

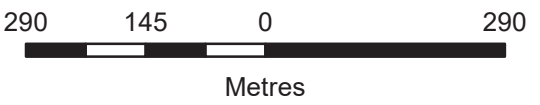
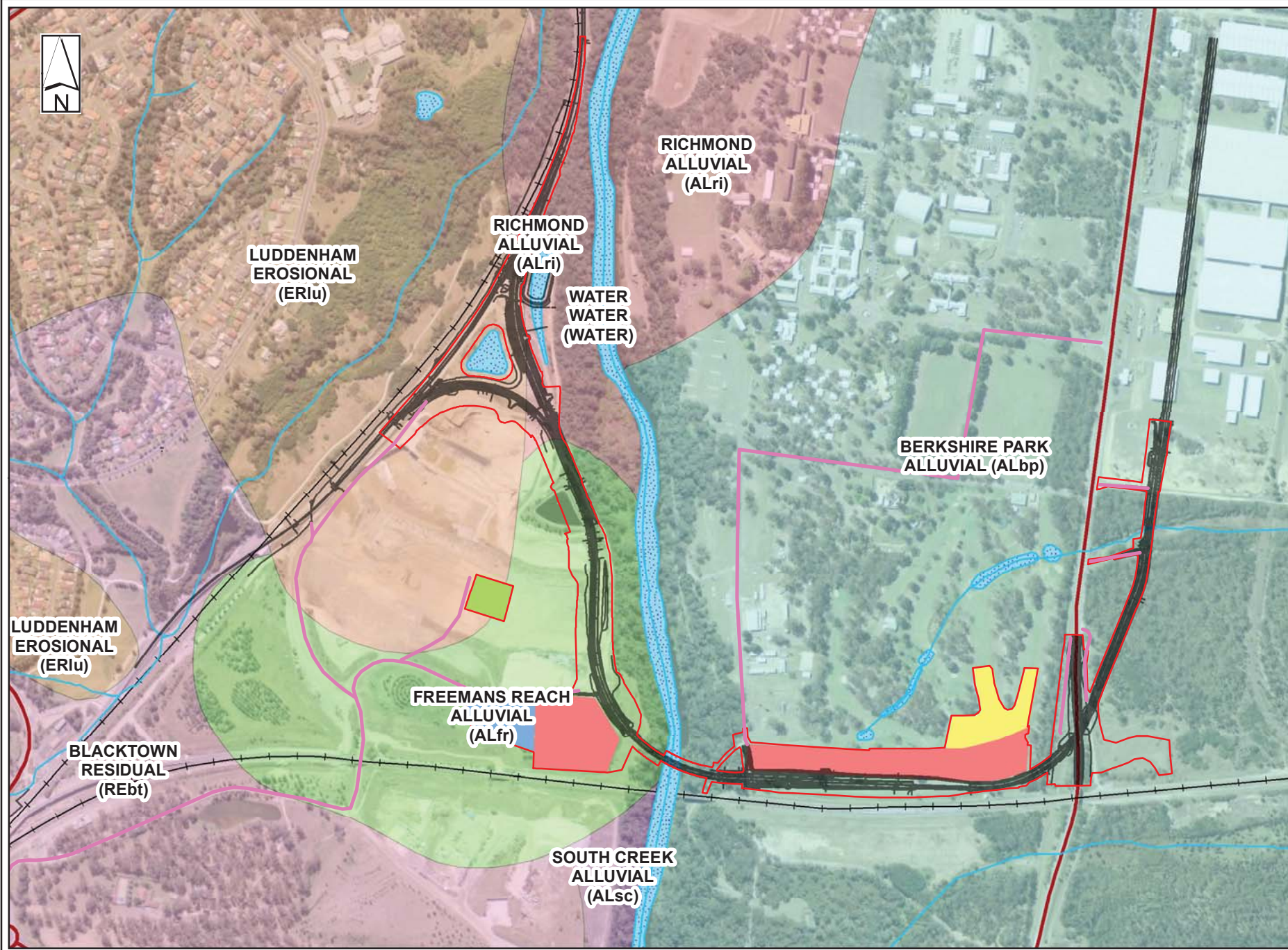


**LEGEND**

- Project Access Roads
- Construction Boundary
- Rail Link
- NSW Rail Line
- NSW Road Line
- Water Course
- Crushing stockpile site
- GWS Temporary Stockpile
- RAE Stockpile Site
- RALP Compounds

**Penrith Soil Landscapes**

- BERKSHIRE PARK
- BIRRONG
- BLACKTOWN
- DISTURBED TERRAIN
- FAULCONBRIDGE
- FREEMANS REACH
- GLENORIE
- GYMEA
- HAWKESBURY
- LUCAS HEIGHTS
- LUDDENHAM
- PICTON
- RICHMOND
- SOUTH CREEK



Coordinate System: GDA 1994 MGA Zone 56  
 Projection: Transverse Mercator  
 Datum: GDA 1994  
 Date: 6/12/2018  
 Service Layer Credits:  
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**SIMTA Moorebank Intermodal Terminal - Stage 1 - Rail Link**  
**Soil Landscapes**

**Appendix G: Stakeholder Consultation Log**



**Appendix H: Stakeholder Consultation Responses**

## **Appendix I: Example Procedures, Checklists and Permits**

*The attached forms are draft and subject to change as construction progresses in order to ensure compliance*



## Environment Inspection Checklist

|                        |               |            |
|------------------------|---------------|------------|
| Inspection Date/ Time: | Inspected By: | Attendees: |
|------------------------|---------------|------------|

**Areas Inspected**

|             |             |
|-------------|-------------|
| Location 1: | Location 4: |
| Location 2: | Location 5: |
| Location 3: | Location 6: |

**Weather Conditions:**

**Works occurring during Inspection:**

| Item  | Y/N/NA | Observation/Comment | Required Action | Action Time | Closed Y/N |
|---|--------|---------------------|-----------------|-------------|------------|
| <b>1. General</b>                                       |        |                     |                 |             |            |
| Housekeeping in order?                                  |        |                     |                 |             |            |
| All equipment, materials, etc contained within boundary |        |                     |                 |             |            |
| SEP being followed?                                     |        |                     |                 |             |            |

Environment Inspection Checklist

| Item  | Y/N/NA | Observation/Comment | Required Action | Action Time | Closed Y/N |
|---|--------|---------------------|-----------------|-------------|------------|
| <b>2. Soil and Erosion Control</b>  |        |                     |                 |             |            |
| Stockpiles maintained, stabilised with appropriate environmental controls in place.                                 |        |                     |                 |             |            |
| Erosion controls are correctly installed and are functional   |        |                     |                 |             |            |
| Access points are stabilised with environmental controls in place (include comment on tracking of sediment, if any) |        |                     |                 |             |            |
| Drains / Pits adequately protected?   |        |                     |                 |             |            |
| Erosion and Sediment Control Plan in place?   |        |                     |                 |             |            |
| <b>3. Water Quality</b>   |        |                     |                 |             |            |
| Dewatering Permits have been issued and are being followed?   |        |                     |                 |             |            |
| <b>4. Noise</b>   |        |                     |                 |             |            |
| Is work being conducted within standard construction hours?   |        |                     |                 |             |            |
| Noise monitoring of plant/equipment has been conducted where required (refer to Plant Hazard assessment).           |        |                     |                 |             |            |
| Machinery on site fitted with compliant non-tonal quackers  |        |                     |                 |             |            |
| Plant not in use switched off   |        |                     |                 |             |            |
| Respite being enforced for noisy works?   |        |                     |                 |             |            |

Environment Inspection Checklist

| Item  | Y/N/NA | Observation/Comment | Required Action | Action Time | Closed Y/N |
|---|--------|---------------------|-----------------|-------------|------------|
| <b>5. Traffic</b>   |        |                     |                 |             |            |
| Are project related vehicles parking in approved areas?             |        |                     |                 |             |            |
| Approved gates being used and are closed when not in use?           |        |                     |                 |             |            |
| <b>6. Air Quality</b>   |        |                     |                 |             |            |
| Dust suppression equipment readily available (ie water cart)        |        |                     |                 |             |            |
| Loads leaving site are covered                                      |        |                     |                 |             |            |
| No visible dust is leaving site                                     |        |                     |                 |             |            |
| <b>7. Flora and Fauna</b>   |        |                     |                 |             |            |
| Vegetation permit issued and pre-clearance surveys being completed? |        |                     |                 |             |            |
| Does weed regrowth need to be addressed?                            |        |                     |                 |             |            |
| Tree protection in place where required                             |        |                     |                 |             |            |
| <b>8. Contamination</b>   |        |                     |                 |             |            |
| Are hazardous materials stored in banded areas?                     |        |                     |                 |             |            |
| Are spill kits readily accessible and noted on SEP?                 |        |                     |                 |             |            |
| Are there any obvious sign of spills, leaks, etc?                   |        |                     |                 |             |            |
| Has any new contaminated material been identified on site?          |        |                     |                 |             |            |
| <b>9. Waste</b>   |        |                     |                 |             |            |
| Do on-site waste bins have adequate capacity?                       |        |                     |                 |             |            |



Environment Inspection Checklist

| Item   | Y/N/NA | Observation/Comment | Required Action | Action Time | Closed Y/N |
|--|--------|---------------------|-----------------|-------------|------------|
| Is waste segregation is being demonstrated on site?  |        |                     |                 |             |            |
| Are designated concrete washouts present on site? Comment on whether these are being used appropriately. |        |                     |                 |             |            |
| <b>10. Heritage</b>  |        |                     |                 |             |            |
| Are the required Heritage Protection measures are in place?  |        |                     |                 |             |            |
| Any sign of damage?  |        |                     |                 |             |            |
| Monitoring being carried out?  |        |                     |                 |             |            |
| <b>Additional Comments:</b>  |        |                     |                 |             |            |
|  |        |                     |                 |             |            |

# Permit to Enter Protected or 'No-Go' Areas

Note: *Permit to Enter Protected or 'No-Go' Areas* to be submitted to Environmental Manager 2 days prior to entry. Entry must not occur to any part of the area until this permit has been approved.

|                                      |   |
|--------------------------------------|---|
| <b>Project Name:</b> [REDACTED]      | <b>Project No.:</b> [REDACTED]              |
| <b>Organisation Name:</b> [REDACTED] | <b>Permit No.:</b> [REDACTED]               |
| <b>Start Date:</b> [REDACTED]        | <b>Expected Completion Date:</b> [REDACTED] |

## PROTECTED AREA LOCATION (S) – ATTACH DRAWINGS / SKETCHES IF NECESSARY

| Ch. From   | Ch. To     | UP/DOWN    | Location   | Comments   |
|------------|------------|------------|------------|------------|
| [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] |
| [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] |

## PART A: NOTIFICATION (To be completed by Site or Project Engineer or Site Environmental Officer)

|  |  |
|--|--|
| <b>Description of Works:</b><br>[REDACTED]   |  |
| <b>Justification as to why entry is required:</b><br>[REDACTED]  |  |
| <b>Protected Area:</b><br>EECs <input type="checkbox"/><br>Contaminated / Hazardous Land <input type="checkbox"/><br>Habitat Trees <input type="checkbox"/><br>Other Environmentally Sensitive Area <input type="checkbox"/> | Cultural / Heritage Sites <input type="checkbox"/><br>Riparian Areas outside footprint <input type="checkbox"/><br>Threatened Species <input type="checkbox"/><br>Other, specify..... <input type="checkbox"/> |
| Map included with approximate location marked?   | Yes <input type="checkbox"/> No <input type="checkbox"/>   |
| Specify plant to be used, number of workers and whether any vegetation or ground disturbance is proposed:<br>[REDACTED]  |  |

## PART B: INVESTIGATION (To be completed by Site Environmental Co-ordinator / Manager)

| Items   | YES                      | NO                       | Comments   |
|---|--------------------------|--------------------------|------------|
| Is entry into the protected area absolutely necessary to complete construction works? Consider other methods that reduce the need to enter the protected areas. | <input type="checkbox"/> | <input type="checkbox"/> | [REDACTED] |
| Will the works impact on the protected area in any way?   | <input type="checkbox"/> | <input type="checkbox"/> | [REDACTED] |
| Is a pre-entry assessment required to determine the condition of the habitat? Are photos required to compare with post-entry condition?                         | <input type="checkbox"/> | <input type="checkbox"/> | [REDACTED] |
| Have relevant authorities been consulted?   | <input type="checkbox"/> | <input type="checkbox"/> | [REDACTED] |
| Is approval required from an authority prior to entry   | <input type="checkbox"/> | <input type="checkbox"/> | [REDACTED] |
| Is a justification report required?   | <input type="checkbox"/> | <input type="checkbox"/> | [REDACTED] |
| Other?  | <input type="checkbox"/> | <input type="checkbox"/> | [REDACTED] |
| Are special conditions or instructions for entry required?  | <input type="checkbox"/> | <input type="checkbox"/> | [REDACTED] |



**PART G: APPROVAL TO ENTER PROTECTED OR 'NO-GO' AREAS**

Approval has been given to enter protected or 'no-go' areas for the purposes identified in Part A by those inducted in Part C and with reference to any conditions identified in Part D.

|   |  |  |  |
|---|--|--|--|
| <input type="text"/><br><i>Name (Environmental Manager)</i> | <input type="text"/><br><i>Signature</i> | <input type="text"/><br><i>Approval Date</i> | <input type="text"/><br><i>Expiry Date</i> |
|---|--|--|--|

# Work Pack Template

|            |   |             |         |
|------------|---|-------------|---------|
| Project:   | Moorebank Precinct East (MPE) Stage 1<br>RALP | Project No. | N01031  |
| Work Pack: | <i>[Enter WORK PACK Name]</i>                 | Doc No.     | Rev: 00 |

## ACTIVITY SCOPE & LOCATION

Scope of Work: The following explains the location and extent of the works to be covered by this WORK PACK. *[Example: "This Work Pack details the installation of bored cast in-place piles constructed in accordance with standard X."]*

## SCHEDULE

|                    |                          |                     |
|--------------------|--------------------------|---------------------|
| Start Date:        | Planned Completion Date: | Programed Duration: |
| ACTUAL Start Date: | ACTUAL Completion Date:  | Actual Duration:    |

## COST CODES

| COST TYPE | COST CODE | ELEMENT OF ACTIVITY (ALL or PART) |
|-----------|-----------|-----------------------------------|
|           |           |                                   |
|           |           |                                   |
|           |           |                                   |

## PREPARED BY:

Acknowledgement that I have consulted with project s functional mangers in the development of this Work Pack.

|           |            |       |
|-----------|------------|-------|
| Name:     | Signature: | Date: |
| Position: | Company:   |       |

## AUTHORISATION / APPROVAL

Line Manager Approval

|                        |            |       |
|------------------------|------------|-------|
| Name:                  | Signature: | Date: |
| Project Position Title |            |       |

## ACCEPTANCE

Acceptance of Work Pack by Responsible Supervisor in control of works under this Work Pack.

|       |            |       |
|-------|------------|-------|
| Name: | Signature: | Date: |
|-------|------------|-------|



## WORK METHOD / SEQUENCING

The following details step-by-step how the task is to be completed. A construction program extract / look ahead specific to this Work Pack activity can be populated and used as a guide when detailing the requirements and constraints in a sequential order, i.e. duration of the nominated works, roster, productivity, milestones, etc. The work method includes information about materials (preferred/approved), quantities as well as storage and handling to a useful and location specific detail. Include relevant controls identified in the Construction Area Plan risk assessment. *[Note: Specific methods can be outlined in separate Work Method Statements, which will then be referenced by the relevant WORK PACK, e.g. welding, pavement/concrete placement, etc.]*

| Task | Control |
|------|---------|
| 1.   |         |
| 2.   |         |
| 3.   |         |
| ...  |         |

**NOTE:** Should works or conditions CHANGE in the execution of the works, the works MUST STOP and the process and controls re-assessed and recorded using the pre-start briefing, and/or this work pack.

## SAFE WORK METHOD STATEMENTS (SWMS)

Acknowledgement of legislated high risk construction work.

| Identified Risk  | Applicable   | SWMS Reference |
|--|--|----------------|
| Risk of falls from greater than 2 metres   | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |
| Likely to involve disturbing asbestos  | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |
| Work in or near shaft or trench with an excavated depth greater than 1.5m or a in tunnel | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |
| Work on or near chemical, fuel or refrigerant lines                                      | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |
| Work with tilt up or pre-cast concrete   | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |
| Work in or areas with artificial extremes of temperature                                 | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |
| Work on a telecommunications tower   | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |
| Temporary load-bearing support structures  | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |
| Use of Explosives  | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |
| Work on or near energised electrical installations or services                           | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |
| Work on, in or adjacent to road, rail shipping or other major traffic corridor           | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |
| Work in or near a drowning risk  | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |
| Demolition of load-bearing structure   | Yes <input type="checkbox"/> No <input type="checkbox"/> |                |

|   |  |  |
|---|--|--|
| Work in confined spaces                                   | Yes <input type="checkbox"/> No <input type="checkbox"/> |  |
| Work in a tunnel  | Yes <input type="checkbox"/> No <input type="checkbox"/> |  |
| Work on or near pressurised gas pipes or mains            | Yes <input type="checkbox"/> No <input type="checkbox"/> |  |
| Work in an area with contaminated or flammable atmosphere | Yes <input type="checkbox"/> No <input type="checkbox"/> |  |
| Work in an area with movement of powered mobile plant     | Yes <input type="checkbox"/> No <input type="checkbox"/> |  |
| Work with mobile cranes and lifting operations            | Yes <input type="checkbox"/> No <input type="checkbox"/> |  |
| Work including diving work (underwater construction)      | Yes <input type="checkbox"/> No <input type="checkbox"/> |  |

### STAKEHOLDER NOTIFICATIONS

Are Stakeholders required to be notified for this work? No  Yes  *If Yes, By Whom (Attach resulting document);*  
*[Enter Details e.g. emergency services, change traffic notifications, nightshift works, community awareness, media]*

### SERVICES

Are services present or positively identified, above, below or within the work area? No  Yes

**Details** \_\_\_\_\_

Is an isolation required? No  Yes  *If Yes, By Whom (Attach resulting document);*  
*[Enter Isolation Details]{Consider Electrical, Water, Gas, etc}*

Is an Excavation or Penetration Permit Required? No  Yes

### LIFTING

Is a Lift Plan / Study required? No  Yes  *If Yes, By Whom (Attach resulting document);*  
*[Enter Lift Study Details]{Consider cranes, telehandlers, excavators}*

Have overhead/underground services been identified? No  Yes  *If Yes, By Whom (Attach resulting document);*

### TEMPORARY WORKS

The following temporary works are required for this WORK PACK & need to be designed & certified in accordance with Temporary Works Procedure (i.e. access, special formwork, temporary support). Reference any applicable design/work method documentation.

1. \_\_\_\_\_

2. \_\_\_\_\_

### WORK INTERFACE / SIMULTANEOUS OPERATIONS

Detailed interfaces that affect this scope of work, other disciplines, contractors or operations including reference of any specific traffic control and/or logistical requirements.

| Interface (Where?) | Party (Who?) | Control/s |
|--------------------|--------------|-----------|
|                    |              |           |
|                    |              |           |

Is a Vehicle Movement Plan attached? No  Yes  Details:

<Detail Access and Egress Points>

## ENVIRONMENTAL

List key environmental risks and controls related to the activity:

[Insert Environmental Risks & Controls specific to work activity.]

| Required                        | Control Action / Procedure  | Action by       | When    |
|---------------------------------|---|-----------------|---------|
| Acid Sulfate Soils Management   | <ul style="list-style-type: none"> <li>Notify Environment Team at Least 5 days prior to PASS or ASS disturbance</li> <li>Limit excavations in inundated areas to less than 1m deep or test for PASS prior to excavation in accordance with PASS work procedure</li> <li>Treatment locations to be approved by Environmental Staff – Min 50m from waterway and made from impervious clay</li> <li>Do not disturb PASS or ASS if it is not necessary</li> <li>Cease works if ASS/PASS is suspected and contact the Environment Manager</li> <li>Regular visual monitoring of PASS/ASS areas and surrounds as identified on SEPs to identify signs of ASS oxidation</li> <li>Treated soil to be tested prior to reuse</li> </ul> | Site Supervisor | Ongoing |
| Bushfire Management             | <ul style="list-style-type: none"> <li>Maintain access to all tracks in the event of fire requiring RFS assistance</li> <li>A hot works permit is required for any activity involving heat, sparks or flames</li> <li>Any fire(s) onsite to be reported and extinguished in accordance with the Safety Emergency Response procedure</li> </ul>  | Site Supervisor | Ongoing |
| Chemicals, fuels and lubricants | <ul style="list-style-type: none"> <li>Handling of chemicals, fuels and lubricants to be in accordance with all relevant legislation, manufacturer's instructions and relevant Material Safety Data Sheets (MSDS)</li> <li>Handling of chemicals, fuels and lubricants to be carried out at approved compound locations</li> <li>Refuelling must occur in bunded area on relatively level land &gt;20m from drainage lines/waterways</li> <li>Storage of flammable materials (solid, liquid or gases) shall not be stored within 5 metres of any occupied buildings, and to be suitably secured and signposted</li> <li>Continually check for wear and tear of plant and machinery for potential leaks / breakages</li> </ul> | All             | Ongoing |

|                                |   |  |         |
|--------------------------------|---|--|---------|
|                                | <ul style="list-style-type: none"> <li>Frequently inspect the integrity of containers storing chemicals, fuels and lubricants</li> <li>Never leave chemicals, fuels and lubricants unattended or exposed to likely rain or wind</li> <li>All vehicles carrying liquid supplies must be fitted with fully stocked and ready to use spill kits</li> </ul>   |  |         |
| Community                      | <ul style="list-style-type: none"> <li>Give adequate notice prior to commencement of an activity to the Community Manager</li> <li>Do not communicate with public; instead provide the Project Hotline 1800 986 465</li> </ul>  | All                                    | Ongoing |
| Contaminated Soils Management  | <ul style="list-style-type: none"> <li>Workcover to be notified of all asbestos removal works and Workcover permit required for removal of all friable asbestos</li> <li>If any asbestos or unidentified contaminated soils / material is found works are to stop immediately, and both the Safety and Environmental Managers contacted</li> <li>Contaminated material is to be placed on plastic sheeting prior to stockpiling and covered with plastic sheeting</li> <li>Sediment controls to be installed for any stockpile containing contaminated material to prevent migration of contamination downstream and divert runoff away from material upstream</li> <li>In the presence of strong odours works shall cease until odour suppressant controls deployed</li> <li>Vehicles or equipment that may have come in contact with contaminated material shall be decontaminated at the end of work or if exiting the contaminated area in accordance with the Vehicle washing procedure</li> </ul> | All                                    | Ongoing |
| Cultural / Aboriginal Heritage | <ul style="list-style-type: none"> <li>No entry into 'No Go Zones' which will be fenced, signed, and shown on SEPs</li> <li>If any potential artefact is found works are to stop immediately and Environmental Manager contacted</li> </ul>   | All                                    | Ongoing |
| Dust and Mud Control           | <ul style="list-style-type: none"> <li>Modify or cease operations during high winds or wet weather</li> <li>Stabilised access, rumble grids, wash bays or similar to be installed at site exits to minimise mud on public roads</li> <li>Water cart / Sprinkler to be on hand for unsealed surfaces and stockpiles</li> <li>All disturbed areas stabilised, revegetated and/or landscaped as soon as practicable</li> <li>Notify supervisor of any mud tracking so it can be cleaned up quickly</li> <li>All vehicles carrying loose or potentially dusty material to and/or from the site to cover loads</li> <li>Tailgates, under-rigs, wheels and towing apparatus of all trucks to be checked to ensure they are clean and secure prior to leaving the worksite</li> </ul>  | Site Supervisor / Construction Manager | Ongoing |

|                             |   |                 |         |
|-----------------------------|---|-----------------|---------|
|                             | <ul style="list-style-type: none"> <li>Cutting, grinding or sawing equipment must only be used in conjunction with suitable dust suppression techniques</li> </ul>  |                 |         |
| Excess noise and vibration  | <ul style="list-style-type: none"> <li>Works only within approved hours:<br/>Monday – Friday 7:00 – 18:00<br/>Saturday 8:00 – 13:00</li> <li>For works outside of these hours an 'out of hours work permit' is required to be approved by the Safety, Environment and Project Manager</li> <li>Compression braking not permitted within proximity to the project</li> </ul>   | All             | Ongoing |
| Flora & Fauna               | <ul style="list-style-type: none"> <li>All works (including access into site and storage) to occur ONLY as shown on SEPs or in areas approved by a Site Clearing Permit</li> <li>Avoid fauna if encountered. Contact Environmental Staff if fauna needs to be relocated</li> <li>Vehicles to be washed as per the procedure to prevent the spread of weeds and diseases</li> <li>Cover any exposed trenches or pits when not actively worked on or alternatively, install fauna escape ramps for trapped fauna (logs / planks)</li> </ul> | All             | Ongoing |
| Greenhouse Management       | <ul style="list-style-type: none"> <li>All equipment and vehicles to be regularly maintained, monitored and records kept</li> <li>Engines will be switched off when not in use</li> </ul>   | All             | Ongoing |
| Incident Management         | <ul style="list-style-type: none"> <li>Stop source of spill/contamination if possible</li> <li>Stop works and notify the Environmental Manager immediately</li> </ul>   | Site Supervisor | Ongoing |
| Soil and Water Quality      | <ul style="list-style-type: none"> <li>ERSED to be installed prior to works commencing, then regularly monitored and maintained</li> <li>Vehicles to use existing tracks ONLY</li> <li>No water to be discharged without a Water Movement Permit approved by Environmental Staff</li> <li>Concrete to be washed out in designated washout areas ONLY – refer to site PESCP / SEP</li> </ul>   | All             | Ongoing |
| Stockpile Management        | <ul style="list-style-type: none"> <li>All topsoil to be stored in designated locations only as identified on project SEPs</li> <li>Topsoils from different locations are not to be mixed</li> <li>Do not store materials within 5m of trees</li> <li>Stockpiles are to be properly constructed and maintained in accordance with the Stockpile Management Procedure and/or at the Environmental Manager's direction</li> </ul>   | Site Supervisor | Ongoing |
| Waste Management / Disposal | <ul style="list-style-type: none"> <li>All wastes transported off-site to be reported to Environmental Manager for inclusion into the project waste register</li> <li>Do not store waste within 5m of trees</li> <li>Site to be maintained in a clean and tidy condition</li> </ul>   | Site Supervisor | Ongoing |
| Weed Management             | <ul style="list-style-type: none"> <li>Water from truck wash-down in the Rail East Compound will be captured and disposed offsite</li> </ul>  | Site Supervisor | Ongoing |



|  |  |  |  |  |
|--|--|--|--|--|
|  | <ul style="list-style-type: none"> <li>The removal and transport of Alligator Weed including topsoil (refer to SEPs for location) requires a permit issued by the Environment Manager</li> <li>Topsoil from known weed infested areas as shown on the SEPs must be stored separately on land 40 metres from native vegetation</li> </ul> |  |  |  |
|--|--|--|--|--|

Is a Site Environmental Plan applicable to this Work Pack? No  Yes  *If Yes, (Attach Details)*

[Insert Site Environmental Plan applicable to work activity.]

Does the activity have Regulated Waste? No  Yes  *If Yes, (Attach Details)*

[Insert those relegated wastes applicable to work activity.]

| Waste Type                   | Site Requirements  | Disposal Requirements   |
|------------------------------|--|---|
| Acid Sulfate Soils           | <ul style="list-style-type: none"> <li>Refer to SEPs for specific locations of PASS / ASS risk</li> <li>Refer to Acid Sulfate Management Plan</li> </ul>   | <ul style="list-style-type: none"> <li>Refer to Acid Sulfate Management Plan</li> </ul>   |
| Aggregates / Ballast / Fines | <ul style="list-style-type: none"> <li>Maximise reuse onsite</li> </ul>  | <ul style="list-style-type: none"> <li>Comply with Recovered aggregate exemption 2014, or</li> <li>Comply with Recovered fines (batch) exemption 2014, or</li> <li>Comply with Recovered railway ballast exemption 2014, or</li> <li>Transfer to licenced facility</li> </ul> |
| Asbestos                     | <ul style="list-style-type: none"> <li>Refer to Asbestos Management Plan</li> </ul>  | <ul style="list-style-type: none"> <li>Refer to Asbestos Management Plan</li> <li>Waste to be tracked</li> </ul>  |
| Asphalt                      | <ul style="list-style-type: none"> <li>Maximise reuse on access tracks</li> </ul>  | <ul style="list-style-type: none"> <li>Transfer to licenced facility, or</li> <li>Comply with Reclaimed Asphalt Pavement Exemption 2014</li> </ul>  |
| Batteries / Tyres            | <ul style="list-style-type: none"> <li></li> </ul>   | <ul style="list-style-type: none"> <li>Transfer to licenced facility</li> </ul>   |
| Concrete / Concrete Washout  | <ul style="list-style-type: none"> <li>Concrete washout to be bunded and left to evaporate or harden</li> <li>If containment capacity reached then remove by vacuum truck or pump to larger size containment</li> </ul>        | <ul style="list-style-type: none"> <li>Transfer to licenced facility</li> </ul>   |
| Green Waste / Mulch          | <ul style="list-style-type: none"> <li>Maximise reuse in landscaping works</li> </ul>  | <ul style="list-style-type: none"> <li>Comply with Mulch Exemption 2016, or</li> <li>Transfer to licenced facility</li> </ul>   |
| Contaminated Soils           | <ul style="list-style-type: none"> <li>Refer to Contamination Management Plan</li> <li>Segregate from clean material</li> <li>Excavated material to covered, bunded, as well as signed and bunting around stockpile</li> </ul> | <ul style="list-style-type: none"> <li>Refer to Contamination Management Plan</li> <li>Disposal at a licenced facility only</li> </ul>  |
| Domestic Waste               | <ul style="list-style-type: none"> <li>Provide bins at each work site</li> </ul>   | <ul style="list-style-type: none"> <li>Disposal to licenced facility only</li> </ul>  |
| Excavated Natural Material   | <ul style="list-style-type: none"> <li>Maximise reuse onsite</li> </ul>  | <ul style="list-style-type: none"> <li>Transfer to licenced facility, or</li> <li>Comply with ENM Exemption 2014</li> </ul>   |
| Mixed Waste                  | <ul style="list-style-type: none"> <li></li> </ul>   | <ul style="list-style-type: none"> <li>Transfer to licenced facility</li> </ul>   |
| Liquid Waste                 | <ul style="list-style-type: none"> <li>Refer to Contamination Management Plan</li> <li>Oils and other hydrocarbons to be stored in containers, under</li> </ul>  | <ul style="list-style-type: none"> <li>Refer to Contamination Management Plan</li> <li>Disposal to licenced facility</li> <li>Treated sediment laden water to be discharged offsite in accordance</li> </ul>  |

|                                   |  |   |
|-----------------------------------|--|---|
|                                   | cover, and within adequately sized bund  | with the project dewatering procedure and signed dewatering permit <ul style="list-style-type: none"> <li>Sanitary waste to be removed by licenced contractor and taken to a licenced facility</li> </ul> |
| Steel & Other Metals              | <ul style="list-style-type: none"> <li>Metals to be segregated from other waste</li> </ul> | <ul style="list-style-type: none"> <li>Transfer to licenced facility</li> </ul>   |
| Virgin Excavated Natural Material | <ul style="list-style-type: none"> <li>Maximise reuse onsite</li> </ul>                    | <ul style="list-style-type: none"> <li>Material is exempt</li> <li>Transfer to facility / location with planning approval to accept waste</li> </ul>  |
| Wood or Timber                    | <ul style="list-style-type: none"> <li>Maximise reuse onsite</li> </ul>                    | <ul style="list-style-type: none"> <li>Transfer to licenced facility</li> </ul>   |

## WELDING

Does the task involve welding? No  Yes  *If Yes, By Whom (Attach Weld Procedure);*  
*[Enter Details]*

Is the Hot Work Permit attached? No  Yes

## RESOURCE REQUIREMENTS

*Subcontract Resources: <insert details>*

*CPB Labour: <insert details>*

*Plant <insert details>*

*Equipment: <insert details>*

*Materials: <insert details>*

*Comments: [Note special training/competency requirements, e.g. Confined Space Competency, surface protection processes or refer to separate document managing welding and other highly skilled works.]*

| PERMITS / APPROVALS   |                          |                  |                          |
|---|--------------------------|------------------|--------------------------|
| Permits   | ✓ / ✗                    | Permit           | ✓ / ✗                    |
| Safety Essentials Exception   | <input type="checkbox"/> | Isolation        |                          |
| Hot Work  | <input type="checkbox"/> | Excavation       | <input type="checkbox"/> |
| Dewater   | <input type="checkbox"/> | Confined Space   | <input type="checkbox"/> |
| Disturb Land  | <input type="checkbox"/> | Enter No-Go Zone | <input type="checkbox"/> |
| Permit to Penetrate   | <input type="checkbox"/> |                  | <input type="checkbox"/> |
| <i>Add any other activity requiring a permit.</i>   |                          |                  |                          |
| <b>Other:</b> e.g. Environmental Permit/Approvals – Out of hours works, Planning Permits, EPA license.<br><i>[Attach Permits and Approvals as applicable]</i> |                          |                  |                          |

| SURVEY / TESTING REQUIREMENTS                         |          |      |           |
|---|----------|------|-----------|
| List survey / testing requirements and responsibility |          |      |           |
| Description of Survey or Testing Required             | Resource | When | Frequency |
|   |          |      |           |
|   |          |      |           |
|   |          |      |           |

| DRAWINGS / SPECIFICATIONS   |     |                     |          |     |                     |
|---|-----|---------------------|----------|-----|---------------------|
| List a layout drawing and other relevant drawings, specifications and standards to clarify above work method. |     |                     |          |     |                     |
| Ref. No.  | Rev | Description / Title | Ref. No. | Rev | Description / Title |
|   |     |                     |          |     |                     |
|   |     |                     |          |     |                     |
|   |     |                     |          |     |                     |
|   |     |                     |          |     |                     |

| CONSTRUCTION VERIFICATION |                          |
|---------------------------|--------------------------|
| Lot No. / System ID       | Inspection and Test Plan |
|                           |                          |
|                           |                          |
|                           |                          |

| COMMENTS / ADDITIONAL ACTIONS |
|-------------------------------|
|                               |
|                               |
|                               |



Comments:

*< What worked well? What didn't work well? Are there any "Lessons Learnt" improvements? >*

RESPONSIBLE SUPERVISOR:

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RESPONSIBLE ENGINEER:

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Authorisation:

*The work covered within this WORK PACK has been completed and the records have been checked and are ready for presentation*

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|                      |           |      |
|----------------------|-----------|------|
| Name                 | Signature | Date |
| Responsible Engineer |           |      |

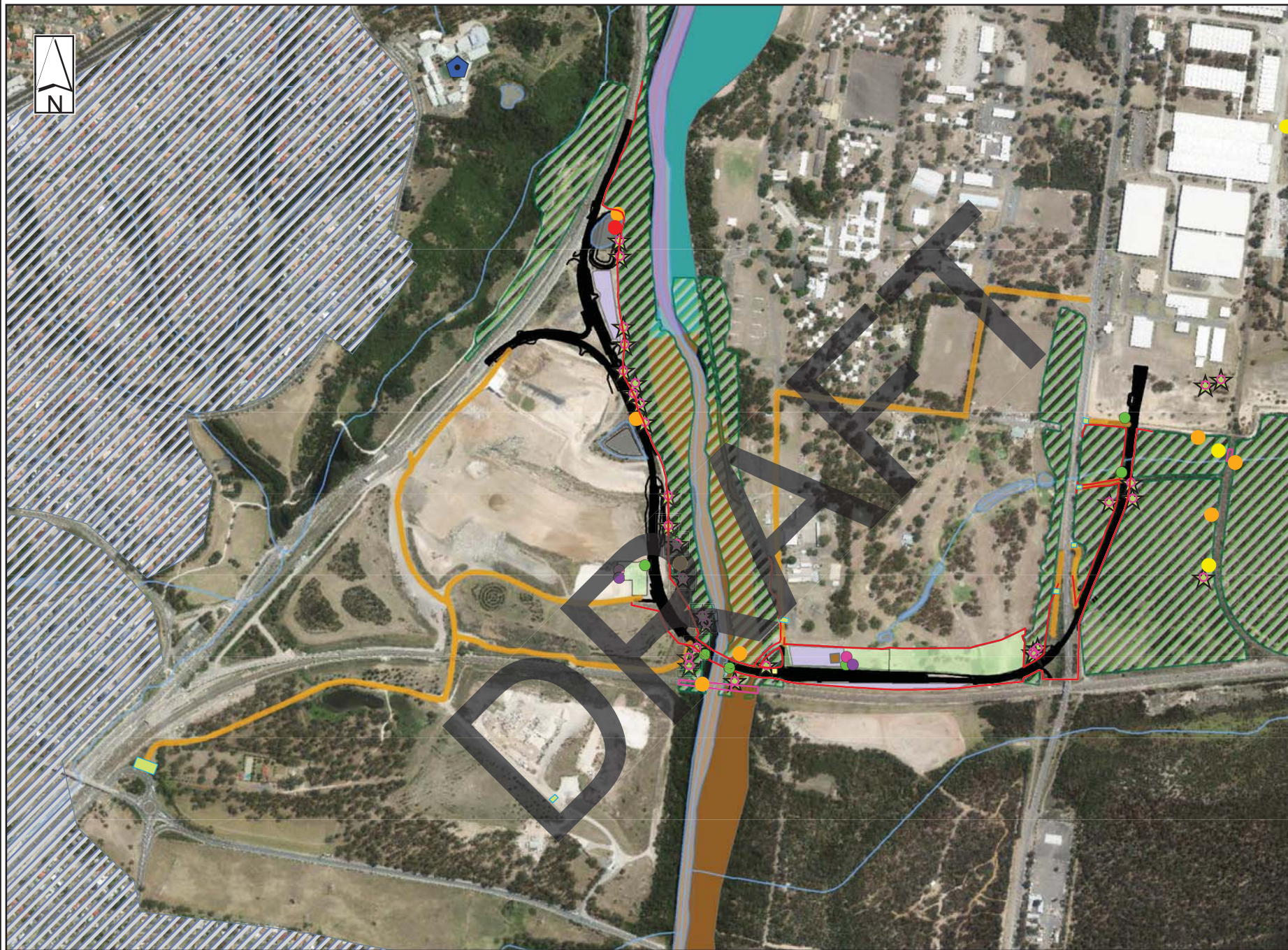


## CHECKLIST

*[Insert/attach appendices referenced in this Work Pack here:*

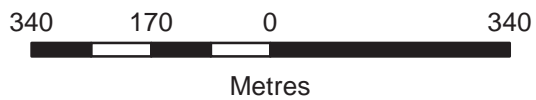
- Stakeholder Notifications
- Lift Plan
- Temporary Works
- Vehicle Movement Plan
- Traffic Control Plan
- Safe Work Method Statements
- Safety Data Sheets (SDS)
- Erosion and Sediment Control Plan
- Welding Procedure
- Permits / Approvals
- Survey / Testing
- Drawings / Sketches
- Construction Verification – Inspection and Test Plans
- Site Environmental Plans
- Other \_\_\_\_\_





**LEGEND**

- Project Features**
- Rail Link
  - Vehicle Washdown Location
  - Refuelling & Hydrocarbon Storage Locations
  - Spill Kit Location
  - ⬠ Educational Receivers
  - ASS Treatment
  - Rumble Grid Locations
  - ▨ Residential Catchments
  - Project Access Roads
  - No-Go Fencing
  - Nominal Stockpile Sites
  - Ancillary Facilities
  - Hydrology Line
  - Water Course
- Ecology Constraints**
- Myotis macropus
  - Mormopterus norfolkensis
  - Minopterus schreibersii oceanensis
  - Southern Myotis
  - ▨ No-Go Areas
  - ★ Hollow Bearing Trees
- ASS Risk**
- High probability of occurrence
  - Low probability of occurrence
  - No known occurrence



Coordinate System: GDA 1994 MGA Zone 56  
 Projection: Transverse Mercator  
 Datum: GDA 1994

Date: 6/04/2017

Service Layer Credits: © Land and Property Information 2015

**SIMTA Moorebank Intermodal Terminal - Stage 1 - Rail Link**  
**Site Environmental Plan - Earthworks**



## SOIL & WATER

- Ensure clean water diversions are installed prior to the commencement of work.
- Ensure erosion and sediment controls are:
  - Installed prior to or immediately upon any disturbance to vegetation or soil
  - Adequately maintained and remain in place until revegetation, stabilisation or hard scaping has occurred.
- Keep cleared areas to a minimum and progressively rehabilitate/revegetate as they become available.
- Stockpile material away from water flow paths.
- Reuse sediment laden water (dirty water) that has been captured onsite where possible e.g. for dust control.
- Ensure water discharged from site is in strict accordance with the project's dewatering requirements.
- Transfer/discharge of water is not undertaken without a Permit to Dewater which has been approved by the Project Environmental Representative.
- Notify the Supervisor or Project Environmental Representative immediately if you observe:
  - Unauthorised discharge of water offsite
  - Turbid water in or near waterways or drains
  - Ineffective or damaged sediment and erosion controls.

## FLORA & FAUNA

- Ensure that prior to any disturbance, clearing or grubbing activities in any locations the following is in place:
- A Land Disturbance Permit (or equivalent)
  - No-go Zones for significant flora and fauna are established, fenced/flagged and sign posted prior to commencement of clearing
  - A wildlife catcher/spotter or the Project Environmental Representative has conducted a search for any wildlife that may need to be removed and relocated.
- Stop work if necessary if an animal is in danger or likely to be harmed until it has been relocated
  - Ensure all plant remains on designated roads or tracks to minimise damage to vegetation.
  - Use cleared/removed weed free vegetation either on or off the project (e.g. for habitat, chipped for mulch and reused) where possible.
  - Notify the supervisor and/or Project Environmental Representative immediately if a threat to an animal is evident.
  - Comply with site speed limits at all times, especially in areas where vehicle/fauna interactions are identified as high risk.
  - Comply with No-Go Zones at all times. If entering a No-Go Zone ensure a Permit has been approved.
  - Notify your Supervisor of damage to No-Go Zone fencing or signage immediately.
  - Notify your Supervisor of any unapproved land disturbance immediately

## NOISE & VIBRATION

- Undertake construction activities within the project's nominated hours of work which must comply with contractual and legislative requirements.
- Ensure approval has been given or seek approval from the Project Manager or Project Environmental Representative for any works that need to occur outside nominated hours.
- Undertake high noise generating works in accordance with project obligations.
- Ensure all equipment is serviced and maintained according to manufacturer's recommendations, or more frequently if required to minimise noise generated.
- Use the least noise-intrusive reversing alarms for safety requirements if using high frequency noise alarms is not acceptable.
- Amend the way work is undertaken, if it is likely to generate non-compliant vibration ensure compliance with applicable limits.
- Notify the Supervisor and/or Project Environmental Representative of unexpected noise/vibration increases immediately.

## HERITAGE

- Ensure a Permit to Clear Land or Vegetation is obtained before undertaking any ground disturbance work.
- Ensure that prior to work activities all cultural heritage items and places to be preserved are fenced/flagged and sign posted as No-Go Zones.
- Communicate areas or items of cultural heritage and No-Go Zones to all workers.
- Stop work if an object is discovered that may be a suspected heritage item until an inspection has occurred, any required controls are put in place and approval to recommence work is given from the Project Environment Representative.
- Ensure workers required to work in close proximity to heritage items or values are appropriately trained.
- Comply with No-Go Zones at all times. If entering a No-Go Zone ensure a permit has been approved.
- Notify the Supervisor of damage to No-Go Zone fencing or signage immediately.

## CONTAMINATED LAND & ACID SULFATE SOILS

- Ensure testing of contaminated land (incl. ASS/PASS) is conducted by a trained and competent person, and a management strategy developed.
- Ensure contaminated land (incl. ASS/PASS) is handled, stockpiled, reused and/or disposed of as per the project's contamination management strategy
- Stop work whenever unexpected contaminated materials (incl. ASS/PASS) are discovered or suspected until adequate controls are put in place to undertake the work.
- Ensure all movement of contaminated materials (incl. ASS/PASS) are tracked using Tool: Materials Tracking Form.
- Ensure water runoff from contaminated land and stockpiles is contained, treated or disposed to ensure there is no pollution of land or waterways.
- Ensure all vehicles, plant and other machinery that have been in contact with contaminated soil are decontaminated prior to leaving site.

## ENERGY

- Ensure toolbox talks include the requirement for all plant and equipment to adhere to a 'no-idling' policy and be switched off when not in use.
- All subcontractors providing their own fuel for use on the project must provide a monthly fuel consumption report, to satisfy their contractual NGER Reporting requirements.
- Identify opportunities for reducing electricity consumption in site sheds and facilities, and diesel used in plant and equipment.
  - Communicate initiatives to the project Environment Manager and implement where practical.
- Utilise energy efficient and low emissions equipment wherever feasible, including energy efficient site lighting as a minimum.

## HAZARDOUS SUBSTANCES

- Ensure the storage and handling of hazardous substances is in strict accordance with the applicable Standards and SDS.
  - Hazardous substances must be stored in a bunded area with a minimum holding capacity of 110% of the largest container within the bund or 25% of the total capacity of all containers within it, whichever is the greatest.
- Ensure spill kits:
  - Are of adequate type and volume for materials stored
  - Are located adjacent to all hazardous substance storage units, in refuelling and maintenance areas
  - At worksites in close proximity to waterways are specific for aquatic use; and
  - Relevant workers are trained in the use of the kits.
- Notify the Construction Area Manager or Environmental Representative of any spill so external reporting can occur in compliance with any contractual and/or legislative requirements.
- Notify the Supervisor and/or Project Environmental Representative of any hazardous substances spills (regardless of size) immediately.

## WASTE MANAGEMENT

- Ensure storage containers (bins, skips, tanks, etc.) are provided at each work area in sufficient numbers to facilitate segregation of waste at the source of generation.
- Ensure all waste is classified, stored, tracked, transported and treated in accordance with contractual and regulatory requirements, including the use of licensed transporters and treatment facilities.
- Ensure containers are clearly sign posted to inform all project personnel of the correct material to be placed within each bin type and that containers are emptied at a frequency that is sufficient to ensure their correct use.
- Note: Burial or burning of waste is strictly prohibited.
- Ensure excess concrete and concrete washout is not discharged to land or stormwater. Always use a concrete washout facility.
- Use the correct bin type or disposal of waste to avoid contamination.
- Contact the Supervisor or Project Environmental Representative if a bin needs to be collected.
- Track and record all waste generated on the project.

## AIR

- Establish stabilised access, rumble grids, wash bays or similar for site exits to minimise mud on public roads. Sweepers must be used periodically to clean public roads where mud has been deposited
- Ensure site traffic speed limit(s) are determined to minimise dust generation.
- Minimise the removal and disturbance of vegetation and undertake rehabilitation, seeding or grassing as soon as practicable.
- Ensure haul roads and disturbed areas are treated with dust suppressants (e.g. water or chemical suppressants) especially in high risk areas and/or during high risk days.
- Ensure construction plant and equipment is maintained so it does not emit visible smoke for any period greater than:
  - 15 consecutive seconds for plant not being registered for use on public roads
  - 10 consecutive seconds for plant registered for use on public roads.
- Ensure there is no burning of any materials on site.
- Adhere to traffic speed limit(s) to minimise dust generation.
- Report any occurrences of increased dust to your supervisor immediately.

## POINTS OF CONTACT

|                            |                    |              |
|----------------------------|--------------------|--------------|
| Environment Representative | Adam Noonan        | 0402 825 885 |
| Safety Representative      | Sallyanne Rinehart | 0467 045 203 |
| Supervisor                 | TBA                | 04XX XXX XXX |
| Construction Manager       | Mario Lovric       | 0418 267 192 |

## ENVIRONMENTAL PERMITS

- Permit to Dewater
- Permit to Clear Land or Vegetation
- Permit to Enter Protected or 'No Go' Areas
- Permit to Excavate & Penetrate
- Permit to Work Outside of Hours

## CONSULTATION

In the event that you need to contact a regulatory organisation please contact the Stakeholder and Communications Manager or the Environment Manager who will contact the relevant organisation on your behalf.

## PROJECT NAME

**MOOREBANK PRECINCT EAST  
STAGE 1 RALP  
Earthworks Site Environmental Plan**

**Appendix J: Construction Traffic and Access Management Plan (E34 a)**

*Refer to aspect specific sub-plan*

**Appendix K: Construction Noise and Vibration Management Plan (E34 b)**

*Refer to aspect specific sub-plan*



**Appendix L: Construction Heritage Management Plan (E34 c)**

*Refer to aspect specific sub-plan*

**Appendix M: Construction Flora and Fauna Management Plan (E34 d)**

*Refer to aspect specific sub-plan*

**Appendix N: Construction Air Quality Management Plan (E34 e)**

*Refer to aspect specific sub-plan*

**Appendix O: Construction Soil and Water Management Plan (E34 f)**

*Refer to aspect specific sub-plan*

**Appendix P: Community Communication Strategy (D1)**

*Refer to specific plan*



## **Appendix Q: Flood Emergency Response Plan**

*Subject to change as detailed design and construction methodology develops during construction.*

## **Appendix R: Compound and Ancillary Facilities Management Plan**

*Subject to change as detailed design and construction methodology develops during construction.*

## **Appendix S: Waste Management Plan**

*Subject to change as detailed design and construction methodology develops during construction.*

**Appendix T: Contamination Management Plan & Asbestos Management Plan**

*Subject to change as detailed design and construction methodology develops during construction.*

## **Appendix U: Greenhouse Gas Management Plan**

*Subject to change as detailed design and construction methodology develops during construction.*



## **Appendix V: Bushfire Management Strategy**

*Subject to change as detailed design and construction methodology develops during construction.*

## **Appendix W: Health and Safety Plan**

*Subject to change as detailed design and construction methodology develops during construction.*

**Appendix X: Incident and Emergency Plan**

*Subject to change as detailed design and construction methodology develops during construction.*