

Moorebank Precinct East – Rail Access Land Preparation Stage 1 Package 1

Pre-Construction Compliance Report – IMEX to
RailCorp Land and RailCorp Land (SSD 14-
6766)



SIMTA

SYDNEY INTERMODAL TERMINAL ALLIANCE

MOOREBANK PRECINCT EAST

Rail Access Land Preparation Package - Stage 1, Package 1
Pre-Construction Compliance Report – IMEX to RailCorp Land
and RailCorp Land

05 JANUARY 2018

Incorporating



CONTACT



TACTICAL GROUP

Moorebank Precinct East, Stage 1

Package 1

Pre-Construction Compliance Report IMEX to RailCorp Land and RailCorp Land

Stage 1, Package 1

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REVISIONS

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APPENDICES

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ACRONYMS

Acronym	Meaning
ACM	Asbestos Containing Materials
AFFF	Aqueous Film Forming Foam
Bootland	Lot 4 DP 1197707 and owned by the Commonwealth of Australia
BOP	Biodiversity Offset Package
CAQMP	Construction Air Quality Management Plan
CBD	Central Business District
CC	Construction Certificate
CCS	Community Consultation Strategy
CEMP	Construction Environmental Management Plan
CES	Community Engagement Strategy
CFFMP	Construction Flora and Fauna Management Plan
CHMP	Construction Heritage Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CoA	Conditions of Approval
CSWMP	Construction Soil and Water Management Plan
CTAMP	Construction Traffic and Access Management Plan
CTP	Compliance Tracking Programme
CUST Hut	Cullen Universal Steel Truss Hut
DP	Deposited Plan
DP&E	Department of Planning and Environment
EEC	Ecologically Endangered Community
EIS	Environmental Impact Statement
EOW	Explosive Ordnance Waste
EPBC	Environmental Protection and Biodiversity Act 1999

Acronym	Meaning
ER	Environmental Representative
ERSED	Erosion and Sediment Controls
ESCP	Erosion and Sediment Control Plan
EWMS	Environmental Work Method Statement
Georges River Bridge	Construction work area related to the construction of MPE Stage 1 Package 1
Glenfield Waste Facility	Privately owned waste facility and construction work area related to the construction of MPE Stage 1 Package 1
HBI	Health Buildings International
HHRA	Human Health Risk Analysis
HIS	Heritage Interpretation Strategy
IMEX	Import Export Terminal
IMP	Incident Management Plan
IMT	<p>Intermodal Terminal Facility. The MPE Stage 1 Project includes the construction of the following key components together comprising the IMT:</p> <ul style="list-style-type: none"> • Truck processing and loading areas • Rail loading and container storage areas • Administration facility and associated car parking • Rail Link
$L_{Aeq(15\text{ min})}$	The A-weighted equivalent continuous (energy average) sound pressure level over a 15-minute period.
LGA	Local Government Area
LLEP	Liverpool Local Environmental Plan
LPWDR	Land Preparation Works – Demolition and Remediation
Moorebank Avenue Overbridge	Construction work area related to the construction of MPE Stage 1 Package 1
MH	Moorebank Heritage
MIC	Moorebank Intermodal Company

Acronym	Meaning
MPE	Moorebank Precinct East
MPE Stage 1, Package 1	The construction of the Rail Link connecting the Southern Sydney Freight Line to the IMEX, traversing across the Boot land, RailCorp Land, Moorebank Avenue, the MPW Golf Course, Georges River, and Glenfield Waste Facility
MPE Stage 1, Package 2	<p>Construction of the IMEX Terminal including the following key components:</p> <ul style="list-style-type: none"> • Truck processing, holding and loading areas - entrance and exit from Moorebank Avenue • Rail loading and container storage areas – installation of four rail sidings with adjacent container storage area serviced by manual handling equipment initially and overhead gantry cranes progressively <p>Administration facility and associated car parking- light vehicle access from Moorebank Avenue</p>
MPE Stage 1 Project	The whole of the land to which the MPE Stage 1 Project approval SSD 14-6766 relates including both MPE Stage 1 Package 1, and MPE Stage 1 Package 2.
MPW	Moorebank Precinct West
MPW Golf Course	Southern section of MPW (Lot 1 DP 1197707) and construction work area related to the construction of MPE Stage 1 Package 1
NOHSC	National Occupational Health and Safety Commission
OEH	Office of Environment and Heritage
OfMR	Options for Mitigation Report
OOH	Out of Hours
PCA	Principal Certifying Authority
PCCR	Pre-Construction Compliance Report
PFAS	Polyfluoroalkyl Substances
Rail Corridor	Area defined as the ‘Rail Corridor’ within the Concept Plan Approval (MP_10_0913). The rail link is also included within this area.
RailCorp Land	Lot 1 DP 825352 (part of the Rail Corridor) and owned by RailCorp
Rail Link	The rail link including the area on either side to be impacted by the construction of MPE Stage 1 Package 1
RAPs	Registered Aboriginal Parties

Acronym	Meaning
RAP	Remedial Action Plan
RBL	The Rating Background Level for each period is the median value of the assessment background level values for the period over all of the days measured. There is therefore an RBL value for each period (day, evening and night).
RtS	Response to Submissions
SIMTA	Sydney Intermodal Terminal Alliance
SRtS	Supplemental Response to Submissions
SSD	State Significant Development
UST	Underground Storage Tank
UXO	Unexploded Ordnance
UXOMP	Unexploded Ordnance Management Plan
VMP	Vehicle Movement Plan

1 INTRODUCTION

The Sydney Intermodal Terminal Alliance (SIMTA) and Moorebank Intermodal Company have recently entered into an agreement to develop the Moorebank Precinct East (MPE) Project and Moorebank Precinct West (MPW) Project into the Moorebank Intermodal Precinct (the Moorebank Precinct).

When completed, the Moorebank Precinct will move 1.5 million shipping containers annually by rail instead of road. It will also feature Australia’s largest purpose-built warehouse and distribution precinct serviced by the latest automated technology which will see driverless shuttle carriers collect and transport containers around the precinct to be processed, unpacked and stored on site or distributed in smaller consignments.

Overview of current approvals across both the MPE and MPW projects, as well as the respective contractors engaged to construct the works, is outlined in Figure 1-1 and the extent of each site illustrated in Figure 1-2.

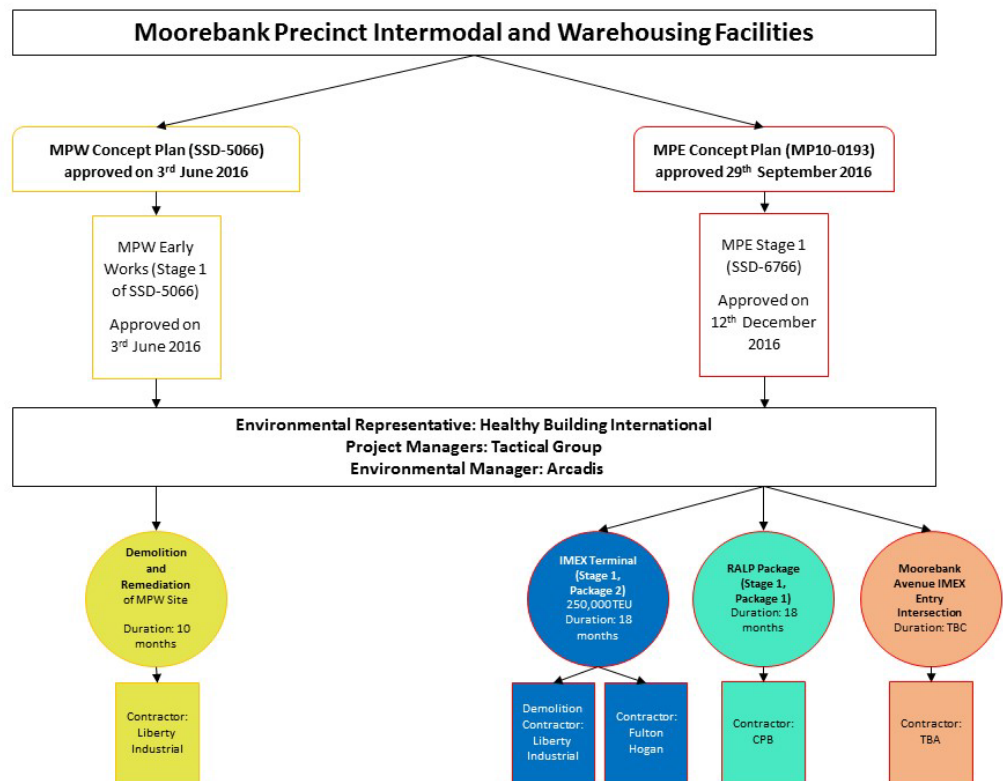


Figure 1-1 Overview of Moorebank Precinct Contract Structure

Moorebank Precinct EAST – RALP No.1 Pre-Construction Compliance Report

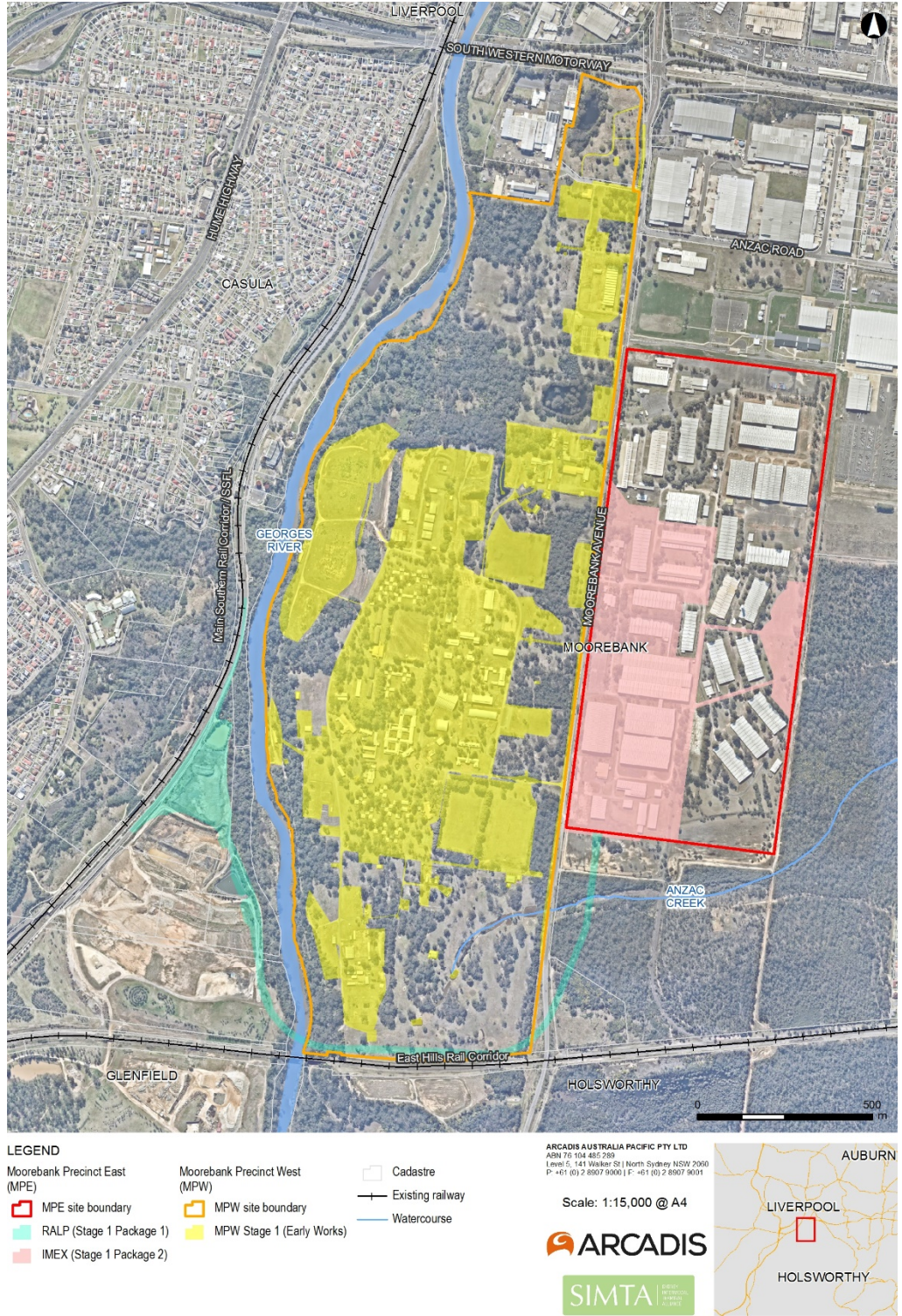


Figure 1-2 The extent of the sites for each appointed contractor

1.1 Compliance Reporting Requirements

This Pre-Construction Compliance Report (PCCR) relates to works associated with MPE Stage 1, which is to be delivered under the following existing approvals:

- Concept Plan Approval (No. 10_0193) granted by the Planning Assessment Commission on the 29 September 2014 for the ‘Concept Plan Approval’ of the MPE Project under Part 3A of the EP&A Act
- EPBC Approval (No. 2011/6229) granted in March 2014 for the impact of the MPE Project on listed threatened species and communities (sections 18 and 18A of the EPBC Act) and Commonwealth land (sections 26 and 27A of the EPBC Act)
- Stage 1 Approval (14-6766) granted 12 December 2016 for the construction and operation of an Intermodal Terminal and associated Rail link under Part 4, Division 4.1 of the EP&A Act.

These approvals have been granted with specific conditions of approval and detailed mitigation measures developed in the corresponding environmental approvals documentation (Environmental Impact Statement (EIS), Response to Submissions (RtS), Supplementary Response to Submissions (SRtS)) which would be complied with throughout the delivery of the project. Of particular relevance to this report is the specific conditions of each approval requiring the periodic reporting of compliance status to the Department of Planning and Environment (DP&E) as outlined in Table 1-1.

Table 1-1 Requirements for Compliance Reporting.

MPE Stage 1 Approval	Condition No.	Condition
Conditions of Approval SSD 6766	C4	<p>The Applicant shall prepare and implement a Compliance Tracking Program, to track compliance with the requirements of this approval. The Program shall be submitted to the Secretary for approval prior to the commencement of construction and operate for the duration of construction. The Program shall include, but not be limited to:</p> <ul style="list-style-type: none"> a) provision for the notification to the Secretary prior to the commencement of construction; b) provision for periodic review of the compliance status of the SSD against the requirements of this approval; c) provision for periodic reporting of compliance status to the Secretary, including but not limited to: <ul style="list-style-type: none"> i. a Pre-Construction Compliance Report prior to the commencement of construction, ii. Six-monthly, or other timing as agreed by the Secretary, Construction Compliance Reports, for the duration of construction, and iii. a Completion Compliance Report within one month of completion of the construction; d) a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems; e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;

MPE Stage 1 Approval	Condition No.	Condition
		f) provision for reporting environmental incidents to the Secretary during construction, in accordance with conditions C6 and C7; g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and h) Provision for ensuring all employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities.

1.2 Scope and Purpose

This Pre-Construction Compliance Report (PCCR) relates to works associated with MPE Stage 1, Package 1 (the Rail Access Land Preparation (RALP) Package), in particular, IMEX to RailCorp and RailCorp Land as depicted in Figure 1-3. Works relating to the construction of MPE Stage 1, Package 2 (IMEX) are not included in this PCCR. MPE Stage 1, Package 1 (RALP) project site is illustrated in Figure 1-2 (highlighted in light blue).

Stage 1 Package 1 of the MPE Project comprises the construction of a 2.8 kilometre rail line and its required infrastructure to support a container freight road volume of 250,000 twenty-foot equivalent units. The Rail Link includes construction of the following key components:

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

This PCCR has been prepared by Arcadis with input from SIMTA and CPB Contractors in line with the requirements of the Compliance Tracking Program (CTP). The CTP was developed in accordance with Condition of Approval C4 (Table 1-1) and approved by the Secretary on 4th May 2016. The CTP details packages of works required to be undertaken for the construction of the Rail Link namely:

- Pre-construction works
- Construction, including:
 - Remediation
 - IMEX to RailCorp Land
 - RailCorp Land (adjacent to Moorebank Ave Overbridge)

- Moorebank Avenue Overbridge
- MPW Golf Course
- Georges River Bridge
- Glenfield Waste Facility
- ARTC Land/ SSFL Connections
- Operations (not applicable to the CTP or this PCCR).

The initial PCCR (submitted to DP&E on 20 June 2017) demonstrated compliance with pre-construction approval requirements to allow commencement of construction in the following locations (see Figure 1-3):

- Moorebank Avenue Overbridge
- MPW Golf Course
- Georges River Bridge.

This PCCR has been developed to demonstrate compliance with pre-construction approval requirements (particularly CoA C23) for the following areas (refer to Figure 1-3):

- IMEX to RailCorp Land
- RailCorp Land.

CoA C23 was approved by DP&E on 14 December 2017 (See Appendix A).

It is noted, however, that due to the ongoing legal proceedings in the Land and Environment Court, no clearing will be undertaken in the above areas until a determination has been made. However, construction will commence in previously cleared and approved areas in RailCorp land as depicted in Figure 1-4.

Areas still subject to a PCCR include:

- Glenfield Waste Facility (pending completion and approval of CoA C5).

The performance of all construction works will be detailed in the 6-monthly compliance report which will cover the period 23 June to 23 December 2017.

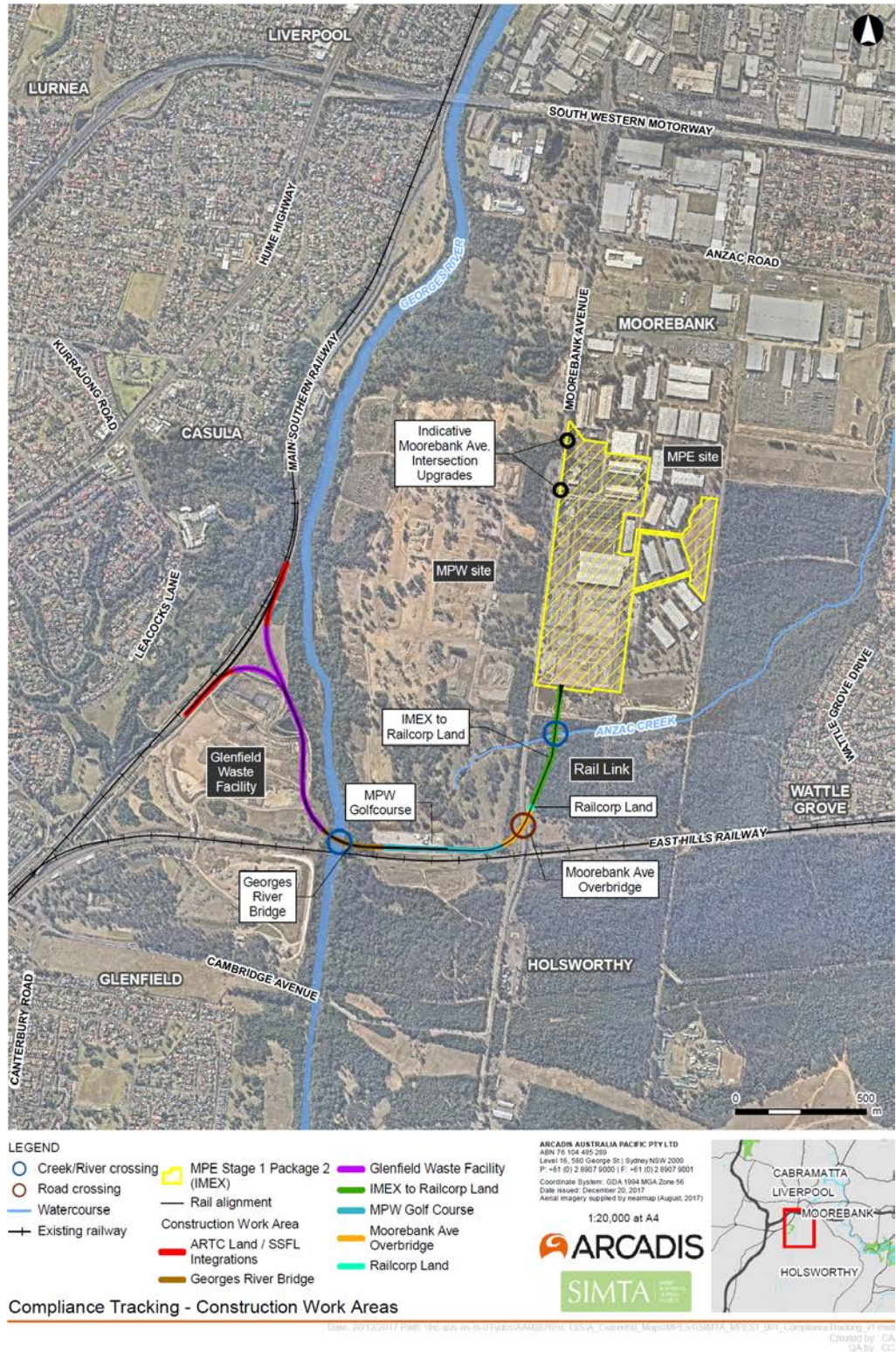


Figure 1-3 Rail Link Construction Zones

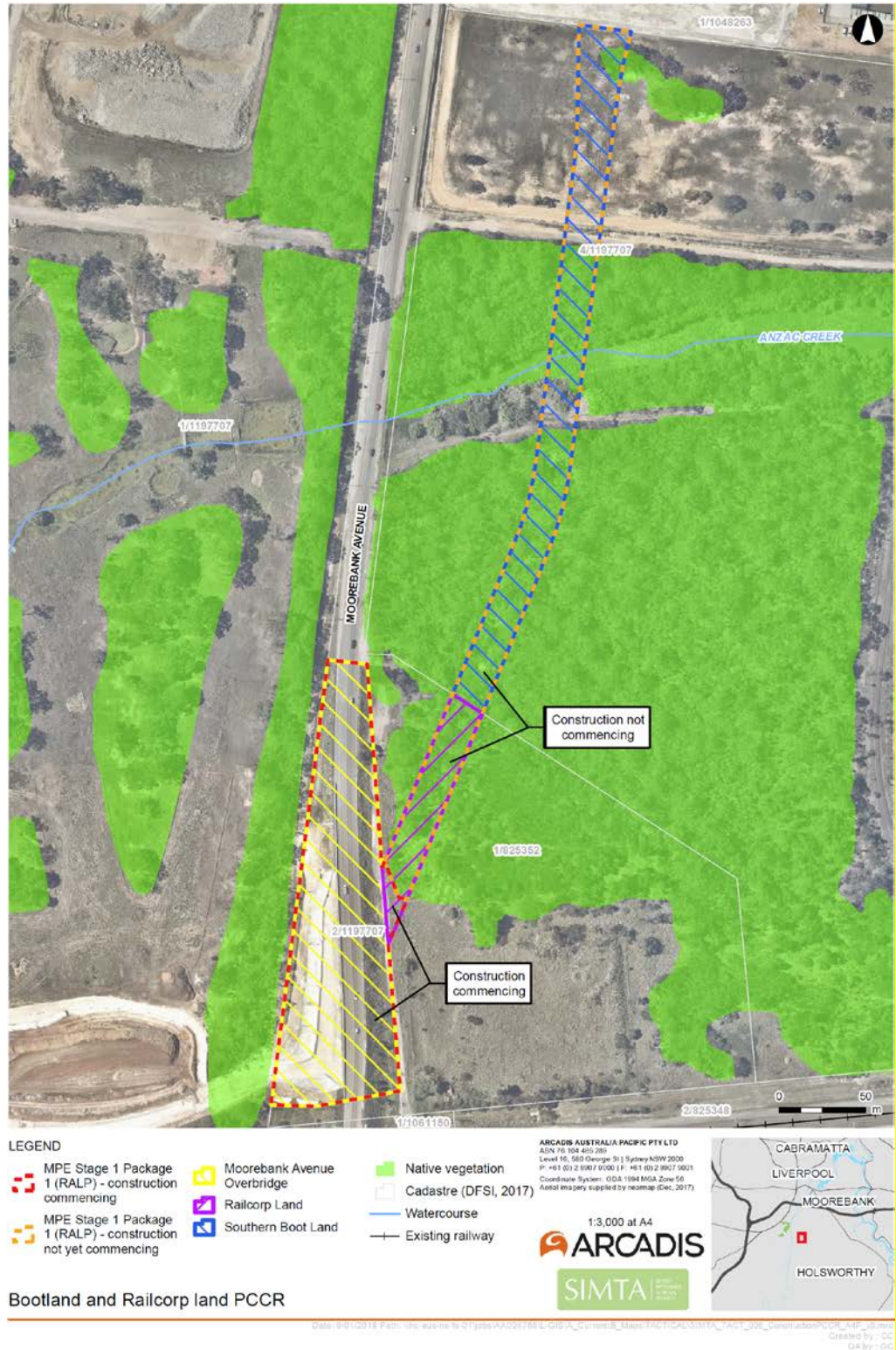


Figure 1-4 RailCorp land construction location

2 PROJECT DESCRIPTION

2.1 Site Location

Moorebank Precinct is located approximately 27 km south-west of the Sydney Central Business District (CBD) and approximately 26 km west of Port Botany within the Liverpool Local Government Area (LGA) in Sydney's South West Sub-Region, approximately 2.5 km from the Liverpool City Centre.

The MPE Stage 1 site is generally bounded to the west by Moorebank Avenue, the East Hills Railway Line to the south, and the former Defence National Storage and Distribution Centre to the north and east. The site was previously developed and comprises low-rise buildings, including warehouses and administrative offices with direct frontage to Moorebank Avenue. The site is situated on relatively flat topography, however a low hill is present to the east of the Stage 1 site.

2.2 Scope of Works

The Approval provides the following definition for construction:

“Construction includes all work in respect of the SSD other than:

- *Survey; acquisitions; or building/ road dilapidation surveys; fencing; investigative drilling, excavation or salvage; and*
- *Work undertaken in accordance with a strategy or salvage operation required by the conditions of this approval; or minor clearing or translocation of native vegetation.*

Note – work where heritage, threatened species, populations or endangered ecological communities (EEC) would be affected and such work is not undertaken in accordance with a strategy or salvage operation, is classified as construction.”

The above definition of construction facilitates for works to be undertaken prior to the commencement of construction, these works are hereafter referred to as 'pre-construction works' which have been defined as:

- Surveyor works
- Environmental surveys such as biodiversity surveys and pre-clearing surveys
- Dilapidation surveys and road pavement deflection testing (CoA C17 and C18)
- Road Safety Audit (CoA C24)
- Fencing:
 - Repair and installation of perimeter fencing
 - Environmental fencing such as biodiversity and heritage protection fencing/bunting and signage and sediment fence
- Minor vegetation clearing. No clearing of EEC areas or areas with identified threatened species
- Investigative drilling, excavation or salvage as follows:
 - Servicing potholing/locating for service location, disconnection and capping of all services in line with CoA C16.
 - Salvage of Aboriginal artefact MA14
- Mobilisation to allow for pre-construction works to be undertaken
- Mobilisation of plant and equipment to site to the extent relevant to undertake pre-construction works, including the provision of amenities (sheds and portaloos)

- Management of unexpected finds

The risks and mitigation measures associated with the pre-construction activities are managed in accordance with an Environmental Work Method Statement (EWMS) endorsed by the Environmental Representative (ER). These pre-construction works occurred during the preparation of documentation required to be approved under the Conditions of Approval “*prior to the commencement of construction.*” It is noted that the CEMP was approved on 11th May 2017. CoA C23 was approved by DP&E on 14 December 2017.

2.3 Pre-Construction Works Undertaken

To date the works within the IMEX to RailCorp Land and RailCorp Land areas include only those permitted to be undertaken as ‘pre-construction’, i.e. those excluded from the definition of construction provided in the MPE Stage 1 Approval (refer to above).

The physical works undertaken and in-progress as part of ‘pre-construction’ in the IMEX to RailCorp Land and RailCorp Land areas include:

- Project surveying
- Pre-construction aquatic monitoring (Anzac Creek)
- Installation and monitoring of nest boxes
- Road safety and dilapidation surveys of entry points off Moorebank Avenue
- Threatened flora surveys
- Fencing
- Utility investigation

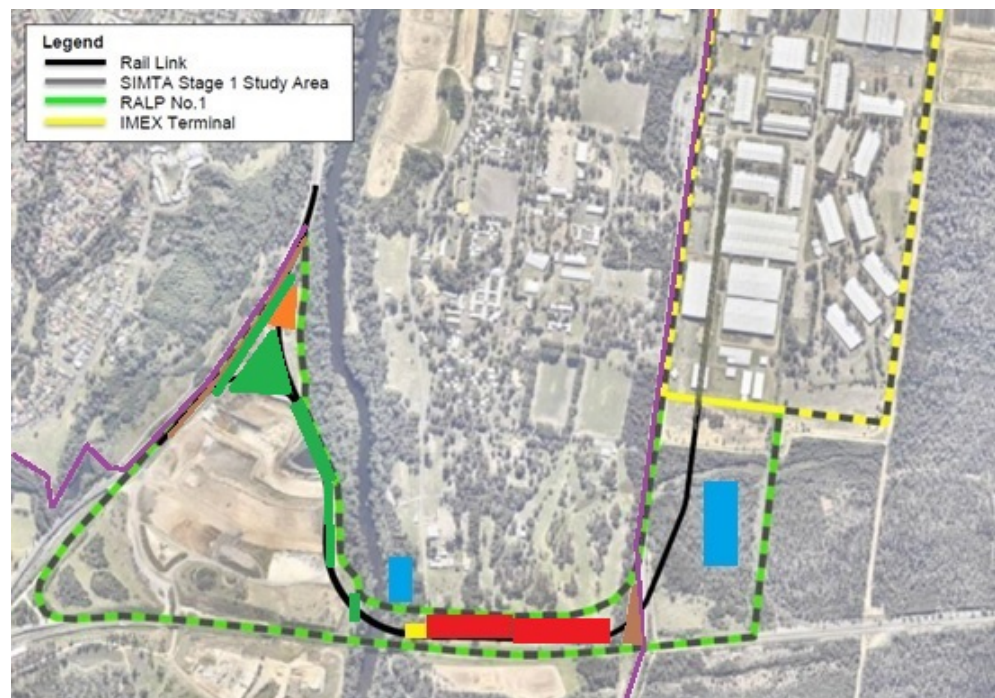


Figure 2-1 Indicative Pre-Construction Works Locations (water quality & aquatic monitoring shown in yellow road safety audit and dilapidation surveys in purple, nest box installation and monitoring in blue, extent of threatened flora surveys shown by green/black border, utility investigations in brown, ancillary establishment in red and geotechnical assessment and contamination testing in green)

In addition to physical works, the preparation of the CEMP and associated sub-plans has been undertaken to facilitate for construction to commence. The key steps undertaken for the CEMP include:

- 2016 - CEMP and subplan preparation
- December 2016 to February 2017 - Consultation with relevant stakeholders
- February 2017 – Submission of CEMP and subplans to DP&E for review
- March 2017 – Initial comments from DP&E
- April to May 2017 – ongoing review of CEMP and subplans based on DP&E comments
- May 11th 2017 – DP&E approval of CEMP and sub-plans
- May 23rd 2017 – Department of Environment and Energy approval of CEMP and CFFMP
- January 2018 – update of CFFMP in accordance with updated MPE Stage 1 Biodiversity Assessment Report.

Furthermore, detailed design has been progressed from 35% design to Approved for Construction (AFC). The Principal Certifying Authority (PCA), Mackenzie Group, have been provided with design drawings in order to satisfy various conditions of approval as detailed in Appendix A and Appendix B. Where the PCA are satisfied that the condition has been met, construction certificates have been issued. It has been agreed with the PCA that construction certificates will be provided in a staged manner with the following construction certificates (CC):

- RALP demolition, tree clearing and site establishment
- RALP earthworks and structures.

Both construction certificates have been issued as detailed in Appendix A.

Approval to commence works related to the Rail Link in Moorebank Avenue Overbridge, MPW Golf Course and Georges River Bridge was provided by DP&E on 23 June 2017. Up until this date, the works onsite included only those permitted to be undertaken as 'pre-construction', that is, those excluded from the definition of construction provided in the MPE Stage 1 Approval (refer to above).

Since 23 June 2017, construction works have commenced, however, the performance of these works will be detailed in the 6-monthly compliance report covering the period from 23 June to 23 December 2017. Approval to commence clearing in the IMEX-RailCorp Land and RailCorp Land was received on the 14 December 2017.

3 PROJECT COMPLIANCE

3.1 Inspections

3.1.1 Internal inspections

The following inspections by the Environment Manager were undertaken in the IMEX to RailCorp Land and RailCorp land during pre-construction works prior to the approval to commence construction:

- 13/01/2017
- 7/03/2017
- 23/03/2017
- 29/03/2017
- 17/05/2017
- 06/07/2017
- 25/07/2017
- 09/08/2017
- 28/09/2017
- 20/10/2017
- 26/10/2017
- 7/11/2017
- 17/11/2017
- 29/11/2017
- 07/12/2017
- 20/12/2017

Inspections were carried out between January and March 2017 for compliance with project commitments including the need to determine appropriate nest box sites and their installation, planning for bush regeneration works, and carrying out macro invertebrate monitoring. Pre-construction surface water quality monitoring commenced at Anzac Creek from July 2017 onwards during both dry and wet weather periods. Nest box and macro invertebrate monitoring was also undertaken in November 2017.

No causes for concern were identified during these inspections.

3.1.2 Environmental Representative Inspections

The following inspection by the Environment Representative was undertaken to review intended access points off Moorebank Avenue where it ties in with the Rail link through the boot leg land:

- 26/10/2017

No other inspections were carried out by the Environmental Representative on land covered by this PCCR.

3.1.3 Other Inspections

In response to legal proceedings in the Land and Environment Court extensive surveys to map and assess the density of *Hibbertia fumana* were conducted in the IMEX to RailCorp Land and RailCorp Land area. These were conducted on the following dates:

- 11, 18 May 2017
- 12, 14, 18 and 19 September 2017.

3.2 Audits Undertaken

No audits were undertaken during pre-construction activities.

3.3 Monitoring / Testing

Monitoring undertaken in the IMEX to RailCorp Land and RailCorp Land during pre-construction includes:

- Pre-construction Aquatic Monitoring undertaken on 23/03/2017 to establish baseline levels prior to construction
- Nest box installation on the 29/03/2017 within an area of the Bootland nominated as per the CEMP
- Nest box monitoring undertaken on the 17/05/2017 and 29/11/2017
- Aquatic monitoring undertaken on the 30/11/2017
- Pre-construction ecology monitoring, including pre-clearance inspections and to assist with construction planning. These were completed as required by the CEMP and CFFMP.
- Contamination sampling/ testing
- Geotechnical testing.

3.4 Environmental Incidents

No incidents have occurred during pre-construction in the IMEX to RailCorp Land and RailCorp land.

3.5 Conditions of Approval

Compliance against the Conditions of Approval and the Final Compilation of Mitigation Measures (FCMM) are outlined in Appendix A and Appendix B respectively. In summary, the works undertaken during this period have been in compliance with the MPE Stage 1 Development Consent.

3.5.1 Additional Approvals

Environmental Work Method Statements (EWMS) have been developed to undertake specific pre-construction work activities as outlined in Section 3.5.1.1.

3.5.1.1 EWMS

The following EWMS were developed by CPB and endorsed by the Environmental Representative for pre-construction work in the IMEX to RailCorp Land and RailCorp land:

- Nest box installation

- Survey and minor works
- Geotechnical investigations in RailCorp Land
- Utility investigations and connections in RailCorp Land
- Aquatic monitoring in Anzac Creek.

It is noted that the geotechnical investigations in RailCorp Land and Georges River have not yet been undertaken.

3.5.2 Non-Compliance

No non-compliances have been identified during the reporting period.

3.6 Complaints Management

No complaints or enquiries were recorded during the Pre-Construction Compliance reporting period.

All complaints and enquiries are managed in accordance with the Community Communication Strategy. Contact details for community enquiries and complaints are located on the following webpage and posted on site signage:

<http://simta.com.au/contact-us/>

APPENDIX A CONDITIONS OF APPROVAL

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

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

No.	Condition	Timing for Compliance	Pre-Construction Compliance Report						
			Secretary Approval Required?	Date Final Document Lodged	Date Amended Document Lodged	Compliance Status	Date Completed / Approval Received	Reference Document	Evidence / Comments
A1	The Applicant shall carry out the development generally in accordance with the: a. State Significant Development Application SSD 6766; b. SIMTA Intermodal Terminal Facility – Stage 1 – Environmental Impact Statement (Hyder Consulting Pty Ltd, May 2014); c. SIMTA Intermodal Terminal Facility – Stage 1 – Response to Submissions (Hyder Consulting Pty Ltd, September 2015); and d. The conditions of this consent.	Throughout Design, Construction and Operation	No	N/A	N/A	In-progress	N/A	CEMP	To the extent it relates to RALP No. 1. All sources referred to are included in project obligations register and CEMP.
A2	In the event of an inconsistency between: a. the conditions of this approval and any document listed from condition A1(a) to A1(c) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and b. any document listed from condition A1(a) to A1(c) inclusive, and any other document listed from condition A1(a) to A1(c) inclusive, the most recent document shall prevail to the extent of the inconsistency.	Throughout Design, Construction and Operation	No	N/A	N/A	In-progress	N/A	CEMP	Noted.
A3	The Applicant shall comply with any reasonable requirement(s) of the Secretary arising from the Department's assessment of: a. any reports, plans or correspondence that are submitted in accordance with this consent; and b. the implementation of any actions or measures contained within these documents.	Throughout Design, Construction and Operation	No	N/A	N/A	In-progress	N/A	CEMP	Noted.
A4	This approval will lapse ten years from the date of this approval unless works the subject of this approval are physically commenced, on or before that lapse date.	By 12/12/2027	No	N/A	N/A	Compliant	N/A	CEMP	Noted. Pre-construction works have commenced. Preconstruction works include heritage salvage of MA14. Approval has not lapsed.
A5	In the event of a dispute between the Applicant and a public authority, in relation to this approval, either party may refer the matter to the Secretary for resolution. The Secretary's resolution of the matter shall be binding on the parties.	Throughout Design, Construction and Operation				Not applicable to this reporting period		CEMP	
A6	Any advice or notice to the consent authority shall be served on the Secretary	Throughout Design, Construction and Operation				Not applicable to this reporting period		CEMP	
A7	The applicant shall ensure that all licences, permits, consents and approvals are obtained and maintained as required throughout the life of the development. No condition of this consent removes the obligation of the Applicant to obtain, renew or comply with such licences, permits or approvals. The Applicant shall ensure that a copy of this consent and all relevant environmental licences, permits, consents and approvals are available on the site that all times during the development.	Throughout Design, Construction and Operation	No	N/A	N/A	In-progress	N/A	CEMP	Required licences, permits, consents and approvals required prior to construction are being progressively obtained. Requirements detailed in CEMP & Sub-plans as relevant.
B1	Access for people with disabilities shall be provided for offices and amenities for the development in accordance with the Disability Discrimination Act 1992 (Commonwealth). Prior to the issue of a Construction Certificate, verification of compliance with this condition from an appropriately qualified person shall be provided to the Certifying Authority.	Prior to issue of a construction certificate				Not applicable to RALP1, IMEX only			Condition not applicable to RALP 1 works.
B2	Details shall be provided to the satisfaction of the Certifying Authority, with the application for a Construction Certificate, which demonstrate that the proposal complies with the prescribed conditions of approval under Clause 98 of the Environmental Planning and Assessment Regulation in relation to the requirements of the Building Code of Australia (BCA).	Prior to issue of a construction certificate				Not applicable to RALP1, IMEX only			Not applicable to RALP 1 as part of the pre-construction compliance review. Only applicable for CPB if any new buildings trigger the need for BCA compliance.
B3	Prior to the issue of a Construction Certificate, the Applicant shall pay a monetary levy of \$643,027.27 to Liverpool City Council for transport, drainage, community facilities, administration and professional and legal fees pursuant to section 94B(2) of the Environmental Planning and Assessment Act 1979.	Prior to issue of a construction certificate	N/A	N/A	N/A	Compliant	N/A		QUBE issued a cheque to LCC on 15/5/17. Construction certificate for demolition,

No.	Condition	Timing for Compliance	Pre-Construction Compliance Report							
			Secretary Approval Required?	Date Final Document Lodged	Date Amended Document Lodged	Compliance Status	Date Completed / Approval Received	Reference Document	Evidence / Comments	
										tree clearing, and site establishment was issued by PCA on 16/5/17.
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.	Prior to issue of a construction certificate				Not applicable to RALP1, IMEX only				Condition not applicable to RALP 1
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; 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; the, as well as manoeuvrability through the site, is in accordance with AUSTRROADS; 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. d) The layout of the site shall be designed so that heavy vehicles are not required to select reverse gear. 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; f) all vehicles are wholly contained on site before being required to stop; g) all loading and unloading of materials is carried out on site; and h) the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times. Detailed plans demonstrating compliance with a)-h) shall be prepared in consultation with RMS and to the satisfaction of the Certifying Authority.	Prior to issue of a construction certificate				Not applicable to RALP1, IMEX only				Condition not applicable to RALP 1
B6	The Applicant shall include provision for emergency access to the site. Plans demonstrating compliance shall be submitted to the satisfaction of the Certifying Authority and provided to the Secretary for information.	Prior to issue of a construction certificate	No	N/A	N/A	Compliant	N/A	Fencing and Gates Design package		Information provided to Certifying Authority and approval provided on 13/6/17. Forwarded to DP&E for information via email on 15/5/17.
B7	A detailed plan prepared by a suitably qualified lighting engineer must be submitted to the Certifying Authority for approval prior the issue of a Construction Certificate, and include, but not be limited to: a) Adequate lighting of pedestrian thoroughfares; b) All lighting in public domain areas is to comply with the relevant Council requirements and Australian Standard AS1158 for Street Lighting Applications; c) The lighting plan should include lighting designs, supported by luminance calculations and luminance plots, and is to be of a high standard and Energy Australia compatible; and d) All outdoor lighting (excluding street lighting) shall comply with, where relevant, AS/NZ1158.3: 1999 Pedestrian Area (Category P) Lighting and AS4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting.	Prior to issue of a construction certificate				Not applicable to RALP1, IMEX only				Condition not applicable to RALP 1
B8	The SSD shall be designed to ensure a bus stop on Moorebank Avenue (including direct pedestrian access from the terminal site to the bus stop), and associated turnaround facility suitable for a 14.5 metre long non-rear steer bus is not precluded.	Prior to issue of a construction certificate				Not applicable to RALP1, IMEX only				Condition not applicable to RALP 1
C1	Demolition, excavation, clearing (other than minor clearing), construction, subdivision or associated activities must not commence until a Construction Certificate has been issued for the project pursuant to the Environmental Planning and Assessment Act 1979.	Prior to issue of a construction certificate	No	N/A	N/A	In-progress	N/A	Construction Certificates		It was agreed with the PCA that a staged Construction Certificate (CC) would be issued for demolition, excavation, clearing and construction. The CC's were issued as follows: 1 - RALP demolition, tree clearing and site establishment CC issued on 16 May 2017 2 - RALP earthworks and structures

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										CC was issued by the PCA on 6 July 2017
C2	The Applicant shall ensure that all demolition work is carried out in accordance with Australian Standard AS 2601:2001: The Demolition of Structures, or its latest version.	During demolition					Not applicable to this reporting period			Condition not applicable to RALP 1
C3	The Applicant shall prepare and implement an Urban Design and Landscape Plan for the project. The Plan shall present an integrated urban design for the project. The Plan shall include, but not necessarily be limited to: a) final design details of the proposed external materials and finishes; b) location of existing vegetation and proposed landscaping (including use of indigenous and endemic species where possible) and design features; c) strategies for progressive landscaping of other environmental controls such as erosion and sedimentation controls, drainage and noise mitigation; and d) location and design treatments for any associated footpaths and cyclist elements, and other features such as seating, lighting (in accordance with AS 4282-1997 Control of the Obtrusive Effect of Outdoor Lighting), fencing, and signs; The Plan shall be submitted for the approval of the Secretary prior to the commencement of permanent built works and/ or landscaping, unless otherwise agreed by the Secretary.	Prior to construction of permanent built works	Yes				Not applicable to this reporting period		UDLP	CPB Contractors formally requested exemption with DP&E from condition C3 on 09/02/2017. DP&E noted in meeting that UDLP was required for RALP works. Therefore, a combined MPE Stage 1 UDLP is being developed to be submitted to DP&E prior to the commencement of "permanent built works."
C4	The Applicant shall prepare and implement a Compliance Tracking Program, to track compliance with the requirements of this approval. The Program shall be submitted to the Secretary for approval prior to the commencement of construction and operate for the duration of construction. The Program shall include, but not be limited to: a) provision for the notification to the Secretary prior to the commencement of construction; b) provision for periodic review of the compliance status of the SSD against the requirements of this approval; c) provision for periodic reporting of compliance status to the Secretary, including but not limited to: (i) a Pre-Construction Compliance Report prior to the commencement of construction , (ii) Six-monthly, or other timing as agreed by the Secretary, Construction Compliance Reports, for the duration of construction, and (iii) a Completion Compliance Report within one month of completion of the construction; d) a program for independent environmental auditing in accordance with AS/NZS ISO 19011:2014 - Guidelines for Auditing Management Systems; e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents; f) provision for reporting environmental incidents to the Secretary during construction, in accordance with conditions C6 and C7; g) procedures for rectifying any non-compliance identified during environmental auditing, review of compliance or incident management; and h) provision for ensuring all employees, contractors and sub-contractors are aware of, and comply with, the conditions of this approval relevant to their respective activities.	Prior to the commencement of construction	No		27/02/2017		Compliant	4/05/2017	PCCR and Compliance Tracking Programme	A Compliance Tracking Programme was developed and submitted to DP&E on 27/2/17 with approval received on 4/5/17. This document forms the basis of the PCCR.
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: a) Targeted intrusive investigations to determine contamination pathways and to develop mitigation, management and/or remediation options based on those investigations; b) details of the quantity of landfilled waste to be removed, the location from where it will be removed, the methodology to be utilised and the estimated timeframe for the removal and reburial; c) proposed measures to mitigate odour impacts on sensitive receivers, including an	Prior to the commencement of construction	No	2/05/2017	N/A		In-progress	N/A	Contaminati on Management Plan and GWF Construction Impact Assessment	The report has been drafted and distributed to stakeholders including the Glenfield Waste Facility and the EPA for comment. GWF provided no comments. Access to GWF was permitted to undertake further permeability testing to assess the leachate potential of the soil/ground where the rail alignment was located in order to determine if

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	<p>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.</p> <p>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 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</p> <p>i) details of and proposed mitigation measures for the long term management of the rail link (e.g., 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>								<p>the controls proposed were adequate.</p> <p>EPA advised in letter on 19/4/17 that it would not "approve" management plans or reports as part of condition of approval requirements but will assess it for CPB's EPL application. This letter was provided to DP&E by SIMTA with the report on 2/5/17.</p> <p>Following further discussion between CPB and EPA, the EPA advised in a letter on 10/05/2017 that "The EPA has reviewed the Report and considers the approach satisfactory." The EPA letter, along with CPB's response to the EPA's comments, was provided to SIMTA on 26/05/2017 to provide to DP&E.</p> <p>Awaiting confirmation of approval to commence.</p>
C6	<p>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.</p>	Prior to the commencement of construction	No	N/A	N/A	Compliant	N/A	<p>Design Reports:</p> <ul style="list-style-type: none"> - Bulk Earthworks - Drainage - Viaduct - Geotechnical Ground Treatment - Geotechnical Investigation - Geophysics 	<p>Designs were submitted to the EPA on 2/2/17. EPA advised on 3/2/17 that they did not wish to comment.</p> <p>Certifying Authority advised on 11/4/17 that the condition had been satisfied.</p>
C7	<p>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.</p>	During pre-construction and construction				Not applicable to this reporting period			No earthworks have been undertaken
C8	<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</p> <p>c) The guidelines in force under the Contaminated Land Management Act.</p> <p>Amendments to the approved Remedial Action Plan required as a result of further site investigations must be approved by the site auditor, in consultation with the EPA.</p> <p>Within 3 months after the completion of the remediation works, a notice of completion, including a validation and/or monitoring report is to be provided to the Secretary. This notice must be consistent with State Environmental Planning Policy No. 55 – Remediation of Land.</p> <p>The validation and/or monitoring report is to be independently audited and a Site Audit</p>	<p>During Remediation Works</p> <p>Within 3 months of completion of remediation</p>				Compliant		Remediation Action Plan (RAP)	<p>No remediation is being undertaken during pre-construction works. However, the project Remediation Action Plan (RAP) was developed in compliance with this condition, consulted on with stakeholders and provided to the site Auditor on 10/4/17.</p> <p>The Remediation Action Plan was approved by the Site Auditor on 08/1/2017.</p>

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	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.								
C9	The design of any new stormwater outlets to the Georges River or Anzac Creek must include scour protection works.	During detailed design	No	N/A	N/A	Compliant	N/A	Drainage Design Report - Section 6	Section 6 of the Drainage Design Report outlines environmental considerations and requirements for the project design including this condition. Table 6.1 specifies that "all drainage outlets have been provided with scour protection designed for the 50 year ARI".
C10	Prior to the commencement of construction the Applicant shall consider the staging of in-water works for the bridge construction across the Georges River to avoid the impact on the migration season of Australian Bass.	Prior to the commencement of construction	No	N/A	N/A	Compliant	N/A	Construction Management Plan PSP - Georges River Bridge	A single causeway has been designed to be constructed from the eastern embankment of Georges River so as to facilitate the migration of Australian Bass.
C11	Prior to the commencement of the bridge construction works across the Georges River, the Applicant must consider if possible, restricting the use of the temporary platform to only one, and be designed to maintain fish passage. The Applicant must consult with Fisheries NSW with regard to the platform and its design prior to constructing the platform in the Georges River.	Prior to the commencement of construction	No	N/A	N/A	Compliant	N/A	PSP - Georges River Bridge Georges River Platform Design	A single temporary causeway is proposed to be constructed from the eastern embankment of Georges River, and a 18 metre channel will be maintained for flow and to facilitate the movement of fish beyond the project boundary. The PSP for Georges River was consulted on with DPI Fisheries and this plan contained the platform and its design as per the condition.
C12	The Applicant is to ensure that a daily visual inspection for dead or distressed fish in the Georges River is undertaken. Fish distress is indicated by fish gasping at the water surface, or crowding at the creek's banks. Should dead or distressed fish be observed, all works are to cease and NSW Fisheries is to be contacted immediately. Works can proceed following approval by NSW Fisheries.	During construction				Not applicable to this reporting period		PSP - Georges River Bridge	Noted, monitoring for dead or distressed fish is detailed in the Monitoring section of the PSP - Georges River Bridge. This plan and monitoring requirement is to be detailed in the construction work plans for implementation prior to commencement of works.
C13	Prior to the commencement of construction activities affecting the WWII store buildings, the Applicant shall complete all archival recordings. This work shall be undertaken by an experienced heritage consultant, in accordance with the guidelines issued by the Heritage Council of NSW. Within 6 months of completing this work, the Applicant shall submit a report containing archival recordings to the Secretary, Certifying Authority, the Heritage Council of NSW, Liverpool Council and the local Historical Society.	Prior to the commencement of construction by 1/7/17				Not applicable to RALP1, IMEX only			Not applicable to RALP 1 works.
C14	Prior to the commencement of construction activities affecting the WWII store buildings, the Applicant shall prepare a Heritage Interpretation Strategy, in consultation with the Heritage Division. The Strategy shall be submitted for the approval of the Secretary with a copy provided to the Certifying Authority.	Prior to the commencement of construction	Yes	13/03/2017	N/A	Compliant	11/04/2017	HIS	The Heritage Interpretation Strategy was submitted to DP&E on 13/3/17. This was approved on 11/4/17.
C15	Prior to the commencement of pre-construction and construction activities affecting Aboriginal site MA14, the Applicant shall: a) develop a detailed salvage strategy, prepared in consultation with OEH (Aboriginal heritage) and the Aboriginal stakeholders. The investigation program shall be prepared to the satisfaction of the Secretary; and b) undertake any further archaeological excavation works recommended by the results of the Aboriginal archaeological investigation program. Within twelve months of completing the above work, unless otherwise agreed by the Secretary, the Applicant shall submit a report containing the findings of the excavations, including artefact analysis and Aboriginal Site Impacts Recording Forms (ASIR), and the identification of final storage location for all Aboriginal objects recovered (testing and salvage), prepared in consultation with the Aboriginal	Prior to the commencement of pre-construction and construction	Yes	22/01/2017	26/02/2017	Compliant	27/02/2017	Salvage Strategy and Program	A detailed Salvage Strategy has been developed in consultation with registered Aboriginal parties and OEH (Aboriginal heritage). This Strategy was prepared to the satisfaction of the Secretary as noted by DP&E approval on the 9/03/2017. Salvage commenced on 20/3/17 and was completed on 28/03/2017.

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	stakeholders, the OEH (Aboriginal heritage) and to the satisfaction of the Secretary. 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).								
C16	Utilities, services and other infrastructure potentially affected by construction and operation shall be identified prior to construction to determine requirements for access to, diversion, protection, and/or support. Consultation with the relevant owner and/or provider of services that are likely to be affected by the construction shall be undertaken to make suitable arrangements for access to, diversion, protection, and/or support of the affected infrastructure as required. The cost of any such arrangements shall be borne by the Applicant, or as otherwise agreed between the parties.	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	Services & Utilities Design Report	Section 6 of the Services & Utilities Design Report outlines requirements to engage utility and service providers in accordance with this condition. As a result consultation with relevant land and asset owner or service provider was undertaken during detailed design to determine appropriate upgrades to the existing infrastructure. Access requirements and further engagement with owners and providers will be undertaken during construction phase of the project.
C17	The Applicant shall engage a suitably qualified person to prepare a pre-construction dilapidation report prior to the commencement of construction. This report to ascertain the structural condition of: a) local public roads likely to be used by the project's construction traffic identified in the Construction Traffic and Access Management Sub-plan required under condition E35(a). b) local public roads, cycle ways, footpaths and other utilities identified in the Construction Traffic and Access Management Sub-Plan required under condition E35(a). c) The report shall be submitted to the satisfaction of the Certifying Authority and a copy is to be forwarded to Campbelltown City Council, Liverpool City Council, RMS and the Secretary.	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	CTAMP	Dilapidation surveys have been undertaken by CPB. The reports have been submitted to the PCA on 6 April 2017 and approved by the PCA on 11 April 2017. The reports have been submitted to RMS, the Secretary, LCC and CCC on 16/5/17.
C18	The Applicant shall undertake road pavement deflection testing of the construction truck routes at 20 metre intervals along all wheel paths where feasible and reasonable to the extent required by Condition E35 (a), prior to commencement of construction.	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	CTAMP	Road Pavement Deflecting Testing was undertaken on 29-30 April 2017.
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. Note: temporary closures or part closures and changes to the operation of Moorebank Avenue may occur for limited periods during construction as detailed in the Construction Traffic Management Plan	During pre-construction, construction and operation				Not applicable to this reporting period		CTAMP	Addressed within the CTAMP.
C20	The Applicant shall ensure the width of the rail link corridor is no greater than 20 metres in the Riparian corridor of the Georges River and Anzac Creek.	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	Georges river Bridge and Anzac Creek Design Reports	Section 7 of both the Georges River Bridge Design Report and Anzac Creek Culvert Design report had outlined all environmental considerations relating to the project and requirements for design consideration including this condition.
C21	The Georges River Bridge shall be designed to ensure fauna movement within the riparian corridor is maintained. The bridge shall be designed in consultation with DPI Water and approved by the Certifying Authority. A copy of the final design shall be submitted to the Secretary for information.	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	Georges River Bridge Design	The Georges River Bridge Design and PSP for Georges River Bridge were both consulted on with DPI Water and DPI Fisheries on 31/1/17. Comments have been received from both agencies and project documents updated where required as detailed in relevant comment sheets inserted in the appendices of both documents. The Certifying Authority advised on 29/3/17 that the condition had been satisfied.

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										The design was submitted to DP&E for information on 6/4/17
C22	<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>	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	CFFMP	<p>A Threatened Dragonfly Species Survey Plan (TDSSP) was completed on 26/09/2016 as part of Condition D19 of SSD 5066 for Moorebank Precinct West. DPI Fisheries approved the TDSSP on 10 October 2016. Subsequent correspondence with DPI Fisheries confirms that this TDSSP also applies to Condition C22 for SSD 6766 Moorebank Precinct East. The TDSSP is included within Appendix B to the CFFMP.</p>	
C23	<p>Prior to the commencement of clearing between the southern boundary of the terminal site and the eastern side of the approved Moorebank Avenue Bridge, the Applicant shall develop and implement a Biodiversity Offset Package to the satisfaction of the Secretary. The Package shall detail how the ecological values lost as a result of the SSD will be offset. The Package shall be consistent with the NSW Biodiversity Offsets Policy for Major Projects (OEH 2014), unless otherwise agreed by the Secretary. 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>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.</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>	Prior to the commencement of clearing	Yes	N/A	N/A	Compliant	N/A	<p>CFFMP</p> <p>Securing Biodiversity Offset Land</p>	<p>A hold point has been inserted into the Permit to Clear Land or Vegetation (Attachment H of CFFMP) stating clearing is not to commence in this area until the biodiversity offset package has been accepted to the satisfaction of the Secretary.</p> <p>A report titled "Securing Biodiversity Offset Land" has been submitted to and approved by the Secretary on 14 December 2017.</p> <p>The report outlines how biodiversity offset lands have been secured and that the Biodiversity Offset Strategy will be submitted to DP&E within 12 months from the commencement of construction.</p> <p>Letter of approval from was received on 14 December 2017.</p>	
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	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	CTAMP RSA	A road safety audit was undertaken on 4/4/17 and consultation with LCC and TfNSW concluded on 15/5/17.	

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	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).								
C25	The design of new traffic signals (including modification of existing traffic signals) along Moorebank Avenue shall be designed to meet RMS requirements, Austroads Guide to Road Design and relevant RMS supplements (available on www.rms.nsw.gov.au). Plans shall be and prepared in consultation with RMS, be submitted to the satisfaction of the Certifying Authority and provided to the Secretary for information.	Prior to commencement of construction				Not applicable to RALP1, IMEX only			Condition not applicable to RALP 1
D1	<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>	Prior to commencement of construction	Yes	24/02/2017	30/03/2017	Compliant	11/05/2017	CCS	<p>Elton Consulting has been appointed as the Community Consultant and manages all complaints and enquiries. Elton have prepared a Precinct wide Community Engagement Strategy (CES), whilst an MPE Stage 1 - specific Community Communication Strategy (CCS) has also been developed. Both strategies have been developed in line with the requirements of these conditions. Stakeholders have been identified and listed in section 4 of the CCS. The CCS was approved by the Secretary on 11/5/17.</p> <p>Procedures and mechanisms used for distribution of project information include: SIMTA website, letterbox drops, newsletters, and media advertising. See CCS section 6.</p> <p>A website, project email address and 1800 number have also been established.</p> <p>Enquiries and complaints management are detailed in Section 7 of the CCS. Note that no third party disputes have occurred during this reporting period.</p>
D2	<p>Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall ensure that the following are available for community enquiries and complaints for the duration of construction:</p> <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>	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	CCS	<p>Elton Consulting has been appointed as the Community Consultant and handles all complaints and enquiries.</p> <p>24hr info line 1800 986 465 www.simta.com.au simta@elton.com.au PO Box 1488 Bondi Junction NSW 2022</p> <p>A SIMTA community update newsletter was distributed to 10000 residents in July, September and November 2016 outlining the current status of the Moorebank Precinct. The newsletters include project contact details.</p>

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										The SIMTA Communications and Engagement Strategy and Consultation Manager Section 8.16, Liberty Industrial CCS Section 7 detail management procedures for enquiries and complaints.
D3	Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall prepare and implement a Construction Complaints Management System consistent with AS ISO 10002-2006 Customer satisfaction – Guidelines for complaints handling in organisations (ISO 10002:2004, MOD) and maintain the System for the duration of construction and up to 12 months following completion of construction. Information on all complaints received, including the means by which they were addressed and whether resolution was reached, with or without mediation, shall be maintained in a complaints register and included in the construction compliance reports required by this approval. The information contained within the System shall be made available to the Secretary on request.	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	CCS (Section 7)	The CCS (Section 7) outlines the complaints handling process and 'Consultation Manager database' has been adopted as the complaints management system for the recording of all communication including complaints from stakeholders for the duration of project construction works.	
D4	Prior to commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall establish and maintain a new website, or dedicated pages within an existing website, for the provision of electronic information associated with the SSD, for the duration of construction. The Applicant shall, subject to confidentiality, publish and maintain up-to-date information on the website or dedicated pages including, but not necessarily limited to: a) information on the current implementation status of the SSD; b) a copy of the documents listed in condition A1, and any documentation supporting modifications to this approval that may be granted from time to time; c) a copy of this approval and any future modification to this approval; d) a copy of each relevant environmental approval, licence or permit required and obtained in relation to the SSD; e) a copy of each current report, plan, or other document required under this approval; f) the outcomes of compliance tracking in accordance with condition C4 of this approval; and g) details of contact point(s) to which community complaints and enquiries may be directed, including a telephone number, a postal address and an email address.	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	http://simta.com.au/	SIMTA have a dedicated webpage which will be used to store all relevant publicly available documentation. The following has been uploaded onto the website to date: 1. Works currently being undertaken 2. Documents listed in A1 3. The SSD6766 Development Consent The CEMP and sub-plans are listed on the SIMTA webpage	
E1	A copy of the approved and certified plans, specifications and documents incorporating conditions of approval and certification shall be kept on the site at all times and shall be readily available for perusal by any officer of the Department, relevant Council or the Certifying Authority.	During construction				Not applicable to this reporting period			A copy of all plans, specifications and documents referred to by this condition shall be kept on site and readily available to those as outlined in this condition.	
E2	A site notice(s) shall be prominently displayed at the boundaries of the site for the purposes of informing the public of project details including, but not limited to the details of the Contractor, Certifying Authority and Structural Engineer. The notice(s) is to satisfy all but not be limited to, the following requirements: a) Minimum dimensions of the notice are to measure 841mm x 594mm (A1) with any text on the notice to be a minimum of 30 point type size; b) The notice is to be durable and weatherproof and is to be displayed throughout the works period; c) The approved hours of work, the name of the site/project manager, the responsible managing company (if any), its address and 24 hour contact phone number for any inquiries, including construction/noise complaint are to be displayed on the site notice; and d) The notice(s) is to be mounted at eye level on the perimeter hoardings/fencing and is to state that unauthorised entry to the site is not permitted.	Prior to commencement of construction	No	N/A	N/A	In-progress	N/A		Template signage has been developed, this will be erected upon commencement of works.	
E3	The Applicant shall ensure that the 24 hour contact telephone number is continually attended by a person with authority over the works for the duration of the development.	During construction and operation	No	N/A	N/A	Compliant	N/A	CCS	A single project information line will be utilised for the project (including all subcontractors) - 1800 986 465. This project line will be managed by	

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									the SIMTA and information filtered down to contractor(s) as relevant.
E4	<p>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:</p> <p>a) be the principal point of advice in relation to the environmental performance of construction;</p> <p>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;</p> <p>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;</p> <p>d) ensure that environmental auditing is undertaken in accordance with the Applicant's Environmental Management System(s);</p> <p>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;</p> <p>f) be given the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts; and</p> <p>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.</p>	Prior to commencement of construction	Yes	Yes	N/A	Compliant	21/12/2016	CEMP	<p>The appointment of Mr George Kollias and Mr Rui Henriques as the nominated Environmental Representative(s) was accepted by DP&E on 21/12/2016 to satisfy condition E4.</p> <p>Roles and responsibilities of the ER will be discussed in the CEMP.</p>
E5	The Environmental Representative shall prepare and submit to the Secretary a quarterly report on the Environmental Representative's actions and decisions on matters specified in condition E4. The reports shall be submitted within seven (7) days for the end of each quarter for the duration of construction, or as otherwise agreed by the Secretary. Notwithstanding, the Environmental Representative shall be given the independence to report to the Secretary at any time and/or at the request of the Secretary.	During construction				Compliant			Quarterly reports were submitted to DP&E on 7/03/2017, 7/06/2017 and 7/09/2017
E6	Soil and water management measures consistent with Managing Urban Stormwater - Soils and Construction Vols 1 and 2, 4th Edition (Landcom, 2004) shall be employed during construction to minimise soil erosion and the discharge of sediment and other pollutants to land and/or waters.	During construction	No	N/A	N/A	Compliant	N/A	CSWMP (Section 7) Primary Erosion and Sediment Control Plan (Appendix D to the CSWMP)	The Managing Urban Stormwater - Soils and Construction Vols 1 & 2, 4th Edition (Landcom, 2004) (Bluebook) has been integrated into the project Construction Soil & Water Management Plan (CSWMP) as a mitigation measure for managing site activities. In addition, progressive sediment & erosion control plans (PESCP) are developed to comply with the Bluebook and is the primary project tool to be implemented on site to minimise runoff of sediment and other pollutants offsite.
E7	Construction shall be undertaken to comply with section 120 of the Protection of the Environment Operations Act 1997, which prohibits the pollution of waters.	During construction	No	N/A	N/A	Compliant	N/A	SWMP PESCP	<p>The project is applying for an Environmental Protection Licence with the NSW EPA to regulate its activities.</p> <p>Further, a Soil and Water Management Plan (SWMP) was submitted to DP&E. The SWMP outlines the management measures for erosion and sediment control in line with Managing Urban Stormwater - Soils and Construction Vols 1 and 2, 4th Edition (Landcom, 2004) including</p>

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									measures to minimise the potential for pollution of controlled waters. Construction works to have an implemented PESCP to comply with this condition. Pre-construction works (salvage) have been undertaken in compliance with this condition.
E8	The Applicant shall store all chemicals, fuels and oils used on-site in appropriately bunded areas in accordance with the requirements of all relevant Australian Standards, and/or EPA's Storing and Handling Liquids: Environmental Protection – Participants Handbook.	During construction				Compliant			The requirements for chemical storage is detailed in the project CSWMP and is to be provided in accordance with this condition. A review of the storage facility(s) will be undertaken following its installation during construction of the project to ensure compliance with this condition. Pre-construction works have been undertaken in compliance with this condition.
E9	All activities taking place in, on or under waterfront land, as defined in the Water Management Act 2000 should be conducted generally in accordance with the NSW Office of Water's Guidelines for Controlled Activities.	During construction				Compliant		SWMP Drainage Design Report	Design consists of a bridge over Georges River and culvert over Anzac Creek in line with the requirements of the Guideline as required by Section 6 of the Drainage Design Report and discharge restrictions from site in Riparian zones to be managed by the site PESCPs. No pre-construction works undertaken within areas of influence.
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. Note: Where an incident also requires reporting to the EPA and/or OEH, the incident report prepared for the purposes of notifying the EPA and/or OEH would meet this requirement.	During construction				Compliant		IEMP PIRMP	This requirement has been addressed in the CEMP and reproduced into the project's Incident & Emergency Management Plan for implementation as required. No incidents occurred during pre-construction works.
E11	The Applicant shall meet the requirements of the Secretary or relevant public authority (as determined by the Secretary) to address the cause or impact of any incident, as it relates to this approval, reported in accordance with condition E11, within such period as the Secretary may require.	During construction				Compliant		CEMP	No incidents occurred during pre-construction works.
E12	The Applicant shall not harm, modify or otherwise impact any heritage items outside the subject site.	During construction	No	N/A	N/A	Compliant	N/A	HMP	This requirement has been added as a mitigation measure in the project Heritage Management Plan and their locations in proximity to the project are shown on sensitive area maps as 'no go zones' to construction personnel and requirement included in the project induction. No works have occurred outside of the project boundary.
E13	Dangerous goods, as defined by the Australian Dangerous Goods Code, shall be stored and handled strictly in accordance with: a) all relevant Australian Standards;	During construction	No	N/A	N/A	Compliant	N/A	CEMP	This condition has been included in the CEMP for implementation during construction.

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	b) for liquids, a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and 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.								Any dangerous goods to be stored on the project will be reviewed against the requirements of this condition. Pre-construction works (salvage) have been undertaken in compliance with this condition.
E14	The Applicant shall carry out all feasible and reasonable measures to minimise dust generated by the Development.	During construction	No	N/A	N/A	Compliant	N/A	AQMP	The project Air Quality Management Plan (AQMP) identifies the potential for dust generation from construction activities and outlines a set of measures to be implemented during construction activities to minimise dust generation onto nearby sensitive receivers. Pre-construction works (salvage) have been undertaken in compliance with this condition.
E15	During construction, the Applicant shall ensure that all loaded vehicles entering or leaving the site have their loads covered; and all loaded vehicles leaving the site are cleaned of dirt, sand and other materials before they leave the site, to avoid tracking these materials on public roads.	During construction	No	N/A	N/A	Compliant	N/A	AQMP	Requirement has been included in the project AQMP for implementation during construction. Enforcement will be monitored during site inspections. Pre-construction works (salvage) have been undertaken in compliance with this condition.
E16	The reuse and/or recycling of waste materials generated on site shall be maximised as far as practicable, to minimise the need for treatment or disposal of those materials off site.	During construction	No	N/A	N/A	Compliant	N/A	WMP	A project Waste Management Plan (WMP) has been developed to manage project construction waste and this condition has been addressed in this plan.
E17	All liquid and/or non-liquid waste generated on the site shall be assessed and classified in accordance with Waste Classification Guidelines (Department of Environment, Climate Change and Water 2009).	During construction	No	N/A	N/A	Compliant	N/A	WMP	A project Waste Management Plan (WMP) has been developed to manage project construction waste and this condition has been addressed in this plan. Pre-construction works (salvage) have been undertaken in compliance with this condition.
E18	All waste materials removed from the subject site shall only be directed to a waste management facility or premises lawfully permitted to accept the materials.	During construction	No	N/A	N/A	Compliant	N/A	WMP	A project Waste Management Plan (WMP) has been developed to manage project construction waste and this condition has been addressed in this plan. Pre-construction works (salvage) have been undertaken in compliance with this condition.
E19	Construction shall be undertaken during the following standard construction hours: a) 7:00am to 6:00pm Mondays to Fridays, inclusive; and b) 8:00am to 1:00pm Saturdays; c) at no time on Sundays or public holidays.	During construction	No	N/A	N/A	Compliant	N/A	NVMP	The project Construction Noise & Vibration Management Plan (NVMP) has been developed to manage this condition. Approved construction hours is being communicated to construction personnel via the project Induction, construction work packs, and sensitive area plans. Pre-construction works (salvage) have been undertaken in compliance with this condition.

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E20	Activities resulting in a high noise impact shall only be undertaken: a) between the hours of 8:00 am to 5:00 pm Monday to Friday; b) between the hours of 8:00 am to 1:00 pm Saturday; and 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. For the purposes of this condition, 'continuous' includes any period during which there is less than a one hour respite between ceasing and recommencing any of the work the subject of this condition.	During construction	No	N/A	N/A	Compliant	N/A	NVMP	The project Construction Noise & Vibration Management Plan (NVMP) has been developed to manage this condition. Approved construction hours is being communicated to construction personnel via the project Induction, construction work packs, and sensitive area plans. Pre-construction works (salvage) have been undertaken in compliance with this condition. No high noise impact works to date
E21	Notwithstanding conditions E20 and E21, works may be undertaken outside the hours specified under those conditions in the following circumstances: a) construction works that cause LAeq (15 minute) noise levels that are: (i) No more than 5 dB above rating background level at any residence in accordance with the Interim Construction Noise Guideline (DECC, 2009); and (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 b) for the delivery of materials required by the police or other authorities for safety reasons; or c) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or 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 e) identified works approved by the Secretary.	During construction				Compliant		NVMP	An out of hours works protocol has been developed and included in the project CNVMP for the review and approval of any proposed activities carried outside of construction hours in accordance with this condition.
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: a) construction noise management levels established using the Interim Construction Noise Guideline (DECC 2009); b) vibration criteria established using the Assessing Vibration: a Technical Guide (DECC 2006) (for human exposure); and c) the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration-effects of vibration on structures (for structural damage). 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). Note: The Interim Construction Noise Guideline identifies 'particularly annoying' activities that require the addition of 5dB (A) to the predicted level before comparing to the construction Noise Management Level.	During construction				Compliant		NVMP	A project Construction Noise & Vibration Management Plan (CNVMP) has been developed and contains mitigation measures to comply with this condition.
E23	The Applicant is to ensure that construction vehicles operate so as to minimise any construction noise impacts from the construction site. Measures that could be used include toolbox talks, contracts that include provisions to deal with unsatisfactory noise performance for the vehicle and/or the operator, and specifying non-tonal movement alarms in place of reversing beepers or alternatives such as reversing cameras and proximity alarms, or a combination of these, where tonal alarms are not mandated by legislation.	During construction				Compliant		NVMP	Mitigation measures to address this condition have been included in the project NVMP for implementation during construction activities.
E24	No use of compression brakes shall be permitted for construction vehicles associated with construction in the vicinity of the subject site.	During construction				Compliant		NVMP	Restriction on compression braking has been included in the project NVMP so as to comply with this condition.
E25	The Applicant shall prepare a review of sleep disturbance impacts based on detailed design, including: a) An assessment of how often noise events occur, the time of day they occur and	Within 6 months of				Not applicable to this			This will be undertaken once detailed design has been completed and submitted to the Secretary within 6

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	whether there are any times of day when there is a clear change in the noise environment; b) Confirm the operational sleep disturbance predictions identified in the documents listed under Condition A1; and c) Consider appropriate noise mitigation measures where required. The report shall be prepared in consultation with the EPA and be submitted to the satisfaction of the Secretary within 6 months of commencement of construction, unless otherwise agreed by the Secretary.	commencement of construction				reporting period			months of the commencement of construction.
E26	A Road Occupancy Licence (ROL) must be obtained from the Transport Management Centre (TMC) for any activity likely to impact on the operational efficiency of the road network, allowing the use of specified public road space at approved times. The Applicant must allow a minimum of 10 working days for processing from date of receipt and include a Traffic Control Plan with any application.	During construction				Compliant		TAMP TCP	Requirement has been included in the project TAMP.
E27	Construction shall be carried out, where feasible and reasonable, to avoid the use of local roads (through residential streets) by heavy vehicles to gain access to the site and/or ancillary facilities.	During construction				Compliant		TAMP	Requirement has been included in the project TAMP and shown on the Heavy Vehicle Route map to be included on Site Environmental Plans attached to Construction Work Plans.
E28	Construction vehicles (including staff vehicles) shall be managed to: a) minimise parking or queuing on public roads; b) minimise idling and queuing in local residential streets where practicable; c) adhere to the nominated haulage routes identified in the Construction Traffic and Access Management Plan required under condition E35(a); and d) ensure access and egress from construction compounds is undertaken in a safe and lawful manner.	During construction				Compliant		TAMP	Requirement has been included in the project TAMP.
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.	During construction				Compliant		TAMP	Requirement has been included in the project TAMP.
E30	Access to all properties affected by the carrying out of construction shall be maintained, where feasible and reasonable, unless otherwise agreed by the relevant property owner or occupier. Any access physically affected by construction shall be reinstated to at least an equivalent standard, unless agreed with by the property owner.	During construction				Compliant		TAMP	Requirement has been included in the project TAMP.
E31	No threatened species or communities can be cleared other than that required for construction.	During construction				Compliant		FFMP	Requirement has been included in the project Flora & Fauna Management Plan (FFMP) for implementation during construction.
E32	The existing mature trees located on the eastern side of Moorebank Avenue shown on Drawing LA01 (Landscape Master plan) dated 30.3.2015 shall be retained, unless where required to be removed for construction of a permanent access point to the terminal site. Trees to be retained shall be protected and maintained during preconstruction and construction activities in accordance with AS4970-2009 Protection of trees on development sites. Details of tree protection must be provided to the Certifying Authority prior to the commencement of construction.	Prior to the commencement of construction				Not applicable to RALP1, IMEX only		FFMP	Outside of the RALP No. 1 footprint, although identified in FFMP.
E33	Prior to the commencement of construction, or as otherwise agreed by the Secretary, the Applicant shall prepare and implement a Construction Environmental Management Plan (CEMP). The CEMP is to be prepared in consultation with the EPA, OEH, DPI Water, DPI Fisheries, and the relevant Council, for the approval of the Secretary. The CEMP shall outline the environmental management practices and procedures that are to be followed during construction. The CEMP is to be prepared in accordance with the Guideline for the Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004). The Secretary shall consider the comments of the office of Strategic Lands in its consideration of the CEMP. The CEMP shall include, but not necessarily be limited to: a) a description of activities to be undertaken during construction; b) statutory and other obligations that the Applicant is required to fulfil during construction, including approvals, consultations and agreements required from	Prior to the commencement of construction	Yes	9/02/2017	13/03/2017	Compliant	11/05/2017	CEMP	The project Construction Environment Management Plan (CEMP) was developed and in consultation with stakeholders as specified by this condition. CEMP was sent to DP&E on the 9/02/2017 for review and approval. Comments were provided by DP&E on 3/3/17 and 13/3/17. Updated CEMP re-submitted to DP&E on 8/3/17, 13/3/17, 29/3/17, 6/4/17,

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	<p>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>								<p>21/4/17 & 27/4/17</p> <p>No comments from DP&E in teleconference on 21/4/17.</p> <p>Approval of CEMP provided by DP&E on 11/5/17</p>
E34	<p>As part of the CEMP for the SSD, the Applicant shall prepare and implement:</p> <p>a) a Construction Traffic and Access Management Plan to ensure traffic and access controls are implemented to avoid or minimise impacts on traffic, pedestrian and cyclist access, and the amenity of the surrounding environment. 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</p>	Prior to the commencement of construction	Yes	9/02/2017	2/05/2017	Compliant	11/05/2017	TAMP	<p>The project Construction Traffic & Access Management Plan (TAMP) was developed and in consultation with stakeholders as specified by this condition.</p> <p>CTAMP was sent to DP&E on the 9/02/2017 for review and approval.</p> <p>Comments were provided by DP&E on 16/3/17.</p> <p>Updated CTAMP re-submitted to DP&E on 17/3/17, 29/3/17 and 3/4/17.</p> <p>SIMTA provided to DP&E on 19/4/17</p> <p>No comments from DP&E in teleconference on 21/4/17.</p> <p>Approval of CEMP provided by DP&E on 11/5/17.</p>

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	<p>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>								
E34	<p>b) a Construction Noise and Vibration Management Plan to detail how construction noise and vibration impacts will be minimised and managed. The Plan shall be consistent with the guidelines contained in the Interim Construction Noise Guidelines (Department of Environment and Climate Change 2009). The plan shall be developed in consultation with the EPA and shall include, but not be limited to:</p> <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 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:</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>	Prior to the commencement of construction	Yes	9/02/2017	28/04/2017	Compliant	11/05/2017	NVMP	<p>The project Construction Noise & Vibration Management Plan (NVMP) was developed and in consultation with stakeholders as specified by this condition.</p> <p>CNVMP submitted to DP&E on the 8/02/2017 for review and approval. Comments were provided by DP&E on 24/3/17.</p> <p>Updated CNVMP re-submitted to DP&E on 28/3/17 and 6/4/17. SIMTA provided to DP&E on 13/4/17.</p> <p>Further updates made on 21/4/17 following teleconference with DP&E on same day.</p> <p>Approval of CEMP provided by DP&E on 11/5/17</p>
E34	<p>c) a Construction Heritage Management Plan to ensure construction impacts on Aboriginal and non-Aboriginal heritage will be appropriately avoided minimised and managed. The Plan shall be developed in consultation with OEH, the relevant Council, the NSW Heritage Council (for non-Aboriginal State heritage items) and the relevant Local Aboriginal Land Councils (for Aboriginal heritage), and include, but not necessarily be limited to:</p> <p>(i) in relation to Aboriginal Heritage:</p>	Prior to the commencement of construction	Yes	9/02/2017	28/03/2017	Compliant	11/05/2017	HMP	<p>The project Construction Heritage Management Plan (HMP) was developed and in consultation with stakeholders as specified by this condition.</p> <p>CHMP was submitted to DP&E on the</p>

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	<p>a) details of management measures to be carried out in relation to Aboriginal heritage, including a detailed methodology and strategies for protection, monitoring, and conservation of sites and items;</p> <p>b) procedures for dealing with previously unidentified Aboriginal objects (excluding human remains), including cessation of works in the vicinity, assessment of the significance of the item(s) and determination of appropriate mitigation measures, including when works can re-commence, by a suitably qualified and experienced archaeologist in consultation with the Secretary and Aboriginal stakeholders, assessment of the consistency of any Aboriginal heritage impacts against the approved impacts of the SSD, and, where relevant, registration in the OEH's Aboriginal Heritage Information Management System (AHIMS) register;</p> <p>c) procedures for dealing with human remains, including cessation of works in the vicinity, notification of Secretary, NSW Police Force, OEH and Aboriginal stakeholders, and commitment to cease recommending any works in the area unless authorised by the OEH 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 OEH, NSW Heritage Council and the Secretary, assessment of the consistency of any heritage impacts against the approved impacts of the SSD, and, where relevant, notification of the Heritage Council of NSW in accordance with section 146 of the Heritage Act 1977; and</p> <p>f) heritage training and induction processes for construction personnel (including procedures for keeping records of inductions and obligations under this approval including site identification, protection and conservation of non-Aboriginal cultural heritage; and</p> <p>(iii) mechanisms for the monitoring, review and amendment of this plan.</p>							<p>8/02/2017 for review and approval. Comments were provided by DP&E on 27/3/17. Updated CHMP re-submitted to DP&E on 29/3/17 and 6/4/17.</p> <p>No comments from DP&E in teleconference on 21/4/17.</p> <p>Approval of CEMP provided by DP&E on 11/5/17</p>	
E34	<p>d) a Construction Flora and Fauna Management Plan to detail how impacts on ecology will be minimised and managed. The Plan shall be developed by a suitably qualified and experienced ecologist and in consultation with the OEH, and shall include, but not necessarily be limited to:</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</p>	Prior to the commencement of construction	Yes	9/02/2017	11/04/2017	Compliant	11/05/2017	FFMP	<p>The project Construction Flora & Fauna Management Plan (FFMP) was developed and in consultation with stakeholders as specified by this condition.</p> <p>CFFMP was sent to DP&E on the 9/02/2017 for review and approval. Comments were provided by DP&E on 17/3/17.</p>

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			Secretary Approval Required?	Date Final Document Lodged	Date Amended Document Lodged	Compliance Status	Date Completed / Approval Received	Reference Document	Evidence / Comments
	<p>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>								<p>Updated CFFMP re-submitted to DP&E on 22/3/17 and 6/4/17.</p> <p>Updated following internal comments on 21/4/17 and provided to DP&E on 24/4/17.</p> <p>Updated following DotEE comments on 26/4/17 and provided to DP&E on 27/4/17</p> <p>Approval of CEMP provided by DP&E on 11/5/17</p>
E34	<p>e) a Construction Air Quality Management Plan to detail how impacts on local air quality will be minimised and managed. The Plan shall be developed in consultation with the EPA, and shall include, but not necessarily be limited to:</p> <p>(i) identification of sources (including stockpiles and open work areas) and quantification of airborne pollutants;</p> <p>(ii) key performance indicators for local air quality during construction;</p> <p>(iii) details of monitoring methods, including location, frequency and duration of monitoring;</p> <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>	Prior to the commencement of construction	Yes	9/02/2017	11/04/2017	Compliant	11/05/2017	AQMP	<p>The project Construction Air Quality Management Plan (AQMP) was developed and in consultation with stakeholders as specified by this condition.</p> <p>CAQMP was sent to DP&E on the 9/02/2017 for review and approval. Comments were provided by DP&E on 27/3/17.</p> <p>Updated CAQMP re-submitted to DP&E on 29/3/17 and 6/4/17.</p> <p>No comments from DP&E in teleconference on 21/4/17.</p> <p>Approval of CEMP provided by DP&E on 11/5/17.</p>
E34	<p>f) a Construction Soil and Water Management Plan to manage surface and groundwater impacts during construction. The plan shall be developed in consultation with, EPA, NSW Office of Water, and relevant Councils, and include, but not necessarily be limited to:</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 Erosion and Sediment Control Plan, detailing measures to manage any erosion and sedimentation impacts into the Georges River or Anzac Creek;</p> <p>(v) an Acid Sulphate Soils Management Plan, if required, including measures for the management, handling, treatment and disposal of acid sulphate soils, including monitoring of water quality at acid sulphate soils treatment areas, should construction activities impact on acid sulphate 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</p>	Prior to the commencement of construction	Yes	9/02/2017	11/04/2017	Compliant	11/05/2017	SWMP	<p>The project Construction Soil & Water Management Plan (SWMP) was developed and in consultation with stakeholders as specified by this condition.</p> <p>CSWMP was sent to DP&E on the 8/02/2017 and 23/2/17 for review and approval. Comments were provided by DP&E via SIMTA on 30/3/17.</p> <p>Updated CSWMP re-submitted to DP&E on 3/4/17 and 6/4/17.</p> <p>SIMTA provided to DP&E on 13/4/17. Further updates made on 21/4/17 following teleconference with DP&E on same day.</p> <p>Approval of CEMP provided by DP&E on 11/5/17</p>

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	the criteria is detected how any noncompliance can be rectified; and (vii) mechanisms for the monitoring, review and amendment of this plan.									
F1	The Applicant shall engage a suitably qualified person to prepare a post-construction dilapidation report at the completion of the construction works: a) This report is to ascertain whether the construction works created any structural damage to footpaths, roads, buildings and other utilities in the vicinity of the development. b) The report is to be submitted to the Certifying Authority. In ascertaining whether adverse structural damage has occurred to adjoining buildings, infrastructure and roads, the Certifying Authority must: (i) compare the post-construction dilapidation report with the pre-construction dilapidation report ; and (ii) have written confirmation from the relevant authority that there is no adverse structural damage to their infrastructure and roads as a result of construction. c) The report shall be submitted to the satisfaction of the Certifying Authority and a copy is to be forwarded to Campbelltown City Council, Liverpool City Council, RMS and the Secretary.	Upon completion of construction				Not applicable to this reporting period			Condition not applicable to pre-construction phase of the RALP 1 project.	
F2	Prior to the commencement of operation, the Applicant shall submit the final draft section 88B instrument, if relevant to the Certifying Authority and the Secretary for information.	Prior to the commencement of operation				Not applicable to this reporting period				
F3	External Lighting shall comply with AS4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting. Upon installation of lighting, but before it is finally commissioned, the Applicant shall submit to the Certifying Authority, in consultation with the relevant Council and RMS, evidence from an independent qualified practitioner demonstrating compliance in accordance with this condition.	Prior to the commencement of operation				Not applicable to this reporting period				
F4	The Applicant shall prepare and implement (following approval) an Operation Environmental Management Plan (OEMP). The Plan shall outline the environmental management practices and procedures that are to be followed during operation, and shall be prepared in consultation with relevant agencies and in accordance with the Guideline for the Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004). The Plan shall include, but not necessarily be limited to: a) a description of activities to be undertaken during operation (including staging and scheduling); b) statutory and other obligations that the Applicant is required to fulfil during operation, including approvals, consultations and agreements required from authorities and other stakeholders under key legislation and policies; c) overall environmental policies, guidelines and principles to be applied to the operation of the project; d) a description of the roles and responsibilities for relevant employees involved in the operation of the project, including relevant training and induction provisions for ensuring that employees are aware of their environmental and compliance obligations under these conditions of approval; e) an environmental risk analysis to identify the key environmental performance issues associated with the operation phase; f) details of management and monitoring of environmental performance, including the actions to be taken to address identified potential adverse environmental impacts (and any impacts arising from staging of the project construction). In particular, the following environmental performance issues shall be addressed in the Plan: (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; (ii) a description of the proposed and/or implemented measures to minimise visual impact project components, such as landscaping and design considerations; (iii) procedures for the monitoring and maintenance of the watercourse crossings to achieve stable creek bed and banks; 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.	Prior to the commencement of operation				Not applicable to this reporting period				

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	Operation shall not commence until written approval has been received from the Secretary. 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.									
F5	Prior to the commencement of operation, the Applicant shall prepare a Brake Squeal Report on brake squeal identifying the following: 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.); b) The root cause of brake squeal, including the influence of the design, set-up and maintenance of both brake shoes and brake rigging; c) Possible solutions to mitigate or eliminate brake squeal, including modifications to brake rigging and alternative brake shoe designs and compounds; and d) Any monitoring system proposed to capture brake squeal.	Prior to the commencement of operation				Not applicable to this reporting period				
F6	The Applicant shall prepare and implement (following approval) an Operational Traffic Management Plan to for the proposed vehicle booking system. The plan shall be prepared in consultation with the Cargo Movement Coordination Centre and include details on container turnaround times and interoperable technology (such as Port Botany RFID tags). The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation, or as otherwise agreed by the Secretary.	One month prior to the commencement of operation				Not applicable to this reporting period				
F7	The Applicant shall undertake signal decommissioning (where required) in consultation with RMS prior to the commencement of operation. The Applicant shall bear the full cost associated with the decommissioning/removal/disposal of the traffic signals and associated equipment.	Prior to the commencement of operation				Not applicable to this reporting period				
F8	The Applicant shall create an easement within the site at the traffic signals to allow RMS to maintain traffic signal components, if required by the design and condition C24. If no easement is required, access to signals should be maintained for maintenance purposes at all times.	Prior to the commencement of operation				Not applicable to this reporting period				
G1	Within 6 weeks of commencement of operation, unless otherwise agreed by the Secretary, the Applicant shall undertake road pavement deflection testing of the truck routes as defined by Condition E34(a). If the deflection tests show an increase in deflection as a result of the truck routes associated with construction, the Applicant shall undertake pavement rehabilitation of the affected road pavements to achieve the pavement deflection that existing prior to the commencement of works.	Within 6 weeks of commencement of operation				Not applicable to this reporting period				
G2	Within 3 months of commencement of operation, unless otherwise agreed by the Secretary, the Applicant shall carry out rectification work to the extent of the damage resulting from the construction works at the Applicant's expense and to the reasonable requirements of the owners.	Within 3 months of commencement of operation				Not applicable to this reporting period				
G3	Within 3 months of commencement of operation, the Applicant shall provide to the Certifying Authority evidence that all easements required by this approval, and other licences, approvals and consents, have been lodged for registration or registered at the NSW Land and Property Information.	Within 3 months of commencement of operation				Not applicable to this reporting period				
G4	Signage shall be installed in accordance with Drawing A3001 Issue C (Terminal – Signage Details) dated 14/04/2015, unless otherwise agreed by the Secretary.	Prior to the commencement of operation				Not applicable to this reporting period				
G5	The quantities of Dangerous Goods present at any time on the site or transported from and to the terminal site shall be kept below the screening threshold quantities listed in the Hazardous and Offensive Development Guidelines Applying SEPP 33, (DP&E 2011). The screening threshold quantities for each Dangerous Goods shall be defined in accordance with Table 1: Screening Methods of Applying SEPP 33.	Prior to the commencement of operation				Not applicable to this reporting period				
G6	Port shuttle operations must use: a) Locomotives that incorporate available best practice noise and emission	Prior to the commencement	Yes	1/06/2017		Compliant		Best Practice	The Locomotive Best Practice Review was developed in consultation with	

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			Secretary Approval Required?	Date Final Document Lodged	Date Amended Document Lodged	Compliance Status	Date Completed / Approval Received	Reference Document	Evidence / Comments
	<p>technologies. Prior to the construction of the rail link connecting to the site, the Applicant must submit a report to the Secretary for consideration and approval that has been prepared in consultation with TfNSW and the EPA that justifies the technology proposed and how it meets the objective of best practice noise and emission technologies; and</p> <p>b) Wagons that incorporate available best practice noise technologies 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.</p>	of construction of the Rail Link						Review (BPR)	<p>EPA and TfNSW and a final document has been issued, with confirmation from both parties that consultation comments have been closed out in the final report.</p> <p>This was approved by DP&E on 17/09/2017</p>
G7	<p>The Applicant shall install and maintain a rail noise monitoring system on the rail link at the commencement of operation to continuously monitor the noise from rail operations on the rail link. The system shall capture the noise from each individual train passby noise generation event, and include information to identify:</p> <p>a) Time and date of freight train passbys;</p> <p>b) Imagery or video to enable identification of the rolling stock during day and night;</p> <p>c) LAeq(15hour) and LAeq(9hour) from rail operations; and</p> <p>d) LAF(max) and SEL of individual train passbys, measured in accordance with ISO3095; or</p> <p>e) Other alternative information as agreed with the Secretary.</p> <p>The results from the noise monitoring system shall be publicly accessible from a website maintained by the Applicant. The noise results from each train shall be available on the website ideally within 24 hours of it passing the monitor. The LAeq(15hour) and LAeq(9hr) results from each day shall be available on the website within 24 hours of the period ending.</p> <p>Prior to the commencement of operation, the applicant shall submit for the approval of the Secretary, justification supporting the appropriateness of the location for rail noise monitoring including details of any alternative options considered and reasons for these being dismissed. The rail noise monitoring system shall not operate until the Secretary has approved the proposed monitoring location.</p> <p>The Applicant shall provide an annual report to the Secretary with the results of monitoring for a period of 5 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary shall consider the need for further reporting following a review of the results for year 5.</p>	Prior to the commencement of operation				Not applicable to this reporting period			
G8	<p>The following measures must be implemented during operation:</p> <p>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</p> <p>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.</p>	During Operation				Not applicable to this reporting period			
G9	The transfer of containers between Port Botany and the IMEX terminal must not commence until the rail connection to the SSFL is operational.	Prior to the commencement of operation				Not applicable to this reporting period			
G10	Containers must be transferred between the site and Port Botany predominantly by rail, unless where unforeseen circumstances have occurred (e.g. an incident, breakdown, derailment or emergency maintenance on the rail line). The Secretary may at any time request the Applicant to demonstrate that the transport of containers between the site and Port Botany container terminals is by rail. This is to be demonstrated upon request by the Secretary for the prior 12 month period.	During Operation				Not applicable to this reporting period			
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	During Operation				Not applicable to this reporting period			

No.	Condition	Timing for Compliance	Pre-Construction Compliance Report						
			Secretary Approval Required?	Date Final Document Lodged	Date Amended Document Lodged	Compliance Status	Date Completed / Approval Received	Reference Document	Evidence / Comments
	for year 3. The report shall include: a) The number of twenty foot equivalent units dispatched and received during the period; b) A record of heavy vehicle entry by date and approximate time; and c) The number of light vehicles turning right into the terminal site from Moorebank Avenue and turning left from the terminal site onto Moorebank Avenue for a representative day.								
G12	All containers handling equipment, purchased after 2019 must meet US EPA Tier 4 or EU Stage IV emission standard or achieve an equivalent emission control performance to those standards listed in this condition.	During Operation				Not applicable to this reporting period			
G13	The Applicant must carry out any activity, or operate any plant, in or on the premises by such practicable means as may be necessary to prevent or minimise air pollution.	During Operation				Not applicable to this reporting period			
G14	Heavy road freight vehicles are not permitted to use Moorebank Avenue south of the East Hills Railway corridor. A main gate monitoring system (e.g. CCTV) shall be installed to identify heavy vehicles turning left from the terminal site onto Moorebank Avenue, or turning right from Moorebank Avenue to the terminal site. The Secretary may at any time request the Applicant to provide a heavy vehicle monitoring report for the prior 12 month period.	During Operation				Not applicable to this reporting period			
G15	Within 12 months of the commencement of operation of the project, or as otherwise agreed by the Secretary, the Applicant shall undertake operational noise monitoring to compare actual noise performance of the project against noise performance predicted in the review of noise mitigation measures predicted in documents specified under condition A1 of this approval, and prepare an Operational Noise Report to document this monitoring. The Report shall include, but not necessarily be limited to: a) noise monitoring to assess compliance with the operational noise levels predicted in documents specified under condition A1 of this approval; b) a review of the operational noise levels in terms of criteria and noise goals established in the NSW Road Noise Policy (EPA, 2011); c) sleep disturbance impacts compared to those determined in Condition E25; 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; 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; f) any required recalibrations of the noise model taking into consideration factors such as actual traffic numbers and proportions; 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 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. The Applicant shall provide the Secretary and the EPA with a copy of the Operational Noise Report within 60 days of completing the operational noise monitoring referred to in (a) above or as otherwise agreed by the Secretary.	Within 12 months of the commencement of operation				Not applicable to this reporting period			
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: a) be conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary; b) include consultation with the relevant agencies and local Councils; 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	Within 12 months of the commencement of operation				Not applicable to this reporting period			

APPENDIX B FINAL COMPILATION OF MITIGATION MEASURES

Moorebank Precinct East Compliance Tracking - Final Compilation of Mitigation Measures

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

No.	Type	Condition	Timing for Compliance	Pre-Construction Compliance Report - MPE Stage 1, Package 1 (RALP)						
				Secretary Approval Required?	Date Final Document Lodged	Date Amended Document Lodged	Compliance Status	Date Completed / Approval Received	Reference Document	Evidence / Comments
0A	PCEMP	<p>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:</p> <p>Preliminary Construction Traffic Management Plan (PCTMP)</p> <p>Air Quality Management Plan</p> <p>Erosion and Sediment Control Plans (ESCPs) and Bulk Earthworks Plans, within the Stormwater Drainage Design Drawings</p> <p>Riparian Vegetation Management Plan and Threatened Flora Species Management Plan.</p> <p>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:</p> <p>Soil and Water Management Plan (SWMP), prepared in accordance with Managing Urban Stormwater, 4th Edition, Volume 1,(2004).</p> <p>Construction Noise and Vibration Management Plan (CNVMP), prepared in accordance with the Interim Construction Noise Guideline 2009 (ICNG)</p> <p>Contamination Management Plan (CMP)</p> <p>Flora and Fauna Management Plan (FFMP)</p> <p>Health and Safety Plan (HSP), including an Emergency Response Plan and a Risk Register.</p>	Prior to the commencement of construction	Yes	9/02/2017	13/02/2017	Compliant	11/05/2017	CEMP	The project developed a Preliminary Construction Environmental Management Plan and relevant sub plans for the proposal prior to issue of the project approval. This PCEMP was incorporated into the CEMP and provided to DP&E on the 8/2/2017 for review. Approval was provided on 11/5/17
0B	OEMP	<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.</p> <p>A number of operational related management plans have been prepared for the Proposal, including:</p> <p>Preliminary Operational Traffic Management Plan</p> <p>Air Quality Management Plan</p> <p>Stormwater Drainage Design Drawings</p> <p>Riparian Vegetation Management Plan and Threatened Flora Species Management Plan.</p> <p>The management plans, that will form the basis of the OEMP to be prepared for the Proposal will be based on the preliminary</p>	Prior to the commencement of operation				Not applicable to this reporting period			

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		operation management plans listed above, and will include: Rail Noise Management Plan (RNMP) Flooding and Emergency Response Plan (FERP) Emergency Response Plan (ERP), including the Pollution Incident Response Management Plan (PIRMP) Operational Traffic Management Plan (OTMP)								
OC	EPL	An Environmental Protection Licence (under the POEO Act) will be obtained for the construction and operation of the Rail link (only) for the Proposal	Prior to the commencement of construction and operation				Compliant			areas east of the Georges River. It was approved on 14/08/2017. Until an EPL is provided for GWS, any access and works within GWS are required to comply with GWS' EPL.
1A	Traffic and Transport	A Road Safety Audit will be undertaken of Moorebank Avenue and Cambridge Avenue to identify the traffic safety risks associated with construction vehicles using these roads and to determine the appropriate traffic controls to be implemented to mitigate any risks identified as part of the preparation of the Construction Traffic Management Plan (CTMP). The effectiveness of any measures implemented will be monitored during the construction phase.	Prior to the commencement of construction	No	N/A	N/A	Compliant	N/A	CTAMP RSA	A road safety audit was undertaken on 4/4/17 and consultation with LCC and TfNSW concluded on 15/5/17.
1B	Traffic and Transport	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: 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 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 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 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.	Prior to the commencement of construction	Yes	9/02/2017	13/03/2017	Compliant	11/05/2017	TAMP	The project Construction Traffic & Access Management Plan (TAMP) was developed and in consultation with stakeholders as specified by this condition. CTAMP was sent to DP&E on the 9/02/2017 for review and approval. Comments were provided by DP&E on 16/3/17. Updated CTAMP re-submitted to DP&E on 17/3/17, 29/3/17 and 3/4/17. SIMTA provided to DP&E on 19/4/17. No comments from DP&E in teleconference on 21/4/17. Approval of CEMP provided by DP&E on 11/5/17

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		<p>Pedestrian walking routes and crossing points will be established and clearly marked throughout the construction phase</p> <p>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</p> <p>The promotion of carpooling for construction staff and other shared transport initiatives during the construction phase will be considered</p> <p>Where reasonable and feasible, the transportation of construction materials will be managed to maximise vehicle loads and therefore minimise vehicle movements.</p> <p>Site and /or activity specific Traffic Management Plans (TMPs) will be developed, where required by the contractor to allow safe work sites.</p> <p>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.</p>							
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"> 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 2. Provision of adequate truck holding capacity within the Stage 1 site 3. Provision of an information dissemination system to exchange information with truck drivers on live traffic conditions on the external network. 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 5. A survey of truck trip generate will be undertaken after 24 months of commencement of operation of the Proposal. 	Prior to the commencement of operation				Not applicable to this reporting period		Condition not applicable to RALP 1
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"> 1. Design measures to minimise queuing on Moorebank Avenue during operation of the Proposal 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. 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 	Prior to the commencement of construction				Not applicable to RALP1, IMEX only		Condition not applicable to RALP 1

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		approach to the exit. 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								
1E	Traffic and Transport	The Proponent will negotiate with relevant agencies and authorities regarding the funding apportionment of necessary road infrastructure upgrade works required to support the Proposal.	Prior to the commencement of construction				Not applicable to RALP1, IMEX only			Condition not applicable to RALP 1
1F	Traffic and Transport	Design of new or modified traffic signals would be in accordance with Roads and Maritime Services requirements and would be undertaken by a suitably qualified person. Designs would be submitted to Roads and Maritime Services for review and approval prior to commencement of works impacting Roads and Maritime Services infrastructure. Decommissioning, modification and construction of traffic signals, including public utility adjustments necessitated by the traffic signalling works, for the Proposal would be undertaken by SIMTA.	Prior to the commencement of construction				Not applicable to RALP1, IMEX only			Condition not applicable to RALP 1
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: Procedures for controlling / managing dust Roles, responsibilities and reporting requirements Contingency measures for dust control where standard measures are deemed ineffective. Specifically, the AQMP (or equivalent) will prescribe the use of water carts for dust suppression on unsealed travel routes and areas where scrapers and graders are operating	Prior to the commencement of construction	Yes	9/02/2017	11/04/2017	Compliant	11/05/2017	AQMP	The project Construction Air Quality Management Plan (AQMP) was developed and in consultation with stakeholders as specified by this condition. CAQMP was sent to DP&E on the 9/02/2017 for review and approval. Comments were provided by DP&E on 27/3/17. Updated CAQMP re-submitted to DP&E on 29/3/17 and 6/4/17. No comments from DP&E in teleconference on 21/4/17. Approval of CEMP provided by DP&E on 11/5/17
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: Implementation and communication of anti-idling policy for trucks and locomotives 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 Procedures to reject excessively smoky trucks visiting the site based on visual inspection.	Prior to the commencement of operation				Not applicable to this reporting period			
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: Nuisance dust Air Emissions – PM10 and Nitrogen dioxide	At commencement of construction and operation				Compliant			Monitoring to be undertaken in accordance with the project Air Quality Management Plan

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3A	Noise	<p>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:</p> <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> <p>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.</p> <p>The delivery of materials which is required outside of these hours as requested by Police or other authorities for safety reasons.</p> <p>Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.</p> <p>Works required to be undertaken during track possessions or road closures.</p> <p>Any other work as approved through the CNVMP Process.</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 "quacker alarms".</p> <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"> o Site awareness training/environmental inductions to provide instruction on noise mitigation techniques/measures to be implemented during construction of the Proposal o Working within approved hours o Working with noisy equipment away from sensitive receivers o Maintaining plant and equipment o Turning off machinery when not in use o Limiting the "clustering" of noisy plant / processes. 	Prior to the commencement of construction	Yes	9/02/2017	11/04/2017	Compliant	11/05/2017	NVMP	<p>The project Construction Noise & Vibration Management Plan (NVMP) was developed and in consultation with stakeholders as specified by this condition.</p> <p>CNVMP submitted to DP&E on the 8/02/2017 for review and approval. Comments were provided by DP&E on 24/3/17.</p> <p>Updated CNVMP re-submitted to DP&E on 28/3/17 and 6/4/17.</p> <p>SIMTA provided to DP&E on 13/4/17.</p> <p>Further updates made on 21/4/17 following teleconference with DP&E on same day.</p> <p>Approval of CEMP provided by DP&E on 11/5/17</p>
3B	Noise	Friction modifiers will be installed to sections of the Rail link where rail curve squeal is likely to occur. The effectiveness of their application will be confirmed with short-term noise monitoring during the first 3 months of operation.	During construction and during first 3 months of operation				Not applicable to this reporting period		CEMP	CPB will respond to directions of SIMTA as required.
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	Prior to commencement of operation				Not applicable to this reporting period		CEMP	CPB will respond to directions of SIMTA as required.

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		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.								
3D	Noise	Rail grinding will be undertaken in accordance with TfNSW's requirements on the Rail link, or where otherwise identified within the RNMP or other operational management plan for the Proposal.	Prior to commencement of operation				Not applicable to this reporting period		CEMP	Rail grinding prior to operation by CPB (signal grind). Any grinding as a result of operational noise monitoring by the Principal.
4.1A	Air Quality Best Practice Review	The following control measures will be progressively implemented during operation of the IMT: 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. An electrified locomotive shifter will be installed to reduce the need for excessive locomotive idling. This control will be implemented on commencement of operation. 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 Electric gantry cranes to reduce use of diesel powered equipment. This control will be implemented within seven years of commencement of operation of the Proposal or on the Proposal achieving an annual throughput of 250,000 TEU, whichever is the latter.	During operation				Not applicable to RALP1, IMEX only			Condition not applicable to RALP 1
4.1B	Air Quality Best Practice Review	The following policies and procedures will be developed and included within the OEMP for the Proposal: 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 Maintenance plans will be updated to include a requirement to consider air emissions and where possible improve air emission performance at next overhaul/upgrade Training will be provided to locomotive drivers to maximise fuel efficiency Equipment with smoky exhausts (more than 10 seconds) should be stood down for maintenance based upon visual inspection Trucks with smoky exhausts (more than 10 seconds) shall be rejected from the site based upon visual inspection Loading and unloading will be coordinated where possible to minimise truck trip distances as they travel through Stage 1 site.	Prior to commencement of operation				Not applicable to RALP1, IMEX only			Condition not applicable to RALP 1

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4.2A	Noise Best Practice Review	The following policies and procedures will be developed and included within the OEMP for the Proposal: Container handling equipment will be fitted with broadband 'quacker' reversing alarms.	Prior to commencement of operation				Not applicable to RALP1, IMEX only			Condition not applicable to RALP 1
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> <p>Minimise the area of soil disturbed and exposed to erosion at any one time.</p> <p>Priority should be given to management practices that minimise erosion, rather than to those that capture sediment downslope or at the catchment outlet</p> <p>Divert clean water around the construction site or control the flow of clean water at non-erodible velocities through the construction site</p> <p>Provision of boundary treatments around the perimeter of construction areas to minimise the migration of sediment offsite.</p> <p>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</p> <p>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</p> <p>Existing catchments and sub-catchment boundaries will be maintained as far as practicable</p> <p>Site imperviousness and grades should be limited to the extent of existing imperviousness and grades under existing development conditions.</p> <p>Rehabilitate disturbed lands as soon as practicable</p> <p>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.</p> <p>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.</p>	Prior to the commencement of construction	Yes	9/02/2017	11/04/2017	Compliant	11/05/2017	SWMP	The project Construction Soil & Water Management Plan (SWMP) was developed and in consultation with stakeholders as specified by this condition. CSWMP was sent to DP&E on the 8/02/2017 and 23/2/17 for review and approval. Comments were provided by DP&E via SIMTA on 30/3/17. Updated CSWMP re-submitted to DP&E on 3/4/17 and 6/4/17. SIMTA provided to DP&E on 13/4/17. Further updates made on 21/4/17 following teleconference with DP&E on same day. Approval of CEMP provided by DP&E on 11/5/17

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		<p>Erosion and sediment control structures to be cleaned repaired and augmented as required.</p> <p>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.</p> <p>Prior to discharge from sediment basins, water will be tested for the following parameters to identify construction impacts:</p> <ul style="list-style-type: none"> o pH o Turbidity / Total Suspended Solids (TSS) o Oil and grease. <p>An assessment of acid sulphate soils within the Georges River would be undertaken in accordance with the Acid Sulphate Soils Assessment Guideline (NSW Acid Sulphate 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.</p>								
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> <p>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.</p> <p>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</p>	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	PSP Georges River	<p>A project PSP for Georges River Bridge has been developed to address this requirement and consulted on with DPI Fisheries & DPI Water. Stakeholder comments have been received and PSP updated.</p> <p>Consultation on the PS was undertaken 31/01/17 with DPI Fisheries responding 1/02/17 and DPI Water responding 7/03/17. Submission to DP&E occurred 3/04/17.</p>

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		<p>Scour protection works around piers, along creek banks and on bridge abutments should be installed as early as possible</p> <p>Measures to contain potential pollutants should be installed in-stream, such as silt curtains to contain sediment</p> <p>Material for the formation of piling platforms must be clean material with minimal fines</p> <p>Measures to manage runoff from the bridge approaches / abutments must be established as early as possible</p> <p>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.</p> <p>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.</p> <p>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.</p>								
5C	Hydrology	<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> <p>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</p> <p>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.</p> <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>	During construction	No	N/A	N/A	Compliant	N/A	SWMPPSP Anzac Creek	Requirement detailed in the Project SWMP. In addition, a Project Specific Procedure / Environmental Work Method Statement for Anzac Creek has been developed to satisfy this requirement and for internal use only.

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		The construction site will be left in a condition that promotes native revegetation								
		The management principles outlined in Managing Urban Stormwater (Landcom 2004) for sites with high erosion potential will be implemented.								
5D	Hydrology	The following principles will be adopted through the development of detailed design for the Proposal, to ensure the operation of the Proposal will not have an adverse impact on stormwater: 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) 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). The Rail link within the Glenfield Waste Facility will be designed to accommodate the Probable Maximum Flood (PMF).	Prior to the commencement of construction	No	N/A	N/A	Compliant	N/A	Drainage Design Report	Addressed under Section 6 - Environmental Considerations of the Drainage Design Report
5E	Hydrology	To mitigate potential operational impacts on the flood regime as a result of the Georges River bridge the following design principles will be adopted during the design phase of the Georges River bridge: The bridge design will comply with the requirements of Australian Standard 5100:2004 – Bridge Design The underside of the bridge deck height will be no lower than the height of the adjacent East Hills Rail Line bridge The bridge abutments are not to encroach on the existing waterway area of the Georges River waterway area 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: Circular or semi-circular nosed, and Oriented parallel to the river flows (which vary in direction across the width of the river). Light penetration under bridges to encourage fish passage will be maximised, where practicable Two dimensional modelling shall be undertaken to determine the optimum pier alignment and quantify bed scour protection Requirements Use and extent of those bed and bank erosion control measures that may reduce aquatic habitat values or inhibit the regrowth of natural in-stream and bank vegetation will be minimised.	Prior to the commencement of construction	No	N/A	N/A	Compliant	N/A	Georges River Bridge Design Report	Addressed under Section 7 - Environmental Considerations of the Georges River Bridge Design Report
5F	Hydrology	The following design principles will be adopted for design and sizing of the culvert crossing across Anzac Creek: Fish passage requirements will be considered when selecting the type of culvert Culverts will be aligned with the downstream channel to minimise bank erosion	Construction	No	N/A	N/A	Compliant	N/A	Anzac Creek Culvert Design Report	Addressed under Section 7 - Environmental Considerations of the Anzac Creek Culvert Design Report

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		<p>A multi-cell culvert design with a combination of elevated "dry" cells to encourage terrestrial movement, and recessed "wet" cells to facilitate fish passage</p> <p>Altering the channel's natural flow, width, roughness and base-flow water depth through the culvert's wet cells will be avoided where possible</p> <p>The culvert crossing will be designed to maximise the geometric similarities of the natural channel profile from the bed of the culvert</p> <p>Debris deflector walls may be used to reduce the impact of debris blockages on fish passage</p> <p>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</p> <p>The design of the crossing will refer to the detailed engineering guidelines provided in Fairfull and Witheridge (2002).</p>								
5G	Hydrology	A Flood Emergency Response Plan (FERP) will be developed for the Stage 1 site. The FERP will take into consideration, site flooding and broader flood emergency response plans for the Georges River and Anzac Creek floodplains and Moorebank area. The FERP will also include the identification of an area of safe refuge within the SIMTA site that will allow people to wait until hazardous flows have receded and safe evacuation is possible.	Prior to the commencement of construction	No	N/A	N/A	Compliant	N/A	FERP	The Flood Emergency Response Plan has been developed and addresses this requirement.
5H	Hydrology	Maintenance of the bio-retention structures will be in accordance with the maintenance requirements set out in Gold Coast City Council's Water Sensitive Urban Design Guidelines, 2007, and included in the OEMP.	During operation				Not applicable to RALP1, IMEX only			Not Applicable to RALP 1 Works.
6A	Geotechnical and soils	<p>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.</p> <p>A Project Specific Procedure would be developed in consultation with the EPA for works within the Glenfield Waste Facility that would detail:</p> <p>The exact location of the Rail link in relation to landfill cells and activities.</p> <p>Identification of works areas and 'no go' areas to ensure that access to the landfill and monitoring and environmental controls is maintained.</p> <p>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.</p>	Prior to the commencement of construction	No	N/A	N/A	Compliant	N/A	PSP Glenfield Waste Facility	<p>A PSP for Glenfield Waste (GWS) Facility has been developed to address the requirements of this condition. It was provided to DP&E on 10/02/2017.</p> <p>If required, the PSP will be updated and re-submitted to the EPA for comment and to DP&E for information.</p>
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	During construction				Compliant		WMP	The project Waste Management Plan has been developed and prioritises maximum reuse of materials onsite with disposal as a

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		the Waste Classification Guidelines 2014 (NSW EPA, 2014) and will be disposed of at an appropriate licensed facility.								last resort. Any disposal will comply with the Waste Classification Guidelines 2014 (NSW EPA) and will be disposed of at an appropriately licenced facility.
6C	Geotechnical and soils	The construction contractor will progress the Bulk Earthworks strategy which will outline the volumes of imported and exported material, any buffer areas, temporary soil stockpiling areas and fencing of excavations, as required.	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	Construction Management Plan	Strategy has been developed as part of the Construction Management Plan and details location for placement of temporary stockpiles.
7A	Contamination	All remediation works will be undertaken in accordance with the requirements of the Remediation Action Plan (RAP) (JBS&G, 2015a) and recommendations for additional sampling and remediation.	During remediation				Compliant		RAP	Noted, the project Remediation Action Plan (RAP) was developed to comply with this requirement, consulted on with stakeholders and the site Auditor, and is to be implemented for the remediation of known contaminant locations as detailed in this plan. The Remediation Action Plan was approved by the Site Auditor on 08/11/2017.
7B	Contamination	A Health and Safety Plan (HSP) and risk assessment will be developed and implemented prior to construction commencing and all construction workers and staff will be inducted into the plan.	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	HSP	The project Health & Safety Plan (HSP) has been developed for implementation throughout the project
7C	Contamination	A Contamination Management Plan (CMP) will be developed for the Proposal, and included in the CEMP, that will contain detailed procedures on: <ul style="list-style-type: none"> • Handling, stockpiling and assessing potentially contaminated materials encountered during the development works. • 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. • Assessment, classification and disposal of waste in accordance with relevant legislation. • 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"> • Management of construction works in areas potentially impacted by asbestos via an Asbestos Management Plan • 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. • Management of landfill gas via the implementation of field screening and personal monitoring programs targeting landfill gasses • Management of impacted soils using the Material Management Procedures • Replacement or relocation of existing monitoring wells that may be impacted by the construction work. 	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	CMP	<p>A Contamination Management Plan has been developed for the project and incorporated all requirements detailed in this mitigation measure. This was submitted to DP&E on 10/02/2017 for information.</p> <p>Further testing (ammonia) within GWF will be undertaken. If updates are required, the Contamination Management Plan will be updated and re-submitted to DP&E for their information.</p>

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		<p>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.</p> <ul style="list-style-type: none"> 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. A contingency plan for unexpected contaminated materials, such as materials that are odorous, stained or containing anthropogenic materials, that may be encountered during construction. 								
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> <p>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.</p> <p>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.</p> <p>A refuelling procedure will be developed and implemented for all refuelling activities undertaken and included in the site OEMP.</p>	Prior to the commencement of operation				Not applicable to this reporting period			
8A	Biodiversity	<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> <p>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</p> <p>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:</p> <ul style="list-style-type: none"> Handling fauna with care and as little as possible. Covering larger animals with a towel or blanket and placing in a large cardboard box. Placing small animals in a cotton bag, tied at the top. Keeping the animal in a quiet, warm, ventilated and dark location. <p>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</p>	Prior to commencement of construction	Yes	9/02/2017	13/03/2017	Compliant	11/05/2017	FFMP	<p>The project Construction Flora & Fauna Management Plan (FFMP) was developed and in consultation with stakeholders as specified by this condition. CFFMP was sent to DP&E on the 9/02/2017 for review and approval. Comments were provided by DP&E on 17/3/17. Updated CFFMP re-submitted to DP&E on 22/3/17 and 6/4/17. Updated following internal comments on 21/4/17 and provided to DP&E on 24/4/17. Updated following DotEE comments on 26/4/17 and provided to DP&E on 27/4/17. Approval of CEMP provided by DP&E on 11/5/17.</p>

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		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								
		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								
8B	Biodiversity	Riparian vegetation within the Rail link and adjoining areas of impact at Anzac Creek and the banks of the Georges River would be protected, rehabilitated and managed in accordance with the measures detailed in the Riparian Vegetation Management Plan. Temporarily disturbed riparian areas in the Georges River will be revegetated with locally occurring native species as soon as practicable upon completion of bridge works.	During construction				Not applicable to this reporting period		FFMP	Procurement is currently being undertaken to obtain and deploy resources to implement the objectives of the Riparian Management Plan.
8C	Biodiversity	A nest box management strategy will be prepared prior to clearing of hollow bearing trees. The strategy will inform the installation of nest boxes in retained native vegetation in the riparian corridor of the Georges River and the woodland in the Southern Boot Land and the on-going monitoring and maintenance of nest boxes through the construction and operational phases.	Prior to the commencement of clearing	No	N/A	N/A	Compliant	N/A	FFMP	A Nest Box Strategy has been prepared and included in the project Flora & Fauna Management Plan. The Strategy details proposed locations for nest box installation and monitoring programme. Nest boxes installed 29/03/17. Additional nest boxes will be installed upon completion of clearing, as detailed in CFFMP and NBMS.
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 DotEE 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.	Prior to the commencement of clearing				Compliant		FFMP	Mitigation measure has been included in the project Flora & Fauna Management Plan.
8E	Biodiversity	Works within the Southern Boot Land, or in other areas, with the potential to impact on Persoonia nutans and Grevillea parviflora subsp. parviflora will be undertaken in accordance with the Threatened Flora Species Management Plan.	During construction				Compliant		FFMP	Noted. Requirement has been included in the project Flora & Fauna Management Plan .
8F	Biodiversity	Water quality and macroinvertebrate monitoring would be undertaken up and downstream of works within the Georges River and Anzac Creek, pre, during and post construction, to determine impacts on aquatic communities as a result of the Proposal. The monitoring plan would be developed and implemented by an appropriately qualified aquatic ecologist.	During construction	No	N/A	N/A	In-progress	N/A	FFMP	The Aquatic Ecology Monitoring Plan has been developed and is an appendix to the project Flora & Fauna Management Plan . Pre-construction monitoring was undertaken by AMBS on 23 March 2017.
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	During construction				Not applicable to this reporting period		FFMP	Mitigation measure has been included in the project Flora & Fauna Management Plan . It has also been addressed in the PSP for Georges River Bridge works. No works impacting the river have been completed to date

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		found, all works are to cease until the issue is rectified and approval from DPI Fisheries is given to proceed.								
8H	Biodiversity	The corridor established for construction of the Rail link will be stabilised in a manner which would enable the fuel load to be maintained in a low state. Where appropriate it would be stabilised following construction with local topsoil with growth of groundcover encouraged. The corridor would be managed by removing weeds and reducing the fuel load.	During construction				Not applicable to this reporting period		CFFMP BFMS	No construction clearing activities has yet been undertaken to create a fuel load requiring maintenance.
9A	Aboriginal Heritage	Consultation will be maintained with the Aboriginal stakeholders during the finalisation of the Proposal in order to identify long-term curation and management of the Aboriginal objects recovered through the archaeological program (including open salvage excavation). Mitigation measures included in Section 9 of the draft Aboriginal Heritage Impact Assessment (AHMS, 2015) in relation to Aboriginal site, MA14 (artefact scatter and deposit) on the eastern bank of Georges River would be implemented during salvage works.	During construction	Yes	27/01/2017	26/02/2017	Compliant	9/03/2017	Salvage Strategy and Program	A detailed Salvage Strategy has been developed in consultation with registered Aboriginal parties and OEH (Aboriginal heritage). This Strategy was prepared to the satisfaction of the Secretary as noted by DP&E approval on the 9/03/2017. Salvage commenced on 20/3/17 and was completed on 28/04/2017.
9B	Aboriginal Heritage	All relevant personnel and contractors involved in the design of the Proposal will be advised of the relevant heritage considerations, legislative requirements and recommendations in the draft Aboriginal Heritage Impact Assessment (AHMS, 2015)	During detailed design	No	N/A	N/A	Compliant	N/A	HMP Georges River Bridge Design Report Earthworks Design Report	Due to proximity of known Aboriginal heritage locations on the project (east of Georges River) this requirement has been included in the Georges River Bridge Design Report as well as the Earthworks Design Report.
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: A summary of the findings of the draft Aboriginal Heritage Impact Assessment (AHMS, 2015) Measures to be implemented in the event of an unexpected archaeological and cultural finds (including human remains) 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) Installation of temporary fencing for the protection of the riparian corridor along the western bank of the Georges River Areas that have been subject to assessment in the draft Aboriginal Heritage Impact Assessment (AHMS, 2015) should be clearly identified on construction plans. Should construction activities be proposed to extend beyond this boundary, appropriate heritage investigations will be undertaken to identify and manage Aboriginal objects/ sites/ places that may be in the additional area(s).	Prior to commencement of construction	Yes	9/02/2017	13/03/2017	Compliant	11/05/2017	HMP	The project Construction Heritage Management Plan (HMP) was developed and in consultation with stakeholders as specified by this condition. CHMP was submitted to DP&E on the 8/02/2017 for review and approval. Comments were provided by DP&E on 27/3/17. Updated CHMP re-submitted to DP&E on 29/3/17 and 6/4/17. No comments from DP&E in teleconference on 21/4/17. Approval of CEMP provided by DP&E on 11/5/17
10A	Non-indigenous Heritage	A full photographic record of the SIMTA site should be made prior to Stage 1 construction commencing. This	Prior to commencement of construction				Not applicable to RALP1, IMEX only			Not Applicable to RALP 1 Works.

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		will record the setting and context of the site as a whole prior to any impact on collective significance.								
10B	Non-indigenous Heritage	A heritage interpretation strategy will be prepared, which could include interpretative mediums such as plaques and displays (subject to a suitable area being located) and online resources).	Prior to commencement of construction	Yes	13/03/2017	N/A	Compliant	11/04/2017	HIS	The Heritage Interpretation Strategy was submitted to DP&E on 13/3/17. This was approved on 11/4/17.
10C	Non-indigenous Heritage	A Heritage Management Plan in adherence to NSW Heritage Council guidelines will be prepared as part of the CEMP for the Stage 1 Proposal. At a minimum the following measures will be included within the Heritage Management Plan: 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. The archaeologist will assess the likely significance of any archaeological deposits encountered, and provide advice regarding appropriate further action. If unexpected finds are located during works, an archaeological consultant will be engaged to assess the significance of the finds and the NSW Heritage Council notified. Further archaeological work or recording may be recommended.	Prior to commencement of construction	Yes	9/02/2017	13/03/2017	Compliant	11/05/2017	HMP	The project Construction Heritage Management Plan (HMP) was developed and in consultation with stakeholders as specified by this condition. CHMP was submitted to DP&E on the 8/02/2017 for review and approval. Comments were provided by DP&E on 27/3/17. Updated CHMP re-submitted to DP&E on 29/3/17 and 6/4/17. No comments from DP&E in teleconference on 21/4/17. Approval of CEMP provided by DP&E on 11/5/17
11A	Visual Amenity, Urban Design and Landscape	The following mitigation measures will be included within the CEMP to mitigate impacts on visual amenity during construction of the Proposal: Existing vegetation around the perimeter of Proposal site will be retained where feasible and reasonable The early implementation of landscape plantings will be investigated in order to provide visual screening along Moorebank Avenue 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 Design of site hoardings will consider the use of artwork or project information Regular maintenance will be undertaken of site hoardings and/or fencing and perimeter areas including the prompt removal of graffiti. Re-vegetation / landscaping would be undertaken progressively and with species local to the area. Use of trees on the southern and western boundaries of the Stage 1 site, to provide a uniform canopy cover within vegetated areas and use of local species as understorey planting to support and enhance local habitat.	Prior to commencement of construction	Yes	9/02/2017	13/03/2017	Compliant	11/05/2017	CEMP FFMP UDLP CCS	Visual amenity and landscaping is outlined within the Urban Design and Landscape Plan and Construction Soil and Water Management Plan and CEMP where relevant to RALP1. Note that the UDLP is currently in development.
12A	Hazard and Risk	A Health and Safety Plan (HSP) will be prepared for construction of the Proposal that will identify all responsibilities and requirements under the Work Health and Safety Act 2011. The HSP will include an Emergency Response Plan, for construction of the Proposal. These will be developed collaboratively with	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	HSP IEMP PIRMP	The project Health & Safety Plan (HSP) has been developed in line with these condition including consultation.

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		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: Emergency response protocols and procedures for implementation in the event of a contaminant spill or leak Provision of spill kits Bushfire awareness included in staff induction and in toolbox talks pre-commencement.								
12B	Hazard and Risk	With respect to asbestos management, the obligations, roles and responsibilities for personnel involved in the Stage 1 Proposal will be identified, documented and communicated. These responsibilities are identified in the Work Health and Safety Act 2011. 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: • 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) • Asbestos removal work will be carried out by an asbestos removalist who is appropriately licensed to carry out the work.	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	AMP	The project Asbestos Management Plan which forms part of the project Contamination Management Plan has been developed to comply with this mitigation measure and provided to DP&E on 10/02/2017.
12C	Hazard and Risk	Hazards associated with operation of the Proposal will be identified and managed through a Hazard and Operability Study (HAZOP), which will be undertaken during design progression. The HAZOP will take into consideration the following standards and guidelines: • AS 2550.1 Cranes hoists and winches. • Draft Code of Practice for Industrial Lift Trucks (Worksafe Australia, 2012). • Work Cover NSW Bridge and Gantry Crane Drivers: A guide for power crane operators (1997). • Work Cover NSW Dogging Guide (2003). • Work Cover NSW Rigging Guide (1995).	Prior to commencement of construction				Not applicable to this reporting period		N/A	Not Applicable to RALP 1 Works.
12D	Hazard and Risk	The OEMP will include the following procedures and controls with regards to handling of Dangerous Goods: • All dangerous goods to be imported through the Stage 1 site must be notified in advance. • 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	Prior to the commencement of operation				Not applicable to this reporting period		N/A	Not Applicable to RALP 1 Works.

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		with their roles and responsibilities and records of training must be maintained. <ul style="list-style-type: none"> 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. Provision of spill kits on the Stage 1 site and a procedure for inspection and refilling A refuelling process. 							
12E	Hazard and Risk	The transport of dangerous goods by road and rail will comply with the Dangerous Goods (Road and Rail Transport) Act 2008 and the Dangerous Goods (Road and Rail Transport) Regulation 2014. Storage and handling of Dangerous Goods on the Stage 1 site will be in accordance with the requirements of the Australian Dangerous Goods code.	During operation				Not applicable to this reporting period		Not Applicable to RALP 1 Works.
12F	Hazard and Risk	The diesel tank will be self-bunded and compliant with AS - 1940-2004 The storage and handling of flammable and combustible liquids. Diesel will be stored away from other flammable materials of class 3PGI, II or III.	During operation				Not applicable to this reporting period		Not Applicable to RALP 1 Works.
12G	Hazard and Risk	An Operational Hazard and Risk Management Plan, including a risk register, will be developed for the Proposal site. This plan will be reviewed regularly and updated should goods entering the site change. The Operational Hazard and Risk Management Plan will be developed with consideration to the following standards and guidelines: <ul style="list-style-type: none"> AS 2550.1 Cranes hoists and winches. Draft Code of Practice for Industrial Lift Trucks (Worksafe Australia, 2012). Work Cover NSW Bridge and Gantry Crane Drivers: A guide for power crane operators (1997). Work Cover NSW Dogging Guide (2003). Work Cover NSW Rigging Guide (1995). 	During operation				Not applicable to this reporting period		Not Applicable to RALP 1 Works.
12H	Hazard and Risk	The Stage 1 site will be protected from the impact of fires originating from off-site by a 35 m defendable space to the west across Moorebank Avenue, a 100 m defendable space to the south of the container handling area. The design and installation of on-site fire hydrants within the Stage 1 site will be in compliance with AS 2419.1-2005 Fire hydrant installations - System design, installation and commissioning.	During detailed design				Not applicable to this reporting period		Not Applicable to RALP 1 Works. Relates to IMEX terminal.
12I	Hazard and Risk	An Operational Emergency Response Plan will be developed for the operational phase of the Proposal, collaboratively with the operator in consultation with the EPA, NSW police force, NSW Fire Brigade, NSW Rural Fire Service and the Ambulance Service of NSW. These will be prepared prior to operation of the Proposal. Emergency response and incident management protocols will cover the following types of emergency or incident: <ul style="list-style-type: none"> Workplace health and safety On-site spills or leaks Off-site discharges Hazardous materials/dangerous goods Flooding 	During operation				Not applicable to this reporting period		Not Applicable to RALP 1 Works.

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		Bushfire• Derailment• Container fall• Road incident on Moorebank Avenue adjacent to Stage 1 site entry / egress• Requirements of the Pollution Incident Response Management Plans, as prescribed under section 153C of the Protection of the Environment Operations Act 1997.								
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"> • Avoidance and reuse of material will have priority over recycling • Recycling will have priority over disposal • Earth excavated from the site will be used for fill material and landscaping where feasible • If possible concrete components will be crushed and reused onsite, with the remainder sent to a recycling facility • Waste generation will be minimised by ordering the correct quantity of materials • Selection of materials which maximise recycled content, while having low embodied water and energy use • Selection of materials which maximise durability and lifespan. <p>The following procedures and protocols will be considered within the CEMP regarding waste management:</p> <ul style="list-style-type: none"> • Characterisation of construction waste streams • Management of any identified hazardous waste streams • Procedures to manage construction waste streams, including handling, storage, classification, quantification, identification and tracking • Mitigation measures for avoidance and minimisation of waste materials • Procedures and targets for reuse and recycling of waste materials. • Inclusion of the waste management strategies included in the Concept Plan Statement of Commitments for construction waste management. 	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	WMP	A project Waste Management Plan has been developed and provided to DP&E on 10/03/2017 that addresses and incorporates this mitigation measure.
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"> • Addressing waste management requirements and goals in staff inductions • Providing staff access to documentation outlining the facility's waste management requirements • Locating recycling bins in kitchen areas beside general waste bins to prevent contamination of recycling • Positioning paper recycling bins close to 	Prior to the commencement of operation				Not applicable to this reporting period			

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		printer/photocopying equipment • Minimising general waste bins at desks but providing adequate container and paper recycling to encourage sorting of Recyclables								
13E	Waste	Waste arising from maintenance will be dealt in part by an asset management strategy and OEMP. Where feasible from a safety and cost perspective, assets will be refurbished, if a replacement is required the maintenance contractor will be responsible for ensuring any waste is recycled; if this is not possible arrangements for disposal at an appropriately licenced facility will be made.	Prior to the commencement of operation				Not applicable to this reporting period			
14A	Bushfire	A bushfire management strategy, or equivalent, will be prepared as part of the CEMP for the construction phase. The strategy will include: • Emergency response plans and procedures • 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. • All construction site offices and temporary buildings will be located outside buffer areas to ensure minimum setbacks of 10m. • All construction site offices will be accessible via access roads suitable for firefighting appliances similar to NSW Rural Fire Service category 1 tankers.	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	BFMS	A Bushfire Management Strategy was developed to comply with this requirement and incorporated into the project CEMP. The Strategy has been consulted on with the NSW Rural Fire Service and sent to DP&E for their information on the 10/02/2017.
14D	Bushfire	A bushfire management strategy, or equivalent, will be prepared as part of the OEMP. The following measures will be included within the OEMP with regard to bushfire management: • Management of the landscaped areas within the SIMTA Stage 1 site will be undertaken to maintain minimum dry fuels loads. • The Southern Boot Land will be managed by slashing vegetation to facilitate for a defensible space to the container storage area. • The corridor of the Rail link will be maintained in a low fuel state • Protocols will be developed for the monitoring of train access / egress during high – catastrophic fire weather days, if required and in accordance with the bushfire management strategy.	Prior to the commencement of operation				Not applicable to this reporting period			
15A	Property and Infrastructure	Further assessment of services demand, infrastructure requirements and augmentation works, in consultation with relevant infrastructure and service providers will be undertaken during the progression of the design for the Proposal.	During detailed design	No	N/A	N/A	Compliant	N/A	Design Report	Addressed under Section 6 - Environmental Considerations of Services and Utilities Design Report.
16A	Greenhouse Gas and Climate Change	A Greenhouse Gas Management Plan will be developed for the construction phase of the Proposal and included in the CEMP. Where appropriate, the mitigation measures, management strategies and abatement opportunities presented in the Greenhouse Gas and Climate Change Impact Assessment (Appendix X of this EIS) will be reviewed and considered for incorporation into the Construction	Prior to commencement of construction	No	N/A	N/A	Compliant	N/A	GHGMP	GHGMP developed in line with this condition.

No.	Type	Condition	Timing for Compliance	Pre-Construction Compliance Report - MPE Stage 1, Package 1 (RALP)						
				Secretary Approval Required?	Date Final Document Lodged	Date Amended Document Lodged	Compliance Status	Date Completed / Approval Received	Reference Document	Evidence / Comments
		<p>Environmental Management Plan (CEMP) The Greenhouse Gas Management Plan will adopt the following measures:</p> <ul style="list-style-type: none"> • Where possible locally sourced materials will be used to reduce GHG emissions associated with transport • Construction and demolition waste will be recovered and recycled where possible, and vegetation waste will be composted • Construction works will be planned to minimise double handling of materials • Recycled materials will be reused where possible to reduce GHG emissions associated with embodied energy • Construction/transport plans will be incorporated within the CEMP to minimise the use of fuel during construction • 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 • On-site vehicles will be fitted with exhaust controls in accordance with the Protection of the Environment Operations (Clean Air) Regulation 2010 as required • Regular maintenance of equipment will be undertaken to maintain good operations and fuel efficiency • 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 • Consideration will be given to the embodied energy content of construction materials selected 								
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"> • Energy efficiency design aspects will be incorporated wherever possible to reduce energy demand • The procurement of energy efficient equipment will be investigated for the Proposal • Regular maintenance of equipment with be undertaken to maintain good operations and fuel efficiency • Consideration will be given to undertake further investigation and implementation of cost negative abatement opportunities • Further investigation of abatement opportunities will be considered once the facility transitions from the use of container handling equipment such as reach 	Prior to the commencement of operation				Not applicable to this reporting period			

No.	Type	Condition	Timing for Compliance	Pre-Construction Compliance Report - MPE Stage 1, Package 1 (RALP)						
				Secretary Approval Required?	Date Final Document Lodged	Date Amended Document Lodged	Compliance Status	Date Completed / Approval Received	Reference Document	Evidence / Comments
		stackers and large forklifts to the operation of gantry cranes								
17A	Socio-economic	A community information and awareness strategy will be included in the CEMP and will outline measures to maintain communication with the community and all relevant stakeholders throughout the construction of the Proposal.	Prior to commencement of construction	Yes	9/02/2017	13/03/2017	Compliant	11/05/2017	CCS	Elton Consulting has been appointed as the Community Consultant and manages all complaints and enquiries. Elton have prepared a Precinct wide Community Engagement Strategy (CES), whilst an MPE Stage 1 - specific Community Communication Strategy (CCS) has also been developed. Both strategies have been developed in line with the requirements of these conditions. Stakeholders have been identified and listed in section 4 of the CCS. The CCS was approved by the Secretary on 11/5/17. Procedures and mechanisms used for distribution of project information include: SIMTA website, letterbox drops, newsletters, and media advertising. See CCS section 6. A website, project email address and 1800 number have also been established. Enquiries and complaints management are detailed in Section 7 of the CCS. Note that no third party disputes have occurred during this reporting period
17B	Socio-economic	The CEMP will prescribe measures to be implemented to minimise impacts on surrounding communities. These measures will include: <ul style="list-style-type: none"> • Work hours during construction will generally be limited to standard construction hours, unless otherwise authorised within the CEMP • Ensuring land owners, within proximity of the Proposal site, are kept well informed about the Proposal, the construction hours and duration of the works. • Land owners impacted by the construction works will be provided relevant contact details to address queries relating to the works. 	Prior to commencement of construction	Yes	9/02/2017	13/03/2017	Compliant	11/05/2017	CEMP CCS	The project Construction Environment Management Plan has been developed and incorporates this requirement. The CEMP was provided to DP&E for review and approval on the 08/02/2017 and approved on 11/5/17.
17C	Socio-economic	Written notification will be provided to likely and potentially affected and adjoining land owners receivers prior to commencement of Proposal's operations. This will include local residents, local businesses and relevant Authorities. The manner of notification will be confirmed in the final Operational Environmental Management Plan (OEMP) for the Proposal. The OEMP will also include measures to engage with stakeholders and to manage and respond to feedback received during operation of the Proposal.	Prior to the commencement of operation				Not applicable to this reporting period			

