

# **OPERATIONAL ENVIRONMENTAL MANAGEMENT PLAN**

Moorebank Logistics Park – East Precinct

20 JANUARY 2023

# SYDNEY INTERMODAL TERMINAL ALLIANCE

## Moorebank Logistics Park – East Precinct

### Operational Environmental Management Plan

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## REVISIONS

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001	27/06/2018	Issued for client review	SM	HT
002	22/08/2018	Updated based on client comments	HT	KP
003	05/10/2018	Updated based on DP&E initial comments and client comments	SM/KN	KP
004	11/01/2019	Updated based on ER initial comments	DP	HT
005	21/02/2019	Updated based on ER second round of comments	DP	HT
006	27/03/2019	Updated based on ER and client comments	HT	KP
007	23/04/2019	Final for consultation	HT	KP
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Revision	Date	Description	Prepared by	Approved by
009	05/06/2019	Updated with additional ER comments	MWR	KP
010	30/07/2019	Updated to address DPIE comments, final TfNSW comments and to include details about third party landowners	AC	KP
011	03/09/2019	Updated to address DotEE comments	MWR	AL
012	11/09/2019	Updated to address additional DotEE comments	AL	JC
013	17/09/2019	Updated to address DotEE comment - append UDLP	AL	JC
014	05/02/2020	Updated to include Area 2 as an operational area	ZQ	JC
015	27/03/2020	Updated to address MOD 2	ZQ/RM	JC
016	19/02/2021	Updated to address graffiti management	SM	KP
017	18/01/2022	Updated to address Accordance Assessment (MLP-AA-001 Permanent Bulk Fuel Storage)	KB	JC
018	20/01/2023	Updated to include: <ul style="list-style-type: none"> <li>• Warehouse layout changes</li> <li>• Traffic changes to access points to IMEX and PIWE</li> <li>• Modifications 1, 3, 4 to SSD 7628</li> <li>• Changes to MLP East Precinct site management</li> <li>• Logo change</li> </ul>	CP	SB

## ACRONYMS AND DEFINITIONS

Acronym / Term	Meaning
BMP	Bushfire Management Plan
CARs	Corrective actions request
CCS	Community Communication Strategy
CEC	Community Engagement Consultant
CMP	Contamination Management Plan
CoC	Conditions of Consent
Commonwealth CoA	Commonwealth Conditions of Approval
DCCEEW	Department of Climate Change, Energy, the Environment and Water (formerly DotEE: Department of the Environment and Energy)
DIPNR	Department of Infrastructure Planning and Natural Resources
DPI	Department of Primary Industries
DPE	Department of Planning and Environment (formerly DPIE, Department of Planning, Industry and Environment)
EEC	Endangered ecological communities
EIS	Environmental Impact Statement
EMS	Environmental Management System
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA	NSW Environment Protection Authority
EPL	Environment Protection Licence
EPRMP	Emergency Preparedness and Response Management Plan
EPBC Act	<i>Environmental Protection and Biodiversity Conservation Act 1999</i>
Facility, the	The MPE Concept (MP10_0193), MPE Stage 1 (SSD 6766) and MPE Stage 2 (SSD 7628) Project, including the operation of the IMEX terminal, warehousing and distribution facilities. A rail link is included as part MPE Stage 1 (SSD 6766) and connects the Facility to the SSFL.
FCMMs	Final Compilation of Mitigation Measures
FERP	Flood Emergency Response Plan
GFA	Gross floor area
GHG	Greenhouse gas
IMEX	Import Export Terminal. Includes the following key components: <ul style="list-style-type: none"> <li>• Truck processing, holding and loading areas with entrance and exit from Moorebank Avenue</li> <li>• Rail loading and adjacent container storage areas serviced by container handling equipment</li> <li>• Administration facility and associated car parking</li> </ul>
ISCA	Infrastructure Sustainability Council of Australia

Acronym / Term	Meaning
Material harm	Material harm is harm that: <ul style="list-style-type: none"> <li>• Involves actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial, or</li> <li>• Results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).</li> </ul>
MLP	Moorebank Logistics Park
Moorebank Logistics Park	Refers to the whole Moorebank intermodal precinct, i.e. Moorebank Precinct East (MPE) and the Moorebank Precinct West (MPW)
MLP Approvals	<ul style="list-style-type: none"> <li>• MPE Concept Approval received 29 September 2014 (MP10_0193).</li> <li>• MPE Stage 1 approved 12 December 2016 (SSD 6766)</li> <li>• MPE Stage 2 approved 31 January 2018 (SSD 7628)</li> <li>• MPE Stage 2 Modification 1 approved 14 March 2022 (SSD 7628 MOD 1)</li> <li>• MPE Stage 2 Modification 2 approved 31 January 2020 (SSD 7628 MOD 2)</li> <li>• MPE Stage 2 Modification 3 approved 18 December 2020 (SSD 7628 MOD 3)</li> <li>• MPE Stage 2 Modification 4 approved 19 January 2021 (SSD 7628 MOD 4)</li> <li>• MPW Concept and Stage 1 approved 3 June 2016 (SSD 5066)</li> <li>• MPW Stage 2 approved 11 November 2019 (SSD 7709)</li> <li>• MPW Stage 3 approved 11 May 2021 (SSD 10431)</li> </ul>
Native vegetation	For the purposes of this management plan, native vegetation is defined as areas of plant community types mapped by Arcadis and WSP Parsons Brinckerhoff in the Moorebank Precinct, being a consolidation of all assessments for the Moorebank Precinct conducted since 2011.
OEH	Office of Environment and Heritage (now DPE Environment and Heritage)
OEMP	Operational Environmental Management Plan
Primary Conditions	Conditions specific to the development of the management plan
ONVMP	Operational Noise and Vibration Management Plan
Operational area / Operational footprint	Extent of operational activities for the operation of the MLP – East Precinct
PIRMP	Pollution Incident Response Management Plan
POEO Act	<i>Protection of the Environment Operations Act 1997 (NWS)</i>
POPD	Program for Operational Phase Documentation
PUD	Pick-up and delivery vehicles
Operational personnel	All persons listed in Section 3.3 including sub-contractors and tenants working on the MLP East Precinct site.
Rail link	Part of MPE Stage 1 (SSD 6766), connecting the MPE site to the SSFL. The Rail link is to be utilised for the operation of the Facility.
RMS	Roads and Maritime Services
RtS	Response to Submissions
Secondary Conditions	Conditions related to the environmental aspects associated with the plan
SHEMS	Safety Health and Environmental Management System
SIOMP	Stormwater Infrastructure and Operational Management Plan

Acronym / Term	Meaning
SSD	State significant development
SSFL	Southern Sydney Freight Line
WOEMP	Warehouse Operational Environmental Management Plan

# CONTENTS

<b>REVISIONS .....</b>	<b>II</b>
<b>ACRONYMS AND DEFINITIONS .....</b>	<b>IV</b>
<b>1 INTRODUCTION .....</b>	<b>1</b>
1.1 Background.....	1
1.2 Purpose.....	2
1.3 Objectives .....	2
1.4 Consultation .....	2
1.5 Proposed staged/progressive application of the OEMP .....	5
1.5.1 Relationship of Stages.....	5
1.5.2 Triggers.....	7
1.5.3 Revision and Update .....	7
1.6 Document Structure.....	7
1.7 MLP Sustainability and Safety Policies .....	8
1.7.1 MLP Sustainability Policy.....	8
1.7.2 MLP Sustainability Framework .....	8
1.7.3 MLP Work Health and Safety Management Plan .....	9
1.7.4 IMEX and Rail Link Safety, Health and Environment Policy .....	9
<b>2 MLP PRECINCT DESCRIPTION / OPERATION.....</b>	<b>11</b>
2.1 Import Export (IMEX) Terminal.....	14
2.2 Rail Link .....	14
2.3 Common or Non-Tenanted Areas .....	15
2.4 Warehousing.....	15
<b>3 STATUTORY REQUIREMENTS.....</b>	<b>16</b>
3.1 Development Approvals.....	16
3.1.1 EPBC Act Approval.....	16
3.1.2 EP&A Act Approval.....	19
3.2 Legislation.....	25
3.3 Permits and Licences .....	25
3.3.1 Environment Protection Licence .....	25
3.3.2 Utilities Agreements and Approvals.....	25
3.3.3 Dangerous Goods.....	25
3.4 Guidelines .....	26
<b>4 ENVIRONMENTAL MANAGEMENT .....</b>	<b>27</b>
4.1 Precinct Environmental Management.....	27
4.2 Operational Environmental and Sustainability Objectives and Targets .....	28
4.3 Roles and Responsibilities.....	29
4.4 Training and Competence .....	31
4.1 Community Consultation and Complaints Management .....	33
4.1.1 Complaint Management.....	33

4.1.2	Damage to Third Party Property or Infrastructure .....	33
4.1.3	Safety, Security and Vandalism.....	33
4.2	Incident Management and Emergency Response .....	34
4.2.1	Environmental Incidents .....	34
4.2.2	Incident Classification .....	34
4.2.3	Incident Response .....	36
4.2.4	Reportable Incidents.....	37
4.2.5	Incident Review .....	39
4.2.6	Emergency Contact Details .....	39
<b>5</b>	<b>IMPLEMENTATION .....</b>	<b>41</b>
5.1	Risk Assessment and Management.....	41
5.1.1	Aspects and Impacts Assessment.....	41
5.2	Environmental Management Activities and Controls.....	42
5.2.1	Environmental Aspects and Sub-plans.....	42
5.2.2	Environmental Control Maps .....	44
<b>6</b>	<b>MONITOR AND REVIEW.....</b>	<b>45</b>
6.1	Monitoring .....	45
6.1.1	Interface of Operation and Construction areas.....	45
6.2	Reporting .....	51
6.2.1	Management Review and Continuous Improvement .....	52
6.2.2	Annual Review .....	53
6.2.3	Compliance Reporting .....	54
6.3	Auditing and Inspections.....	54
6.3.1	Audit Requirements .....	54
6.3.2	Inspections.....	56
6.4	Non-Conformance, Non-compliances and Actions .....	56
6.4.1	Non-conformances .....	56
6.4.2	Non-compliances .....	56
6.5	Document Control and Records .....	57

## **APPENDICES**

**APPENDIX A OPERATIONAL CONDITIONS OF CONSENT**

**APPENDIX B LEGISLATION REGISTER**

**APPENDIX C FACILITY PERMITS AND LICENCES REGISTER**

**APPENDIX D EXAMPLE WAREHOUSE OEMP TEMPLATE**

**APPENDIX E ASPECTS AND IMPACTS REGISTER**

**APPENDIX F EXAMPLE ENVIRONMENTAL AND SUSTAINABILITY INSPECTION CHECKLIST**

**APPENDIX G ENVIRONMENTAL CONTROL MAPS**

**APPENDIX H EVIDENCE OF CONSULTATION**

**APPENDIX I GUIDELINES AND CODE OF PRACTICE**



**APPENDIX J EPL LEGAL ADVICE**

**APPENDIX K LIGHT SPILL MANAGEMENT**

**APPENDIX L URBAN DESIGN AND LANDSCAPE PLAN**

**LIST OF TABLES**

Table 1-1: Consultation Summary .....	2
Table 1-2: Progression of the MLP East Precinct operation .....	5
Table 3-1: OEMP Conditions from the Commonwealth 2011/6229 Conditions of Approval.....	16
Table 3-2: OEMP Commonwealth 2011/6229 Mitigation Measures .....	17
Table 3-3: CoC F4 of SSD 6676 (MPE Stage 1).....	20
Table 3-4: CoC C3 of SSD 7628 (MPE Stage 2) .....	21
Table 3-5 CoC B16 of SSD 7628 (Subdivision of the MPE Site) .....	24
Table 3-6: Guideline for the Preparation of Environmental Management Plans Requirements .....	26
Table 4-1: OEMP Environmental and Sustainability Targets .....	28
Table 4-2: Key Roles and Responsibilities .....	30
Table 4-3: Environmental Training Requirements .....	31
Table 4-4: Environmental Incident Classification .....	34
Table 4-5: Emergency Contact Details.....	39
Table 6-1: MLP East Precinct Monitoring Requirement Summary by Aspect.....	46
Table 6-2: MLP East Precinct Reporting Requirement Summary.....	51
Table 6-3: MLP East Precinct Audit Summary .....	55

**LIST OF FIGURES**

Figure 1-1: MLP East Precinct Location .....	1
Figure 1-2: Proposed staged/progressive staging of the MLP East Precinct.....	6
Figure 1-3: LOGOS Sustainability Framework .....	8
Figure 1-4: Qube Safety, Health and Environmental Policy .....	10
Figure 2-1: Environmental Management Structure .....	11
Figure 2-2: Property ownership .....	12
Figure 2-3: Areas of responsibilities maintained by LOGOS Property and Qube Logistics .....	13
Figure 4-1: LOGOS Environmental Management Approach.....	28
Figure 4-2: Key Roles for MLP East Precinct.....	29
Figure 4-3: Environmental Incident Response Flowchart.....	36
Figure 4-4: Incident Classification and Reporting.....	37
Figure 5-1: Risk Assessment Process.....	42

# 1 INTRODUCTION

## 1.1 Background

The Moorebank Logistic Park (MLP) is an integral component of the Freight, Ports and Transport strategies of both the NSW and Commonwealth governments to help manage the challenges of an expected tripling of freight volumes at Port Botany by 2031.

The MLP aims to streamline the freight logistics supply chain from port to store, deliver savings to businesses and consumers, and help service the rapidly growing demand for imported goods in south-west Sydney. It is located approximately 27 kilometres (km) south-west of the Sydney Central Business District and approximately 26 km west of Port Botany within the Liverpool Local Government Area. The MLP is divided into an East Precinct and a West Precinct, located east and west of Moorebank Avenue respectively, (Figure 1-1). The MLP East Precinct is the subject of this Operation Environmental Management Plan (OEMP), while the MLP West Precinct is still currently under construction.

Approval for the construction and operation of the MLP East Precinct was obtained progressively as follows:

- EPBC Act approval 6 March 2014 (EPBC 2011/6229)
- Moorebank Precinct East (MPE) Concept Approval on 29 September 2014 (MP10\_0193)
- MPE Stage 1 on 12 December 2016 (SSD 6766)
- MPE Stage 2 on 31 January 2018 (SSD 7628)
- MPE Stage 2 Modification 1 on 14 March 2022 (SSD 7628 MOD 1)
- MPE Stage 2 Modification 2 on 31 January 2020 (SSD 7628 MOD 2)
- MPE Stage 2 Modification 3 on 18 December 2020 (SSD 7628 MOD 3)
- MPE Stage 2 Modification 4 on 19 January 2021 (SSD 7628 MOD 4)

The main features of the MLP East Precinct include:

- The Import Export (IMEX) Terminal. The IMEX Terminal comprises:
  - Truck processing, holding and loading areas with an entrance and exit from Moorebank Avenue
  - Rail loading and container storage areas serviced by container handling equipment
  - An Administration facility and associated car parking with light vehicle access from Moorebank Avenue
  - A Rail Link connecting the IMEX terminal and the Southern Sydney Freight Line (SSFL) traversing Moorebank Avenue, Anzac Creek and Georges River
  - Associated ancillary infrastructure including signage, lighting, landscaping, water management
- Warehouse and distribution facilities including warehousing up to 21 m in height, typically ranging in size from 20,000 m<sup>2</sup> to 62,000 m<sup>2</sup>. Individual warehouses typically comprise the following:
  - Office and administration facilities
  - Amenities
  - Car parking
  - Truck loading/unloading docks
  - Internal parking for pick-up and delivery vehicles (PUD)
  - Specialised sortation and conveyor equipment
  - Hardstand areas that provide trailer parking spaces, external PUD parking spaces, vehicle manoeuvring areas and access to the main internal site road
  - Signage for business identification purposes, including backlit illuminated signage on each warehouse
  - Internal fitout, comprising racking and storage.

- A freight village including a mix of retail, commercial and light industrial spaces typically up to 15 m in height and varying in size and design
- An internal road network to enable efficient movement of vehicles, dispatch of freight from the warehouses and transport of containers between the IMEX Terminal and warehouse and distribution facilities.

In 2022, LOGOS Property took over the management of the warehouse and distribution facilities, as well as the overall management of the MLP East Precinct. Qube Logistics will continue to maintain responsibility for the IMEX and the Rail Link. The OEMP has been updated to reflect the changes in responsibilities.

## 1.2 Purpose

The OEMP has been developed to address the requirements of both MPE Stage 1 CoC F4 (SSD 6766), MPE Stage 2 CoC C3 (SSD 7628), the MPE Subdivision Draft CoC B16 (SSD 7628), and EPBC 2011/6229 which require the preparation of an Operational Environmental Management Plan (OEMP), to the satisfaction of the Secretary of Department of Planning and Environment (DPE) and the Federal Minister for the Environment (or delegate) prior to the commencement of operation of the MLP East Precinct.

The OEMP identifies the operational environmental management measures that will be applied to activities undertaken across the MLP East Precinct (detailed in Section 2) to manage identified environmental risks. The operational activities of individual tenants would occur in accordance with respective Warehouse OEMPs (WOEMP) which are supplementary to this OEMP and subject to the same CoCs. Freight village tenants would be considered in an update to this OEMP.

This OEMP has been prepared in accordance with:

- EPBC Act approval and associated mitigation measures (EPBC 2011/6229)
- MPE Stage 1 Minister's Conditions of Consent (CoC) and Development Consent SSD 6766, as amended by the Land and Environment Court proceedings
- Final Compilation of Mitigation Measures (FCMM) from the MPE Stage 1 RtS
- MPE Stage 2 Minister's CoC and Development Consent SSD 7628
- MPE Stage 2 Modification 1 (SSD 7628 MOD 1)
- MPE Stage 2 Modification 2 (SSD 7628 MOD 2)
- MPE Stage 2 Modification 3 (SSD 7628 MOD 3)
- MPE Stage 2 Modification 4 (SSD 7628 MOD 4)
- MPE Stage 2 Minister's Draft CoC and Development Consent SSD 7628 Subdivision
- FCMM from the MPE Stage 2 RtS
- Guideline for the Preparation of Environmental Management Plans (Dept. of Infrastructure Planning and Natural Resources (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004).



Legend

- MLP East Precinct construction area
- MLP East Precinct operational area
- Warehouse layout
- ▲ Warehouse access
- ▲ IMEX truck access
- ▲ Emergency access
- Operational rail link
- ~ Watercourse
- Railway

1:10,000 @ A4  
Client: Robert GARDNER MCA Zone 98  
Date Issued: December 18, 2022  
Project: Stepping Stone

**ARCADIS**  
SIMTA



Figure 1-1: MLP East Precinct Location

### 1.3 Objectives

This OEMP fulfils a dual purpose, that is:

- It provides specific operational and maintenance procedures for areas being managed and maintained by LOGOS and Qube, including the IMEX terminal, the rail link and general maintenance of precinct infrastructure on common areas (such as roads, drainage, landscaping); and
- It provides a consistent and overarching framework for the environmental management of all operations across the MLP East Precinct.

The objectives of this OEMP are to:

- Identify the relevant environmental legal and other regulatory requirements applicable to the operation of the MLP East Precinct
- Identify the environmental activities and impacts associated with operation of the MLP East Precinct and provide management measures to minimise and manage impacts on the environment and community
- Establish and define environmental roles and responsibilities
- Assign responsibility for the implementation, management and review process of the OEMP
- Provide a consistent and uniform approach to site environmental management such that the required standards for environmental protection are attained and maintained for the duration of the operation of the MLP East Precinct
- Provide all operational personnel with sufficient information to undertake their activities in accordance with legal and other relevant environmental requirements
- Provide a framework for training, development and support (systems, procedures and documentation) necessary to undertake operation
- Outlines the operational commitments of the EIS process which are to be implemented on-site
- Outlines the environmental duty of care required under legislation for senior management and operational personnel.
- Meet the requirements of, and align with LOGOS' and Qube's Environment Management Systems (EMS).

Undertaking operations in accordance with the requirements of the OEMP will assist LOGOS, Qube, Contractors and tenants to comply with the regulatory and policy requirements in a systematic manner and to continually improve environmental performance.

### 1.4 Consultation

This OEMP has been prepared in consultation with relevant stakeholders as detailed below. Further details of consultation are also shown in Appendix A which outlines how SSD 7628 CoC A19 has been addressed and Appendix H which demonstrates evidence of consultation.

Table 1-1: Consultation Summary

Agency	Date	Person contacted	Comment	Status
Office of the Environment and Heritage (OEH)	4/4/19	OEH representative	Draft plan emailed for review and comment	Open
	23/5/19	OEH representative	Email to follow up on progress of review	Open
	24/5/19	MLP representative	Email sent to confirm that OEH does not wish to review the OEMP	Open
	30/5/19	OEH representative	Email confirming the close out of consultation	Closed
Transport for New South Wales (TfNSW)	11/4/19	TfNSW representative	Draft plan emailed for review and comment	Open
	23/5/19	TfNSW representative	Email to follow up on progress of review	Open
	27/5/19	MLP representative	Email from TfNSW to confirm whether RMS comments on the OEMP had been addressed to their satisfaction	Open

Agency	Date	Person contacted	Comment	Status
	27/5/19	TfNSW representative	Email sent to TfNSW noting that RMS did not wish to comment on the plan. No response	Open
	6/6/19	TfNSW representative	Email sent again to TfNSW confirming whether TfNSW would like to comment	Open
	6/6/19	MLP representative	TfNSW confirming that internal review is being undertaken	Open
	7/6/19	TfNSW representative	MLP confirming TfNSW response is pending	Open
	11/7/19	MLP representative	TfNSW sent response letter on OEMP and ONVMP	Open
	11/7/19	TfNSW representative	Confirmation of receipt of response letter	Open
	16/8/19	TfNSW representative	Email confirming the close out of consultation	Closed
Roads and Maritime Services (RMS)	11/4/19	RMS representative	Draft plan emailed for review and comment	Open
	23/5/19	RMS representative	Email to follow up on progress of review	Open
	24/5/19	MLP representative	Email sent noting RMS did not wish to comment on the plan	Open
	24/5/19	RMS representative	Email confirming the close out of consultation	Closed
Campbelltown City Council (CCC)	4/4/19	CCC representative	Draft plan emailed for review and comment	Open
	23/5/19	CCC representative	Email to follow up on progress of review. No response.	Closed
Environmental Protection Agency (EPA)	28/4/19	EPA representative	Email sent outlining DPE request that EPA comment on operational management plans	Open
	29/4/19	MLP representative	Email sent requesting list of operational management plans to be reviewed. EPA indicated that they do not think consultation is necessary	Open
	30/4/19	EPA representative	Email sent providing list of operational management plans to review	Open
	30/4/19	MLP representative	Email sent confirming that the EPA does not wish to comment on any of the operational management plans	Closed
Department of Defence	16/04/19	Department of Defence representative	Draft plan emailed for review and comment	Open
	2/04/19	Department of Defence representative	Phone call to follow up on progress of review	Open
	2/05/19	Department of Defence representative	Draft plan resent to Defence Representative following phone discussion	Open
	11/05/19	Department of Defence representative	Email to follow up on progress of review.	Open

Agency	Date	Person contacted	Comment	Status
	14/05/19	Department of Defence representative	Email to follow up on progress of review.	Open
	31/05/19	MLP representative	Email confirming close out of consultation. Defence were satisfied with the methodologies and operational control measures proposed in relation to operational impacts on environmental matters of concern to Defence.	Closed
NSW Ambulance Service	11/04/19	NSW Ambulance representative	Email providing the Emergency Response Plan (ERP) and stating that the OEMP is available upon request	Open
	06/06/19	NSW Ambulance representative	Email stating that consultation is now closed. Note that NSW ambulance did not request to review the OEMP. See ERP for full detail of consultation on ERP.	Closed
Police NSW	29/04/19	Police NSW representative	Email providing the Emergency Response Plan (ERP) and stating that the OEMP is available upon request.	Open
	13/05/19	MLP representative	Email stating that there are no comments on the ERP. Note that there has been no request to review of the OEMP. See ERP for full detail of consultation on ERP.	Closed
Fire and Rescue NSW	16/04/19	Fire and Rescue NSW representative	Email providing the Emergency Response Plan (ERP) and stating that the OEMP is available upon request.	Open
	24/05/19	MLP representative	Email stating that there is no requirement for consultation. Note that there has been no request to review of the OEMP. See ERP for full detail of consultation on ERP.	Closed
Liverpool City Council	26/03/19	LCC Representative	Email noting that OEMP can be provided for reference if LCC would like to receive a copy	Open
	23/05/19	LCC Representative	Follow up email on review interest	Open
	04/06/19	LCC Representative	Follow up email on review interest	Open
	06/06/19	MLP representative	Email stating that the Council do not wish to review the OEMP	Closed
Natural Resources Access Regulator (NRAR)	24/04/19	MLP representative	Email requesting clarification on Project details	Open
	24/04/19	NRAR representative	Email providing clarifications	Open
	24/04/19	MLP representative	Email stating request for document review has been forwarded to correct representative	Open
	24/04/19	NRAR representative	Email response.	Open
	N/A	N/A	No further correspondence received	Closed

## 1.5 Proposed staged/progressive application of the OEMP

The OEMP and sub-plans are applicable to the entire MLP East Precinct. However, as operational areas will come online incrementally as warehouses are constructed and tenanted, the OEMP and sub-plans will be progressively applied to those operational areas after submission to and approval by the Secretary and Federal Minister for the Environment of the revised plans. The proposed staged/progressive application of the OEMP and sub-plans is described in the Program for Operational Phase Documentation (POPD), which was approved by the Secretary on 21 May 2019.

The proposed staged/progressive application of the OEMP, as described in the POPD, is shown on Figure 1-2, with dates of operation detailed in Table 1-2. Note that these dates are estimates and are subject to change. Area 1 and Area 2 are currently operational.

Table 1-2: Progression of the MLP East Precinct operation

Area	Approximate Dates	Component
Area 1	Q3 2019	IMEX, Rail Link and Warehouse 1
Area 2	Q2 2020	Warehouse 3, 4 and 5
Area 3	Q4 2023	Warehouse 6 and 7
Area 4	Q4 2024	Freight village
Area 5	Q4 2025	Warehouse 2
Area 6	Q2 2023	Moorebank Avenue upgrade

In accordance with CoC C6 (SSD 7628) each warehouse tenant will also prepare a Warehouse OEMP (WOEMP) prior to occupation of the warehouse based on the requirements of the OEMP and sub-plans. The Secretary will be notified one month prior to commencement of operation of each new warehouse in accordance with CoC A18 (SSD 7628). An example WOEMP template is provided in Appendix D. All WOEMPs are supplementary to this OEMP and must demonstrate compliance with the relevant CoC for the MLP East Precinct. The WOEMP will be submitted to the Secretary for approval prior to commencement of operation of the warehouse.

### 1.5.1 Relationship of Stages

The OEMP and sub-plans are applicable to the entire MLP East Precinct. However, as areas become operational incrementally, adjacent construction areas will continue to be managed in accordance with CEMP and sub-plans while operational areas will be managed in accordance with the OEMP and sub-plans. Operation of the site will only commence once the OEMP and sub-plans have been approved by the Secretary and in accordance with the EPBC Act approval.

The Environmental Representative (ER), under CoC C24(d) (SSD 7628), is required to review the CEMP and OEMP to ensure they are “consistent with requirements of the consent.” The ER will continue to review and endorse any proposed changes to the CEMP and sub-plans until such time construction is complete and the MLP East Precinct site is fully operational. The ER will also review and endorse the updated figures for all operational documentation, including operational sub-plans, to ensure parity between construction and operational documentation. The operational figures will then be submitted to DPE for information as described in Section 1.5.2.

Until the entire MLP East Precinct is operational, all construction zones will be fenced off to provide clear distinction between construction zones and the operational facility.





Legend

- MLP East Precinct construction area
- MLP East Precinct operational area
- Warehouse layout

Operational staging:

- Area 1
- Area 2
- Area 3
- Area 4: Freight Village
- Area 5
- Area 6

- Warehouse access
- IMEX truck access
- Emergency access
- Operational rail link
- Watercourse

110 000 at A4  
 Esri System: 1042028 MGA Zone 58  
 Date created: November 10, 2022  
 Imagery: November 2022

**ARCADIS**  
**SIMTA**



Figure 1-2: Proposed staged/progressive staging of the MLP East Precinct

## 1.5.2 Triggers

As required by CoC A18 (SSD 7628) the Secretary will be notified one month prior to commencement of operation of each new area shown in Table 1-2 and Figure 1-2. The notification will include updated figures detailing the new areas of operation which will fall under the remit of the OEMP as well as the reduced construction areas. As described in Section 1.5.1, the updated areas will have been endorsed by the ER prior to submission to the Secretary for approval.

Following notification, the OEMP and each sub-plan will be updated with the new operational site layout, while the CEMP and applicable sub-plans will be revised to show the reduced area of construction.

## 1.5.3 Revision and Update

In addition to the updates as a result of the proposed staged/progressive application discussed in Section 1.5, the OEMP will be reviewed annually, as a minimum until all areas are operational, but may be revised more regularly depending on process changes and refinements. Revisions of this OEMP may result from:

### 1 Annual review of the OEMP

Opportunities for improvement or deficiencies in the operational systems as identified through the course of site inspections, internal and/or external audits.

Following complaints

Changes to the Environmental Management System (EMS)

Changes to procedures, scope of works and/or systems after an incident or potential incident

Changes to the Development Consent SSD 6766 and SSD 7628 through modifications

Design changes.

SSD 7628 CoC A2 'Terms of Consent' requires that the '*Development must be undertaken in accordance with*' relevant environmental impact assessment (EIA) documentation and in compliance with the CoCs. To demonstrate compliance with this condition, and the Commonwealth CoAs (No. 2011/6229), an assessment process has been prepared, to facilitate the review and approval of minor amendments to the OEMP and associated sub-plans. This is detailed in Section 6.2.1.

Any updates to this plan are numbered consecutively and will be issued to holders of controlled copies. The revised OEMP and sub-plans will be uploaded to the MLP East Precinct website following approval.

## 1.6 Document Structure

The structure of this OEMP is as follows:

- **Section 1** provides a brief overview of the MLP and the purpose of the OEMP
- **Section 2** provides a summary of the activities being undertaken during operation of the MPE East Precinct
- **Section 3** outlines the statutory requirements and obligations which need to be fulfilled during operation of the MLP East Precinct
- **Section 4** provides a description of the roles and responsibilities for employees involved in the operation of the MLP East Precinct. This section also outlines the environmental objectives and targets, and relevant training and inductions required so that employees are aware of their environmental obligations
- **Section 5** provides that environmental risk analysis which identifies the key environmental risks during operation of the MLP East Precinct
- **Section 6** provides the details for monitoring of environmental risks through environmental reporting, and auditing and how environmental incidences and non-conformance are managed during the operation of the MLP East Precinct

## 1.7 MLP Sustainability and Safety Policies

### 1.7.1 MLP Sustainability Policy

The LOGOS Sustainability Policy (Figure 1-3) describes the commitment to provide sustainable, integrated logistics solutions that add value to our customers, investors, partners, and communities. This will include, but not limited to:

- Establishing meaningful and measurable sustainability goals and objectives relating to environment, social and governance principles across our Group's operations to ensure continuous improvement
- Promoting individual contributions to Group sustainability initiatives, through education and awareness, thereby building a strong environmentally aware business culture
- Investing in protecting, restoring and creating opportunities to improve the biodiversity of environments in which we may impact.

### 1.7.2 MLP Sustainability Framework

LOGOS' Group Sustainability Framework describes their commitment to environmental excellence through minimising impacts, enhancing climate resilience and generating positive outcomes. The operation of the MLP East Precinct and its nominated contractors and tenants will operate in accordance with this Framework.



Figure 1-3: LOGOS Sustainability Framework

The Sustainability Framework, will be:

- Displayed at prominent locations around the Development boundary
- Communicated to personnel during inductions and training
- Made publicly available and accessible too clients and concerned / interested members of public.

### **1.7.3 MLP Work Health and Safety Management Plan**

The LOGOS Work Health & Safety (WHS) Management Plan describes their commitment to continual improvement in environmental performance, safety leadership and compliance with applicable legislative requirements. The operation of the MLP East Precinct (and its nominated contractors and warehouse tenants) is to be in accordance with the applicable WHS Management System.

All LOGOS employees, warehouse tenants, sub-contractors and visitors are required to comply with the WHS Management Plan at all times.

### **1.7.4 IMEX and Rail Link Safety, Health and Environment Policy**

Qube's Safety, Health and Environment (SHE) Policy (Figure 1-4) is applicable to the operation of the IMEX and Rail Link. Qube's SHE Policy describes their commitment to continual improvement in environmental performance and compliance with applicable legislative requirements. All personnel associated with the operation of the IMEX and Rail Link, including contractors and tenants, must comply with the spirit and intent of these policies.

The operation of the MLP East Precinct and its nominated contractors and tenants will operate in accordance with these policies which will be:

- Displayed at prominent locations around the MLP East Precinct
- Communicated to personnel during induction and training
- Made publicly available and accessible to clients and concerned / interested members of the public.



## Safety Health & Environment Policy

Qube is committed to providing a safe and healthy workplace, and ensures the protection of the environment. Effective safety is a shared responsibility.

Our commitment and encouragement of personal accountability is summarised by the following:

### ZERO HARM

Zero Harm reflects our belief that we operate in an environment where risks are managed, and that work does not impact upon our people's health and wellbeing.

The Company demonstrates a commitment to ensuring the health and safety of all our workers and protection of the environment, by

- Striving for continuous improvement by establishing safety and environment performance targets and then measure and monitor performance through effective audit programs.
- Providing resources which enable communication, the sharing of safety and environment knowledge and ideas, and effective consultation with Workers and other Stakeholders.
- Ensuring relevant legislative and regulatory compliance is achieved.
- Preventing injuries and environmental incidents through the implementation of the Qube Safety and Environment Management System based on hazard management principles (hazard identification, risk assessment, hazard control and review).
- Ensuring all incidents are reported and investigated to prevent recurrence and serious incidents are reported to relevant state authorities.
- Implementing effective injury management to reduce the personal and financial cost of work related injuries.

### Environmental Management

Through the adoption and promotion of sound and sustainable environmental practice in business, it is Qube's objective to be the company of choice in creating value for workers, shareholders, business partners, customers and suppliers, by:

- Committing to the protection of the environment by preventing pollution, reducing waste and minimising the consumption of resources where practicable.
- Managing day to day operations in a manner that seeks to prevent any harmful impact to the environment.
- Complying with all applicable environmental compliance obligations.
- Implementing and maintaining an Environmental Management System that conforms with AS/NZS ISO 14001:2016.

- Promoting leadership of environmental protection through employee training and support for third party educational and training initiatives.
- Developing business, community and political relationships with like-minded partners to foster a culture of environmentally sustainable growth and development.
- Communicating proactively, promptly and transparently with all stakeholders, the community, media and government on environmental issues.
- Engaging proactively in thought leadership, development, implementation and promotion of new environmentally sustainable business practices.



Issue Date: 26.06.2019  
Review Date: 26.06.2019

SH-EMS-QH-01-PC-0000 (Version 2.0)

ZERO HARM

ZERO HARM

Figure 1-4: Qube Safety, Health and Environmental Policy

## 2 MLP PRECINCT DESCRIPTION / OPERATION

Figure 2-1 identifies how LOGOS in its function as the MLP East Precinct manager / operator will manage environmental issues in coordination with its stakeholders, including all lessees and tenants who undertake the suite of activities that comprise the MLP East Precinct i.e. the terminal, warehouse, Rail Link and general precinct operations. General Precinct infrastructure, which will be managed by an estate management company on behalf of LOGOS includes common assets across the Rail Link, IMEX, Warehousing and Freight Village. Qube will continue manage the terminal assets (Rail Link, IMEX) and operations (See Figure 2-1 and shown on Figure 2-3).

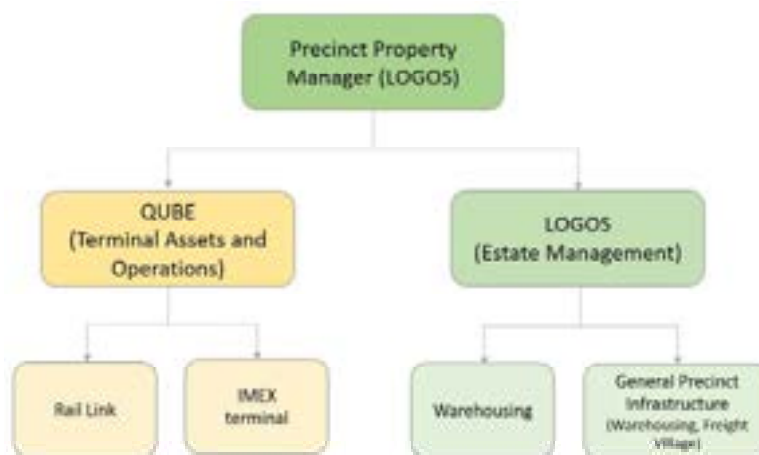


Figure 2-1: Environmental Management Structure

In accordance with Development Consent SSD 7628 (CoC C3(d)) and Condition of Consent SSD 7628 Subdivision (CoC B16(a)), the general precinct infrastructure to be managed by Qube under this OEMP includes pavements, stormwater detention and water quality treatment structures and devices, landscaping and lighting, and emergency services. A summary of the infrastructure to be managed is summarised as follows:

- **Pavement:** Areas covered in pavement for the MLP East Precinct is detailed in the Urban Design and Landscape Plans (UDLPs) (Appendix L) for MPE Stage 1 and MPE Stage 2. Pavement will consist of but not limited to: car parking, loading docks, warehouse slabs, IMEX terminal, width of the Rail Link, internal roads, shared paths and footpaths.
- **Landscaping** is detailed in Landscape Drawings of the UDLP (Appendix L) for MPE Stage 1 and MPE Stage 2. Local and endemic species will be used to provide habitat capable of supporting native fauna as well as providing adequate understorey to help support habitat values and integration with the surrounding vegetation areas.
- **Lighting** in common areas is detailed in the UDLP and sub-plans (where relevant) (Appendix L) for MPE Stage 1 and MPE Stage 2.
- The **stormwater detention and water sensitive urban design structures** for the MLP East Precinct is detailed in the Stormwater Management Plan and will be maintained with the requirements set out in the Stormwater Infrastructure Operation and Maintenance Plan. Stormwater structures include: gross pollutant traps, on-site detention basins, water sensitive urban design (WSUD) elements, rain gardens and various drainage structures including channels, pits and pipes.
- **Emergency Services** including bushfire mitigation are addressed in the Operation Emergency Response Plan; a sub-plan of this OEMP.

As shown on Figure 2-2, the MLP East Precinct infrastructure is spread between the IMEX Terminal, Rail Link, Common Areas and Warehousing on land owned by Moorebank Industrial Property Trust (MIPT) [LOGOS] and Moorebank Intermodal Development Investment Nominees Pty Ltd (MIDIT), with part of the Rail Link lease from privately owned land. A description of the activities associated with each of the infrastructure areas is detailed within the sections below.



Figure 2-2: Property ownership



Legend

- MLP East Precinct construction area
- MLP East Precinct operational area
- Warehouse layout
- LOGOS
- Cube
- Operational rail link
- ~ Watercourse
- Railway

1:10,000 at A4  
 Client System: OGA2020 MGA\_2area 58  
 Date Issued: November 17, 2022  
 (Project) N52map (2022)



Figure 2-3: Areas of responsibilities maintained by LOGOS Property and Qube Logistics



## 2.1 Import Export (IMEX) Terminal

The operational areas of the IMEX are managed by Qube and include the following areas:

- Rail loading and adjacent container storage areas
- An administration facility, with parking for light vehicles
- Truck processing, holding and loading areas
- Primary and secondary container loading / unloading areas

The operational activities will include:

- General IMEX operations
  - Logistics / trucks and train processing
  - Waste management (litter and recycling)
  - Security
  - Monitoring and reporting (noise, air quality)
  - Permanent fuel storage in the maintenance area
- Loading / unloading using container handling equipment
  - To / from train
  - To / from trucks
- IMEX rail maintenance
  - Tracks
  - Signalling
  - Electrical infrastructure of operations
  - Maintenance of stormwater management infrastructure
  - Implementation of environmental management measures
- Container storage area
  - General maintenance
  - Management of container movements
  - Maintenance of stormwater management infrastructure
  - Maintenance functions for plant and equipment

The IMEX terminal will operate 24 hours, 7 days per week.

## 2.2 Rail Link

The operational areas of the Rail Link are managed by Qube and include the following activities:

- General rail operations including:
  - Logistics
  - Security
  - Monitoring (noise and air quality)
  - Reporting (noise)
  - Waste management
- Regular maintenance to all aspects of the Rail Link operation, including:
  - Tracks
  - Supporting infrastructure, including signalling, electrical
  - Maintenance of civil and drainage infrastructure
  - Implementation of environmental management measures

The rail link will operate 24 hours, 7 days per week to support the IMEX terminal activities. The Rail Link passes through land leased from RailCorp (mapped in Figure 2-2).

## 2.3 Common or Non-Tenanted Areas

The common or non-tenanted areas will be managed by LOGOS, or its contractors. Operational activities will be related to asset management and maintenance activities, which will include, but not be limited to:

- Maintenance of:
  - Roads internal to MLP East Precinct
  - Utility services (water supply, telecommunication etc.)
  - Fire protection systems
  - Drainage
  - Fencing and signage
  - Bushfire asset protection zones and hazard reduction
  - Pest and weed control
  - Vegetation planting and maintenance (e.g. pruning and removal and replacement of dead vegetation)
  - Landscaping for the rest of site
- Waste management (litter, recycling)
  - Waste avoidance/reduction/reuse/segregation
- Maintenance of stormwater management infrastructure
  - Landscaping in bioswales
- Management of on-site activities, including
  - Traffic management
  - Noise management
  - Waste management (litter and recycling)
  - Air quality
  - Flora and fauna

## 2.4 Warehousing

Individual tenants of the MLP East Precinct warehouses are directly responsible for the environmental performance for their operational activities on leased areas.

As required under CoC C6 'Occupation Environmental Management Plan' (SSD 7628), warehouse tenants are required to prepare a Warehouse OEMP prior to the commencement of the warehouse operation. The operational activities of individual warehouses will be detailed in the respective Warehouse OEMPs and will be based upon the requirements detailed within this overarching OEMP. A template for the Warehouse OEMP is provided in Appendix D.

It is noted that warehouses will operate 24 hours, 7 days per week to support the IMEX terminal activities.

### 3 STATUTORY REQUIREMENTS

The operation of the MLP East Precinct is required to comply with all relevant legislation, permits, licences and development approvals applicable to the site.

A copy of the approved OEMP and all relevant statutory documentation registers will be kept at the MLP Operation Centre and shall be readily available for perusal by relevant regulatory officers, the Certifying Authority and operational staff.

#### 3.1 Development Approvals

The operation of the MLP East Precinct was approved under both the *Environmental Planning and Assessment Act 1979 (EP&A Act)* and the *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*. Both these approvals have environmental conditions relevant to the operational works for the MLP East Precinct, which are discussed below.

##### 3.1.1 EPBC Act Approval

The EPBC Act approval for the MPE Concept was granted by the Federal Minister for the Environment in March 2014 (EPBC 2011/6229). Approval was required due to impacts 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).

The operation of the MLP East Precinct will be consistent with the EPBC Act Approval conditions. The specific conditions and commitments relating to the development of an OEMP are identified in Table 3-1 and the EPBC Act Mitigation Measures are identified in Table 3-2.

Table 3-1: OEMP Conditions from the Commonwealth 2011/6229 Conditions of Approval

Condition #	Requirement	Sections or documents where requirements addressed
8	For the better protection of Commonwealth land, the person taking the action must engage a suitably qualified expert(s) to prepare an Operation Environmental Management Plan (OEMP) for the approval of the Minister. The OEMP must include in relation to operation of the proposed facility:	Page ii
8. a)	Identification and quantification of all potential impacts associated with noise, vibration, air quality, traffic and light spill (including cumulative impacts associated with the separately approved but related and adjacent intermodal terminal facility project, EPBC approval 2011/6086) upon Commonwealth land. Consideration must be given to people and communities at SME, DNSDC, Defence housing, and the environment more generally in neighbouring bushland areas. Of note, the air quality assessment must quantify <u>all</u> emissions of carbon monoxide, nitrogen dioxide, PM25 and PM10 arising from project related sources identified in the EIS;	Section 5.2.1 Appendix E Appendix K Appendix L  Also refer to: <ul style="list-style-type: none"> <li>Section 3 of each relevant aspect specific sub-plan</li> </ul>
8. b)	refined details (including implementation timeframes) for the mitigation measures outlined in the EIS (sections 7.4.2, 7.4.6, 7.4.7, 7.4.8 and 7.4.9) and summarised at Annexure A	Refer to: <ul style="list-style-type: none"> <li>Section 3.3 of the relevant aspect specific sub-plan</li> </ul>
8. c)	refined details of how heavy vehicles entering and exiting the site will be processed, including information on access and circulation both into, and within, the intermodal facility grounds	Refer to: <ul style="list-style-type: none"> <li>Section 3.2 of the Operation Traffic and Access Management Plan (OTAMP)</li> </ul>
8. d)	measures to ensure no heavy vehicles entering or exiting the intermodal facility park, or wait, on Moorebank Avenue	Refer to: <ul style="list-style-type: none"> <li>Section 5 of the OTAMP</li> </ul>

Condition #	Requirement	Sections or documents where requirements addressed
8. e)	identification of the trigger values and criteria for all matters mentioned in condition 8(b) (excluding light spill) that will be adopted for monitoring and managing potential impacts to those Commonwealth land	Refer to: <ul style="list-style-type: none"> <li>Section 4.1.1 of each relevant aspect specific sub-plan</li> </ul>
8. f)	details of a comprehensive monitoring program (including locations, frequency and duration) for: <ol style="list-style-type: none"> <li>validating the anticipated impacts associated with condition 8(b);</li> <li>determining the effectiveness of mitigation/management measures (including the success of public transport incentives)</li> </ol>	Refer to: <ul style="list-style-type: none"> <li>Section 4.1 of each relevant aspect specific sub-plan</li> </ul>
8. g)	provisions to revise the approved OEMP in response to monitoring associated with condition 8(f) including, details of response / contingency mechanisms to address any exceedances of the relevant trigger values	Section 6.2.1 Table 6-1 Also refer to: <ul style="list-style-type: none"> <li>Section 4 of each relevant aspect specific sub-plan</li> </ul>
8. h)	Evidence of consultation with Defence regarding the adequacy of proposed mitigation measures	Section 1.4, Table 1-1, Appendix H
8. i)	details of a complaints handling procedure	Section 4.1 Also refer to: <ul style="list-style-type: none"> <li>Community Communication Strategy (CCS)</li> </ul>

Table 3-2: OEMP Commonwealth 2011/6229 Mitigation Measures

Part	Requirement	Sections or documents where requirements addressed
Dangerous Goods Transport	The Principal would require all tenants to disclose the type and quantity of goods entering the Principal site prior to award of tenancy and throughout operation. Prior to commencement of a lease on the Principal site, all tenants that will handle dangerous goods would be required to sign on to the Principal's Hazard and Risk Management Plan and the Emergency Response Plan for the Principal site. These plans will be reviewed regularly and updated as goods entering the site change and/or with change of the tenancies. The requirements in the Code of Practice: Storage and Handling of Dangerous Goods (Work Cover NSW, 2012) would be adopted in these plans as a minimum.	Section 3.3.3
Flora and Fauna	Speed limits will be developed so as to minimise the potential for fauna to be struck by a vehicle within the SIMTA site. All vehicles and plant in operation on the SIMTA site are to adhere to site rules relating to speed limits	Refer to: <ul style="list-style-type: none"> <li>Section 3.2 of the OTAMP and</li> <li>Section 3.3 of the Flora and Fauna Management Plan (OFFMP)</li> </ul>
Flora and Fauna	Weed infestations that are identified during the operation of the SIMTA proposal are to be managed in accordance with the removal methods outlined in the Weed Management Plan.	Refer to: <ul style="list-style-type: none"> <li>Section 3.3 of the OFFMP</li> </ul>

Part	Requirement	Sections or documents where requirements addressed
Noise	<p>To reduce noise and vibration impacts of the SIMTA proposal during operation, the following recommendations as presented within Wilkinson Murray (2013) would be implemented:</p> <ul style="list-style-type: none"> <li>• SIMTA would make provisions for a potential noise barrier along the western boundary of the SIMTA site. The requirement for the barrier will be confirmed during detailed assessments at each development application stage for approval under the NSW State planning approval process.</li> <li>• Facilities such as administration buildings and employee carparks would be placed in locations to provide an increased buffer distance between the SIMTA site operations and sensitive receptors, i.e. the north-eastern corner and eastern portions of the site.</li> <li>• Buildings or structures with acoustic shielding potential will be placed near the north-east and south-east boundaries of the site to assist in noise attenuation of the SIMTA proposal.</li> </ul>	<p>Refer to:</p> <ul style="list-style-type: none"> <li>• Operational Noise Management Plan (ONMP)</li> <li>• Section to Section 3.3 of the OFFMP</li> </ul>
Air	<p>The following mitigations and compensatory measures will be undertaken, where feasible, to minimise potential impacts on local and regional air quality during operation of the SIMTA proposal:</p> <ul style="list-style-type: none"> <li>• Upgrade of rolling stock servicing the SIMTA site.</li> <li>• Use of electrically powered container handling equipment in lieu of diesel equipment.</li> <li>• Use of LPG forklifts in lieu of diesel forklifts.</li> <li>• Minimise truck movements through the efficient management of deliveries and dispatches.</li> <li>• Minimise truck idling and queuing on-site.</li> </ul>	<p>Refer to:</p> <ul style="list-style-type: none"> <li>• Section 3.2 and Appendix B of the OTAMP</li> <li>• Section 3.3 of the Operational Air Quality Management Plan (OAQMP)</li> <li>• Available Best Practice Review (Arcadis, 2017)</li> </ul>
Traffic	<p>Operation of the SIMTA proposal would be subject to an approved Traffic Management Plan which would include a Vehicle Booking System to regulate and manage truck arrivals to the SIMTA site and to prevent trucks queuing and waiting on Moorebank Avenue.</p> <p>The Traffic Management Plan will be developed to manage traffic flows in and around the SIMTA proposal and will include the following:</p> <ul style="list-style-type: none"> <li>• Management measures to control entry to the SIMTA site for the security of freight, and staff. This would include strategies to minimise unauthorised access to the SIMTA site.</li> <li>• Traffic management measures (e.g. a Vehicle Booking System) to control the arrival of authorized vehicles so that queuing is minimised and vehicles are directed to the correct location within the terminal.</li> <li>• Measures to control access of staff and visitors so as to maintain safety and appropriate security, particularly for bonded or quarantined material.</li> <li>• Measures such as short-range radios, GPS and wireless communications would be recommended to maximise the efficiency of access and circulation of vehicles, goods and staff within the SIMTA site.</li> </ul>	<p>Refer to:</p> <ul style="list-style-type: none"> <li>• Section 3.2 of the OTAMP</li> </ul>

Part	Requirement	Sections or documents where requirements addressed
Traffic	<p>In addition to the stated Traffic Management Plan, all reasonable steps would be taken to encourage staff to use public transport, walk and cycle to reduce the dependence on travel to/ from the SIMTA site by private motor vehicle. SIMTA would assess the feasibility of the provision of a peak-hour express shuttle bus service to and from Liverpool Station via Moorebank Avenue and Newbridge Roads, with a potential expansion to this route over time to include Holsworthy Railway Station</p>	<p>Refer to:</p> <ul style="list-style-type: none"> <li>The Workplace Travel Plan (WTP), included as Appendix C of the OTAMP</li> </ul>
Visual	<p>The visual amenity impact of the SIMTA proposal to the nearby residential receptors is anticipated to be low, however, the visual amenity impacts would be improved through implementing the following mitigation measures:</p> <ul style="list-style-type: none"> <li>Optimising visual buffers within the land use layout of the SIMTA site.</li> <li>Establishing high quality landscaping to reinforce the surrounding natural context and ecological qualities.</li> <li>Installation of an 18-metre wide screening vegetation corridor and bio-retention swale along the Moorebank Avenue, which will combine a selection of native tree species with dense tree canopy and low screen planting.</li> <li>Punctuation of nodal points along Moorebank Avenue with appropriate landscaping.</li> <li>Installation of a 'boundary treatment' or 'buffer zone' along the other site boundaries (from Moorebank Avenue), consisting of existing local species in the area and providing an essential scale of planting to complement the built form, including:             <ul style="list-style-type: none"> <li>A southern boundary landscape corridor (between 10 and 20 metres wide) and bio-retention basin</li> <li>An eastern boundary buffer zone of 13.5 metres comprising a 2.5 metre landscape corridor, six metre internal light vehicle access road and five-metre-wide bioretention swale.</li> <li>Tall (20 metres at maturity) trees planted along the cleared railway alignment, interspersed with medium trees.</li> </ul> </li> </ul>	<p>See Appendix E of this OEMP</p> <p>Also refer to Appendix L:</p> <ul style="list-style-type: none"> <li>Section 3 and Section 4 of the Urban Design and Landscape Plan (UDLP)</li> <li>These sections outline landscaping and building design opportunities to mitigate the visual impacts</li> </ul>

### 3.1.2 EP&A Act Approval

The MLP East Precinct was approved under Part 4, Division 4.7 (previously Division 4.1 prior to 1 March 2018) of the EP&A Act. Approval for MPE Stage 1 was originally received on 12 December 2016 (SSD 6766) and subject to appeal, with revised CoC issued from the Land and Environment Court on 13 March 2018; approval for MPE Stage 2 was received on 31 January 2018 (SSD 7628).

Table 3-3 and Table 3-4 list the conditions relating to the preparation of the OEMP for SSD 6676 (CoC F4) and SSD 7628 (CoC C3) respectively.

In the compliance tables, Primary Conditions are specific to the development of the management plan, while Secondary Conditions are conditions which are related to the environmental aspects associated with the plan.

Table 3-3: CoC F4 of SSD 6676 (MPE Stage 1)

Condition #	Requirement	Sections or documents where requirements addressed
<b>Primary Conditions</b>		
F4	The Applicant shall prepare and implement (following approval) an Operation Environmental Management Plan (OEMP). The Plan shall outline the environmental management practices and procedures that are to be followed during operation and shall be prepared in consultation with relevant agencies and in accordance with the Guideline for the Preparation of Environmental Management Plans (Department of Infrastructure, Planning and Natural Resources, 2004). The Plan shall include, but not necessarily be limited to:	This OEMP
a)	description of activities to be undertaken during operation (including staging and scheduling);	Section 1.5 Section 2
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;	Section 3 Appendix A Appendix B Appendix C
c)	overall environmental policies, guidelines and principles to be applied to the operation of the project;	Section 3
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;	Section 4.3 Section 4.4
e)	an environmental risk analysis to identify the key environmental performance issues associated with the operation phase;	Section 5.1 Appendix E
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:	Section 6
f)	(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;	Section 5.2.1.1 See Appendix E of this OEMP Also refer to: <ul style="list-style-type: none"> <li>Noise impacts and monitoring are addressed in Section 3.1 and Section 4 of the Operational Noise and Vibration Management Plan (ONVMP)</li> </ul>

Condition #	Requirement	Sections or documents where requirements addressed
f)	(iii) description of the proposed and/or implemented measures to minimise visual impact project components, such as landscaping and design considerations;	Section 5.2.1.2 See Appendix E of this OEMP Also refer to Appendix L: <ul style="list-style-type: none"> <li>Section 3 and Section 4 of the Urban Design and Landscape Plan (UDLP)</li> <li>These sections outline landscaping and building design opportunities to mitigate the visual impacts</li> </ul>
f)	(iii) procedures for the monitoring and maintenance of the watercourse crossings to achieve stable creek bed and banks;	Section 5.2.1.3 Refer to: <ul style="list-style-type: none"> <li>Section 4 of the Stormwater Infrastructure and Operational Management Plan (SI&amp;OMP)</li> </ul>
f)	(iv) air emissions including measures for regular performance monitoring of air quality generated by the Project and measures to proactively respond to and deal with air quality complaints.	Section 5.2.1.4 Refer to: <ul style="list-style-type: none"> <li>Section 4 of the OAQMP</li> </ul>
Note	<p>The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation, or as otherwise agreed by the Secretary. Operation shall not commence until written approval has been received from the Secretary.</p> <p>The approval of an Operation Environmental Management Plan does not relieve the Applicant of any requirement associated with this project approval. If there is an inconsistency with an approved Operation Environmental Management Plan and the conditions of this approval, the requirements of this approval prevail.</p>	Noted

Table 3-4: CoC C3 of SSD 7628 (MPE Stage 2)

Condition #	Requirement	Sections or documents where requirements addressed
<b>Primary Conditions</b>		
C3	Before the commencement of operations, a Precinct <b>Operational Environmental Management Plan (OEMP)</b> must be prepared to the satisfaction of the Secretary. The OEMP must:	This OEMP
(a)	be prepared by a suitably qualified and experienced expert;	Page ii
(b)	provide the strategic framework for environmental management of the development;	Section 3 Section 4
(c)	identify the statutory approvals required to carry out the development	Section 3 Appendix B
(d)	Identify the infrastructure to be managed under the Precinct OEMP which is to include pavements, stormwater detention and water quality treatment structures and devices; and landscaping.	Section 2



Condition #	Requirement	Sections or documents where requirements addressed
(e)	describe the role, responsibility, authority and accountability of all key personnel involved in the environmental management of the development including the overall responsibility for the operational environmental management of the freight village;	Section 4.1 Section 4.3
(f)	describe the procedures to be implemented to:	Section 4.1
	(i) keep the local community and relevant agencies informed about the operation and environmental performance of the development;	
(f)	(ii) receive, handle, respond to, and record complaints	Section 4.1.1
(f)	(iii) resolve any disputes that may arise;	Section 4.1.1
(f)	(iv) respond to any non-compliance;	Section 6.4.2
(f)	(v) respond to emergencies; and	Section 4.2
(g)	include the management plans required under this approval, including:	Relevant sub-plans
	(i) Operational Traffic and Access Management Plan;	
	(ii) Workplace Travel Plan;	
	(iii) Stormwater Infrastructure Operation and Maintenance Plan;	
	(iiii) Flood Emergency Response Plan;	
	(iv) Operational Air Quality Management Plan;	
	(v) Operational Noise and Vibration Management Plan;	
	(vi) Heritage Interpretation Plan;	
	(vii) Operational Flora and Fauna Management Plan;	
	(viii) Waste Management Plan;	
	(ix) Long-term Contamination Management Plan <sup>1</sup> ; and	
	(x) Bushfire Emergency and Evacuation Plan.	
<b>Secondary Conditions</b>		
A14	With the approval of the Secretary, the Applicant may submit any strategy, plan or program required by this consent on a staged basis.	Section 1.5
A15	If the submission of any strategy, plan or program is to be staged, then the relevant strategy, plan or program must clearly describe the specific stage of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program.	Section 1.5.1 Figure 1-2 Table 1-2
A16	With the approval of the Secretary, any strategy, plan or program required by this consent may be combined	Section 1.5 Section 3.1.2
A17	In seeking the Secretary's approval, a clear relationship must be demonstrated between the strategies, plans or programs that are proposed to be combined.	Section 1.5.1 Figure 1-2 Table 1-2

<sup>1</sup> Note that the requirement for a Long Term Environmental Management Plan would be determined in consultation with the Site Auditor and Site Audit Statement. The Site Audit Statement would either be a section A1 (i.e. suitable for intended use and has no Long Term Environmental Management Plan) or an A2 (i.e. suitable for use subject to compliance with a Long Term Environmental Management Plan). Should a Long Term Environmental Management Plan be required, this would be undertaken in accordance with this CoC and provided for approval to the Site Auditor.

Condition #	Requirement	Sections or documents where requirements addressed
A19	Where conditions of this consent require a document to be prepared in consultation with an identified party, the Applicant must:	Section 1.4, Table 1-1 Appendix A Appendix H
(a)	Consult with the relevant party prior to submitting the subject document to the Secretary for approval;	
(b)	Provide evidence that at least two weeks was provided for the relevant party to comment on the document; and	Section 1.4, Table 1-1 Appendix A Appendix H
(c)	Include in the document:	
	(i) Details of the consultation undertaken;	Section 1.4, Table 1-1 Appendix A Appendix H
	(ii) A description of how matters raised by those consulted have been resolved to the satisfaction of both the Applicant and the party consulted; and	Section 1.4, Table 1-1 Appendix A Appendix H
	(iii) Details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved	Section 1.4, Table 1-1 Appendix A Appendix H
C7	The Applicant must ensure that the environmental management plans required under this consent are prepared in accordance with any relevant guidelines, and include:	
(a)	detailed baseline data;	Section 2 Section 3.1 of each sub-plan
(b)	a description of:	Section 3
	(i) the relevant statutory requirements (including any relevant approval, licence or lease conditions);	
	(ii) any relevant limits or performance measures/criteria; and	Section 4
	(iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;	Section 1.4 of each sub-plan Section 3.2 of each sub-plan
(c)	a description of the management measures to be implemented to comply with the relevant statutory requirements, limits or performance measures/criteria;	Section 4 Section 3.3 of each sub-plan
(d)	a program to monitor and report on the:	
	(i) impacts and environmental performance of the development; and	Section 6.1
	(ii) effectiveness of any management measures (see (c) above);	Section 6
(e)	contingency plan to manage any unpredicted impacts and their consequences;	Section 5.2 Where appropriate, unexpected finds procedures are included in aspect-specific sub-plans.

Condition #	Requirement	Sections or documents where requirements addressed
(f)	a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 6.2.1
(g)	a protocol for managing and reporting any:	
	(i) incidents and non-compliances;	Section 4.2 Section 6.4
	(ii) complaints;	Section 4.1
	(iii) non-compliances with statutory requirements; and	Section 6.4.2
(h)	a protocol for periodic review of the plan.	Section 6.2.2

Table 3-5 CoC B16 of SSD 7628 (Subdivision of the MPE Site)

Condition #	Requirement	Sections or documents where requirements addressed
B16	Prior to issue of any Subdivision Certificate, a Precinct Operational Environmental Management Plan (OEMP) for the MPE Site must be prepared and submitted to the Secretary for approval. The OEMP must:	This OEMP
(a)	specify that Qube, or another nominated single entity named in the OEMP, retains sole responsibility for delivery and ongoing maintenance of estate works (including but not limited to site services, internal roads, pedestrian paths, landscaping, lighting of common areas, emergency services including bushfire mitigation, OSD and Water Sensitive Urban Design elements) across the entirety of the Site; and	Section 2 Section 2.3 Section 4.1 Appendix L
(b)	prescribes the management and maintenance measures applicable to the estate works described at (a) above.	Section 5.2 Appendix L Operation Emergency Response Plan Stormwater Infrastructure Operation and Management Plan
Note:	The OEMP required under this condition may be incorporated within the OEMP prepared and implemented in accordance with condition C3 of the development consent SSD 7628 (MPE Stage 2), granted by the then Planning Assessment Commission on 31 January 2018, and the OEMP prepared and implemented in accordance with condition F4 of the development consent SSD 6766 (MPE Stage 1), granted by the Land and Environment Court per orders made on 13 March 2018.	This OEMP incorporates the required OEMPs as per this condition (B16), CoC C3 of SSD 7628 (MPE Stage 2) and F4 of SSD 6766 (MPE Stage 1).

All other relevant CoC relating to the operation of the MLP East Precinct, and how they are addressed, along with division of responsibilities, are provided within Appendix A.

The Final Compilation of Mitigation Measures (FCMMs) were prepared as part of the consolidated assessment clarification responses. A list of the FCMMs as relevant to the operation of the MLP East Precinct and how they have been complied with in this OEMP are also provided in Appendix A (Table A3 and Table A4).

## 3.2 Legislation

The regulatory framework for the site is outlined within the Legislation Register. The register identifies relevant legislative instruments, their key objectives and relevance to the operation of the MLP East Precinct.

The register will be revised and updated in conjunction with the management review outlined in Section 6 or when there has been a change to relevant legislation.

In addition to complying with relevant legislation, industry best practice is can be achieved through the adherence to relevant Australian standards and NSW guidelines.

## 3.3 Permits and Licences

Permits and licences relevant to the operation of the MLP East Precinct are detailed in Appendix C. The register will be revised and updated in conjunction with the management review outlined in Section 6 or when there has been a change to relevant legislation.

Compliance conditions relating to items listed on the Permits and Licences Register are incorporated into this OEMP and where relevant in the associated sub-plans.

A summary of the key permits and licences applicable to the MLP East Precinct is provided below.

### 3.3.1 Environment Protection Licence

The requirement for an EPL under Section 48(1) applies to activities where Schedule 1 of the POEO Act indicates that a licence is required for premises at which the activity is carried out. Item 33A of Schedule 1 of the POEO Act lists *Railway activities – railway infrastructure operations* as a scheduled activity requiring an EPL licence.

However, the IMEX and Rail Link of MLP East Precinct operates as a freight depot or centre, and as such is excepted as not requiring an EPL under Section 33A(2)(e)(iii). It has been determined in consultation with the Secretary and the EPA that an EPL is not required for the MLP East Precinct.

### 3.3.2 Utilities Agreements and Approvals

If any adjustments or relocations of a public utility are required in the future during operations, approval from the relevant utility service providers will be sought by LOGOS prior to undertaking the works.

A Section 73 Compliance Certificate from Sydney Water Corporation for water and sewerage infrastructure will be obtained prior to the commencement of operation.

### 3.3.3 Dangerous Goods

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*. This is addressed in more detail in the Operational Traffic and Access Management Plan.

At this stage of operations, dangerous goods are not expected to be received by, or transported to the Facility. However, in future, all dangerous goods entering or leaving the IMEX operational area will be governed by the International Maritime Organisation (IMO) and regulations pertaining to the International Convention for the Safety of Life at Sea (SOLAS). In line with international shipping legislation, it is a requirement that all dangerous goods to be imported through the Facility must be notified in advance.

In line with local and international requirements, terminal staff handling dangerous goods will have successfully completed dangerous goods training, in accordance with International Maritime Dangerous Goods (IMDG) Code Chapter 1.3 (International Maritime Organisation, 2012) and the Code of Practice: Storage and Handling of Dangerous Goods (Work Cover NSW, 2012).

Drivers transporting dangerous goods will be appropriately trained and vehicles will have relevant permits in accordance with current legislation. Copies of permits and a register will be maintained on site and will be updated as required.

### 3.4 Guidelines

This document has been prepared in accordance with the *Guideline for the Preparation of Environmental Management Plans* (Department of Infrastructure, Planning and Natural Resources, 2004) as outlined in Table 3-6.

In addition, this OEMP and its sub-plans have also been prepared in accordance with a comprehensive list of guidelines and codes of practice as detailed in Appendix I. Refer to the relevant sub-plans for further information.

Table 3-6: *Guideline for the Preparation of Environmental Management Plans Requirements*

EMP Guideline	Section	Sections or documents where requirements addressed
Background	Introduction	Section 1
	<ul style="list-style-type: none"> <li>• Location</li> <li>• Operation activities</li> <li>• Timing and schedule</li> </ul>	Figure 1-1 Section 2
	Project description	Section 2
	EMP context	Section 1.2
	EMP objectives	Section 1.3
	Environmental policy	Section 1.6
Environmental Management	Environmental management structure and responsibility	Section 4.1 Section 4.3
	Approval and licencing requirements	Section 3
	Reporting	Section 6.2
	Environmental training	Section 4.4
	Emergency contacts and responses	Section 4.2
Implementation	Risk assessment	Appendix E
	Environmental management activities and controls	Section 5.2
	Environmental control plans or maps	Appendix G Section 5.2.2
	Environmental schedules	Appendix F
Monitor and Review	Environmental monitoring	Section 6.1
	Environmental auditing	Section 6.3
	Corrective actions	Section 6.3.2
	EMP review	Section 6.2.1

## 4 ENVIRONMENTAL MANAGEMENT

### 4.1 Precinct Environmental Management

LOGOS has the overall responsibility for environmental management across the MLP East Precinct. The estate works for which LOGOS are responsible include, but are not limited to, the following aspects across the entirety of the MLP East Precinct:

- Site services
- Internal roads
- Pedestrian paths
- Landscaping
- Lighting of common areas
- Emergency Services including bushfire mitigation
- On-site detention (OSD) and water sensitive urban design (WSUD) elements

However, all lessees and tenants who undertake the suite of activities to support the operation of the MLP East Precinct as described in Section 2 also have responsibility for their own activities and must comply with the requirements of this OEMP and Sub-plans. Standalone WOEMPs will be prepared for each lease or tenant of warehouse in the warehouse precinct. These WOEMPs will incorporate the relevant requirements of the OEMP and Sub-plans which are applicable to individual warehouse operation.

LOGOS' Environmental Management System (EMS) comprises the WHS Management System & Sustainability Framework (See Section 1.7) for environmental management and comprises various procedures and policies to facilitate the identifying, managing, and reporting of environmental risks. The OEMP will be implemented in a manner that is consistent with the requirements of LOGOS EMS, which LO is aligned to AS/ANZ ISO 14001 (2015) (See Figure 1-4). The WOEMP required under CoC C6 'Occupation Environmental Management Plan' (SSD 7628) (refer to Section 2.4 and Appendix D) will be required to demonstrate consistency with the requirements of the MLP EMS and the OEMP. In addition, all warehouse tenants intending to handle dangerous goods are required to comply with LOGOS' Hazard and Risk Management Plan and Emergency Response Plan.

Tenants will be required to maintain records (e.g. waste, water and energy usage) and provide LOGOS with documentation of environmental inspections and procedures if requested.

The general approach to the management and control of environmental impacts of site activities undertaken by LOGOS, QUBE and / or tenants and contractors under this OEMP is shown in Figure 4-1.

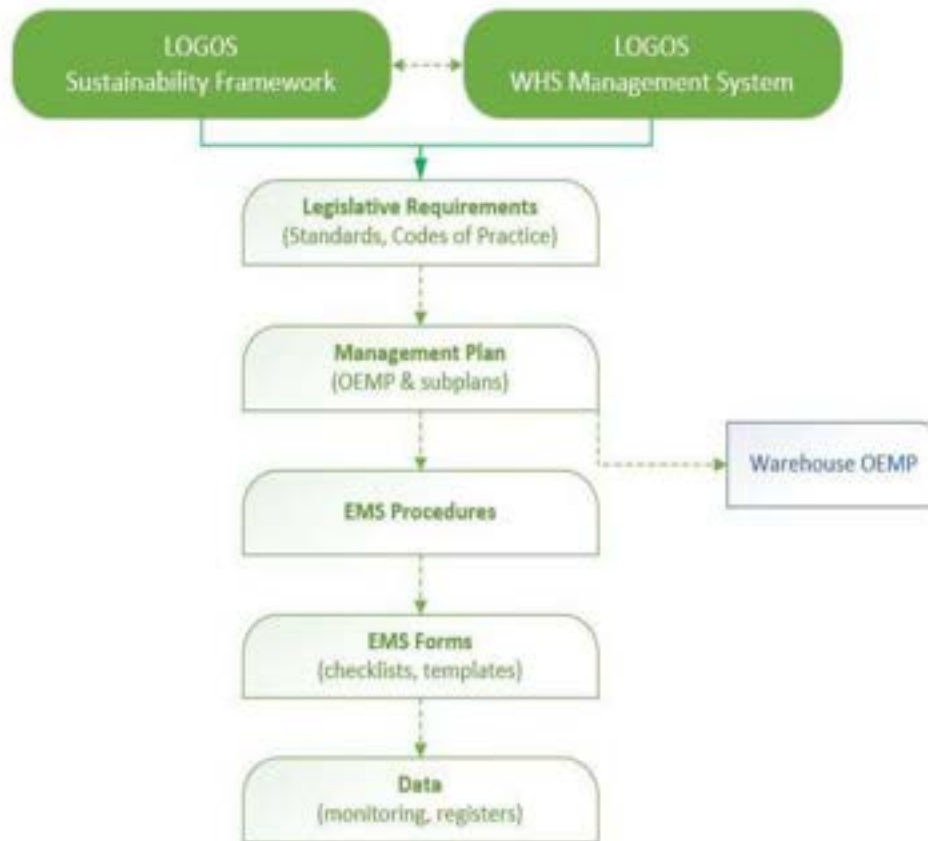


Figure 4-1: LOGOS Environmental Management Approach

## 4.2 Operational Environmental and Sustainability Objectives and Targets

Table 4-1 outlines the environmental and sustainability objectives and targets set out for the management of the MLP East Precinct during operation.

Table 4-1: OEMP Environmental and Sustainability Targets

Objective	Target	Timeframe	Responsibility
Ensure compliance with relevant CoC and applicable legislation	No written warnings or infringement notices	Ongoing	Site HSEQ Manager / Advisor for MLP Precinct East
Avoid unacceptable impacts on surrounding residents and commercial stakeholders	No exceedances of air quality, noise, vibration and light spill criteria No complaints regarding visual emissions (e.g. nuisance dust, smokey exhausts)	Ongoing	Site HSEQ Manager / Advisor for MLP Precinct East
Minimise pollutant discharges to receiving waters	<ul style="list-style-type: none"> <li>• Gross Pollutants 90%<sup>2</sup></li> <li>• Total Suspended Solids (TSS) 85%<sup>2</sup></li> <li>• Total Phosphorous 65%<sup>2</sup></li> <li>• Total Nitrogen 45%<sup>2</sup></li> <li>• Total Hydrocarbons 90%<sup>2</sup></li> </ul>	Duration of operation and monitored in accordance with the SI&OMP	Site HSEQ Manager / Advisor for MLP Precinct East

<sup>2</sup> The pollution reduction targets specify percentage reduction in average annual load of pollutants relative to no treatment being provided for the proposed development (MPE Stage 2 – Warehouse 1 Precinct Stormwater Management Plan, Arcadis, 2018).

Objective	Target	Timeframe	Responsibility
Reduce demand on water for non-potable uses such as toilet flushing and irrigation	Maximise runoff volume for reuse applications	Duration of operation	Operations Manager
Diversion of waste from landfill	>60% of office waste by volume recycled	During operations	Site HSEQ Manager / Advisor for MLP Precinct East
Reducing water usage	100% of rainwater captured will be reused onsite	During operations	Site HSEQ Manager / Advisor for MLP Precinct East
Minimise energy use and greenhouse gas (GHG) emissions	100% of energy use /sources monitored	Ongoing. Reported annually.	All
	A minimum of 15% renewable energy sourced	Ongoing. Reported annually.	All
Minimise social impacts	100% of complaints to be responded to within agreed timeframes of the Community Communication Strategy	Ongoing.	Community Engagement Consultant

### 4.3 Roles and Responsibilities

All personnel undertaking operational activities within the MLP East Precinct are responsible for the implementation of this OEMP and have the responsibility to stop works if there is potential for a safety or environmental incident to occur.

The key roles MLP East Precinct personnel are provided in Figure 4-2 and responsibilities of the key roles are outlined in Table 4-2.



Figure 4-2: Key Roles for MLP East Precinct



Table 4-2: Key Roles and Responsibilities

Role	Responsibility
Operations Manager	<ul style="list-style-type: none"> <li>• Accountable for the environmental performance of the MLP East Precinct.</li> <li>• Provides sufficient resources to implement, develop and maintain the OEMP throughout the operating life of the MLP East Precinct.</li> <li>• Implement stop work procedures where they believe a work activity to be an actual or potential cause of pollution to the environment anywhere within the MLP East Precinct</li> <li>• Sets, defines and communicates the environmental goals and targets for the MLP East Precinct</li> <li>• Reports relevant environmental matters personnel and have them included in the agenda of management meetings;</li> <li>• Defines, documents and communicates roles, responsibilities and authorities of all personnel to facilitate effective HSE management</li> <li>• Reviews and approves changes to the OEMP</li> <li>• Report incidents to other land holders if relevant to land under their ownership (see Figure 2-2)</li> </ul>
Area Managers: <ul style="list-style-type: none"> <li>• IMEX</li> <li>• Rail Link</li> <li>• Estate Manager</li> </ul>	<ul style="list-style-type: none"> <li>• Promotes LOGOS and Qube's environmental policies and is responsible for their implementation within the areas of responsibility</li> <li>• Communicates the requirements of the OEMP and environmental obligations to operational team</li> <li>• Has the authority to stop work processes within the area of responsibility to prevent environmental non-conformances from occurring or continuing</li> <li>• Co-ordinates and directs resources to manage responses to incidents</li> <li>• Monitors operations against the requirements of the OEMP and CoC and takes action to resolve issues where required</li> <li>• Where required, implements changes to activities to manage ongoing compliance</li> <li>• Reports incidents to the Operations Manager in accordance with the OEMP</li> <li>• Monitor any environmental impacts arising from construction areas adjacent to MLP East Precinct and report issues to the Operations Manager if these impacts raise compliance concerns for this OEMP</li> </ul>
Site Health, Safety, Environment and Quality (HSEQ) Manager / Advisor for MLP Precinct East	<ul style="list-style-type: none"> <li>• Acts as the primary contact point in relation to environmental performance of operations</li> <li>• Provides advice on matters specified in the CoC and other relevant licenses and permits relating to the environmental performance and impacts of IMEX, Rail Link and Estate operations</li> <li>• Reviews and implements all management plans (OEMP and sub-plans) and monitoring programs required under the CoC and other relevant permits and licences</li> <li>• Reviews revisions to the OEMP and sub-plans</li> <li>• Reviews the WOEMPs prepared by the individual tenants</li> <li>• Has the authority and independence to require reasonable steps be taken to avoid or minimise unintended or adverse environmental impacts, and failing the effectiveness of such steps, to direct that relevant actions be ceased immediately should an adverse impact on the environment be likely to occur</li> <li>• Reports environmental incidents to Area Manager and Operations Manager where required, in accordance with the Incident reporting system outlined in the OEMP</li> <li>• Acts as the 24-hour EPA contact</li> <li>• Monitors operations against the OEMP through regular site inspections to evaluate compliance with the CoC</li> <li>• Monitoring deficiencies in environmental control strategies and implements resolutions and monitors work activities until deficiencies are rectified</li> <li>• Receives and responds to complaints and inquiries in relation to the environmental performance of IMEX, Rail Link and Estate operations</li> <li>• Facilitates the inductions and training program for relevant persons involved with IMEX, Rail Link and Estate operations</li> </ul>

Role	Responsibility
	<ul style="list-style-type: none"> <li>• Maintain the register of environmental complaints and the subsequent remedial action</li> <li>• Attends the Community Consultative Committee Meetings as a representative of LOGOS</li> <li>• Maintain a register of accidents, incidents and potential incidents with actual or potential significant off-site impacts on people or the biophysical environment.</li> </ul>
Community Engagement Representative (CER)	<ul style="list-style-type: none"> <li>• Will act as the 'control tower' for all public communications and will be the central contact to keep nearby residential receivers informed of the development.</li> <li>• Preparing and coordinating content for the MLP East Precinct website, newsletters, factsheets, etc.</li> <li>• Monitoring, responding to and triaging calls and emails relating to operation of the MLP East Precinct</li> <li>• Preparing overarching key messages for operations</li> <li>• Managing the calendar of all communication and engagements activities during operation.</li> </ul>
Warehouse Tenants	<ul style="list-style-type: none"> <li>• Prepare WOEMP and undertake operations in accordance with the WOEMP</li> <li>• Responsible for their own environmental performance for operational activities on leased areas</li> <li>• Must comply with the conditions of their lease or licence</li> <li>• Reports environmental incidents to Area Manager and / or the Qube Site HSEQ Manager / Advisor for MLP Precinct East (or Delegate)</li> <li>• Track their compliance with the relevant CoC and provide Environmental Compliance Reports to LOGOS which detail their compliance status with the CoC relevant to the respective WOEMP for inclusion in LOGOS Annual Compliance Reports as required.</li> </ul>
Freight Village Tenants	<i>The environmental management structure for the Freight Village tenants will be confirmed in future updates of this OEMP</i>

The operational activities of individual tenants would occur in accordance with respective WOEMPs.

## 4.4 Training and Competence

All personnel shall undergo general environmental awareness training and training relevant to their responsibilities under the OEMP; the level of which would be dependent on the exposure to environmental hazards and their involvement in environmental management. Table 4-3 outlines the environmental training requirements.

Table 4-3: Environmental Training Requirements

Level	Topic Covered	Relevant Employees
Visitors' induction	<ul style="list-style-type: none"> <li>• OEMP awareness</li> <li>• LOGOS Sustainability Framework</li> <li>• Environmental obligations</li> <li>• Environmental issues and management relevant to the MLP East Precinct</li> <li>• Key environmental constraints, including biodiversity offset areas and precautions in relation to the stormwater management infrastructure (e.g. rain gardens)</li> <li>• Evacuation procedures</li> <li>• Recognising actual or potential incidents</li> <li>• Incident reporting protocols.</li> </ul>	Visitors site induction

Level	Topic Covered	Relevant Employees
General induction	<ul style="list-style-type: none"> <li>• OEMP Awareness</li> <li>• LOGOS' Sustainability Framework</li> <li>• Environmental obligations</li> <li>• Key issues relating to the operation of the MLP East Precinct and existing environment</li> <li>• Roles and responsibilities relating to environmental management for the site.</li> <li>• Key environmental issues, for example, location of sensitive areas and nearest sensitive receivers</li> <li>• Incident reporting protocols</li> <li>• Incident response and reporting procedures, including spill control, containment and clean up and protection of stormwater infrastructure</li> <li>• Details of environmental protection offences and penalties, and duty to notify of environmental harm</li> <li>• Evacuation procedures</li> </ul>	LOGOS and Qube personnel Contractor personnel Tenants undertaking activities within the MLP East Precinct
Area Manager training	<ul style="list-style-type: none"> <li>• Requirements of the OEMP</li> <li>• Incident management and emergency response procedures, including:               <ul style="list-style-type: none"> <li>– Classification of incidents based on their severity</li> <li>– What emergency services are required</li> <li>– What incidents are reportable to the authorities</li> </ul> </li> <li>• Incident reporting procedures in accordance with the OEMP, including internal notification and external notification to authorities and relevant land holders</li> </ul>	Area managers Contractor supervisor Warehouse managers
Vocational training	Examples of vocation training include: <ul style="list-style-type: none"> <li>• Environmental monitoring and management (e.g. air, water, soil and noise)</li> <li>• Environmental compliance, auditing and inspection</li> <li>• Natural resource management</li> <li>• Occupational hygiene monitoring (e.g. air, noise and radiation)</li> <li>• Water supply and treatment, storm and wastewater management</li> <li>• Solid and hazardous waste management</li> <li>• Site remediation or rehabilitation</li> <li>• Resource efficiency consultancy (e.g. energy, water and waste auditing).</li> <li>• Terminal 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)</li> </ul>	LOGOS and Qube personnel Contractor personnel Tenant personnel responsible for environmental management

## 4.1 Community Consultation and Complaints Management

A Community Communication Strategy (CCS) has been developed to provide mechanisms to facilitate communication between LOGOS, Qube and key stakeholders, including regulators, Council and the community (including adjoining affected landowners and businesses, and others directly impacted by the development). The CCS is required for the duration of the operation of MLP East Precinct and for a period of 24 months following the completion of operation.

A Community Engagement Consultant (CEC) will manage all community liaison in accordance with the CCS.

In addition, a Community Consultative Committee (CCC), comprising LOGOS, Qube, Council, members of the local community, stakeholder groups and an independent chairperson, was established prior to construction of the MLP and will continue to operate for at least five years following the commencement of operation.

The CCC will continue to consider community issues and concerns and review environmental impacts and resulting from the operation of the MLP East Precinct.

### 4.1.1 Complaint Management

Public complaints will be logged with the CEC (on behalf of LOGOS and QUBE) and are to be responded to in accordance with the CCS. Public complaints may be received via:

- MLP East Precinct email – [moorebank@tsamgt.com](mailto:moorebank@tsamgt.com)
- 24-hour information line - 1800 986 465
- Postal address - Level 15, 207 Kent Street, Sydney NSW 2000
- MLP website – [www.simta.com.au](http://www.simta.com.au)
- Face to face interactions with personnel.

Environmental management-related complaints will be managed in accordance with the CCS.

### 4.1.2 Damage to Third Party Property or Infrastructure

Reports (including complaints) of damage to third party property or infrastructure due to operational work will be treated as an incident. Incident management is outlined in Section 4.2.

Potential damage will be notified, classified, reported and investigated as per the incident management process. Section 3.2.17 of the Operation Traffic and Access Management Plan contains a mechanism for the identification and rectification of damage to roads and road infrastructure. Third party landholders will be notified of damage occurring on property under their ownership.

The initial response timeframes will follow the complaints process, as outlined within the CCS, however investigations and potential rectifications will be undertaken as per the incident management process. Dispute resolution is outlined within the CCS.

### 4.1.3 Safety, Security and Vandalism

The Facility includes a number of on-site security measures to ensure the protection and safety of the Facility, employees and authorised visitors, while incorporating safer by design principles. Security is detailed in the Urban Design and Landscape Plan (UDLP) (Appendix L).

With restriction on access, active surveillance and opportunities for passive surveillance, the risk of graffiti within the Facility is considered to be low. There is the potential for external signage to be subject to graffiti, however CCTV monitoring will reduce this risk. Consistent with the principle of maintaining well cared for spaces outlined in *Crime prevention and the assessment of development applications Guidelines under section 79C of the Environmental Planning and Assessment Act 1979* (Department of Urban Affairs and Planning, 2001), graffiti will be removed soon after it is identified.

The presence of graffiti will be monitored in accordance with the inspection process identified in Section 6.3.2. Graffiti to non-tenanted areas (i.e. external signage) will be removed by the HSEQ Manager

and graffiti to tenanted areas will be removed by the tenant within 48 hours of identifying the incident. If graffiti has offensive content, more immediate removal will be organised.

## 4.2 Incident Management and Emergency Response

Environmental incidents are defined in the Development Consent (SSD 7628) as a set of circumstances that cause, or threaten to cause material harm to the environment. Environmental incidents can include pollution incidents, where there has been a leak or spill resulting from operational activities, or environmental emergencies, which may arise from natural (e.g. storm, wind or bushfire) or human factors.

There is a duty to report pollution incidents under Section 148 POEO Act.

The Emergency Response Management Plan, Flood Emergency Response Plan and Bushfire Emergency and Evacuation Plan provide further specific detail on emergency response.

### 4.2.1 Environmental Incidents

Environmental incidents are classified as either reportable or non-reportable:

- Reportable incidents are those that cause actual or potential harm to the health or safety of human beings or to ecosystems that is not trivial, or where results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000. All Class 2 and Class 3 incidents described in Table 4-4: , are reportable.
- Non-reportable incidents are those that *do not trigger* the threshold but have the potential to impact on human health and the environment (Class 1 incidents in Table 4-4).

All significant environmental and pollution incidents shall be reported immediately to the:

- Operations Manager
- IMEX, Rail Link or Estate Area Manager (depending on the location of the incident)
- LOGOS or QUBE HSEQ Manager / Advisor for MLP Precinct East (or Delegate).

LOGOS and Qube's HSEQ Manager / Advisor for MLP Precinct East (or Delegate) will maintain a register of accidents, incidents and potential incidents with actual or potential significant off-site impacts on people or the biophysical environment associated with their area of responsibility.

### 4.2.2 Incident Classification

All environmental incidents are to be reported and managed in accordance with LOGOS' LOGOS Incident Reporting & Management Procedure (WHSMS-LOGOS-007) and Qube's Incident Reporting and Management Procedure (SHEMS-QM-13-PR-0126). Incidents are classified based on the incident's severity as shown in Table 4-4.

Should the incident be identified as a Level 2 or Level 3 incident, the reporting protocol identified in in Section 4.2.4 will be triggered.

Table 4-4: Environmental Incident Classification

Severity Level	Direct Costs including Clean-up	Description of Impact
Level 1 Insignificant	Up to \$10,000	<ul style="list-style-type: none"> <li>• Pollution or degradation which has a trivial impact on the community and/or environment in the short-term (&lt;1 month duration) and is fully reversible with no residual impacts</li> <li>• Harming a protected animal that is not vulnerable or threatened.</li> <li>• No environmental damage</li> <li>• Environmental hazard identified</li> <li>• On site release of pollutant (&lt;20 litres/Kg)</li> </ul>

Severity Level	Direct Costs including Clean-up	Description of Impact
Level 2 Minor	\$10,000 to \$100,000	<ul style="list-style-type: none"> <li>• Pollution or degradation which has moderate severity impacts on the community and/or environment (1-3 months duration) but is fully reversible with no residual impacts</li> <li>• Harming an animal that is (or is part of) a vulnerable species or vulnerable ecological community</li> <li>• Picking a plant that is (or is part of) a vulnerable species or vulnerable ecological community.</li> <li>• Onsite release of pollutant (&lt;200 litres/kg) that is immediately contained without causing land contamination AND</li> <li>• Does not migrate offsite to land or waterways.</li> </ul>
Level 3 Moderate	\$100,000 to \$1 million	<ul style="list-style-type: none"> <li>• Pollution or degradation which has high severity impacts on the community and/or environment and may have irreversible residual impacts</li> <li>• Harming an animal that is (or is part of) a threatened species or threatened ecological community (other than a vulnerable species or community) (S2.1)</li> <li>• Picking a plant that is (or is part of) a threatened species or threatened ecological community (other than a vulnerable species or community)</li> <li>• Damaging a declared area of outstanding biodiversity value</li> <li>• Knowingly damages any habitat of a threatened species or threatened ecological community</li> <li>• Contravention of a stop work order.</li> <li>• Onsite release of pollutant (&lt;200 litres/kg) that is mostly contained but causes moderate contamination (refer to financial loss) OR</li> <li>• Offsite release of pollutant (&lt;200 litres/kg) to land or waterways. Environmental Protection Act breaches</li> </ul>
Level 4 Major	\$1 million to \$10 million	<ul style="list-style-type: none"> <li>• Onsite release of pollutant (200 to 2,000 litres/kg) that causes major contamination (refer to financial loss) OR</li> <li>• Offsite release of pollutant (200 to 2,000 litres/kg) to land or waterways.</li> </ul>
Level 5 Critical	\$10 million to \$100 million	<ul style="list-style-type: none"> <li>• Onsite release of pollutant (&gt;2,000 litres/kg) that causes catastrophic land contamination (refer to financial loss) OR</li> <li>• Offsite release of pollutant (&gt;2,000 litres/kg) to land or waterways.</li> </ul>

### 4.2.3 Incident Response

All environmental incidents will be managed in accordance with the flowchart shown in Figure 4-3.

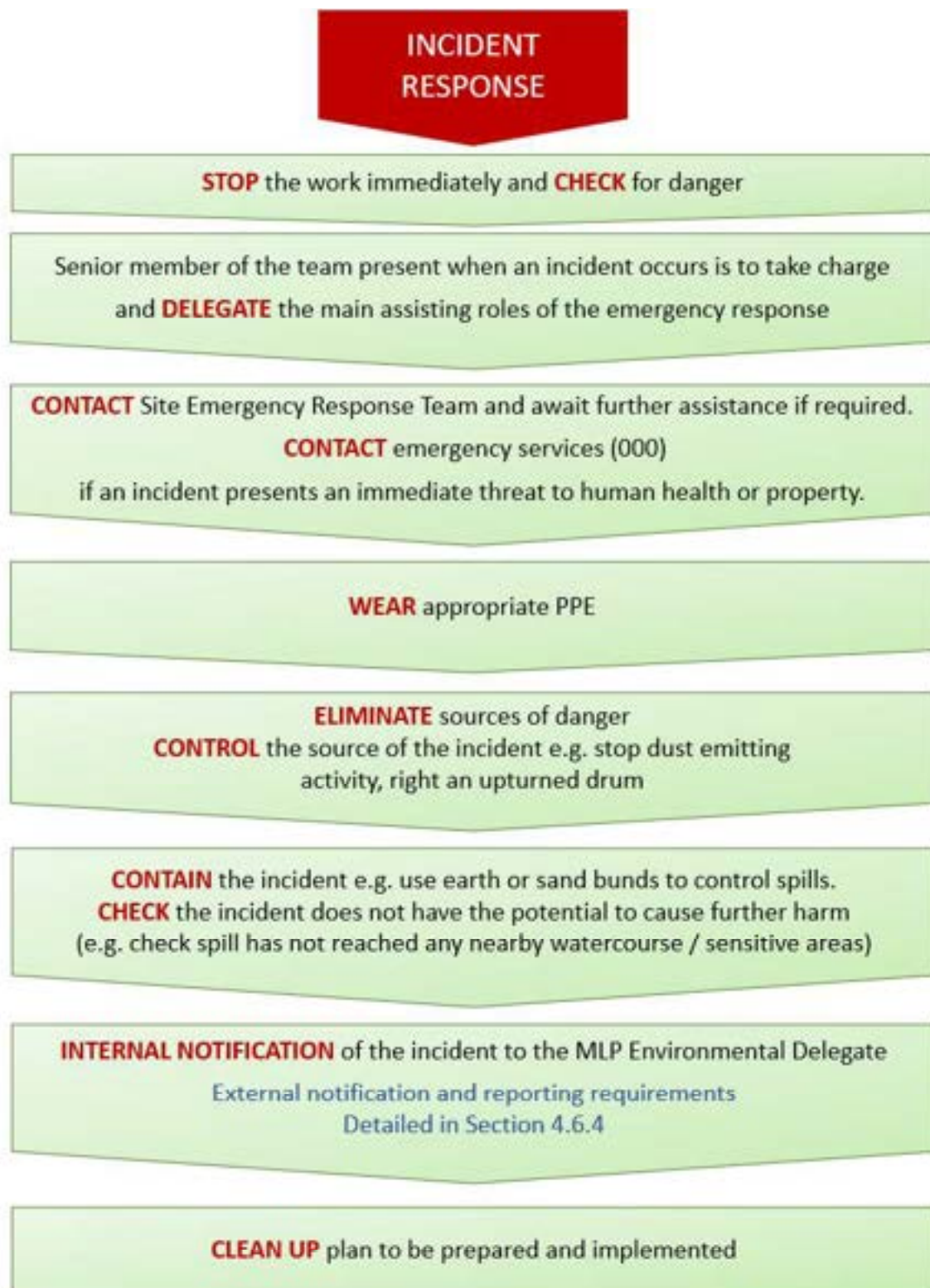


Figure 4-3: Environmental Incident Response Flowchart

## 4.2.4 Reportable Incidents

Regulatory authorities will be notified of actual or potential Level 3-5 incidents. The notification process for the relevant regulatory authorities are summarised below. Records of contact with, and details of the information provided to, external authorities will be maintained by LOGOS' Site HSEQ Manager / Advisor for MLP Precinct East (or Delegate).

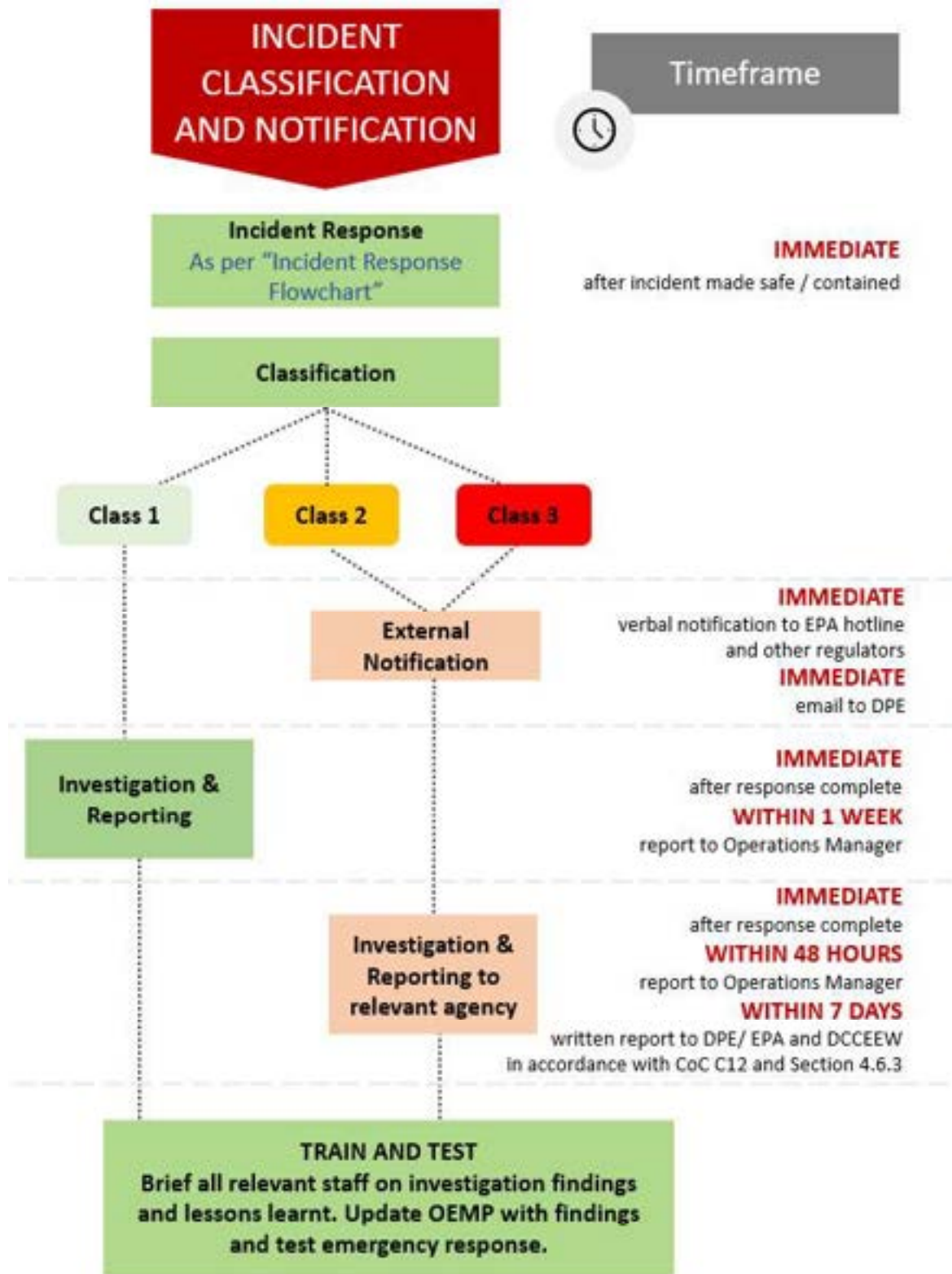


Figure 4-4: Incident Classification and Reporting



#### 4.2.4.1 Environmental Protection Agency

In accordance with POEO Act, the relevant Area Manager will immediately notify the EPA of all actual or potential Level 3-5 incidents via the EPA Environment Line (131 555).

The notification to the EPA will need to include information on:

- The time, date, nature, duration and location of the incident
- The location of the place where pollution is occurring or is likely to occur
- The nature, the estimated quantity or volume and the concentration of any pollutants involved
- The circumstances in which the incident occurred (including the cause of the incident, if known)
- The action taken or proposed to be taken to deal with the incident and any resulting pollution or threatened pollution
- Other information prescribed by the regulations.

#### 4.2.4.2 Department of Planning and Environment (DPE)

In accordance with CoC C11 'Incident Notification, Reporting and Response' (SSD 7628), DPE will be notified in writing to [compliance@planning.nsw.gov.au](mailto:compliance@planning.nsw.gov.au) immediately after LOGOS becomes aware of an incident. CoC E10 'Incident Reporting' (SSD 6766), requires this to be done within 24 hours of becoming aware of the incident.

The written incident notification must address the requirements of Appendix C of the CoC, and will:

- a. Identify the development and application number
- b. Provide details of the incident (time, date, nature, duration and location of the incident)
- c. The nature, the estimated quantity or volume and the concentration of any pollutants involved, if known
- d. The circumstances in which the incident occurred (including the cause of the incident, if known)
- e. Identify how the incident was detected
- f. Identify when the Applicant became aware of the incident
- g. Identify any actual or potential non-compliance with conditions of consent
- h. Describe what immediate steps were taken in relation to the incident
- i. Identify further action(s) to be taken in relation to the incident
- j. Identify a contact for further communication regarding the incident and set out their contact details.

If statutory notification is provided to EPA as required under the POEO Act in relation to the operational activities, such notification must also be provided to the Secretary within 24 hours after the notification was provided to EPA.

#### 4.2.4.3 Other Relevant Authorities

In addition to notifying the EPA, DPE and DCCEEW of pollution incidents, LOGOS Site HSEQ Manager / Advisor for MLP East Precinct (or Delegate)) will also immediately notify other regulatory authorities as outlined below. Contact details are provided in Table 4-5.

- Office of Environment and Heritage
- SafeWork NSW
- Liverpool City Council
- Fire and Rescue NSW
- Third party land holders (where appropriate, see Figure 2-2).

#### 4.2.4.4 Department of Climate Change, Energy, the Environment and Water (DCCEEW)

In respect to environmental incidents relating to the EPBC Act, LOGOS Site HSEQ Manager / Advisor for MLP East Precinct (or Delegate) will notify the Chief Compliance Officer of the DCCEEW within seven days of the event ([EPBCmonitoring@environment.gov.au](mailto:EPBCmonitoring@environment.gov.au)).

These types of incidents include the death or injury to the following:

- Listed Migratory bird species
- Listed marine species
- Threatened species or listed ecological community (includes taking of listed plants and animals).

## 4.2.5 Incident Review

A review of the incident will be undertaken in accordance with WHSMS-LOGOS-007 Incident Reporting & Management Procedure . Within three days of a potential or actual Level 3 incident, the LOGOS Site HSEQ Manager / Advisor for MLP East Precinct (or Delegate) will convene a briefing to provide an update on the incident to relevant senior management.

The following information relating to the incident will be documented:

- Condition of the environment and the status of any rectification or remediation works
- Completed Incident Cause Analysis Method (ICAM) report, including appropriate causal analysis and corrective actions
- Program for the implementation of the corrective actions and any maintenance activities
- Incorporation of any requirements of regulatory agencies as a result of external notification
- Any other relevant information.

Any written requirements of the Secretary (or relevant public authority) that may be given to address the cause or impact of an incident will be complied with and within any circumstances specified by the Secretary or relevant public authority.

LOGOS will keep evidence to show the recommendations from the ICAM have been undertaken.

## 4.2.6 Emergency Contact Details

Emergency contact details are included in Table 4-5:

Table 4-5: Emergency Contact Details

Service	Authority	Contact Number
Local Emergency Operations Controller (LEOCON)	Emergency	000
	Local	[TBA]
Fire Brigade	Emergency	000
Ambulance	Emergency	000
Liverpool Police Station	Emergency	02 9821 8444
State Emergency Service (SES)	Emergency	13 25 00
Liverpool Hospital Cnr Elizabeth and Goulburn Streets Liverpool NSW 2170	Local	02 8738 3000
Local Medical Centre Elizabeth Drive Medical Centre, 177 Elizabeth Dr, Liverpool	Local	02 9600 7778
NSW Fire and Rescue	Local	1300 729 579
NSW Rural Fire Service Cnr Alderney Street and Townson Avenue, Minto NSW 2566	Local	1800 679 737 02 9603 7077
RMS Traffic Incident Reporting	Local	13 17 00
Sydney Trains Safety Incident and Injury	Local	1800 772 779

Service	Authority	Contact Number
Sydney Trains Rail Management Centre	Local	02 9379 1743
ARTC Australian Rail Track Corporation (Enquiries)	Local	(08) 8217 4366
OEH Pollution Hotline	Emergency	13 15 55 02 9995 5555 (if calling from outside NSW)
Poisons Information	Poisons Information	13 11 26
Liverpool City Council Ground Floor, 33 Moore St, Liverpool NSW 2170	Customer Contact Centre for NSW Residents	1300 36 2170
	Calling from interstate	02 9821 9222
	National Relay Service (NRS) for hearing and speech impaired customers	133 677
Safe Work NSW	Customer Contact Number	13 10 50
	National Relay Service (NRS) for hearing and speech impaired customers	133 677
LOGOS Hotline number (Managing Agent – Precinct)	Local	1300 553 065
Operations Manager	[TBA]	[TBA]
LOGOS Site HSEQ Manager / Advisor for MLP Precinct East	Local	[TBA]
Emergency Response Team	[TBA]	[TBA]
<b>Utilities</b>		
Electricity	Ausgrid (24 hours)	13 13 88
	Endeavour Energy (24 hours)	13 10 03
Water	Sydney Water	13 20 90
Gas	Jemena	13 19 09
Network	Telstra	13 22 03
	Optus	13 13 44
	NBN	1800 687 626
<b>After Hours Contacts</b>		
Security Guard	Blue Star Security	0439 554 078

## 5 IMPLEMENTATION

This section addresses the key risks and environmental performance issues associated with the operation of the MLP East Precinct and the environmental controls established to manage the key risks.

The Aspects and Impacts Register (Appendix E) provides a risk assessment of the work activities covered by this OEMP and management measures and controls to be implemented to manage the risks to acceptable levels. Specific management measures for each relevant environmental aspect are detailed within the aspect specific OEMP sub-plan.

Contractors undertaking site activities on behalf of LOGOS will be required to work under this OEMP but may utilise their own business and risk management systems and processes to develop any necessary site-specific safety and environmental management documentation and induction materials taking into account the activity risk assessment, any relevant mitigation measures and any site / task specific risks that may require other or additional mitigation measures and controls to be applied.

As per Table 4-3, employees, contractors and tenants will be trained in the requirements of this OEMP and/or their specific WOEMP to ensure that environmental risks are managed in accordance with this OEMP and the Conditions of Consent.

### 5.1 Risk Assessment and Management

Environmental aspects, impacts and opportunities associated with the operation of the MLP East Precinct have been identified and assessed in accordance with the Environmental Risk Analysis (ERA) presented in the MPE Stage 1 (Section 21) and MPE Stage 2 (Section 21) EIS documents as well as a risk workshop as detailed in Section 5.1.1, based upon ISO 31000. The EIS ERA detail the potential impacts, as assessed within the EIS and provide mitigation measures to reduce the severity of the impact. The mitigation measures have been incorporated into the development of the OEMP and sub-plans, compliance against which are presented within Appendix A of this OEMP, and within the aspect-specific sub-plan.

The key operational aspects include:

- Traffic on local and regional roads
- Noise and vibration caused by operation of container handling equipment, locomotives and truck movements
- Air quality
- Biodiversity
- Regional and local hydrological impacts
- Surface water and stormwater quality
- Contamination of soils and groundwater
- Bushfire ignition
- Visual impacts to local residents and users of Moorebank Avenue
- Direct and indirect greenhouse gas emissions as a result of operation
- Community concern over impacts on environmental and health impacts.

#### 5.1.1 Aspects and Impacts Assessment

A risk workshop was undertaken prior to the commencement of operations with Qube representatives and a team of environmental specialists to consider the aspects and impacts resulting from the operation of MLP East Precinct and to determine the relevant risk rankings, control measures and residual risk rankings.

The risk workshop findings have been compiled into the Aspects and Impacts Register (refer to Appendix E) which identifies the actual or potential environmental impact. The Aspects and Impacts Register provide a reference to relevant management documentation within the OEMP where control measures can be found.

The risk assessment has been conducted on each potential environmental impact, in accordance with Figure 5-1.

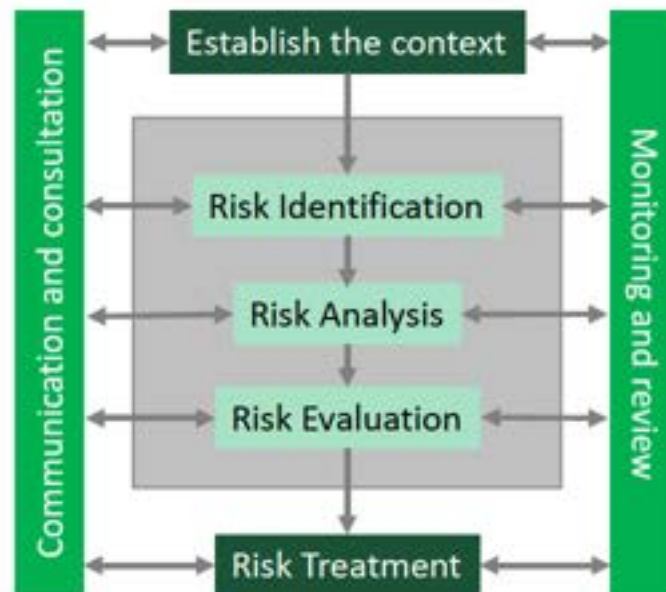


Figure 5-1: Risk Assessment Process

The key environmental performance issues related to the facility include, but are not limited to, the following:

- Traffic
- Noise
- Air Quality
- Stormwater management.

Environmental impacts will be controlled to a degree which is commensurate with the level of risk, with greater emphasis on managing impacts with 'moderate' and 'high' risks and are detailed within the management measures of each aspect specific sub-plan.

The Aspects and Impacts Register will be updated on an annual basis with the review of the OEMP or where additional aspects, impacts or opportunities are identified during operation of the MLP East Precinct and specific site conditions are encountered and documented. Risk assessments will also be undertaken prior to commencing any previously unforeseen activities on the site.

Warehouse tenants are required to assess the level of environmental risk for all of their activities and include this risk assessment and proposed mitigation measures within their individual WOEMPs. LOGOS Site HSEQ Manager / Advisor for MLP Precinct East (or Delegate) will review the WOEMPs to confirm that environmental risks are considered and appropriately addressed. Risk assessments for the warehouses are to be reviewed and updated as part of OEMP reviews.

## 5.2 Environmental Management Activities and Controls

Environmental management measures are documented in the sub-plans to this OEMP and the Aspects and Impacts Register (Appendix E).

### 5.2.1 Environmental Aspects and Sub-plans

This OEMP has been prepared in an aspect-based format that nominates for each environmental aspect, the tasks that are required to be addressed during the operational phases of the development, covering where relevant:

- Environmental aspect
- Environmental objectives
- Control measures
- Monitoring.

Refer to Appendix E for the risk register of operational activities which will be undertaken under this OEMP.

The key environmental aspects of the project, including noise, visual, air quality and stormwater are summarised briefly in the following sections. However, the relevant sub-plans to this OEMP provide the specific detailed control measures being implemented to manage the complete range of environmental aspects. The Sub-Plans to this OEMP include:

- Emergency Response Plan (PREC-QPMS-EN-PLN-0002), including the Flood Emergency Management Plan, Bushfire Management Plan and Bushfire Emergency and Evacuation Plan
- Container Noise Barrier Management Plan (PREC-QPMS-EN-PLN-0004)
- Flora and Fauna Management Plan (PREC-QPMS-EN-PLN-0005)
- Stormwater Infrastructure and Operation and Maintenance Plan (PREC-QPMS-EN-PLN-0006)
- Workplace Travel Plan (PREC-QPMS-EN-PLN-0007)
- Noise and Vibration Management Plan (PREC-QPMS-EN-PLN-0008)
- Traffic and Access Management Plan (PREC-QPMS-EN-PLN-0009)
- Community Communication Strategy (PREC-QPMS-EN-PLN-0010)
- Waste and Resource Management Plan (PREC-QPMS-EN-PLN-0011)
- Air Quality Management Plan (PREC-QPMS-EN-PLN-0012)
- Urban Design and Landscape Plan (SSS2-QPMS-EN-APP-00034)
- Warehouse Operations Environmental Management Plan
- Biodiversity Monitoring Strategy
- Contamination Management Plan (EP1280.001\_MPE\_CMP\_V11).

#### 5.2.1.1 Noise Impacts

All areas of the MLP East Precinct have been identified as having the potential for generating adverse noise impacts for nearby sensitive receivers (Appendix E). An Operational Noise and Vibration Management Plan (ONVMP) has been prepared as a sub-plan to this OEMP which addresses potential sources of noise emissions, training and awareness for employees, proactive noise management and monitoring measures and complaints handling procedures. In addition to the ONVMP a Container Noise Barrier Management Plan (CNBMP) has also been prepared, which specifically addresses how stacked shipping containers will be used to shield neighbouring areas from noise generated by the 24-7 operations of the IMEX terminal. The ONVMP and CNBMP, in addressing all noise-related impacts of the MLP East Precinct, satisfy the noise management requirements of this OEMP. Refer to the ONVMP and CNBMP for detailed mitigation measures, monitoring requirements and other aspects of noise management.

#### 5.2.1.2 Visual Impacts

The UDLP (Appendix L) provides detail as to the urban design and landscape measures to be employed to minimise the visual impact of the MLP East Precinct on the surrounding sensitive receivers. Potential views will occur along viewing corridors created by Moorebank Avenue and where topography provides some elevation above potential obstructions to views, such as from Casula to the west.

Overall, the facility is in keeping with the surrounding land uses and any visual impacts will be effectively mitigated through the implementation of UDLP measures such as:

- The use of directional lighting to avoid light spill to residences and surrounding bushland
- Planted vegetation along Moorebank Avenue including trees and shrubs that screen viewpoints of the IMEX terminal and warehouses
- Building setbacks from Moorebank avenue
- Sensitive architectural design consideration of building orientation, height and colouration
- Vegetated on-site detention basins.

Refer to the UDLP (located in Appendix L) for further information regarding the mitigation of visual impacts across the MLP East Precinct.

### 5.2.1.3 Watercourse Crossings

The Rail Link for the MLP East Precinct crosses Georges River and Anzac Creek via a dedicated bridge and culvert respectively. The Stormwater Infrastructure Operation and Management Plan (SIOMP), as a sub-plan to this OEMP, has established a monitoring program for all stormwater infrastructure across the MLP East Precinct. The SIOMP requires monthly monitoring of the Georges River and Anzac Creek crossings to determine if there has been movement of the creek bed and bank. If the monitoring and ensuing investigation determines adverse impacts, then specific management measures will be implemented to address the cause as required. See the SIOMP for further details regarding water crossings and stormwater aspects.

### 5.2.1.4 Air quality Impacts

An air quality monitoring programme will be established for operational phase, focused on the key pollutants CO, NO<sub>2</sub>, PM<sub>2.5</sub> and PM<sub>10</sub>; real-time boundary monitoring will be installed to measure CO, NO<sub>2</sub>, PM<sub>2.5</sub> and PM<sub>10</sub> emissions. The Operational Air Quality Management Plan (OAQMP), as a sub-plan to this OEMP, addresses air quality aspects, mitigation and monitoring measures in detail.

## 5.2.2 Environmental Control Maps

Environmentally sensitive areas within and adjacent to the MLP East Precinct (including areas that contain items of heritage interest or value, or areas set aside for ecological/potential community uses) have been documented in the Environmental Control Maps (ECMs). Where activities are occurring in, or may otherwise impact on, environmentally sensitive areas this will need to be communicated to personnel and contractors as part of the Visitors or General Site Induction and in contracts.

## 6 MONITOR AND REVIEW

### 6.1 Monitoring

Environmental monitoring will be undertaken to verify:

- The environmental impacts predicted for the operation of the MLP East Precinct
- The effectiveness of environmental controls to achieve the environmental objectives and targets
- Implementation of this OEMP.

Environmental monitoring and reporting of results are generally provided in each OEMP sub-plan. Where relevant, the sub-plan will provide detail on the following:

- Responsibility for monitoring
- Relevant standards applicable to the monitoring
- Monitoring technique
- Monitoring location and installation requirements
- Frequency of monitoring
- Sample collection requirements
- Calibration and maintenance requirements of equipment
- Data management, review and distribution.

Table 6-1 summarises precinct wide monitoring requirements.

In addition to the monitoring required in accordance with the requirements of the CoC, monitoring may also be required in response to incidents and this would be determined in accordance with the Incident Cause Analysis Method report, as described in Section 4.2.5.

#### 6.1.1 Interface of Operation and Construction areas

As detailed in Section 1.5 construction and operation of the MLP East Precinct will be progressive, and as such, operational areas will be adjacent to construction areas. The construction areas will be delineated by fencing and will be subject to the approved Construction Environment Management Plan. The relevant Area Manager should consider the construction activities occurring in proximity to the operational area when monitoring their area of responsibility. If the Area Manager suspects that construction activities are affecting the compliance obligations of this OEMP, they will report to the Operations Manager who should negotiate with the Environmental Manager of the construction area in order to realise appropriate mitigation measures.



Table 6-1: MLP East Precinct Monitoring Requirement Summary by Aspect

Aspect	Condition or Reference	Monitoring Requirements	Frequency	Reference Document
Air Quality	CoC F4(f)(iv), G6(a)(b) and FCMM 2C (SSD 6766) CoC B59 and FCMM 3C (SSD 7628)	Regular ambient air quality monitoring of air quality pollutants generated by the Facility	Continuous <sup>3</sup>	Operational Air Quality Management Plan
Air Quality	NSW EPA and TINSW agreed benchmarks	Monitoring against locomotive emissions benchmarks established for the Facility	Continuous	Operational Air Quality Management Plan
Biodiversity	FCMM 8C (SSD 6766)	Monitoring and maintenance of nest boxes	Continuous	Operational Flora and Fauna Management Plan
Biodiversity	Biosecurity Act 2015 EPBC Act CoA 5(h) (Annexure A) SSD 7628 B110 (i)	Monitoring of weed cover	Bi-monthly	Operational Flora and Fauna Management Plan
Biodiversity	SSD 7628 B110 (i)	Monitoring of riparian vegetation restoration	Quarterly for first 12 months then annually	Operational Flora and Fauna Management Plan
Biodiversity	EPBC Act CoA 5(h)	Monitoring of threatened species occurrence	Annually in spring	Operational Flora and Fauna Management Plan
Biodiversity	EPBC Act CoA 5(i)	Monitoring of viability of native vegetation adjoining the rail easement	In accordance with the frequency outlined in the OFFMP	Operational Flora and Fauna Management Plan
Biodiversity	SSD 7628 B110 (ii)	Monitoring of feral fauna occurrence	If reported and treated, undertake monitoring every 3 months till species is no longer identified	Operational Flora and Fauna Management Plan
Biodiversity	Koala Management Plan	Monitoring of koala fencing	Annually	Operational Flora and Fauna Management Plan
Biodiversity	SSD 6766 C20	Monitoring of fauna connectivity across the Anzac Creek Culvert within the Wattle Creek Offset Area	Annually in spring	Operational Flora and Fauna Management Plan

<sup>3</sup> Note that FCMM 2C states during initial phases of both construction and operation phases, however, the more stringent requirement has been adopted

Aspect	Condition or Reference	Monitoring Requirements	Frequency	Reference Document
Biodiversity and Water Quality	CoC B106, B43, B44, FCMM 5E (SSD 7628) FCMM 8F (SSD 6766)	Detection of water quality and macroinvertebrate changes between upstream and downstream sites because of operational activities	Twice annually for no less than 5 years from the commencement of operations	Moorebank Precinct East Stage 2: Baseline Aquatic Ecological Monitoring Report and Biodiversity Monitoring Strategy
Noise	CoC F5(d) (SSD 6766)	Break squeal monitoring system	Continuous	Break Squeal Report
Noise	CoC F5A (SSD 6766)	Noise measurements from operation of the site as detailed in the Container Barrier Noise Management Plan <i>Required for assessment of compliance with the project specific noise levels and the sleep disturbance trigger levels at the nearest affected residential receivers</i>	<ul style="list-style-type: none"> <li>Between 3 and 6 months after commencement of operation (3 separate nights for a period of not less than 2 hours whilst train wagons are being loaded with container)</li> <li>Monthly for 6 months after first measurement event (1 night per month for a period of not less than 2 hours whilst train wagons are being loaded containers)</li> </ul>	Operational Noise and Vibration Management Plan
Noise	CoC G7 (SSD 6766)	Install and maintain a rail noise monitoring system on the rail link	Continuous	Operational Noise and Vibration Management Plan
Noise	CoC G7A (SSD 6766)	Install and maintain a wayside angle of attack monitoring system to continuously monitor the angle of attack to the rail of rolling stock wheels.	Continuous	Operational Noise and Vibration Management Plan
Noise	CoC G7B (SSD 6766)	Night-time noise survey at Glenfield Farm (or equivalent location)	<ul style="list-style-type: none"> <li>Between 3 and 12 months after commencement of operation</li> <li>Minimum of 12 continuous days during July, August or September</li> </ul>	Operational Noise and Vibration Management Plan

Aspect	Condition or Reference	Monitoring Requirements	Frequency	Reference Document
Noise	CoC F4(f)(i), G6(a)(b) and CoC G15 (SSD 6766) CoC B64, B86 and FCMM 2E (SSD 7628)	Operational noise monitoring to compare actual noise performance against noise predicted in the EIS	Continuous noise monitoring to be undertaken for 12 months following occupation of the entire site, or for up to two years (as per FCMM 2E, whichever is the more stringent. Within 12 months of occupation of the first warehouse, 50% occupation of the site and 100% occupation of the site (or as otherwise agreed by the Secretary)	Operational Noise Report
Noise	FCMM 3B (SSD 6766)	short-term noise monitoring of friction modifiers application (to test/determine effectiveness)	First 3 months of operation	Operational Noise and Vibration Management Plan
Noise	CoC B85 (SSD 7628)	Noise monitoring for mechanical plant and other noisy equipment	Prior to construction of the freight village and each warehouse for a period of 1 week and submitted to secretary within 2 weeks of occupation	Operational Noise and Vibration Management Plan
Sustainability	ISCA	Environmental / sustainability inspections	<ul style="list-style-type: none"> <li>Monthly for regular operations</li> <li>Weekly during maintenance activities</li> <li>Daily / weekly during construction and upgrades</li> </ul>	This OEMP
Traffic	CoC G11 (SSD 6766) CoC B28 (SSD 7628)	Container and vehicle monitoring in a Biannual Trip Origin and Destination Report: <ul style="list-style-type: none"> <li>Shipping container transport</li> <li>Truck gate opening periods</li> <li>Traffic volumes</li> <li>Origin-destination results</li> <li>Results of Intersection surveys.</li> </ul>	Continuous (for a period of 3 years or otherwise agreed with the Secretary) from the commencement of operation of IMEX terminal	Operational Traffic and Access Management Plan
Traffic	CoC G14 (SSD 6766) CoC B89 (SSD 7628)	Heavy vehicle monitoring from Moorebank Avenue through a main gate monitoring system (e.g. CCTV)	Continuous	Operational Traffic and Access Management Plan
Traffic	CoC A8 / A9 (SSD 7628)	Container freight road volume must not exceed 250,000 TEUs by up to a further 250,000 TEU p.a.	Continuous	Operational Traffic and Access Management Plan

Aspect	Condition or Reference	Monitoring Requirements	Frequency	Reference Document
Traffic	CoC E34(a) (SSD 6766) CoC B2(g) (SSD 7628)	Monitoring of implementation and efficiency of traffic control measures	Continuous	Operational Traffic and Access Management Plan
Traffic	CoC E34(a) (SSD 6766) CoC B2(g) (SSD 7628)	Visual monitoring of all traffic within the Facility	Continuous	Operational Traffic and Access Management Plan
Traffic	CoC E34(a) (SSD 6766) CoC B2(g) (SSD 7628)	Monitoring of access roads to and from Moorebank Avenue to ensure ongoing safe road environment for all users	Daily	Operational Traffic and Access Management Plan
Traffic	CoC E34(a) (SSD 6766) CoC B2(g) (SSD 7628)	Monitoring of road conditions on access and onsite roads following periods of adverse weather conditions such as significant rainfall events	Continuous	Operational Traffic and Access Management Plan
Waste	FCMM 12B (SSD 7628)	Monitoring of the training of personnel to properly sort and transport waste into the right components and appropriate destinations	Continuous	Operational Waste and Resources Management Plan
Waste	FCMM 13D (SSD 6766) FCMM 12B (SSD 7628)	Monitoring of provision of adequate bin storage for all waste streams	Continuous	Operational Waste and Resources Management Plan
Waste	CoC B40(b)(vii) & B142(g) (SSD 7628)	Rainwater reuse meter monitoring	Continuous	Operational Waste and Resources Management Plan
Waste	FCMM 13D (SSD 6766) FCMM 11F (SSD 7628)	Monitoring of waste diversion from landfill	Monthly	Operational Waste and Resources Management Plan
Water Quality	CoC F4(f)(iii) (SSD 6766)	Procedures for the monitoring and maintenance of the watercourse crossings to achieve stable creek bed and banks	Continuous	Stormwater Infrastructure Operation and Maintenance Plan
Water Quality	CoC B49 (SSD 7628)	Quarterly inspections and inspections after major rainfall events to manage the operation of stormwater infrastructure on and off the site	Quarterly and post rainfall event	Stormwater Infrastructure Operation and Maintenance Plan
Water Quality	CoC B40(c) (SSD 7628)	Water quality monitoring at discharge points	Per discharge	Stormwater Infrastructure Operations Management Plan

Aspect	Condition or Reference	Monitoring Requirements	Frequency	Reference Document
Water Quality	CoC B43 & B106 (SSD 7628) FCMM 8F (SSD 6766)	<p>Monitoring of:</p> <ul style="list-style-type: none"> <li>• Surface water quality</li> <li>• Sediment monitoring</li> <li>• Aquatic Macroinvertebrate</li> <li>• Fish assemblage</li> <li>• Surface water quality</li> <li>• Macroinvertebrate</li> </ul>	Twice a year during Spring and Autumn for 5 years following completion of construction	Stormwater Infrastructure Operations Management Plan
Light Spill	EPBC CoA 8(a)	<p>Monitoring of light spill will include:</p> <ul style="list-style-type: none"> <li>• Implementation of permanent lighting in compliance with the UDLP</li> <li>• Location and direction of temporary (fixed and portable) lighting.</li> </ul>	Monthly, and in response to complaints	Appendix K Appendix L
Vandalism	CoC B140(i) (SSD 7628)	Graffiti management commitments and provisions include monitoring for the presence of graffiti.	Monthly, and in response to complaints	This OEMP - Section 4.1.3

## 6.2 Reporting

Environmental monitoring identified in Table 6-1 and ongoing compliance with the CoC and the Commonwealth CoA, will be required during operation of the MLP East Precinct. Table 6-2 provides a summary of the various reporting requirements and the frequency of submission of reports to the various regulatory authorities, including DCCEEW.

Table 6-2: MLP East Precinct Reporting Requirement Summary

Item	Reporting Requirements	Frequency
<b>SSD 6766</b>		
CoC C4(c)(iii)	Completion Compliance Report	Within 1 month of the completion of construction
CoC F1	Post Construction Dilapidation Report	At the completion of construction works
CoC F5	Break Squeal Report	Prior to commencement of operations
CoC F5A	Assessment of compliance with the project specific noise levels as detailed in the CBNMP	<ul style="list-style-type: none"> <li>• Between 3 and 6 months after commencement of operation</li> <li>• Monthly for 6 months after first measurement event</li> </ul>
CoC G6(a)	Best Practice Progress Review for noise and emission technologies for locomotives	Annually for up to 7 years from commencement of operation
CoC G6(b)	Best Practice Review for noise technologies for wagons	Prior to commencement of operations
CoC G7	Noise Monitoring System Reporting	Prior to commencement of operations Annually for 5 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal.
CoC G7A	Wayside angle of attack reporting	6-monthly
CoC G7B(e)	Night Time Rail Noise Monitoring Report	Following completion of noise survey
G11	Container and vehicle monitoring report	6-monthly for a period of 3 years from the commencement of operation of the IMEX terminal
CoC G14	Report on heavy vehicle monitoring from Moorebank Avenue	As requested by the Secretary for the prior 12 month period
CoC G15	Operational Noise Report (for submission to DPE and EPA)	Within 12 months of commencement of operation
FCMM 3B	Effectiveness of Friction Modifiers Report	Within 3 months of commencement of operations
<b>SSD 7628</b>		
CoC B28	Biannual Trip Origin and Destination Report	<ul style="list-style-type: none"> <li>• Within 1 month of its preparation throughout operation of the project, starting 6 months from commencement of operation</li> <li>• 6 monthly thereafter</li> </ul>
CoC B29	Workplace Travel Report	1 year from commencement of operation up to and including 5 years from occupation of final building
CoC B49	Stormwater Infrastructure Operation and Maintenance Report	Quarterly
CoC B59	Air quality monitoring reporting	Annually

Item	Reporting Requirements	Frequency
CoC B85	Monitoring Report for Mechanical Plant	Prior to construction of the freight village and each warehouse for a period of 1 week and submitted to secretary within 2 weeks of occupation
CoC B86	Operational Noise Report	Within 12 months of occupation of first warehouse, 50% occupation of the site and 100% occupation of the site
CoC B89	Report on heavy vehicle monitoring from Moorebank Avenue	As requested by the Secretary for the prior 12-month period
CoC B90	Best Practice Noise Mitigation Review Report	Annually
CoC C10	Review of environmental performance of the development (including all tenants and occupants)	Annually
CoC C21(c)(iii)	CoC Compliance Tracking	Pre-operation compliance report and 6-monthly during operations
<b>EPBC 2011/6229</b>		
CoA 12	Annual Compliance Report	Within three months of every 12 month anniversary of the commencement of the action
<b>Other Reporting</b>		
OFFMP	Riparian vegetation restoration report	Quarterly for first 12 months then annually
OFFMP	Nest box monitoring report	Annually
OFFMP	Aquatic ecology monitoring report	Brief summary report following each biannual survey and final report following completion of surveys annually
OFFMP	Weed control records including pesticide applications	Ongoing
OFFMP	Threatened flora monitoring report	Annually (in Spring)
OFFMP	Koala monitoring report	Annually (in Spring)
OWRMP	NGER reporting ( <i>Commonwealth National Greenhouse and Energy Reporting Act 2007</i> )	Annually

## 6.2.1 Management Review and Continuous Improvement

LOGOS will annually review the adequacy of the environmental and sustainability controls, procedures objectives and targets within the OEMP. This will enable LOGOS to determine whether the controls are still applicable to the activities being undertaken and to track progress against the objectives and targets.

The review will address, as a minimum:

- Phasing of operation, as more warehouses are constructed
- Changes in maintenance/ operational activities
- Environmental monitoring outcomes
- Progress against objectives and targets
- Changes required to address incidents and non-conformances
- Changes in organisational structure and responsibilities
- Changes in standards and legislation
- Changes in relevant sub-plans
- Community feedback identifying issues with operation
- Any Regulatory Agency or Council input/requirements or response from DPE

- Any third-party land holder inputs or requirements (see Figure 2-2).

The management review will be documented and changes to the plan made by LOGOS' Site HSEQ Manager / Advisor for MLP Precinct East (or Delegate).

Minor updates (i.e. those which do not impact on compliance with the CoC) will be undertaken by LOGOS as appropriate and updates may include consultation with relevant Authorities and tenants. Consistency with relevant Commonwealth CoAs will also be considered. These changes would be reviewed and approved by the LOGOS Site HSEQ Manager / Advisor for MLP Precinct East (or Delegate).

If required, an Accordance Assessment will be prepared by the Principal's Representative to assess the proposed change to satisfy LOGOS that the change is in compliance/accordance with the documents listed in CoC A2 'Terms of Consent' (SSD 7628).

## 6.2.2 Annual Review

In accordance with CoC C10 'Annual Review' (SSD 7628), LOGOS will submit an annual review of the environmental performance of the development (including all tenants and occupants) to DPE.

The review will:

- describe the development that was carried out in the previous calendar year, and the development that is proposed to be carried out over the next year;
- include a comprehensive review of the monitoring results and complaints records from the previous year,
- including a comparison of these against:
  - the relevant statutory requirements, limits or performance measures/criteria;
  - requirements of any plan or program required under this consent;
  - the monitoring results of previous years; and
  - the relevant predictions in the EIS, Submissions Report, Consolidated assessment clarification responses; Modification Assessment, or conditions of this consent;
- identify any non-compliance over the previous year, and describe what actions were (or are being) taken to ensure compliance;
- identify any trends in the monitoring data over the life of the development;
- identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and
- describe what measures will be implemented over the next year to improve the environmental performance of the development.

LOGOS will submit copies of the Annual Review to Liverpool Council and make them available to the CCC and any interested person upon request.

In accordance with CoC C9 'Revision of Strategies, Plans and Programs' (SSD 7628), the strategies, plans and programs required under the Development Consent will be reviewed within three months of the:

- Submission of an annual review under condition C10
- Submission of an incident or non-compliance notification under condition C13
- Submission of an audit under condition C19
- Approval of any modification of the conditions of consent, or
- Issue of a direction of the Secretary under condition A2.

Where revisions are required, the revised document will be submitted to the Secretary and Federal Minister for the Environment for approval within six weeks of the review.



## 6.2.3 Compliance Reporting

The following compliance reports will be developed in accordance with SSD 7628 CoC C21 'Compliance Monitoring and Tracking':

- A pre-operation compliance report prior to the commencement of operations
- 6-monthly compliance report throughout operations.

LOGOS will require tenants to produce a 6-monthly Environmental Management Compliance Report which will detail how they have complied with the CoC and any relevant OEMP requirements. This report will be supplied to LOGOS to allow the information to be compiled into an overarching Compliance Report which will be submitted to DPE and DCCEE (in accordance with EPBC 2011/6229 CoA 12) every 6 months. Compliance of the CoC will be undertaken and reported in accordance with the requirements of CoC C21 'Compliance Tracking Program'.

An annual compliance report is also required in accordance with CoA 12 'Administrative Conditions' (EPBC 2011/6229).

## 6.3 Auditing and Inspections

### 6.3.1 Audit Requirements

Environmental and sustainability audits will be undertaken in accordance with the EMS, CoC and ISCA requirements. These audit requirements are detailed in Table 6-3. Internal audits will be undertaken quarterly, with the fourth audit replaced by the independent external audit.

Audits will be undertaken in accordance with ISO 19011 – Guidelines for Auditing Management Systems.

Under section 458 of the EPBC Act, DCCEE may also undertake an audit or require that an independent audit is undertaken to verify compliance with the CoA.

Table 6-3: MLP East Precinct Audit Summary

CoC / CoA	Auditing Requirements	Frequency	Scope and Dissemination
G16 (SSD 6766) C18 (SSD 7628)	Independent Environmental audit	Within 12 months of operation commencing  Every 3 years thereafter unless directed by Secretary	Reviews adequacy of any approved strategy, plan or program required under the approvals.  Recommend measures or action to improve the environmental performance of the Facility, and/or any strategy, plan or program required under the approvals  Report required within 60 days of commissioning the audit (SSD 6766) <sup>4</sup>  Final audit report and responses will be published on the website
B49 (SSD 7628)	Stormwater infrastructure operation and maintenance (SIOMP) audits	Annual	Independent auditor (See SIOMP)  Verify condition, operation and issues associated with the treatment systems
B130 (SSD 7628)	Site audit statement	Once off	Prior to an occupation certificate being issued – PFAS
CoA 13 (EPBC 2011/6229)	Independent Environmental audit	If requested by the Minister (or delegate)	Compliance with the conditions of approval is conducted and a report submitted to the Minister (or delegate).  The independent auditor must be approved by the Minister (or delegate) prior to the commencement of the audit.  Audit criteria must be agreed to by the Minister (or delegate) and the audit report must address the criteria to the satisfaction of the Minister (or delegate)

<sup>4</sup> SSD 7628 requires the report within three months of commencing the audit. The SSD 6766 requirement has been adopted as it is more stringent

## 6.3.2 Inspections

LOGOS will undertake inspections of their own non-tenanted areas on a monthly basis in addition to the requirements outlined in Section 6.1. A schedule of inspections in Tenanted areas will be developed and included within the WOEMP as individual warehouses come on line and this will be based on the level of risk associated with their operations to verify that inspection records are being maintained and environmental actions and mitigation measures are effectively implemented. An example Environmental and Sustainability inspection checklist is included in Appendix F. Tenants will be required to maintain records of their onsite inspection records and make these available to LOGOS at any time.

## 6.4 Non-Conformance, Non-compliances and Actions

### 6.4.1 Non-conformances

Non-conformances are observations or actions that do not comply with the OEMP and the aspect specific sub-plan but are not considered to be a non-compliance with the relevant CoC or the EPBC Act Approval CoA (EPBC 2011/6086). Where a non-conformance is also considered to represent a non-compliance, it is to be recorded as a non-compliance.

It is the responsibility of all personnel to report non-conformances to LOGOS. LOGOS' Site HSEQ Manager / Advisor for MLP Precinct East (or Delegate) will investigate non-conformances, log corrective actions, and delegate responsibility for corrective actions within assigned timeframes.

Non-conformances with the implementation of the OEMP and sub-plans will be recorded and addressed by logging the issue within the Facility Corrective Actions Register and handled in accordance with the Environmental Management System – Corrective and Preventative Action [QUBE SHEMS-QM-04-PR-0022; WHSMS-LOGOS-007]. Non-conformances will be recorded and addressed through Aconex.

Tenants will be required to include a procedure for identifying non-conformance and implementing corrective actions within their OEMPs.

### 6.4.2 Non-compliances

A non-compliance as defined in Development Consent SSD 7709 is “*an occurrence, set of circumstances, or development that results in a non-compliance or is non-compliant with this consent but is not an incident*”. Non-compliances may also arise where an occurrence, set of circumstances or development is considered to be in non-accordance with the EPBC Act Approval (EPBC 2011/6086) CoA. Incident response, classification and notification requirements are outlined in this OEMP.

Suspected non-compliances with the CoC can be identified by anyone and will be reported to the LOGOS Site HSEQ Manager / Advisor for MLP Precinct East (or Delegate).

Non-compliance with the CoC will be recorded and addressed by logging the issue within the Corrective Actions Register and handled in accordance with the Environmental Management System – Corrective and Preventative Action [QUBE SHEMS-QM-04-PR-0022; WHSMS-LOGOS-007]. Non-compliances will be recorded and addressed through Aconex.

LOGOS will notify DPE in writing to [compliance@planning.nsw.gov.au](mailto:compliance@planning.nsw.gov.au) within seven days after it becomes aware of any non-compliance (CoC C16 and C17 'Non-compliance Notification and Reporting'). The notification will identify the development and the application number for it, set out the CoC that the development is non-compliant with, the way in which it does not comply, the reasons for the non-compliance (if known), and what actions have been, or will be, undertaken to address the non-compliance. Documentary evidence providing proof of the date of publication and non-compliance with any of the CoA will be provided to DCCEEW at the same time as the compliance report is published.

All leases on site will require tenant compliance with the OEMP, including the implementation of corrective actions and reasonable directions from LOGOS in relation to compliance with the CoC, EPBC Act CoA and OEMP requirements.

## 6.5 Document Control and Records

LOGOS Estate Management Company, Qube Terminal Assets and Operations (IMEX, Rail Link) and individual contractors and tenants will be responsible for maintaining legible environmental records to demonstrate compliance with this OEMP, including where relevant:

- All monitoring and inspection reports
- Internal and external audit reports
- Reports of pollution incidents, environmental non-conformances and follow-up action
- Reports of environmental complaints and follow-up action
- Minutes of management review meetings, and actions required as a result
- Induction and training records.

All documentation, including environmental records, will be controlled in accordance with the SHEMS document control system and the MLP contractual requirements. Documents will be forwarded by LOGOS using Aconex – the primary Document Control System during operation. Aconex will be used to store records, documents, and plans as a minimum.

Tenants will make all relevant records available for inspection by LOGOS and/or the environmental auditor where necessary.

# APPENDIX A OPERATIONAL CONDITIONS OF CONSENT

Table A1: MPE Stage 1 Conditions of Consent (SSD 6766)

CoC	Requirement	Reference	How Addressed
A1	<p>The Applicant shall carry out the development generally in accordance with the:</p> <ul style="list-style-type: none"> <li>a) State Significant Development Application SSD 6766;</li> <li>b) SIMTA Intermodal Terminal Facility – Stage 1 – Environmental Impact Statement (Hyder Consulting Pty Ltd, May 2014);</li> <li>c) SIMTA Intermodal Terminal Facility – Stage 1 – Response to Submissions (Hyder Consulting Pty Ltd, September 2015); and</li> <li>d) The conditions of this consent.</li> </ul>	This OEMP and relevant aspect sub-plans.	All nominated plans have been / will be prepared as sub-plans to the OEMP or as stand-alone documents.
A2	<p>In the event of an inconsistency between:</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul>		Note only.
A3	<p>The Applicant shall comply with any reasonable requirement(s) of the Secretary arising from the Department's assessment of:</p> <ul style="list-style-type: none"> <li>a) any reports, plans or correspondence that are submitted in accordance with this consent, and</li> <li>b) the implementation of any actions or measures contained within these documents.</li> </ul>		Note only.
A5	<p>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.</p>		Note only.
A6	<p>Any advice or notice to the consent authority shall be served on the Secretary</p>		Note only.
A7	<p>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 and made available on the Project Website.</p>	<p>Section 3.3 Appendix B – Legislation Register Appendix C – Facility Permits and Licences Register</p>	<p>All applicable licences, permits and approvals will be obtained as required. Approvals, permits and licences required for the Facility are discussed in Appendix B and Appendix C.</p>

CoC	Requirement	Reference	How Addressed
B5	<p>The Applicant shall ensure that:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) the swept path of the longest vehicle entering and exiting the subject site 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;</li> <li>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.</li> <li>d) the layout of the site shall be designed so that heavy vehicles are not required to select reverse gear.</li> <li>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.</li> <li>f) all vehicles are wholly contained on site before being required to stop;</li> <li>g) all loading and unloading of materials is carried out on site; and</li> <li>h) the proposed turning areas in the car park are kept clear of any obstacles, including parked cars, at all times.</li> </ul> <p>Detailed plans demonstrating compliance with a)-h) shall be prepared in consultation with RMS and to the satisfaction of the Certifying Authority.</p>	<p>Design and Operational Traffic and Access Management Plan</p>	<p>An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.</p>
C19	<p>The Applicant shall ensure that the construction and operation of the proposed development will not prevent the existing use of Moorebank Avenue as a public road to a standard commensurate to its current use prior to the development.</p> <p>Note: temporary closures or part closures and changes to the operation of Moorebank Avenue may occur for limited periods during construction as detailed in the Construction Traffic Management Plan</p>	<p>Operational Traffic and Access Management Plan</p>	<p>An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.</p>
E3	<p>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.</p>	<p>Section 4.1</p>	<p>Section 4.1 details community consultation and complaints management.</p>
E25	<p>The Applicant shall prepare a review of sleep disturbance impacts based on detailed design, including:</p> <ul style="list-style-type: none"> <li>a) An assessment of how often noise events occur, the time of day they occur and whether there are any times of day when there is a clear change in the noise environment.</li> <li>b) Confirm the operational sleep disturbance predictions identified in the documents listed under Condition A1; and</li> </ul>	<p>Operational Noise and Vibration Management Plan</p>	<p>An Operational Noise and Vibration Management Plan has been prepared to address the requirements of this condition.</p>

CoC	Requirement	Reference	How Addressed
	<p>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.</p>		
F2	<p>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.</p>		<p>Note only.</p>
F3	<p>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.</p>	<p>Urban Design Landscape Plan (Appendix L)</p>	<p>An Urban Design Landscape Plan has been prepared to address the requirements of this condition.</p>
F4	<p>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:</p> <ul style="list-style-type: none"> <li>a) a description of activities to be undertaken during operation (including staging and scheduling);</li> <li>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;</li> <li>c) overall environmental policies, guidelines and principles to be applied to the operation of the project;</li> <li>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;</li> <li>e) an environmental risk analysis to identify the key environmental performance issues associated with the operation phase;</li> <li>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: <ul style="list-style-type: none"> <li>i. noise emissions including measures for regular performance monitoring of noise generated by the project and measures to proactively respond to and deal with noise complaints;</li> <li>ii. a description of the proposed and/or implemented measures to minimise visual impact project components, such as landscaping and design considerations;</li> </ul> </li> </ul>	<p>This OEMP</p>	<p>All nominated plans have been / will be prepared as sub-plans to the OEMP or as stand-alone documents. The Community Communication Strategy is being prepared in place of the Community Information and Awareness Strategy.</p>

CoC	Requirement	Reference	How Addressed
	<p>iii. procedures for the monitoring and maintenance of the watercourse crossings to achieve stable creek bed and banks;</p> <p>iv. air emissions including measures for regular performance monitoring of air quality generated by the Project and measures to proactively respond to and deal with air quality complaints.</p> <p>The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation, or as otherwise agreed by the Secretary. Operation shall not commence until written approval has been received from the Secretary.</p> <p>The approval of an Operation Environmental Management Plan does not relieve the Applicant of any requirement associated with this project approval. If there is an inconsistency with an approved Operation Environmental Management Plan and the conditions of this approval, the requirements of this approval prevail.</p>		
F5	<p>Prior to the commencement of operation, the Applicant shall prepare a Brake Squeal Report on brake squeal identifying the following:</p> <ul style="list-style-type: none"> <li>a) The extent of brake squeals across the fleet of rail vehicles that will frequently use the terminals. This should identify the number of occurrences of brake squeal, the typical noise levels associated with brake squeal (including the frequency content), and the operational conditions under which brake squeal occurs (e.g. under light braking, hard braking, low / medium / high speed, effects of temperature and weather, etc.);</li> <li>b) The root cause of brake squeal, including the influence of the design, set-up and maintenance of both brake shoes and brake rigging;</li> <li>c) Possible solutions to mitigate or eliminate brake squeal, including modifications to brake rigging and alternative brake shoe designs and compounds; and</li> <li>d) Any monitoring system proposed to capture brake squeal.</li> </ul>	Brake Squeal Report	A Brake Squeal Report will be prepared to address the requirements of this condition.
F5A	<p>The Applicant shall prepare and implement (following approval) a Container Noise Barrier Management Plan (CNBMP). The plan shall be prepared by a suitably experienced and qualified acoustics consultant and shall outline the management practices and procedures that are to be followed during night-time operation of the site and for the stacking of containers to be used as noise barriers. The plan shall include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>a) the preparation of a specification for the stacking of containers to achieve the required level of noise reduction so as to comply with the project specific noise levels** and the sleep disturbance trigger levels*** for the night-time period* at the nearest affected residential receivers and which is to include such details as the minimum numbers of containers, their locations, stacking heights, orientation and maximum gap between containers. The Plan shall include any restrictions on stacking of containers above two high if this is found necessary.</li> <li>b) the measurement of noise from operation of the site and an assessment of compliance with the project specific noise levels and the sleep disturbance trigger levels at the nearest affected residential receivers at the following times:</li> </ul>	Container Noise Barrier Management Plan, within Operation Noise and Vibration Management Plan	A Container Noise Barrier Management Plan has been prepared to address the requirements of this condition.



CoC	Requirement	Reference	How Addressed
	<ul style="list-style-type: none"> <li>i. not less than 3 months and not more than 6 months after commencement of operation, noise surveys shall be conducted on three separate nights for a period of not less than 2 hours whilst train wagons are being loaded with containers;</li> <li>ii. thereafter for 6 months on one night per month for a period of not less than 2 hours whilst train wagons are being loaded with containers.</li> </ul> <ul style="list-style-type: none"> <li>a) Noise measurements shall be conducted in accordance with the EPA's Industrial Noise Policy.</li> <li>c) the details of each noise survey shall be documented in a report with a drawing showing the observed location of containers which are subject to the Plan, the measurement equipment used, its calibration status, environmental conditions, receiver locations, methodology, a detailed description of the activities on site, the results obtained and whether or not compliance has been achieved with the project specific noise levels and the sleep disturbance trigger levels at the nearest affected residential receivers.</li> <li>d) if the report concludes that the project specific noise levels and the sleep disturbance trigger levels for the night-time period at the nearest affected residential receivers are not being complied with, then recommendations shall be made by the acoustic consultant to amend the Plan accordingly and the Applicant shall implement those recommendations as soon as practical provided they are feasible and reasonable.</li> <li>e) the Plan shall include a description of the roles and responsibilities for relevant employees involved in the operation of the CNBMP, including relevant training and induction provisions for ensuring that employees are aware of their environmental and compliance obligations under the Plan.</li> </ul> <p>The Plan shall be submitted for the approval of the Secretary no later than one month prior to the commencement of operation. Copies of the detailed reports and the Plan (as amended) shall be provided to the Secretary and made available on the Project Website.</p>		
F5B	<p>Industrial noise (excluding activities covered by the NSW Rail Infrastructure Noise Guideline) generated by the development is to be measured and evaluated for compliance generally in accordance with the relevant requirements of the NSW Industrial Noise Policy (as may be updated from time to time).</p> <p>Table A: See table in Conditions for Noise Criteria.</p> <p>Note: References to sensitive receivers should be read in conjunction with the description of sensitive receivers in the EIS noting that Casula includes Glenfield Farm.</p>	Operation Noise and Vibration Management Plan	An Operational Noise and Vibration Management Plan has been prepared to address the requirements of this condition.
F5C	<p>The noise criteria in Table A of condition F5B are to apply under all meteorological conditions except the following:</p> <ul style="list-style-type: none"> <li>a) wind speeds greater than 3 m/s at 10 metres above ground level; or</li> <li>b) stability category F temperature inversion conditions and wind speeds greater than 2 m/s at 10 m above ground level; or</li> <li>c) stability category G temperature inversion conditions.</li> </ul>	Operation Noise and Vibration Management Plan	An Operational Noise and Vibration Management Plan has been prepared to address the requirements of this condition.

CoC	Requirement	Reference	How Addressed
F6	The Applicant shall prepare and implement (following approval) an Operational Traffic Management Plan 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.	Operational Traffic and Access Management Plan	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.
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.		Note only.
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.		Note only.
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.	Operational Traffic and Access Management Plan	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.
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.		Note only.
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.	Urban Design Landscape Management Plan (Appendix L)	An Urban Design Landscape Management Plan has been prepared to address the requirements of this condition.
G5	The quantities of Dangerous Goods present at any time on the site or transported from and to the terminal site shall be kept below the screening threshold quantities listed in the Hazardous and Offensive Development Guidelines Applying SEPP 33, (DPIE 2011). The screening threshold quantities for each Dangerous Goods shall be defined in accordance with Table 1: Screening Methods of Applying SEPP 33.	Hazard and Risk Management Plan	A Hazard and Risk Management Plan has been prepared to address the requirements of this condition.
G6	Port shuttle operations must use: a) Locomotives that incorporate available best practice noise and emission technologies. Prior to the construction of the rail link connecting to the site, the Applicant must submit a report to the Secretary for consideration and approval that has been prepared in consultation with TINSW	MPE Stage 1 (SSD 14-6766) Best Practice Review	Best Practice Review has been prepared to satisfy this condition.

CoC	Requirement	Reference	How Addressed
	<p>and the EPA that justifies the technology proposed and how it meets the objective of best practice noise and emission technologies; and</p> <p>b) Wagons that incorporate available best practice noise technologies such as "one-piece" freight bogies or three-piece freight bogies fitted with cross-bracing or steering arms; and 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).</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> <ol style="list-style-type: none"> <li>Time and date of freight train passbys;</li> <li>Imagery or video to enable identification of the rolling stock during day and night;</li> <li>LAeq(15hour) and LAeq(9hour) from rail operations; and</li> <li>LA<sub>F</sub>(max) and SEL of individual train passbys, measured in accordance with ISO3095; or</li> <li>Other alternative information as agreed with the Secretary.</li> </ol> <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>	Operation Noise and Vibration Management Plan	An Operational Noise and Vibration Management Plan has been prepared to address the requirements of this condition.
G7A	<p>The applicant shall install and maintain a wayside angle of attack monitoring system on the rail link at the commencement of operation to continuously monitor the angle of attack to the rail of rolling stock wheels.</p> <p>The system shall capture the angle of attack from a wheel on each axle of every train, and include information to identify:</p> <ol style="list-style-type: none"> <li>Time and date of each axle passby; and</li> <li>The identification number of each item of rolling stock.</li> </ol> <p>The results from the angle of attack monitoring system shall be:</p>	Wayside angle of attack monitoring system report	<p>A wayside angle of attack monitoring system report will be prepared to address the requirements of this condition.</p> <p>The six-monthly report to the Secretary will include a full copy in an electronic format of all captured data for the previous six months.</p>

CoC	Requirement	Reference	How Addressed
	<ul style="list-style-type: none"> <li>• accessible by train operators from a website maintained by the Applicant. Angle of attack results from each train shall be available on the website within 24 hours of it passing the monitor, unless unforeseen circumstances have occurred.</li> <li>• included in a six-monthly report to the Secretary. The report should at least identify the number of wagons with wheels that exceed the ASA standard angle of attack and the action taken by operators to improve steering performance.</li> </ul> <p>Prior to the commencement of operation, the Applicant shall submit for the approval of the Secretary, justification supporting the appropriateness of the location for angle of attack monitoring. The format of the information to be accessible to operators and the format of the public report. The angle of attack monitoring system shall not operate until the Secretary has approved the proposed monitoring location and reporting arrangements.</p>		
G7B	<p>The Applicant shall:</p> <ol style="list-style-type: none"> <li>a) not less than three months and not more than twelve months from commencement of operation, engage an appropriately qualified and experienced acoustic engineer to undertake a night-time noise survey at Glenfield Farm (or an equivalent location if access is denied).</li> <li>b) the noise survey shall be conducted in accordance with the EPA's Rail Infrastructure Noise Guideline 2013 to determine: <ol style="list-style-type: none"> <li>i. the contribution of any new rail traffic travelling to and from the development; and,</li> <li>ii. the increase in the total rail traffic noise level caused by any new rail traffic to and from the development.</li> </ol> </li> <li>c) the noise survey shall be conducted for not less than 12 contiguous days in the winter months (July, August or September).</li> <li>d) if as a result of the noise survey there is a sustained increase in the total rail traffic noise level due to the noise level from rail traffic travelling to and from the development of more than 2dB(A) for more than 30% of nights surveyed, the Applicant shall within twelve months construct a noise barrier along the relevant sections of rail link in accordance with the specifications provided by an appropriately qualified and experienced acoustic engineer so as to limit the increase in the total rail traffic noise level at Glenfield Farm caused by any new rail traffic to and from the development to not exceed 2dB(A).</li> <li>e) the report of the noise survey including the results and recommendations shall be provided to the Secretary.</li> </ol>	<p>Night-time Noise Survey at Glenfield Farm (Operational Noise and Vibration Management Plan)</p>	<p>Future requirement – noise survey will be undertaken as required.</p>
G8	<p>The following measures must be implemented during operation:</p> <ol style="list-style-type: none"> <li>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</li> <li>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.</li> </ol>	<p>Operation Noise and Vibration Management Plan</p>	<p>An Operational Noise and Vibration Management Plan has been prepared to address the requirements of this condition.</p>

CoC	Requirement	Reference	How Addressed
G9	The transfer of containers between Port Botany and the IMEX terminal must not commence until the rail connection to the SSFL is operational.		Note only.
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.		Note only.
G11	The Applicant shall prepare a six-monthly report to the Secretary with the results of container and vehicle monitoring for a period of 3 years, or as otherwise agreed with the Secretary, from the commencement of operation of the IMEX terminal. The Secretary shall consider the need for further reporting following a review of the results for year 3. The report shall include: <ul style="list-style-type: none"> <li>a) The number of twenty foot equivalent units dispatched and received during the period;</li> <li>b) A record of heavy vehicle entry by date and approximate time; and</li> <li>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.</li> </ul>	Biannual Trip Origin and Destination Report	A Biannual Trip Origin and Destination Report will be prepared to address the requirements of this condition.
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.	Operational Air Quality Management Plan	An Operational Air Quality Management Plan has been prepared to address the requirements of this condition.
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.	Operational Air Quality Management Plan	An Operational Air Quality Management Plan has been prepared to address the requirements of this condition.
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.	Operational Traffic and Access Management Plan	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.
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: <ul style="list-style-type: none"> <li>a) noise monitoring to assess compliance with the operational noise levels predicted in documents specified under condition A1 of this approval;</li> <li>b) a review of the operational noise levels in terms of criteria and noise goals established in the NSW Road Noise Policy (EPA, 2011);</li> </ul>	Operational Noise Report	Operational Noise Report to be prepared and submitted following commencement of operation.

CoC	Requirement	Reference	How Addressed
	<ul style="list-style-type: none"> <li>c) sleep disturbance impacts compared to those determined in Condition E25;</li> <li>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;</li> <li>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;</li> <li>f) any required recalibrations of the noise model taking into consideration factors such as actual traffic numbers and proportions;</li> <li>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</li> <li>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.</li> </ul> <p>The Applicant shall provide the Secretary and the EPA with a copy of the Operational Noise Report within 60 days of completing the operational noise monitoring referred to in (a) above or as otherwise agreed by the Secretary.</p>		
G16	<p>Within 12 months of the commencement of operation, and thereafter at any other stage bi-annually if required by the Secretary, the Applicant shall commission and pay the full cost of an Independent Environmental Audit of the SSD. The audit shall:</p> <ul style="list-style-type: none"> <li>a) be conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary;</li> <li>b) include consultation with the relevant agencies and local Councils;</li> <li>c) assess the environmental performance of the SSD and assess whether it is complying with the requirements in this approval, and any other relevant approvals (including any assessment, plan or program required under these approvals);</li> <li>d) review the accuracy of predicted environmental outcomes discussed in the documents listed in condition A1;</li> <li>e) review the adequacy of any approved strategy, plan or program required under the abovementioned approvals; and</li> <li>f) recommend measures or action to improve the environmental performance of the SSD, and/or any strategy, plan or program required under these approvals.</li> </ul> <p>Within 60 days of commissioning this audit, or as otherwise agreed by the Secretary, the Applicant shall submit a copy of the audit report to the Secretary and relevant public authorities, together with its response to any recommendations contained in the audit report. The audit report and response to any recommendations shall be published on the Project website.</p>	Section 6.3	<p>Within one year of the commencement of operation and thereafter at any other stage bi-annually, an Independent Environmental Audit will be undertaken by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary.</p> <p>Section 6.3 outlines the requirements of this condition.</p>

Table A2: MPE Stage 2 Conditions of Consent (SSD 7628)

CoC	Requirement	Reference	How Addressed
A1	<p>In addition to meeting the specific performance measures and criteria established under this consent all reasonable measures must be implemented to prevent, and if prevention is not reasonable, minimise, any harm to the environment that may result from the construction and operation of the development, and any rehabilitation required under this consent.</p>	<p>Section 5 Section 6</p>	<p>Section 5 of this OEMP identifies the management measures to be implemented to prevent and minimise environmental harm. Aspect-specific management measures are also identified in each sub-plan required under this OEMP.</p> <p>Section 6 sets out the processes for monitoring and reviewing the effectiveness of these management measures. Opportunities to further minimise environmental harm will be identified through the ongoing evaluation of environmental management performance and effectiveness of this plan.</p>
A2	<p>The development may only be carried out:</p> <ul style="list-style-type: none"> <li>a) in compliance with the conditions of this consent;</li> <li>b) in accordance with all written directions of the Secretary in relation to this consent;</li> <li>c) in accordance with the EIS, Submissions Report, Consolidated assessment clarification responses, and updated Biodiversity Assessment Report;</li> <li>d) in accordance with the amended Development Layout Plans and Design Plans, amended WSUD plans and amended architectural plans to be submitted for the Secretary's approval as part of this consent; and</li> <li>e) in accordance with the management and mitigation measures at APPENDIX B of this consent; and</li> <li>f) in accordance with modification application SSD-7628-Mod-2 and supporting documentation.</li> </ul>	<p>This plan</p>	<p>This OEMP and associated sub-plans have been developed to comply with the Conditions of Consent (CoCs), written directions of the Secretary, amended development layout and management and mitigation measures.</p>
A3	<p>The Secretary may make written directions to the Applicant:</p> <ul style="list-style-type: none"> <li>a) as a result of the Department's assessment of any strategy, plan, program, review, audit, notification, report or correspondence submitted under or in relation to this consent;</li> <li>b) as a result of the Department's assessment of any review, report or audit undertaken or commissioned by the Department regarding compliance with this consent or in relation to an incident (whether notified to the Department or not); and</li> <li>c) in relation to the implementation of any actions or measures contained in any of the documents listed in condition A2.</li> </ul>	<p>Note only.</p>	<p>Note only.</p>

CoC	Requirement	Reference	How Addressed
A4	The conditions of this consent and directions of the Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition A2(c) or A2(e) to A2(f). In the event of an inconsistency, ambiguity or conflict between any of the documents listed in condition A2(c) and A2(e) to A2(f), the most recent document prevails to the extent of the inconsistency, ambiguity or conflict. For the purpose of this condition, there will be an inconsistency between documents if it is not possible to comply with both documents, or in the case of a condition of consent or direction of the Secretary and a document, if it is not possible to comply with both the condition or direction and the document.	Note only.	
A8	The container freight road volume must not exceed 250,000 TEUs p.a., subject to the exception identified in condition A9, which may only be considered under condition A9 after the facility has been in operation.	Operational Traffic and Access Management Plan	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.
A9	The movement of container freight by road may exceed the 250,000 TEU limit p.a. by up to a further 250,000 TEU p.a., if the Secretary is satisfied that traffic monitoring and modelling of the operation of the facility demonstrate that traffic movements resulting from the proposed increase in TEU will achieve the objective of not exceeding the capacity of the transport network.	Operational Traffic and Access Management Plan	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.
A10	In determining the TEU limit, the Secretary may take account any roadworks or mitigation measures proposed under a Voluntary Planning Agreement to minimise traffic impacts.	Operational Traffic and Access Management Plan	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.
A12	The warehousing and distribution facilities must only be used for activities associated with freight using the MPE Stage 1 rail intermodal terminal.	Noted only.	
A13	Freight village tenants and occupations are restricted to those activities that provide: a) ancillary support for the development, its tenants, worker population and visitors; b) a nexus with activities undertaken in relation to the warehouse, logistics functions of the IMT development and/ or; c) provide aligned services to the intermodal functions. Prior to occupancy of any freight village tenancy, and every subsequent occupation of these tenancies, details of the tenant and occupation activity is to be submitted to the Secretary demonstrating that the proposed activity complies with this condition.	This Plan – future updates	Addressed in future updates of this OEMP or UDLP once specific activities of the Freight Village have been determined.
A16	With the approval of the Secretary, any strategy, plan or program required by this consent may be combined.	Note only.	
A17	In seeking the Secretary's approval, a clear relationship must be demonstrated between the strategies, plans or programs that are proposed to be combined.	Note only.	



CoC	Requirement	Reference	How Addressed
A18	<p>The date of commencement of each of the following phases of the development must be notified to the Department, at least one month before that date:</p> <ul style="list-style-type: none"> <li>a) early works;</li> <li>b) fill importation;</li> <li>c) construction;</li> <li>d) operation; and</li> <li>e) occupation.</li> </ul> <p>If the construction, operation or occupation of the development is to be staged, then the Applicant must notify the Department in writing at least one month before the commencement of each stage, and clearly identify the development to be carried out in that stage.</p>		<p>The date of operation for the operation phase will be notified to DPE at least one month before operation and occupation of the warehouses.</p>
A19	<p>Where conditions of this consent require a document to be prepared in consultation with an identified party, the Applicant must:</p> <ul style="list-style-type: none"> <li>a) consult with the relevant party prior to submitting the subject document to the Secretary for approval;</li> <li>b) provide evidence that at least two weeks was provided for the relevant party to comment on the document, and</li> </ul>	<p>Section 1.4, Table 1-1 and Appendix H</p>	<p>This OEMP and associated sub-plans have been developed in consultation with the identified parties prior to the submission of the document to DPE. See Section 1.4, Table 1-1 and Appendix H for evidence of consultation with relevant parties.</p> <p>All consultation was undertaken over the months of April and May 2019 with relevant parties.</p> <p>The draft plan was provided to the OEH on 4 April 2019 and consultation was closed out on 30 May 2019. Therefore, there was greater than two weeks for OEH to provide comment.</p> <p>The draft plan was provided to TfNSW on 11 April 2019 and consultation was closed out on 30 May 2019. Therefore, there was greater than two weeks for TfNSW to provide comment.</p> <p>The draft plan was provided to RMS on 11 April 2019 and consultation was closed out on 24 May 2019. Therefore, there was greater than two weeks for RMS to provide comment.</p> <p>The draft plan was provided to CCC on 4 April 2019 and consultation was closed out on 23 May 2019. Therefore, there was greater than two weeks for CCC to provide comment.</p> <p>The draft plan was provided to the EPA on 28 April 2019 and consultation was closed out on 30 April 2019 when EPA confirmed they would not be reviewing the plan. The EPA was offered until late May to provide comment as with other agencies.</p>

CoC	Requirement	Reference	How Addressed
	<p>c) include in the document:</p> <p>i. details of the consultation undertaken;</p>	<p>Section 1.4, Table 1-1 and Appendix H</p>	<p>Therefore, there was greater than two weeks for EPA to provide comment.</p> <p>The draft plan was provided to the Department of Defence on 11 April 2019 and consultation was closed out on 31 May 2019. Therefore, there was greater than two weeks for the Department of Defence to provide comment.</p> <p>See Appendix H for evidence of consultation.</p>
	<p>ii. a description of how matters raised by those consulted have been resolved to the satisfaction of both the Applicant and the party consulted; and</p>	<p>Section 1.4, Table 1-1 and Appendix H</p>	<p>Consultation was undertaken by providing a draft plan for review and comment via email in April 2019. This was followed by progressive phone calls and emails to confirm the status of the review. Consultation was closed out via email after responses had been received or on the 31 May 2019 if no response was provided.</p> <p>See Appendix H for evidence of consultation.</p>
	<p>iii. details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.</p>	<p>Section 1.4, Table 1-1 and Appendix H</p>	<p>As shown in Appendix H, no matters were raised by any stakeholder during the consultation period.</p> <p>As shown in Appendix H, no disagreements were raised by any stakeholder during the consultation period. Therefore, there were no disagreements to be resolved.</p>
A20	<p>All licences, permits, approvals and consents as required by law must be obtained and maintained as required for the development. No condition of this consent removes the obligation for the Applicant to obtain, renew or comply with such licences, permits, approvals and consents.</p>	<p>Section 3.3 Appendix B – Legislation Register Appendix C – Facility Permits and Licences Register</p>	<p>All applicable licences permits and approvals will be obtained as required.</p> <p>Approvals, permits and licences required for the MLP East Precinct are discussed in Appendix B and Appendix C.</p>
A25	<p>The siting, design and construction of premises available to the public are to ensure an appropriate level of accessibility so that all people can enter and use these premises. Access is to meet the requirements of the Disability Discrimination Act 1992, relevant Australian Standards and Building Code of Australia (BCA)</p>	<p>Urban Design Landscape Management Plan (Appendix L)</p>	<p>An Urban Design Landscape Management Plan has been prepared to address the requirements of this condition.</p>

CoC	Requirement	Reference	How Addressed
A32	<p>All plant and equipment used at the site or to monitor the performance of the development must be:</p> <ul style="list-style-type: none"> <li>a) maintained in a proper and efficient condition; and</li> <li>b) operated in a proper and efficient manner.</li> </ul>	<p>Aspect – specific sub-plans (e.g. OAQMP, ONVMP)</p>	<p>All plant and equipment used at the site or to monitor the performance of the development will be maintained and operated in a proper and efficient manner.</p>
B1	<p>The Applicant must:</p> <ul style="list-style-type: none"> <li>a) prepare each plan, program and other documents in consultation with the specified stakeholders;</li> <li>b) not commence each phase of the project until the plans, programs and other documents required under this consent are approved by or, where not required to be approved, submitted to the Secretary specified within the timeframes; and</li> <li>c) implement the most recent version of the required plans and programs approved by the Secretary for the duration of the development.</li> </ul>	<p>Relevant sub-plans</p>	<p>This OEMP and associated sub-plans have been developed in consultation with the identified parties.</p>
B8	<p>All trucks entering or leaving the site with loads must have their loads covered and must not track dirt onto any public road</p>	<p>Operational Traffic and Access Management Plan</p>	<p>An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.</p>
B26	<p>The Applicant must prepare an Operational Traffic and Access Management Plan to the satisfaction of the Secretary. The Plan is to be developed in consultation with the relevant Council, TfNSW and RMS. The plan must be approved by the Secretary prior to the commencement of operation.</p> <p>The Plan must be prepared by a suitably qualified and experienced person(s), and must:</p> <ul style="list-style-type: none"> <li>a) demonstrate how the development will be managed during operation to meet the requirements of this development consent;</li> <li>b) detail numbers and frequency of truck movements, sizes of trucks, vehicle routes and hours of operation;</li> <li>c) detail access arrangements for the site to ensure road and site safety, and demonstrate there will be no queuing on the road network;</li> <li>d) detail measures to ensure turning areas and internal access roads are kept clear of any obstacles, including parked cars, at all times;</li> <li>e) set out procedures for collecting the information required to prepare the Biannual Trip Origin and Destination Report required under condition B28;</li> <li>f) incorporate the Workplace Travel Plan as required under condition B29;</li> <li>g) include a driver's code of conduct that requires: <ul style="list-style-type: none"> <li>i. compliance with specified travelling speeds;</li> <li>ii. drivers to adhere to specified transport routes including no access from Cambridge Avenue; and</li> <li>iii. drivers to implement safe driving practices.</li> </ul> </li> <li>h) include a program to monitor the effectiveness of these measures.</li> </ul>	<p>Operational Traffic and Access Management Plan</p>	<p>An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.</p>
B27	<p>The Operational Traffic and Access Management Plan required by condition B26 must be implemented by the Applicant for the duration of operations</p>	<p>Operational Traffic and Access Management Plan</p>	<p>An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.</p>

CoC	Requirement	Reference	How Addressed
B28	<p>The Applicant is to prepare a Biannual Trip Origin and Destination Report each six months following commencement of any operation (in a format agreed with TINSW and RMS) that advises:</p> <ol style="list-style-type: none"> <li>the number of actual and standard twenty-foot equivalent shipping containers despatched and received during the period;</li> <li>the number of days in the period that the truck gate was open for despatching trucks 24 hours a day, 7 days a week and detail any exceptions to this and advise actual hours of operation;</li> <li>records of vehicle numbers accessing the site; and</li> <li>representative vehicle origins and destinations, based on a cordon in the surrounding network.</li> </ol> <p>A framework for recording and reporting on the data required for the report, prepared to the satisfaction of TINSW and RMS, is to be submitted to the Secretary three months prior to the commencement of operation. The report is to be submitted within one month of its preparation throughout operation of the project, starting six months from the commencement of operation, unless otherwise agreed by the Secretary, TINSW and RMS.</p> <p>The cordon count at (d) above will:</p> <ul style="list-style-type: none"> <li>apply to all classes of vehicles; and</li> <li>cover the intermodal terminal, the warehousing facility and any other uses such as the freight village.</li> </ul>	Biannual Trip Origin and Destination Report	A Biannual Trip Origin and Destination Report will be prepared to address the requirements of this condition.
B29	<p>Prior to issue of any Occupation Certificate, the Applicant must prepare a Workplace Travel Plan to the satisfaction of the Secretary.</p> <p>The Workplace Travel Plan must form part of the Operational Traffic and Access Management Plan required by condition C3, and must:</p> <ol style="list-style-type: none"> <li>be prepared in consultation with TINSW;</li> <li>outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives;</li> <li>describe pedestrian and bicycle connections and linkages to and from the site from Moorebank Avenue and within the site including between warehouses and the freight village;</li> <li>describe end of trip facilities available on-site which are to include under cover bike storage, showers and change facilities - the layout, design and security of bicycle facilities must comply with the minimum requirements of Australian Standard AS 2890.3 - 1993 Parking Facilities Part 3: Bicycle Parking Facilities; and</li> <li>include the results of negotiations with the relevant agencies/ authorities as required to facilitate the staged delivery of the public transport infrastructure including: <ol style="list-style-type: none"> <li>construction of a covered bus drop off/ pick up facility within the site to encourage the use of buses for employees;</li> <li>review and rationalisation of the locations of Route 901 bus stops in the vicinity of the site to match the proposed northern terminal entry location and enhance accessibility;</li> <li>peak period and SIMTA shift work responsive express buses to/from the site and Liverpool Station via Moorebank Avenue and Newbridge Roads with frequency dependent on the development of the site.</li> </ol> </li> </ol>	Operational Workplace Travel Plan	An Operational Workplace Travel Plan has been prepared to address the requirements of this condition.

CoC	Requirement	Reference	How Addressed
	<ul style="list-style-type: none"> <li>iv. peak period express buses to/from the site and Holsworthy rail station via Anzac Road, Wattle Grove Drive and Heathcote Road with frequency dependent on the development of the site;</li> <li>v. potential to extend the Route 901 bus through the site via the light vehicle road and increasing peak period bus service frequencies to better match the needs of existing and future employees of the locality with frequency dependent on the extent of development of the site; and</li> <li>vi. changes to existing bus stop locations and the identification of new bus stop locations if required.</li> </ul>		
B43	<p>A Stormwater Monitoring Program must be prepared in consultation with Council and OEH prior to operation and must be implemented for 5 years following completion of construction to monitor performance of the stormwater treatment system. The Stormwater Monitoring Program must form part of the Biodiversity Monitoring Strategy required by condition B106, prepared with reference to Using the ANZECC Guidelines and Water Quality Objectives in NSW (DEC, 2006).</p>	<p>Water Quality Monitoring Plan/Stormwater Monitoring Program</p>	<p>A Water Quality Monitoring/Stormwater Monitoring Program has been prepared to address the requirements of this condition</p>
B44	<p>The Stormwater Monitoring Program must:</p> <ul style="list-style-type: none"> <li>a) assess water quality and quantity performance for construction discharges and ongoing stormwater discharges from the development to ensure protection of the desired ecological values of Anzac Creek; and</li> <li>b) include sampling locations and the frequency of sampling including wet weather sampling.</li> </ul>	<p>Water Quality Monitoring Plan/Stormwater Monitoring Program</p>	<p>A Water Quality Monitoring/Stormwater Monitoring Program has been prepared to address the requirements of this condition</p>
B49	<p>Prior to operation, the Applicant must prepare a Stormwater Infrastructure Operation and Maintenance Plan to manage the operation and maintenance of stormwater infrastructure on-site and off-site, to the satisfaction of the Secretary. The plan must form part of the OEMP required under condition C3 and must be implemented for the life of the assets and include:</p> <ul style="list-style-type: none"> <li>a) the entity responsible for management and maintenance of the assets, including evidence that a maintenance contract is in place with a reputable and experienced maintenance contractor;</li> <li>b) quarterly inspections, and inspections after major rainfall events;</li> <li>c) schedule for routine checking, cleaning and servicing of all devices/ systems in accordance with the manufacturer's and/or designer's recommendations;</li> <li>d) records of all maintenance activities undertaken;</li> <li>e) quarterly maintenance reports, detailing the results of quarterly inspections, inspections after major rainfall events, and maintenance activities;</li> <li>f) results of water quality monitoring;</li> <li>g) investigation, management and mitigation of water quality target exceedances;</li> <li>h) annual independent auditing; and</li> <li>i) provision for submission of the quarterly maintenance reports and annual independent audit reports to the Secretary, including the results of inspections, management and maintenance actions and water quality monitoring.</li> </ul>	<p>Stormwater Infrastructure Operation and Maintenance Plan</p>	<p>A Stormwater Infrastructure Operation and Maintenance Plan has been prepared to address the requirements of this condition.</p>
B54	<p>Best practice reactive and proactive management measures must be implemented to minimise dust generated during all works authorised by this consent.</p>	<p>Operational Air Quality Management Plan</p>	<p>An Operation Air Quality Management Plan has been prepared to address the requirements of this condition.</p>

CoC	Requirement	Reference	How Addressed
B55	Deposited dust must not exceed an increase of 2g/m <sup>2</sup> /month or maximum of 4g/m <sup>2</sup> /month at the closest off site sensitive receiver.	Operational Air Quality Management Plan	An Operation Air Quality Management Plan has been prepared to address the requirements of this condition.
B59	<p>The Applicant must prepare an Operational Air Quality Management Plan to the satisfaction of the Secretary for the entire precinct (MPE + MPW), unless this has been prepared and approved under an approval for the MPW site. The AQMP must be prepared by a suitably qualified and experienced person(s) and must form part of the OEMP required by condition C3. The AQMP must include:</p> <ul style="list-style-type: none"> <li>a) identification of sources and quantify airborne pollutants;</li> <li>b) best practice reactive and proactive control measures that will be implemented for each emission source;</li> <li>c) provisions for the implementation of additional mitigation measures in response to issues identified during monitoring and reporting;</li> <li>d) for all emission sources associated with site operations: <ul style="list-style-type: none"> <li>i. key performance indicator(s);</li> <li>ii. monitoring method(s);</li> <li>iii. location, frequency and duration of monitoring;</li> <li>iv. record keeping;</li> <li>v. complaints register;</li> <li>vi. response procedures; and</li> <li>vii. compliance monitoring.</li> </ul> </li> </ul>	Operational Air Quality Management Plan	An Operational Air Quality Management Plan has been prepared to address the requirements of this condition.
B60	The Applicant must ensure the development does not cause or permit the emission of any offensive odour (as defined in the POEO Act).	Operational Air Quality Management Plan	An Operational Air Quality Management Plan has been prepared to address the requirements of this condition.
B61	Equipment must be installed and operated in accordance with best practice to ensure that the development complies with all load limits, air quality criteria, air emission limits and air quality monitoring requirements as specified under this consent.	Operational Air Quality Management Plan	An Operational Air Quality Management Plan has been prepared to address the requirements of this condition.
B79	The permitted hours of warehouse and distribution operation are detailed in Table 4.	Section 2.4	Operations can occur 24 hours, 7 days per week.
B80	Noise generated by operation of the development inclusive of MPE Stage 1 operations must not exceed the noise limits in Table 5.	Operational Noise Management Plan	An Operational Noise and Vibration Management Plan has been prepared to address the requirements of this condition.

CoC	Requirement	Reference	How Addressed
B83	<p>An Operational Noise Management Plan must be submitted to the Secretary for approval and form part of the OEMP required under condition C3. The report must be prepared by a suitably qualified and experienced person(s) and include:</p> <ul style="list-style-type: none"> <li>a) an outline of management actions to be taken to address any potential non-compliances with the limits specified in Table 5;</li> <li>b) a description of contingency measures to be implemented in the event management actions do not reduce noise levels to a compliant level; and</li> <li>c) identification of additional feasible and reasonable measures to those proposed in the documents specified under condition A2, that would be implemented with the objective of meeting the criteria outlined in the NSW RNP (EPA, 2011), when these measures would be implemented and how their effectiveness would be measured and reported to the Secretary and the EPA.</li> </ul>	Operational Noise Management Plan	An Operational Noise Management Plan (ONMP) has been prepared to address the requirements of this condition.
B87	<p>The Applicant must provide the Secretary and the EPA with a copy of the Operational Noise Report within 60 days of completing the operational noise monitoring referred to in (a) above or as otherwise agreed by the Secretary.</p>	Operational Noise Report	An Operational Noise Report will be prepared to address the requirements of this condition.
B88	<p>To ensure the operational noise impacts are appropriately managed, the following measures apply:</p> <ul style="list-style-type: none"> <li>a) use of best practice plant; and</li> <li>b) preparation of a risk assessment to determine if non-tonal reversing alarms can be fitted as a condition of site entry. Alternatively, site design may include traffic flow that does not require or precludes reversing of vehicles.</li> </ul>	Operational Noise Management Plan	An Operational Noise Management Plan (ONMP) has been prepared to address the requirements of this condition.
B89	<p>For the duration of operation 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) must 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.</p>	Operational Traffic and Access Management Plan	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.
B90	<p>For the duration of operation, the Applicant must:</p> <ul style="list-style-type: none"> <li>a) continue to implement all reasonable and feasible best practice noise mitigation measures;</li> <li>b) continue to investigate ways to reduce the noise generated by the development, including maximum noise levels which may result in sleep disturbance; and</li> <li>c) report on these investigations and the implementation and effectiveness of these measures in the Annual Review to the satisfaction of the Secretary.</li> </ul>	Operational Noise Management Plan	An Operational Noise Management Plan has been prepared to address the requirements of this condition.
B101	<p>Prior to commencement of operation, the Applicant must prepare a Heritage Interpretation Plan based on the recommendations contained in the Heritage Interpretation Strategy (artifact, 2017) approved under MPE Stage 1. The plan must be prepared for the entire Moorebank Intermodal Precinct (MPE and MPW sites).</p>	Heritage Interpretation Plan	A Heritage Interpretation Plan has been prepared to address the requirements of this condition.

CoC	Requirement	Reference	How Addressed
B102	<p>The plan must form part of the OEMP required by condition C3 and must:</p> <ol style="list-style-type: none"> <li>be prepared by a suitably qualified and experienced person(s);</li> <li>be prepared in consultation with NSW Heritage Division, Council, relevant landowners and stakeholders including the Moorebank Heritage Group (MHG), Department of Defence, as well as the Relevant Aboriginal Parties (RAPs) should themes relating to Aboriginal heritage be included for interpretation; and</li> <li>be approved by the Secretary prior to the commencement of operation.</li> </ol>	Heritage Interpretation Plan	A Heritage Interpretation Plan has been prepared to address the requirements of this condition.
B106	<p>Prior to early works, a baseline monitoring program must be prepared in consultation with OEH and DPI to define pre-development conditions for water quality, invertebrates and fish assemblages. The results of this monitoring program are to be used to:</p> <ol style="list-style-type: none"> <li>develop a Biodiversity Monitoring Strategy to identify any changes between upstream and downstream sites as a result of the construction and operation of the development; and</li> <li>set the stormwater water quality and quantity performance criteria referred to in condition B40.</li> </ol>	Moorebank Precinct East Stage 2: Baseline Aquatic Ecological Monitoring Report and Biodiversity Monitoring Strategy	A Stormwater Infrastructure Operation and Maintenance Plan has been prepared to address the requirements of this condition.
B110	<p>Prior to operation, the Applicant must prepare an Operational Flora and Fauna Management Plan (OFFMP) in consultation with OEH. The OFFMP must form part of the OEMP required by condition C3 and must include measures to ensure biodiversity values not intended to be impacted are protected, including but not limited to:</p> <ol style="list-style-type: none"> <li>weed control;</li> <li>herpetofaunal animal control;</li> <li>pathogen management procedures;</li> <li>monitoring; and</li> <li>rehabilitation actions.</li> </ol>	Operational Flora and Fauna Management Plan	An Operational Flora and Fauna Management Plan (OFFMP) has been prepared to address the requirements of this condition.
B112	<p>The Applicant (the operator/occupant of each premises) must store and handle all chemicals, fuels and oils, including Dangerous Goods as defined in the Australian Code for the Transport of Dangerous Goods by Road &amp; Rail, in accordance with:</p> <ol style="list-style-type: none"> <li>the requirements of all relevant Australian Standards; and</li> <li>the NSW EPA's Storing and Handling of Liquids: Environmental Protection – Participants Handbook if the chemicals are liquids.</li> </ol> <p>In the event of an inconsistency between the requirements listed above, the most stringent requirement shall prevail to the extent of the inconsistency.</p>	Emergency Response Plan Operational Traffic and Access Management Plan	See Section 3.3.3 The following sub-plans have been prepared to address the requirements of this condition Emergency Response Plan Operational Traffic and Access Management Plan Operation Waste and Resource Management Plan
B113	<p>The Applicant (the operator/occupant of each premises) must ensure compliance with the Environment Protection Manual for Authorised Officers: Bunding and Spill Management – technical bulletin (EPA, 1997) and that for liquids, a minimum bund volume of 110% of the volume of the largest single stored volume within the bund is required.</p>	Emergency Response Plan Stormwater Infrastructure Operation and Maintenance Plan	The following sub-plans have been prepared to address the requirements of this condition: Emergency Response Plan Stormwater Infrastructure Operation and Maintenance Plan



CoC	Requirement	Reference	How Addressed
B114	The quantities of Dangerous Goods present at any time within each premises or transported from and to the development must be kept below the screening threshold quantities listed in the Department's Hazardous and Offensive Development Guidelines Application Guidelines Applying SEPP 33 (January 2011).	Emergency Response Plan Operational Traffic and Access Management Plan Operation Waste and Resource Management Plan	See Section 3.3.3 Also refer to: Emergency Response Plan Operational Traffic and Access Management Plan Operation Waste and Resource Management Plan
B115	Prior to occupation of each premises and in each instance of occupation by a new occupant, a report must be submitted to the Secretary confirming that the premises will be operated so as to comply with the requirements of conditions B111 and B113.	Operation Environmental Management Plan	This will be addressed by a WOEMP which must be prepared and approved by the Secretary prior to operation of the warehouse
B116	Six months prior to operation, the Applicant must prepare an Emergency Response Plan, in consultation with FRNSW and NSW Police Force. The Emergency Response Plan must include, but not be limited to: a) protocols and procedures to be followed during emergency situations associated with the operation of the project (including fires and explosions). The protocols and procedures are to take into account the needs of people with a disability or who may experience access problems in emergency situations; b) details of traffic management measures to be implemented during emergencies, where appropriate, to minimise the potential for escalation of the emergency; c) design and management measures to address the potential environmental impacts of an emergency situation, including measures for containment of contaminated fire-fighting water, fuel spills and gaseous combustion products; and d) details of a training and testing program to ensure that all operational staff are familiar with the Emergency Response Plan.	Emergency Response Plan	An Emergency Response Plan has been prepared to address the requirements of this condition.
B120	Prior to the commencement of operation, the Applicant must prepare a Waste Management Plan for the development to the satisfaction of the Secretary. The Waste Management Plan must form part of the OEMP required by condition C3 and be prepared in accordance with condition C7. The Plan must a) detail the type and quantity of waste to be generated during operation of the development; b) describe the handling, storage and disposal of all waste streams generated on site, consistent with the Protection of the Environment Operations Act 1997, Protection of the Environment Operations (Waste) Regulation 2014 and the Waste Classification Guidelines Part 1: Classifying Waste (EPA, 2014) (as may be updated or replaced from time to time); c) detail the materials to be reused or recycled, either on or off site; and d) include the Management and Mitigation Measures included in APPENDIX B.	Waste Management Plan	A Waste Management Plan has been prepared to address the requirements of this condition.

CoC	Requirement	Reference	How Addressed
B140	<p>Prior to commencement of permanent built surface works and/or landscaping, or as otherwise agreed by the Secretary, an Urban Design and Landscape Plan (UDLP) must be prepared. The UDLP must be prepared by a suitably qualified and experienced person(s), in consultation with the relevant council(s). The UDLP must be approved by the Secretary, in consultation with the NSW Government Architect. The UDLP must present an integrated urban and landscape design for the development, and must include, but not be limited to:</p> <ul style="list-style-type: none"> <li>i) graffiti management commitments and provisions.</li> </ul>	<p>Urban Design and Landscape Plan Section 4.1.3</p>	<p>An Urban Design Landscape Plan has been prepared to address the requirements of this condition. Graffiti management commitments and provisions are further outlined in Section 4.1.3 this OEMP.</p>
B145	<p>Public road access must comply with section 4.1.3(1) of Planning for Bush Fire Protection 2006 except for the requirement for through-access.</p>	<p>Bushfire Management Strategy</p>	<p>A Bushfire Management Strategy has been prepared to address the requirements of this condition.</p>
B146	<p>The provision of water, electricity and gas must comply with section 4.1.3 of Planning for Bush Fire Protection 2006.</p>	<p>Bushfire Management Strategy</p>	<p>A Bushfire Management Strategy has been prepared to address the requirements of this condition.</p>
B155	<p>No later than one month before early works and fill importation, a <b>Community Communication Strategy</b> must be prepared and submitted to the Secretary for approval. The <b>Community Communication Strategy</b> is to provide mechanisms to facilitate communication between the Applicant, the Council and the community (including adjoining affected landowners and businesses, and others directly impacted by the development), during the design and construction of the development. The <b>Community Communication Strategy</b> must</p> <ul style="list-style-type: none"> <li>a) assign a central contact person to keep the nearby sensitive receivers regularly informed throughout the development;</li> <li>b) detail the mechanisms for regularly consulting with the local community throughout the development, such as holding regular meetings to inform the community of the progress of the development and report on environmental monitoring results;</li> <li>c) detail a procedure for consulting with nearby sensitive receivers to schedule high noise generating works or manage traffic disruptions;</li> <li>d) include contact details for key community groups, relevant regulatory authorities, Registered Aboriginal Parties and other interested stakeholders; and</li> <li>e) include a complaints procedure for recording, responding to and managing complaints, including: <ul style="list-style-type: none"> <li>(i) email, toll-free telephone number and postal address for receiving complaints;</li> <li>(ii) advertising the contact details for complaints prior to and during operation, via the local newspaper and through on-site signage;</li> <li>(iii) a complaints register to record the date, time and nature of the complaint, details of the complainant and any actions taken to address the complaint; and</li> <li>(iv) procedures for the resolution of any disputes that may arise during the course of the development.</li> </ul> </li> </ul>	<p>Community Construction Strategy</p>	<p>The <b>Community Construction Strategy</b> has been updated to address the requirements of community consultation during operation</p>
B156	<p>The Applicant must</p> <ul style="list-style-type: none"> <li>a) not commence construction until the <b>Community Communication Strategy</b> is approved by the Secretary;</li> <li>b) implement the approved <b>Community Communication Strategy</b> for the duration of the development and for 24 months following the completion of operation.</li> </ul>	<p>Community Construction Strategy</p>	<p>The <b>Community Construction Strategy</b> has been updated to address the requirements of community consultation during operation</p>

CoC	Requirement	How Addressed	Reference
B157	The Complaints Register must be provided to the Secretary within 7 days upon request, for the period detailed within the request.	The Community Construction Strategy has been updated to address the requirements of community consultation during operation	Community Construction Strategy
C3	<p>Before the commencement of operations, a Precinct Operational Environmental Management Plan (OEMP) must be prepared to the satisfaction of the Secretary. The OEMP must:</p> <ol style="list-style-type: none"> <li>be prepared by a suitably qualified and experienced expert;</li> <li>provide the strategic framework for environmental management of the development;</li> <li>identify the statutory approvals required to carry out the development;</li> <li>identify the infrastructure to be managed under the Precinct OEMP which is to include pavements, stormwater detention and water quality treatment structures and devices; and landscaping;</li> <li>describe the role, responsibility, authority and accountability of all key personnel involved in the environmental management of the development including the overall responsibility for the operational environmental management of the freight village;</li> <li>describe the procedures to be implemented to: <ol style="list-style-type: none"> <li>keep the local community and relevant agencies informed about the operation and environmental performance of the development;</li> <li>receive, handle, respond to, and record complaints;</li> <li>resolve any disputes that may arise;</li> <li>respond to any non-compliance;</li> <li>respond to emergencies; and</li> </ol> </li> <li>include the management plans required under this approval, including: <ol style="list-style-type: none"> <li>Operational Traffic and Access Management Plan;</li> <li>Workplace Travel Plan;</li> <li>Stormwater Infrastructure Operation and Maintenance Plan;</li> <li>Flood Emergency Response Plan;</li> <li>Operational Air Quality Management Plan;</li> <li>Operational Noise and Vibration Management Plan;</li> <li>Heritage Interpretation Plan;</li> <li>Operational Flora and Fauna Management Plan;</li> <li>Waste Management Plan;</li> <li>Long-term Contamination Management Plan; and</li> <li>Bushfire Emergency and Evacuation Plan.</li> </ol> </li> </ol>	<p>This OEMP has been prepared to meet the Facilities regulatory and policy requirements in a systematic manner and to continually improve the environmental performance of the operational facility.</p> <p>The nominated sub-plans have been prepared in accordance with the applicable CoC.</p>	This plan and associated sub-plans
C4	The Applicant must	Note only.	
C5	<ol style="list-style-type: none"> <li>not commence operation of the development until the OEMP is approved by the Secretary; and</li> <li>operate the development in accordance with the most recent version of the OEMP approved by the Secretary, unless otherwise agreed by the Secretary.</li> </ol> <p>Overall responsibility of the development, including the freight village environmental management during operation, must be by the entity responsible for the Precinct environmental management.</p>	The environmental approach, including roles and responsibilities of the development are detailed in Section 4.	Section 4

CoC	Requirement	Reference	How Addressed
C6	<p>Prior to occupation of individual warehouses, a Warehouse OEMP must be submitted to the Secretary for approval and must:</p> <ul style="list-style-type: none"> <li>a) be generally in accordance with the precinct OEMP required under condition C-3;</li> <li>b) demonstrate compliance with condition B113 regarding maintenance of quantities of dangerous goods below the screening threshold; and</li> <li>c) include auditing requirements.</li> </ul>	Appendix D	<p>A template for a WOEMP is included in Appendix D.</p> <p>Each Warehouse tenant will prepare a WOEMP prior to occupation.</p>
C7	<p>The Applicant must ensure that the environmental management plans required under this consent are prepared in accordance with any relevant guidelines, and include:</p> <ul style="list-style-type: none"> <li>a) detailed baseline data;</li> <li>b) a description of: <ul style="list-style-type: none"> <li>i. the relevant statutory requirements (including any relevant approval, licence or lease conditions);</li> <li>ii. any relevant limits or performance measures/criteria; and</li> <li>iii. the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;</li> </ul> </li> <li>c) a description of the management measures to be implemented to comply with the relevant statutory requirements, limits or performance measures/criteria;</li> <li>d) a program to monitor and report on the: <ul style="list-style-type: none"> <li>i. impacts and environmental performance of the development; and</li> <li>ii. effectiveness of any management measures (see (c) above);</li> </ul> </li> <li>e) a contingency plan to manage any unpredicted impacts and their consequences;</li> <li>f) a program to investigate and implement ways to improve the environmental performance of the development over time;</li> <li>g) a protocol for managing and reporting any: <ul style="list-style-type: none"> <li>i. incidents and non-compliances;</li> <li>ii. complaints;</li> <li>iii. non-compliances with statutory requirements; and</li> </ul> </li> <li>h) a protocol for periodic review of the plan.</li> </ul> <p>Note: The Secretary may waive some of these requirements if they are unnecessary or unwarranted for a particular management plan.</p>		<ul style="list-style-type: none"> <li>(a) Baseline data is included in aspect-specific sub-plans where applicable</li> <li>(b) Section 3 and Section 6.1</li> <li>(c) Applicable management measures are included in aspect-specific sub-plans.</li> <li>(d) Monitoring and reporting requirements are addressed in Section 6.</li> <li>(e) Where appropriate, unexpected finds procedures are included in aspect-specific sub-plans.</li> <li>(f) Section 6.2.1 describes the review process for the OEMP and environmental management of the Facility.</li> <li>(g) Section 4.1, Section 6.3.2 and CC-S</li> <li>(h) Section 6.2.2</li> </ul>

CoC	Requirement	Reference	How Addressed
C9	<p>Within three months of:</p> <ul style="list-style-type: none"> <li>(a) the submission of an annual review under condition C10;</li> <li>(b) the submission of an incident or non-compliance notification under condition C13;</li> <li>(c) the submission of an audit under condition C19;</li> <li>(d) the approval of any modification of the conditions of this consent; or</li> <li>(e) the issue of a direction of the Secretary under condition A2;</li> </ul> <p>the strategies, plans and programs required under this consent must be reviewed, and if necessary to either improve the environmental performance of the development, cater for a modification or comply with a direction, must be revised, to the satisfaction of the Secretary. Where revisions are required, the revised document must be submitted to the Secretary for approval within six weeks of the review.</p> <p><i>Note: The purpose of this condition is to ensure that strategies, plans and programs are regularly updated to incorporate any measures recommended to improve the environmental performance of the development.</i></p>	Section 6.2.2	The review and submission process for the OEMP will be undertaken in accordance with this condition, as described in Section 6.2.2.
C10	<p>Each year, the Applicant must submit a review the environmental performance of the development (including all tenants and occupants) to the Department. The review must:</p> <ul style="list-style-type: none"> <li>(a) describe the development that was carried out in the previous calendar year, and the development that is proposed to be carried out over the next year;</li> <li>(b) include a comprehensive review of the monitoring results and complaints records from the previous year, including a comparison of these against the: <ul style="list-style-type: none"> <li>i. the relevant statutory requirements, limits or performance measures/criteria;</li> <li>ii. requirements of any plan or program required under this consent;</li> <li>iii. the monitoring results of previous years; and</li> <li>iv. the relevant predictions in the EIS, Submissions Report, Consolidated assessment clarification responses; Modification Assessment, or conditions of this consent;</li> </ul> </li> <li>(c) identify any non-compliance over the previous year, and describe what actions were (or are being) taken to ensure compliance;</li> <li>(d) identify any trends in the monitoring data over the life of the development;</li> <li>(e) identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and</li> <li>(f) describe what measures will be implemented over the next year to improve the environmental performance of the development.</li> </ul> <p>The Applicant must ensure that copies of the Annual Review are submitted to Council and are available to the CCC and any interested person upon request.</p>	Section 6.2.2	A review of the environmental performance of the development will be submitted to DPE, in accordance with this condition.
C11	<p>The Department must be notified in writing to <a href="mailto:compliance@planning.nsw.gov.au">compliance@planning.nsw.gov.au</a> immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one), and set out the location and nature of the incident.</p>	Section 4.2.4	Written notification to the Department will occur immediately, as required.

CoC	Requirement	Reference	How Addressed
C12	A written incident notification addressing all requirements for such notification set out in Appendix D of this consent, must also be emailed to the Department at the following address: <a href="mailto:compliance@planning.nsw.gov.au">compliance@planning.nsw.gov.au</a> within 7 days after the Applicant becomes aware of an incident. Notification is required to be given under this condition even if the Applicant fails to give the notification required under condition or, having given such notification, subsequently forms the view that an incident has not occurred.	Section 4.2.4	Written notification to the Department will occur immediately, as required.
C13	Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Secretary the Applicant must provide the Secretary and any relevant public authorities (as determined by the Secretary) with a detailed report on the incident addressing all requirements for such reporting set out in Appendix D of this consent, and such further reports as may be requested.	Section 4.2.4	A detailed report of an incident addressing the requirements set out in Appendix C of the Development Consent will be provided to the Secretary within 30 days, or as otherwise agreed with the Secretary.
C14	Any written requirements of the Secretary or relevant public authority (as determined by the Secretary) which may be given at any point in time, to address the cause or impact of an incident must be compiled with and within any timeframe specified by the Secretary or relevant public authority.	Section 4.2.4	Any written requirements of the Secretary (or relevant public authority) that may be given to address the cause or impact of an incident will be compiled within any timeframe specified by the Secretary or relevant public authority.
C15	If statutory notification is provided to EPA as required under the POEO Act in relation to the development, such notification must also be provided to the Secretary within 24 hours after the notification was provided to EPA.	Section 4.2.4	Notification will be provided to the Secretary within 24 hours after notification was provided to the EPA.
C16	The Department must be notified in writing to <a href="mailto:compliance@planning.nsw.gov.au">compliance@planning.nsw.gov.au</a> within 7 days after the Applicant becomes aware of any non-compliance.	Section 6.4	DPE will be notified in writing to <a href="mailto:compliance@planning.nsw.gov.au">compliance@planning.nsw.gov.au</a> within 7 days after the Facility becomes aware of any non-compliance.
C17	The notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply, the reasons for the non-compliance (if known), and what actions have been, or will be, undertaken to address the non-compliance.	Section 4.2.4	Section 4.2.4 outlines the requirements for the notification of the non-compliance, in accordance with this condition.
C18	<p>Within one year of the commencement of any development under this consent, and every three years thereafter, unless the Secretary directs otherwise, the Applicant must commission and pay the full cost of an Independent Environmental Audit (Audit) of the development. Audits must:</p> <ul style="list-style-type: none"> <li>(a) be led and conducted by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary;</li> <li>(b) be carried out in consultation with the relevant agencies and the CCC;</li> <li>(c) assess the environmental performance of the development (and tenancies) and assess whether it is complying with the relevant requirements in this consent, and any strategy, plan or program required under this consent; and</li> <li>(d) review the adequacy of any approved strategy, plan or program required under this consent; and</li> </ul>	Section 6.3	<p>Within one year of the commencement of any development and every three years, an Independent Environmental Audit will be undertaken by a suitably qualified, experienced and independent team of experts whose appointment has been endorsed by the Secretary. Section 6.3 outlines the requirements of this condition.</p>

CoC	Requirement	Reference	How Addressed
C19	<p>(e) recommend appropriate measures or actions to improve the environmental performance of the development, and/or any strategy, plan or program required under this consent.</p> <p>Within three months of commencing an Independent Environmental Audit, or unless otherwise agreed by the Secretary, a copy of the audit report must be submitted to the Secretary, and any other NSW agency that requests it, together with a response to any recommendations contained in the audit report, and a timetable for the implementation of the recommendations. The recommendations must be implemented to the satisfaction of the Secretary.</p>	Section 6.3	A copy of the audit report must be submitted to the Secretary, and any other NSW agency that requests it, with a response to any recommendations contained in the audit report, and a timetable for the implementation of the recommendations. The recommendations will be implemented to the satisfaction of the Secretary.
C21	<p>The Proponent must prepare and implement a Compliance Tracking Program to track compliance with the requirements of this approval. The Compliance Tracking Program must be submitted to the Secretary for approval prior to the commencement of construction.</p> <p>The Compliance Tracking Program must include, but not be limited to:</p> <ol style="list-style-type: none"> <li>a) provision for the notification of the Secretary prior to the commencement of construction and prior to the commencement of operation of the development (including prior to each stage, where works are being staged);</li> <li>b) provision for periodic review of the compliance status of the development against the requirements of this approval and the environmental management measures committed to in the documents referred to in condition A2;</li> <li>c) provision for periodic reporting of compliance status to the Secretary, including but not limited to: <ol style="list-style-type: none"> <li>i. a Pre-Construction Compliance Report prior to the commencement of construction,</li> <li>ii. quarterly Construction Compliance Reports, for the duration of construction, and</li> <li>iii. a Pre-Operation Compliance Report prior to the commencement of operation, and six monthly operational compliance reports;</li> </ol> </li> <li>d) a program for independent environmental auditing;</li> <li>e) mechanisms for recording environmental incidents during construction and actions taken in response to those incidents;</li> <li>f) provision for reporting environmental incidents to the Secretary during construction;</li> <li>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 subcontractors are aware of, and comply with, the conditions of this approval relevant to their respective activities.</li> </ol>	Compliance Tracking Program	<p>Compliance Tracking Programs (CTP) for MPE Stage 1 and MPE Stage 2 have been prepared to address the requirements of this condition.</p> <p>The updated MPE Stage 1 CTP was approved on 12 June 2018 and MPE Stage 2 CTP was approved on 8 June 2018 by the DPE.</p>

Table A3: MPE Stage 1 Final Compilation of Management Measures

FCMM	Requirement	Document Reference	How Addressed
0B	<p>An Operational Environmental Management Plan (OEMP) will be prepared to provide the overarching framework for the management of all potential environmental impacts resulting from the operation of the Proposal.</p> <p>A number of operational related management plans have been prepared for the Proposal, including:</p> <ul style="list-style-type: none"> <li>• Preliminary Operational Traffic Management Plan</li> <li>• Air Quality Management Plan</li> <li>• Stormwater Drainage Design Drawings</li> <li>• Riparian Vegetation Management Plan and Threatened Flora Species Management Plan.</li> <li>• The management plans, that will form the basis of the OEMP to be prepared for the Proposal will be based on the preliminary</li> </ul> <p>Operation management plans listed above, and will include:</p> <ul style="list-style-type: none"> <li>• Rail Noise Management Plan (RNMP)</li> <li>• Flooding and Emergency Response Plan (FERP)</li> <li>• Emergency Response Plan (ERP), including the Pollution Incident Response Management Plan (PIRMP)</li> <li>• Operational Traffic Management Plan (OTMP)</li> </ul>	<p>This OEMP and relevant aspect sub-plans.</p>	<p>All nominated plans have been / will be prepared as sub-plans to the OEMP or as stand-alone documents.</p>
0C	<p>An Environmental Protection Licence (under the POEO Act) will be obtained for the construction and operation of the Rail link (only) for the Proposal</p>	<p>Section 3.3.1</p>	<p>Section 3.3.1 addresses the requirements of this condition.</p> <p>It is currently not anticipated that an EPL will be required for operation of the MLP East Precinct, however, this will be determined in consultation with the Secretary and the EPA. If an EPL is required for operational activities, the OEMP will be updated to include the requirement of the EPL</p>



FCMM	Requirement	Document Reference	How Addressed
1C	<p>"An Operational Traffic Management Plan (OTMP) (or equivalent) will be developed for the operational phase of the Proposal, in accordance with the Preliminary Operational Traffic Management Plan (POTMP). The OTMP will include the following measures to manage potential traffic impacts, at a minimum:</p> <ol style="list-style-type: none"> <li>1. Use of short-range radios, GPS and/or wireless communications to maximise the efficiency of access and circulation of vehicles within the Stage 1 site</li> <li>2. Provision of adequate truck holding capacity within the Stage 1 site</li> <li>3. Provision of an information dissemination system to exchange information with truck drivers on live traffic conditions on the external network.</li> <li>4. A driver code of conduct will be included to inform drivers of permissible access and egress routes to and from the Stage 1 site</li> <li>5. A survey of truck trip generate will be undertaken after 24 months of commencement of operation of the Proposal." </li></ol>	Operational Traffic and Access Management Plan	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.
1D	<p>Site entry and exit points to the Stage 1 site will be designed, to incorporate the following measures:</p> <ol style="list-style-type: none"> <li>1. Design measures to minimise queuing on Moorebank Avenue during operation of the Proposal</li> <li>2. The signalised T-intersection that will be provided for employee/visitor access and will be designed to include integrated pedestrian crossing facilities, to provide safe pedestrian access to/from the Proposal.</li> <li>3. The truck entry and exit point will be 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</li> </ol>	Design	
2B	<p>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:</p> <ul style="list-style-type: none"> <li>• Implementation and communication of anti-idling policy for trucks and locomotives</li> <li>• Provision of a point of contact for complaints for the community to report on excessive idling and smoky vehicles used within the Stage 1 site</li> <li>• Procedures to reject excessively smoky trucks visiting the site based on visual inspection.</li> </ul>	Operational Air Quality Management Plan	An Air Quality Management Plan has been prepared to address the requirements of this condition.
2C	<p>The Proponent will undertake an air quality monitoring programme during the initial phases of both construction and operation of the Proposal including:</p> <ul style="list-style-type: none"> <li>• Nuisance dust</li> <li>• Air Emissions – PM<sub>10</sub> and Nitrogen dioxide</li> </ul>	Operational Air Quality Management Plan	An Air Quality Management Plan has been prepared to address the requirements of this condition.

FCMM	Requirement	Document Reference	How Addressed
3B	<p>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.</p>	<p>Rail Noise Management Plan, within the Operational Noise and Vibration Management Plan</p>	<p>A Rail Noise Management Plan has been prepared to address the requirements of this condition.</p>
3C	<p>A Rail Noise Management Plan (RNMP) (or equivalent) will be prepared prior to operation of the Proposal. The RNMP will include procedures for the application of friction modifiers to the Rail link and measurement and reporting of subsequent rail noise levels should be documented in a Rail Noise Management Plan (RNMP) (or equivalent) to be prepared prior to the operation of the Proposal. During preparation of the RNMP, background rail noise monitoring will be undertaken to establish existing levels of rail noise levels in accordance with the RING. The RNMP will prescribe mitigation measures where modelling predicts and /or operational monitoring shows an exceedance attributable to the Proposal that RING prescribes as a trigger level.</p>	<p>Rail Noise Management Plan, within the Operational Noise and Vibration Management Plan</p>	<p>A Rail Noise Management Plan has been prepared to address the requirements of this condition.</p>
3D	<p>Rail grinding will be undertaken in accordance with TNSW's requirements on the Rail link, or where otherwise identified within the RNMP or other operational management plan for the Proposal.</p>	<p>Rail Noise Management Plan, within the Operational Noise and Vibration Management Plan</p>	<p>A Rail Noise Management Plan has been prepared to address the requirements of this condition.</p>
4.1A	<p>The following control measures will be progressively implemented during operation of the IMT:</p> <ul style="list-style-type: none"> <li>• A vehicle booking system, truck marshalling lanes and rejection of trucks that arrive early will be implemented / provided to minimise wait times and queuing. This system will be implemented on commencement of operation.</li> <li>• An electrified locomotive shifter will be installed to reduce the need for excessive locomotive idling. This control will be implemented on commencement of operation.</li> <li>• Where new reach stackers are procured, these would be selected to achieve best practice emissions performance to meet US EPA Tier 3/ Euro Stage IIIA standards</li> <li>• Electric gantry cranes to reduce use of diesel powered equipment. This control will be implemented within seven years of commencement of operation of the Proposal or on the Proposal achieving an annual throughput of 250,000 TEU, whichever is the latter.</li> </ul>	<p>Annual best practice review and Operational Traffic Management Plan</p>	<p>The Best Practice Review will be updated and reviewed annually. The Operational Traffic Management Plan has been developed to address components of this condition</p>

FCMM	Requirement	Document Reference	How Addressed
4.1B	<p>The following policies and procedures will be developed and included within the OEMP for the Proposal:</p> <ul style="list-style-type: none"> <li>• An anti-idle policy will be developed and communicated to locomotive and truck operators to minimise unnecessary idling.</li> <li>• Signs will be installed within the IMT to remind drivers of this policy and their obligations</li> <li>• Maintenance plans will be updated to include a requirement to consider air emissions and where possible improve air emission performance at next overhaul/upgrade</li> <li>• Training will be provided to locomotive drivers to maximise fuel efficiency</li> <li>• Equipment with smoky exhausts (more than 10 seconds) should be stood down for maintenance based upon visual inspection</li> <li>• Trucks with smoky exhausts (more than 10 seconds) shall be rejected from the site based upon visual inspection</li> <li>• Loading and unloading will be coordinated where possible to minimise truck trip distances as they travel through Stage 1 site.</li> </ul>	Aspect specific sub-plans (OQMP and ONVMP)	Aspect specific sub-plans (OQMP and ONVMP) have been prepared to address the requirements of this condition.
4.2A	<p>The following policies and procedures will be developed and included within the OEMP for the Proposal:</p> <ul style="list-style-type: none"> <li>• Container handling equipment will be fitted with broadband 'quacker' reversing alarms.</li> </ul>	Operational Noise and Vibration Management Plan	An Operational Noise and Vibration Management Plan has been prepared to address the requirements of this condition.
5G	<p>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.</p> <p>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.</p>	Flood Emergency Response Plan	A Flood Emergency Response Plan has been prepared to address the requirements of this condition.
5H	<p>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.</p>	Stormwater Infrastructure Operation and Maintenance Plan	A Stormwater Infrastructure Operation and Maintenance Plan has been prepared to address the requirements of this condition.

FCMM	Requirement	Document Reference	How Addressed
7D	<p>Residual risk of contamination to soils and groundwater during operation of the Proposal will be mitigated through the implementation of the following mitigation measures, which will be included within the OEMP for the site:</p> <ul style="list-style-type: none"> <li>• The proposed diesel tank (used for refuelling) will be self-bunded and compliant with AS - 1940-2004 The storage and handling of flammable and combustible liquids.</li> <li>• An Emergency Response Plan (including a Pollution Incident Response Management Plan) will be developed for operation of the Proposal. A spill kit will be provided within the Stage 1 site at all times.</li> <li>• A refuelling procedure will be developed and implemented for all refuelling activities undertaken and included in the site OEMP.</li> </ul>	Emergency Response Plan	An Emergency Response Plan has been prepared to address the requirements of this condition.
7E	<p>Dangerous goods entering or leaving the Stage 2 site must be notified in advance in accordance with the International Maritime Organisation (IMO) and regulations pertaining to the International Convention for the Safety of Life at Sea (SOLAS).</p>	<p>Emergency Response Plan</p> <p>Operational Environmental Management Plan</p>	<p>An Emergency Response Plan has been prepared to address the requirements of this condition.</p> <p>Also addressed in Section 3.3.3</p>
7D	<p>Handling of dangerous goods including unpacking from containers and storage within warehouses on the Amended operational area would be undertaken in accordance with the <i>Storage and Handling of Dangerous Goods Code of Practice</i> (WorkCover NSW, 2005).</p>	<p>Emergency Response Plan</p> <p>Operational Environmental Management Plan</p>	<p>An Emergency Response Plan has been prepared to address the requirements of this condition.</p> <p>Also addressed in Section 3.3.3</p>
7G	<p>Staff involved in the transport and handling of dangerous goods within the Amended Proposal site would receive training regarding the contents of the dangerous goods provisions and their roles and responsibilities. All training would be recorded and maintained in accordance with the appropriate competent authority (SafeWork NSW).</p>	<p>Emergency Response Plan</p> <p>Operational Environmental Management Plan</p>	<p>An Emergency Response Plan has been prepared to address the requirements of this condition.</p> <p>Also addressed in Section 3.3.3</p>
7H	<p>Design, installation and maintenance of gas reticulation infrastructure would be undertaken in accordance with <i>Australian Standard AS 2944-1 (2007): Plastic pipes and fittings for gas reticulation – Polyamide pipes</i> and <i>Australian Standard AS 2944-2 (2007): plastic pipes and fittings for gas reticulation – Polyamide fittings</i>.</p>	Emergency Response Plan	An Emergency Response Plan has been prepared to address the requirements of this condition.

FCMM	Requirement	Document Reference	How Addressed
7I	Storage of flammable/combustible liquids within the Amended operational area would be carried out in accordance with <i>Australian Standard AS 1940: The Storage and Handling of Flammable and Combustible Liquids</i> . Secondary containment measures would be implemented in a location away from waterways and drainage paths/infrastructure.	Emergency Response Plan	An Emergency Response Plan has been prepared to address the requirements of this condition. Also addressed in Section 3.3.3
7J	An Operational Hazard and Risk Management Plan would be developed for the Amended operational area and be implemented as part of the OEMP for the Amended Proposal. This plan would be reviewed regularly and updated should goods entering the site change. As a minimum, the plan would adopt the requirements of the Code of Practice for Storage and Handling of Dangerous Goods (WorkCover NSW, 2005).	Operational Hazard and Risk Management Plan (if required)	At this stage of operations, dangerous goods are not expected to be received or transported. A risk assessment will be undertaken if and when this occurs, and an Operational Hazard and Risk Management Plan may be required.
7K	Appropriate testing, alarm systems and work, health and safety (WHS) precautions would be implemented for the safety of personnel and infrastructure.	Emergency Response Plan	An Emergency Response Plan has been prepared to address the requirements of this condition.
7L	No hazardous or regulated wastes would be disposed of on site.	Operational Waste and Resource Management	A Waste and Resource Management Plan has been prepared to address the requirements of this condition.
8C	A nest box management strategy will be prepared prior to clearing of hollow bearing trees. The strategy will inform the installation of nest boxes in retained native vegetation in the riparian corridor of the Georges River and the woodland in the Southern Boot Land and the on-going monitoring and maintenance of nest boxes through the construction and operational phases.	Operational Flora and Fauna Management Plan	An Operational Flora and Fauna Management Plan has been prepared to address the requirements of this condition.
8F	Water quality and macroinvertebrate monitoring would be undertaken up and downstream of works within the Georges River and Anzac Creek, pre, during and post construction, to determine impacts on aquatic communities as a result of the Proposal. The monitoring plan would be developed and implemented by an appropriately qualified aquatic ecologist.	Operational Flora and Fauna Management Plan	An Operational Flora and Fauna Management Plan has been prepared to address the requirements of this condition.
8H	The corridor established for construction of the Rail link will be stabilised in a manner which would enable the fuel load to be maintained in a low state. Where appropriate it would be stabilised following construction with local topsoil with growth of groundcover encouraged. The corridor would be managed by removing weeds and reducing the fuel load.	Operational Flora and Fauna Management Plan	An Operational Flora and Fauna Management Plan has been prepared to address the requirements of this condition.

FCMM	Requirement	Document Reference	How Addressed
12D	<p>The OEMP will include the following procedures and controls with regards to handling of Dangerous Goods:</p> <ul style="list-style-type: none"> <li>• All dangerous goods to be imported through the Stage 1 site must be notified in advance.</li> <li>• All Proposal staff handling dangerous goods will be required to have successfully completed dangerous goods training in accordance with International Maritime Dangerous Goods (IMDG) Code Chapter 1.3 (International Maritime Organization, 2012). Training provided must be commensurate with their roles and responsibilities and records of training must be maintained.</li> <li>• Procedures to monitor the quantity of dangerous goods (classes 5.1, 5.2, 6.1 and/or 8) to be transported to, and or stored on site at any one time, to ensure that they are below the thresholds identified in Applying SEPP 33.</li> <li>• Provision of spill kits on the Stage 1 site and a procedure for inspection and refilling</li> <li>• A refuelling process.</li> </ul>	Waste Management Plan	A Waste Management Plan has been prepared to address the requirements of this condition.
12E	<p>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.</p>	Operational Traffic and Access Management Plan	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.
12F	<p>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.</p>	Operational Hazard and Risk Management Plan	An Operational Hazard and Risk Management Plan has been prepared to address the requirements of this condition.
12G	<p>An Operational Hazard and Risk Management Plan, including a risk register, will be developed for the Proposal site. This plan will be reviewed regularly and updated should goods entering the site change. The Operational Hazard and Risk Management Plan will be developed with consideration to the following standards and guidelines:</p> <ul style="list-style-type: none"> <li>• AS 2550.1 Cranes hoists and winches.</li> <li>• Draft Code of Practice for Industrial Lift Trucks (Worksafe Australia, 2012).</li> <li>• Work Cover NSW Bridge and Gantry Crane Drivers: A guide for power crane operators (1997).</li> <li>• Work Cover NSW Dogging Guide (2003).</li> <li>• Work Cover NSW Rigging Guide (1996).</li> </ul>	Operational Hazard and Risk Management Plan	An Operational Hazard and Risk Management Plan has been prepared to address the requirements of this condition.
12I	<p>An Operational Emergency Response Plan will be developed for the operational phase of the Proposal, collaboratively with the operator in consultation with the EPA, NSW police force, NSW Fire Brigade, NSW Rural Fire Service and the Ambulance Service of NSW. These will be prepared prior to operation of the Proposal. Emergency response and incident management protocols will cover the following types of emergency or incident.</p>	Emergency Response Plan	An Emergency Response Plan has been prepared to address the requirements of this condition.

FCMM	Requirement	Document Reference	How Addressed
	<ul style="list-style-type: none"> <li>• Workplace health and safety</li> <li>• On-site spills or leaks</li> <li>• Off-site discharges</li> <li>• Hazardous materials/dangerous goods</li> <li>• Flooding</li> <li>• Bushfire</li> <li>• Derailment</li> <li>• Container fall</li> <li>• Road incident on Moorebank Avenue adjacent to Stage 1 site entry / egress</li> <li>• Requirements of the Pollution Incident Response Management Plans, as prescribed under section 153C of the Protection of the Environment Operations Act 1997.</li> </ul>		
13D	<p>Measures to mitigate the effect of waste arising during operation of the Proposal will be incorporated into the OEMP and will include measures to encourage recycling behaviour and increase the diversion of waste into recycling streams. These will include:</p> <ul style="list-style-type: none"> <li>• Addressing waste management requirements and goals in staff inductions</li> <li>• Providing staff access to documentation outlining the facility's waste management requirements</li> <li>• Locating recycling bins in kitchen areas beside general waste bins to prevent contamination of recycling</li> <li>• Positioning paper recycling bins close to printer/photocopying equipment</li> <li>• Minimising general waste bins at desks but providing adequate container and paper recycling to encourage sorting of Recyclables</li> </ul>	Waste Management Plan	A Waste Management Plan has been prepared to address the requirements of this condition.
13E	<p>Waste arising from maintenance will be dealt in part by an asset management strategy and OEMP. Where feasible from a safety and cost perspective, assets will be refurbished, if a replacement is required the maintenance contractor will be responsible for ensuring any waste is recycled; if this is not possible arrangements for disposal at an appropriately licenced facility will be made.</p>	Waste Management Plan	A Waste Management Plan has been prepared to address the requirements of this condition.
14D	<p>A bushfire management strategy, or equivalent, will be prepared as part of the OEMP. The following measures will be included within the OEMP with regard to bushfire management:</p> <ul style="list-style-type: none"> <li>• Management of the landscaped areas within the SMTA Stage 1 site will be undertaken to maintain minimum dry fuels loads.</li> <li>• The Southern Boot Land will be managed by slashing vegetation to facilitate for a defensible space to the container storage area.</li> <li>• The corridor of the Rail link will be maintained in a low fuel state</li> <li>• Protocols will be developed for the monitoring of train access / egress during high – catastrophic fire weather days, if required and in accordance with the bushfire management strategy.</li> </ul>	Bushfire Management Strategy	A Bushfire Management Strategy has been prepared to address the requirements of this condition.

FCMM	Requirement	Document Reference	How Addressed
15B	<p>The Operational Environmental Management Plan (OEMP) would include measures to engage with stakeholders and to manage and respond to feedback received during the operation of the Amended Proposal.</p>	<p>Operation Community Communication Strategy</p>	<p>A Community Communication Strategy has been developed to provide mechanisms to facilitate communication between LOGOS and the key stakeholders</p>
16B	<p>The mitigation measures, management strategies and abatement opportunities presented in the Greenhouse Gas and Climate Change Impact Assessment (Appendix X of this EIS) will be reviewed and considered where appropriate for incorporation into the operational Environmental Management Plan (OEMP). The following measures will be incorporated in to the OEMP for the Proposal:</p> <ul style="list-style-type: none"> <li>• Energy efficiency design aspects will be incorporated wherever possible to reduce energy demand</li> <li>• The procurement of energy efficient equipment will be investigated for the Proposal</li> <li>• Regular maintenance of equipment will be undertaken to maintain good operations and fuel efficiency</li> <li>• Consideration will be given to undertake further investigation and implementation of cost negative abatement opportunities</li> <li>• Further investigation of abatement opportunities will be considered once the facility transitions from the use of container handling equipment such as reach stackers and large forklifts to the operation of gantry cranes</li> </ul>	<p>Aspect specific sub-plans (OACMP, ONVMP)</p>	<p>Aspect specific sub-plans (OACMP, ONVMP) have been prepared to address the requirements of this condition.</p>
17C	<p>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.</p>	<p>This OEMP</p>	



Table A4: MPE Stage 2 Final Compilation of Management Measures

FCMM	Requirement	Document Reference	How Addressed
0C	<p>The Operational Environmental Management Plan (OEMP), or equivalent, for the Amended Proposal would be based on the following preliminary management plans:</p> <ul style="list-style-type: none"> <li>• Preliminary Operational Traffic Management Plan (POTMP) (Appendix K of the EIS)</li> <li>• Air Quality Management Plan (Appendix M of the EIS)</li> <li>• Stormwater Drainage Design Drawings (Appendix P of the EIS)</li> </ul> <p>As a minimum the OEMP would include the following sub-plans:</p> <ul style="list-style-type: none"> <li>• Operational Traffic Management Plan (OTMP)</li> <li>• Operational Noise and Vibration Management plan (ONVMP)</li> <li>• Air Quality Management Plan</li> <li>• Flora and Fauna Management Plan</li> <li>• Flooding and Emergency Response Plan</li> <li>• Emergency Response Plan in accordance with the requirements of Clause 153C of the POEO Act and the POEO (General) Regulation (Cl. 98B)</li> <li>• Operational Hazard and Risk Management Plan</li> <li>• Bushfire Management Strategy</li> <li>• Community Information and Awareness Strategy.</li> </ul>	This OEMP	<p>All nominated plans have been / will be prepared as sub-plans to the OEMP or as stand-alone documents.</p> <p>The Community Communication Strategy is being prepared in place of the Community Information and Awareness Strategy.</p>
0D	<p>The construction and/or operation of the Amended Proposal may be delivered in a number of stages. If construction and/or operation is to be delivered in stages a Staging Report would be provided to the Secretary prior to commencement of the initial stage of construction and updated prior to the commencement of each stage as that stage is identified.</p>		Note only.
1C	<p>Moorebank Avenue would be upgraded for approximately 1.5 kilometres from approximately 35 metres south of the northern boundary of the MPE site to approximately 185 metres south of the southern MPE site boundary.</p> <p>The following intersections would also be upgraded as part of the Amended Proposal:</p> <ul style="list-style-type: none"> <li>• Moorebank Avenue / MPE Stage 2</li> <li>• Moorebank Avenue / MPE Stage 1 northern access</li> <li>• Moorebank Avenue / MPE Stage 1 central access</li> <li>• Moorebank Avenue / MPE Stage 1 southern emergency access.</li> </ul> <p>The funding of these upgrades would be clarified through discussions with SIMTA, Roads and Maritime and Transport for NSW.</p>	Operational Traffic and Access Management Plan	<p>An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.</p>

FCMM	Requirement	Document Reference	How Addressed
1D	<p>It is intended that the POTMP would be further progressed and integrated into the OEMP for the Amended Proposal. Specifically, the following key aspects would be addressed in the OTMP:</p> <ul style="list-style-type: none"> <li>• Heavy vehicle route management</li> <li>• Safety and amenity of road users and public</li> <li>• Congestion management on Moorebank Avenue</li> <li>• Road user delay management</li> <li>• Information signage, distance information and advance warning</li> <li>• Driver code of conduct</li> <li>• Incident management</li> <li>• Traffic monitoring.</li> </ul>	Operational Traffic and Access Management Plan	An Operational Traffic and Access Management Plan has been prepared to address the requirements of this condition.
1E	Bicycle and end of trip facilities would be provided in accordance with the City of Sydney Section 3 – General Provisions.	Operational Workplace Travel Plan	An Operational Workplace Travel Plan has been prepared to address the requirements of this condition.
1F	Consultation would be undertaken with relevant bus provider(s) regarding the potential to extend the 901 bus service (or equivalent) and additional regular service bus stops with the aim of maximising public transport accessibility to, from and within the Amended operational area.	Operational Workplace Travel Plan	An Operational Workplace Travel Plan has been prepared to address the requirements of this condition.
2D	In the event of any noise or vibration related complaint or adverse comment from the community, noise and ground vibration levels (as relevant) would be investigated. Remedial action would be implemented where feasible and reasonable. The procedures for managing complaints would be provided within the Community Information and Awareness Strategy.	Operation Noise and Vibration Management Plan Community Communication Strategy	An Operational Noise Management Plan and Community Communication Strategy have been prepared to address the requirements of this condition.
2E	An Operational Noise Management Plan (ONMP) would be prepared which includes a framework for regular monitoring of operational noise. Monitoring would begin at the commencement of the operation of the Amended Proposal and would be conducted on an annual basis for up to 2 years (after commencement of operations of the Amended Proposal).	Operational Noise Management Plan	An Operational Noise Management Plan has been prepared to address the requirements of this condition.
3B	<p>The Air Quality Management Plan (Ramboll, 2016), included within Appendix M of the EIS would be further progressed and integrated into the OEMP for the Amended Proposal. In accordance with the Air Quality Management Plan the following key aspects would be addressed in the OEMP:</p> <ul style="list-style-type: none"> <li>• Implementation and communication of anti-idling policy for trucks</li> <li>• Complaints line for the community to report on excessive idling and smoky vehicles</li> <li>• Procedures to reject excessively smoky trucks visiting the site based on visual inspection.</li> </ul>	Operational Air Quality Management Plan	An Operational Air Quality Management Plan has been prepared to address the requirements of this condition.

FCMM	Requirement	Document Reference	How Addressed
3C	<p>During construction and operation, real-time boundary monitoring would be used to measure site emissions and alert site personnel when dust triggers are breached. This monitoring would determine if the best practice measures are effective and/or if additional reactive controls are needed on any particular day.</p>	Operational Air Quality Management Plan	An Operational Air Quality Management Plan has been prepared to address the requirements of this condition.
4F	<p>Should any animal be injured, the relevant local wildlife rescue agency (e.g. WIREs) and/or veterinary surgery would be contacted 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"> <li>• Handling fauna with care and as little as possible.</li> <li>• Covering larger animals with a towel or blanket and placing in a large cardboard box.</li> <li>• Placing small animals in a cotton bag, tied at the top.</li> <li>• Keeping the animal in a quiet, warm, ventilated and dark location.</li> </ul>	Operational Flora and Fauna Management Plan	An Operational Flora and Fauna Management Plan has been prepared to address the requirements of this condition.
4G	<p>A Flora and Fauna Management Plan would be prepared as part of the OEMP for the Amended Proposal. This FFMP would focus on minimising impacts on biodiversity values on the adjacent Boot land.</p>	Operational Flora and Fauna Management Plan	An Operational Flora and Fauna Management Plan has been prepared to address the requirements of this condition.
4H	<p>Potential indirect impacts to threatened flora species located within the Boot land (known as the Wattle Grove Offset Area) will be managed in accordance with the Biobanking Agreement.</p>	Operational Flora and Fauna Management Plan	An Operational Flora and Fauna Management Plan has been prepared to address the requirements of this condition.
5D	<p>Stormwater quality improvement devices management measures would be designed and installed on site as presented in the Stormwater and Flooding Environmental Assessment (Appendix P of the EIS), including:</p> <ul style="list-style-type: none"> <li>• Gross pollutant traps (GPTs) at Section 6.2.1</li> <li>• Rain gardens in the base of the OSD channels, as shown in Figure 6-1 of Appendix P of the EIS.</li> <li>• Stormwater quality improvement devices would be designed to meet the performance targets identified in Georges River Estuary CZMP.</li> </ul>	Stormwater Infrastructure Operation and Maintenance Plan	A Stormwater Infrastructure Operation and Maintenance Plan has been prepared to address the requirements of this condition.
5E	<ul style="list-style-type: none"> <li>• A water quality monitoring program for the operational phase of the Amended Proposal would be prepared as part of the OEMP for the Amended Proposal and would detail:</li> <li>• The frequency and duration of sampling</li> <li>• Background water quality conditions</li> <li>• Sampling methodology</li> <li>• Reporting requirements</li> <li>• Water quality monitoring would be undertaken for both Anzac Creek and the Georges River and would include the following parameters:</li> <li>• Total suspended solids</li> </ul>	Operational Soil and Water Management Plan	An Operational Soil and Water Management Plan has been prepared to address the requirements of this condition.

FCMM	Requirement	Document Reference	How Addressed
	<ul style="list-style-type: none"> <li>• Total phosphorous</li> <li>• Total nitrogen</li> <li>• Oils and grease.</li> </ul>		
5F	<p>A Flood Emergency Response Plan (FERP) would be developed for the operational phase of the Amended Proposal. The FERP would take into consideration, site flooding and broader flood emergency response plans for the Georges River and Anzac Creek floodplains and Moorebank area. The FERP would also include the identification of an area of safe refuge within the Amended Proposal site that would allow people to wait until hazardous flows have receded and safe evacuation is possible.</p>	Flood Emergency Response Plan	A Flood Emergency Response Plan (FERP) has been prepared to address the requirements of this condition.
5G	<p>Separated oily wastes would be captured and stored so that they do not enter the stormwater system.</p>	Waste Management Plan	A Waste Management Plan has been prepared to address the requirements of this condition.
6E	<p>An Emergency Response Plan would be prepared and implemented. The plan would meet the requirements of Clause 153C of the POEO Act and the POEO (General) Regulation (Cl. 99B) and specify the procedure to be followed in the event of a spill, including the notification requirements and use of absorbent material to contain the spill. A spill kit would be provided on the Amended operational area at all times.</p>	Emergency Response Plan	An Emergency Response Plan has been prepared to address the requirements of this condition.
7A	<p>Hazards associated with operation of the Amended Proposal would be identified through a Hazard and Operability Study (HAZOP), which would be undertaken as part of the detailed design.</p>	Hazard and Risk Management Plan	A Hazard and Risk Management Plan has been prepared to address the requirements of this condition.
7E	<p>Dangerous goods entering or leaving the Stage 2 site must be notified in advance in accordance with the International Maritime Organisation (IMO) and regulations pertaining to the International Convention for the Safety of Life at Sea (SOLAS).</p>	Hazard and Risk Management Plan	A Hazard and Risk Management Plan has been prepared to address the requirements of this condition.
7F	<p>Handling of dangerous goods including unpacking from containers and storage within warehouses on the Amended operational area would be undertaken in accordance with the Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005).</p>	Hazard and Risk Management Plan	A Hazard and Risk Management Plan has been prepared to address the requirements of this condition.
7G	<p>Staff involved in the transport and handling of dangerous goods within the Amended Proposal site would receive training regarding the contents of the dangerous goods provisions and their roles and responsibilities. All training would be recorded and maintained in accordance with the appropriate competent authority (SafeWork NSW).</p>	Hazard and Risk Management Plan	A Hazard and Risk Management Plan has been prepared to address the requirements of this condition.

FCMM	Requirement	Document Reference	How Addressed
7H	Design, installation and maintenance of gas reticulation infrastructure would be undertaken in accordance with Australian Standard AS 2944-1 (2007): Plastic pipes and fittings for gas reticulation – Polyamide pipes and Australian Standard AS 2944-2 (2007): plastic pipes and fittings for gas reticulation – Polyamide fittings.	Hazard and Risk Management Plan	A Hazard and Risk Management Plan has been prepared to address the requirements of this condition.
7I	Storage of flammable/combustible liquids within the Amended operational area would be carried out in accordance with Australian Standard AS 1940: The Storage and Handling of Flammable and Combustible Liquids. Secondary containment measures would be implemented in a location away from waterways and drainage paths/infrastructure.	Hazard and Risk Management Plan	A Hazard and Risk Management Plan has been prepared to address the requirements of this condition.
7J	An Operational Hazard and Risk Management Plan would be developed for the Amended operational area and be implemented as part of the OEMP for the Amended Proposal. This plan would be reviewed regularly and updated should goods entering the site change. As a minimum, the plan would adopt the requirements of the Code of Practice for Storage and Handling of Dangerous Goods (WorkCover NSW, 2005).	Hazard and Risk Management Plan	A Hazard and Risk Management Plan has been prepared to address the requirements of this condition.
7K	Appropriate testing, alarm systems and work, health and safety (WHS) precautions would be implemented for the safety of personnel and infrastructure.	Safety Management Plan	A Safety Management Plan will be developed for the Precinct
7L	No hazardous or regulated wastes would be disposed of on site.	Waste Management Plan	A Waste Management Plan has been prepared to address the requirements of this condition.
7M	Should it be identified at a future stage that a tenant or tenants require dangerous goods storage within the Proposal site, a screening test would be undertaken in accordance with SEPP 33.	Waste Management Plan	A Waste Management Plan has been prepared to address the requirements of this condition.
8B	The following mitigation measures would be implemented, where reasonable and feasible, for the landscaping of the Amended Proposal: <ul style="list-style-type: none"> <li>Use of native shrubs and ground covers to form a screening barrier when mature.</li> <li>A landscaping corridor of screening vegetation to provide informal street character along Moorebank Avenue.</li> <li>Use of local species as understory planting to support and enhance local habitat values</li> <li>Use of seeds collected within the local area for planting to reinforce the genetic integrity of the region, where possible.</li> </ul>	Urban Design Landscape Plan (Appendix L)	An Urban Design Landscape Plan has been prepared to address the requirements of this condition.
8C	Light for the Amended Proposal would be designed to minimise any direct light spill and would comply with the requirements of Australian Standard AS4282-1997- Control of the Obtrusive Effects of Outdoor Lighting.	Urban Design Landscape Plan (Appendix L)	An Urban Design Landscape Plan has been prepared to address the requirements of this condition.

FCMM	Requirement	Document Reference	How Addressed
11G	Fuel efficiency of the operation 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 during operation.	Waste Management Plan	A Waste Management Plan has been prepared to address the requirements of this condition.
11H	Implement adaptation measures to address medium and high rated risks detailed in the climate change risk assessment presented in the Greenhouse Gas (GHG) and Climate Change Risk Assessment (Appendix V of the EIS).	Sustainability Management Plan	Sustainability aspects will be managed through the ISCA process and the Sustainability Management Plan
12B	<p>Measures to mitigate the effect of the operational waste streams would be incorporated into the Amended Proposal's OEMP, including the following information:</p> <ul style="list-style-type: none"> <li>• Addressing waste management requirements and goals in staff inductions</li> <li>• Providing staff access to documentation outlining the facility's waste management requirements</li> <li>• Appropriate areas shall be provided for the storage of waste and recyclable material including: <ul style="list-style-type: none"> <li>- Locating recycling bins in kitchen areas beside general waste bins to prevent contamination of recycling</li> <li>- Positioning paper recycling bins close to printer / photocopying equipment</li> <li>- Establishing bays or containers for recyclable waste generated through de-stuffing</li> <li>- Minimising general waste bins at desks but providing adequate container and paper recycling to encourage sorting of recyclables</li> <li>- Ensuring warehouse tenants are providing adequate bin storage for the expected quantity of waste</li> </ul> </li> <li>• Standard signage on how to use the waste management system and what materials are acceptable in the recycling will be posted in all waste collection and storage areas</li> <li>• Waste management planning incorporating principles of the waste hierarchy</li> <li>• All domestic waste shall be collected regularly and disposed of at licensed facilities</li> <li>• By ensuring bins are placed in the correct location and access ways are clear waste collection vehicles will be able to service the development efficiently and effectively</li> <li>• An education programme and on-going monitoring will be implemented for training personnel to properly sort and transport waste into the right components and destinations</li> <li>• Sewage waste will be discharged to Sydney Water sewerage infrastructure in accordance with Sydney Water requirements</li> <li>• Trade waste will be discharged to the sewer through a trade waste agreement with Sydney Water</li> <li>• Inclusion of the waste management strategies included in the Concept Plan Statement of Commitments for operational waste management.</li> </ul>	Waste Management Plan	A Waste Management Plan has been prepared to address the requirements of this condition.

FCMM	Requirement	Document Reference	How Addressed
13B	A bushfire management strategy, or equivalent, would be prepared as part of the OEMP for the Amended Proposal. In particular, the strategy would ensure management of landscaped areas within the Stage 2 site would be undertaken to maintain minimum dry fuel loads.	Bushfire Management Strategy	A Bushfire Management Strategy has been prepared to address the requirements of this condition.
15B	The Operational Environmental Management Plan (OEMP) would include measures to engage with stakeholders and to manage and respond to feedback received during the operation of the Amended Proposal.	This OEMP CCS	This OEMP and the Community Communication Strategy has been prepared to address the requirements of this condition.

# APPENDIX B LEGISLATION REGISTER

Legislation	Relevance
<p><b>Commonwealth Legislation</b></p>	
<p><i>Environment Protection and Biodiversity (EPBC) Act 1999</i></p>	<p>EPBC Approval (No. 2011/6229) issued in March 2014 includes a number of Conditions of Approval to be addressed as part of the Facility. Key sections under this Act that are relevant to the MLP East Precinct site include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Section 18 and 18A: Offences relating to threatened species</li> <li>Section 25: Requirement for approval of prescribed actions</li> <li>Section 26 and 27A: Protection of the environment from actions involving Commonwealth land</li> <li>Section 28: Requirement for approval of activities of Commonwealth agencies significantly affecting the environment.</li> </ul>
<p><b>NSW Legislation</b></p>	
<p><i>Biodiversity Conservation Act 2016</i></p>	<p>Supersedes Parts 7-9 of the <i>National Parks and Wildlife (NPW) Act 1974</i></p> <ul style="list-style-type: none"> <li>Part 2: Outlines requirements relating to the protection of animals and plants</li> <li>Part 7: Outlines biodiversity assessment and approvals under Planning Act</li> </ul> <p>Section 98 (relating to the harm of protected fauna and threatened species) and Part 8A (relating to threatened species, populations and ecological communities) were applicable. Parts 7-9 of the Act have been repealed.</p>
<p><i>Biosecurity Act 2015</i></p>	<ul style="list-style-type: none"> <li>Part 3: Establishes a general biosecurity duty requiring a person who is dealing with a biosecurity matter to ensure that, so far as is reasonably practicable the biosecurity risk is prevented, eliminated or minimised.</li> <li>Part 4: Makes it an offence to fail to discharge a biosecurity duty in relation to a prohibited matter and includes a duty to notify the local control authority.</li> <li>Schedule 1: Establishes special provisions relating to weeds, including a duty to control weeds on roads (where the road is not fenced on both sides)</li> <li>Schedule 2: Lists 'prohibited matter' including terrestrial weeds.</li> </ul>
<p><i>Biosecurity Regulation 2017</i></p>	<ul style="list-style-type: none"> <li>Part 2: Establishes mandatory measures relating to biosecurity matters</li> <li>Part 6: Sets out the requirements for notifiable matters (i.e. prohibited matter or events and biosecurity events)</li> <li>Schedule 1: Lists pests and diseases required to be notified</li> <li>Schedule 3: Lists weeds that must not be imported into or sold in NSW</li> </ul>
<p><i>Crown Land Act 1989</i></p>	<p>The bed of the Georges River is considered to be Crown Lands and an easement or right-of-way over, a Crown reserve for the purposes of the SIMTA rail bridge has been obtained in accordance CL Act. In addition, a crown land road within Glenfield waste facility exists.</p> <p>Note: Access to Crown Land will not be required.</p>



Legislation	Relevance
<i>Contaminated Land Management (CLM) Act 1997</i>	<ul style="list-style-type: none"> <li>Part 4: Requirements for Site audits outlines any ongoing validation requirements.</li> <li>Section 60: Outlines duty to report contamination</li> </ul>
<i>Dangerous Goods (Road and Rail Transport) Act 2008</i>	<ul style="list-style-type: none"> <li>Section 9: Outlines duties concerning the transport of dangerous goods</li> </ul>
<i>Dangerous Goods (Road and Rail Transport) Regulation 2014</i>	<ul style="list-style-type: none"> <li>Part 3: Outlines duties concerning the transport of dangerous good to which special provisions apply</li> <li>Part 4: Outlines duties in relation to packaging of dangerous goods</li> <li>Part 5: Outline consignment procedures for dangerous goods</li> <li>Part 6: Outlines safety standards (vehicles and equipment) for dangerous goods</li> <li>Part 7: Outlines transport operations relating to certain dangerous goods</li> </ul>
<i>Environmental Planning and Assessment (EP&amp;A) Act 1979</i>	<ul style="list-style-type: none"> <li>Part 4, Division 4.7: Relates to the approval pathway for State Significant Developments (SSD). In particular, Section 4.38 provides consent for the Facility as SSD (and thus conditions of consent relating to operation). Section 4.55: Modification of consents</li> <li>Division 9.2: Investigative powers of Investigation Officers</li> <li>Schedule 5 Development control order: Orders that may be given from the Minister or Secretary (i.e. stop work and compliance orders).</li> </ul>
<i>Environmental Planning and Assessment Regulation 2000</i>	<ul style="list-style-type: none"> <li>Part 4: Development contributions. Check if already paid</li> <li>Part 6: Procedures relating to development applications (including modifications)</li> <li>Part 8: Certification of development</li> </ul>
<i>Fisheries Management Act 1994</i>	<ul style="list-style-type: none"> <li>Part 7A: Conditions for threatened species conservation</li> </ul>
<i>Heritage Act 1977</i>	<ul style="list-style-type: none"> <li>Section 146: Relating to the notification of impacts and heritage finds to the Heritage Council of NSW</li> </ul>
<i>National Parks and Wildlife (NPW) Act 1974</i>	<ul style="list-style-type: none"> <li>Part 6: Aboriginal objects and places. Aboriginal Heritage sites are managed under this Act by the Office of Environment and Heritage (OEH). Unexpected finds of heritage require stop work proceedings and approval sought from OEH to disturb site.</li> </ul>
<i>National Greenhouse and Energy (NGER) Act 2007(Commonwealth)</i>	<ul style="list-style-type: none"> <li>Part 3: Reporting obligations of registered corporations</li> </ul>

Legislation

Relevance

*Protection of the Environment Operations (POEO) Act 1997*

- Section 115: Offence relating to the disposal of waste and harm to environment
  - Section 116: Offence relating to leaks, spillages and other escapes
  - Section 120: Offence relating to pollution of waters
  - Part 5.4: Requirements to prevent air pollution
  - Part 5.5: Requirements to prevent noise pollution
  - Section 142A: Offence relating to the pollution of land
  - Section 143: Relating to the unlawful transporting or depositing of waste
  - Section 148: Pollution incidents causing or threatening material harm to be notified
- Note that an EPL is not anticipated.

*Protection of the Environment Operations (Clean Air) Regulation 2010*

- Part 4: Relating to use and maintenance of motor vehicles and motor vehicle fuels
- Part 5: Air impurities emitted from activities and plant
- Part 6: Control of volatile organic liquids

*Protection of the Environment Operations (Waste) Regulation 2014*

- Part 3: Records, measurement of waste and monitoring at scheduled waste facilities. Relating to interface with Glenfield waste facility.

*Protection of the Environment Operations (Noise Control) Regulation 2017*

- Part 2: Motor vehicles and motor vehicle accessories
- Part 6: Determining noise levels

*Roads Act 1993*

- Section 138: An approval under Section 138 for road infrastructure works (i.e. maintenance) associated with the Facility is required in accordance with the CoC

*Rural Fires Act 1997*

- Section 63: Duty of public authorities and owners and occupiers of land to prevent bushfires
- Section 64: Duty of occupiers to extinguish fires or notify fire fighting authorities
- Division 4: Bush fire danger period
- Division 7: Offences

*Work Health and Safety Act 2011*

- Part 2: Outlines Health and safety duties
- Part 3: Duty to notify WH&S incidents

*Work Health and Safety Regulation 2017*

- Section 34: Duty to identify hazards
- Part 3.2: General workplace management

## APPENDIX C FACILITY PERMITS AND LICENCES REGISTER

Legislation	Part 4 Applicability	Requirement	Commencement Date	Expiry Date	Responsibility
<b>General</b>					
Environment Protection and Biodiversity Conservation Act 1999	NA	Operational Compliance Report to determine regular periodic status of compliance against the CoC and the approval to be closed out after completion of operation phases of the MLP East Precinct to which the approval applies.	To be confirmed (commencement of operational works)	28 February 2040	All
<b>Biodiversity</b>					
Biosecurity Act 2015 (Noxious Weeds Act 1993 repealed)	Yes	As an owner/occupier of land, given a weed control notice by a local control authority, or a successor in title to the owner or occupier who has notice of the notice, must not fail to comply with the notice (refer to Division 5, Clause 26).	If required	N/A	All – Noxious weeds to be controlled as specified under the control category.
Pesticides Act 1999	Yes	Any possession of pesticides on the site must be authorised through a permit in accordance with Section 12 of this Act.  Any application of pesticides in association with the site must be undertaken by a person who is licenced to carry out that type of work in accordance with Part 6 (Section 45) of this Act.	If required	If required	All – Engage suitably qualified pest controller for the site as required.
<b>Contamination</b>					
Contaminated Land Management Act 1997	Yes	In accordance with Section 60, the Environment Protection Authority (EPA) must be notified if: <ul style="list-style-type: none"> <li>Contaminants exceed thresholds contained in the guidelines or regulations, where contamination has entered or will foreseeably enter neighbouring land, the atmosphere, groundwater or surface water</li> <li>Contaminants in soil are equal to or exceed guideline levels with respect to the current or approved use of the land</li> <li>Contamination meets other criteria that may be prescribed by the regulations.</li> </ul>	If required	N/A	All – Notification of the EPA will be undertaken, if required.

Legislation	Part 4 Applicability	Requirement	Commencement Date	Expiry Date	Responsibility
<i>Protection of the Environment Operations Act 1997</i>		Notify the EPA immediately of pollution incidents where material harm to the environment is caused or threatened, in accordance with Section 148.	If required	N/A	All – Notification of the EPA will be undertaken, if required.
<b>Hazardous Substances</b>					
<i>Dangerous Goods (Road and Rail) Transport Act 2008</i>	Yes	In accordance with Section 6, sub-contractors will work under this section for the licensing of vehicles transporting dangerous goods. Copies of permits to be obtained upon engagement of sub-contractors and this register will be updated accordingly.	To be confirmed (commencement of operational works)	To be confirmed	All – Ensure an appropriate licence is held and is in place where any transportation of dangerous goods is intended.
<i>Dangerous Goods (Road and Rail) Transport Act 2008</i>	Yes	In accordance with Section 7, sub-contractors will work under this section for the licensing of drivers transporting dangerous goods. Copies of permits to be obtained upon engagement of sub-contractors and this register will be updated accordingly.	To be confirmed (commencement of operational works)	To be confirmed	All – License requirements will be obtained and briefed to all relevant operational personnel prior to operation.
<b>Traffic and Transport</b>					
<i>Roads Act 1993</i>	Yes	Road occupancy licences under Section 138 of the local Councils and Roads and Maritime Services are required for any works that disturb the surface of a public road, require works to be carried out in, on or over a public road, or interfere with a structure, work or tree on a public road.	To be confirmed (commencement of operational works)	To be confirmed	All – Ensure all relevant licences and approvals are sought prior to undertaking works within a public road.
<b>Heritage</b>					
<i>Heritage Act 1977</i>	Yes	Notify Office of Environment and Heritage (OEH) (Heritage Division) on discovery of a relic, in accordance with Section 14A.	If required	N/A	All – Notify OEH (Heritage Division) on discovery of a relic.

Legislation	Part 4 Applicability	Requirement	Commencement Date	Expiry Date	Responsibility
<b>Bushfire</b>					
<i>Rural Fires Act 1997</i>	Yes	If hot works are deemed unavoidable, then relevant hot works permits will be obtained by the Contractor under this Act, in accordance with Section 89.	To be confirmed (commencement of operational works)	To be confirmed	All - Permit requirements will be obtained and briefed to all relevant operational personnel prior to and during operation.
<b>Waste</b>					
<i>Protection of the Environment Operations Act 1997</i>	Yes	Waste is to be transported to a facility that can lawfully accept the waste, in accordance with Section 143.	To be confirmed (commencement of operational works)	To be confirmed	All - A s143 Agreement Notice and proof of waste classification must be provided prior to the acceptance of material at the Facility

**APPENDIX D EXAMPLE WAREHOUSE OEMP TEMPLATE**

**[TENANT / WAREHOUSE]**  
**OPERATIONAL ENVIRONMENTAL  
MANAGEMENT PLAN**  
Moorebank Precinct East

18 FEBRUARY 2023

# [TENANT] MOOREBANK PRECINT EAST

## Moorebank Precinct East

### [Tenant] Operational Environmental Management Plan

<b>Author</b>	Author Name	_____
<b>Checker</b>	Checker Name	_____
<b>Approver</b>	Approver Name	_____
<b>Report No</b>	Report Number	
<b>Date</b>	Click here to enter a date	
<b>Revision Text</b>	Revision Info	

#### Author Details

Author Details	Qualifications and Experience

## REVISIONS

Revision	Date	Description	Prepared by	Approved by



## ACRONYMS AND DEFINITIONS

Acronym / Term	Meaning
BMP	Bushfire Management Plan
CARs	Corrective actions request
CBD	Central Business District
CoC	Conditions of Consent
Commonwealth CoA	Commonwealth Conditions of Approval
DCCEEW	Department of Climate Change, Energy, the Environment and Water (formerly DotEE: Department of the Environment and Energy)
DotEE	Commonwealth Department of the Environment and Energy (now DCCEEW)
DP&E	Department of Planning and Environment (now DPE)
DPE	Department of Planning and Environment (formerly DPIE, Department of Planning, Industry and Environment)
DPI	Department of Primary Industries
DPI Fisheries	NSW Department of Primary Industries Fisheries division
DPI Water	NSW Department of Primary Industries Water division
EIS	Environmental Impact Statement
EMS	Environmental Management System
Environmental Emergency	Any event that causes or has the potential to cause material harm to the environment. An environmental emergency is a Class 3 incident.
Environmental Incident	A set of circumstances resulting in harm, or potential harm, to the environment. Environmental incidents include pollution incidents and environmental emergencies. Environmental incidents may arise from natural (e.g. storm, wind or bushfire) or human factors.
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA	NSW Environment Protection Authority
EPRMP	Emergency Preparedness and Response Management Plan
EPBC Act	<i>Environmental Protection and Biodiversity Conservation Act 1999</i>
GFA	Gross floor area
GHG	Greenhouse gas
LCC	Liverpool City Council
LGA	Local Government Area
Material harm	Material harm is harm that: <ul style="list-style-type: none"> <li>• Involves actual or potential harm to the health or safety of human beings or to</li> <li>• Ecosystems that is not trivial, or</li> <li>• Results in actual or potential loss or property damage of an amount, or amounts in</li> <li>• Aggregate, exceeding \$10,000, (such loss includes the reasonable costs and</li> </ul>

Acronym / Term	Meaning
	<ul style="list-style-type: none"> <li>Expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment).</li> </ul>
Moorebank Precinct	Refers to the whole Moorebank intermodal precinct, i.e. the MPE and the MPW.
MPE	Moorebank Precinct East
MPW	Moorebank Precinct West
NGER	National Greenhouse and Energy Reporting
OEH	Office of Environment and Heritage
Operational area / Operational footprint	Extent of operational activities for the operation of the Project
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
Pollution Incident	A set of circumstances during or as a consequence of which there is or is likely to be a leak, spill or other escape or deposit of a substance, as a result of which pollution has occurred, is occurring or is likely to occur. It includes an incident or set of circumstances in which a substance has been placed or disposed of on premises, but it does not include an incident or set of circumstances involving only the emission of any noise (POEO Act).
PIRMP	Pollution Incident Response Management Plan
Rail link	Part of the MPE Stage 1 Proposal (SSD 6766), connecting the MPE site to the SSFL. The Rail link is to be utilised for the operation of the Proposal.
RMS	Roads and Maritime Services
SHEMS	Safety Health and Environmental Management System
SIMTA	Sydney Intermodal Terminal Alliance
IMEX Operator	Qube Holdings (Qube)
SSD	State significant development
SSFL	Southern Sydney Freight Line
The Project	MPE Stage 1 and MPE 2 Project.

# CONTENTS

<b>REVISIONS .....</b>	<b>II</b>
<b>ACRONYMS AND DEFINITIONS .....</b>	<b>III</b>
<b>1 BACKGROUND .....</b>	<b>1</b>
1.1 Introduction .....	1
1.2 Purpose and Objectives .....	1
<b>2 TENANT / WAREHOUSE OPERATOR AND SITE OVERVIEW .....</b>	<b>3</b>
2.1 Operator details .....	3
2.2 Site Description.....	3
2.3 Description of Operations .....	4
2.3.1 Plant and Equipment .....	4
<b>3 ENVIRONMENTAL MANAGEMENT .....</b>	<b>5</b>
3.1 Environmental Management Systems Overview.....	5
3.2 Environmental Policy .....	5
3.3 Legislative Requirements .....	5
3.4 Development Approvals .....	6
3.5 Roles and Environmental Responsibilities .....	8
3.6 Training.....	9
3.7 Environmental incidents and emergencies.....	9
3.7.1 Incident management.....	9
3.7.2 Non-Compliances .....	10
3.7.3 Complaint handling.....	10
3.7.4 Emergency Contact Details .....	10
<b>4 IMPLEMENTATION .....</b>	<b>11</b>
4.1 Aspects, Impacts and Risks .....	12
4.2 Management Measures.....	13
<b>5 MONITORING AND REVIEW .....</b>	<b>16</b>
5.1 Environmental Monitoring.....	16
5.2 Environmental Auditing and Reporting.....	16
5.3 Environmental Management Records .....	16
5.4 Review and Improvement.....	16

# APPENDICES

No table of contents entries found.

## LIST OF TABLES

Table 1 Operator details .....	3
Table 2 Plant and equipment and associated sounds levels .....	4
Table 3 Legislation Applicable to MPE Precinct operations .....	5
Table 4 MPE Stage 2 Conditions of Consent (SSD 7628) .....	6
Table 5 Roles and Responsibilities .....	8
Table 6 Environmental Awareness and Training Overview.....	9
Table 7 Emergency Contact Details .....	10
Table 8 Assessment of operational aspect and impacts .....	12
Table 9 Risk Rating Matrix.....	12
Table 10 Management measures.....	13

## LIST OF FIGURES

**No table of figures entries found.**

# Operation Environment Management Plan Guideline

**NOTE: THIS SECTION IS TO BE REMOVED FROM THE SUBMISSION OF THE TENANT OPERATIONAL ENVIRONMENTAL MANAGEMENT PLAN AND SERVES AS PRECURSOR AND GUIDE TO THE TEMPLATE.**

Individual warehouse tenants must meet the Moorebank Precinct East Stage 2 EIS conditions of consent, including CoC C6. It states;

*Prior to occupation of individual warehouses, a Warehouse OEMP must be submitted to the Secretary for approval and must:*

- (a) be generally in accordance with the precinct OEMP required under condition C3;*
- (b) demonstrate compliance with condition B113 regarding maintenance of quantities of dangerous goods below the screening threshold; and*
- (c) include auditing requirements.*

**Text provided in blue are guidelines for the type of information required**

# 1 BACKGROUND

## 1.1 Introduction

Moorebank Intermodal Company (MIC) is a wholly owned Australian Government entity established to facilitate the development of an intermodal terminal at Moorebank. The Moorebank Intermodal Terminal (MIT) Precinct is an integral component of the Freight, Ports and Transport strategies of both the NSW and Commonwealth governments to help manage the challenges of an expected tripling of freight volumes at Port Botany by 2031.

The MIT aims to streamline the freight logistics supply chain from port to store, deliver savings to businesses and consumers, and help service the rapidly growing demand for imported goods in south-west Sydney. MIC has entered into agreements with Sydney Intermodal Terminal Alliance (SIMTA) to develop and operate the terminal. SIMTA is a wholly owned subsidiary of Qube Holdings (Qube), one of Australia's largest and most experienced operators in the freight logistic industry.

The MIT is approximately 27 kilometres (km) south-west of the Sydney Central Business District (CBD) and approximately 26 km west of Port Botany and is located within the Liverpool Local Government Area (LGA). The MIT precinct is divided into the Moorebank Precinct East (MPE) and Moorebank Precinct West (MPW), located on east and west of Moorebank Avenue.

SIMTA received approval for the construction and operation of MPE Stage 1 on 12 December 2016 (SSD 6766) and MPE Stage 2 on 31 January 2018 (SSD 7628), under the MPE Concept Approval (MP10\_0193).

In addition, the MIT including a Rail Link, which connects the IMEX terminal and the Southern Sydney Freight Line (SSFL) the approved Project also includes warehouse and distribution facilities

Each individual warehouse comprises:

- A container storage area
- Office and administration facilities
- Amenities
- Car parking
- Truck loading/unloading docks
- Internal parking for pick-up and delivery vehicles (PUD)
- Specialised sortation and conveyor equipment
- Hardstand areas that provide trailer parking spaces, external PUD parking spaces, vehicle manoeuvring areas and access to the main internal site road
- Signage for business identification purposes, including backlit illuminated signage on each warehouse
- Internal fitout, comprising racking and storage.

The operation of the MPE Precinct must be undertaken in accordance with the Conditions of Consent (CoC) and the approved Framework Operational Environmental Management Plan (FOEMP), which has been developed by Qube to manage potential environmental impacts resulting from operational activities.

CoC C6 (SSD 7628) requires that each warehouse operator operated under a Warehouse OEMP, which considers the potential environmental impacts resulting from the operation of the warehouse. This document addresses this requirement.

## 1.2 Purpose and Objectives

The objectives of this Warehouse OEMP are to:

- Identify and implement relevant environmental legal and other regulatory requirements applicable to the operation of the warehouse
- Provide for the effective management of the environmental concerns and potential adverse environmental effects arising from the operation of the warehouse
- Establish and define environmental roles and responsibilities

- Identify appropriate impact mitigation measures and management strategies in response to potential adverse environmental effects
- Provide warehouse personnel with sufficient information to undertake their operational activities in accordance with the development CoC, contractual, legal and other relevant environmental requirements
- Ensure that the operational commitments of the CoC are captured and implemented on-site
- Ensure that senior management and operational personnel understand their environmental duty of care under legislation and terms of the contract
- Meet the requirements of, and align with, Qube's Environment Management System (EMS), as certified under AS/NZS ISO 14001:2015 Environmental Management System.

Implementing this warehouse OEMP effectively will enable Qube and the warehouse tenants to meet the regulatory and policy requirements in a systematic manner and to continually improve environmental performance.

*The purpose of your OEMP would be to demonstrate that you have;*

- *identified the environmental risks associated with your operations;*
- *assessed the risks; and*
- *implemented measures to avoid or minimise the risks you have identified.*

*Your objective in preparing an OEMP would be to communicate your environmental management requirements throughout your organisation and to Sydney Intermodal Terminal Alliance.*

## 2 TENANT / WAREHOUSE OPERATOR AND SITE OVERVIEW

### 2.1 Operator details

*Provide the following details in your OEMP;*

- *The name and postal address of your company;*
- *The full name and postal address of the owner (and the operator) or the company.*

Table 1 Operator details

Operator Details	
Name	
Address	
Contact person	
Contact details	

### 2.2 Site Description

*Include a detailed description of your site including;*

- *Site features:*
  - *Size*
  - *Slope*
  - *location of drains*
  - *location of nearest stormwater drains*
  - *vegetation on site*
- *Facility features:*
  - *size*
  - *heritage aspects (if applicable)*
  - *wash bays*
  - *under or above ground tanks*
  - *chemical store etc..*
- *A diagram of the site showing the location of the features described above.*

Site drawings are provided in Appendix A.



## 2.3 Description of Operations

*Include a description of the activities that your company undertakes at Moorebank Precinct East and the processes involved in each activity.*

### 2.3.1 Plant and Equipment

*Include a list of equipment that might be used and the estimated noise levels. Examples are shown in Table 2*

Sound Power Levels (SWLs) associated with operational plant are identified in Table 2.

Table 2 Plant and equipment and associated sounds levels

Plant	Sound Power Level	Sound Pressure Level at 7m
Truck and Dog	103	78
Loaders	112	87
Mobile cranes	110	85
Crane (machine)		
Forklifts	106	81
Welder	90	65
Conveyor system		
Automated guided vehicle		
Industrial robot		
Electric track vehicle system		
Pallet racking		
Automated storage and retrieval system		

#### *Noisy equipment to be identified – see below*

In accordance with CoCs B84 and B85 of SSD 7628, a Noise Assessment for Mechanical Plant and other noisy equipment must be undertaken and submitted to the Secretary to demonstrate that plant has been selected to meet the overall operational noise limits specified in the CoC. See Section 2.3 for additional information

## 3 ENVIRONMENTAL MANAGEMENT

### 3.1 Environmental Management Systems Overview

*Tenant/Warehouse operator to insert environmental management system which complies with ISO 14001:2004 environmental management requirements, where relevant.*

### 3.2 Environmental Policy

*Where relevant, the tenant's environmental policy should be provided.*

### 3.3 Legislative Requirements

*Describe the environmental legislation that applies to your operations. Delete what legislation is not applicable to your operations. Describe how the legislation remaining I applicable to your operations.*

Table 3 Legislation Applicable to MPE Precinct operations

Legislation	Applicability to warehouse – Yes / No
Environment Protection and Biodiversity (EPBC) Act 1999	No
Biodiversity Conservation Act 2016	No
Biosecurity Act 2015	Yes – weed management
Crown Land Act 1989	No
Contaminated Land Management (CLM) Act 1997	No
Dangerous Goods (Road and Rail Transport) Regulation 2014	Yes
Disability Discrimination Act 1992	Yes
Environmental Planning and Assessment (EP&A) Act 1979	Yes
Fisheries Management Act 1994	No
Heritage Act 1977	?
Local Government Act 1993	No
National Parks and Wildlife (NPW) Act 1974	No
National Greenhouse and Energy (NGER) Act 2007(Commonwealth)	Yes
Protection of the Environment Operations (POEO) Act 1997	Yes

Legislation	Applicability to warehouse – Yes / No
Protection of the Environment Operations (Clean Air) Regulation 2010	Yes
Protection of the Environment Operations (Waste) Regulation 2014	Yes
Protection of the Environment Operations (Noise Control) Regulation 2017	Yes
Roads Act 1993	?
Rural Fires Act 1997	No
State Environmental Planning Policy No 55 – Remediation of Land	No
Sydney Water Act 1994	No
Threatened Species Conservation Act 1995 (Repealed)	No
Waste Avoidance and Resource Recovery Act 2001	Yes
Water Act 1912	No
Water Management Act 2000	No
Work Health and Safety Act 2011	Yes

### 3.4 Development Approvals

The operation of the warehouse or retail areas are required to address the CoC SSD 7628.

Table 4 MPE Stage 2 Conditions of Consent (SSD 7628)

CoC SSD 7628	Requirement	How Addressed
C6 o	Prior to occupation of individual warehouses, a <b>Warehouse OEMP</b> must be submitted to the Secretary for approval and must: <ul style="list-style-type: none"> <li>• be generally in accordance with the precinct OEMP required under condition C3;</li> <li>• demonstrate compliance with condition B113 regarding maintenance of quantities of dangerous goods below the screening threshold; and</li> <li>• include auditing requirements.</li> </ul>	This <b>[Tenant]</b> Operational Environmental Management Plan
<b>Operational Noise</b>		
B79	The permitted hours of warehouse and distribution operation are detailed in Table 4. Operation is permitted 24 hours Monday to Sunday	Applicable Yes <input type="checkbox"/> No <input type="checkbox"/>
<b>Mechanical Plant and Other Equipment:</b>		
B84	Prior to construction of the freight village and each warehouse, the Applicant must submit to the Secretary a <b>Noise Assessment for Mechanical Plant and other noisy equipment</b> to demonstrate that plant has been selected to meet the overall operational noise limits specified in Table 5	Applicable Yes <input type="checkbox"/> No <input type="checkbox"/>
B85	The Applicant must carry out noise monitoring of mechanical plant and other noisy equipment for a minimum period of one week where valid data is collected following occupation of each warehouse. The monitoring program must be carried out by a suitably qualified and experienced person(s) and a Monitoring Report for Mechanical Plant must be submitted to the Secretary within two months of occupation or each tenancy to verify predicted mechanical plant and equipment noise levels.	Applicable Yes <input type="checkbox"/> No <input type="checkbox"/>

CoC SSD 7628	Requirement	How Addressed
<b>Dangerous Goods</b>		
B112	<p>The Applicant (the operator/occupant of each premises) must store and handle all chemicals, fuels and oils, including Dangerous Goods as defined in the Australian Code for the Transport of Dangerous Goods by Road &amp; Rail, in accordance with:</p> <p>(a) the requirements of all relevant Australian Standards; and            (b) the NSW EPA's Storing and Handling of Liquids: Environmental Protection Participants Handbook if the chemicals are liquids.</p> <p>In the event of an inconsistency between the requirements listed above, the most stringent requirement shall prevail to the extent of the inconsistency.</p>	Applicable Yes <input type="checkbox"/> No <input type="checkbox"/>
B113	<p>The Applicant (the operator/occupant of each premises) must ensure compliance with the <i>Environment Protection Manual for Authorised Officers: Bunding and Spill Management — technical bulletin (EPA, 1997)</i> and that for liquids, a minimum bund volume of 110% of the volume of the largest single stored volume within the bund is required.</p>	Applicable Yes <input type="checkbox"/> No <input type="checkbox"/>
B114	<p>The quantities of Dangerous Goods present at any time within each premises or transported from and to the development must be kept below the screening threshold quantities listed in the Department's Hazardous and Offensive Development Guidelines Application Guidelines Applying SEPP 33 (January 2011)</p>	Applicable Yes <input type="checkbox"/> No <input type="checkbox"/>
B115	<p>Prior to occupation of each premises and in each instance of occupation by a new occupant, a report must be submitted and approved by the Secretary confirming that the premises will be operated so as to comply with the requirements of conditions B112 and B114.</p> <p><i>Notes: The total quantity of DG within a warehouse must be considered as part of the screening, not the size of one container and separation distances must be based on the Applying SEPP 33 guideline.</i></p>	Applicable Yes <input type="checkbox"/> No <input type="checkbox"/>
<b>Food Preparation Areas</b>		
B152	<p>All food premises must be designed, constructed and operated to meet legislative requirements and Australian Standards including</p> <p>(a) the Australian New Zealand Food Standards Code including Food Safety Standard 3.22 Food Premises and Equipment;            (b) AS 4674-2004: Design, construction and fit out of food premises;            (c) AS 4322-1995: Quality and performance of commercial electrical appliances — Hot food storage and display equipment;            (d) AS ISO 22000-2005: Food safety management systems- Requirements for any organisation in the food chain.</p>	Applicable Yes <input type="checkbox"/> No <input type="checkbox"/>
B153	<p>The Applicant must obtain a certificate from a suitable qualified tradesperson, certifying that kitchen, food storage and food preparation areas have been fitted in accordance with Australian Standard AS4674</p> <p>The Applicant must provide evidence of receipt of the certificate to the satisfaction of the Certifying Authority prior to occupation.</p>	Applicable Yes <input type="checkbox"/> No <input type="checkbox"/>

*Where any of the CoC are applicable to the warehouse / premises please provide details of compliance below:*

### 3.5 Roles and Environmental Responsibilities

Identify the environmental management responsibilities of all persons in the organisation (examples shown in table below).

Key roles and responsibilities associated with this [Insert Title of this Plan] are presented in Table 5.

Table 5 Roles and Responsibilities

Roles (examples provided below)	Responsibilities
Managing Director	<ul style="list-style-type: none"> <li>• Ensure adequate resources are available for the implementation of the OEMP</li> <li>• Define and communicate the environmental goals and targets</li> <li>• Ensure that environmental matters are included in the agenda of management meetings</li> </ul>
Warehouse / Area Manager	<ul style="list-style-type: none"> <li>• Ensure adequate resources are available for the implementation of the OEMP</li> <li>• Define and communicate the environmental goals and targets</li> <li>• Ensure that environmental matters are included in the agenda of management meetings</li> <li>• Define, document and communicate roles, responsibilities and authorities of all personnel involved in the environmental system in order to facilitate effective HSE management</li> <li>• Oversee the approval, implementation and review of the OEMP</li> <li>• Ensure warehouse personnel are fully aware of their environmental obligations</li> <li>• Implement stop work procedures where a work activity could cause actual or potential cause of pollution to the environment</li> <li>• Management and of complaints</li> </ul>
HSE Manager	<ul style="list-style-type: none"> <li>• Primary contact in relation to environmental performance of the warehouse</li> <li>• Implement and maintain all licences and approvals relating to the environmental performance and impacts of the warehouse</li> <li>• Manage the procedures and practices for receiving and responding to complaints and inquiries</li> <li>• Facilitate an induction and training program for personnel to ensure environmental obligations are achieved</li> <li>• Monitor operations against the OEMP to evaluate compliance with the CoC</li> <li>• Act as a 24-hour EPA contact for the warehouse to report on environmental incidents</li> </ul>
Quality Manager	<ul style="list-style-type: none"> <li>•</li> </ul>
Personnel	<ul style="list-style-type: none"> <li>•</li> </ul>
Contractors and sub-contractors	<ul style="list-style-type: none"> <li>•</li> </ul>

### 3.6 Training

*All persons working within an organisation must be aware of their environmental responsibilities and receive training to help them to meet those responsibilities. Training can take various forms including site induction, toolbox talks and meetings.*

*The training that you propose to give your staff and persons working at your site as well as the person responsible for ensuring that the training is delivered should be specified in your OEMP.*

Table 6 Environmental Awareness and Training Overview

Staff Position (Staff Member)	Training to be provided	Person responsible for ensuring training provided
Warehouse operator / foreman	Spill Response Waste disposal Chemical storage and disposal Chemical handling Material Safety Data Sheets	HSEQ Manager

### 3.7 Environmental incidents and emergencies

*The OEMP should include a process for responding to, and reporting of environmental incidents and emergencies.*

- *Incident Classification*
- *Incident notification*

#### 3.7.1 Incident management

The following procedure will be followed when an environmental incident occurs:

- Any personnel identifying a pollution incident must verbally report it to the Warehouse immediately.
- The Warehouse Manager will then verbally notify Qube Estate Management
- Depending on the severity of the pollution incident, the Warehouse Manager will arrange notification and all subsequent communication of the incident to Qube Estate Management who will undertake the to notify the environmental regulatory authorities as required.
- An Incident Register of all environmental incidents, accidents or potential incidents will be maintained by the Warehouse HSE Manager. This register will be made available for inspection upon request by Qube Estate Management
- An appropriate level of investigation is to be undertaken for all environmental incidents relating to the operation of the warehouse.
- The investigation must be undertaken in a timely manner without delay and a copy provided to Qube Estate Management on completion.
- The Warehouse HSE Manager will implement a system whereby any follow up actions from these incidents can be recorded and status tracked to completion

### 3.7.2 Non-Compliances

The operation of the warehouse will be undertaken to avoid instances of non-compliance with this OEMP and the CoC.

In the event that a non-conformance involving failure to implement or adhere to the identified requirements of the CoC and OEMP does occur, the incident will be notified to the Warehouse Manager and to Qube Estate Management. The Warehouse Manager will manage the non-compliance including undertaking an appropriate investigation into the matter.

### 3.7.3 Complaint handling

*The OEMP should include a process for responding to environmental complaints related to the warehouse or retail operations.*

Complaints may come from several avenues, ie from the complaints line, direct contact with the warehouse operators. Any complaints received will be treated seriously and with respect.

A register of complaints will be maintained and will record the details of the complaint, action taken to investigate, any actions taken to address the problem, and any recommendations for further action.

### 3.7.4 Emergency Contact Details

Emergency contact details are included in Table 7.

Table 7 Emergency Contact Details

Contact Name	Telephone Number	Address
Ambulance	000	N/A
Fire Brigade	000	N/A
Police	000	N/A
OEH Pollution Hotline	131 555 or (02) 9995 5555 (if calling from outside NSW).	N/A
Ministry of Health	(02) 9391 9000	N/A
SafeWork NSW	13 10 50	N/A
Liverpool City Council	Customer Contact Centre for NSW residents: 1300 36 2170 Calling from interstate: (02) 9821 9222 National Relay Service (NRS) for hearing and speech impaired customers: 133 677	Ground Floor, 33 Moore St, Liverpool NSW 2170
Rural Fire Service	9603 7077	Corner Alderney St and Townson Ave, Minto 2566
Liverpool Hospital	8738 3000	Corner of Elizabeth and Goulburn Streets, Liverpool, NSW 2170
Qube Hotline number	1800 986 465	N/A
Warehouse Manager	Contact details to be confirmed	Contact details to be confirmed
Warehouse HSE Manager	Contact details to be confirmed	Contact details to be confirmed

## 4 IMPLEMENTATION

*Identification of potential environmental impacts and establishment of environmental risk*



## 4.1 Aspects, Impacts and Risks

Table 8 Assessment of operational aspect and impacts

Operational Activity	Aspect	Impact	Risk Rating		Mitigation
			Likelihood	Consequence	

Table 9 Risk Rating Matrix

Likelihood	Consequence				
	1 – Not significant	2 – Minor	3 – Moderate	4 – Major	5 – Severe
A – Almost certain	Moderate	Moderate	High	Very High	Very High
B – Likely	Low	Moderate	High	Very High	Very High
C – Possible	Low	Low	Moderate	High	High
D – Improbable	Low	Low	Low	Moderate	Moderate
E – Rare	Low	Low	Low	Low	Moderate

## 4.2 Management Measures

This section describes the overall approach to managing and mitigating risks to the [Tenant] operation of the Project.

Table 10 Management measures

Aspect	Management Measure	Responsibility	Applicable
<b>Air quality</b>	<ul style="list-style-type: none"> <li>Trucks and plant used on-site will be well maintained in accordance with the manufacturer's specification</li> <li>Idling of trucks and plant will be avoided with engines turned off during periods of inactivity</li> </ul>		
<b>Water quality</b>	<ul style="list-style-type: none"> <li>Promptly report all spills to the HSE Manager</li> <li>Spills are to be managed in accordance with the Emergency Spill Response Procedure (refer to Appendix B) and the Environment Protection Manual for Authorised Officers: Bunding and Spill Management – technical bulletin (EPA, 1997).</li> <li>Emergency spill clean-up kits will be maintained on-site in agreed locations that are accessible and known to all site workers.</li> <li>Spill kits will be used in the event of inadvertent spills of fuels, oils, hydraulic fluids and other hazardous wastes, to contain the spill and avoid contamination of waters.</li> <li>Personnel will be trained in the use of spill kits.</li> </ul>		
<b>Noise management</b>	<p>Where feasible and reasonable, plant and equipment will be selected, operated and maintained to be minimise noise and vibration, including:</p> <ul style="list-style-type: none"> <li>Select plant and equipment based on least noise and vibration emission levels</li> <li>Maintain, repair or replace plant and equipment if it becomes noisy</li> <li>Use non-tonal movement alarms in place of reversing beepers, or alternatives such as reversing cameras and proximity alarms, unless tonal alarms are mandated by legislation.</li> <li>Ensure all plant are maintained in a proper and efficient condition and operated in a proper and efficient manner.</li> <li>Throttle down or switch off vehicles and plant when not in use</li> <li>Avoid dropping materials from a height</li> <li>Where there are complaints about noise from an identified work activity, review and implement, where feasible and reasonable, actions additional to those described above to minimise noise output.</li> <li>No use of compression brakes on the site or on nearby roads</li> </ul>		
<b>Waste management</b>	<ul style="list-style-type: none"> <li>Waste disposal will be in accordance with the POEO Act and the Waste Avoidance and Resource Recovery Act 2001.</li> </ul>		

Aspect	Management Measure	Responsibility	Applicable
	<ul style="list-style-type: none"> <li>• Wastes that are unable to be reused or recycled will be disposed of offsite to an EPA approved waste management facility following classification</li> <li>• Waste separation and segregation will be promoted to facilitate reuse and recycling</li> <li>• Liquid wastes to be stored in appropriate containers in bunded areas until transported offsite (if applicable)</li> <li>• Hazardous waste will be managed by appropriately qualified and licensed contractors (if applicable).</li> <li>• All recyclable or non-recyclable wastes to be stored in appropriate bins or skips with regular replacement and disposal of the bins to approved and appropriately licensed facilities</li> </ul>		
<b>Dangerous goods storage and use</b>	<ul style="list-style-type: none"> <li>• Fuels, oils, lubricants, chemicals and Dangerous Goods (as defined in the Australian Code for the Transport of Dangerous Goods by Road &amp; Rail) and similar products will be stored in accordance with AS 1940-2004, within designated secondary containment areas (e.g. internally bunded shipping containers or purpose-built structures) and the NSW EPA's Storage and Handling of Liquids: Environmental Protection – Participants Handbook</li> <li>• Quantities of Dangerous Goods present or transported from and to the site must be kept below the screening threshold quantities listed in the Department's Hazardous and Offensive Development Guidelines Application Guidelines Applying SEPP 33 (January 2011).</li> <li>• All hazardous chemical brought to or stored on site must be accompanied by a Safety Data Sheet (SDS) and remain in place until the chemical is no longer required.</li> <li>• A register of relevant chemicals and their SDS will be maintained.</li> </ul>		
<b>Bushfire and emergency management risk</b>	<ul style="list-style-type: none"> <li>• Bushfire awareness and requirements of bushfire safety will be included in inductions and in toolbox talks pre-commencement.</li> <li>• Personnel are informed of the sheltering and evacuation procedures.</li> <li>• Conduct practice fire sheltering and evacuation drills.</li> <li>• The emergency assembly point and evacuation routes will be clearly signposted and communicated.</li> <li>• Assembly points are maintained and visibly signed.</li> <li>• Warehouse / tenant must have a representative on the Emergency Planning Committee.</li> <li>• Firefighting equipment (hoses etc.) is serviceable and available.</li> </ul>	Warehouse / HSE Manager	

Aspect	Management Measure	Responsibility	Applicable
Flora and fauna management	*		
Heritage management	*		

## 5 MONITORING AND REVIEW

### 5.1 Environmental Monitoring

*It is a duty of operators to monitor the environmental consequences of their activities and the activities of other people operating at their site (i.e. weekly inspection).*

### 5.2 Environmental Auditing and Reporting

[Tenant] will produce a 6 monthly Environmental Management Compliance Report which will detail how they have complied with the Project CoC and any relevant OEMPs.

This report will be supplied to Qube to allow the information to be compiled into an overarching Compliance Report which will be submitted to DP&E every 6 months.

Compliance of the CoC will be undertaken and reported in accordance with the requirements of the Compliance Tracking Program (CoC C21 of SSD 7628).

### 5.3 Environmental Management Records

Appropriate records that demonstrate the environmental obligations will be maintained.

This includes, but is not limited to the following:

- Complaints register
- Incident reports and register
- SDS Register
- Licenses and permits register (if applicable)
- Waste tracking register / waste transfer receipts (if applicable)
- Training records
- Monitoring data

Note: The records must be legible and readily interpretable by a third party.

### 5.4 Review and Improvement

This OEMP will be reviewed formally on an annual basis by the Warehouse HSE Manager in consultation with the Qube Estate Management, and other stakeholders as required.

Review may also take place immediately after any significant incident or change to the activities, products or services or material changes in the operating conditions.

## APPENDIX A WAREHOUSE AND SITE LAYOUT

## APPENDIX E ASPECTS AND IMPACTS REGISTER

### Risk rating

Risk category is determined on the basis of consideration of the likelihood of an impact occurring and the consequences of the impact occurring.

Likelihood	Consequence				
	1 – Not significant	2 – Minor	3 – Moderate	4 – Major	5 – Severe
A – Almost certain	Moderate	Moderate	High	Very High	Very High
B – Likely	Low	Moderate	High	Very High	Very High
C – Possible	Low	Low	Moderate	High	High
D – Improbable	Low	Low	Low	Moderate	Moderate
E -Rare	Low	Low	Low	Low	Moderate

Risk Rating	Outcome
Very High	Not an acceptable risk.
High	Undesired level or risk. Only acceptable if it is not practicable or efficient to reduce level of risk
Moderate	Acceptable/Manageable risk
Low	Acceptable risk.

The criteria for evaluating likelihood and consequence are identified below.

### Likelihood

Level	Likelihood	Definition	Indicative return period*
A	Almost certain	Is expected to occur in most circumstances	Once per month
B	Likely	Will probably occur in most circumstances	Between once a month and once a year
C	Possible	Might occur at some time	Between once a year and once in 5 years
D	Improbable	Could occur at some time	Between once in 5 years and once in 20 years
E	Rare	May occur in exceptional circumstances	Once in more than 20 years

\*estimate of the likelihood of an outcome occurring

# Consequence

Level	Consequence	Safety	Financial	Operational	Environmental	Community
5	Severe	Multiple but localised fatalities occur	>\$50m	>5 days track closure or disruption to facility operations	<ul style="list-style-type: none"> <li>Pollution event with long term detrimental effect</li> <li>Long term impact on threatened species or communities requiring action to correct, possibly requiring the provision of offsets</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing and widespread community and stakeholder concern, culminating in litigation, inability to address complaints.</li> <li>Extensive and sustained negative coverage.</li> </ul>
4	Major	Single fatality occurs	>\$10m	>2 days track closure or disruption to facility operations	<ul style="list-style-type: none"> <li>Pollution event with long term detrimental effect.</li> <li>Short term impact of threatened species or communities requiring action to correct.</li> </ul>	<ul style="list-style-type: none"> <li>Widespread community and stakeholder concern.</li> <li>Sustained failure to address complaints.</li> <li>Extensive media coverage.</li> </ul>
3	Moderate	Serious injury occurs	>\$2m	>24 hours track closure or disruption to facility operations	<ul style="list-style-type: none"> <li>Release to the environment and contained with external assistance.</li> <li>Impact to plant community type (PCT) vegetation / fauna habitat requiring action to correct or minor impact on threatened species or communities.</li> </ul>	<ul style="list-style-type: none"> <li>Multiple and sustained community or stakeholder complaints.</li> <li>Complaints addressed after an interval.</li> <li>Limited media coverage of issues raised.</li> </ul>
2	Minor	Lost time injury occurs, or medical control occurs	>\$250,000	>6 hours track closure or disruption to facility operations	<ul style="list-style-type: none"> <li>Release to environment contained with internal assistance</li> <li>Short term impact on PCT vegetation / fauna habitat requiring action to correct or minor impact on threatened</li> </ul>	<ul style="list-style-type: none"> <li>Several community or stakeholder complaints.</li> <li>Complaints rectified within adequate timeframes.</li> </ul>
1	Not significant	No medical control	<\$250,000	<6 hours track closure or disruption to facility operations	<ul style="list-style-type: none"> <li>Release to the environment immediately contained.</li> <li>No impact of native vegetation / fauna species.</li> </ul>	<ul style="list-style-type: none"> <li>No community or stakeholder complaints.</li> </ul>



# RISK MATRIX - Rail Link, IMEX and WAREHOUSING / BUILT FORM

Operational Activity	Category	Environmental Aspect	Environmental Impact	Consequence	Likelihood	Consequence	Rating	Control Measures (Opportunities shown in green)	Likelihood	Consequence	Rating	Responsibility
AI	Planning and Approvals	Approvals and licensing	Breach of administrative planning condition	Reputational	C	3	Moderate	Compliance Tracking Auditing Training and Awareness (Inductions)	D	3	Low	Qube Logistics Estate Management Warehouse Tenant
AI	Planning and Approvals	Approvals and licensing	Breach of administrative planning condition	Cease operations Fines Reputational	D	5	Moderate	Compliance Tracking Auditing Training and Awareness (Inductions)	E	5	Moderate	Qube Logistics Estate Management Warehouse Tenant
AI	Planning and Approvals	Approvals and licensing	Delay of future approvals including but not limited to future updates or modifications	Financial loss	C	3	Moderate	Communication with DPE Programming	D	3	Low	Qube Logistics Estate Management Warehouse Tenant
AI	Biodiversity and Ecology	Use of locomotives, heavy and light vehicles, and equipment	Risk of collision with fauna Creation of hazards for fauna	Fauna Mortality	C	3	Moderate	Fencing Speed Limit around site	C	2	Low	Qube Logistics Warehouse Tenant Estate Management
AI	Biodiversity and Ecology	Weed management	Transport of noxious weeds	Degradation to wildlife	C	3	Moderate	Weed Management Plan	C	2	Low	Qube Logistics Warehouse Tenant Estate Management
AI	Bushfire	Activities causing a spark or that can lead to a fire / explosion (i.e. use of flammable substances, cigarette butts, spark from locomotives)	Bushfire - Closure of RALP, IMEX or Warehouse / Built Form Flora and fauna mortality	Financial Loss	D	5	Moderate	Implement Bushfire Management Strategy and Emergency Response Plan Manage Fuel loads Track and locomotive maintenance	E	5	Moderate	Qube Logistics
AI	Bushfire	Natural Disaster (outside the Facilities control)	Bushfire - Closure of RALP, IMEX or Warehouse / Built Form	Financial loss	C	3	Moderate	Implement Bushfire Management Strategy and Emergency Response Plan Manage Fuel Load	D	3	Low	Qube Logistics

Operational Activity	Category	Environmental Aspect	Environmental Impact	Consequence	Likelihood	Consequence	Rating	Control Measures (Opportunities shown in green)	Likelihood	Consequence	Rating	Responsibility
All	Flooding	Natural Disaster (outside the Facilities control)	Flooding - Closure of RALP, IMEX or Warehouse / Built Form	Financial loss	C	3	Moderate	Implement Flood Emergency Response Plan Design has incorporated flooding risks (i.e. 100 ARI) Maintenance of drainage infrastructure	D	3	Low	Qube Logistics
All	Soil and Water	Erosion and sedimentation	Increased sedimentation and turbidity to Georges River and Antzac Creek	Water quality degradation Flora and fauna mortality Regulatory actions	C	4	High	Construction of Stormwater Infrastructure Design Implement Stormwater Infrastructure Operation and Maintenance Plan Implement Stormwater Monitoring Program	D	2	Low	Qube Logistics Estate Management Warehouse Tenant
IMEX	Contamination	Contaminated trucks entering IMEX (i.e. existing leak)	Hazardous spill Pollution of surface water, groundwater and/or land	Contamination of land Water quality degradation Regulatory actions	D	2	Low	Implement Emergency Response Plan Training and Awareness (i.e. Spill Response) Available Spill Kits	E	2	Low	Qube Logistics
IMEX	Contamination	Locomotive refuelling facility	Hazardous spill (i.e. Leak of 60,000L diesel storage tank) Pollution of surface water, groundwater and/or land	Contamination of land Water quality degradation Regulatory actions	C	2	Low	Implement Emergency Response Plan Refuelling Design to Australian Standards, includes pit, emergency cut-off switches and valves)	D	2	Low	Qube Logistics
IMEX	Noise and Vibration	Noise generated from IMEX operations	Noise pollution	Noise pollution Impacts to community Regulatory actions	A	3	High	Implement Noise and Vibration Management Plan Container Noise Barrier Management Plan (FSA - SSD 6766) Training and Awareness	C	3	Moderate	Qube Logistics
IMEX	Transport and Traffic	Use of heavy and light vehicles, particularly Trucks	Use of unauthorised access routes	Community Complaints Regulatory actions	B	3	High	Design of IMEX access in and exit out, including no right turn in Driver education, awareness and training	C	3	Moderate	Qube Logistics

Operational Activity	Category	Environmental Aspect	Environmental Impact	Consequence	Likelihood	Consequence	Rating	Control Measures (Opportunities shown in green)	Likelihood	Consequence	Rating	Responsibility
IMEX	Transport and Traffic	Truck queuing on Moorebank Avenue (i.e. IMEX delay)	Road congestion	Community Complaint Regulatory actions	B	3	High	Operational design has included capacity on Moorebank Avenue (turning lane) and within IMEX terminal Implement Traffic Management Plan (includes Vehicle Booking System and procedure for queuing) Driver Training and Awareness	C	3	Moderate	Qube Logistics
IMEX / Warehousing and Built Form	Air Quality	Use of vehicles, plant and equipment	Airborne dust from handling of materials	Community Complaint	C	2	Low	Implement Air Quality Management Plan Maintenance (road sweepers, etc)	D	2	Low	Qube Logistics Estate Management
IMEX / Warehousing and Built Form	Air Quality	Use of vehicles, plant and equipment	Emissions generated from plant / vehicles	Production of atmospheric pollutants Air quality degradation Impacts community Impacts to flora and fauna	A	2	Moderate	Implement Air Quality Management Plan Regular performance monitoring of air quality Best Practice (CoC G6 - SSD6766) locomotive technology	C	2	Low	Qube Logistics Warehouse Tenant Estate Management
IMEX / Warehousing and Built Form	Contamination	Movement and storage of hazardous materials (unknown or aware) within shipping containers (including Container Cargo Leaking)	Hazardous spill Pollution of surface water, groundwater and/or land	Contamination of land Water quality degradation Regulatory actions	C	2	Low	Implement Emergency Response Plan Training and Awareness (i.e. Spill Response) Available Spill Kits Bunding for storage areas	D	2	Low	Qube Logistics Warehouse Tenant

Operational Activity	Category	Environmental Aspect	Environmental Impact	Consequence	Likelihood	Consequence	Rating	Control Measures (Opportunities shown in green)	Likelihood	Consequence	Rating	Responsibility
IMEX / Warehousing and Built Form	Contamination	Movement and storage of oils, fuel, lubricants and other chemical substances for the operation of vehicles, plant and machinery during IMEX operation (including refuelling)	Hazardous spill Pollution of surface water, groundwater and/or land	Contamination of land Water quality degradation Regulatory actions	C	3	Moderate	Implement Emergency Response Plan Training and Awareness (i.e. Spill Response) Available Spill Kits Bunding for storage areas	D	3	Low	Qube Logistics Warehouse Tenant
IMEX / Warehousing and Built Form	Visual	Lighting	Generation of light and light spill	Light spill impacts to community and flora and fauna	C	2	Low	Design has considered types of lighting including directional flood lighting	D	2	Low	Qube Logistics
IMEX / Warehousing and Built Form	Visual	visual	Visual impacts to local residences and users of Moorebank avenue	Reduction in visual amenity of the area	C	2	Low	Design aspects include the following: <ul style="list-style-type: none"> <li>Landscaping i.e. trees, shrubs</li> <li>Setbacks from Moorebank Avenue</li> <li>Building design i.e. building orientation, height restrictions and warehouse colour,</li> <li>On site detention</li> </ul>	D	2	Low	Qube Logistics
IMEX / Warehousing and Built Form	Waste	Generation of waste	Depletion of natural resources Waste to landfill - not recycled Waste disposed to unlicensed facilities	Fines	C	2	Low	Implement Waste Management Plan	C	1	Low	Qube Logistics
RALP	Air Quality	General	Airborne Dust Generation	Community complaint	A	2	Moderate	Implement Air Quality Management Plan Regular performance monitoring of air quality	C	2	Low	Qube Logistics

Operational Activity	Category	Environmental Aspect	Environmental Impact	Consequence	Likelihood	Consequence	Rating	Control Measures (Opportunities shown in green)	Likelihood	Consequence	Rating	Responsibility
RALP	Air Quality	Use of locomotives	Particulate Emissions (from locomotives)	Production of atmospheric pollutants Air quality degradation Impacts community Impacts to flora and fauna	A	2	Moderate	Implement Air Quality Management Plan Regular performance monitoring of air quality Best Practice (CoC G6 - SSD6766) locomotive technology	C	2	Low	Qube Logistics
RALP	Contamination	Container Spills	Pollution of surface water, groundwater and/or land	Contamination of land Water quality degradation Loss of amenity Regulatory actions	C	2	Low	Implement Emergency Response Plan Inspection regime Training and Awareness	C	1	Low	Qube Logistics
RALP	Contamination	Diesel build up over time along rail track	Pollution of surface water, groundwater and/or land	Contamination of land Water quality degradation Loss of amenity Regulatory actions	B	2	Moderate	Preventative / inspection regime of Qube locomotives	B	1	Low	Qube Logistics
RALP	Noise and Vibration	Noise generated from Rail Link operations including but not limited to squeal, breaking and general operation)	Noise Pollution	Disruption to community Disruption to wildlife Regulatory actions	B	3	High	Implement measures in the Noise and Vibration Management Plan (including Rail Noise Management Plan) Complaints Management & Rail Noise Monitoring System Best Practice (CoC G6 - SSD 6766) locomotive and wagon technology Installation of a noise barrier (CoC G7B - SSD 6766) along the relevant section of Rail Link (based on night time survey)	B	2	Moderate	Qube Logistics
RALP	Waste	Generation of waste	Ballast removal - incorrect disposal	Fines	C	2	Low	Implement Waste Management Plan	C	1	Low	Qube Logistics

Operational Activity	Category	Environmental Aspect	Environmental Impact	Consequence	Likelihood	Consequence	Rating	Control Measures (Opportunities shown in green)	Likelihood	Consequence	Rating	Responsibility
Warehousing and Built Form	Heritage	Heritage Items	Damage to heritage items identified for inclusion in heritage interpretation	Regulatory action	C	2	Low	Heritage Interpretation Plan	D	2	Low	Qube Logistics Warehouse Tenant Estate Management
Warehousing and Built Form	Noise and Vibration	Noise generated from Warehouse activities	Noise pollution	Noise pollution Impacts to community Regulatory actions	A	3	High	Implement measures in the Noise and Vibration Management Plan Training and Awareness	C	3	Moderate	Warehouse Tenant
Warehousing and Built Form	Utility Infrastructure	Malfunction or Damage of Electrical, Sewer or Water Infrastructure	Contamination (Sewer), Flooding (Water), Electrical (Fire)	Community Complaints Financial Impacts to flora and fauna	C	3	Moderate	Implement Stormwater Infrastructure Operation and Maintenance Plan Preventative maintenance and inspection regime Implement Emergency Response Plan	D	3	Low	Warehouse Tenant Estate Management
Warehousing and Built Form	Greenhouse gas and Climate Change	Use of vehicles, plant and equipment	Depletion of natural resources Greenhouse gas emissions	Depletion of natural resources Increased greenhouse gas emissions contributing to climate change	B	2	Moderate	Solar panels installed on warehouses	C	2	Low	Qube Logistics
Warehousing and Built Form	Resource use	Use of natural resources e.g. water	Depletion of natural resources	Increased potable water demand	C	2	Low	Implementation of stormwater management plan which includes use of rainwater harvesting Use of water efficient devices in restrooms – Greenstar Requirements Use of native plant species in landscaping (require less watering)	D	2	Low	Estate Management

**APPENDIX F EXAMPLE ENVIRONMENTAL AND  
SUSTAINABILITY INSPECTION CHECKLIST**

# Monthly Environment & Sustainability Inspection Checklist



Design & Consultancy  
for natural and  
built assets

Date Conducted:	Location:	Inspection By:
Weather:		
Attendees:		

Priority	Priority level descriptions	Suggested time frame
Immediate	Offsite environmental harm occurring, or is about to occur	At time of identification (if safe to do so)
High	High risk of environmental harm occurring	Within 24 hours (or prior to rainfall, whichever comes first)
Moderate	Moderate risk of environmental harm occurring	Within 3 days (or prior to rainfall, whichever comes first)
Low	Low risk of environmental harm occurring	Within 5 days (or prior to rainfall, whichever comes first)
Note / Positive	Item flagged for future discussion or management (no action required). Positive outcome from environmental management or best practice being undertaken	Not applicable

ENVIRONMENTAL & SAFETY OBSERVATIONS				
Item No.	Activity / Description / Work Element	Comments	Further Action	Priority
1				
Photo and caption				
2				
3				
4				
5				
6				



# Monthly Environment & Sustainability Inspection Checklist

Control Activity	Yes, No, NA
<b>General</b>	
Have there been any incidents in the past week, e.g. oil spills, unauthorised discharges? If yes, summarise details.	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Has a Private Property Access Agreement been completed prior to commencing works on council land or private property?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Has an excavation permit been completed for each site prior to commencing works?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
All new timber on the site sourced from sustainably managed forests that have obtained Forest Management Certification (FMC)?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
<b>Erosion and Sediment Controls</b>	
Have the erosion and sediment controls been implemented in accordance with the Blue Book?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Have sediment controls been maintained?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Is drilling fluid contained within a recirculating system? Are controls in place to prevent the fluid spreading in the event of a spill?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Are roads clean? Are there signs of dirt tracking outside site?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Are drains and gutters clear of sediment, litter, etc?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
<b>Dust Control</b>	
Is significant dust visible leaving the site? If so, where?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Have dust mitigation measures been implemented, e.g. use of water cart?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Has the weather forecast been checked daily to assist in planning control measures?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
<b>Waste Management</b>	
Is the site free of litter?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Are waste and recycling containers available? Have they been emptied at a suitable frequency?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Has waste drilling fluid been removed by a licenced waste contractor?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
<b>Chemicals &amp; Hazardous Materials Management</b>	
Are spill kit(s) near active work sites / in vehicles and are they suitably stocked?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Is there any evidence of spills or leaks that have not been cleaned up and reported?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Are chemical materials stored in bunded areas protected against water ingress or removed from site at the end of shift? Are bunds maintained?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Are all chemical storage containers labelled and in good condition?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
<b>Noise, Vibration &amp; Light</b>	
Is plant onsite maintained with efficient muffler design?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Night works - Is there Light overspill impacting adjacent residents?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
<b>Flora and Fauna</b>	
Are boreholes and test pits located outside of the canopy span or drip-line of trees?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Have any trees / shrubs been removed / trimmed / pruned / damaged?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
<b>Crime Prevention through Environmental Design</b>	
Are all public pedestrian paths clearly marked, well lit and visible from surrounding areas?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Has there been any recent graffiti or vandalism?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
<b>Community/business issues</b>	

# Monthly Environment & Sustainability Inspection Checklist

Control Activity	Yes, No, NA
Are all parked site vehicles clear of property driveways/access points?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Are all footpaths clear from blockages, e.g. gates, materials, stockpiles?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Is business signage visible and not being blocked by works?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Have all community issues been followed up? Give details in action table.	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
<b>Sustainability</b>	
Is non-potable water being used for dust suppression where possible?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Are machines / equipment / air conditions being turned off when not in use?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
<b>Other</b>	
Has any asbestos, acid sulphate soil or other contaminated material been uncovered?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>
Have any unexpected heritage items been uncovered?	Yes <input type="checkbox"/> No <input type="checkbox"/> NA <input type="checkbox"/>

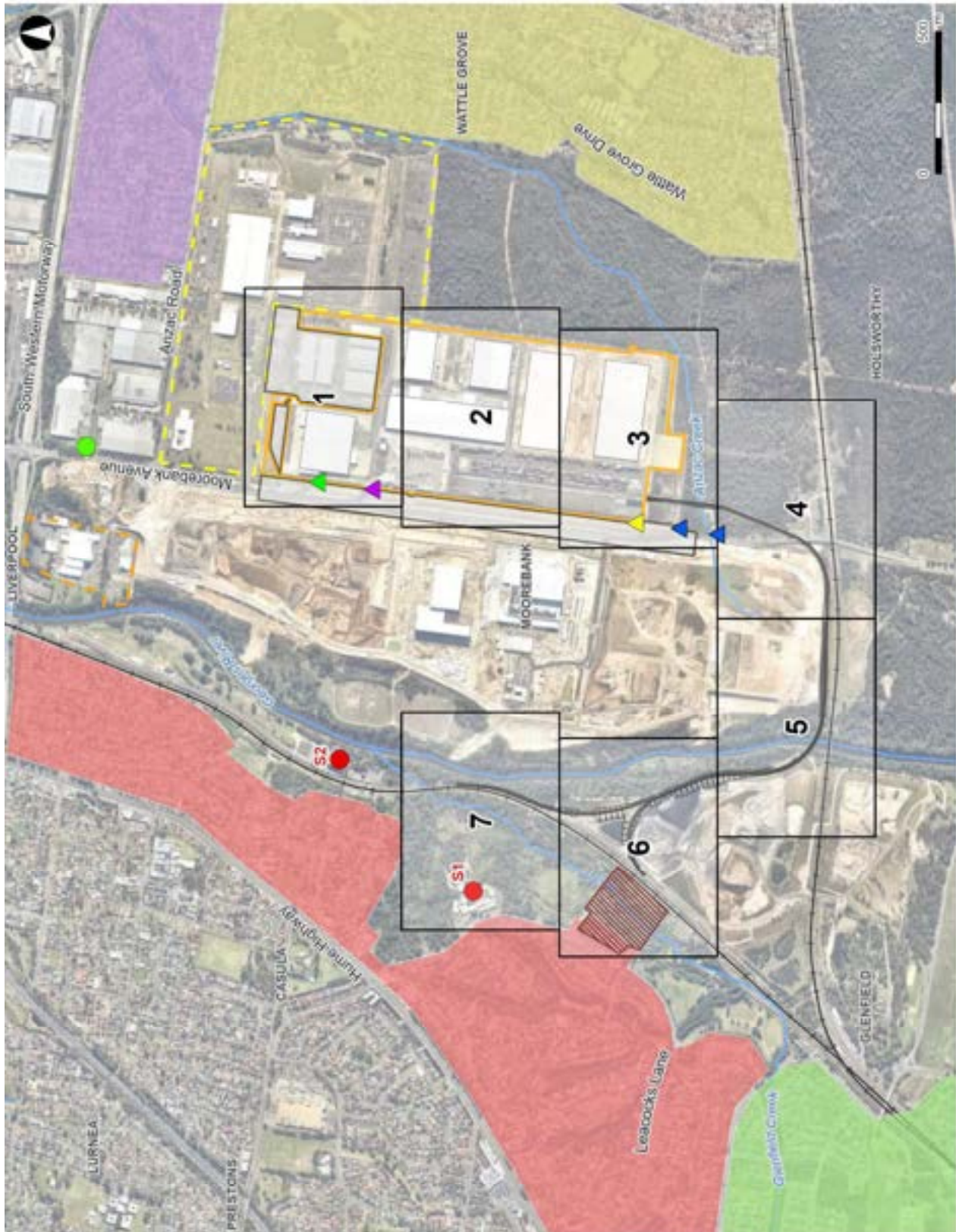
Priority Action	By Whom	Due Date	Closed?

Positive, commendations or initiatives observed	By Whom

Issues Communicated	
Surveillance undertaken and reported by Arcadis Rep	Name: _____
Issue discussed with Contractor Environmental Manager	Name: _____
Issue reported to Tactical Environmental Manager	Name: _____

**APPENDIX G ENVIRONMENTAL CONTROL MAPS**

- Legend**
- MLP East Precinct construction area
  - MLP East Precinct operational area
  - Warehouse layout
  - Rail link access
  - Warehouse access
  - IMEX truck access
  - Emergency access
  - Educational receiver
  - Kitchener House
  - Glenfield Farm
  - Industrial receivers
  - ABB (I3)
  - DJLU (I2)
  - Residential receivers
  - Casula
  - Glenfield
  - Wattle Grove
  - Wattle Grove North
  - Operational rail link
  - Watercourse
  - Railway



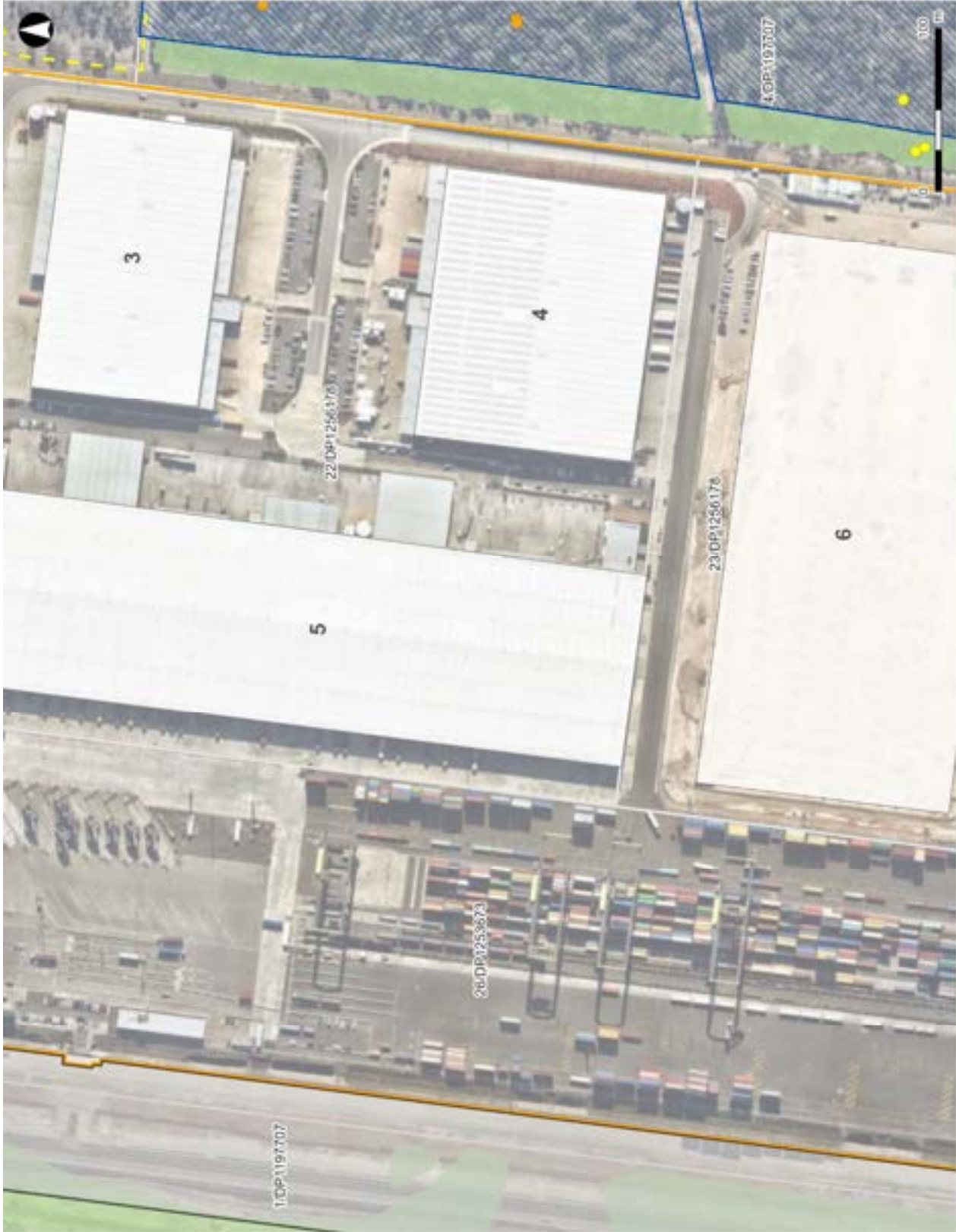
17/01/2024 at 14:44  
 Coordinates System: GDA2020 (MGA Zone 58)  
 Date Issued: 2 January 2024  
 Project: Suez Canal





Legend

-  MLP East Precinct construction area
  -  MLP East Precinct operational area
  -  Warehouse layout
  -  Native vegetation
  -  Waitle Grove offset site (Boodand)
  -  Cadastre (2022)
  -  Industrial receivers
  -  DJLU (I2)
- Threatened Flora Species:
-  *Acacia pubescens*
  -  *Persoonia mutans*



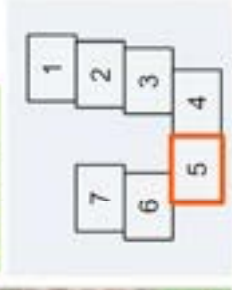






Legend

- Native vegetation
- Moorebank offset site (Georges River)
- Cadastral (2022)
- Operational rail link
- Watercourse
- Railway





- Legend**
-  Native vegetation
  -  Casula offset site (Hourglass)
  -  Moorebank offset site (Georges River)
  -  Cadastral (2022)
  -  Operational rail link
  -  Watercourse
  -  Railway
  -  Educational receiver
  -  Residential receivers
  -  Casula



**APPENDIX H EVIDENCE OF CONSULTATION**

---

**From:** [REDACTED]

**Sent:** Friday, 16 August 2019 2:05 PM

**To:** [REDACTED]  
[REDACTED]

**Subject:** RE: Unclassified: OEMP - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)

Hi [REDACTED]

Please find attached close out documentation for your information.

Should you have any further queries, please contact me.

[REDACTED]

Para

---

[REDACTED]  
[REDACTED] Planner  
Customer Strategy and Technology  
**Transport for NSW**

[REDACTED]  
[REDACTED], Haymarket, NSW 2008



Transport  
for NSW

SENSITIVE: NSW GOVERNMENT

---

**From:** [REDACTED]  
**Sent:** Friday, 9 August 2019 11:23 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED] Logistics Park - East Precinct - MPE Stage 1 & 2  
(SSD6766) and (SSD7628)

Hi [REDACTED]

Please attached the response tables detailing how we have addressed your comments on the OEMP and ONVMP, as per your email below.

The links to the updated OEMP and ONVMP documents are provided below.

OEMP compiled version. [https://www.dropbox.com/s/gy58l2567m07wqv/PREC-QPMS-EN-PLN-00001\\_Rev%2010\\_compiled\\_20190806.pdf?dl=0](https://www.dropbox.com/s/gy58l2567m07wqv/PREC-QPMS-EN-PLN-00001_Rev%2010_compiled_20190806.pdf?dl=0)

ONVMP compiled version. [https://www.dropbox.com/s/Owznrkowgkyvujl/PREC-QPMS-EN-PLN-0008\\_ONVMP\\_V6\\_compiled.pdf?dl=0](https://www.dropbox.com/s/Owznrkowgkyvujl/PREC-QPMS-EN-PLN-0008_ONVMP_V6_compiled.pdf?dl=0)

ONVMP Tracked Change. - [https://www.dropbox.com/s/yafhzczz3qjvm9/PREC-QPMS-EN-PLN-0008\\_ONVMP\\_V6\\_tracked.docx?dl=0](https://www.dropbox.com/s/yafhzczz3qjvm9/PREC-QPMS-EN-PLN-0008_ONVMP_V6_tracked.docx?dl=0)

Can you please confirm that you are satisfied that we have addressed your comments so that we can close out our consultation with TfNSW on these plans and submit to DPIE for approval?

Please let me know if you need any further information on the above and/ or would like to discuss.

Thanks,  
[REDACTED]

Regards,  
[REDACTED]  
[REDACTED]



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M [REDACTED]

[REDACTED]

W [www.tacticalgroup.com.au](http://www.tacticalgroup.com.au)



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---

**From:** [REDACTED]

[REDACTED] 11 July 2019 1:48 PM

**To:** [REDACTED]

**Subject:** Unclassified: OEMP - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)

Hi [REDACTED]

Please find attached a copy of the response letter for the above.

Should you have any further queries, please contact me.

Regards

[REDACTED]

[REDACTED]  
Senior Transport Planner  
Customer Strategy and Technology  
**Transport for NSW**

[REDACTED]  
[REDACTED] Street, Haymarket, NSW 2008



**SENSITIVE: NSW GOVERNMENT**

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## Moorebank Logistics Park OEMP - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)

TfNSW Consultation Close Out – 11 July 2019 – OEMP

TfNSW Comment #	TfNSW Comment	Proponent Response	TfNSW Review Date	TfNSW Response
OEMP 1	<p>Appendix A of the OEMP lists the operational conditions of approval, including condition G7A which requires the proponent installs an Angle of Attack monitor to continuously capture each axle of every train, and report to the Secretary of the Department of Planning and Environment every six months. It is recommended that the six-monthly report to the Secretary include a full copy in an electronic format of all captured data for the previous six months.</p>	<p>Appendix A updated to state: A wayside angle of attack monitoring system report will be prepared to address the requirements of this condition. The six-monthly report to the Secretary will include a full copy in an electronic format of all captured data for the previous six months.</p>	12Aug2019	Accept



## Moorebank Logistics Park OEMP - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)

TfNSW Consultation Close Out – 11 July 2019 – OEMP

TfNSW Comment #	TfNSW Comment	Proponent Response
<b>OEMP</b>		
1	Appendix A of the OEMP lists the operational conditions of approval, including condition G7A which requires the proponent installs an Angle of Attack monitor to continuously capture each axle of every train, and report to the Secretary of the Department of Planning and Environment every six months. It is recommended that the six-monthly report to the Secretary include a full copy in an electronic format of all captured data for the previous six months.	Appendix A updated to state:  A wayside angle of attack monitoring system report will be prepared to address the requirements of this condition. The six-monthly report to the Secretary will include a full copy in an electronic format of all captured data for the previous six months.

[REDACTED]  
Environmental Manager  
Tactical Group  
Level 15  
124 Walker Street  
North Sydney NSW 2060

[REDACTED]

**Moorebank Logistics Park OEMP - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)**

Thank you for your correspondence dated 23 May 2019, requesting Transport for NSW (TfNSW) comments on the above:

It is advised that the following reports for the Moorebank Logistics Park – East Precinct have been reviewed and the detailed comments on the above reports are included in **TAB A**:

- Operational Environmental Management Plan, dated 2 April 2019; and
- Operational Noise and Vibration Management Plan dated 5 June 2019.

If you require clarification on the above, please don't hesitate to contact [REDACTED].

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Principal Manager, Land Use Planning and Development  
Customer Strategy and Technology**

Objective Number CD19/05014

## **TAB A – Detailed Comments**

### **Operational Environmental Management Plan (OEMP)**

Appendix A of the OEMP lists the operational conditions of approval, including condition G7A which requires the proponent install an Angle of Attack monitor to continuously capture each axle of every train, and report to the Secretary of the Department of Planning and Environment every six months. It is recommended that the six-monthly report to the Secretary include a full copy in an electronic format of all captured data for the previous six months.

### **Operational Noise and Vibration Management Plan**

The following comments are provided in relation to Noise and Vibration Plan:

- Measure NV-13 in Table 3-23 (page 39) commits to switching off idling locomotives “during periods of inactivity”. Details in relation to “period of inactivity” are to be included in the Plan;
- Measure NV-16 in Table 3-23 (page 39) commits to installing an electrified locomotive shifter to reduce the need for excessive locomotive idling. Details of the procedure that is to be put in place for using this electrified shifter are to be included in the Plan; and
- Measure NV-18 in Table 3-23 (page 40) commits to all rolling stock being upgraded to comply with best practice within 7 years of IMEX operation. It is noted that measure NV-18 only refers to Condition G6(a) which requires best-practice locomotives. It is recommended that NV-18 also refers to condition G6(b) which requires best-practice wagons.

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, 11 July 2019 1:52 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Unclassified: OEMP - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi [REDACTED]

Thanks for your comments. We will review and provide you a response on how we propose to consider / address these shortly.

Thanks,  
[REDACTED]

Regards,

[REDACTED]  
ENVIRONMENTAL MANAGER



LEVEL 15 | 124 WALKER STREET | NORTH SYDNEY | NSW | 2060

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M [REDACTED]  
E [REDACTED]  
W [www.tacticalgroup.com.au](http://www.tacticalgroup.com.au)



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---

**From:** [REDACTED]  
**Sent:** Thursday, 11 July 2019 1:48 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Unclassified: OEMP - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)

Hi [REDACTED]

Please find attached a copy of the response letter for the above.

Should you have any further queries, please contact me.

Regards  
[REDACTED]

Senior Transport Planner  
Customer Strategy and Technology  
**Transport for NSW**

tt Street, Haymarket, NSW 2008



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**From:** [REDACTED]  
**Sent:** Friday, 7 June 2019 8:11 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: TfNSW Consultations - Moorebank Logistics Park MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) - B2 (CTAMP-B), B28 (Biannual Report Framework), B26 OTAMP & B29 WTP

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi [REDACTED]

Thanks for the update on this and we look forward to hearing from you today /early next week.

Regards,  
[REDACTED]

Regards,

[REDACTED]  
ENVIRONMENTAL MANAGER



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**From:** [REDACTED]  
**Sent:** Thursday, 6 June 2019 3:57 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: TfNSW Consultations - Moorebank Logistics Park MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) - B2 (CTAMP-B), B28 (Biannual Report Framework), B26 OTAMP & B29 WTP

Hi [REDACTED]

Please note that I responded to you in relation to the status of TfNSW response via email dated on 31 May 2019 (A copy of the email message is attached).

Current status of TfNSW response is provided below:

- I have received internal comments for WTP and Biannual Report Framework. TfNSW executives are currently reviewing the TfNSW comments on the Tactical Group's response. I am aiming send our comments tomorrow/early next week.
- I am still waiting for comments from internal stakeholders for the OEMP.

Should you have any further queries, please contact me.

Regards

██████████  
Senior Transport Planner  
Customer Strategy and Technology  
Transport for NSW

██████████ Street, Haymarket, NSW 2008



SENSITIVE: NSW GOVERNMENT

---

**From:** ██████████  
**Sent:** Thursday, 6 June 2019 11:20 AM  
**To:** ██████████  
**Cc:** ██████████  
**Subject:** FW: TfNSW Consultations - Moorebank Logistics Park MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) - B2 (CTAMP-B), B28 (Biannual Report Framework), B26 OTAMP & B29 WTP

Hi ██████████

We have still not received confirmation on your satisfaction with our response in which we have sought to address your comments on the WTP and BTODR (sent to you on 26 May 19 as per the below email) nor any further comments on the OEMP.

I've tried to follow up by email / phone on 26 May, 30 May, 3 June and 5 June but haven't been able to speak to you. We've planned to close out our consultation with TfNSW on these traffic management plans by tomorrow (Friday 7 June 19) and would be grateful to receive a confirmation from you that you are satisfied that we have addressed your comments and/ or otherwise a request to meeting to discuss / address any outstanding comments.

Please let me know if there's anything that we can do to assist in the close out of this consultation.

Thanks,

Regards,

██████████  
ENVIRONMENTAL MANAGER



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**From:** [REDACTED]

**Sent:** Sunday, 26 May 2019 12:10 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** TfNSW Consultations - Moorebank Logistics Park MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) - B2 (CTAMP-B), B28 (Biannual Report Framework), B26 OTAMP & B29 WTP

Hi [REDACTED]

Please find attached our response to your comments on the BTODR and WTP.

We have already provided RMS with our response to the OTAMP and will be providing them with a response to the CTAMP-B and BTODR early this week.

Please let me know if you have any further comments on these plans and/ or would like to discuss over the phone or in person.

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]

ENVIRONMENTAL MANAGER



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**From:** [REDACTED]

**Sent:** Thursday, 16 May 2019 2:50 PM

**To:** [REDACTED]



Cc: [REDACTED]

**Subject:** RE: TfNSW Consultations - Moorebank Logistics Park MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) - B2 (CTAMP-B), B28 (Biannual Report Framework), B26 OTAMP & B29 WTP

Hi [REDACTED]

Please find attached a copy of the response letter for the above.

Should you have any further queries, please contact me.

Regards

[REDACTED]

Para Sangar  
Senior Transport Planner  
Customer Strategy and Technology  
**Transport for NSW**

[REDACTED]

Haymarket, NSW 2008



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---

**From:** [REDACTED]

**Sent:** Wednesday, 15 May 2019 3:47 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: TfNSW Consultations - Moorebank Logistics Park MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) - B2 (CTAMP-B), B28 (Biannual Report Framework), B26 OTAMP & B29 WTP

Hi [REDACTED]

Thanks very much for the update and we look forward to receiving your comments soon.

Regards,  
[REDACTED]

Regards,

[REDACTED]

ENVIRONMENTAL MANAGER



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M [REDACTED]

E [REDACTED]

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---

**From:** [REDACTED]  
**Sent:** Wednesday, 15 May 2019 1:57 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: TfNSW Consultations - Moorebank Logistics Park MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) - B2 (CTAMP-B), B28 (Biannual Report Framework), B26 OTAMP & B29 WTP

Hi [REDACTED]

This is to inform that the draft letter is currently reviewed by TfNSW executives. I will forward the signed letter once it is signed off.

If you have any further queries, please contact me.

Regards

[REDACTED]

[REDACTED]

Senior Transport Planner  
Freight, Strategy and Planning  
**Transport for NSW**

[REDACTED]

Haymarket, NSW 2008



**Transport  
for NSW**

**SENSITIVE: NSW GOVERNMENT**

---

**From:** [REDACTED]  
**Sent:** Friday, 10 May 2019 2:45 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: TfNSW Consultations - Moorebank Logistics Park MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) - B2 (CTAMP-B), B28 (Biannual Report Framework), B26 OTAMP & B29 WTP

Hi [REDACTED]

Thanks for the update. That's great news and we look forward to receiving your comments then.

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, 10 May 2019 12:53 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: TfNSW Consultations - Moorebank Logistics Park MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) - B2 (CTAMP-B), B28 (Biannual Report Framework), B26 OTAMP & B29 WTP

Hi [REDACTED]

Thank you for your email message.

I have received comments from most of the TfNSW internal stakeholders.

We are aiming to provide TfNSW response by middle of next week at this stage.

Should you have any further queries, please contact me.

Regards

[REDACTED]

[REDACTED]

Senior Transport Planner  
Freight, Strategy and Planning  
Transport for NSW

[REDACTED]

Street, Haymarket, NSW 2008



**SENSITIVE: NSW GOVERNMENT**

---

**From:** [REDACTED]  
**Sent:** Thursday, 9 May 2019 4:15 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** TfNSW Consultations - Moorebank Logistics Park MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) - B2 (CTAMP-B), B28 (Biannual Report Framework), B26 OTAMP & B29 WTP

Hi [REDACTED]

I just called and left a message with regards the review of the above plans.

You mentioned last we spoke that you were expecting to receive internal comments this week. Could you please help us with an update on the status of these comments and let me know if it would help for us to meet your team in person to discuss / resolve any comments?

Please also let me know if there is anything else we can do to assist you / TfNSW in this consultation process.

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]

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**From:** [REDACTED]

**Sent:** Saturday, 4 May 2019 10:20 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

[REDACTED]

**Subject:** TfNSW Consultations - Moorebank Logistics Park MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) - B2 (CTAMP-B), B28 (Biannual Report Framework), B26 OTAMP & B29 WTP

Hi [REDACTED]

Further to Dan's email, Laura Van Putten (copied in) has emailed me to say that she will be looking after the review of these plans at RMS and that they are also looking to get us comments this coming week. You might be able to contact Laura on this if you have not heard back from Rachel Cummings.

Please note that we are awaiting comment on the below plans, with the OTAMP and WTP being of critical importance to DPE to enable the commencement of operations of the Target Warehouse next month (June 19):

1. Construction Traffic & Access Management Plan B (CTAMP B)
2. Operations Traffic & Access Management Plan (OTAMP)
3. Bi-annual trip report
4. Workplace Travel Plan (WTP)

Please let me know if there is anything else that we can assist with.

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]

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**From:** [REDACTED]

**Sent:** Friday, 3 May 2019 1:42 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Re: MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) TfNSW Consultation - B2 (CTAMP-B) and B28 (Biannual Report Framework)

Dear [REDACTED]

As discussed, RMS have told us they have received advice on the above plans from their internal stakeholders and are now dealing directly with DPE regarding the review and approval process. It would be greatly appreciated if you could liaise with Rachel Cumming ASAP so the TfNSW comments can either be incorporated or sent separately to us and DPE as soon as they are ready so we can finalise the consultation process.

As mentioned on our call, closing out the consultation on these plans is becoming critical given that it is a planning requirement before the first train can run into the Moorebank site and is also needed for Target to occupy and operate its major distribution warehouse on our site. Appreciate your help on getting this completed.

Regards,

[REDACTED]

[REDACTED] | Senior Advisor - Corporate Affairs  
Qube Holdings Limited

Fax: +61 2 9080 1999



On 29 Apr 2019, at 5:27 pm, [REDACTED] wrote:

[REDACTED]

This one is at least a little more positive, after many weeks of trying we have today confirmed that TfNSW are targeting responses to our request for consultation by 10 May. If there is anything you can do to help this along, obtaining some certainty on this date would be relieving.

Regards,

[REDACTED]

**DIRECTOR**

<image012.jpg>

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<image013.jpg>

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**From:** [REDACTED]

**Sent:** Monday, 29 April 2019 10:28 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** FW: MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) TfNSW Consultation - B2 (CTAMP-B) and B28 (Biannual Report Framework)

Hi [REDACTED]

Thanks for your call earlier and for confirming that you have now issued the plans for internal review / comment.

I note that you are coordinating the internal reviews and that you are expecting internal comments to be received by the end of this week, at which point you will then consult externally with RMS to seek their comments.

I also note that you will aim to get comments to us by the 10<sup>th</sup> May '19, subject to the receipt / resolution of RMS comments.

Thanks again for your help on this and we look forward to hearing from you in due course.

Regards,

[REDACTED]

Regards,

[REDACTED]

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<image001.gif>

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<image003.jpg>

<image004.jpg> Before printing this document, please consider the environment.

**From:** [REDACTED]

**Sent:** Monday, 29 April 2019 10:07 AM

**To:** [REDACTED]

[REDACTED]

**Cc:** [REDACTED]

**Subject:** FW: MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) TfNSW Consultation - B2 (CTAMP-B) and B28 (Biannual Report Framework)

Hi [REDACTED]

I just called and left a message. I'm doing the weekly follow up on our consultations with TfNSW on the above plans.

Could you please let me know if this plan has now been assigned to one of your officers for review / comment and the contact details of that officer so that I can follow up?

Please also let me know if you have already reviewed and would like to discuss your comments over the phone or in person, or if there is anything else that we can do to help you in this process.

We look forward to hearing from you soon.

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]

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<image001.gif>

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E [REDACTED]

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<image003.jpg>

<image004.jpg> Before printing this document, please consider the environment.

**From:** [REDACTED]

**Sent:** Thursday, 18 April 2019 5:05 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

[REDACTED]

**Subject:** FW: MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) TfNSW Consultation - B2 (CTAMP-B) and B28 (Biannual Report Framework)

Hi [REDACTED]

I tried to call earlier on your mobile phone and have left a message.

I'm doing the weekly follow up on our consultations with TfNSW on the OEMP/sub-plans submitted to you for review and comment.

I wanted to ask if you'd had a chance to review the documents and/ or if you've identified an alternative contact person for us to follow-up with.

Could you please let me know if there is anything we can continue to help with and/ or if you'd like to discuss any further comments over the phone or in person?

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]

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<image003.jpg>

<image004.jpg> Before printing this document, please consider the environment.

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**From:** [REDACTED]

**Sent:** Thursday, 11 April 2019 10:45 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** FW: MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) TfNSW Consultation - B2 (CTAMP-B) and B28 (Biannual Report Framework)

Hi [REDACTED]

Good to talk to you just then and thanks for the update on your review. We've made a note that you are still considering this and will be speaking to and / or coordinating with RMS on this.

As mentioned, if it would help, our contact at RMS for the same consultations on these plans is:

[REDACTED]

We look forward to hearing from you soon.

Thanks and regards,

[REDACTED]



Regards,

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**From:**

**Sent:** Tuesday, 26 March 2019 5:37 PM

**To:**

**Cc:**

**Subject:** MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) TfNSW Consultation - B2 (CTAMP-B) and B28 (Biannual Report Framework)

Hi

I spoke to on the phone today to discuss consultation for a number of documents for the Moorebank Logistics Park and informed me that he no longer works in your team and you would be the best contact to start with. I'm hoping to organise a session for us to discuss the upcoming consultation requirements for the project and would like to confirm who the most appropriate contact would be for this.

In the meantime below is an extract of the conditions that relate to the documents that we expect to provide for consultation in the coming weeks, and attached is the first two of those documents for TfNSW's review and comment.

Please can you confirm who the appropriate contact would be for this consultation and suggest a suitable time that we may be able to meet with you to clarify any comments you or your team may have and assist in your understanding of the documents before making formal comments.

We would hope to be able to conclude consultation for the attached 2 documents by no later than 18 April 2019 to allow these documents to be submitted to DPE for their review and approval shortly thereafter. If there is anything that we can do in addition to the above to support meeting that timeframe please don't hesitate to let us know so that we can action appropriately.

Documents to be provided and timing:

- MPE 2 CoC B2: CTAMP B for the upgrade of Moorebank Avenue – provided in the attached
- MPE 2 CoC B28: Biannual Trip Origin Destination Reporting Framework - provided in the attached
- MPE 2 CoC B26 (including MPE 1 OTAMP): Operational TAMP – to be provided in the coming week
- MPE 2 CoC B29: Workplace travel plan – to be provided in 3 weeks
- MPE 1 and 2 overall: OEMP can be provided for reference if TfNSW would like to receive a copy.

Extract of the relevant conditions:

<image002.png>  
<image006.png>  
<image007.png>

<image008.png>  
<image009.png>

Regards,

**DIRECTOR**  
<image014.jpg>

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**CPQQRT**

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<SSS2-QPMS-EN-PLN-0040\_vB\_clean.pdf><190313\_Biannual Trip Origin Destination Report Framework\_Final Draft\_clean.pdf>

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**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: OEMP - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)  
**Date:** Monday, 27 May 2019 9:44:14 AM

---

Hi [REDACTED]

RMS has come back to us to say that they do not have any comments on this plan at this stage. I've copied in [REDACTED] who we have been consulting with on this.

Thanks and regards,

[REDACTED]

Regards,  
[REDACTED]  
ENVIRONMENTAL MANAGER



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**From:** [REDACTED]  
**Sent:** Monday, 27 May 2019 9:32 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** FW: OEMP - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)

Hi [REDACTED]

Thank you for your email message.

Please let us know whether RMS comments on the OEMP have been addressed to the satisfaction of RMS and included the link below.

[https://www.dropbox.com/s/12z6cbv7bv70ks/PREC-QPMS-EN-APP-00001\\_OEMP\\_Final%20for%20consultation\\_clean.pdf?dl=0](https://www.dropbox.com/s/12z6cbv7bv70ks/PREC-QPMS-EN-APP-00001_OEMP_Final%20for%20consultation_clean.pdf?dl=0)

Should you have any further queries, please contact me.

Regards

[REDACTED]  
[REDACTED]  
Senior Transport Planner  
Customer Strategy and Technology  
Transport for NSW

T 0466 024 892  
Level 26, 477 Pitt Street, Haymarket, NSW 2008



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**From:** [REDACTED]  
**Sent:** Thursday, 23 May 2019 8:04 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** OEMP - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)

Hi [REDACTED]

We are looking to submit the final OEMP for the above development to DPE for approval by the end of May 2019 in order to enable the operation of the Target Warehouse to commence by the scheduled date. The OEMP was first made available to TfNSW for review and comment and upon request on 11<sup>th</sup> April 2019 and then in subsequent communications on the CTAMP B, OTAMP, Bi-annual Trip Report & WTP – please see below email for reference.

Can you please confirm if you still wish to review this plan and provide comment? Otherwise please let me know if you do not wish to review the plan so that we can close out our consultation.

A link to the OEMP is provided below .

[https://www.dropbox.com/s/12z6cbv7bvw70ks/PREC-QPMS-EN-APP-00001\\_OEMP\\_Final%20for%20consultation\\_clean.pdf?dl=0](https://www.dropbox.com/s/12z6cbv7bvw70ks/PREC-QPMS-EN-APP-00001_OEMP_Final%20for%20consultation_clean.pdf?dl=0)

We look forward to receiving your confirmation and / or your comments by the 31<sup>st</sup> May 2019 after which we will consider our consultation on this plan closed.

Thanks and regards,

[REDACTED]

Regards,  
[REDACTED]

ENVIRONMENTAL MANAGER



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**From:** [REDACTED]

**Sent:** Thursday, 11 April 2019 9:56 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Operational Traffic & Access Management Plan - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 F6 (SSD6766) and B26 (SSD7628)

Dear [REDACTED]

You may be aware the Moorebank Logistics Park – East Precinct is now moving towards operational phase and under the above planning approvals and conditions, we are required to consult with TfNSW on the 'Operational Traffic & Access Management Plan'. This plan is now complete and has been provided via the below Dropbox link for your review and comment.

[https://www.dropbox.com/s/d7dqwuqulzccr1g/PREC-QPMS-EN-PLN-0009\\_OTAMP\\_compiled.pdf?dl=0](https://www.dropbox.com/s/d7dqwuqulzccr1g/PREC-QPMS-EN-PLN-0009_OTAMP_compiled.pdf?dl=0)

If it would help the consultation process, we would be pleased to meet with you to talk through the identified operational traffic and access risks and proposed mitigations. Please let me know if you'd like to go ahead with this approach and your preferred meeting dates /time and suggested attendees.

We are hoping to finalise the consultations on this document by the 17<sup>th</sup> May '19 to allow these documents to be submitted to DPE for their review and approval shortly thereafter. If there is anything that we can do in addition to the above to support meeting that timeframe, please don't hesitate to let us know so that we can action accordingly.

You may also be interested to know that the Operations Environmental Management Plan (OEMP) for the Moorebank Precinct East has now been finalised and can made available to you upon request. The related sub-plans are still at various stages of development but can also be made available to you, upon request, and once complete.

Regards,  
[REDACTED]

ENVIRONMENTAL MANAGER



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**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:**  
**Subject:** RE: OEMP - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)  
**Date:** Friday, 24 May 2019 10:32:38 AM

---

Hi [REDACTED]

Thanks for this. We have noted your comment with regards the OEMP.

On the other plans you have mentioned, we are currently working on a response to these and will come back to you shortly.

Regards,

[REDACTED]

Regards,

[REDACTED]

ENVIRONMENTAL MANAGER



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**From:** [REDACTED]  
**Sent:** Friday, 24 May 2019 10:03 AM  
**To:** [REDACTED]  
**Subject:** RE: OEMP - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)

Hi [REDACTED]

Roads and Maritime provided comments for the CTMP, OTMP and MBE Biannual Trip Origin Destination Report on the 15 May 2019.

Roads and Maritime notes the OEMP and has no comments at this stage.

Should you have any questions or further enquiries in relation to this matter, my contact details are below.

Kind regards,

[REDACTED]

Land Use Assessment Officer  
North West Precinct | Sydney Division  
[REDACTED]  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

Roads and Maritime Services

---

**From:** [REDACTED]  
**Sent:** Thursday, 23 May 2019 7:59 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** OEMP - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 (SSD6766) and (SSD7628)

Hi [REDACTED]

We are looking to submit the final OEMP for the above development to DPE for approval by the end of May 2019 in order to enable the operation of the Target Warehouse to commence by the scheduled date. The OEMP was first made available to RMS for review and comment and upon request on 11<sup>th</sup> April 2019 and then in subsequent communications on the CTAMP B, OTAMP & Bi-annual Trip Report – please see below email for reference.

Can you please confirm if you still wish to review this plan and provide comment? Otherwise please let me know if you do not wish to review the plan so that we can close out our consultation.

A link to the OEMP is provided below .

[https://www.dropbox.com/s/12z6cbv7bw70ks/PREC-QPMS-EN-APP-00001\\_OEMP\\_Final%20for%20consultation\\_clean.pdf?dl=0](https://www.dropbox.com/s/12z6cbv7bw70ks/PREC-QPMS-EN-APP-00001_OEMP_Final%20for%20consultation_clean.pdf?dl=0)

We look forward to receiving your confirmation and / or your comments by the 31<sup>st</sup> May 2019 after which we will consider our consultation on this plan closed.

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]

ENVIRONMENTAL MANAGER



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E [REDACTED]

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---

**From:** [REDACTED]  
**Sent:** Thursday, 11 April 2019 10:01 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Operational Traffic & Access Management Plan - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 F6 (SSD6766) and B26 (SSD7628)

Dear [REDACTED]

You may be aware the Moorebank Logistics Park – East Precinct is now moving towards operational phase and under the above planning approvals and conditions, we are required to consult with RMS on the 'Operational Traffic & Access Management Plan'. This plan is now complete and has been provided via the below Dropbox link for your review and comment.

[https://www.dropbox.com/s/d7dqwugulzecz1g/PREC-QPMS-EN-PLN-0009\\_OTAMP\\_compiled.pdf?dl=0](https://www.dropbox.com/s/d7dqwugulzecz1g/PREC-QPMS-EN-PLN-0009_OTAMP_compiled.pdf?dl=0)

If it would help the consultation process, we would be pleased to meet with you to talk through the identified operational traffic and access risks and proposed mitigations. Please let me know if you'd like to go ahead with this approach and your preferred meeting dates /time and suggested attendees.

We are hoping to finalise the consultations on this document by the 17<sup>th</sup> May '19 to allow these documents to be submitted to DPE for their review and approval shortly thereafter. If there is anything that we can do in addition to the above to support meeting that timeframe, please don't hesitate to let us know so that we can action accordingly.

You may also be interested to know that the Operations Environmental Management Plan (OEMP) for the Moorebank Precinct East has now been finalised and can made available to you upon request. The related sub-plans are still at various stages of development but can also be made available to you, upon request, and once complete.

Regards,

[REDACTED]  
ENVIRONMENTAL MANAGER



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**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:**  
**Subject:** OEMP - Consultation with OEH - Moorebank Logistics Park - East Precinct - MPE Stage 2  
**Date:** Thursday, 30 May 2019 9:41:46 AM  
**Attachments:** [img004.png](#)

---

Hi [REDACTED]

Thanks for confirming that. We have noted and will close out our consultation with OEH on this plan.

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]  
ENVIRONMENTAL MANAGER



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M [REDACTED]

E [REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, 24 May 2019 1:37 PM  
**To:** [REDACTED]  
**Subject:** RE: Operational Flora & Fauna Management Plan - Moorebank Logistics Park - East Precinct - MPE Stage 2 B110 (SSD7628)

Hi [REDACTED] OEH does not wish to review the Operational Environmental Management Plan.

Regards,



[REDACTED]  
**Senior Conservation Planning  
Officer**  
Greater Sydney Branch  
Communities and Greater Sydney  
Division

10 Valentine Avenue, Parramatta 2150  
PO Box 644, Parramatta 2124  
T: 02 9995 6917



---

**From:** [REDACTED]  
**Sent:** Thursday, 23 May 2019 8:06 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** FW: Operational Flora & Fauna Management Plan - Moorebank Logistics Park - East Precinct - MPE Stage 2 B110 (SSD7628)

Hi [REDACTED]

We are looking to submit the final OEMP for the above development to DPE for approval by the end of May 2019 in order to enable the operation of the Target Warehouse to commence by the scheduled date. The OEMP was first made available to OEH for review and comment and upon request on 4<sup>th</sup> April 2019 and then in subsequent communications on the Stormwater Monitoring Program – please see below email for reference.

Can you please confirm if you still wish to review this plan and provide comment? Otherwise please let me know if you do not wish to review the plan so that we can close out our consultation.

A link to the OEMP is provided below .

[https://www.dropbox.com/s/12z6cbv7hvv70ks/PREC-QPMS-EN-APP-00001\\_OEMP\\_Final%20for%20consultation\\_clean.pdf?dl=0](https://www.dropbox.com/s/12z6cbv7hvv70ks/PREC-QPMS-EN-APP-00001_OEMP_Final%20for%20consultation_clean.pdf?dl=0)

We look forward to receiving your confirmation and / or your comments by the 31<sup>st</sup> May 2019 after which we will consider our consultation on this plan closed.

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, 4 April 2019 9:41 AM  
**To:** [REDACTED]  
[REDACTED]  
**Cc:** [REDACTED]

**Subject:** Operational Flora & Fauna Management Plan - Moorebank Logistics Park - East Precinct - MPE Stage 2 B110 (SSD7628)

Dear [REDACTED]

You may be aware the Moorebank Logistics Park – East Precinct is now moving towards operational phase and as part of the pre-operations planning approvals and conditions, we are required to consult with you on the Operational Flora & Fauna Management Plan (OFFMP). This document is now complete and is provided via the below Dropbox link for your review and comment.

[https://www.dropbox.com/s/o51zabgwu84j1go/PREC-QPMS-EN-PLN-005%20OFFMP\\_Final%20for%20Consultation%20%28clean%29.pdf?dl=0](https://www.dropbox.com/s/o51zabgwu84j1go/PREC-QPMS-EN-PLN-005%20OFFMP_Final%20for%20Consultation%20%28clean%29.pdf?dl=0)

If it would help the consultation process, we would be pleased to meet with you to present the key features of this document, in particular the operational flora and fauna risks and proposed mitigations. Please let me know if you'd like to go ahead with this approach and your preferred meeting dates /time and suggested attendees.

We are hoping to finalise the consultations on this OFFMP by the 29th April '19 to allow these documents to be submitted to DPE for their review and approval shortly thereafter. If there is anything that we can do in addition to the above to support meeting that timeframe, please don't hesitate to let us know so that we can action accordingly.

You may also be interested to know that the Operations Environmental Management Plan (OEMP) for the Moorebank Precinct East has now been finalised and can be made available to you upon request. The related sub-plans are still at various stages of development but can also be made available to you, upon request, and once complete.

Regards,

[REDACTED]  
ENVIRONMENTAL MANAGER



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---

**From:** [REDACTED]  
**Sent:** [REDACTED] 2019 5:54 PM  
**To:** Water Referrals  
**Cc:** [REDACTED]  
**Subject:** RE: FW: **\*\*URGENT\*\*** ACTION REQUIRED CSP688406 - CLONED TICKET 681983 - NRAR - Information Request- Consultation- Management Plan for a project in Moore Bank.

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi [REDACTED]

Thanks for the update and for forwarding on to the right person.

We look forward to hearing from your team in due course.

Thanks and regards,  
[REDACTED]

Regards,

[REDACTED]  
ENVIRONMENTAL MANAGER



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[REDACTED]  
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**From:** [REDACTED]  
**Sent:** Wednesday, 24 April 2019 2:54 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: FW: **\*\*URGENT\*\*** ACTION REQUIRED CSP688406 - CLONED TICKET 681983 - NRAR - Information Request- Consultation- Management Plan for a project in Moore Bank.

Dear [REDACTED]

Thank you for contacting the Natural Resources Access Regulator ("NRAR").

We have forwarded your email to our Natural Resources Access Regulator Officer which will be assigned to your request for advise and they will contact you as soon as possible.

Should you require further assistance or information, please do not hesitate to contact our team.

Kind Regards,

██████████

**Service Support Team**

**Natural Resources Access Regulator | NSW Department of Industry**

10 Valentine Avenue | Parramatta NSW 2150 | Locked Bag 5123 | Parramatta NSW 2124

T: 1800 633 362 | E: [water.referrals@nrar.nsw.gov.au](mailto:water.referrals@nrar.nsw.gov.au)

W: [www.water.nsw.gov.au](http://www.water.nsw.gov.au) | [www.industry.nsw.gov.au](http://www.industry.nsw.gov.au)



Requests for review or comment on reports or specific projects can be sent directly to [water.referrals@nrar.nsw.gov.au](mailto:water.referrals@nrar.nsw.gov.au) for action.

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On Wed, 24 Apr 2019 at 12:37, ██████████ wrote:

Dear ██████████

I am responding to your email below addressed to ██████████ is on leave and I am looking after this consultation with NRAR.

The answers to your questions are provided below – marked in red.

Please let me know if you need any further information and/ or would like to discuss on the phone or in person.

Thanks and regards,

██████████

Regards,



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From: [REDACTED]

Sent: Wednesday, April 24, 2019 10:05 am

To: [REDACTED]

Subject: Fwd: **\*\*URGENT\*\* ACTION REQUIRED CSP688406 - CLONED TICKET 681983 - NRAR - Information Request- Consultation- Management Plan for a project in Moore Bank.**

Dear [REDACTED]

Thank you for contacting the Natural Resources Access Regulator (NRAR).

To help us with your enquiry we need the following information from you:

1. Could you please provide the name of the project you are referring to? **Moorebank Logistics Park – East Precinct MPE Stage 2**
2. Is it nominated as a State Significant Development / State Significant Infrastructure or Local Designated Development? If so could you please provide the reference number. **Yes it is a State Significant Development – planning approval references SSD7628 and SSD6766.**

If you have any further questions or should require further assistance, please do not hesitate to contact NRAR at [water.referrals@nrar.nsw.gov.au](mailto:water.referrals@nrar.nsw.gov.au).

Kind regards,



**Service Support Team**

**Natural Resources Access Regulator | NSW Department of Industry**

10 Valentine Avenue | Parramatta NSW 2150 | Locked Bag 5123 | Parramatta NSW 2124

T: 1800 633 362 | E: [water.referrals@nrar.nsw.gov.au](mailto:water.referrals@nrar.nsw.gov.au)

W: [www.water.nsw.gov.au](http://www.water.nsw.gov.au) | [www.industry.nsw.gov.au](http://www.industry.nsw.gov.au)



Requests for review or comment on reports or specific projects can be sent directly to [water.referrals@nrar.nsw.gov.au](mailto:water.referrals@nrar.nsw.gov.au) for action.

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----- Forwarded message -----

From: <[csp.servicecentre@industry.nsw.gov.au](mailto:csp.servicecentre@industry.nsw.gov.au)>

Date: Thu, 18 Apr 2019 at 12:36

Subject: **\*\*URGENT\*\* ACTION REQUIRED CSP688406 - CLONED TICKET 681983 - NRAR - Information Request- Consultation- Management Plan for a project in Moore Bank.**

To: <[nrar.servicedesk@industry.nsw.gov.au](mailto:nrar.servicedesk@industry.nsw.gov.au)>



Hi NRAR Service Desk

Please review the following details: Please Contact Customer.

Description:Cloned Request for Information:Customer Name - Fei Chen, Tactical Group

Phone Number - [REDACTED]

Email Address - [REDACTED]

Location - Moorebank Logistics Park

Reference No (if applicable) -

Details - The Dept of Planning suggested an additional consultation with NRAR please call.

Call Source:Phone

Closing product name:NRAR - Licensing

Created Date Time:18/04/2019 12:34 PM

Incident ID:CSP688406

Customer: [REDACTED]

Customer email:

Customer Emp No:

Customer Location:

Customer mobile: [REDACTED]

Customer's Phone:

Close Description:

CSP Service Centre T: 02 6363 7676  
Corporate Service Partners E: [csp.servicecentre@industry.nsw.gov.au](mailto:csp.servicecentre@industry.nsw.gov.au)  
NSW Department of Industry W: <http://intranet.industry.nsw.gov.au>

{CMI: MCID1534402}

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, 6 June 2019 2:28 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Operational Environmental Management Plan (OEMP)

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi [REDACTED]

Thanks for getting back to us on this. We have noted your comment and will consider our consultation with LCC on this plan closed.

Regards,  
[REDACTED]

Regards,

[REDACTED]  
ENVIRONMENTAL MANAGER



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**From:** [REDACTED]  
**Sent:** Thursday, 6 June 2019 2:26 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Operational Environmental Management Plan (OEMP)

Hi [REDACTED]

In relation to the Operational Environmental Management Plan (OEMP), Council do not request to review this plan.

Kind regards,

[REDACTED]  
Strategic Planner

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CITY  
COUNCIL



www.liverpool.nsw.gov.au

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**From:**  
**Sent:**  
**To:**  
**Cc:**  
**Subject:**

Tuesday, 4 June 2019 3:14 PM

RE: Action update - Consultation meeting with Liverpool Council - Moorebank Logistics Park - East Precinct MPE Stage 2

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi

Thank you for clarifying and providing this update, and for your time over the phone.

Charles has said that he will get his comments back to you by Friday.

I will confirm that we do not have any formal comments on the OEMP shortly.

Kind regards,

Strategic Planner

**LIVERPOOL  
CITY  
COUNCIL**



[www.liverpool.nsw.gov.au](http://www.liverpool.nsw.gov.au)

Customer Service: 1300 36 2170 | 33 Moore Street Liverpool, NSW 2170, Australia



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**From:**

**Sent:** Tuesday, 4 June 2019 1:22 PM

**To:**

**Cc:**

**Subject:** FW: Action update - Consultation meeting with Liverpool Council - Moorebank Logistics Park - East Precinct MPE Stage 2

Hi

We checked our records against yours and have provided some corrections / additional updates in the attached.

These corrections/updates relate to:

- OEMP – this was first made available on 11 April and then a reminder was sent on 26 May for final comment with a deadline of 31 May for consultation close out.
- ONVMP – this was in fact sent to LCC on 13<sup>th</sup> May 19 and we are still awaiting comment. This plan is to be submitted to DPE at the end of this week so we'd appreciate if you could forward any comments by then and/ or otherwise indicate if you do not wish to comment.
- CTAMP-B – there is a note in your table that states that you have provided your comments on this plan but in fact the only comments received from Charles were with respect to the OTAMP – please see below email. Can you please confirm that we have addressed your initial comments on CTAMP-B in our meeting at Council in the subsequent Minutes of Meeting clarifications and that you do not wish to comment further on CTAMP-B? Can you please also confirm that you are satisfied with our response to your comment on the WTP (i.e. to provide you a copy)?

We are due to close out our consultations on all the traffic management plans at the end of this week and submit final versions to DPE so we'd be grateful for your support in closing out this consultation by then.

Please let me know if there is anything that we can do to help in achieving this timeframe.

Thanks,



Regards,



ENVIRONMENTAL MANAGER



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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, 23 May 2019 8:10 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** FW: Operational Traffic & Access Management Plan - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 F6 (SSD6766) and B26 (SSD7628)

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi [REDACTED]

We are looking to submit the final OEMP for the above development to DPE for approval by the end of May 2019 in order to enable the operation of the Target Warehouse to commence by the scheduled date. The OEMP was first made available to LCC for review and comment and upon request on 11<sup>th</sup> April 2019 (in the OTAMP correspondence) and then in subsequent communications on the CTAMP B, Stormwater Monitoring Program, ERP, OAQMP – please see below email for reference.

Can you please confirm if you still wish to review this plan and provide comment? Otherwise please let me know if you do not wish to review the plan so that we can close out our consultation.

A link to the OEMP is provided below .

[https://www.dropbox.com/s/12z6cbv7bv70ks/PREC-QPMS-EN-APP-00001\\_OEMP\\_Final%20for%20consultation\\_clean.pdf?dl=0](https://www.dropbox.com/s/12z6cbv7bv70ks/PREC-QPMS-EN-APP-00001_OEMP_Final%20for%20consultation_clean.pdf?dl=0)

We look forward to receiving your confirmation and / or your comments by the 31<sup>st</sup> May 2019 after which we will consider our consultation on this plan closed.

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]

ENVIRONMENTAL MANAGER

**TACTICAL**  
GROUP

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From: [REDACTED]  
Sent: Thursday, 11 April 2019 10:00 AM  
To: [REDACTED]  
Cc: [REDACTED]

**Subject:** Operational Traffic & Access Management Plan - Moorebank Logistics Park - East Precinct - MPE Stage 1 & 2 F6 (SSD6766) and B26 (SSD7628)

Dear [REDACTED]

You may be aware the Moorebank Logistics Park – East Precinct is now moving towards operational phase and under the above planning approvals and conditions, we are required to consult with Liverpool Council on the 'Operational Traffic & Access Management Plan'. This plan is now complete and has been provided via the below Dropbox link for your review and comment.

[https://www.dropbox.com/s/d7dqwuqulzocr1g/PREC-QPMS-EN-PLN-0009\\_OTAMP\\_compiled.pdf?dl=0](https://www.dropbox.com/s/d7dqwuqulzocr1g/PREC-QPMS-EN-PLN-0009_OTAMP_compiled.pdf?dl=0)

If it would help the consultation process, we would be pleased to meet with you to talk through the identified operational traffic and access risks and proposed mitigations. Please let me know if you'd like to go ahead with this approach and your preferred meeting dates /time and suggested attendees.

We are hoping to finalise the consultations on this document by the 17<sup>th</sup> May '19 to allow these documents to be submitted to DPE for their review and approval shortly thereafter. If there is anything that we can do in addition to the above to support meeting that timeframe, please don't hesitate to let us know so that we can action accordingly.

You may also be interested to know that the Operations Environmental Management Plan (OEMP) for the Moorebank Precinct East has now been finalised and can be made available to you upon request. The related sub-plans are still at various stages of development but can also be made available to you, upon request, and once complete.

Regards,

[REDACTED]  
ENVIRONMENTAL MANAGER

**TACTICAL**  
GROUP

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E [REDACTED]

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**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:**  
**Subject:** RE: Documentation Review  
**Date:** Tuesday, 30 April 2019 1:46:50 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

Thank you [REDACTED]

The EPA does not wish to comment on any of the Operational Management Plans as the EPA will not be issuing a licence under the current schedule 1 activities in the POEO Act for operations.

The EPA therefore will not be the ARA for the premises. You may wish to consult with Liverpool Council as they will have carriage of the regulation of the POEO Act during operations of the intermodal terminal.

In relation to the Emergency Response Plan, as the site currently holds an EPL, licence holders have a duty to prepare, test, implement and keep pollution incident response management plans (PIRMP) in accordance with Part 5.7A of the POEO Act.

You are directed to the regulations and guidelines regarding how a PIRMP is to be prepared.

<https://www.legislation.nsw.gov.au/#/view/act/1997/156/chap5/part5.7a>

<https://www.legislation.nsw.gov.au/#/view/regulation/2009/211/chap7/part3a>

<https://www.epa.nsw.gov.au/licensing-and-regulation/legislation-and-compliance/about-the-poeo-act/protection-of-enviro-leg-amendment-act-2011/faqs-new-requirements-for-pirmps>

[REDACTED]  
**Unit Head, Sydney Industry Section**

Metropolitan Branch, NSW Environment Protection Authority

T 02 9995 6927 M [REDACTED]

[www.epa.nsw.gov.au](http://www.epa.nsw.gov.au) [\[REDACTED\]@EPA.NSW](mailto:[REDACTED]@EPA.NSW)

**Report pollution and environmental incidents 131 555 (NSW only)**  
or +61 2 9995 5555



---

**From:** [REDACTED]  
**Sent:** Tuesday, 30 April 2019 1:28 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Documentation Review

Thanks for this [REDACTED]

In addition to the report sent in the previous email, the following is a list of management plans that DPE have requested we consult with the EPA on in relation to operational management under SSD 6766 and SSD 7628, noting that the plans have been combined under the consents to cover the whole of MPE:

- Operational Environmental Management Plan
- Operational Noise Management Plan

- Operational Air Quality Management Plan
- Emergency Response Plan.

Please let us know if the EPA wishes to consult with any of these plans or reports.

Thanks again

---

**From:** [REDACTED]  
**Sent:** Monday, 29 April 2019 3:48 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Documentation Review

Hi [REDACTED]

As you are aware, The EPA routinely declines to comment on Management Plans and other post approval documentation.

I understand there are numerous such documents required by the various consents for the Moorebank Precincts.

I suggest that you send a comprehensive list of all the documents that require consultation with the EPA. The EPA will then identify which, if any, the EPA will review.

This way you can quickly satisfy the need to consult with the EPA without the need for redundant correspondence reiterating the EPA's position one by one for each document.

Please note that at this stage there is no role for the EPA in your project during the operating stage and therefore any operational related plans are not going to be of interest to the EPA. You should consider, regardless of the consent conditions, whether it would be appropriate to consult with the appropriate regulatory authority under POEO Act for operational matters.

If, in future, there is a need for an operational licence under POEO, the relevant documentation may be required for the licence application.

Regards,

[REDACTED]  
Unit Head, Sydney Industry Section  
Metropolitan Branch, NSW Environment Protection Authority  
T 02 9995 6927 M [REDACTED]

[www.epa.nsw.gov.au](http://www.epa.nsw.gov.au) [\[REDACTED\]@EPA.NSW](mailto:[REDACTED]@EPA.NSW)

**Report pollution and environmental incidents 131 555 (NSW only)  
or +61 2 9995 5555**



---

**From:** [REDACTED]

Sent: Sunday, 28 April 2019 10:04 PM

To

Cc

Subject: Documentation Review

Hi

In accordance with SSD 6766 CoC G6(b) the project is required to undertake consultation with the EPA on the attached Best Practice Wagon Report.

As discussed previously we will also send through shortly a list of operational management plans that the Department of Planning and Environment has requested that we consult with the EPA.

Please feel free to call us if you require any additional information

Regards

ENVIRONMENTAL MANAGER



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**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** RE: Operational Environmental Management Plan - Moorebank Logistics Park - East Precinct - MPE Stage 2 EPBC Approval 2011/6229  
[SEC=UNCLASSIFIED]  
**Date:** Friday, 31 May 2019 12:09:16 PM

---

UNCLASSIFIED

Hi [REDACTED]

Many thanks for the opportunity to comment on the Operational Environmental Management Plan - Moorebank Logistics Park - East Precinct, I have no concerns with the methodologies contained therein. I am satisfied that the operation control measures will alleviate any impacts that operations may have upon environmental matters of concern to Defence.

Further to this could you please ensure that any further RFI's utilise the agreed communications channel of [eigestateservices.basesupportlma@defence.gov.au](mailto:eigestateservices.basesupportlma@defence.gov.au)

Regards

[REDACTED]

[REDACTED]

[REDACTED]  
East West Zone / Service Delivery Division  
Estate & Infrastructure Group

---

**Department of Defence**

Level 1 Room L10135 Building G228 | Holsworthy Barracks, HOLSWORTHY NSW 2173

T: (02) 8782 8506 M: [REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, 14 May 2019 2:36 PM  
**To:** [REDACTED]  
**Subject:** FW: Operational Environmental Management Plan - Moorebank Logistics Park - East Precinct - MPE Stage 2 EPBC Approval 2011/6229

Hi [REDACTED]

Could you please confirm if you received the above plan on your personal 'gmail' account and if you've had a chance to review?

We need to close out this consultation and submit to DPE soon for approval so please let me know if there is anything else we can help with in this respect and/or otherwise if you do not wish to comment.

Thanks,

[REDACTED]

Regards,

[REDACTED] MANAGER



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---

**From:** [REDACTED]  
**Sent:** Saturday, 11 May 2019 10:15 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]

**Subject:** FW: Operational Environmental Management Plan - Moorebank Logistics Park - East Precinct - MPE Stage 2 EPBC Approval 2011/6229

Hi [REDACTED]

Have you had a chance to review the above plan and do you have any comments that you would like us to consider and/ or is there anything else that we can do to help in this process?

Otherwise could you please let me know if you do not have any comments so that we can close out this consultation?

Thanks,

[REDACTED]

Regards,

[REDACTED]

ENVIRONMENTAL MANAGER



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---

**From:** [REDACTED]  
**Sent:** Thursday, 2 May 2019 12:43 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]

**Subject:** Operational Environmental Management Plan - Moorebank Logistics Park - East Precinct - MPE Stage 2 EPBC Approval 2011/6229

Hi [REDACTED]

Good to talk to you just then and thanks for looking at this.

Attached is the pdf version of the OEMP for your review/ comment.

Please let me know if you would like to discuss / meet or if there is anything else that we can help with in this process.

Look forward to hearing from you soon.

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]

ENVIRONMENTAL MANAGER



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**From:** [REDACTED]  
**Sent:** Tuesday, 16 April 2019 1:48 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Moorebank Logistics Park - East Precinct - MPE Stage 2 EPBC Approval 2011/6229

Dear [REDACTED]

You may be aware that the Moorebank Logistics Park – East Precinct is now moving towards operational phase and under the above EPBC planning approval and conditions (2011/6229), we are required to consult with Defence on the ‘Operational Environmental Management Plan’ (OEMP) and specifically on the proposed applicable mitigations measures (s8h) and subsequently, to seek approval from the Minister.

The OEMP document has now been completed and is provided via the below Dropbox link for your review and comment. The related sub-plans are still at various stages of development but can also be made available to you once complete, and upon request.

[\\*\\*\\*\\*\\*://\\*\\*\\*/\\*\\*\\*\\*\\*?dl=1](https://www.dropbox.com/s/*****?dl=1)

If it would help the consultation process, we would be pleased to meet with you to talk through the key features of the OEMP as they relate to areas of concern for Defence. Please let me know if you’d like to go ahead with this approach and your preferred meeting dates /time and suggested attendees.

We are hoping to finalise the consultations on this document by the 17th May ‘19 to allow it to be submitted to DPE for their review and approval shortly thereafter. If there is anything that we can do in addition to the above to support meeting that timeframe, please don’t hesitate to let us know so that we can action accordingly.

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]

ENVIRONMENTAL MANAGER



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[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** OEMP - Moorebank Logistics Park - MPE Stage 1 & 2 (SSD6766) and (SSD7628) CCC Consultation  
**Date:** Thursday, 23 May 2019 8:14:49 PM

---

Hi [REDACTED]

We are looking to submit the final OEMP for the above development to DPE for approval by the end of May 2019 in order to enable the operation of the Target Warehouse to commence by the scheduled date. The OEMP was first made available to CCC for review and comment and upon request on 11<sup>th</sup> April 2019 (in the OTAMP correspondence) and then in subsequent communications on the CTAMP B – please see below email for reference.

Can you please confirm if you still wish to review this plan and provide comment? Otherwise please let me know if you do not wish to review the plan so that we can close out our consultation.

A link to the OEMP is provided below .

[https://www.dropbox.com/s/1276cbv7bw70ks/PREC-QPMS-FN-APP-00001\\_OEMP\\_Final%20for%20consultation\\_clean.pdf?dl=0](https://www.dropbox.com/s/1276cbv7bw70ks/PREC-QPMS-FN-APP-00001_OEMP_Final%20for%20consultation_clean.pdf?dl=0)

We look forward to receiving your confirmation and / or your comments by the 31<sup>st</sup> May 2019 after which we will consider our consultation on this plan closed.

Thanks and regards,

[REDACTED]

Regards,

[REDACTED]

ENVIRONMENTAL MANAGER



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**From:** [REDACTED]  
**Sent:** Thursday, 4 April 2019 3:38 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]

[REDACTED]

**Subject:** Operational Traffic & Access Management Plan - Moorebank Logistics Park - MPE Stage 2 - B26 (SSD\_7628) CCC Consultation

Dear [REDACTED]

I'm working with [REDACTED] on the planning & environmental approvals for the Moorebank Logistics Park.

I'd like to thank-you for your comments in the attached letter signed by [REDACTED] (dated 2 April 2019) with respect to the 'Construction Traffic & Access Management Plan – Phase B' and confirm that we will have regard to your comments in the ongoing development of this project.

We are also required to consult with Campbelltown Council on the 'Operational Traffic & Access Management Plan' B26 (SSD7628). This document has now been completed and is attached here for your review and approval.

If it would help the consultation process, we would be pleased to meet with you to talk through the key operational traffic and access risks and proposed mitigations. Please let me know if you'd like to go ahead with this approach and your preferred meeting dates /time and suggested attendees.

We are hoping to finalise the consultations on this document by the 29th April '19 to allow these documents to be submitted to DPE for their review and approval shortly thereafter. If there is anything that we can do in addition to the above to support meeting that timeframe, please don't hesitate to let us know so that we can action accordingly.

You may also be interested to know that the Operations Environmental Management Plan (OEMP) for the Moorebank Precinct East has now been finalised and can made available to you upon request. The related sub-plans are still at various stages of development but can also be made available to you, upon request, and once complete.

Regards,

[REDACTED]  
ENVIRONMENTAL MANAGER



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M [REDACTED]

E [REDACTED]

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**From:** [REDACTED]

**Sent:** Wednesday, 3 April 2019 8:16 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) CCC Consultation - B2 (CTAMP-B) and other upcoming documents - Moorebank Intermodal

Hi [REDACTED]

Please find correspondence from Council with respect to your development at the Intermodal. If you need anything else please let me know.

Regards

[REDACTED]

Co-ordinator Stormwater and Structural Design

Campbelltown City Council

P [REDACTED]

F: 02 4645 4111

[www.campbelltown.nsw.gov.au](http://www.campbelltown.nsw.gov.au)

*Campbelltown City Council acknowledges and respects the Dharawal people as traditional custodians of this land, and extends these respects to all Aboriginal Elders, past and present, and people from all Aboriginal nations.*

Description: Description: Brand



---

**From:** [REDACTED]

**Sent:** Tuesday, 2 April 2019 11:32 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) CCC Consultation - B2 (CTAMP-B) and other upcoming documents - Moorebank Intermodal

Hi [REDACTED]

Nice to hear from you, we spoke quite a while ago about another Qube project in Minto. We agree with the point you have made below that "heavy vehicles to and from the site are still prohibited from using Cambridge Ave unless specifically requiring access to Glenfield Waste" and therefore consultation with Campbelltown is not necessary, however as the conditions require consultation we require your confirmation that you do not wish to be consulted.

If you can confirm that we can include this in our consultation log for this document.

Regards

[REDACTED]

DIRECTOR



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M [REDACTED]  
E [REDACTED]

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CPQQRT



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---

**From:** [REDACTED]  
**Sent:** Tuesday, 2 April 2019 10:11 AM  
**To:** [REDACTED]  
**Subject:** MPE Stage 1 (SSD-6766) and Stage 2 (SSD\_7628) CCC Consultation - B2 (CTAMP-B) and other upcoming documents - Moorebank Intermodal

Hi [REDACTED]

I will be the contact for Campbelltown Council.

My understanding is that this will have little impact on Campbelltown as heavy vehicles to and from the site are still prohibited from using Cambridge Ave unless specifically requiring access to Glenfield Waste. Can you please confirm that this is the case?

Regards

[REDACTED]

Co-ordinator Stormwater and Structural Design  
Campbelltown City Council

P [REDACTED]

F: 02 4645 4111

[www.campbelltown.nsw.gov.au](http://www.campbelltown.nsw.gov.au)

*Campbelltown City Council acknowledges and respects the Dharawal people as traditional custodians of this land, and extends these respects to all Aboriginal Elders, past and present, and people from all Aboriginal nations.*

Description: Description: Brand



**APPENDIX I GUIDELINES AND CODE OF PRACTICE**

The table below addresses the guidelines, code of practice and other documents utilised in preparation of the sub-plans of this OEMP.

Plan	Document
Operational Emergency Response Plan (OERP)	<ul style="list-style-type: none"> <li>• Australian Emergency Manuals Series, Manual 20: Flood Preparedness, Commonwealth of Australia 2009</li> <li>• Australian Emergency Manuals Series, Manual 21: Flood Warning, Commonwealth of Australia 2009</li> <li>• Australian Emergency Manuals Series, Manual 22: Flood Response, Commonwealth of Australia 2009</li> <li>• Australian Standard AS3745:2010 - Planning for Emergencies in Facilities</li> <li>• Australian Standard 2444:2001 - Portable fire extinguishers and fire blankets - Selection and location</li> <li>• Australian Standard AS 2944-1 (2007): Plastic pipes and fittings for gas reticulation – Polyamide pipes</li> <li>• Australian Standard AS 2944-2 (2007): plastic pipes and fittings for gas reticulation – Polyamide fittings</li> <li>• Australian Standard AS 1940: The Storage and Handling of Flammable and Combustible Liquids</li> <li>• Anzac Creek Floodplain Risk Management Study and Plan for Liverpool City Council, BMT WBM Pty Ltd, May 2008</li> <li>• Anzac-Creek-Study-2009 Liverpool Council</li> <li>• Development Planning – A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan, December 2014</li> <li>• Flood Emergency Response Planning Classification of Communities, Floodplain Risk Management Guideline, OEH 2007</li> <li>• New South Wales State Disaster Plan (DISPLAN 2010), State Emergency Management Committee, 2010</li> <li>• NSW Government's Floodplain Development Manual, DIPNR 2005</li> <li>• NSW State Flood Plan (March 2018)</li> <li>• Planning for Bush Fire Protection 2006 – NSW RFS</li> <li>• Standards for Asset Protection Zones – NSW RFS</li> <li>• Stormwater and Flooding Report, MPE Stage 2 EIS, Arcadis, 2017</li> <li>• Storage and Handling of Dangerous Goods Code of Practice (WorkCover NSW, 2005)</li> </ul>
Operational Air Quality Management Plan (OAQMP)	<ul style="list-style-type: none"> <li>• Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales ("Approved Methods") (NSW Environment Protection Authority (EPA), 2016)</li> <li>• AS/NZS 3580.1.1:2016 Methods for sampling and analysis of ambient air - Part 1.1: Guide to siting air monitoring equipment.</li> <li>• Australian / New Zealand Standard AS/NZS 3580.10.1:2016 (Methods for Sampling and Analysis of Ambient Air, Method 10.1 Determination of Particulate Matter – Deposited Matter – Gravimetric Method)</li> <li>• EU Stage IIIA and IV emission standard (EU Directive 2014/26/EC) (Parliament of the European Union, 2014)</li> <li>• Infrastructure Sustainability Council of Australia (ISCA) for operation specific requirements</li> </ul>

Plan	Document
	<ul style="list-style-type: none"> <li>• National Environment Protection (Ambient Air Quality) Measure (AAQ NEPM)<sup>5</sup> (Australian Government, 2003),</li> <li>• US Tier US EPA Tier 3 and 4 emissions standard (US EPA, 2014)</li> <li>• DRAFT Post Approval Guideline – Environmental Management Plan, 2018, Department of Planning and Environment.</li> </ul>
Operational Flora and Fauna Management Plan	<ul style="list-style-type: none"> <li>• Part 3A Guidelines for Threatened Species Assessment (DEC &amp; DPI 2005)</li> <li>• Alligator Weed Control Manual (DPI 2007)</li> </ul>
Operational Noise and Vibration Management Plan	<ul style="list-style-type: none"> <li>• NSW EPA Industrial Noise Policy 2000</li> <li>• NSW EPA Noise Policy for Industry 2017</li> <li>• NSW EPA Rail Infrastructure Noise Guideline 2013</li> <li>• Assessing Vibration: A Technical Guideline (DEC, 2006)</li> <li>• International Organisation for Standardization (ISO) 3095:2013 Acoustics - Railway applications - Measurement of noise emitted by railbound vehicles (3095:2013)</li> <li>• German Standard DIN 4150:2016 – Part 3 Structural vibration in buildings – Effects on structures</li> <li>• British Standard BS 6472-1992 and 2008 'Guide to evaluation of human exposure to vibration in buildings (1-80Hz)'</li> <li>• NSW Road Noise Policy (DECCW 2011)</li> </ul>
Stormwater Infrastructure Operation and Maintenance Plan	<ul style="list-style-type: none"> <li>• Australian Dangerous Goods Code Edition 7.4</li> <li>• AS 1940-2004 The Storage and Handling of Flammable and Combustible Liquids</li> <li>• Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC 2018)<sup>6</sup></li> <li>• Australian Rainfall and Runoff – Volume 1 (2001), Engineers Australia</li> <li>• Gold Coast City Council, Water Sensitive Urban Design Guidelines (2007)</li> <li>• Guideline for the Preparation of Environmental Management Plans (Dept. of Infrastructure Planning and Natural Resources (DIPNR), 2004)</li> <li>• Hazardous and Offensive Development Guidelines Application Guidelines Applying SEPP 33 (January 2011).</li> <li>• Liverpool City Council Development Control Plan (2008) (Water Sensitive Urban Design)</li> <li>• Managing Urban Stormwater: Soils and Construction ('the Blue Book') (Landcom 2004).</li> </ul>
Operational Traffic and Access Management Plan	<ul style="list-style-type: none"> <li>• Australian Standard AS1742.1:2014 Manual of uniform traffic control devices - General introduction and index of signs</li> <li>• Australian Standard AS 1742.13:2009 Manual of uniform traffic control devices - Local area traffic management</li> <li>• Australian Standard AS1743:2016 Road Signs – Specification</li> <li>• Australian Standard AS1744:2015 Standard alphabets for road signs.</li> </ul>

<sup>5</sup>It is noted that the purpose of the AAQ NEPM is to attain ambient air quality that allows for the adequate protection of human health and wellbeing', and compliance with the AAQ NEPM is assessed through air quality monitoring data collected and reported by each state and territory. ( <http://www.nepc.gov.au/nepms/ambient-air-quality> )

<sup>6</sup> <https://www.waterquality.gov.au/guidelines/anz-fresh-marine>

Plan	Document
Operational Waste and Resources Management Plan	<ul style="list-style-type: none"> <li>• AS 6400 – Water Efficient Products - Rating and Labelling</li> <li>• Australian and International Standard AS ISO 14064.1</li> <li>• City of Melbourne's Guidelines for Preparing a Waste Management Plan (2015)</li> <li>• DRAFT Post Approval Guideline – Environmental Management Plan, 2018, NSW Department of Planning and Environment.</li> <li>• Waste Classification Guidelines Part 1: Classifying Waste (EPA, 2014)</li> <li>• Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities, NSW EPA (December 2012)</li> <li>• Clean Energy Finance Corporation (CEFC) Bilateral Facility Agreement, 2017</li> </ul>
Workplace Travel Plan	<ul style="list-style-type: none"> <li>• Australian Standard AS2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities</li> <li>• Parking Facilities Liverpool City Council Development Control Plan (DCP) 2008, Part 1, General Controls for All Developments</li> <li>• City of Sydney Development Control Plan 2012, Section 3 – General Provisions</li> <li>• DIPNR (referred to currently as the DPE) Planning Guidelines for Walking and Cycling 2004</li> <li>• New South Wales Bike Plan 2010</li> <li>• Draft Liverpool City Council Bike Plan 2017</li> </ul>
Operation Community Communication Strategy	<ul style="list-style-type: none"> <li>• ISO1000-2-2006 – Customer Satisfaction – Guidelines for Complaints Handling in Organisations</li> <li>• International Association of Public Participation (IAPP) Core Values and Principals</li> </ul>
Container Noise Barrier Management Plan	<ul style="list-style-type: none"> <li>• NSW EPA Industrial Noise Policy 2000</li> <li>• NSW EPA Noise Policy for Industry 2017</li> <li>• AS1055.1-2018 Acoustics - Description and Measurement of Environmental Noise – General Procedures</li> </ul>
Urban Design and Landscape Plan	<ul style="list-style-type: none"> <li>• Liverpool Development Control Plan (DCP) 2008</li> <li>• Green Building Council of Australia (GBCA) Green Star Rating</li> <li>• Clean Energy Finance Corporation Mandatory Sustainability Initiatives</li> <li>• AS4282-1997 – Control of the Obtrusive Effects of Outdoor Lighting</li> <li>• Guidelines under section 79C of the <i>Environmental Planning and Assessment Act 1979</i> (Department of Urban Affairs and Planning 2001)</li> <li>• State Environmental Planning Policy (SEPP) 64 – Advertising and Signage</li> </ul>



**APPENDIX J EPL LEGAL ADVICE**

**Allens**

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**Allens > < Linklaters**

6 August 2019

[REDACTED]  
General Manager - Delivery  
Qube Holdings Limited  
Level 27  
45 Clarence Street  
Sydney NSW 2000

Dear [REDACTED]

**Requirement for Environment Protection Licence for Operation of Moorebank Precinct East Stage 1**

**1 Summary of Advice**

In our view Qube will not need an EPL to operate the rail link between the Import/Export Terminal (the **IMEX**) and the Southern Sydney Freight Line (the **Rail Link**) as part of MPE Stage 1.

This remains our view following the amendments made on 5 July 2019 to the list of scheduled activities in Schedule 1 to the *Protection of the Environment Operations Act 1997 (POEO Act)*.

However, if the **IMEX** constructed as part of the Moorebank Precinct East Stage 1 Development (SSD 6766; MPE Stage 1) will have the capacity to store chemicals in quantities that exceed the thresholds in clause 9 of Schedule 1 to the POEO Act, Qube will need an Environment Protection Licence (EPL) to construct and operate the **IMEX**.

**2 Background**

You have asked us whether Qube is required to obtain an EPL for the operation of either the **IMEX** or the **Rail Link** as part of MPE Stage 1.

Mitigation measure 0C in the Revised Compilation of Mitigation Measures in the MPE Stage 1 Response to Submissions Report dated September 2015 says:

*An Environmental Protection Licence (under the POEO Act) will be obtained for the construction and operation of the Rail link (only) for the Proposal [emphasis in original].*

However, on 29 April 2019, Craig Flemming of the NSW EPA sent the **enclosed** email to Tactical Group which said that 'at this stage there is no role for the EPA in your project during the operating stage'. This suggests that the EPA is of the view that Qube does not require an EPL for the operation of MPE Stage 1.

On 5 July 2019, the Governor made the *Protection of the Environment Operations Legislation Amendment (Scheduled Activities) Regulation 2019* which amended the list of scheduled activities in Schedule 1 to the POEO Act. Relevantly, these amendments:

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DHSS 505022838v2 120744017 6.8.2019

- (a) replaced the existing 'railway systems activities' scheduled activity (clause 33) with the following three new scheduled activities:
  - (i) railway activities – railway infrastructure construction (clause 33);
  - (ii) railway activities – railway infrastructure operations (clause 33A); and
  - (iii) railway activities – rolling stock operations (clause 33B); and
- (b) moved any crushing grinding or separating works required for the construction of railway infrastructure from the definition of crushing grinding or separating (clause 16) to the new railway activities – railway infrastructure construction activity (clause 33).

### 3 Current EPLs for construction of MPE Stage 1

Qube RE Services (No 2) Pty Limited holds EPL 21054 which authorises crushing, grinding or separating; extractive activities; bulk earthworks "cut and fill"; importing fill; and road construction.

CPB Contractors Pty Limited holds EPL 20966 which authorises crushing, grinding or separating; and extractive activities.

### 4 Does Qube Require an EPL for the Rail Link?

#### 4.1 Railway activities – railway infrastructure construction (clause 33)

The 'railway activities – railway infrastructure construction' activity only applies to construction. It is therefore not relevant to whether Qube requires an EPL to operate the IMEX or the Rail Link.

#### 4.2 Railway activities – railway infrastructure operations (clause 33A)

'Railway activities – railway infrastructure operations' is a scheduled activity under clause 33A of Schedule 1 to the Protection of the Environment Operations Act 1997. Clause 33A(1) defines 'railway activities – railway infrastructure operations' as:

the operation or the on-site repair, maintenance or replacement of existing railway infrastructure

Clause 33A(2) contains a number of exceptions to clause 33. Relevantly they include:

*e) any activity at any of the following places:*

*(iii) a freight depot or centre,*

*(iv) a railway fuel depot.*

The freight depot or centre exception was also contained in the previous 'railway systems activities' scheduled activity. In respect of that activity, the EPA has said that the freight depot or centre exception includes intermodal terminals (see the enclosed publication entitled, Review of regulation of 'railway systems activities; under the Protection of the Environment Operations Act 1997, August 2014).

We think therefore that the construction and operation of the IMEX does not require an EPL because it is an activity at a freight depot or centre. It is also arguable that the Rail Link is also an activity at a freight depot or centre because the purpose of the Rail Link is to service the IMEX.

This advice is consistent with the email that the EPA sent to Tactical Group on 29 April 2019. It is also consistent with earlier advice from the EPA (DOC 13/6031, 25 February 2013) which said the construction and operation of private sidings and turnouts do not require an EPL. This advice is referred to in the **enclosed** extract of the Environmental Impact Statement for MPW Stage 2. We have not seen a copy of this advice so we are not able to verify the basis for this advice or whether this advice applies to the new 'railway activities – railway infrastructure operations' activity..

However, it provides further comfort that the EPA does not consider that a licence is required for the operation of the IMEX or the Rail Link.

#### 4.3 Railway activities – rolling stock operations (clause 33B)

The operation of rolling stock (namely railway vehicles used or intended to be used to transport passengers or freight for reward) is a scheduled activity if it is carried out on railway infrastructure the operation of which is a scheduled activity by virtue of clause 33A.

Because the operation of neither the IMEX nor the Rail Link is 'railway activities – railway infrastructure operations', the operation of rolling stock on the IMEX or the Rail Link is not a scheduled activity.

#### 5 Does Qube Require a Licence for Any other Operational Activities?

We have reviewed the list of scheduled activities in Schedule 1 to the Protection of the Environment Operations Act 1997 to see if there are any other activities associated with the IMEX, the Rail Link and warehousing that could require an EPL. Based on our knowledge and understanding of the project, we do not think that there are any other activities that require an EPL. However, this depends on the how the IMEX will be operated and the activities that will take place in the warehousing. For example, Qube (or the person who manages and controls the relevant part of the site) may need an EPL if:

- (a) the site has the capacity to store quantities of chemicals that exceed the thresholds in clause 9 of Schedule 1. This includes the capacity to store over:
  - (i) 200 tonnes of liquefied petroleum gases; or
  - (ii) 2000 tonnes of any other petroleum product.Qube's locomotive refuelling facilities may possibly exceed these thresholds; or
- (b) the site exceeds the waste storage thresholds in clause 42 of schedule 1. We think that this is unlikely.

We trust that this letter confirms the position. Please contact us if you have any questions.

Yours sincerely

[Redacted signature]

[Redacted name]

Partner  
Allens

[Redacted address]

[Redacted contact info]

[Redacted name]

Senior Associate  
Allens

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**APPENDIX K LIGHT SPILL MANAGEMENT**

# LIGHT SPILL MANAGEMENT

## Purpose

This Appendix has been developed for the operation of the Facility, to address the Department of Climate Change, Energy, the Environment and Water (DCCEEW) Approval (EPBC 2011/6229) and forms part of the Operational Environmental Management Plan.

## Local Context

A number of residential suburbs are located in proximity to the Facility. The approximate distances of these suburbs to the Facility are provided below:

Suburb	Distance to Facility
Wattle Grove	360 m to the north-east
Moorebank	1300 m to the north
Casula	820 m to the west
Glenfield	1830 m to the south-west

The land surrounding the Facility includes:

- The Moorebank Precinct West (MPW) site, formerly the School of Military Engineering (SME) on the western side of Moorebank Avenue, which is owned by the Commonwealth
- The area immediately south of the Facility, known as the 'Southern Boot Land', includes an existing rail spur within a vegetated remnant bushland. The East Hills Rail Corridor is south of the Southern Boot Land, which is owned and operated by Sydney Trains. Further to the south is the Holsworthy Military Reserve, which is owned by the Commonwealth
- The Boot Land, to the immediate east of the Facility between the eastern site boundary and the Wattle Grove residential area, which is owned by the Commonwealth
- The Defence Joint Logistics Unit (DJLU) is located immediately north and north-east of the Facility.

EPBC 2011/6229 Condition 8a) states that consideration must be given to people and communities at SME, Defence National Storage and Distribution Centre (DNSDC), Department of Defence housing and the environment more generally in neighbouring bushland areas. The SME and Defence housing have been relocated off the MPW site to the Holsworthy Barracks and are no longer sensitive receivers to the MPE site. Therefore, consultation with Defence regarding proposed mitigation measures for light spill impacts, as required in Condition 8h) is no longer considered relevant.

The DNSDC has been relocated to the Defence Joint Logistics Unit (DJLU), to the north of the Facility, and is listed as a sensitive receiver in the MPE Stage 2 EIS.

## Operational Impacts

Lighting would be required during operation of the Project to illuminate the Facility, and on plant and equipment.

The MPE Stage 1 EIS and MPE Stage 2 EIS state that the impacts of light spill during operation of the Facility are expected to be minor due to proposed appropriate placement, height, direction and selection of lighting types. There is a considerable separation of residential dwellings from the Facility, which would further reduce the impact of this lighting during operation of the Facility.

## Management Measures

The following management measures will be implemented during the operation of the Facility:

- Appropriate selection of light source, luminaire, luminaire mounting height and luminaire aiming as detailed in the MPE Stage 1 EIS and MPE Stage 2 EIS and the MPE Stage 1 UDLP and MPE Stage 2 UDLP.
- Lighting will be located and selection in accordance with AS4282-1997 – Control of the Obtrusive Effects of Outdoor Lighting.
- Management of light spill impacts in response to light spill related complaints
- Temporary lighting (fixed and portable) will be designed and located to minimise the effects of light spill on surrounding sensitive receivers (MPW Response to Submission Management and Mitigation Measure 14C).

## Monitoring

Monitoring of light spill impacts will be undertaken by the SHEQ Manager (or delegate) during monthly inspections of operational activities to monitor compliance with the requirements of the approval and this CEMP.

Inspections will focus on the following key issue:

- Location and direction of temporary (fixed and portable) lighting
- Implementation of permanent lighting in compliance with the UDLP.

A Monthly Environmental and Sustainability Inspection Checklist will be used to maintain compliance and effectiveness of controls (see Appendix F). Items that require action will be documented during environmental inspections and notified to the SHEQ Manager (or delegate).

**APPENDIX L URBAN DESIGN AND LANDSCAPE PLAN**