

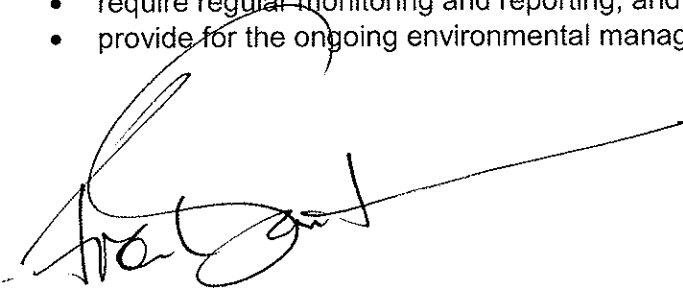
Project Approval

Section 75J of the *Environmental Planning and Assessment Act 1979*

I, the Minister for Planning, approve the project referred to in Schedule 1, subject to the conditions in Schedule 2.

These conditions are required to:

- prevent, minimise, and/or offset adverse environmental impacts;
- set standards and performance measures for acceptable environmental performance;
- require regular monitoring and reporting; and
- provide for the ongoing environmental management of the project.



Frank Sartor MP
Minister for Planning

Sydney

5th Sept

2007

File No: 9037344

SCHEDULE 1

Application No:	05_0147
Proponent:	Sydney Ports Corporation
Approval Authority:	Minister for Planning
Land:	Lot 2, DP 1006861, Lot 3 DP 1006861, Lot 101 DP 1001498, Lot 14 DP1007302, Lot 15 DP 1007302, Lot 1 DP 950438, Railway land as denoted on sheets 2 and 4 of DP 242426, Cosgrove Road, South Strathfield.
Project:	Construction and operation of the Enfield Intermodal Logistics Centre with capacity to accept a maximum throughput of 300,000 TEU (one TEU is equivalent to one twenty foot container) per annum, including: <ul style="list-style-type: none">• demolition, relocation or removal of former railway buildings and structures;• earthworks and drainage including the levelling of the site, formation of landscape mounds and detention basins and removal of unsuitable materials, as required;• construction and operation of:<ul style="list-style-type: none">○ an intermodal terminal for the loading and unloading of containers;○ rail sidings, railway lines and associated works to connect to the existing freight line;

- warehousing for the packing and unpacking of containers and the short-term storage of cargo;
- empty container storage facilities, for the storage of empty containers to be later packed or transferred back to the port or regionally by rail;
- light industrial/commercial area fronting Cosgrove Road;
- access works including the construction of a road bridge over the new marshalling yards for access to Wentworth Street and an upgrade of the entrance to the site from Cosgrove Road; and
- internal roads, administration buildings, diesel and LPG storage and fuelling facilities, container washdown area, vehicle maintenance shed, and installation of site services (all utilities, stormwater and sewerage).

Major Project:

The proposal is declared a Major Project under section 75B(1)(a) of the *Environmental Planning and Assessment Act 1979*, because it is a development of a kind described in clause 23 of Schedule 1 to *State Environmental Planning Policy (Major Projects) 2005*.

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SCHEDULE 2

Act, the	<i>Environmental Planning and Assessment Act, 1979</i>
Conditions of Approval	The Minister's conditions of approval for the project.
DECC	Department of Environment and Climate Change
Department, the	Department of Planning.
Director-General, the	Director-General of the Department of Planning (or delegate).
Director-General's Approval	<p>A written approval from the Director-General (or delegate).</p> <p>Where the Director-General's Approval is required under a condition the Director-General will endeavour to provide a response within one month of receiving an approval request. The Director-General may ask for additional information if the approval request is considered incomplete. When further information is requested the time taken for the Proponent to respond in writing will be added to the one month period.</p>
EA	<i>Environmental Assessment: Intermodal Logistics Centre at Enfield</i> (prepared by Sinclair Knight Merz on behalf of Sydney Ports Corporation and dated October 2005).
EPA	Environment Protection Authority as part of the Department of Environment and Climate Change
EPL	Environment Protection Licence issued under the <i>Protection of the Environment Operations Act, 1997</i>
Minister, the	Minister for Planning.
Proponent	Sydney Ports Corporation
Publicly Available	Available for inspection by a member of the general public (for example available on an internet site or at a display centre).
RTA, the	NSW Roads and Traffic Authority
Site	Land to which Major Projects Application 05_0147 applies.
TEU	Twenty foot equivalent unit – one TEU equals one twenty foot container.

1. ADMINISTRATIVE CONDITIONS

Terms of Approval

- 1.1 The Proponent shall carry out the project generally in accordance with the:
- Major Projects Application 05_0147;
 - Environmental Assessment: Intermodal Logistics Centre at Enfield*, dated October 2005 and prepared by Sinclair Knight Merz (SKM);
 - response to submissions and revised Statement of Commitments detailed in *Intermodal Logistics Centre: Preferred Project Report* prepared by Sinclair Knight Merz Pty Ltd, dated June 2006;
 - additional information provided by Sinclair Knight Merz Pty Ltd to the Department titled *Project Changes – Enfield ILC* and dated 14 July 2007;
 - additional information provided by Sinclair Knight Merz Pty Ltd to the Department titled *Light Industrial and Commercial Area – Enfield ILC* and dated 6 August 2007; and
 - the conditions of this approval.
- 1.2 In the event of an inconsistency between:
- the conditions of this approval and any document listed from condition 1.1a) to 1.1f) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and
 - any document listed from condition 1.1a) to 1.1f) inclusive, and any other document listed from condition 1.1a) to 1.1f) inclusive, the most recent document shall prevail to the extent of the inconsistency.
- 1.3 The Proponent shall comply with any reasonable requirement(s) of the Director-General arising from the Department's assessment of:
- any reports, plans or correspondence that are submitted in accordance with this approval; and
 - the implementation of any actions or measures contained in these reports, plans or correspondence.

Limits of Approval

- 1.4 This approval shall lapse five years after the date on which it is granted, unless the works the subject of this approval are physically and substantially commenced on or before that time.

Capacity Limits and Staging

- 1.5 The project shall be limited to a maximum throughput of 300,000 TEU per annum, as measured at the rail to intermodal terminal interface.

Warehousing and Distribution

- 1.6 The Proponent is permitted to construct and operate six warehouses on the site (A to F inclusive) associated with the project. Each warehouse shall only be permitted to operate for the purpose of freight handling, container handling, temporary freight storage and/ or packaging/ repacking, or for activities ancillary to these uses, or the intermodal terminal and empty container storage areas. Each warehouse shall not exceed a height of 12 metres at its highest point (excluding minor ancillary structures such as communications equipment or solar panelling), and shall be limited to a footprint no greater than the relevant area specified in Table 1 below. Warehouses shall be generally located and configured consistent with the preliminary designs presented in the documents referred to under condition 1.1 of this approval, and particular, drawing SEDP017F (dated 2 April 2007) included in the documents referred to under conditions 1.1d) and 1.1e).

Table 1 - Maximum Warehouse Footprints

Warehouse	Maximum Footprint (m ²)
A	20,500
B	20,500
C	4,000
D	3,000
E	4,500
F	13,500

- 1.7 No warehouse is permitted to undertake packaging, repackaging or decanting of dangerous goods unless and until the Proponent has submitted a risk assessment of such operations for the approval of the Director-General. Any such risk assessment shall be undertaken in accordance with *Hazardous Industry Planning Advisory Paper No. 6 - Guidelines for Hazard Analysis* (DUAP, 1997) and *Multi-Level Risk Assessment* (DUAP, 1997).
- 1.8 Prior to the commencement of construction of each warehouse, the Proponent shall submit final designs for the warehouse to the Director-General, demonstrating that the warehouse is generally consistent with:
- the warehouse designs and layouts presented in the documents referred to under condition 1.1 of this approval;
 - the design specifications detailed under condition 1.6 of this approval;
 - the findings and recommendations of any approved risk assessment undertaken in accordance with condition 1.7 of this approval; and
 - the general principles presented in the *Strathfield Consolidate Development Control Plan 2005* (in particular, that component of the Plan formerly being *Development Control Plan No. 27 – Industrial Development*).

Note: nothing in this condition relieves the Proponent from any other obligation in the *Environmental Planning and Assessment Act 1979* with regard to building design and certification, including compliance with the Building Code of Australia.

Light Industrial/ Commercial Area

- 1.9 The Proponent is permitted to construct and operate a light industrial/ commercial area comprising four precincts (W to Z inclusive) associated with the project, generally in accordance with the document referred to under condition 1.1e). The light industrial/ commercial area shall only be permitted to operate for the purpose of development associated with, or ancillary to the intermodal terminal, empty container storage areas and related warehousing, or otherwise consistent with the general principles of the *Strathfield Consolidate Development Control Plan 2005* (in particular, that component of the Plan formerly being *Development Control Plan No. 27 – Industrial Development*). Each building with the light industrial/ commercial area shall not exceed a height of 12 metres at its highest point (excluding minor ancillary structures such as communications equipment or solar panelling), with the gross floor area for each precinct limited to no greater than the relevant area specified in Table 1 below.

Table 2 - Maximum Precinct Gross Floor Areas

Light Industrial/ Commercial Precinct	Maximum Gross Floor Area (m ²)
W	16,750
X	5,250
Y	4,800
Z	13,200

- 1.10 No component of the light industrial/ commercial area is permitted to store, handle or transfer dangerous goods above the thresholds specified in *Applying SEPP 33* (DUAP, 1994) (ie characterisation of such development as “potentially hazardous development” as defined under *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development*), unless and until the Proponent has submitted a Hazard Analysis for the approval Director-General. The Hazard Analysis shall be prepared in accordance with *Hazardous Industry Planning Advisory Paper No. 6 - Guidelines for Hazard Analysis* (DUAP, 1997) and *Multi-Level Risk Assessment* (DUAP, 1997). Operation of each relevant component of the light industrial/ commercial area shall not operate until the Director-General’s approval of the applicable Hazard Analysis has been issued (if required under this condition).

- 1.11 Prior to the commencement of construction within each precinct of the light industrial/commercial area, the Proponent shall submit final designs and layouts for the precinct to the Director-General, demonstrating that the precinct is generally consistent with:
- a) the designs and layouts presented in the document referred to under condition 1.1e) of this approval;
 - b) the design specifications detailed under condition 1.9 of this approval; and
 - c) the general principles presented in the *Strathfield Consolidate Development Control Plan 2005* (in particular, that component of the Plan formerly being *Development Control Plan No. 27 – Industrial Development*).

Note: nothing in this condition relieves the Proponent from any other obligation in the *Environmental Planning and Assessment Act 1979* with regard to building design and certification, including compliance with the Building Code of Australia.

Statutory Requirements

- 1.12 The Proponent shall ensure that all licences, permits and approvals are obtained and kept up-to-date as required throughout the life of the development. No condition of this consent removes the obligation for the Proponent to obtain, renew or comply with such licences, permits or approvals. The Proponent shall ensure that a copy of this approval and all relevant environmental approvals are available on the site at all times during the project.

2. SPECIFIC ENVIRONMENTAL CONDITIONS

Traffic and Transport Impacts

- 2.1 The Proponent shall provide a shuttle bus service between Strathfield train station and the site during peak construction works, and shall encourage construction employees to utilise public transport rather than private transport to the site.
- 2.2 The Proponent shall provide a manual and/ or technological solution to control the frequency of articulated and B-double vehicles utilising the Cosgrove Road entrance to the site during morning and afternoon peak periods.

On-Site Traffic Management and Parking

- 2.3 The Proponent shall design, construct and maintain all internal road works, including the associated 300 parking facilities and loading bays, to meet or exceed the following requirements:
- a) compliance with the provisions of relevant Australian Standards, RTA standards and guidelines;
 - b) installation of clear signage to demarcate all vehicle movements within the site;
 - c) provision of directional pavement arrows on all internal roads, and line-marking and signage to indicate designated truck routes and bays;
 - d) internal roadways wide enough to accommodate through traffic and turning two-way traffic;
 - e) design of site ingress and egress points to ensure that vehicles enter and leave the site in a forward direction;
 - f) installation and maintenance of any landscaping on the site so as not to affect driver sight distance for vehicles entering and exiting the site; and
 - g) clear demarcation of all visitor, disabled, ambulance and service vehicle parking areas.

Local Area Traffic Management

- 2.4 Prior to the commencement of operation of the project, the Proponent shall develop and implement, in consultation with the RTA, Strathfield Municipal Council and Bankstown City Council, the following measures to prevent the movement of heavy vehicles through residential areas of Greenacre to the west of the project, generally between Roberts Road, Boronia Road and the Hume Highway:
- a) physical measures to discourage through-traffic across Roberts Road at the intersection of Norfolk Road, with the aim of preventing heavy vehicles leaving the project from

- directly accessing residential areas, and reducing the desirability of rat-running through those residential areas;
- b) closure of the median strip on the Hume Highway at Como Road, to prevent heavy vehicles turning right into residential areas on the way to the project;
- c) traffic calming measures on Rawson Road to reduce the desirability of heavy vehicles travelling along this route between the Hume Highway and the project;
- d) stop signs on Noble Avenue at the intersections of Chiswick Road and Northcote Road to reduce the desirability of vehicles rat-running in a north-south direction through residential areas; and
- e) imposition of load limits on Karuah Street and Valencia Street to prevent heavy vehicles lawfully using this route as a by-pass around Boronia Road.

2.5 Prior to the commencement of operation of the project, the Proponent shall consult with the State Transit Authority, and relevant bus operators, with the aim of relocating bus routes currently following Roberts Road. Should relocation of these bus routes be agreed between the parties, the Proponent shall install physical measures to prevent through-traffic across Roberts Road at the intersection of Norfolk Road. Any such road works shall be undertaken in consultation with, and to meet the requirements of, the RTA.

Notwithstanding condition 2.4b) of this approval, should physical measures be implemented on Roberts Road at the intersection of Norfolk Road, the Proponent shall review the need for closure of the median strip on Hume Highway at Como road in consultation with RTA, and if agreed by the RTA, no longer be required to implement those works.

2.6 The Proponent shall investigate, in consultation with Strathfield Municipal Council, opportunities to install 4-hour parking restrictions along the full length of Wentworth Avenue to discourage the parking of trailers on the approach to the site. Should such measures be found to be feasible and agreed by Council, the Proponent shall arrange to have parking restrictions in place prior to the commencement of operation of the project.

Regional Traffic Management

2.7 Prior to the commencement of operation of the project, the Proponent shall upgrade the intersection of Roberts Road and Norfolk Road, as agreed with the RTA and in accordance with relevant RTA standards. The upgrade works shall comprise:

- a) upgrade of the intersection to accommodate 19-metre semi-trailer and 25-metre B-double swept paths in accordance with relevant RTA guidelines and AUSTRROADS standards;
- b) extension of the Roberts Road northbound right-turn bay to 150 metres;
- c) provision of a southbound slip lane into Norfolk Road;
- d) provision of a diamond phasing operation on Norfolk Road to ensure right-turn movements can be carried out in a controlled and safe environment;
- e) reconfiguration of Norfolk Road east to provide a right-turn bay, with the right-turn bays in Norfolk Road facing each other;
- f) provision of three lanes for exiting traffic (including the right-turn bay) from Norfolk Road east by widening the intersection to the north; and
- g) median island works on Roberts Road to achieve the necessary turning path on entry and exit to and from Norfolk Road.

2.8 Prior to the commencement of operation of the project, the Proponent shall validate that the intersection of Norfolk Road and Wentworth Street, and the intersection of Cosgrove Road and the Hume Highway can accommodate 19-metre semi-trailer and 25-metre B-double swept paths in accordance with relevant RTA guidelines and AUSTRROADS standards. Where necessary, the Proponent shall arrange for the upgrade of these intersections to accommodate 19-metre semi-trailer and 25-metre B-double swept paths, in consultation with and to the satisfaction of the RTA. All upgrade works shall be completed prior to the commencement of operation of the project, unless otherwise agreed by the RTA.

2.9 Prior to the commencement of operation of the project, the Proponent shall validate that the pavement of Wentworth Street and Norfolk Road, between Roberts Road and the access

point for the site is of a standard suitable for 19-metre semi-trailer and 25-metre B-double vehicles. Where necessary, the Proponent shall arrange for the upgrade of the pavement of these roads to a standard suitable for 19-metre semi-trailer and 25-metre B-double vehicles in consultation with and to the satisfaction of the RTA. All upgrade works shall be completed prior to the commencement of operation of the project, unless otherwise agreed by the RTA.

- 2.10 The Proponent shall investigate, and where feasible implement, measures at the intersection of Norfolk Road and Roberts Road to give priority (increased “green time”) to vehicles turning right from Norfolk Road into Roberts Road, in preference to vehicles turning left at that intersection. In considering options for such priority movements, the Proponent shall consult with the RTA, Strathfield Municipal Council and Bankstown City Council.

Rail and Road Infrastructure on RailCorp Land

- 2.11 Prior to the commencement of any works associated with the construction of connections to the existing freight rail network and the road bridge over the New Enfield Marshalling Yards, the Proponent shall consult with RailCorp to reach agreement on the detailed design and operational aspects of the rail and road infrastructure component of the project on RailCorp land. Design details shall include, but not be limited to:
- a) the length of trains the rail facilities will be able to accept;
 - b) track layouts;
 - c) methods to be implemented to remove the remains of the former bridge abutment to allow for the rail connection;
 - d) position and clearance of proposed rail tracks;
 - e) position and clearance of the main railway line;
 - f) works required to Wentworth Street to link with the new road bridge;
 - g) position and clearance requirements of the marshalling yard tracks, internal access roads, turnouts and overhead structures in relation to the proposed road bridge; and
 - h) measures to treat any safety issues associated with the proposed new connections or road bridge.

All works associated with rail and road infrastructure on RailCorp land shall be undertaken in accordance with the agreement reached with RailCorp.

Coordination and Management of Transport Issues

- 2.12 The Proponent shall establish and maintain for the life of the project, unless otherwise agreed by the Director-General, a **Road Transport Coordination Group** to oversee and coordinate the management of traffic and road issues associated with and affected by the project. The Group shall include representatives of the Proponent, the Department, the RTA, Strathfield Municipal Council and Bankstown City Council, and shall operate in accordance with terms of reference agreed by those parties at the first meeting(s) of the Group. The Proponent shall bear the full cost of administering the Group.

Noise Impacts

- 2.13 The Proponent shall minimise noise emissions from plant and equipment operated on the site by installing and maintaining, wherever practicable, efficient silencers, low-noise mufflers (residential standard) and by replacing reversing alarms with alternative silent measures, such as flashing lights (subject to occupational health and safety requirements).

Construction Noise

- 2.14 The Proponent shall, as soon as practicable during site preparation, and prior to the commencement of construction of rail trackwork and hardstand for the intermodal terminal, empty container and warehousing components of the project, install earth mound noise barriers in the south east of the site, as generally described in the documents referred to under condition 1.1 of this approval.
- 2.15 The Proponent shall only undertake site preparation and construction activities associated with the project that would generate an audible noise at any residential premises during the following hours:
- a) 7:00 am to 6:00 pm, Mondays to Fridays, inclusive;

- b) 8:00 am to 1:00 pm on Saturdays; and
- c) at no time on Sundays or public holidays.

This condition does not apply in the event of a direction from police or other relevant authority for safety reasons.

- 2.16 The hours of site preparation and construction activities specified under condition 2.15 of this approval may be varied with the prior written approval of the Director-General. Any request to alter the hours of construction specified under condition 2.15 shall be:
- a) considered on a case-by-case basis;
 - b) accompanied by details of the nature and need for activities to be conducted during the varied construction hours; and
 - c) accompanied by sufficient information for the Director-General to reasonably determine that activities undertaken during the varied construction hours will not adversely impact on the acoustic amenity of receptors in the vicinity of the site.

Operation Noise

- 2.17 The Proponent shall design, construct, operate and maintain the project to ensure that the operational noise contributions from the project do not exceed the maximum allowable noise contributions specified in Table 3 below, at those locations and during those periods indicated. The maximum allowable noise contributions apply under:
- a) wind speeds up to 3 ms⁻¹ (measured at 10 metres above ground level); or
 - b) temperature inversion conditions up to 3°C per 100 metres and wind speeds up to 2 ms⁻¹ (measured at 10 metres above ground level).

Table 3 – Maximum Allowable Noise Contribution (dBA)

Location	Day 7:00am to 6:00pm on any day		Evening 6:00pm to 10:00pm on any day		Night 10:00pm to 7:00am on any day		
	L _{Aeq} (15-minute)	L _{Aeq} (period)	L _{Aeq} (15-minute)	L _{Aeq} (period)	L _{Aeq} (15-minute)	L _{Aeq} (period)	L _{A1} (1-minute)
	A1 – Eastern end of Jean Street	54	54	54	49	48	42
A2 – Eastern end of Ivy Street	53	52	52	51	47	45	57
A3 – Wentworth Street (south)	49	52	47	53	42	38	52
A4 – Eastern end of Gregory Street	49	52	47	46	45	37	55
A5 – Western end of Blanche Street	46	58	46	50	43	43	53
A6 – 40 Bazentin Street	46	58	45	54	41	39	51
A11 – Begnell Park	-	50	-	50	-	50	-
A12 – Matthew Park	-	50	-	50	-	50	-
A13 – Greenacre Bowling Club	-	55	-	55	-	55	-
A14 – Strathfield High School (internal)	-	35	-	-	-	-	-
A15 – St Anne's School (internal)	-	35	-	-	-	-	-

- 2.18 For the purpose of assessment of noise contributions specified under condition 2.17 of this consent, noise from the development shall be:
- a) measured at the most affected point on or within the site boundary at the most sensitive locations to determine compliance with L_{Aeq(15-minute)} and L_{Aeq(period)} noise limits;
 - b) measured in the free field at least 3.5 metres from any vertical reflecting surface in line with the worst-affected dwelling façade to determine compliance with L_{A1(1-minute)} noise limits; and

- c) subject to the modification factors provided in Section 4 of the *New South Wales Industrial Noise Policy* (EPA, 2000), where applicable.

Notwithstanding, should direct measurement of noise from the development be impractical, the Proponent may employ an alternative noise assessment method deemed acceptable by the DECC (refer to Section 11 of the *New South Wales Industrial Noise Policy* (EPA, 2000)). Details of such an alternative noise assessment method accepted by the DECC shall be submitted to the Director-General prior to the implementation of the assessment method.

- 2.19 To avoid any doubt, the Proponent shall ensure that locomotives located on the site and associated with the operation of the project do not cause an exceedance of the noise limits specified under condition 2.17 of this approval. This shall include, where necessary, measures to mitigate and manage noise associated with locomotive idling and any shunting operations occurring on the site.

Air Quality Impacts

- 2.20 The Proponent shall install, operate and maintain a meteorological monitoring station to monitor weather conditions representative of those on the site, in accordance with:
- a) AM-1 Guide to Siting of Sampling Units (AS 2922-1987);
 - b) AM-2 Guide for Horizontal Measurement of Wind for Air Quality Applications (AS 2923-1987); and
 - c) AM-4 On-Site Meteorological Monitoring Program Guidance for Regulatory Modelling Applications.

The Proponent shall install the meteorological monitoring station prior to the commencement of site preparation or construction works and shall use the station to undertake the monitoring required under condition 3.1 of this approval. This condition does not preclude the Proponent from reaching agreement with any other relevant party for the installation, operation and maintenance of a shared monitoring station, provided the outcomes of this condition are achieved.

Odour

- 2.21 The Proponent shall not permit any offensive odour, as defined under section 129 of the *Protection of the Environment Operations Act 1997*, to be emitted beyond the boundary of land owned by the Proponent (the site the subject of this approval).

Dust Emissions

- 2.22 The Proponent shall design, construct, commission, operate and maintain the project in a manner that minimises or prevents the emission of dust from the site including wind blown and traffic generated dust.
- 2.23 The Proponent shall take all practicable measures to ensure that all vehicles entering or leaving the site, carrying a load that may generate dust, are covered at all times, except during loading and unloading. Any such vehicles shall be covered or enclosed in a manner that will prevent emissions of dust from the vehicle at all times, to the extent practicable.
- 2.24 All activities on the site shall be undertaken with the objective of preventing visible emissions of dust beyond the boundary of the site. Should such visible dust emissions occur at any time, the Proponent shall identify and implement all practicable dust mitigation measures, including cessation of relevant works, as appropriate, such that emissions of visible dust cease.
- 2.25 The Proponent shall seal and maintain all internal haulage roads with bitumen, gravel or other material agreed to by the Director-General.
- 2.26 The Proponent shall apply and enforce a 25 km/ h speed limit on the site during site preparation and construction works to minimise the potential for dust generation.

2.27 The Proponent shall ensure that all vehicles and equipment directly associated with site preparation and construction works (as distinct from passenger vehicles) pass through a wheel wash prior to leaving the site.

Water Quality and Hydrological Impacts

2.28 Except as may be expressively provided under an Environment Protection Licence applicable to the project, the Proponent shall comply with section 120 of the *Protection of the Environment Operations Act 1997* which prohibits the pollution of waters.

2.29 Soil and water management controls shall be employed to minimise soil erosion and the discharge of sediment and other pollutants to lands and/or waters during site preparation and construction activities, in accordance with Landcom's *Managing Urban Stormwater: Soils and Construction*.

2.30 All stockpiled construction materials shall be adequately stabilised and covered to prevent erosion or dispersal of the materials.

2.31 The Proponent shall construct and maintain stormwater detention basins on the site, generally consistent with the basin sizes/ locations presented in the document referred to under condition 1.1d) of this approval. Opportunities to reuse stormwater from detention basins for ecological areas or for site operations shall be investigated during detailed design of the project, and where practicable, the Proponent shall utilise collected water preferentially to external potable water supplies for operational activities on the site, subject to testing to confirm the suitability of collected water quality.

2.32 All quarantine and machinery wash down waters and amenities wastewater shall be directed to sewer (subject to Sydney Water Corporation approval), or to an appropriately licensed liquid waste disposal facility.

2.33 The Proponent shall design, install, maintain and operate rainwater tanks for the collection of water for domestic uses on the site. Collected rainwater shall be used preferentially to external potable water supplies.

Heritage Impacts and Management

2.34 Except for necessary stabilisation works agreed in consultation with the NSW Heritage Office, the Proponent is not permitted to destroy, modify or otherwise physically affect the Tarpaulin Factory as part of this approval. Any proposal to destroy, modify, redevelop, relocate or otherwise physically affect the Tarpaulin Factory, except for agreed stabilisation works, shall be the subject of further assessment and approval in accordance with the *Environmental Planning and Assessment Act 1979*.

2.35 The Proponent shall relocate and maintain the Pillar Water Tank to an appropriate location within the site, determined in consultation with the NSW Heritage Office.

2.36 The Proponent shall undertake such works as may be necessary to stabilise the Pillar Water Tank as part of the relocation of that heritage item on the site. The Proponent shall consult with the NSW Heritage Office prior to undertaking any stabilisation works to ensure that the works do not adversely affect the heritage values of the item.

2.37 The Proponent shall relocate and maintain the Pedestrian Footbridge, if feasible, to an appropriate location within the site, determined in consultation with the NSW Heritage Office. Where the Pedestrian Footbridge cannot be feasibly relocated within the site, the Proponent shall arrange for the relocation of the Pedestrian Footbridge to an external heritage organisation, determined in consultation with the NSW Heritage Office.

2.38 The Proponent is permitted to destroy the Yard Master's Office, the Administration Building, and the Wagon Repair Shed (and associated Gantry Crane). Prior to the destruction of these items, the Proponent shall engage an independent, qualified heritage expert to prepare an archival recording of these items in accordance with NSW Heritage Office guidelines.

Destruction of these items shall not commence until the NSW Heritage Office has indicated its satisfaction with the archival recordings and the recordings have been lodged with the Strathfield Public Library, or other repository agreed by the Director-General.

Waste Generation and Management

- 2.39 All waste materials removed from the site shall only be directed to a waste management facility lawfully permitted to accept the materials.
- 2.40 The Proponent shall ensure that all liquid and/ or non-liquid waste generated and/ or stored on the site is assessed and classified in accordance with the EPA's *Environmental Guidelines: Assessment, Classification and Management of Liquid and Non-Liquid Wastes* (Waste Guidelines) in force as at 1 July 1999.
- 2.41 The Proponent shall ensure that the transport of any hazardous and/ or industrial and/ or Group A waste from the site is conducted strictly in accordance with any requirements that may be specified by the DECC in relation to the transport of those wastes.
- 2.42 The Proponent shall ensure that contaminated areas of the site are remediated prior to the commencement of site preparation and construction works associated with the project that may directly disturb those areas. All remediation works shall be undertaken in accordance with the requirements of the *Contaminated Land Management Act 1997* and *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites* (EPA, 1997).
- 2.43 Prior to the commencement of site preparation and construction works associated with the project that may directly disturb known contaminated areas of the site, the Proponent shall submit to the Director-General a Site Audit Statement(s), prepared by an accredited Site Auditor under the *Contaminated Land Management Act 1997*, verifying that the contaminated areas have been remediated to standard consistent with the intended land use.
- 2.44 The Proponent shall manage any asbestos or asbestos-contaminated materials that may be uncovered during the construction, commissioning and operation of the project strictly in accordance with the requirements under *Protection of the Environment Operations (Waste) Regulation 2005* and any guidelines or requirements issued by the DECC in relation to those materials.

Visual Amenity and Urban Design

- 2.45 The Proponent shall ensure that all structures on the site are designed, constructed and maintained to maximise, where practicable, the use of natural ventilation and natural lighting, and to minimise energy consumption associated with heating, cooling and lighting.
- 2.46 The Proponent shall ensure that all external lighting installed as part of the project is mounted, screened, and directed in such a manner so as not to create a nuisance to surrounding land uses. The lighting shall be the minimum level of illumination necessary, and be in general accordance with the latest version of *AS 4282 – 1997 Control of the Obtrusive Effects of Outdoor Lighting*.
- 2.47 Prior to the commencement of construction of each warehouse associated with the project (refer to condition 1.6 of this approval), the Proponent shall submit, for the approval of the Director-General, details of the external façade for the warehouse, including demonstration of the façade(s) on an external finishing board. The finishing board shall clearly show the materials to be used for the building façade including details of external treatments of the warehouse (such as painting, and other external features aimed at reducing the bulk of the building and to improve the general appearance of the project). The finishing board shall demonstrate that the external treatments of the warehouse are non-reflective and of sufficient design quality to minimise the visual affects of the project, as far as is reasonable and feasible.

Ecological Impacts

- 2.48 The Proponent shall implement all of the relevant actions for the site recommended in the *Management Plan for the Green and Golden Bell Frog Key Population at Greenacre* (DECC, May 2007), being:
- a) creation of overwintering habitat as part of the two-hectare improved foraging habitat at the southern end of the site;
 - b) provision of linkages to the former RailCorp ponds; and
 - c) restrictions on the use of herbicides in known frog habitat and attainment of water quality standards for water discharged from the site.

These actions shall be incorporated within both the Construction Environmental Management Plan (refer to condition 6.2) and the Operation Environmental Management Plan (refer to condition 6.4) as relevant, including provisions for monitoring the outcomes of these actions and periodically reporting outcomes to the DECC at a frequency agreed with the DECC.

Hazards, Risk and Land Use Safety

- 2.49 All demolition work shall be carried out in accordance with *AS 2601-2001 The Demolition of Structures*.
- 2.50 The Proponent shall store and handle all dangerous goods (not being unopened, containerised goods), as defined by the Australian Dangerous Goods Code, strictly in accordance with:
- a) all relevant Australian Standards;
 - b) a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and
 - c) the DECC's Environment Protection Manual Technical Bulletin *Bundling and Spill Management*.

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

- 2.51 The Proponent shall investigate, in consultation with relevant emergency services, whether additional measures are required along Cosgrove Road, including parking restrictions, to ensure clear and safe access to the site in the event of an emergency.

Community Infrastructure and Enhancements

- 2.52 Prior to the commencement of operation of the project, the Proponent shall develop in consultation with Strathfield Municipal Council and Bankstown City Council, a **Community Enhancement Program** to fund (or provide in kind) community infrastructure and services in and around the project, with a specific focus on provision of such infrastructure and services for communities in Greenacre and South Strathfield. The Proponent shall contribute \$1 million to the Program (in 2007 terms), with agreed works to be completed within two years of the commencement of construction of the project, unless otherwise agreed by the parties. Unless otherwise agreed by the Director-General, funding for enhancement works shall be apportioned at the rate of 30% for works within the Strathfield local government area, and 70% for works within the Bankstown local government area. In the event that any aspect of the Program cannot be agreed between the parties, the matter may be referred to the Director-General for resolution. The Director-General's resolution of any disagreement shall be final and binding on all parties.

3. ENVIRONMENTAL MONITORING AND AUDITING

Meteorological Monitoring

- 3.1 From the commencement of site preparation and construction works associated with the project, the Proponent shall continuously monitor, utilising the meteorological monitoring station referred to under condition 2.20 of this approval, each of the parameters listed in Table 4, utilising the sampling method indicated and applying a 15-minute average period to all results, and recording data in units specified in the Table.

Table 4 – Meteorological Monitoring

Parameter	Units of Measure	Sampling Method*	Method
Temperature at two metres	°C	AM-4	USEPA (2000) EPA 454/ R-99-005
Temperature at ten metres	°C	AM-4	USEPA (2000) EPA 454/ R-99-005
Wind speed at ten metres	ms ⁻¹	AM-2 and AM-4	AS 2923-1987; USEPA (2000) EPA 454/R-99-005
Wind direction at ten metres	°	AM-2 and AM-4	AS 2923-1987; USEPA (2000) EPA 454/R-99-005
Solar radiation	Wm ⁻²	AM-4	USEPA (2000) EPA 454/ R-99-005

*refer *Approved Methods for the Sampling and Analysis of Air Pollutants in NSW (EPA, 2005)*

Construction Dust Monitoring

3.2 The Proponent shall, from the commencement of soil disturbing works on the site, continuously monitor ambient dust concentrations (PM₁₀) at the most-affected residential receptor(s) (to the south-east of the site), and at two locations on the site (including one at the south-east of the site) employing the sampling and analysis methods specified under AM-18 or AS3580.9.8. Results of this monitoring shall be recorded in µgm⁻³ and shall be utilised for the purpose of site preparation and construction dust management under condition 6.3e) of this approval.

Noise Auditing

3.3 Within 90 days of the project reaching annual throughput of 50,000 TEU, 150,000 TEU and 250,000 TEU, or as may be directed or agreed by the Director-General, and during a period in which the project is operating under normal operating conditions, the Proponent shall undertake a program to confirm the noise emission performance of the project. The program shall include, but not necessarily be limited to:

- a) noise monitoring, consistent with the guidelines provided in the *New South Wales Industrial Noise Policy (EPA, 2000)*, to assess compliance with condition 2.17 of this consent;
- b) methodologies, locations and frequencies for noise monitoring;
- c) identification of monitoring sites at which pre- and post-project development noise levels can be ascertained;
- d) details of any complaints received in relation to noise generated by the project;
- e) an assessment of night-time use of audible alarm systems;
- f) details of any noise mitigation measures and timetables for implementation;
- g) a statement of whether the site is in compliance with the noise limits outlined in condition 2.17; and
- h) recommendations and timetables for implementation for any reasonable and feasible additional measures necessary to ensure compliance with the relevant noise-related conditions of this approval.

3.4 Within 28 days of conducting the noise monitoring referred to under condition 3.3 of this approval, the Proponent shall provide the Director-General with a copy of the report. If the noise monitoring report identifies any non-compliance with the noise limits specified under this approval, the Proponent shall detail what additional measures would be implemented to ensure compliance, clearly indicating who would implement these measures, when these measures would be implemented, and how the effectiveness of these measures would be measured and reported to the Director-General.

3.5 Following consideration of the outcomes of the noise audits referred to under conditions 3.3 and 3.4 of this approval, the Director-General may require the Proponent to implement additional noise mitigation, monitoring or management measures to address noise associated with the project. The Director-General may require any or all of the measures proposed by the Proponent in the noise audit report, or other measures considered appropriate by the Director-General (including on-site and off-site acoustic treatments, noise bunding, noise walls or noise attenuation works for plant and equipment) to be implemented.

The Proponent shall implement the measures required by the Director-General within such period as the Director-General may specify.

Traffic Monitoring and Auditing

- 3.6 The Proponent shall develop and implement a **Traffic and Capacity Monitoring Program** to monitor the throughput and traffic generation of the project. The Program shall include, but not necessarily be limited to:
- a) provisions for monitoring the throughput of the project;
 - b) provisions for representative monitoring the traffic generation of the project, with reference to traffic generation as a function of project throughput, type of road transport employed, hours of traffic movements and intended road traffic destinations;
 - c) provisions for periodic monitoring of traffic movements generated by the project in the surrounding road network, with a particular focus on the residential areas of Greenacre to the west of the project, generally between Roberts Road, Boronia Road and the Hume Highway, and principal road transport routes to and from the site; and
 - d) a framework for recording and reporting the outcomes of the Program and a system for considering data generated through the Program.
- 3.7 Within 90 days of the project reaching annual throughput of 50,000 TEU, 150,000 TEU and 250,000 TEU, or as may be directed or agreed by the Director-General, and during a period in which the project is operating under normal operating conditions, a **Traffic Audit** of the project shall be undertaken by an independent qualified person(s) approved by the Director-General. The Audit shall include, but not necessarily be limited to:
- a) assessment of the traffic performance of the project against the predictions made in the documents referred to under condition 1.1 of this approval;
 - b) consideration of the results of the Traffic and Capacity Monitoring Program required under condition 3.6 of this approval;
 - c) consideration of the effectiveness of the traffic management measures implemented by the Proponent and the measures required under this approval;
 - d) consideration of traffic-related issues raised by the RTA, Bankstown City Council and Strathfield Municipal Council;
 - e) consideration of the traffic-related complaints recorded in accordance with condition 5.3 of this approval;
 - f) findings and recommendations with respect to the traffic performance of the project and any additional measures that may be required to manage traffic associated with the project.
- 3.8 Within 28 days of conducting the traffic auditing referred to under condition 3.7 of this approval, the Proponent shall provide the Director-General with a copy of the audit report. If the audit report identifies any non-compliance with the traffic predictions, principal heavy vehicle routes or local area traffic management measure outlined in the documents referred to under condition 1.1, or specified under this approval, the Proponent shall detail what additional measures would be implemented to ensure compliance, clearly indicating who would implement these measures, when these measures would be implemented, and how the effectiveness of these measures would be measured and reported to the Director-General.
- 3.9 Following consideration of the outcomes of the traffic audits referred to under conditions 3.7 and 3.8 of this approval, the Director-General may require the Proponent to implement additional traffic mitigation, monitoring or management measures to address traffic associated with the project. The Director-General may require any or all of the measures proposed by the Proponent in the traffic audit report, or other measures considered appropriate by the Director-General (including additional local area traffic management measures or on-site traffic management controls) to be implemented. The Proponent shall implement the measures required by the Director-General within such period as the Director-General may specify.

4. COMPLIANCE MONITORING AND TRACKING

Compliance Tracking Program

- 4.1 The Proponent shall develop and implement a **Compliance Tracking Program** to track compliance with the requirements of this approval. The Program shall include, but not necessarily limited to:
- a) provisions for periodic review of the compliance status of the project against the requirements of this approval;
 - b) provisions for periodic reporting of compliance status to the Director-General;
 - c) a program for independent environmental auditing at least annually, or as otherwise agreed by the Director-General, in accordance with *ISO 19011:2002 - Guidelines for Quality and/ or Environmental Management Systems Auditing*; and
 - d) mechanisms for rectifying any non-compliance identified during environmental auditing or review of compliance.

5. COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT

- 5.1 Subject to confidentiality, the Proponent shall make all documents required under this approval available for public inspection on request.

Complaints and Enquiries Procedure

- 5.2 Prior to the commencement of construction of the project, the Proponent shall ensure that the following are available for community complaints and enquiries for the life of the project (including construction and operation):
- a) a telephone number on which complaints and enquiries about construction and operational activities at the site may be registered;
 - b) a postal address to which written complaints and enquires may be sent; and
 - c) an email address to which electronic complaints and enquiries may be transmitted.
- The telephone number, the postal address and the email address shall be displayed on a sign near the entrance to the site, in a position that is clearly visible to the public, and which clearly indicates the purposes of the sign. This information is also to be provided on the Proponent's website.
- 5.3 The Proponent shall record details of all complaints received through the means listed under condition 5.2 of this approval in an up-to-date Complaints Register. The Register shall record, but not necessarily be limited to:
- a) the date and time, where relevant, of the complaint;
 - b) the means by which the complaint was made (telephone, mail or email);
 - c) any personal details of the complainant that were provided, or if no details were provided, a note to that effect;
 - d) the nature of the complaint;
 - e) record of operational and meteorological condition contributing to the complaint;
 - f) any action(s) taken by the Proponent in relation to the complaint, including any follow-up contact with the complainant; and
 - g) if no action was taken by the Proponent in relation to the complaint, the reason(s) why no action was taken.

The Complaints Register shall be made available for inspection by the Director-General upon request.

Provision of Electronic Information

- 5.4 The Proponent shall establish and maintain a new website, or dedicated pages within its existing website for the provision of electronic information associated with the project. The Proponent shall publish and maintain up-to-date information on this website or dedicated pages including, but not necessarily limited to:
- a) a copy of the documents referred to under condition 1.1 of this approval, and any documentation supporting modifications to this approval that may be granted from time to time;

- b) a copy of this approval and each relevant environmental approval, licence or permit required and obtained in relation to the project;
- c) a copy of each strategy, plan, program and audit required under this approval; and
- d) the outcomes of compliance tracking in accordance with condition 4.1 of this approval.

6. ENVIRONMENTAL MANAGEMENT

Environmental Representative

6.1 Prior to the commencement of operation of the project, the Proponent shall nominate a suitably qualified and experienced Environmental Representative(s) for the approval of the Director General. The Proponent shall employ the Environmental Representative(s) on a full-time basis, or as otherwise agreed by the Director General, during the operation of the project. The Environmental Representative shall be:

- a) the primary contact point in relation to the environmental performance of the project;
- b) responsible for all management plans and monitoring programs required under this approval;
- c) responsible for considering and advising on matters specified in the conditions of this approval, and all other licences and approvals related to the environmental performance and impacts of the project;
- d) responsible for receiving and responding to complaints in accordance with condition 5.2 and 5.3 of this approval; and
- e) given 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.

The Proponent shall notify the Director General of any changes to that appointment that may occur from time to time.

Construction Environmental Management Plan

6.2 Prior to the commencement of site preparation works or construction of the project, the Proponent shall prepare and submit for the approval of the Director-General a **Construction Environmental Management Plan** to detail an environmental management framework, practices and procedures to be followed during site preparation and construction of the project. The Plan shall be prepared in accordance with *Guideline for the Preparation of Environmental Management Plans* (DIPNR 2004) and shall include, but not necessarily be limited to:

- a) a framework consistent with that presented in Chapter 21 of the document referred to under condition 1.1b) of this approval;
- b) a description of all activities to be undertaken on site during site establishment and construction of the project including an indication of stages of construction, where relevant;
- c) statutory and other obligations that the Proponent is required to fulfil during site establishment and construction, including all approvals, consultations and agreements required from authorities and other stakeholders, and key legislation and policies;
- d) specific consideration of measures to address any requirements of the DECC during site establishment and construction;
- e) a description of the roles and responsibilities for all relevant employees involved in the site establishment or construction of the project.
- f) details of how the environmental performance of the site preparation and construction works will be monitored, and what actions will be taken to address identified adverse environmental impacts. In particular, the following environmental performance issues shall be addressed in the Plan:
 - i) measures to monitor and manage dust emissions;
 - ii) measures to monitor and minimise soil erosion and the discharge of sediment and other pollutants to lands and/ or waters during construction activities; and
 - iii) measures to monitor and control noise emissions during construction works;
- g) a description of the roles and responsibilities for all relevant employees involved in site preparation and construction of the project and a program for how these employees will be trained in responsibilities identified in the plan;

- h) complaints handling procedures to be applied during operation of the project (conditions 5.2 and condition 5.3 of this approval);
- i) the issue-specific management plans listed under condition 6.5 of this approval.

The Construction Environmental Plan shall be made available for inspection by the public upon request following its approval by the Director-General.

6.3 As part of the Construction Environmental Management Plan for the project, required under condition 6.2 of this approval, the Proponent shall prepare and implement the following Management Plans:

- a) a **Construction Noise Management Plan** to outline construction noise mitigation, monitoring and management measures to be implemented to minimise noise impacts during construction of the project. The Plan shall include, but not necessarily be limited to:
 - i) details of construction activities and a schedule for construction works;
 - ii) identification of construction activities that have the potential to generate noise and/ or vibration impacts on surrounding land uses, particularly residential areas;
 - iii) where the relevant construction noise goals contained in the *Noise Management Guideline – Construction Noise* (formerly published as Chapter 163 of the *Environmental Noise Control Manual*) are predicted to be exceeded at sensitive receivers, provision for the application of all practicable and reasonable noise mitigation measures to seek to achieve the relevant construction noise goals;
 - iv) procedures for notifying residents of construction activities that are likely to effect their noise and vibration amenity, as well as procedures for dealing with and responding to noise complaints; and
 - v) a description of how the effectiveness of these actions and measures would be monitored during the proposed works, clearly indicating how often this monitoring would be conducted, how the results of this monitoring would be recorded; and, if any non-compliance is detected.
- b) a **Construction Traffic Management Protocol** to detail how heavy vehicle movements associated with the project will be managed during construction. The Protocol shall specifically address the movement of oversize loads to and from the site, the management of construction traffic, restrictions to the hours of heavy vehicle movements to avoid road use conflicts, and the transport of construction waste materials;
- c) a **Heritage Interpretation Plan and Strategy** to detail how heritage items to be retain on-site will be protected during site preparation and construction, and how relocated heritage items will be protected and maintained during those works. The Plan shall include a strategy for the on-going management and interpretation of heritage items and values on the site, and shall be prepared in accordance with NSW Heritage Office guidelines;
- d) a **Landscape and Ecological Area Management Plan** to detail how the site will be landscaped and maintained. The Plan shall be generally consistent with the Landscape Masterplan presented in the document referred to under condition 1.1b) of this approval and shall include, but not necessarily be limited to:
 - i) provision for the use of locally-endemic native species for landscaping the site;
 - ii) consideration of landscaping locations and densities to maximise visual screening of the project from residential receptors and public open space;
 - iii) measures to maximise the retention of locally-endemic native species existing on the site, and removal of weeds and non-indigenous vegetation; and
 - iv) measures for the enhancement, revegetation and on-going management of the Ecological Area on the site, including measures to provide suitable habitat for *Litoria Aurea*;
- e) a **Construction Dust Management Protocol** to detail how dust impacts will be mitigated, monitored and managed during construction of the project. The Plan shall include procedures for the identification of situations in which site preparation or construction works may contribute to an ambient PM₁₀ concentration (24-hour) of greater than 50 µgm⁻³ at any off-site residential receptor, with details of measures to be implemented (including alteration or cessation of works, as may be relevant) to prevent

or minimise exceedance of this criterion, in so far as the exceedance may relate to activities associated with the project.

Operation Environmental Management Plan

- 6.4 Prior to the commencement of operation of the project, the Proponent shall prepare and submit for the approval of the Director-General an **Operation Environmental Management Plan (OEMP)** to detail an environmental management framework, practices and procedures to be followed during the operation of the project. The Plan shall be consistent with the Department's *Guideline for the Preparation of Environmental Management Plans (DIPNR 2004)*, and shall include, but not necessarily be limited to:
- a) a framework consistent with that presented in Chapter 21 of the document referred to under condition 1.1b) of this approval;
 - b) a description of all activities to be undertaken on the site during operation of the project;
 - c) statutory and other obligations that the Proponent is required to fulfil during operation, including all approvals, consultations and agreements required from authorities and other stakeholders, and key legislation and policies;
 - d) specific consideration of measures to address the reasonable requirements of Strathfield Municipal Council, Bankstown City Council and the DECC during operation;
 - e) details of how the environmental performance of operations will be monitored, and what actions will be taken to address identified adverse environmental impacts;
 - f) a description of the roles and responsibilities for all relevant employees involved in the operation of the project and a program for how these employees will be trained in responsibilities identified in the plan;
 - g) complaints handling procedures to be applied during operation of the project (conditions 5.2 and condition 5.3 of this approval).
 - h) the issue-specific management plans listed under condition 6.5 of this approval.
- 6.5 As part of the Operation Environmental Management Plan for the project, required under condition 6.4 of this approval, the Proponent shall prepare and implement the following Management Plans:
- a) an **Operation Noise Management Plan** to outline monitoring, management procedures and measures to minimise operational noise impacts associated with the project, including traffic-related noise. The Plan shall include, but not necessarily be limited to:
 - i) identification of all relevant receivers and the applicable criteria at those receivers commensurate with the noise limits specified under this approval;
 - ii) identification of activities that will be carried out in relation to the project and the associated noise sources;
 - iii) assessment of project noise impacts at the relevant receivers against the noise limits specified under this approval;
 - iv) details of all management methods and procedures that will be implemented to control individual and overall noise emissions from the site during the project;
 - v) development of reactive and pro-active strategies for dealing promptly with any noise complaints;
 - vi) noise monitoring and reporting procedures; and
 - vii) regular internal audits of compliance of all plant and equipment with acceptable design noise.
 - b) an **Operation Traffic Management Plan** to outline measures to minimise and manage any impacts from the operation of the project on the local road network. The Plan shall include, but not necessarily be limited to:
 - i) a driver education program to ensure that heavy vehicles comply with the requirements of this approval and the commitments made in the documents referred to under condition 1.1, particularly with respect to heavy vehicle routes;
 - ii) movement scheduling where practicable to reduce impacts during sensitive time periods;
 - iii) specific measures for ensuring that all heavy vehicle operators associated with the project are aware of and implement the Plan;

- iv) a system for identifying and ensuring conformance with the Plan, including conformance monitoring, procedures for implementing and monitoring corrective and preventative action, and penalties for breaches of the Plan; and
- v) a continuous improvement process for assessing Plan effectiveness and implementing improvements to the Plan.

6.6 The Operation Environmental Management Plan required under conditions 6.4 and 6.5 shall be periodically reviewed and maintained, to reflect any phasing of implementation of the project, and any operational changes that may be made from time to time.

7. ENVIRONMENTAL REPORTING

Incident Reporting

- 7.1 The Proponent shall notify the Director-General of any incident with actual or potential significant off-Site impacts on people or the biophysical environment as soon as practicable after the occurrence of the incident. The Proponent shall provide written details of the incident to the Director-General within seven days of the date on which the incident occurred.
 - 7.2 The Proponent shall maintain a register of accidents, incidents and potential incidents with actual or potential significant off-Site impacts on people or the biophysical environment. The register shall be made available for inspection at any time by the independent qualified person or team conducting the Environmental Audit and/or the Director-General.
 - 7.3 The Proponent shall meet the requirements of the Director-General to address the cause or impact of any incident, as it relates to this approval, reported in accordance with condition 7.1 of this consent, within such period as the Director-General may agree.
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