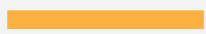


INDEPENDENT AUDIT REPORT



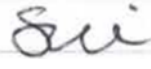
Enfield Intermodal – Development Approval 05_0147

FEBRUARY 2021

Revision History

Revision	Date	Prepared By	Reviewed By	Description
V0	02/02/2021	DL	SF	For issue to client
V1	15/02/2021	DL	SF	Final

Authorisation

Author name	Derek Low	Reviewer / approver name	Steve Fermio
Author position	Principal Auditor	Review position	Principal Auditor
Author signature		Reviewer / approver signature	
Date	15/02/2021	Date	15/02/2021

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CONTENTS

Executive Summary	1
1. Introduction	3
1.1 Project overview	3
1.2 Approval requirements.....	5
1.3 The audit team	5
1.4 Audit scope.....	5
2. Audit methodology	7
2.1 Audit process overview.....	7
2.2 Audit process detail	8
2.2.1 Audit initiation and scope development.....	8
2.2.2 Preparing audit activities	8
2.2.3 Site personnel involvement.....	8
2.2.4 Meetings.....	9
2.2.5 Interviews	9
2.2.6 Site inspection	9
2.2.7 Document review.....	9
2.2.8 Generating audit findings.....	9
2.2.9 Compliance evaluation	9
2.2.10 Evaluation of post approval documentation	10
2.2.11 Completing the audit.....	10
3. Audit findings	11
3.1 Approvals and documents audited and evidence sighted	11
3.2 Previous Independent Audit findings.....	11
3.3 Non-compliance, Observations and Actions	15
3.4 Adequacy of Environmental Management Plans, sub-plans and post approval documents	20
3.5 Summary of notices from agencies.....	20
3.6 Other matters considered relevant by the Auditor or DPIE.....	20
3.7 Complaints	20
3.8 Incidents.....	21

4. Conclusions	22
Limitations.....	23
Appendix A – DC 05_147 Conditions of consent including Modifications 1 to 14.	24
Appendix B – OEMP Mitigation Measures and commitments	62
Appendix C – Audit Meeting Attendance	70
Appendix D – Site Inspection Photos.....	72

EXECUTIVE SUMMARY

NSW Ports are responsible for the development of the Enfield Intermodal Logistics Centre (Enfield ILC). The Enfield ILC Development Consent 05_0147 (DC 05_147) was granted by the NSW Minister for Planning on 5 September 2007, subject to a number of Conditions of Consent (CoCs). The Consent has been subject to 14 Modifications (three of which were withdrawn) since 2007.

The objective of this Independent Audit is to satisfy DC 05_0147 CoC 4.1 and NSW Port's Enfield ILC Operational Environmental Management Plan (OEMP) requiring annual, independent auditing in accordance with ISO 19011:2002 - *Guidelines for Quality and/ or Environmental Management Systems Auditing*. The Independent Audit seeks to verify compliance with the relevant CoCs and assess the effectiveness of the operational environmental management on the Project.

This Audit Report presents the findings from the Independent Audit of Enfield ILC operations for the period from November 2019 to November 2020 (the audit period). The on-site audit activities took place on 8 December 2020. Investigation and review of Project files, records and documentation that acts as evidence of compliance (or otherwise) with a compliance requirement occurred prior to and after the on-site audit activities.

During the audit period the following works were undertaken:

- Completion of Precinct H construction and commencement of its operations on 28 February 2020
- Management of internal traffic areas for Precinct H including issues rectification for issues peak volume movements
- Improvement works to the frog habitat including development of a tank farm to provide water during dry periods
- Ongoing operation of the intermodal terminal
- Ongoing operation of Precincts C and F.

The overall outcome of the Independent Audit was very positive. Most compliance records were organised and available at the time of the site inspection and interviews with NSW Ports.

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

The Auditor notes that it is clearly evident that the Project team is committed to compliance and sound environmental performance. This is reflected in their work, both on the ground and through document development and reporting. In summary:

- DC 05_147 compliance:
 - 110 CoCs were assessed
 - No non-compliances were identified
 - Eight observations were identified in relation to nine conditions.

- OEMP conformance:
 - Three non-conformances were identified against three requirements
 - One observation was identified in relation to two mitigation measures.

Detailed findings are presented in Section 3, along with actions taken by the Project team to address the findings.

The Auditor would like to thank the auditees from NSW Ports and the Enfield ILC tenants for their high level of organisation, cooperation and assistance during the Independent Audit.

1. INTRODUCTION

1.1 Project overview

NSW Ports are responsible for the development of the Enfield Intermodal Logistics Centre (Enfield ILC). The Enfield ILC Development Consent 05_0147 (DC 05_147) was granted by the NSW Minister for Planning on 5 September 2007, subject to a number of Conditions of Consent (CoCs). The Consent has been subject to 14 Modifications (three of which were withdrawn) since 2007.

The Enfield ILC is being developed and operated as a key logistics hub to support Sydney's growing container transport needs. The Enfield ILC (the Project) (Figure 1) includes but is not limited to:

- An intermodal terminal for the loading and unloading of containers between road and rail and the short-term storage of containers
- Rail sidings, railway lines and associated works connected to the existing freight line
- Warehousing for the packing and unpacking of containers and the short-term storage of cargo
- Empty container storage areas and facilities
- Light industrial/commercial area fronting Cosgrove Road complementary to operations at the site
- Access, 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); and
- Southern Ecological Area (SEA) including Green and Golden Bell Frog (GGBF) ponds and habitat, heritage items and vegetated area.

The Project site is located within Strathfield South on the land generally bound by Cosgrove Road to the east, Punchbowl Road to the south, the Enfield Marshalling Yards to the west and Roberts Road to the north. The Enfield ILC is approximately 15km from the Sydney CBD by road and 18km from Port Botany by rail. It covers an area of approximately 60ha and is approximately 0.5km in width and over 2 km in length.

Enfield ILC has been undergoing staged construction and operation since the initial Development Approval on 5 September 2007.



Figure 1 Enfield ILC Layout (Enfield ILC Overarching CEMP 2020, NSW Ports)

1.2 Approval requirements

DC 05_147 CoC 4.1 requires the development and implementation of a Compliance Tracking Program which will include the undertaking of annual independent environmental audits in accordance with ISO 19011:2002 - *Guidelines for Quality and/ or Environmental Management Systems Auditing*. Section 2.3 of the approved Compliance Tracking Program defines the scope of the Independent Audit (IA) as the assessment of:

- Compliance with the DC 05_0147 by NSW Ports and Enfield ILC tenants and contractors as outlined in the Annual Compliance Report
- Implementation of relevant NSW Ports and tenant's environmental management plans and procedures
- Effectiveness of environmental mitigation measures, controls and strategies and recommendations for improvements
- Internal audits undertaken by Enfield ILC tenants; and
- Actions in response to previous audit findings and non-compliances identified as part of the Compliance Tracking Program or by regulatory authorities.

1.3 The audit team

Although not a requirement for the Project, the Audit Team meet the industry standard as 'suitably qualified, experienced and independent auditors' in accordance with the Department's *Independent Auditor Post Approval Requirements 2020 (IAPAR 2020)*. The Audit Team comprises:

- Derek Low (Auditor Lead): Master of Environmental Engineering Management, Exemplar Global Certified Principal Environmental Auditor (Certificate No 114283)
- Steve Fermio (Auditor): Bachelor of Science (Hons), Exemplar Global Certified Principal Environmental Auditor (Certificate No 110498).

1.4 Audit scope

The audited period was November 2019 to November 2020 following-on from the 2019 Independent Audit. During the audit period the following works were undertaken:

- Completion of Precinct H construction and commencement of its operations on 28 February 2020
- Management of internal traffic areas for Precinct H including issues rectification for issues peak volume movements
- Improvement works to the frog habitat including development of a tank farm to provide water during dry periods
- Ongoing operation of the intermodal terminal
- Precincts C and F were in operations phase prior to the auditing period.

In accordance with the Enfield ILC Compliance Tracking Program, the scope of the independent environmental audits include (but are not necessarily limited to) an assessment of the following:

- compliance with the Conditions of Planning Approval by NSW Ports and ILC tenants and contractors as outlined in the Annual Compliance Report
- implementation of relevant NSW Ports and tenants environmental management plans and procedures for the ILC including Site Management Plans relating to contaminated areas of the site
- effectiveness of environmental mitigation measures, controls and strategies and recommendations for improvements
- internal audits undertaken by ILC tenants; and
- actions in response to previous audit findings and non-compliances identified during as part of the Compliance Tracking Program or by regulatory authorities.

This Independent Audit scope includes auditing of:

- NSW Port's compliance with the DC 05_0147
- the 2019 Independent Audit findings; and
- select mitigation measures from the NSW Port's and LINX OEMPs.

2. AUDIT METHODOLOGY

2.1 Audit process overview

The Independent Audit was conducted in a manner consistent with AS/NZS ISO 19011. An overview of the audit activities, as specified in AS/NZS ISO 19011, is presented in Figure 2. Although the IAPAR 2020 is not a requirement of the Independent Audit, the Auditor applied standards from the IAPAR 2020 where relevant.

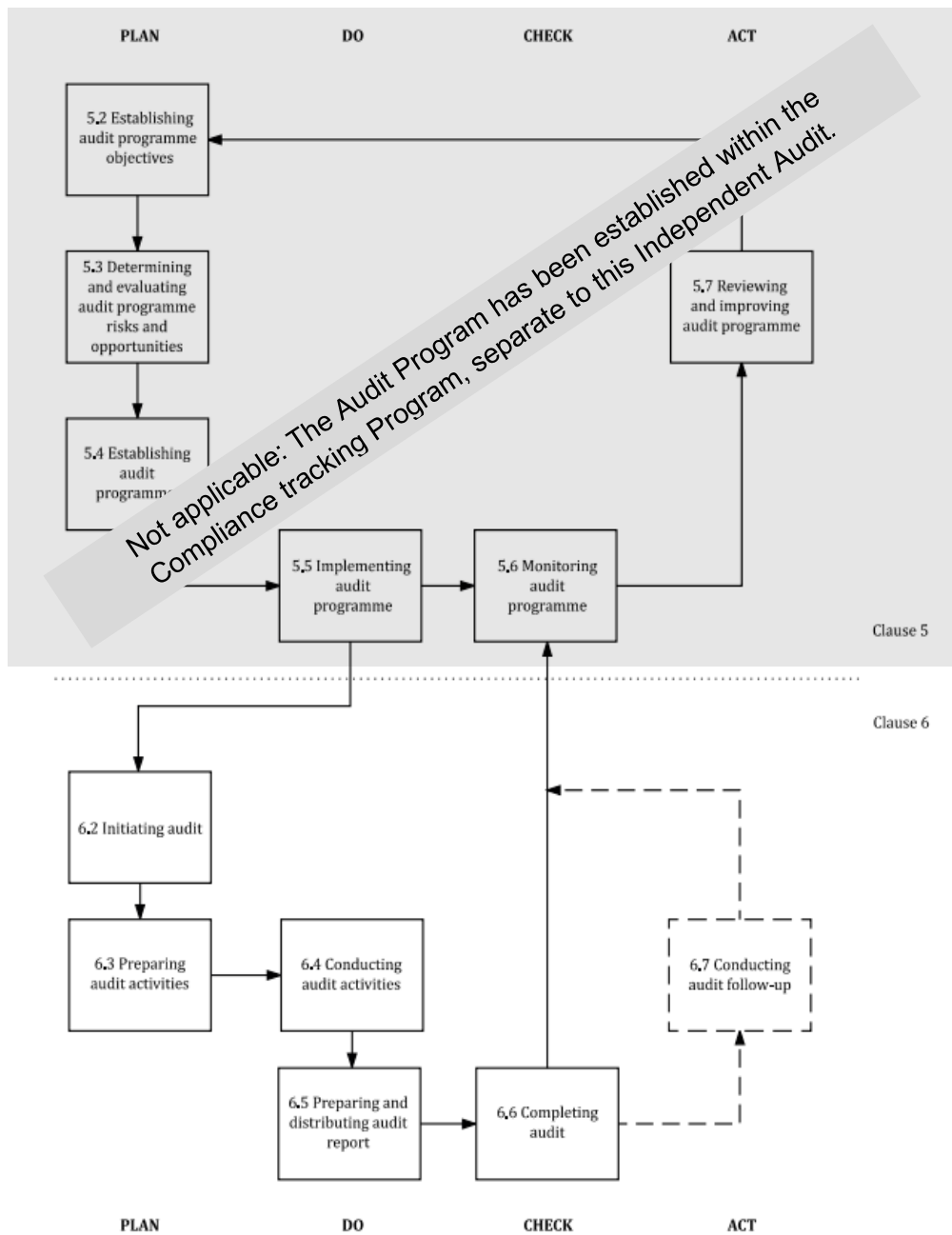


Figure 2 Audit activities overview (modified from AS/NZS ISO 19011). Subclause numbering refers to the relevant subclauses in the Standard.

2.2 Audit process detail

2.2.1 Audit initiation and scope development

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

- Establish initial contact with the Auditee
- Confirm the Audit Team
- Confirm the audit purpose, scope and criteria.

2.2.2 Preparing audit activities

The Auditor performed a document review, prepared an audit plan, and prepared work documents (audit checklists) and distributed to the Project team in preparation for the Independent Audit.

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

- DC 05_147
- Enfield ILC Overarching Operational Environmental Management Plan Enfield Intermodal Logistics Centre NSW Ports (July 2020 Version 6)
- Enfield ILC Overarching Operational Traffic Management Plan – Enfield Intermodal Logistics Centre | NSW Ports | July 2020 | Version 4
- Enfield ILC Landscape and Ecological Area Management Plan Enfield Intermodal Logistics Centre NSW Ports (August 2020 Version 3)
- LINX Enfield Intermodal Terminal Operational Environmental Management Plan (September 2020 Version 04)
- Precinct H CEMP (August 2019)
- Enfield ILC Compliance Tracking Annual Report 2020 (November 2020 Version 1)
- The other documents listed as evidence within Appendices A and B.

2.2.3 Site personnel involvement

The on-site audit activities took place on 8 December 2020. The following personnel took part in the audit:

- Alison Wedgwood – Environment and Sustainability Coordinator – NSW Ports
- Trevor Brown – Health, Safety, Environment and Risk Manager – NSW Ports
- Tim Arkell – Site Project Manager – NSW Ports
- Ardri Pienaar – Site Coordinator – NSW Ports
- Representatives from NSW Ports tenants (LINX, Mapei and Spandex)
- Derek Low – Auditor – WolfPeak.

2.2.4 Meetings

Opening and closing meetings were held with the Auditor and Project personnel. The attendance sheet can be found in Appendix C.

During the opening meeting the objectives and scope of the Independent Audit, the resources required and methodology to be applied were discussed. At the closing meeting, preliminary audit findings were presented, preliminary recommendations (as appropriate) were made, and any post-audit actions were confirmed.

2.2.5 Interviews

The Auditor conducted interviews during the site inspection with key personnel involved in Project delivery, including those with responsibility for environmental management, to assist with verifying the compliance status of the development. All other communication was conducted remotely, which included detailed request for information and auditee responses to the request.

2.2.6 Site inspection

The on-site audit activities took place on 8 December 2020. The on-site audit activities included an inspection of the site and work activities. Photos are presented in Appendix D.

2.2.7 Document review

The Independent Audit included investigation and review of Project files, records and documentation that acts as evidence of compliance (or otherwise) with a compliance requirement. The documents sighted are included within Appendices A and B.

2.2.8 Generating audit findings

Independent Audit findings were based on verifiable evidence. The evidence included:

- relevant records, documents and reports
- interviews of relevant site personnel
- photographs
- figures and plans; and
- site inspections of relevant locations, activities and processes.

2.2.9 Compliance evaluation

The Auditor determined the compliance status of each compliance requirement in the CoC Audit Table, using the descriptors from Table 2 of the IAPAR 2020, being:

- **Compliant** – The Auditor has collected sufficient verifiable evidence to demonstrate that all elements of the requirement have been complied with within the scope of the audit

- **Non-compliant** – The Auditor has determined that one or more specific elements of the conditions or requirements have not been complied with within the scope of the audit.
- **Not triggered** – A requirement has an activation or timing trigger that has not been met at the time when the audit is undertaken, therefore an assessment of compliance is not relevant.

Observations were also be made to provide context, identify opportunities for improvement or highlight positive initiatives.

In addition to the above, the following terms are used to describe conformance with the management plan or process, where these are not related to a compliance requirement from the CoCs:

- **Conformant** – The Auditor has collected sufficient verifiable evidence to demonstrate that all elements of the mitigation / commitment have been conformed with within the scope of the audit
- **Non-conformant** – The Auditor has determined that one or more specific elements of the mitigation / commitment have not been conformed with within the scope of the audit.

2.2.10 Evaluation of post approval documentation

The Auditor assessed whether post approval documents:

- have been developed in accordance with the CoCs and all other environmental licences and approvals applicable to the Project (if any) and their content is adequate; and
- have been implemented in accordance with the CoCs and all other environmental licences and approvals applicable to the Project (if any).

The adequacy of post approval documents was determined on the basis of whether:

- there are any non-compliances resulting from the implementation of the document; and
- whether there are any opportunities for improvement.

2.2.11 Completing the audit

This Report has been distributed to the proponent to check factual matters and for input into actions in response to findings (where relevant). The Auditor retained the right to make findings or recommendations based on the facts presented.

3. AUDIT FINDINGS

3.1 Approvals and documents audited and evidence sighted

The documents audited comprised all the conditions from Schedule 2 of DC 05_147 CoC 6.2, applicable to the works being undertaken, and selected mitigation measures and commitments from the following plans:

- Enfield ILC Overarching Operational Environmental Management Plan Enfield Intermodal Logistics Centre NSW Ports (July 2020 Version 6)
- Enfield ILC Overarching Operational Traffic Management Plan – Enfield Intermodal Logistics Centre | NSW Ports | July 2020 | Version 4
- Enfield ILC Landscape and Ecological Area Management Plan Enfield Intermodal Logistics Centre NSW Ports (August 2020 Version 3)
- LINX Enfield Intermodal Terminal Operational Environmental Management Plan (September 2020 Version 04).

The evidence sighted against each requirement is detailed within Appendices A and B.

3.2 Previous Independent Audit findings

The previous Independent Audit was the QEM Consulting 2019 audit covering November 2018 to November 2019. For context, Table 1 is a reproduction of the audit findings from the 2019 Independent Audit. Note that due to the different Independent Auditor for the 2019 audit period, the terminology varies compared to the rest of this Report. The 2019 Independent Audit classified the audit findings as follows:

- Notable Practice – Outstanding positive observation about a system, process or practice, for recognition and/or sharing purposes.
- Improvement Opportunity – A suggestion or opportunity to implement a good or better practice to improve efficiency, further reduce exposure to risk or improve information management.
- Observation – Documented requirement and/or implementation issue which may not strictly affect required performance or compliance outcomes. Also termed a non-conformance (as opposed to non-compliance) in the industry, observations could be an early indication of potential non-compliance and/or an adverse performance outcome.
- Non-compliant – The intent of one or more specific requirements of a condition or obligation have not been met, based on insufficient objective evidence to demonstrate required outcomes or deliverables being achieved and/or complied with. Together with or without a Recommendation, the latter also required Corrective Action.

Table 1: 2019 Independent Audit findings

Item	No.	Type	Details of item	Proposed or completed action	Status
1	CoC 3.6	Observation	<p>Whilst truck driver route surveys were conducted over June / July 2017 in conjunction with the independent Traffic Audit required by CoA 3.7, current data and projections of TEU volumes indicate that achievement of the (next) annual 150,000 TEU threshold might take some years.</p> <p>It is the opinion of the Auditor that trucking movement surveys conducted perhaps 5+ years after the initial assessment does not constitute "periodic monitoring". Consequently, there would be gap in objective evidence demonstrating compliance or otherwise with prescribed access routes, in particular around Cosgrove Road residential.</p>	<p>a) Current surveillance processes such as Site Security reports, CCTV observations and Site "Environment" Inspection templates be utilised to evidence compliance, the latter utilising said Truck Route Survey Form if appropriate;</p> <p>b) The "Traffic & Capacity Monitoring Program" be updated accordingly with respect to a) above; failing which</p> <p>c) NSW Ports to secure Department of Planning, Infrastructure Environment approval of periodic monitoring requirements being activated some years hence, attaching this correspondence to the next update of the Overarching Operational Traffic Management Plan.</p>	<p>NSW Ports updated the OTMP to address this finding. The OTMP was updated and issued to DPIE for approval 03/09/20. Approval is pending.</p> <p>Status: OPEN</p>
2	CoC 3.6	Improvement Opportunity	<p>Other than tabling outcomes such as audit reports to the RTCG (only one triggered and tabled to date), there did not appear to be any underlying system for recording and considering traffic compliance data. Apart from occasional known breaches of designated traffic routes, tenant data on hours of traffic movements / scheduling could also be made available to evidence compliance with CoA 3.6 b), CoA 6.5 b) ii) et al.</p>	<p>It is therefore suggested that the Overarching Operational Traffic Management Plan be updated to reflect current and/or intended systems to capture (record) and review (consider) traffic and capacity data on a more regular basis than occasional audits. This update might also allude to monitoring regimes relating to CoA 2.2A & 2.2B (Freight Transportation Framework).</p>	<p>NSW Ports updated the OTMP to address this finding. The OTMP was updated and issue to DPIE for approval 03/09/20. Approval is pending.</p> <p>Status: OPEN</p>
3	CoC 4.1	Observation	<p>Whilst routine and annual compliance monitoring activities were implemented by IMT operator (LINX Cargo Care) this information had not systematically informed the compilation of the NSW Ports Compliance Tracking Register (Spreadsheet) and the 2019 Annual Compliance Tracking Report.</p>	<p>It is therefore recommended that:</p> <ul style="list-style-type: none"> NSW Ports implement their OEMP requirements in that the IMT Operators Annual Environment Compliance Report is obtained and utilised in the compilation of project Annual Compliance Reports. 	<p>The NSW Ports 2020 Compliance Tracking Report includes consideration of LINX compliance status under the consent.</p> <p>Refer to findings in relation OEMP Section 2.2 tenants' inspection management detailed in Table 2 below.</p> <p>Status: CLOSED</p>
4	CoC 4.1	Observation	<p>It was noted (repeat audit finding) that some conditions were prematurely or inadvertently CLOSED in the CTR Summary Table, when indeed they currently applied. For example:</p> <ul style="list-style-type: none"> Green & Golden Bell Frog mitigation measures required by CoA 2.48A to be incorporated into Construction Environmental Management Plans (these would be needed for development in the southern ecological area or Tarpaulin Factory) Stormwater Detention basin water reuse, CoA 2.31 Construction Wheel Wash, CoA 2.27 	<p>It is therefore recommended that the Enfield ILC Compliance Tracking Annual Report be:</p> <ol style="list-style-type: none"> Reviewed to ensure that CLOSED Planning Conditions have not been inadvertently allocated an incorrect status; Updated to change the Future status to become "Not triggered" which would also be consistent with documented Department of Planning compliance status descriptors. 	<p>The NSW Ports 2020 Compliance Tracking Report includes rectification of agreed compliance status in response to this finding.</p> <p>Status: CLOSED</p>
5	CoC 4.1 b	Improvement Opportunity	<p>The NSW Ports Compliance Tracking Register (Spreadsheet) used to notate supporting compliance evidence for the 2019 Annual Compliance Tracking Report did not reflect (and therefore assess) all subcomponents of the Planning Approval. For example:</p> <ul style="list-style-type: none"> Landscape/Ecology Management CoA 6.3 d) and Mount Enfield Management CoA 6.3 f) 	-	<p>The NSW Ports 2020 Compliance Tracking Report includes rectification of agreed compliance status in response to this finding.</p> <p>Refer to findings in relation to CoC 6.3 (d) detailed in Table 2 below.</p> <p>Status: CLOSED</p>

Item	No.	Type	Details of item	Proposed or completed action	Status
6	MOD 14 SEARS	Improvement Opportunity	Whilst asbestos containing temporary stockpiles in Precinct A were covered and surrounded by siltation fences, it was observed on the day that some sections of the geo-textile covers had come adrift in the wind.	It is suggested that these stockpiles be added to formal / recorded inspection regimes.	The NSW Ports Overarching CEMP includes site monitoring requirements in the approved CEMP dated 08/07/20. The Auditor observed the asbestos stockpiles during the site inspection and observed no issues. Status: CLOSED
7	EMP's	Improvement Opportunity	It appeared as if the implementation of environment / ecological induction requirements was not diligently practiced as in the past, for example: <ul style="list-style-type: none"> Induction content and currency of Dragonfly personal working in the Frog Habitat Creation Area was unknown to NSW Ports Environment and Operational staff on the day. Induction aids were not displayed on the crib room walls as specified by the Precinct H construction contractors CEMP. Post audit information: A "RIPremium" report was supplied evidencing HSE inductions by a number of Dragonfly personnel including as recent as October and November 2019. 	It is suggested however that <ul style="list-style-type: none"> NSW Ports site and support personnel be made aware of training material and training records; Content of HSE Induction material be assessed for adequacy in Green & Golden Bell Frog identification and protection measures. 	NSW Ports updated the induction information and updated the NSW Ports Overarching CEMP approved 08/07/20. The Auditor undertook this induction in order to undertake the site inspection and noted the inclusion of sensitive habitat details. Status: CLOSED
8	CoC 6.3 d)	Non-compliant	The LEAMP document had not been updated since August 2016, with practices not always aligning with that specified and/or changed arrangements, including but not limited to: <ul style="list-style-type: none"> Changed responsibilities in s1.5 around maintenance responsibilities supplied by an off-site functional area; Updates to legislation and prescription around so-called noxious weeds of s2.3; MEX maintenance inspection forms not referenced and/or attached, AND The attached Operations & Maintenance Plan dated July 2014 had not been maintained as current to include for example: <ul style="list-style-type: none"> Alternative infrastructure arrangements to supply town water during dry periods when Basin D and supplementary ponds 1 and 2 were dry; Consulting Herpetologist protocols around the use of chlorinated potable water to top up frog ponds during dry periods had not been formally captured. 	-	The NSW Ports LEAMP was updated consistent with the audit finding. The LEAMP was updated and submitted to DPIE for approval on 03/09/20. DPIE subsequently approved the LEAMP (no date provided on the approval letter). Status: CLOSED

Item	No.	Type	Details of item	Proposed or completed action	Status
9	CoC 6.3 d)	Observation	<p>Components of the LEAMP had not been routinely implemented in recent times including but not limited to:</p> <ul style="list-style-type: none"> Ineffective or incomplete weed removal on Mount Enfield slopes and Frog Habitat area surrounds (some FHA removal sighted as taking place though) No recent evidence of formal Southern Ecological Area inspections by NSW Ports personnel per Table 6 No recent evidence of routine Stormwater Detention Basin inspections by NSW Ports personnel per Table 8 No evidence of frog pond levels inspections per Frog Habitat Creation Area Operations & Maintenance Plan s2.3 – also captured in Audit Finding #11 further against CoA 6.4e; No recent evidence of monthly and annual GGBF surveys – captured in Audit Finding #11 against CoA 6.4e. <p>Note: actions to some of the abovementioned might be addressed through Audit Finding #11, as the finding above is also described in another (but similar) Management Plan.</p>	-	<p>The NSW Ports LEAMP was updated consistent with the audit finding. The LEAMP was updated and submitted to DPIE for approval 03/09/20. DPIE subsequently approved the LEAMP (no date provided on the approval letter).</p> <p>Status: CLOSED</p> <p>For Mount Enfield weed removal for the current audit period, refer to findings in relation to CoC 6.3 (d) detailed in Table 2 below.</p>
10	CoC 6.3 f) iv)	Non-compliant	<p>Implementation of the Mt Enfield Enhancement, Revegetation and Landscape Management Plan 2012 had not progressed** over the last couple of years, with the northern eastern slope still utilising weeds and other species as a stabilisation mechanism - refer to additional Audit Finding #9 against the LEAMP.</p> <p>** Further to actions required to address the above-mentioned, it is suggested that agreed staging requirements (CoA 1.3B) for the Flower Power Tarpaulin Factory site Mt Enfield interface be defined, and/or interim arrangements for weed removal and slope revegetation – should this site redevelopment not be forthcoming in the near future.</p> <p>Furthermore,</p> <p>Ongoing landscape management arrangements for Mt Enfield had not been incorporated in NSW Ports OEMP's and/or referenced to the LEAMP.</p>	-	<p>The NSW Ports LEAMP was updated consistent with the audit finding. The LEAMP was updated and submitted to DPIE for approval on 03/09/20. DPIE subsequently approved the LEAMP (no date provided on the approval letter).</p> <p>Status: CLOSED</p> <p>For Mount Enfield weed removal for the current audit period, refer to findings in relation to CoC 6.3 (d) detailed in Table 2 below.</p>
11	CoC 6.4 e)	Non-compliant	<p>There had been a lapse in maintenance inspections for some months including that of detention basins and frog pond water levels. Similarly, monthly and annual GGBF surveys required by OEMP Table 7.1 had not been undertaken in 2019. Additionally, the Southern Ecological area including Mount Enfield still evidenced weeds that had not been systematically eradicated as yet. And lastly, actions to address identified frog pond leakage identified in the 2018 Herpetologist Report were either not undertaken, or managed through a formal corrective action system.</p> <p>Further to the actions required to address the abovementioned, it is recommended that:</p> <ol style="list-style-type: none"> OEMP and sub plan audits be conducted annually by NSW Ports some time before the annual independent audit to minimise the risk of systemic operational implementation lapses potentially impacting the environment, this obviating reliance on the annual independent audit; An effective Corrective Action system be implemented to manage and track required improvements or corrective actions to effective and timely completion. 	-	<p>The NSW Ports LEAMP was updated consistent with the audit finding. The LEAMP was updated and issue to DPIE for approval 03/09/20. DPIE subsequently approved the LEAMP (no date provided on the approval letter).</p> <p>Status: CLOSED</p> <p>Refer to findings in relation to CoC 2.31 and 2.48 (c) for the current audit period in Table 2 below.</p> <p>Refer to findings in relation to CoC 6.3 (d) for the current audit period in Table 2 below.</p>
12	OEMP	Improvement Opportunity	<p>Whilst evidence of weed spraying at the Swift site was evident, there were still a few parches near the access road that required attention.</p>	-	<p>NSW Ports maintenance staff completed the action in 25/03/20.</p> <p>Status: CLOSED</p>

3.3 Non-compliance, Observations and Actions

This Section, including Table 2, presents the compliance status with the CoC and conformance status with the OEMP, from this Independent Audit. Recommended actions in response to each of the findings are also presented. Detailed findings against each requirement are presented in Appendix A and B. In summary:

- DC 05_147 compliance:
 - 110 CoCs were assessed
 - No non-compliances were identified
 - Eight observations were identified in relation to nine conditions.
- OEMP conformance:
 - Three non-conformances were identified against three requirements
 - One observation was identified in relation to two mitigation measures.

Table 2: 2020 Independent Audit findings

Item	Ref.	Type	Details of item	Proposed or completed action	By whom and by when	Status
1	CoC 2.3A	Observation	<p>CoC 2.3A states that the Proponent must prepare a Work Place Travel Plan to the satisfaction of the Planning Secretary prior to the issue of any Occupation Certificate for any warehouse permitted as part of the approval of MP 05_0147 MOD 14. The Proponent must ensure that the Work Place Travel Plan (as revised from time to time) is implemented for the life of the Project.</p> <p>The feasibility of mode share (public transport and active transport) specified within the Work Place Travel Plan is constrained as these travel methods are underserved by the responsible parties (TfNSW, Council).</p>	Auditee to consider the feasibility of this requirement and whether it can be complied with. If this cannot be complied with then the auditee should amend the Work Place Travel Plan to set out realistic targets, and have the updated Plan approved by DPIE.	NSW Ports Prior to 2021 audit.	OPEN
2	CoC 2.27	Observation	<p>CoC 2.27 states that 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.</p> <p>CoC 2.29 states that 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.</p> <p>This condition should be removed, noting requirement of CoA 2.29.</p>	Should further Modifications be required for DC 05_147 the Auditee could consider including the removal of this element from CoC 2.27.	NNSW Ports Prior to 2021 audit.	OPEN
3	CoC 2.31 and 2.48 (c)	Observation	<p>CoC 2.31 states that 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 conditions 1.1m) and 1.1n) 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.</p> <p>CoC 2.48 states that the Proponent shall implement all of the relevant actions for the site recommended in the <i>Management Plan for the Green and Golden Bell Frog Key Population at Greenacre</i> (DECC, May 2007), being:</p> <p>(c) restrictions on the use of herbicides in known frog habitat and attainment of water quality standards for water discharged from the site.</p> <p>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 OEH at a frequency agreed with OEH.</p> <p>The Auditees identified an issue with the stormwater connections from the basins and the ecological areas which prevent the ponds from filling as intended. A project is being implemented to enable water storage and redirection to the frog ponds (which was not functioning prior to the audit). It is understood the works (involving installation of pumps on level switches, holding tanks and pipework) were to be completed in 2020.</p>	Complete the stormwater storage and redirection works.	NSW Ports 30/04/21	OPEN
4	CoC 2.40	Observation	<p>CoC 2.40 states that the Proponent shall ensure that all liquid and / or non-liquid waste generated, stored on the site or disposed of, is assessed and classified in accordance with the Waste Classification Guidelines (EPA, 2014).</p> <p>The Swift site has a large amount of materials and waste streams (tyres, containers, packaging and the like) held on site for no apparent reason. The Swift skips were observed to be at capacity preventing staff from being able to suitably dispose of waste generated on site. It is understood that the bins were due for collection the day after the audit (and occurs on a set frequency). It appears as though either the frequency of collection, or the size of the bins (or both) are not adequate.</p>	Implement improved housekeeping, and adequate waste storage and collection regime.	Swift 30/04/21	OPEN

Item	Ref.	Type	Details of item	Proposed or completed action	By whom and by when	Status
5	CoC 2.48A (f)	Observation	<p>CoC 2.48 states that the Proponent shall implement the mitigation measures identified in Section 7.1 of the <i>ILC at Enfield Impact Assessment on Green and Golden Bell Frogs: Addition of Fill Material to Mt Enfield</i> (Biosphere Environmental Consultants Pty Ltd, 2011), supplementary letter of advice dated 10 January 2018 (Biosphere Consultants Pty Ltd, 2011), and the following:</p> <p>(f) the installation of an exclusion fence to help prevent frogs from entering the operational areas;</p> <p>The fencing of the frog ponds was recently upgraded. It was observed during the site inspection that sections of the fence had not been keyed in correctly.</p>	Maintenance to be undertaken on frog fencing to meet exclusion fencing requirements.	NSW Ports 30/03/21	OPEN
6	CoC 2.50 (c)	Observation	<p>CoC 2.50 states that 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:</p> <p>c) the DECC's Environment Protection Manual Technical Bulletin <i>Bunding and Spill Management</i>.</p> <p>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.</p> <p>Spandex and Swift (minor warehouse tenants) had vessels stored on temporary bunds that were stacked in a manner that could result in a spill beyond the bund. It is understood that these materials were not listed as Dangerous Goods.</p>	Maintenance to be undertaken on chemical bunds to meet CoC 2.50 requirements.	Spandex, Swift / NSW Ports 30/03/21	OPEN
7	CoC 6.3 (d)	Observation	<p>CoC 6.3 states that 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:</p> <p>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:</p> <p>i) provision for the use of locally-endemic native species for landscaping the site;</p> <p>ii) consideration of landscaping locations and densities to maximise visual screening of the project from residential receptors and public open space;</p> <p>iii) measures to maximise the retention of locally-endemic native species existing on the site, and removal of weeds and non-indigenous vegetation; and</p> <p>iv) measures for the enhancement, revegetation and on-going management of the Ecological Area on the site, including measures to provide suitable habitat for <i>Litoria Aurea</i>;</p> <p>Substantial weed growth was observed on the day of the site inspection at Mount Enfield. Ongoing removal of weeds and non-indigenous vegetation is not effective at Mount Enfield due to access limitations. Evidence provided by NSW Ports demonstrates that weed control activities were undertaken in December 2020, which provides temporary management of weed growth at Mount Enfield.</p>	Design a program of works for effective, long-term landscape maintenance of Mount Enfield.	NSW Ports Prior to 2021 audit	OPEN

Item	Ref.	Type	Details of item	Proposed or completed action	By whom and by when	Status
8	CoC 6.4	Observation	<p>CoC 6.4 requires that, prior to the commencement of operation of the project, the Proponent shall prepare and submit for the approval of the Planning Secretary 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 <i>Guideline for the Preparation of Environmental Management Plans</i> (DIPNR 2004), and shall include, but not necessarily be limited to the information prescribed by the condition.</p> <p>The Auditor observes that the OEMPs for minor warehouse tenants at the intermodal (such as Mapei and Spandex) are overly complex and not appropriate for the scale and intensity of their operations, or for the potential risks they pose. It is the Auditors position that:</p> <ul style="list-style-type: none"> • these tenants do not have sufficient capacity and capability to understand and implement the commitments in full; and • the nature of their activities is such that implementation of the commitments from their OEMPs (or failure to do so) has little influence on changing their risk profiles. 	NSW Ports to commence engagement with the Department and the minor warehouse tenants to pursue an approach to environmental management that is more functional (and effective) than requiring precinct specific OEMPs to be developed, approved by the Department, and implemented by each warehouse tenant.	NSW Ports Prior to 2021 audit	OPEN
9	NSW Ports OEMP Section 2.2	Non-conformance	<p>OEMP Section 2.2 states that ILC Tenants will include internal environmental inspection checklists and procedures as part of the OEMP. ILC Tenants will be required to maintain records of their on-site inspection records and make these available to NSW Ports at any time.</p> <p>There is no evidence available to demonstrate that tenants other than LINX are conducting internal environmental checks. The auditees note that tenants could not provide records and that they have self assigned an action to develop and implement an inspection regime for warehouse tenants not currently meeting this requirement.</p>	Auditee to complete self-assigned action to develop and implement an inspection regime for warehouse tenants not currently meeting this requirement.	NSW Ports Prior to 2021 audit.	OPEN
10	NSW Ports OEMP Section 3.2	Observation	<p>OEMP Section 3.2 states that environmentally sensitive areas within the ILC include those that could provide or have been created to provide habitat for the endangered Green and Golden Bell Frog (<i>Litoria aurea</i>), areas that contain items of heritage interest or value, or areas set aside for ecological/potential community uses.</p> <p>The environmentally sensitive areas on the ILC site are located in the Southern Ecological Area (refer to Appendix C ILC Sensitive Area Map) and include:</p> <ul style="list-style-type: none"> • The Frog Habitat Creation Area (including Frog Ponds) located near Coxs Creek • The Tarpaulin Shed (land subleased to tenant); • The Pillar Water Tank (land subleased to tenant); and • Native grasses and woodland communities on Mount Enfield and surrounds. <p>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 their site induction training and in contractor contracts.</p> <p>Whilst the environmental sensitivity of the habitat area is communicated to personnel, there was no evidence of this being included in contractor contracts as stated in this commitment.</p>	Auditee to include habitat sensitivity in new contracts and during existing contract variation.	NSW Ports When new contracts are developed/ existing contracts are being varied.	OPEN

Item	Ref.	Type	Details of item	Proposed or completed action	By whom and by when	Status
11	LINX OEMP Section 5.1.1	Non-conformance	<p>Section 5.1.1 states that LINX will ensure that the activities of the sub-tenants are conducted in accordance with this OEMP. This will be achieved by, among other things:</p> <ul style="list-style-type: none"> • Supply of CoA, NPOEMP, LINX OEMP and sub-plans to each sub-tenant. • Agreement from sub-tenant that they are aware of and will comply with all requirements (signed contract). <p>There was no evidence available to demonstrate that LINX sub-tenants were provided copies of the Consent, or that the sub-tenant had provided written agreement to comply with that consent. The LINX Enfield Intermodal Logistics Centre Compliance Audit Report dated 08/10/20 submitted to DPIE on 27/11/20 identified a self-determined, non-conformance for this requirement that sub-tenants have not been provided the CoC. This is planned to be rectified.</p>	Issue the consent to sub-tenants and obtained signed written agreement that they will comply with the terms of the consent (relevant to their operations).	LINX When new contracts are developed / existing contracts are being varied.	OPEN
12	LINX OEMP Section 5.6.6	Non-conformance	<p>Section 5.6.6 states that spill response training, including use of spill kits must be conducted for all site personnel, including sub-tenants and routine contractors.</p> <p>Spill response training has been initiated, however only around 10 people have completed the training. There are many more than 10 site personnel, including sub-tenants and routine contractors. Another round is scheduled for February and March 2021.</p>	Deliver spill response training to all site personnel, including sub-tenants and routine contractors as stated in this requirement.	LINX 30/06/21	OPEN

3.4 Adequacy of Environmental Management Plans, sub-plans and post approval documents

The adequacy of post approval documents must be determined on the basis of whether:

- there are any non-compliances resulting from the implementation of the document; and
- whether there are any opportunities for improvement.

A review was conducted of the:

- Enfield ILC Overarching Operational Environmental Management Plan Enfield Intermodal Logistics Centre NSW Ports (July 2020 Version 6)
- Overarching Operational Traffic Management Plan – Enfield Intermodal Logistics Centre NSW Ports (July 2020 Version 4)
- Enfield ILC Landscape and Ecological Area Management Plan Enfield Intermodal Logistics Centre NSW Ports (August 2020 Version 3)
- Precinct H CEMP (August 2019)
- Enfield ILC Compliance Tracking Annual Report 2020 (November 2020 Version 1)
- Green and Golden Bell Frog Management & Maintenance Reports (August, September, October, November 2020)
- LINX Enfield Intermodal Terminal Operational Environmental Management Plan (September 2020 Version 04).

Other than the observations identified in Table 2, the documents are adequate.

Refer to the finding against CoC 6.4, in Table 2, regarding the Auditors position on the appropriateness of environmental management plans for small warehouse tenants.

3.5 Summary of notices from agencies

To the Auditor's knowledge no formal notices were issued by the Department during the audit period.

3.6 Other matters considered relevant by the Auditor or DPIE

The Auditor has no matters considered relevant, other than those identified in Sections 3.2 – 3.5, and 3.7 – 3.8.

The Auditor is not aware of any compliance matters that were raised by the Department during the auditing period.

3.7 Complaints

In accordance with DC 05_147 Schedule 2 CoC 5.2 and 5.3, a complaints register is required to be maintained and made shall be made available for inspection by the Planning Secretary upon request. No complaints were received during the audit period.

3.8 Incidents

No incidents with actual or potential significant off-site impacts on people or the biophysical environment were recorded for the audit period.

4. CONCLUSIONS

The overall outcome of the Independent Audit was very positive. Most compliance records were organised and available at the time of the site inspection and interviews with NSW Ports.

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

The Auditor notes that it is clearly evident that the Project team is committed to compliance and sound environmental performance. This is reflected in their work, both on the ground and through document development and reporting. In summary:

- DC 05_147 compliance:
 - 110 CoCs were assessed
 - No non-compliances were identified
 - Eight observations were identified in relation to nine conditions.
- OEMP conformance:
 - Three non-conformances were identified against three requirements
 - One observation was identified in relation to two mitigation measures.

Detailed findings are presented in Section 3, along with actions taken by the Project team to address the findings.

The Auditor would like to thank the auditees from NSW Ports and the Enfield ILC tenants for their high level of organisation, cooperation and assistance during the Independent Audit.

Limitations

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APPENDIX A – DC 05_147 CONDITIONS OF CONSENT INCLUDING MODIFICATIONS 1 TO 14.

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
1. ADMINISTRATIVE CONDITIONS				
Terms of Approval				
1.1	<p>The Proponent shall carry out the project generally in accordance with the:</p> <ul style="list-style-type: none"> a) Major Projects Application 05_0147; b) <i>Environmental Assessment: Intermodal Logistics Centre at Enfield</i>, dated October 2005 and prepared by Sinclair Knight Merz (SKM); c) response to submissions and revised Statement of Commitments detailed in <i>Intermodal Logistics Centre: Preferred Project Report</i> prepared by Sinclair Knight Merz Pty Ltd, dated June 2006; d) additional information provided by Sinclair Knight Merz Pty Ltd to the Department titled <i>Project Changes – Enfield ILC</i> and dated 14 July 2007; e) additional information provided by Sinclair Knight Merz Pty Ltd to the Department titled <i>Light Industrial and Commercial Area – Enfield ILC</i> and dated 6 August 2007; f) letter from Sydney Ports Corporation titled <i>Project Approval Modification Application Intermodal Logistics Centre at Enfield</i>, Sydney Ports Corporation (undated) and received 28 August 2008; g) letter from Sydney Ports Corporation titled <i>Project Approval Modification Application Intermodal Logistics Centre at Enfield, Sydney Ports Corporation</i> and dated 5 February 2009; h) <i>Intermodal Logistics Centre at Enfield Modification Application ILC-E-PT3A REV A</i> , Sydney Ports Corporation and dated 31 August 2009; i) <i>Intermodal Logistics Centre at Enfield, Modification Application 05_0147 – Project Adjustments. Response to Stakeholders Submissions</i> (Revision A), prepared by Sydney Ports Corporation and dated November 2009; j) <i>Intermodal Logistics Centre at Enfield, Modification Application 05_0147 – Project Adjustments. Supporting Information to Modification Application</i>, prepared by Sydney Ports Corporation and dated 26 March 2010; k) <i>Intermodal Logistics Centre at Enfield, Modification Application 05_0147 – On Site Management of Unsuitable Engineering Fill</i>, prepared by Sydney Ports Corporation and dated May 2011; l) <i>Intermodal Logistics Centre at Enfield Modification Application No. 5 On Site Management of Unsuitable Engineering Fill Response to Submissions</i>, prepared by Sydney Ports Corporation and dated August 2011; and m) <i>Intermodal Logistics Centre at Enfield, Modification Application No.6 Early Contractor Involvement Detailed Design Adjustments and Subdivision</i>, prepared by Sydney Ports and dated April 2012; n) <i>Intermodal Logistics Centre at Enfield, Modification Application No.6 ECI Detailed Design Adjustments and Subdivision</i>, prepared by Sydney Ports and dated July 2012; o) <i>Intermodal Logistics Centre: Enfield Modification Application No 8, Subdivision – Changes and Amendments</i>, prepared by NSW Ports and dated 2 September 2013; p) <i>Addendum Assessment Report, Modification No.8 to Major Project MP 05_0147 – Intermodal Logistics Centre (ILC) at Enfield: Subdivision Changes and Amendments</i>, prepared by NSW Ports and dated 19 September 2013; q) <i>Environmental Assessment – Modification Application No. 11 – Additional warehouse</i> prepared by TfA Project group dated September 2016 and supporting information dated 6 December 2016 and 23 December 2016; 	Evidence referred to elsewhere in the Audit Table, and appendix B and C.	<p>The operations of the intermodal has largely remained unchanged from previous audit periods. Precinct H construction has been completed. The proponent has demonstrated that the relevant plans and approvals have been obtained during the audit period and that project plans, strategies and protocols have been implemented.</p> <p>The scale of operations has not exceeded that predicted in the EIS and associated documents. The project boundaries remain unchanged.</p> <p>The degree of compliance with the conditions of approval is evidence of adherence to project requirements.</p>	Compliant

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	<p>r) Environmental Assessment – Modification Application No. 12 – Extension of Existing Rail Sidings and Administration Office Expansion prepared by TfA Project Group dated November 2016 and supporting Noise Impact Assessment prepared by SLR Consulting dated 3 November 2016;</p> <p>s) Environmental Assessment – Modification Application No. 13 – 127 Cosgrove Road, South Strathfield, prepared by LJB Urban Planning dated August 2017; and the associated Remediation Action Plan (RAP), 127 Cosgrove Road, South Strathfield, NSW, Flower Power Group, prepared by ZOIC, February 2017; Green and Golden Bell Frog Conservation Measures Tarpaulin Shed Site Enfield, prepared by Biosphere Environmental Consultants, 27 November 2016; and email titled RE: Enfield Intermodal Logistics Centre MOD 13, prepared by LJB Urban Planning Pty Limited, dated 28 May 2018;</p> <p>t) Environmental Assessment – Modification No. 14 – Modification of Built Form and operational parameters prepared by Urbis dated January 2018, and Enfield ILC, Strathfield South MP 05_0147 MOD14 – Response to Submissions submitted by Goodman on 8 June 2018; and</p> <p>u) the conditions of this approval</p>			
1.2	<p>In the event of an inconsistency between:</p> <p>a) the conditions of this approval and any document listed from condition 1.1a) to 1.1t) inclusive, the conditions of this approval shall prevail to the extent of the inconsistency; and</p>	<p>DC 05_0147 - Conditions of Approval (incorporating MODS 1, 2, 4, 5, 6, 8, 11, 12, 13, 14).</p> <p>The documents listed in condition 1.1a) to 1.1t)</p>	<p>This audit assess compliance with the conditions of approval (including modifications 1, 2, 4, 5, 6, 8, 11, 12, 13, 14). The auditor notes that these conditions prevail. No inconsistencies have been identified by the proponent or by the auditor during this audit.</p>	Compliant
	<p>b) any of the documents listed from condition 1.1a) to 1.1t) inclusive, the most recent document shall prevail to the extent of the inconsistency.</p>	As above	As above	
1.2A	<p>Notwithstanding condition 1.2, in relation to the construction and operation of the development approved under DA 2016/132 at 127 Cosgrove Road, in the event of any inconsistency between the conditions of this approval and the conditions of consent for DA 2016/132, the conditions of consent for DA 2016/132 shall prevail.</p>	<p>Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1</p> <p>DA 2016/132, Strathfield Council</p>	<p>The auditee has not identified any inconsistencies.</p> <p>A separate application for the Fit out and use of the former tarpaulin shed was refused by Strathfield Council then approved by the Land Environment Court in 2017.</p> <p>The site has not been disturbed by NSW Ports</p>	Not triggered
1.2B	<p>Subject to condition 1.2C, despite any other provision of this approval, the approval does not impose any obligations on a person merely because that person is carrying out the development approved under DA 2016/132 at 127 Cosgrove Road.</p>	<p>Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1</p> <p>DA 2016/132, Strathfield Council</p>	<p>A separate application for the Fit out and use of the former tarpaulin shed was refused by Strathfield Council then approved by the Land Environment Court in 2017.</p> <p>The site has not been disturbed by NSW Ports</p>	Not triggered.
1.2C	<p>A person who is remediating land and (in the course of so doing) is transferring material from the land identified as Part Lot 19 DP1183316 and outlined in red on drawing SENP154B is subject to obligations under this approval in relation to that work – and if condition 1.2B would otherwise apply – that person’s obligations under this person’s obligations under this project approval cease when a site audit statement is submitted under condition 2.43A.</p>	<p>Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1</p> <p>DA 2016/132, Strathfield Council</p>	<p>A separate application for the Fit out and use of the former tarpaulin shed was refused by Strathfield Council then approved by the Land Environment Court in 2017.</p> <p>The site has not been disturbed by NSW Ports</p>	Not triggered.
1.3	<p>The Proponent shall comply with any reasonable requirement(s) of the Planning Secretary arising from the Department’s assessment of:</p> <p>a) any reports, plans or correspondence that are submitted in accordance with this approval; and</p>	<p>Interview with auditees 08/12/20</p>	<p>Whilst the Department approved several documents since February 2019, there have been no directions during the audit period.</p>	Not triggered

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
		DPIE post approval portal lodgement, GHD, 26/11/20 Letter DPIE to NSW Ports, 05/03/19 Letter DPIE to NSW Ports, 19/02/19 Letter DPIE to NSW Ports, 28/02/20		
	b) the implementation of any actions or measures contained in these reports, plans or correspondence.	As above	As above	
1.3A	The Proponent may construct and/or operate the project in stages with commensurate staging of compliance with the conditions of this approval. Where the project is to be staged, the Proponent shall submit details of the staging to the Planning Secretary, including details of how compliance with the conditions of this approval will be met.	Interview with auditees 08/12/20 Site inspection 08/12/20 Enfield Intermodal Logistics Centre Staging Report July 2019	EA Staging Report was approved by the Department in 2014. An updated Staging Report was prepared in 2019 which addresses the requirements of this condition. The Report was submitted to the Department prior to the current audit period.	Compliant
1.3B	With the approval of the Planning Secretary, the Proponent may: a) prepare and submit any strategy, plan or program required by this approval on a staged basis (if a clear description is provided as to the specific stage and scope 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);	Enfield ILC Overarching Operational Environmental Management Plan Enfield Intermodal Logistics Centre NSW Ports July 2020 Version 6 Mapei Australia Operation Environmental Management Plan Enfield Intermodal Logistic Centre Precinct H - Warehouse H1 (SLR, 2020) Sydney Food & Packaging Operation Environmental Management Plan Enfield Intermodal Logistics Centre Precinct H - Warehouse H2 (SLR, Version 1.0, January 2020) Marinucci Australia Pty Ltd Operation Environmental Management Plan Enfield Intermodal	The plans developed or in operation during the audit period were not staged. Each were either approved prior to the audit period, or approved by the Department during the audit period.	Compliant

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status														
		Logistics Centre Precinct H - Warehouse H3 (SLR, 2020) Letter DPIE to NSW Ports, 28/02/20																
	b) combine any strategy, plan or program required by this approval (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); and	As above																
	c) update any strategy, plan or program required by this approval (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development). If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this approval. If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program.	As above	The updates to the NSW Ports overarching OEMP were deemed not to require further approval from the Department due to the changes being minor and administrative.															
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.	Site inspection 08/12/20	The Project is in operations	Compliant														
Capacity Limits and Staging																		
1.5	The project shall be limited to a maximum throughput of 300,000 TEU per annum, for the rail to intermodal terminal interface and warehousing interface. Note: For the avoidance of doubt, this does not include internal TEU movements.	Interview with auditees 08/12/20 LINX Environmental Compliance Report, 08/10/20	Average for the total containers imported and exported in the FY20 was 3568, showing well below the maximum throughput limit.	Compliant														
1.6	The Proponent is permitted to construct and operate warehouses across six precincts on the site (A, C, D, E, F and H) associated with the project, generally in accordance with the documents referred to under condition 1.1 t). Warehouses are permitted to be used for freight handling, packing/re-packing, storage and distribution, and for activities ancillary to these uses. Each warehouse shall not exceed a height of 13.7 metres at its highest point (excluding minor ancillary structures such as communications equipment, air conditioning units, or solar panelling), and shall be limited to a footprint no greater than the relevant area specified in Table 1 below. <table border="1" data-bbox="379 1480 1484 1743"> <caption>Table 1 - Maximum Gross Lettable Area (per precinct)</caption> <thead> <tr> <th>Warehouse</th> <th>Maximum Gross Lettable Area (m²)</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>62,600</td> </tr> <tr> <td>C</td> <td>10,487</td> </tr> <tr> <td>D</td> <td>11,460</td> </tr> <tr> <td>E</td> <td>7,604</td> </tr> <tr> <td>F</td> <td>9,620</td> </tr> <tr> <td>H</td> <td>16,475</td> </tr> </tbody> </table>	Warehouse	Maximum Gross Lettable Area (m ²)	A	62,600	C	10,487	D	11,460	E	7,604	F	9,620	H	16,475	Letter DPIE to NSW Ports, 19/02/19 Letter DPIE to NSW Ports, 28/02/20 Mapei Australia Operation Environmental Management Plan Enfield Intermodal Logistic Centre Precinct H - Warehouse H1 (SLR, 2020) Sydney Food & Packaging Operation Environmental Management Plan Enfield Intermodal Logistics Centre Precinct H - Warehouse H2	Precinct H was the only warehouse precinct brought to operation in the audit period. All other precincts developments do not fall in the audit period. The Department issued approval of precinct H construction. The approval refers to design documentation (addressing parameters from condition 1.6) and states that conditions 1.8 and 2.47 have been satisfied. OEMPs were prepared for each warehouse in precinct H and each were approved by the Department in 2020.	Compliant
Warehouse	Maximum Gross Lettable Area (m ²)																	
A	62,600																	
C	10,487																	
D	11,460																	
E	7,604																	
F	9,620																	
H	16,475																	

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
		(SLR, Version 1.0, January 2020) Marinucci Australia Pty Ltd Operation Environmental Management Plan Enfield Intermodal Logistics Centre Precinct H - Warehouse H3 (SLR, 2020)		
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 Planning Secretary. Any such risk assessment shall be undertaken in accordance with <i>Hazardous Industry Planning Advisory Paper No. 6 - Guidelines for Hazard Analysis</i> (DUAP, 1997) and <i>Multi-Level Risk Assessment</i> (DUAP, 1997).	Site inspection 08/12/20 Interview with auditees 08/12/20 NSW Ports / Northside Fine Foods Compliance Report, 31/10/20 NSW Ports / Spandex Australia Compliance Report, 14/10/20 NSW Ports / Shinmi Compliance Report, 30/10/20 NSW Ports / DCE Global Compliance Report, 29/10/20	The tenants have no need for DG packing and unpacking. LINX is 100% logistics and does not pack / unpack. These containers are throughput only. No packaging, repackaging or decanting of dangerous goods (or indications of such) were observed during the inspection.	Compliant
1.8	Prior to the commencement of construction of each warehouse, the Proponent shall submit final designs for the warehouse to the Planning Secretary, demonstrating that the warehouse is generally consistent with: a) the warehouse designs and layouts presented in the documents referred to under condition 1.1t) of this approval; b) the design specifications detailed under condition 1.6 of this approval; c) the findings and recommendations of any approved risk assessment undertaken in accordance with condition 1.7 of this approval; and d) the general principles presented in the Strathfield <i>Consolidated Development Control Plan 2005</i> (in particular, that component of the Plan formerly being <i>Development Control Plan No. 27 – Industrial Development</i>). Note: nothing in this condition relieves the Proponent from any other obligation in the <i>Environmental Planning and Assessment Act 1979</i> with regard to building design and certification, including compliance with the Building Code of Australia.	Letter DPIE to NSW Ports, 19/02/19 As above As above As above	Precinct H was the only warehouse precinct brought to operation in the audit period. All other precincts developments do not fall in the audit period. The Department issued approval of precinct H construction. The approval refers to design documentation (addressing parameters from condition 1.6) and states that conditions 1.8 and 2.47 have been satisfied. As above As above As above	Compliant
Light Industrial/Commercial Area				

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status				
1.9	<p>The Proponent is permitted to construct and operate a light industrial/ commercial area comprising one precinct associated with the project, generally in accordance with the documents referred to under condition 1.1t). 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 Consolidated Development Control Plan 2005 (in particular, that component of the Plan formerly being Development Control Plan No. 27 – Industrial Development).</p> <p>Each building within the light industrial/commercial area shall not exceed a height of 13.7 metres at its highest point (excluding minor ancillary structures such as communications equipment, air conditioning units, or solar panelling), with the gross floor area for the precinct limited to no greater than the relevant area specified in Table 2 below.</p> <p>Table 2 - Maximum Precinct Gross Floor Areas</p> <table border="1"> <thead> <tr> <th>Light Industrial/ Commercial Precinct</th> <th>Maximum Gross Lettable Area (m²)</th> </tr> </thead> <tbody> <tr> <td>B</td> <td>7,384</td> </tr> </tbody> </table>	Light Industrial/ Commercial Precinct	Maximum Gross Lettable Area (m ²)	B	7,384	<p>Enfield Intermodal Logistics Centre Staging Report July 2019</p> <p>Site inspection 08/12/20</p> <p>Interview with auditees 08/12/20</p>	<p>The development of Light Industrial/Commercial Area relates to an area near precinct A. this has not been developed during the audit period.</p>	Not triggered
Light Industrial/ Commercial Precinct	Maximum Gross Lettable Area (m ²)							
B	7,384							
1.10	<p>No component of the light industrial/ commercial area is permitted to store, handle or transfer dangerous goods above the thresholds specified in <i>Applying SEPP 33</i> (DUAP, 1994) (ie characterisation of such development as “potentially hazardous development” as defined under <i>State Environmental Planning Policy No. 33 – Hazardous and Offensive Development</i>), unless and until the Proponent has submitted a Hazard Analysis for the approval Planning Secretary. The Hazard Analysis shall be prepared in accordance with <i>Hazardous Industry Planning Advisory Paper No. 6 - Guidelines for Hazard Analysis</i> (DUAP, 1997) and <i>Multi-Level Risk Assessment</i> (DUAP, 1997). Operation of each relevant component of the light industrial/ commercial area shall not operate until the Planning Secretary’s approval of the applicable Hazard Analysis has been issued (if required under this condition).</p>	<p>Enfield Intermodal Logistics Centre Staging Report July 2019</p> <p>Site inspection 08/12/20</p> <p>Interview with auditees 08/12/20</p>	<p>The development of Light Industrial/Commercial Area relates to an area near precinct A. this has not been developed during the audit period.</p>	Not triggered				
1.11	<p>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 Planning Secretary, demonstrating that the precinct is generally consistent with:</p> <p>a) the designs and layouts presented in the document referred to under conditions 1.1t) of this approval;</p> <p>b) the design specifications detailed under condition 1.9 of this approval; and</p> <p>c) the general principles presented in the Strathfield <i>Consolidated Development Control Plan 2005</i> (in particular, that component of the Plan formerly being <i>Development Control Plan No. 27 – Industrial Development</i>).</p> <p>Note: nothing in this condition relieves the Proponent from any other obligation in the <i>Environmental Planning and Assessment Act 1979</i> with regard to building design and certification, including compliance with the Building Code of Australia.</p>	<p>Enfield Intermodal Logistics Centre Staging Report July 2019</p> <p>Site inspection 08/12/20</p> <p>Interview with auditees 08/12/20</p>	<p>The development of Light Industrial/Commercial Area relates to an area near precinct A. this has not been developed during the audit period.</p>	Not triggered				
Toll Lease Area								
1.11A	<p>The Proponent shall ensure that operations in the former Toll lease area (also known as Precinct D) are generally consistent with former operations.</p>	<p>Email to/ from NSW Ports and Swift, 01/12/20</p> <p>Environmental Assessment: Intermodal Logistics Centre at Enfield, SKM, October 2005</p>	<p>Ports demonstrated that an assessment occurs where a request to change operations comes from the tenant (Swift). This includes check of planning matters and continued use in line with this condition.</p> <p>Section 14.2.2 of the EA and the Modification 6 application identify the existing site usage as a transport and logistics yard. No changes occurred during the current audit period.</p>	Compliant				

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
		<p>Intermodal Logistics Centre at Enfield, Modification Application No.6 Early Contractor Involvement Detailed Design Adjustments and Subdivision, Sydney Ports, April 2012</p> <p>Intermodal Logistics Centre at Enfield, Modification Application No.6 ECI Detailed Design Adjustments and Subdivision, Sydney Ports, July 2012</p>		
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.	<p>This approval</p> <p>AQIS registration number N3237</p> <p>Australian Govt fumigation certificates (various individual)</p> <p>FAH fumigations SOP / SWMS / HIRAC</p>	<p>The approval has been modified on 14 occasions to ensure it is maintained and up to date.</p> <p>LINX hold the required licences and permits for its fumigation process.</p>	Compliant
Water Authority Compliance Certificate				
1.13	An application shall be made to Sydney Water for a Certificate under Part 6, Division 9, section 73 of the <i>Sydney Water Act 1994</i> (Compliance Certificate). The application must be made through an authorised Water Servicing Coordinator.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
1.14	The section 73 Compliance Certificate must be obtained from Sydney Water Corporation and submitted to the Principal Certifying Authority prior to issue of a subdivision certificate, and show that the development has met the detailed requirements of Sydney Water Corporation.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
Subdivision and Easements				
1.15	The Proponent may subdivide the land generally in accordance with the subdivision plan EILC MP04 (B) included at Appendix 1 of this approval. However, prior to obtaining a subdivision certificate, the Proponent shall prepare and submit to the Planning Secretary a final subdivision plan for the land. The final subdivision plan shall be generally consistent with the plan included at Appendix 1 of this approval (including the number of lots, the proposed use of each lot, and lot sizes).	Interview with auditees 08/12/20	No subdivisions occurred during the audit period.	Not triggered
1.16	Land uses and operations within each lot shall be consistent with the approved project as described in conditions 1.1a) to 1.1t) and meet the requirements of this approval.	Mapei Australia Operation Environmental Management Plan Enfield Intermodal	The land use remained unchanged. Operations of precinct H were approved by the Department in 2020.	Compliant

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
		<p>Logistic Centre Precinct H - Warehouse H1 (SLR, 2020)</p> <p>Sydney Food & Packaging Operation Environmental Management Plan Enfield Intermodal Logistics Centre Precinct H - Warehouse H2 (SLR, Version 1.0, January 2020)</p> <p>Marinucci Australia Pty Ltd Operation Environmental Management Plan Enfield Intermodal Logistics Centre Precinct H - Warehouse H3 (SLR, 2020)</p> <p>Letter DPIE to NSW Ports, 28/02/20</p>		
1.17	Prior to the issuing of the subdivision certificate, the Proponent shall ensure that each lot is connected to services, drainage and utilities.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
1.18	Easements for services, drainage, maintenance or any other encumbrances and indemnities required for joint or reciprocal use of part or all of the proposed lots as a consequence of the subdivision of the site, shall be created over those lots pursuant to the <i>Conveyancing Act 1919</i> .	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
1.19	Documentary evidence of the proposed easements shall be provided to, and be to the satisfaction of the relevant certifying authority. Note: Any easements in the subdivision plan must nominate Strathfield Council or other relevant authority as the authority to release, vary or modify the easement. The form of the easement must be in accordance with Council's standard recitals for terms of easements, or the standard form of easements accepted by NSW Land and Property Information.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
1.20	Prior to occupation and/or operation, the Proponent shall provide to the relevant certifying authority evidence that all matters required to be registered on title, including easements required by this approval and any approvals or consents, have been lodged for registration or registered at the NSW Land and Property Information.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
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.	Enfield ILC Compliance Tracking Annual Report	This falls outside of the current audit period.	Not triggered

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
		2020, November 2020, Version 1		
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.	Overarching Operational Traffic Management Plan – Enfield Intermodal Logistics Centre NSW Ports July 2020 Version 4 Site inspection 08/12/20	Approved access is presented in the OTAMP and training is provided. A left hand slip lane is in place to prevent movements from the site southbound onto Cosgrove Road. Signage is in place. A project to install road furniture to prevent incoming HVs left from Cosgrove Road is with Council to determine. Once approved NSW Ports would seek to complete these works under this approval.	Compliant
Intermodal operations				
2.2A	<p>The proponent is to provide an Intermodal Freight Transportation Report, prepared by an independent qualified person(s) approved by the Planning Secretary.</p> <p>The purpose of the Intermodal Freight Transportation Report is to detail how the Proponent is working to increase the modal share of rail, and is to include the following:</p> <ul style="list-style-type: none"> a) the number of twenty-foot equivalent shipping containers despatched and received during the period; b) modal splits of container volumes (in TEUs), provided by the warehouse operators and/or the intermodal operators, moved in/out of the project by: <ul style="list-style-type: none"> i. rail-to-truck/truck-to-rail, and ii. truck-to-truck; c) representative vehicle origins and destinations, based on data from the warehouse operators and/or the intermodal operators; d) review of recorded actual traffic generation against the traffic model referred in, and the findings of, the report titled <i>Traffic Impact Assessment Enfield Intermodal Logistics Centre, Cosgrove Road, Enfield MOD 14 Ref: 0440r03v5</i> (Ason Group, 26 February 2018); e) a constraints and opportunities analysis to assist with identifying measures to increasing the modal split of container movements via rail-to- truck/truck-to-rail; and f) a future forecast outlining expected TEU volume despatched and received on rail, demonstrating how the Proponent is using the opportunities identified above, subject to the constraints identified, to assist with switching the main mode of transport for container TEUs to rail. <p>The report is to be submitted throughout operation of the project, with the first report to be submitted one year after the commencement of operation of the first warehouse/s permitted as part of the approval of MP 05_0147 MOD 14, unless otherwise agreed by the Planning Secretary. Subsequent reports will be completed and submitted to the Planning Secretary on a two-yearly basis, or as otherwise agreed.</p> <p>Note: Subject to condition 1.3B, the requirements of this condition are in addition to the requirements of the Traffic and Capacity Monitoring Program and the Traffic Audit required under conditions 3.6-3.9, and the Proponent may elect to address the requirements of any of those conditions in a consolidated document.</p>	DPIE post approval portal lodgement, GHD, 26/11/20 Letter DPIE to NSW Ports, 05/03/19	The independent qualified person was approved in March 2019. The FY20 was the first time this condition was triggered. Table 3.1 of the report includes the results from the each of the requirements to be captured. Each requirement a) – f) is presented in the report.	Compliant
2.2B	A framework for recording and reporting on the data required for the report required under condition 2.2A is to be prepared by an independent qualified person(s) approved by the Planning Secretary, and submitted to the Planning Secretary for approval three months prior to the commencement of operation of any warehouse permitted as part of the approval of MP 05_0147 MOD 14.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period. The framework was approved in September 2019.	Not triggered

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	The Proponent shall prepare the report required under condition 2.2A in accordance with the framework for recording and reporting approved by the Planning Secretary under this condition from time to time.	Letter DPIE to NSW Ports, 10/09/19		
2.2C	The Proponent is to comply with any reasonable additional operation traffic management measures as directed by the Planning Secretary in consultation with Transport for NSW and RMS following review of any Intermodal Freight Transportation report, Traffic and Capacity Monitoring Program, or Traffic Audit.	Interview with auditees 08/12/20	There have been no directions from the Planning Secretary.	Not triggered
On-Site Traffic Management and Parking				
2.3	The Proponent shall design, construct and maintain all internal road works, including the associated 816 parking facilities and loading bays for operational areas associated with the ILC, warehouses and light industrial/commercial uses, to meet or exceed the following requirements: a) compliance with the provisions of relevant Australian Standards, RMS standards and guidelines;	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1 Site inspection 08/12/20	The design and construction of this infrastructure falls outside of the current audit period. The parking, traffic and access arrangements remain unchanged from the previous audit period. The arrangements were observed to be well maintained with signage, markings, suitable widths of carriageway and lanes, suitable ingress and egress, landscaping, parking and so forth. Clear demarcations were available to visitors (including the auditor). No issues.	Compliant
	b) installation of clear signage to demarcate all vehicle movements within the site;	As above	As above	
	c) provision of directional pavement arrows on all internal roads, and line-marking and signage to indicate designated truck routes and bays;	As above	As above	
	d) internal roadways wide enough to accommodate through traffic and turning two way traffic;	As above	As above	
	e) design of site ingress and egress points to ensure that vehicles enter and leave the site in a forward direction;	As above	As above	
	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	As above	As above	
	g) clear demarcation of all visitor, disabled, ambulance and service vehicle parking areas.	As above	As above	
2.3A	The Proponent must prepare a Work Place Travel Plan to the satisfaction of the Planning Secretary prior to the issue of any Occupation Certificate for any warehouse permitted as part of the approval of MP 05_0147 MOD 14. The Proponent must ensure that the Work Place Travel Plan (as revised from time to time) is implemented for the life of the Project.	Letter DPIE to NSW Ports, 28/02/20 NSW Ports / Northside Fine Foods Compliance Report, 31/10/20 NSW Ports / Spandex Australia Compliance Report, 14/10/20 NSW Ports / Shinmi Compliance Report, 30/10/20 NSW Ports / DCE Global Compliance Report, 29/10/20	The Department approved the Workplace Travel Plan on 28/02/20. Observation: the feasibility of mode share (public transport and active transport) is constrained as these travel methods are underserved by the responsible parties (TfNSW, Council).	Compliant
Local Area Traffic Management				

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
2.4	Prior to the commencement of operation of the project, the Proponent shall develop and implement, in consultation with the RMS, Strathfield Municipal Council and Canterbury Bankstown 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:	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
	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;	As above	As above	
	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;	As above	As above	
	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	As above	As above	
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.	As above	As above		
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 RMS. 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 RMS, and if agreed by the RMS, no longer be required to implement those works.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
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.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
2.6A	Before the commencement of construction of any warehouse sharing a boundary with public infrastructure and permitted as part of the approval of MP 05_0147 MOD 14, the Applicant must:	Interview with auditees 08/12/20 Site inspection 08/12/20	The last development commenced construction prior to the current audit period.	Not triggered
	(a) consult with the applicable authority to make suitable arrangements for access to, diversion, protection and support of the affected infrastructure;			
	(b) prepare a dilapidation report identifying the condition of all public infrastructure that shares a boundary with the site (including roads, gutters and footpaths); and	As above	As above	
(c) submit a copy of the dilapidation report to the Planning Secretary and Council.	As above	As above		
2.6B	Unless the Applicant and the applicable authority agree otherwise, the Applicant must: (a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by carrying out the development; and	Interview with auditees 08/12/20	There have been no instances of damage or relocation of public infrastructure during the audit period.	Not triggered

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	(b) relocate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the development. Note: This condition does not apply to any damage to roads caused as a result of general road usage	As above	As above	
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 RMS and in accordance with relevant RMS 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 RMS guidelines and AUSTRROADS standards;	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
	b) extension of the Roberts Road northbound right-turn bay to 150 metres;	As above	As above	
	c) provision of a southbound slip lane into Norfolk Road;	As above	As above	
	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;	As above	As above	
	e) reconfiguration of Norfolk Road east to provide a right-turn bay, with the right turn bays in Norfolk Road facing each other;	As above	As above	
	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	As above	As above	
	g) median island works on Roberts Road to achieve the necessary turning path on entry and exit to and from Norfolk Road.	As above	As above	
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 RMS 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 Bdouble swept paths, in consultation with and to the satisfaction of the RMS. All upgrade works shall be completed prior to the commencement of operation of the project, unless otherwise agreed by the RMS.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
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 semitrailer and 25-metre B-double vehicles in consultation with and to the satisfaction of the RMS. All upgrade works shall be completed prior to the commencement of operation of the project, unless otherwise agreed by the RMS.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
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 RMS, Strathfield Municipal Council and Canterbury Bankstown Council.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
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:	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	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 Planning Secretary, 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 RMS, Strathfield Municipal Council and Canterbury Bankstown 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.	RTCG minutes 27/11/19, 26/02/20, 08/10/20	The RTCG continues to meet quarterly	Compliant
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, lownoise mufflers (residential standard) and by replacing reversing alarms with alternative silent measures, such as flashing lights (subject to occupational health and safety requirements).	Site inspection 08/12/20 Interview with auditees 08/12/20 Complaints register current to 08/12/20	No complaints have been received during the audit period. All generators sighted are silenced generators. The site is set up in a way that limits vehicles reversing requirements. The auditees advise that quackers were blitzed in previous years and not an issue this year. NSW Ports inspection regime includes check for beepers.	Compliant
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.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
2.14A	In the event that the Proponent is required to construct a temporary noise wall using empty containers to mitigate noise from operations occurring in the southern portion of the site and prior to the construction of Warehouse A, the Proponent shall ensure that the temporary noise wall is installed during the hours prescribed in condition 2.15.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	These works have not yet been required. This falls outside of the current audit period.	Not triggered
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;	Precinct H CEMP, SLR, August 2019 Complaints register current to 08/12/20	Construction on precinct H was completed in March 2020. Section 2.2 of the Precinct H CEMP identifies permissible hours. The auditees advise that there were no applications for OOHW and no complaints were received during the audit period. The last OOHW requested (and approved) was in 2017.	Compliant

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	b) 8:00 am to 1:00 pm on Saturdays; and	As above	As above	
	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	As above	As above	
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 Planning Secretary. Any request to alter the hours of construction specified under condition 2.15 shall be: a) considered on a case-by-case basis;	Precinct H CEMP, SLR, August 2019 Complaints register current to 08/12/20	Construction on precinct H was completed in March 2020. Section 2.2 of the Precinct H CEMP identifies permissible hours. The auditees advise that there were no applications for OOHW and no complaints were received during the audit period. The last OOHW requested (and approved) was in 2017. The evidence for 2017 indicates that the process (if reqd) follows this condition.	
	b) accompanied by details of the nature and need for activities to be conducted during the varied construction hours; and	As above	As above	
	c) accompanied by sufficient information for the Planning Secretary 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.	As above	As above	
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	Noise Audit Report, SLR, 2017 Interview with auditees 08/12/20 Complaints register current to 08/12/20	The last noise audit was conducted in 2017 and was the only assessment of operational noise since that time. The audit report at that time concluded that compliance with the noise limits was being achieved. The activities and sources with potential to generate significant noise emissions since the 2017 have not occurred and some building developments have created more attenuation. No complaints have been received during the audit period.	Compliant
	b) temperature inversion conditions up to 3oC per 100 metres and wind speeds up to 2 ms ⁻¹ (measured at 10 metres above ground level).	As above	As above	

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status																																																																																																							
	<p>Table 3 – Maximum Allowable Noise Contribution (dBA)</p> <table border="1"> <thead> <tr> <th rowspan="2">Location</th> <th colspan="2">Day 7:00am to 6:00pm on any day</th> <th colspan="2">Evening 6:00pm to 10:00pm on any day</th> <th colspan="3">Night 10:00pm to 7:00am on any day</th> </tr> <tr> <th>L_{Aeq} (15-minute)</th> <th>L_{Aeq} (period)</th> <th>L_{Aeq} (15-minute)</th> <th>L_{Aeq} (period)</th> <th>L_{Aeq} (15-minute)</th> <th>L_{Aeq} (period)</th> <th>L_{A1} (1-minute)</th> </tr> </thead> <tbody> <tr> <td>A1 – Eastern end of Jean Street</td> <td>54</td> <td>54</td> <td>54</td> <td>49</td> <td>48</td> <td>42</td> <td>58</td> </tr> <tr> <td>A2 – Eastern end of Ivy Street</td> <td>53</td> <td>52</td> <td>52</td> <td>51</td> <td>47</td> <td>45</td> <td>57</td> </tr> <tr> <td>A3 – Wentworth Street (south)</td> <td>49</td> <td>52</td> <td>47</td> <td>53</td> <td>42</td> <td>38</td> <td>52</td> </tr> <tr> <td>A4 – Eastern end of Gregory Street</td> <td>49</td> <td>52</td> <td>47</td> <td>46</td> <td>45</td> <td>37</td> <td>55</td> </tr> <tr> <td>A5 – Western end of Blanche Street</td> <td>46</td> <td>58</td> <td>46</td> <td>50</td> <td>43</td> <td>43</td> <td>53</td> </tr> <tr> <td>A6 – 40 Bazentin Street</td> <td>46</td> <td>58</td> <td>45</td> <td>54</td> <td>41</td> <td>39</td> <td>51</td> </tr> <tr> <td>A11 – Begnell Park</td> <td>-</td> <td>50</td> <td>-</td> <td>50</td> <td>-</td> <td>50</td> <td>-</td> </tr> <tr> <td>A12 – Matthew Park*</td> <td>-</td> <td>50</td> <td>-</td> <td>50</td> <td>-</td> <td>50</td> <td>-</td> </tr> <tr> <td>A13 – Greenacre Bowling Club</td> <td>-</td> <td>55</td> <td>-</td> <td>55</td> <td>-</td> <td>55</td> <td>-</td> </tr> <tr> <td>A14 – Strathfield High School (internal)</td> <td>-</td> <td>35</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>A15 – St Anne’s School (internal)</td> <td>-</td> <td>35</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table> <p>*it is noted that the location Matthew Park no longer exists and has been developed for commercial retail use, and no other recreational areas are in the vicinity.</p>	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	58	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	-	-	-	-	-			
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2.18	<p>For the purpose of assessment of noise contributions specified under condition 2.17 of this consent, noise from the development shall be:</p> <p>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;</p> <p>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</p> <p>c) subject to the modification factors provided in Section 4 of the <i>New South Wales Industrial Noise Policy</i> (EPA, 2017), where applicable.</p> <p>Notwithstanding, should direct measurement of noise from the development be impractical, the Proponent may employ an alternative noise assessment method deemed acceptable by the EPA (refer to Section 11 of the <i>Noise Policy for Industry New South Wales</i> (EPA, 2000)). Details of such an alternative noise assessment method accepted by the EPA shall be submitted to the <i>Planning Secretary</i> prior to the implementation of the assessment method.</p>	<p>Noise Audit Report, SLR, 2017</p> <p>Interview with auditees 08/12/20</p> <p>Complaints register current to 08/12/20</p> <p>As above</p> <p>As above</p>	<p>The last noise audit was conducted in 2017 and was the only assessment of operational noise since that time. The audit report at that time concluded that compliance with the noise limits was being achieved. No complaints have been received during the audit period.</p> <p>No measurement has occurred during the audit period.</p> <p>As above</p> <p>As above</p>	Not triggered																																																																																																							
2.19	<p>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.</p>	<p>Noise Audit Report, SLR, 2017</p> <p>LINX Enfield Intermodal Terminal Operational Environmental Management Plan, Rev 4, 21/09/2020</p>	<p>Modification 12 was completed to manage shunting operations which reduced noise impacts from shunting. Management of noise is included in the LINX OEMP.</p> <p>The last noise audit was conducted in 2017 and was the only assessment of operational noise since that time. The audit report at that time concluded that compliance with the noise limits was being achieved. No complaints have been received during the audit period.</p>	Compliant																																																																																																							

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
2.19A	The Proponent shall implement noise mitigation measures generally in accordance with the measures identified in the document listed in condition 1.1j). In relation to the north-western noise wall, the Proponent shall implement as part of the design and construction of this wall, mitigation measures to minimise potential reflective noise on its western face.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
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);	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period. The Project footprint is now largely sealed.	Not triggered
	b) AM-2 Guide for Horizontal Measurement of Wind for Air Quality Applications (AS 2923-1987); and	As above	As above	
	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, until all large exposed areas have either been landscaped or sealed. 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. During periods of repair or maintenance of the meteorological monitoring station, the Proponent may utilise weather data collected at the Canterbury Racecourse Automatic Weather Station, operated by the Bureau of Meteorology, or other nearby Bureau of Meteorology Stations in the event that the Canterbury station is offline.	As above	As above	
Odour				
2.21	The Proponent shall not permit any offensive odour, as defined under section 129 of the <i>Protection of the Environment Operations Act 1997</i> , to be emitted beyond the boundary of land owned by the Proponent (the site the subject of this approval).	Site inspection 08/12/20 Complaints register current to 08/12/20	No odour was observed during the site inspection. No complaints were received during the audit period.	Compliant
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.	Site inspection 08/12/20 Complaints register current to 08/12/20 Email NSW Ports to Swift, 19/08/20	Trafficable areas were sealed and free of dust. No dust generation was observed during the site inspection. No complaints were received during the audit period. Evidence demonstrates that NSW Ports proactively engaged with a tenant to manage dust emissions on site.	Compliant
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.	Site inspection 08/12/20 Complaints register current to 08/12/20 Email NSW Ports to Swift, 19/08/20	No spoil movements occurred in the last 12 months. Trafficable areas were sealed and free of dust. No dust generation was observed during the site inspection. No complaints were received during the audit period. Evidence demonstrates that NSW Ports proactively engaged with a tenant to manage dust emissions on site.	Compliant
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.	Site inspection 08/12/20 Complaints register current to 08/12/20	Dust management is included in the intermodal OEMP and precinct H CEMP. No spoil movements occurred in the last 12 months.	Compliant

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
		<p>Email NSW Ports to Swift, 19/08/20</p> <p>Precinct H CEMP, SLR, August 2019</p> <p>Enfield ILC Overarching Operational Environmental Management Plan Enfield Intermodal Logistics Centre NSW Ports July 2020 Version 6</p> <p>LINX Enfield Intermodal Terminal Operational Environmental Management Plan, Rev 4, 21/09/2020</p>	<p>Trafficable areas were sealed and free of dust. No dust generation was observed during the site inspection. No complaints were received during the audit period.</p> <p>Evidence demonstrates that NSW Ports proactively engaged with a tenant to manage dust emissions on site.</p>	
2.25	The Proponent shall manage, maintain and use internal haulage roads in order to prevent dust emissions. The measures to be implemented for the management of potential dust emissions from internal roads during construction shall be incorporated in the Construction Environmental Management Plan required under condition 6.3.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
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.	Precinct H CEMP, SLR, August 2019	The only construction during the audit period was the final stages of precinct H. speed limits are described in the Precinct H CEMP.	Compliant
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.	<p>Interview with auditees 08/12/20</p> <p>Precinct H CEMP, SLR, August 2019</p> <p>Precinct H environmental inspection records x 5 (2019)</p>	<p>Precinct H was in final stages of construction in the audit period which was wholly contained within the intermodal. Inspection records indicate use of shaker grid.</p> <p>Observation: This condition should be removed, noting requirement of CoA 2.29.</p>	Not triggered
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 <i>Protection of the Environment Operations Act 1997</i> which prohibits the pollution of waters.	<p>LINX Incident register current to 08/12/20</p> <p>NSW Ports incident register current to 08/12/20</p>	There were no record incidences of potential or actual pollution to waters.	Compliant
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 <i>Managing Urban Stormwater: Soils and Construction</i> .	<p>Precinct H CEMP, SLR, August 2019</p> <p>Precinct H environmental inspection records x 5 (2019)</p>	Precinct H was in final stages of construction in the audit period which was wholly contained within the intermodal. Inspection records indicate implementation of soil and water controls.	Compliant

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
2.30	All stockpiled construction materials shall be adequately located, stabilised and maintained to prevent erosion or dispersal of the materials.	Site inspection 08/12/20 Precinct H CEMP, SLR, August 2019 Precinct H environmental inspection records x 5 (2019)	Precinct H was in final stages of construction in the audit period which was wholly contained within the intermodal. Inspection records indicate implementation of dust, soil and water controls. Legacy stockpiles held on site were suitably isolated and stabilized.	Compliant
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 conditions 1.1m) and 1.1n) 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.	Site inspection 08/12/20 Site Master Plans, 2017 NSW Ports Inspection Report October 2020 Interview with auditees 08/12/20 Site inspection 08/12/20 NSW Ports response to RFI, 14/12/20	The site was designed and constructed to include the basins. The maintenance is described in the LEAMP and delivered in maintenance contracts by Dragon Fly and Waratah. The detention basins are inspected by NSW Ports periodically with records retained. The check includes weeds, sediment, slope stability and veg condition. Observation: The auditees identified issue with the stormwater connections from the basins and the ecological areas. A project is being implemented to enable water storage and redirection to the frog ponds (which was not functioning prior to the audit). It is understood the works (involving installation of pumps on level switches, holding tanks and pipework) were to be completed in 2020.	Compliant
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.	Precinct H Occupation Certificate, OC 20073 Site inspection 08/12/20 Interview with auditees 08/12/20 LINX Enfield Intermodal Terminal Operational Environmental Management Plan, Rev 4, 21/09/2020	Precinct H was the only development brought to operations during the audit period. An Occupation Certificate was issued by the Certifier which verifies that all Sydney Water connections and compliance certificates were achieved and the plumbing and drainage code complied with. There have been no changes to developments that commenced operations prior to the current audit period. The LINX OEMP identifies the quarantine area wash bay process. Waters are collected then disposed of off-site as liquid waste.	Compliant
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.	Precinct H Occupation Certificate, OC 20073 Site inspection 08/12/20 Interview with auditees 08/12/20	Precinct H was the only development brought to operations during the audit period. An Occupation Certificate was issued by the Certifier which verifies that the rainwater harvest and reuse system has been installed. There have been no changes to developments that commenced operations prior to the current audit period.	Compliant
Heritage Impacts and Management				
2.34	Except for necessary stabilisation works agreed in consultation with the OEH (Heritage Division), 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 <i>Environmental Planning and Assessment Act 1979</i> .	DA 2016/132, Strathfield Council LEC decision 2017/00202403 Site inspection 08/12/20	A separate application for the Fit out and use of the former tarpaulin shed was refused by Strathfield Council then approved by the Land Environment Court in 2017. The site has not been disturbed by NSW Ports	Compliant

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
2.35	The Proponent shall relocate and maintain the Pillar Water Tank to an appropriate location within the site, determined in consultation with the OEH (Heritage Division).	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	Relocation and consultation falls outside of the current audit period. Repairs & reassembly of Pillar Water tank completed August 2013.	Not triggered
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 OEH (Heritage Division) prior to undertaking any stabilisation works to ensure that the works do not adversely affect the heritage values of the item.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	Relocation and consultation falls outside of the current audit period. Repairs & reassembly of Pillar Water tank completed August 2013.	Not triggered
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 OEH (Heritage Division). 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 OEH (Heritage Division).	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
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 OEH (Heritage Division) guidelines. Destruction of these items shall not commence until the OEH (Heritage Division) 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 Planning Secretary.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the current audit period.	Not triggered
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.	<p>LINX Cleanaway Consolidated Report cover page and transaction page dated Oct 2020.</p> <p>Remondis Waste Report 2019-20</p> <p>D&N Rubber Refinery docket dated 22/09/20 and invoice dated 27/10/20.</p> <p>NSW EPA Transport Certificate dated 01/12/20 to 30/11/21</p> <p>Email chain, Remondis and NSW Ports, 14/01/21 – 08/02/21</p> <p>EPL 13069, EPL 1594, EPL 20581, EPL 4547</p> <p>Email chain, Cleanaway and LINX, 12/02/21</p>	<p>NSW Ports only generates general office waste and maintenance material waste (GSW putrescible and non-putrescible). Both are pre-classified under the Waste Classification Guidelines. Remondis reports identify the waste types, volumes and % recycled and landfilled.</p> <p>Environment Protection Licences were provided for the waste disposal destinations used by NSW Ports and LINX.</p> <p>D&N Rubber Refinery docket from Swift and invoice demonstrate light and heavy vehicle tyre disposal. Facility EPL no. 21142 permits waste tyre recycling.</p> <p>Transport Certificate to Environmental Treatment Solutions (ETS) demonstrates waste hydrocarbon and spill sorb transport to a licenced storage facility. ETS Waste Transport licence 13157 in Minto and Waste Storage licence 20696 in Minto and Waste Processing licence 13230 in Blaney.</p>	Compliant
2.40	The Proponent shall ensure that all liquid and/ or non-liquid waste generated, stored on the site or disposed of, is assessed and classified in accordance with the Waste Classification Guidelines (EPA, 2014).	Remondis Waste Report 2019-20	NSW Ports only generates general office waste and maintenance material waste (GSW putrescible and non-putrescible). Both are pre-classified under the Waste Classification Guidelines. Remondis	Compliant

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
		<p>LINX Cleanaway Consolidated Report cover page and transaction page dated Oct 2020. Reports not sighted.</p> <p>NSW EPA Transport Certificate dated 01/12/20 to 30/11/21.</p> <p>Site inspection 08/12/20</p>	<p>reports identify the waste types, volumes and % recycled and landfilled.</p> <p>Waste on site was generally well stored, segregated, marked.</p> <p>Observation: The Swift site has a large amount of materials and waste streams (tyres, containers, packaging and the like) held on site for no apparent reason. The Swift skips were observed to be at capacity preventing staff from being able to suitably dispose of waste generated on site. It is understood that the bins were due for collection the day after the audit (and occurs on a set frequency). It appears as though either the frequency of collection, or the size of the bins (or both) are not adequate.</p>	
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 EPA in relation to the transport of those wastes.			
2.42	The Proponent shall ensure that contaminated areas of the site that are disturbed by construction works associated with the project are remediated prior to the commencement of project operations at these areas. All remediation works shall be undertaken in accordance with the requirements of the <i>Contaminated Land Management Act 1997</i> and <i>Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites</i> (EPA, 2011).	<p>Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1</p> <p>https://www.nswports.com.au/enfield-intermodal-logistics-centre-environmental-management</p>	No remediation works were undertaken during the audit period.	Not triggered
2.43	Prior to the commencement of construction works associated with the project that may disturb contaminated areas of the site, the Proponent shall submit to the Planning Secretary a Site Audit Statement(s), prepared by an accredited Site Auditor under the Contaminated Land Management Act 1997, verifying that the area of the site on which construction is to be undertaken has been or can be remediated to a standard consistent with the intended land use. A final Site Audit Statement(s), prepared by an accredited Site Auditor, certifying that the contaminated areas have been remediated to a standard consistent with the intended land use and including any associated long term environmental management plan (LTEMP) is to be submitted to the Planning Secretary prior to operation of the remediated site(s).	<p>Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1</p> <p>https://www.nswports.com.au/enfield-intermodal-logistics-centre-environmental-management</p> <p>Email Ramboll to Council and EPA, 11/01/2</p> <p>Site Audit Report and Statement (plus LTEMP) for Precinct H, Ramboll, 10/01/20</p> <p>Email DPIE to NSW Ports, 01/12/20</p>	<p>No remediation works were undertaken during the audit period.</p> <p>It is understood that progressive Site Audit Statements have been prepared. Other than Precinct H, no Site Audit Statements have been initiated, in process or finalized during the audit period.</p> <p>The Precinct H Site Audit Report and Statement verified that the site is fit for future use subject to ongoing implementation of the LTEMP. The SAR, SAS and LTEMP was submitted to the EPA, Council and the Planning Secretary.</p>	Compliant
2.43A	Prior to commencement of works approved under DA 2016/132 for construction and operation of a garden centre and hardware and building supplies facility, a final Site Audit Statement for the Tarpaulin Factory Site must be prepared by an accredited Site Auditor certifying that the contaminated areas have been suitably remediated. The Site Audit Statement is to be	DA 2016/132, Strathfield Council	A separate application for the Fit out and use of the former tarpaulin shed was refused by Strathfield Council then approved by the Land Environment Court in 2017.	Not triggered

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	submitted to the Secretary and Strathfield Council. In addition, a plan showing the extent of remediation within the Tarpaulin Factory Site is to be provided to the Secretary.		The site has not been disturbed by NSW Ports	
2.43B	Within one month of remediation of the Tarpaulin Factory Site, a long-term contamination management plan is to be submitted to the Secretary for approval. The plan is to be implemented for the duration of operation of the development approved under DA 2016/132.	DA 2016/132, Strathfield Council	A separate application for the Fit out and use of the former tarpaulin shed was refused by Strathfield Council then approved by the Land Environment Court in 2017. The site has not been disturbed by NSW Ports	Not triggered
2.43C	Prior to commencement of operation of the development permitted as part of the approval of MP 05_0147 MOD 14, a Validation Report is to be prepared by an Environmental Consultant, and a final Site Audit Statement for the warehousing precincts must be prepared by a NSW EPA accredited site auditor stating that the contaminated areas have been remediated to a standard suitable for the proposed use. The Validation Report and the Site Audit Statement are to be submitted to the Planning Secretary and Strathfield Council. A plan showing the extent of remediation in the warehousing precinct is also to be provided to the Planning Secretary.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1 https://www.nswports.com.au/enfield-intermodal-logistics-centre-environmental-management Email Ramboll to Council and EPA, 11/01/20 Site Audit Report and Statement (plus LTEMP) for Precinct H, Ramboll, 10/01/20 Email DPIE to NSW Ports, 01/12/20	The Precinct H Site Audit Report and Statement verified that the site is fit for future use subject to ongoing implementation of the LTEMP. The SAR, SAS and LTEMP was submitted to the EPA, Council and the Planning Secretary.	Compliant
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 2014 and any guidelines or requirements issued by the EPA in relation to those materials.	Precinct H CEMP dated August 2019 version no. Final V3. Site Audit Report and Statement (plus LTEMP) for Precinct H, Ramboll, 10/01/20 Interview with auditees 08/12/20 Site inspection 08/12/20 EP Risk Asbestos Fibre Air Monitoring reports – Shift 058 dated 24/08/19, Shift 059 dated 26/08/19, Shift 068 dated 02/10/19 and Shift 069 dated 09/10/19	Asbestos/ ACM management approach detailed in Precinct H CEMP. Section 4.8 of the Precinct H CEMP dated August 2019 outlines the environmental management controls for disturbance of asbestos contaminated soil previously capped on site including Appendix G Waste and Recycling Management Plan dated 12/02/18 includes EPA guidelines and Appendix I Enfield Intermodal Logistics Centre, Contaminated Soil Disturbance Management Plan – Precinct H dated 27/02/19. Asbestos Fibre Air Monitoring reports conclude that asbestos air monitoring results were below the adopted Safe Work Australia action level of 0.01 fibres/mL. Tenants interviewed during the site inspection confirmed knowledge of the LTEMP and requirements to seek NSW Ports approval prior to breaking ground. No ACM has been disposed during the audit period. Residual ACM stockpiles are signposted, fenced, within the secure area and covered.	Compliant
Visual Amenity and Urban Design				

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
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.	Site inspection 08/12/20 NSW Ports and Goodman Correspondence dated 08/12/20 with design drawing attachments.	2 x tenant warehouses were sighted. They included clear panels and louvres for lighting and ventilation. Sustainability design elements have been included such as LED lighting, lighting PE cells and timeclocks, bathroom lighting motion sensors, solar panel installation and translucent roof and wall sheeting.	Compliant
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 <i>Control of the Obtrusive Effects of Outdoor Lighting</i> .	Site inspection 08/12/20 Complaints register current to 08/12/20	All lighting sighted was directed down internal to the site. No complaints have been received.	Compliant
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 Planning Secretary, 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.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1 Letter DPIE to NSW Ports, 19/02/19	No construction commenced during the audit period. Precinct H was the only warehouse precinct brought to operation in the audit period. All other precincts developments do not fall in the audit period. The Department issued approval of precinct H construction. The approval refers to design documentation (addressing parameters from condition 1.6) and states that conditions 1.8 and 2.47 have been satisfied.	Not triggered
Ecological Impacts				
2.48	The Proponent shall implement all of the relevant actions for the site recommended in the <i>Management Plan for the Green and Golden Bell Frog Key Population at Greenacre</i> (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;	Enfield ILC Overarching Operational Environmental Management Plan Enfield Intermodal Logistics Centre NSW Ports July 2020 Version 6 Enfield ILC Landscape and Ecological Area Management Plan Enfield Intermodal Logistics Centre NSW Ports August 2020 Version 3 Site inspection 08/12/20	These control measures have been incorporated into the OEMP and LEAMP. The ecological area is in place and largely remains unchanged from previous audit periods. The area was suitably secured and signposted.	Compliant
	b) provision of linkages to the former RailCorp ponds; and	As above	Linkages to the RailCorp ponds were observed.	
	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 OEH at a frequency agreed with OEH.	As above Green and Golden Bell Frog Management & Maintenance, Dragonfly Environmental, August,	Maintenance conducted by Dragonfly Environmental appears to adopt these requirements. Refer observation in response to CoA 2.31 regarding water supply.	

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
		September, October, November 2020		
2.48A	<p>The Proponent shall implement the mitigation measures identified in Section 7.1 of the <i>ILC at Enfield Impact Assessment on Green and Golden Bell Frogs: Addition of Fill Material to Mt Enfield</i> (Biosphere Environmental Consultants Pty Ltd, 2011), supplementary letter of advice dated 10 January 2018 (Biosphere Consultants Pty Ltd, 2011), and the following:</p> <p>a) the installation of an exclusion fence to help prevent frogs from entering the construction site;</p>	<p>Enfield ILC Overarching Operational Environmental Management Plan Enfield Intermodal Logistics Centre NSW Ports July 2020 Version 6</p> <p>Site inspection 08/12/20</p>	These controls have been incorporated into the OEMP and LEAMP	Compliant
	b) the installation of silt fences and silt trapping devices prior to any earthworks, and the use of dust suppression methods throughout construction, to prevent wind-blown dust from entering the frog habitat area;	As above	This relates to construction which was completed prior to the audit period.	
	c) the establishment of run-off barriers between the construction areas and the frog habitat area, to prevent accidental spills and/or stormwater waste from entering the frog habitat area;	As above	This relates to construction which was completed prior to the audit period.	
	d) the installation of visual screens to minimise light spill into the frog habitat area, from night construction works;	As above	This relates to construction which was completed prior to the audit period.	
	e) the demarcation of the frog habitat area as a “no go” area, using barrier bunting and signs that indicate the significance of the area and that the site is off limits to people, machinery and plant equipment;	As above	Fencing and signage was observed to be in place during the inspection.	
	f) the installation of an exclusion fence to help prevent frogs from entering the operational areas;	As above	Observation: the fencing of the frog ponds was recently upgraded. It was observed during the site inspection that sections of the fence had not been keyed in correctly.	
	g) the installation of diversion bunds to ensure hazardous liquids can never enter the frog habitat area; and	As above	The ponds are designed to prevent other liquids from entering the habitat area.	
	<p>h) the installation of visual screens to minimise light spill into the frog habitat area, from trucks and plant equipment operating throughout the night.</p> <p>These actions shall be incorporated within the Construction Environmental Management Plan (condition 6.2 of this approval) and the Operation Environment Management Plan (condition 6.4 of this approval), as relevant.</p>	As above	This relates to construction which was completed prior to the audit period.	
Hazards, Risk and Land Use Safety				
2.49	All demolition work shall be carried out in accordance with <i>AS 2601-2001 The Demolition of Structures</i> .	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	No demolition occurred during the audit period.	Not triggered
2.50	<p>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:</p> <p>a) all relevant Australian Standards;</p>	Site inspection 08/12/20	The storage of dangerous goods and liquids appeared to be compliant with the Standards other than that observed in item (c) below. SDSs were available.	Compliant
	b) a minimum bund volume requirement of 110% of the volume of the largest single stored volume within the bund; and	As above	Bunding appeared to 110% of the largest vessel.	

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status																								
	c) the DECC's Environment Protection Manual Technical Bulletin <i>Bunding and Spill Management</i> . 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.	As above.	Observation: Spandex and Swift had vessels stored on temporary bunds that were stacked in a manner that meant they could spill beyond the bund.																									
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.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1 Interview with auditee 11/12/20	This falls outside of the audit period. No additional parking required by the proponent.	Not triggered																								
2.51A	Prior to commencement of spoil transportation and spoil disposal associated with Mt Enfield requiring the crossing of the Ethylene pipeline, the Proponent shall in consultation with Qenos Pty Ltd, determine truck crossing points of the pipeline and any required works to protect the pipeline.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the audit period.	Not triggered																								
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 Canterbury Bankstown 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 Planning Secretary, 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 Planning Secretary for resolution. The Planning Secretary's resolution of any disagreement shall be final and binding on all parties.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the audit period.	Not triggered																								
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 border="1" data-bbox="350 1476 1222 1791"> <caption>Table 4 – Meteorological Monitoring</caption> <thead> <tr> <th>Parameter</th> <th>Units of Measure</th> <th>Sampling Method*</th> <th>Method</th> </tr> </thead> <tbody> <tr> <td>Temperature at two metres</td> <td>°C</td> <td>AM-4</td> <td>USEPA (2000) EPA 454/ R-99-005</td> </tr> <tr> <td>Temperature at ten metres</td> <td>°C</td> <td>AM-4</td> <td>USEPA (2000) EPA 454/ R-99-005</td> </tr> <tr> <td>Wind speed at ten metres</td> <td>ms⁻¹</td> <td>AM-2 and AM-4</td> <td>AS 2923-1987; USEPA (2000) EPA 454/R-99-005</td> </tr> <tr> <td>Wind direction at ten metres</td> <td>°</td> <td>AM-2 and AM-4</td> <td>AS 2923-1987; USEPA (2000) EPA 454/R-99-005</td> </tr> <tr> <td>Solar radiation</td> <td>Wm⁻²</td> <td>AM-4</td> <td>USEPA (2000) EPA 454/ R-99-005</td> </tr> </tbody> </table> <p><small>*refer Approved Methods for the Sampling and Analysis of Air Pollutants in NSW (EPA, 2005)</small></p>	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	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the audit period. CoA 2.20 requires the operation of the weather station only until the site is predominantly sealed.	Not triggered
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																									

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	During periods of repair or maintenance of the meteorological monitoring station, the Proponent may utilise weather data collected at the Canterbury Racecourse Automatic Weather Station, operated by the Bureau of Meteorology, or other nearby Bureau of Meteorology Stations in the event that the Canterbury station is offline.			
Construction Dust Monitoring				
3.2	<p>The Proponent shall, from the commencement of soil disturbing works on the site until all large exposed areas have either been landscaped or sealed, continuously monitor ambient dust concentrations (PM10) at two of the most-affected residential receptor(s) to the site (with monitoring undertaken either on the boundary of the site or within the affected residential areas) employing the sampling and analysis methods specified under AM-18 or AS3580.9.8 or as otherwise agreed by the Planning Secretary.</p> <p>Results of dust monitoring shall be recorded in mgm-3 and shall be utilised for the purpose of site preparation and construction dust management under condition 6.3(e) of this approval.</p>	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This falls outside of the audit period. Construction largely completed prior to audit period.	Not triggered
Noise Auditing				
3.3	<p>Within 90 days of the project reaching annual throughput of 50,000 TEU, 150,000 TEU and 250,000 TEU, and within commencement of operations in Empty Container Storage Area A, or at such other time as may be directed or agreed by the Planning Secretary, 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:</p> <p>a) noise monitoring, consistent with the guidelines provided in the <i>New South Wales Industrial Noise Policy</i> (EPA, 2000), to assess compliance with condition 2.17 of this consent;</p> <p>b) methodologies, locations and frequencies for noise monitoring;</p> <p>c) identification of monitoring sites at which pre- and post-project development noise levels can be ascertained;</p> <p>d) details of any complaints received in relation to noise generated by the project;</p> <p>e) an assessment of night-time use of audible alarm systems;</p> <p>f) an assessment of the effectiveness of stacked empty containers as acoustic barriers in Empty Container Storage Area A;</p> <p>g) details of any noise mitigation measures and timetables for implementation;</p> <p>h) a statement of whether the site is in compliance with the noise limits outlined in condition 2.17; and</p> <p>i) 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.</p>	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This was addressed in 2016/17 and falls outside of the audit period.	Not triggered
	b) methodologies, locations and frequencies for noise monitoring;	As above	As above	
	c) identification of monitoring sites at which pre- and post-project development noise levels can be ascertained;	As above	As above	
	d) details of any complaints received in relation to noise generated by the project;	As above	As above	
	e) an assessment of night-time use of audible alarm systems;	As above	As above	
	f) an assessment of the effectiveness of stacked empty containers as acoustic barriers in Empty Container Storage Area A;	As above	As above	
	g) details of any noise mitigation measures and timetables for implementation;	As above	As above	
	h) a statement of whether the site is in compliance with the noise limits outlined in condition 2.17; and	As above	As above	
	i) 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.	As above	As above	
3.4	Within 28 days of conducting the noise monitoring referred to under condition 3.3 of this approval, the Proponent shall provide the Planning Secretary 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 Planning Secretary.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This was addressed in 2016/17 and falls outside of the audit period.	Not triggered
3.5	Following consideration of the outcomes of the noise audits referred to under conditions 3.3 and 3.4 of this approval, the Planning Secretary may require the Proponent to implement additional noise mitigation, monitoring or management measures to address noise associated with the project. The Planning Secretary may require any or all of the measures proposed by the Proponent in the noise audit report, or other measures considered appropriate by the Planning Secretary (including on-site and	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	CoA 3.3 and 3.4 were addressed in 2016/17. There has been requirement from the Planning Secretary during the audit period.	Not triggered

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	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 Planning Secretary y within such period as the Planning Secretary 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;	Overarching Operational Traffic Management Plan – Enfield Intermodal Logistics Centre NSW Ports July 2020 Version 4 Enfield Intermodal Traffic Survey FINAL REPORT NSW Ports, 11/09/20. Enfield volume 2020.xls	Section 14 of the OOTMP sets out the monitoring program A traffic survey was completed in 2019 and 2020. It identifies traffic throughputs, type of transport, hours of movements and destinations. The survey considers residential impacts. The throughput of containers (reflective of traffic volumes) is also tracked monthly.	Compliant
	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;	As above	As above	
	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	As above	As above	
	d) a framework for recording and reporting the outcomes of the Program and a system for considering data generated through the Program.	As above	As above	
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 Planning Secretary , 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 Planning Secretary . 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;	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	This was addressed in 2016/17 and falls outside of the audit period.	Not triggered
	b) consideration of the results of the Traffic and Capacity Monitoring Program required under condition 3.6 of this approval;	As above	As above	
	c) consideration of the effectiveness of the traffic management measures implemented by the Proponent and the measures required under this approval;	As above	As above	
	d) consideration of traffic-related issues raised by the RMS, Canterbury Bankstown Council and Strathfield Municipal Council;	As above	As above	
	e) consideration of the traffic-related complaints recorded in accordance with condition 5.3 of this approval;	As above	As above	
	f) findings and recommendations with respect to the traffic performance of the project and any additional ensures that may be required to manage traffic associated with the project.	As above	As above	
3.8	Within 28 days of conducting the traffic auditing referred to under condition 3.7 of this approval, the Proponent shall provide the Planning Secretary 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	Enfield ILC Compliance Tracking Annual Report	This was addressed in 2016/17 and falls outside of the audit period.	Not triggered

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	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 Planning Secretary .	2020, November 2020, Version 1		
3.9	Following consideration of the outcomes of the traffic audits referred to under conditions 3.7 and 3.8 of this approval, the Planning Secretary may require the Proponent to implement additional traffic mitigation, monitoring or management measures to address traffic associated with the project. The Planning Secretary may require any or all of the measures proposed by the Proponent in the traffic audit report, or other measures considered appropriate by the Planning Secretary (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 Planning Secretary within such period as the Planning Secretary may specify.	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	CoA 3.7 and 3.8 were addressed in 2016/17. There has been requirement from the Planning Secretary during the audit period.	Not triggered
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:			Compliant
	a) provisions for periodic review of the compliance status of the project against the requirements of this approval;	Enfield Intermodal Logistics Centre Compliance Tracking Program 10 November 2017 Enfield Intermodal Logistics Centre Compliance Audit Report – LINX Enfield Terminal dated 8/10/20	The CTP was prepared and approved by DPIE prior to the current audit period.	
	b) provisions for periodic reporting of compliance status to the Planning Secretary ;	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1 DPIE post approval portal lodgement 27/11/20	Compliance Reporting is captured in the CTP. The 2020 Compliance Report was submitted to the Department on 27/11/20. The LINX Compliance Audit Report dated 08/10/20 serves as both the Compliance Report and Independent Audit for its operations.	
	c) a program for independent environmental auditing at least annually, or as otherwise agreed by the Planning Secretary , in accordance with <i>ISO 19011:2002 - Guidelines for Quality and/ or Environmental Management Systems Auditing</i> ; and	Annual Independent Environmental Audit Report, QEM, 06/02/2020 Letter DPIE to NSW Ports, 02/06/20	Independent Auditing is captured in the CTP The last annual Audit Report was finalized on 06/02/20 and approved by the Department on 02/06/20. The LINX Compliance Audit Report dated 08/10/20 serves as both the Compliance Report and Independent Audit for its operations.	
	d) mechanisms for rectifying any non-compliance identified during environmental auditing or review of compliance.	Annual Independent Environmental Audit Report, QEM, 06/02/2020 Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	Mechanisms for rectifying non-compliances are captured in the CTP. 3 x non-compliances were identified in the 2019-2020 audit. The latest Compliance Report identifies the progress on rectifying each. LINX Enfield Intermodal Logistics Centre Compliance Audit Report dated 08/10/20 addresses that "The OEMP requires an annual compliance audit" to satisfy the requirement to include non-compliance rectification mechanism.	
5. COMMUNITY INFORMATION, CONSULTATION AND INVOLVEMENT				

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
5.1	Subject to confidentiality, the Proponent shall make all documents required under this approval available for public inspection on request.	https://www.nswports.com.au/enfield-intermodal-logistics-centre https://www.nswports.com.au/community	The Enfield ILC website is comprehensive in publishing documents required under the CoA. Ports state that any other documents not shown are considered confidential.	Compliant
Complaints and Enquiries Procedure				
5.2	<p>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):</p> <p>a) a telephone number on which complaints and enquiries about construction and operational activities at the site may be registered;</p> <p>b) a postal address to which written complaints and enquires may be sent; and</p> <p>c) an email address to which electronic complaints and enquiries may be transmitted.</p> <p>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.</p>	https://www.nswports.com.au/contact As above As above	The website includes a phone number The postal address is presented. The website contains an email address.	Compliant
5.3	<p>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:</p> <p>a) the date and time, where relevant, of the complaint;</p> <p>b) the means by which the complaint was made (telephone, mail or email);</p> <p>c) any personal details of the complainant that were provided, or if no details were provided, a note to that effect;</p> <p>d) the nature of the complaint;</p> <p>e) record of operational and meteorological condition contributing to the complaint;</p> <p>f) any action(s) taken by the Proponent in relation to the complaint, including any follow-up contact with the complainant; and</p> <p>g) if no action was taken by the Proponent in relation to the complaint, the reason(s) why no action was taken.</p> <p>The Complaints Register shall be made available for inspection by the Planning Secretary upon request.</p>	Complaints register current to 08/12/20 As above As above As above As above As above	The complaints register was sighted and no complaints have been identified during the audit period. The complaints management system is capable of capturing each of the requirements in a) – g). As above As above As above As above	Not triggered
Provision of Electronic Information				
5.4	<p>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:</p> <p>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;</p>	https://www.nswports.com.au/enfield-intermodal-logistics-centre https://www.nswports.com.au/enfield-intermodal-logistics-centre-approval-documentation	The website contains the required information	Compliant

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	b) a copy of this approval and each relevant environmental approval, licence or permit required and obtained in relation to the project;	https://www.nswports.com.au/enfield-intermodal-logistics-centre-approval-documentation	The website contains the required information	
	c) a copy of each strategy, plan, program and audit required under this approval; and	https://www.nswports.com.au/enfield-intermodal-logistics-centre-construction-environmental-management-plans https://www.nswports.com.au/enfield-intermodal-logistics-centre-operational-environmental-management-plans https://www.nswports.com.au/enfield-intermodal-logistics-centre-compliance-tracking-program	The website contains the required information	
	d) the outcomes of compliance tracking in accordance with condition 4.1 of this approval.	https://www.nswports.com.au/enfield-intermodal-logistics-centre-compliance-tracking-program	The website contains the required information	
6. ENVIRONMENTAL MANAGEMENT				
Environmental Representative				
6.1	<p>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 Planning Secretary. The Proponent shall employ the Environmental Representative(s) on a full-time basis, or as otherwise agreed by the Planning Secretary, during the operation of the project. The Environmental Representative shall be:</p> <p>a) the primary contact point in relation to the environmental performance of the project;</p> <p>b) responsible for all management plans and monitoring programs required under this approval;</p> <p>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;</p> <p>d) responsible for receiving and responding to complaints in accordance with condition 5.2 and 5.3 of this approval; and</p> <p>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.</p>	Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1	Engagement and approval of the ER occurred outside of the audit period. NSW Ports Trevor Brown and Alison Wedgwood were approved and remain full time on the Project.	Compliant
	b) responsible for all management plans and monitoring programs required under this approval;	As above	As above	
	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;	As above	As above	
	d) responsible for receiving and responding to complaints in accordance with condition 5.2 and 5.3 of this approval; and	As above	As above	
	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.	As above	As above	

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	The Proponent shall notify the Planning Secretary of any changes to that appointment that may occur from time to time.			
Construction Environmental Management Plan				
6.2	<p>Prior to the commencement of site preparation works or construction of the project, the Proponent shall prepare and submit for the approval of the Planning Secretary 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 <i>Guideline for the Preparation of Environmental Management Plans</i> (DIPNR 2004) and shall include, but not necessarily be limited to:</p> <p>a) a framework consistent with that presented in Chapter 21 of the document referred to under condition 1.1b) of this approval;</p>	<p>Enfield ILC Overarching Construction Environmental Management Plan Enfield Intermodal Logistics Centre NSW Ports May 2020 Version 4</p> <p>Precinct H CEMP dated August 2019 version no. Final V3.</p> <p>CEMP implementation: waste Management Reports dated 11/12/19, Waste Diversion Report dated 11/12/19, Qanstruct Environmental Inspection Reports dated 26/6/19, 01/08/19, 11/07/19, 17/07/19 and 29/7/19. Site induction record dated September 2017 revision 4, NSW Ports Environmental Inspection record dated 10/10/19. NSW Ports audit correspondence dated 14/11/12.</p>	<p>Revision 4 of the CEMP was prepared in May 2020 and approved by the Department on 08/07/20.</p> <p>The CEMP Content – Self Verification Checklist identifies where each of the requirements of this condition are met. All requirements are satisfied.</p> <p>Precinct H CEMP dated August 2019 version no. Final V3. Major construction of area H was completed prior to the current audit period. Works conducted during the audit period comprise building fit out, line marking, fencing, landscaping, linemarking. Implementation of the Precinct H CEMP demonstrated through Waste Management Report, environmental inspection records, site induction inclusive of environmental items, NSW Ports environmental inspection record and correspondence regarding environmental audit undertaken by NSW Ports. No incidents with actual or potential significant off-site impacts on people or the biophysical environment were recorded for the audit period.</p>	Compliant
	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;	As above	CEMP section 1.3 Precinct H CEMP section 2.	
	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;	As above	CEMP section 1.2 Precinct H CEMP section 3.2.	
	d) specific consideration of measures to address any requirements of the EPA during site establishment and construction;	As above	CEMP Appendix A Not applicable to Precinct H CEMP on the basis that CEMP identifies 'no specific directions from OEH and/or DPIE have been received.'	
	e) a description of the roles and responsibilities for all relevant employees involved in the site establishment or construction of the project.	As above	CEMP Appendix B Precinct H CEMP section 3.1, 3.4, 3.5, 3.6, 4 and 5.	

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	<p>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:</p> <p>i) measures to monitor and manage dust emissions;</p> <p>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</p> <p>iii) measures to monitor and control noise emissions during construction works;</p> <p>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;</p> <p>h) complaints handling procedures to be applied during operation of the project (conditions 5.2 and condition 5.3 of this approval);</p> <p>i) the issue-specific management plans listed under condition 6.3 of this approval.</p> <p>The Construction Environmental Plan shall be made available for inspection by the public upon request following its approval by the Planning Secretary.</p>	<p>As above</p>	<p>CEMP section 2.7, 2.8, 2.9, 3.3.2, Appendix F</p> <p>Precinct H CEMP section 4.2. 4.3. 4.8 and 5.1.</p>	
	<p>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;</p>	<p>As above</p>	<p>CEMP section 2.5</p> <p>Precinct H CEMP section 3.1 and 3.4.</p>	
	<p>h) complaints handling procedures to be applied during operation of the project (conditions 5.2 and condition 5.3 of this approval);</p>	<p>As above</p>	<p>CEMP section 2.6</p> <p>Precinct H CEMP section 3.6.</p>	
	<p>i) the issue-specific management plans listed under condition 6.3 of this approval.</p>	<p>As above</p>	<p>CEMP section 3.3</p>	
<p>6.3</p>	<p>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:</p> <p>a) a Construction Noise Management Plan to outline construction noise mitigation, monitoring and management measures to be implemented to include, but not necessarily be limited to:</p> <p>i) details of construction activities and a schedule for construction works;</p> <p>ii) identification of construction activities that have the potential to generate noise and/ or vibration impacts on surrounding land uses, particularly residential areas;</p> <p>iii) where the relevant construction noise goals contained in the <i>Noise Management Guideline – Construction Noise</i> (formerly published as Chapter 171 of the <i>Environmental Noise Control Manual</i>) 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;</p> <p>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</p> <p>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.</p> <p>b) Construction traffic measures including:</p> <p>i. 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</p>	<p>As above</p> <p>Precinct H CEMP dated August 2019 version no. Final V3.</p> <p>Correspondence NSW Ports dated 14/12/20.</p> <p>Complaints register current to 08/12/20</p> <p>Precinct H Inspections 2019</p>	<p>CEMP section 3.3.3</p> <p>Precinct H CEMP section 4.3 and Appendix F.</p> <p>Inspection records indicate that noise mitigation measures were being checked and implemented. No complaints received.</p>	
	<p>b) Construction traffic measures including:</p> <p>i. 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</p>	<p>As above</p>	<p>CEMP section 3.3.1</p> <p>Precinct H CEMP section 4.4 and Appendix F.</p> <p>Inspection records indicate that traffic and road use issues were being checked. No complaints received.</p>	

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	<p>management of construction traffic, restrictions to the hours of heavy vehicle movements to avoid road use conflicts, and the transport of construction waste materials; and</p> <p>ii. a Driver's Code of Conduct which details traffic management measures to be implemented during construction to:</p> <ul style="list-style-type: none"> • minimise impacts of the project on the local and regional road network, • minimise conflicts with other road users, • ensure truck drivers use specific routes and access points, including no left turn access from Cosgrove Road, and • minimise traffic noise, particularly during night times hours; 			
	<p>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.</p> <p>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 OEH (Heritage Division) guidelines;</p>	<p>Enfield ILC Compliance Tracking Annual Report 2020, November 2020, Version 1</p>	<p>CEMP section 3.3.4</p> <p>The HIPS remains unchanged from that approved prior to the audit period.</p> <p>Not relevant to Precinct H CEMP; condition satisfied in overarching Enfield ILC Overarching Construction Environmental Management Plan.</p>	
	<p>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:</p> <p>i) provision for the use of locally-endemic native species for landscaping the site;</p> <p>ii) consideration of landscaping locations and densities to maximise visual screening of the project from residential receptors and public open space;</p> <p>iii) measures to maximise the retention of locally-endemic native species existing on the site, and removal of weeds and non-indigenous vegetation; and</p> <p>iv) measures for the enhancement, revegetation and on-going management of the Ecological Area on the site, including measures to provide suitable habitat for <i>Litoria Aurea</i>;</p>	<p>Enfield ILC Overarching Construction Environmental Management Plan Enfield Intermodal Logistics Centre NSW Ports May 2020 Version 4</p> <p>Enfield ILC Landscape and Ecological Area Management Plan Enfield Intermodal Logistics Centre NSW Ports August 2020 Version 3.</p> <p>Letter, DPIE to NSW Ports (no date).</p>	<p>CEMP section 3.3.5</p> <p>The LEAMP was revised in 2020 and a document was submitted with a new drawing package to DPIE for approval on 03/09/20. The Department approved the LEAMP (no date provided on the approval letter).</p> <p>Not relevant to Precinct H CEMP; condition satisfied in overarching Enfield ILC Overarching Construction Environmental Management Plan.</p> <p>Observation: Substantial weed growth was observed on the day of the site inspection at Mount Enfield. Ongoing removal of weeds and non-indigenous vegetation is not effective at Mount Enfield due to access limitations.</p>	
	<p>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 mgm-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.</p>	<p>Enfield ILC Overarching Construction Environmental Management Plan Enfield Intermodal Logistics Centre NSW Ports May 2020 Version 4</p>	<p>CEMP section 3.3.2</p> <p>Not relevant to Precinct H CEMP specifically however dust management covered in Section 4.2 and Appendix D.</p>	
	<p>f) A Mt Enfield Stabilisation Management Plan to detail how the batters of Mt Enfield and associated drainage will be managed during construction and until such time as it is stabilised with vegetation. The plan shall include but not be limited to:</p> <p>(i) measures to prevent soil erosion and the discharge of sedimentation to lands or waters, including to the Green and Golden Bell Frog Habitat Creation Area and Cox's Creek;</p>	<p>As above</p>	<p>CEMP section 3.3.6</p> <p>Not relevant to Precinct H CEMP; condition satisfied in overarching Enfield ILC Overarching Construction Environmental Management Plan.</p>	

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	<p>(ii) identification of where runoff from Mt Enfield is to be directed to, indicating ponding and flow paths to ensure runoff volume and increased flow velocity has been provided for, with the objective of not exceeding current rates;</p> <p>(iii) measures to mitigate potential dust impacts on sensitive receivers including the Green and Golden Bell Frog Habitat Creation Area and surrounding residences; and</p> <p>(iv) measures for the enhancement, revegetation and on-going landscape management of the Mt Enfield site, undertaken in consultation with Strathfield Municipal Council and Canterbury Bankstown Council, and the local community.</p> <p>The ongoing management of drainage structures and landscaping associated with Mt Enfield shall be incorporated into the Operation Environmental Management Plan required under condition 6.4 of this approval.</p>			
	<p>g) Tarpaulin Factory Area Earthworks Environmental Management Plan which shall include but not be limited to:</p> <p>(i) the measures contained in the letter – Green and Golden Bell Frog Conservation Measures Tarpaulin Shed Site Enfield, prepared by Biosphere Environmental Consultants, 27 November 2016;</p> <p>(ii) measures to minimise dust emissions in accordance with conditions 2.22 to 2.27 including measures to mitigate potential dust impacts on Green and Golden Bell Frog habitat;</p> <p>(iii) measures to minimise soil erosion in accordance with condition 2.29 and to ensure only clean surface water flows are discharged to the frog ponds;</p> <p>(iv) management of stockpiles in accordance with condition 2.30;</p> <p>(v) management of waste and remediation of the site in accordance with conditions 2.39 to 2.42, 2.44 and the Remediation Action Plan (RAP), 127 Cosgrove Road, South Strathfield, NSW, Flower Power Group, prepared by ZOIC, February 2017 including air quality monitoring for asbestos;</p> <p>(vi) measures to verify that imported material is consistent with that specified in the RAP;</p> <p>(vii) landscaping of disturbed areas in accordance with the Landscape and Ecological Area Management Plan under condition 6.3(d);</p> <p>(viii) protection of heritage items including the relocated Pillar Water Tank; And</p> <p>(ix) unexpected finds protocol.</p> <p>A copy of the approved Tarpaulin Factory Area Earthworks Environmental Management Plan is to be provided to Strathfield Council.</p>	<p>As above</p> <p>DA2016/132</p>	<p>Not applicable – relevant to Tarpaulin Factory development.</p> <p>A separate application for the Fit out and use of the former tarpaulin shed was refused by Strathfield Council then approved by the Land Environment Court in 2017.</p> <p>The site has not been disturbed by NSW Ports.</p>	
	<p>h) a Fill Importation Protocol (FIP) outlining the requirements of the imported fill, including the source and type, and containing the requirement to place and compact imported material as fill immediately upon arrival to the site. The FIP is to include the requirement that only virgin excavated natural material/ excavated natural material can be imported from off-site. All bulk earthworks should be undertaken in accordance with the approved FIP.</p> <p>The Construction Environmental Management Plan required under this condition and Condition 6.2 shall be updated (where necessary) to reflect any changes arising from modifications to this approval.</p>	<p>As above</p>	<p>CEMP Appendix G</p> <p>Not relevant to Precinct H CEMP as filling works not required; condition satisfied in overarching Enfield ILC Overarching Construction Environmental Management Plan.</p>	
Operation Environmental Management Plan				
6.4	<p>Prior to the commencement of operation of the project, the Proponent shall prepare and submit for the approval of the Planning Secretary 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 <i>Guideline for the Preparation of Environmental Management Plans</i> (DIPNR 2004), and shall include, but not necessarily be limited to:</p>	<p>Enfield ILC Overarching Operational Environmental Management Plan Enfield Intermodal Logistics Centre NSW</p>	<p>The LINX OEMP dated September 2019 was approved by DPIE on 29/10/19.</p> <p>Precinct H OEMPs (x3) were approved by the Department on 28/02/20.</p>	Compliant

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	a) a framework consistent with that presented in Chapter 21 of the document referred to under condition 1.1b) of this approval;	<p>Ports July 2020 Version 6.</p> <p>LINX Enfield Intermodal Terminal Operational Environmental Management Plan, September 2019</p> <p>Letter DPIE to NSW Ports approving the LINX OEMP dated 29/10/19</p> <p>Mapei Australia Operation Environmental Management Plan Enfield Intermodal Logistic Centre Precinct H - Warehouse H1 (SLR, 2020)</p> <p>Sydney Food & Packaging Operation Environmental Management Plan Enfield Intermodal Logistics Centre Precinct H - Warehouse H2 (SLR, Version 1.0, January 2020)</p> <p>Marinucci Australia Pty Ltd Operation Environmental Management Plan Enfield Intermodal Logistics Centre Precinct H - Warehouse H3 (SLR, 2020).</p> <p>Letter DPIE to Goodman approving Precinct H OEMP dated 28/02/20.</p>	<p>The Overarching OEMP was originally approved in 2014. Several minor revision have been made without the need for approval. Revision 6 of the overarching OEMP was prepared in July 2020 and is pending approval from the Department.</p> <p>The OEMP Content – Self Verification Checklist identifies where each of the requirements of this condition are met. All requirements are satisfied.</p> <p>Overarching OEMP Table 1</p>	
	b) a description of all activities to be undertaken on the site during operation of the project;	As above	Overarching OEMP Section 1.1 and 1.2.2	
	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;	As above	Overarching OEMP Section 1.2 and Appendix A	
	d) specific consideration of measures to address the reasonable requirements of Strathfield Municipal Council, Canterbury Bankstown Council and the EPA during operation;	As above	Overarching OEMP Section 2.7 and 2.9.2	
	e) details of how the environmental performance of operations will be monitored, and what actions will be taken to address identified adverse environmental impacts;	As above	Overarching OEMP Table 4-11 and Appendices F-H	

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	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;	As above	Overarching OEMP Section 2.2	
	g) complaints handling procedures to be applied during operation of the project (conditions 5.2 and condition 5.3 of this approval).	As above	Overarching OEMP Section 2.3	
	h) the issue-specific management plans listed under condition 6.5 of this approval.	As above	Overarching OEMP Appendices F and G	
6.5	<p>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:</p> <p>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:</p> <p>i) identification of all relevant receivers and the applicable criteria at those receivers commensurate with the noise limits specified under this approval;</p> <p>ii) identification of activities that will be carried out in relation to the project and the associated noise sources;</p> <p>iii) assessment of project noise impacts at the relevant receivers against the noise limits specified under this approval;</p> <p>iv) details of management measures, methods and procedures that will be implemented to control individual and overall noise emissions from the site and specific land uses to ensure compliance with condition 2.17;</p> <p>v) details of the management measures and procedures that will be implemented in Empty Container Storage Areas A and B to ensure that acoustic barriers constructed from empty storage containers are established at the correct time, height, length, and location to ensure compliance with condition 2.17;</p> <p>vi) details of the management measures that will be undertaken to ensure that activities undertaken in Empty Container Storage Area B in the area to the north of the northern noise wall, including the restriction of container stacking, comply with the requirements of condition 2.17;</p> <p>vii) development of reactive and pro-active strategies for dealing promptly with any noise complaints;</p> <p>viii) noise monitoring and reporting procedures; and</p> <p>ix) regular internal audits of compliance of all plant and equipment with acceptable design noise.</p>	As above	OEMP Appendix G	
	<p>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.</p> <p>The Plan shall include, but not necessarily be limited to:</p> <p>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;</p> <p>i-a) a Driver's Code of Conduct which details traffic management measures to be implemented during operation to:</p> <ul style="list-style-type: none"> • minimise impacts of the project on the local and regional road network, • minimise conflicts with other road users, • ensure truck drivers use specific routes and access points, including no • left turn access from Cosgrove Road, and 	As above	Overarching OEMP Appendix F	

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
	<ul style="list-style-type: none"> • minimise traffic noise, particularly during night times hours; 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. <p>c) a Long Term Environmental Management Plan, where required to manage interactions with the site as remediated. The Plan must be prepared to the satisfaction of the Planning Secretary, and must:</p> <ul style="list-style-type: none"> (i) be prepared by a suitably qualified and experienced person whose appointment has been endorsed by the Planning Secretary in consultation with EPA; (ii) be submitted to EPA for review and be approved by the Planning Secretary within one month of the completion of remediation works, unless otherwise agreed by the Planning Secretary; and <p>NSW Government Department of Planning and Environment 31 (iii) include, but not be limited to:</p> <ul style="list-style-type: none"> • a description of the nature and location of any contamination remaining on site; • provisions to manage and monitor any remaining contamination, including details of any restrictions placed on the land to prevent development over the containment cell; • a description of the procedures for managing any leachate generated from the containment cell, including any requirements for testing, pumping, treatment and/or disposal; • a description of the procedures for monitoring the integrity of the containment cell; • a surface and groundwater monitoring program; • mechanisms to report results to relevant agencies; • triggers that would indicate if further remediation is required; and • details of any contingency measures that the Applicant is to carry out to address any ongoing contamination. <p>Upon completion of the remediation works, the Applicant must manage the site in accordance with the LTEMP and any on-going maintenance of remediation notice issued by EPA under <i>the Contaminated Land Management Act 1997</i>.</p>	As above	<p>Overarching OEMP Section 3.3.8</p> <p>The LTEMPs for Precinct H are within the OEMPs for those facilities and were approved by the Department on 28/02/20</p>	
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, and updated (where necessary) to reflect any changes arising from modifications to this approval.	As above	Overarching OEMP Section 2.6. The latest review and update occurred in July 2020	
7. Environmental Reporting				
Incident Reporting				
7.1	The Proponent shall notify the Planning Secretary 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 Planning Secretary within seven days of the date on which the incident occurred.	Enfield ILC Overarching Operational Environmental Management Plan Enfield Intermodal Logistics Centre NSW	OEMP Section 2.10 No incidents with actual or potential significant off-site impacts on people or the biophysical environment were recorded for the audit period.	Not triggered

Unique ID	Compliance requirement	Evidence collected	Independent Audit findings and recommendations	Compliance Status
		Ports July 2020 Version 6 LINX Incident register current to 08/12/20 NSW Ports incident register current to 08/12/20		
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 Planning Secretary.	LINX Incident register current to 08/12/20 NSW Ports incident register current to 08/12/20	No incidents with actual or potential significant off-site impacts on people or the biophysical environment were recorded for the audit period.	Not triggered
7.3	The Proponent shall meet the requirements of the Planning Secretary 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 Planning Secretary may agree.	LINX Incident register current to 08/12/20 NSW Ports incident register current to 08/12/20	No incidents with actual or potential significant off-site impacts on people or the biophysical environment were recorded for the audit period.	Not triggered

APPENDIX B – OEMP MITIGATION MEASURES AND COMMITMENTS

Table B1: NSW Ports OEMP – Mitigation Measures and Commitments

Unique ID	Requirement	Evidence collected	Independent Audit findings and recommendations	Conformance status
OEMP Section 2.2	<p>All management plans that are required to be developed by the tenant for their premises must be consistent and compliant with this EMP. NSW Ports will review the EMPs of tenants against the relevant obligations in accordance with the process outlined in Figure 3. Appendix D provides sample checklists that will be used by NSW Ports to assess the adequacy of tenants EMPs.</p> <p>Figure 3 - Environmental Management Plan review process</p>	<p>Correspondence NSW Ports and LINX, 23-28/09/20</p> <p>Signed letter of approval of LINX fumigation arrangement, Dept of Ag, 05/02/20</p> <p>Correspondence NSW Ports and Goodman, 12 - 17/12/19</p>	<p>Evidence shows that NSW Ports undertook review and endorsed. The Dept of Ag was consulted and approved the fumigation arrangement.</p> <p>Evidence shows that NSW Ports undertook a review and provided comments for update on the Precinct H OEMP. Pending endorsement. No evidence of external consultation</p>	Conformant
OEMP Section 2.2	<p>ILC Tenants will include internal environmental inspection checklists and procedures as part of the OEMP. ILC Tenants will be required to maintain records of their on-site inspection records and make these available to NSW Ports at any time.</p>	<p>Environmental Inspection reports dated 3/10/19, 2/10/20 and 24/11/20. -</p>	<p>Environmental inspection reports show NSW Ports conducting internal environmental inspection including identifying corrective actions.</p> <p>Non-conformance: There is no evidence available to demonstrate that tenants other than LINX are conducting internal environmental checks. The auditees note that tenants could not provide records and that they have assigned an action to develop and implement an inspection regime for warehouse tenants not currently meeting this requirement.</p>	Non-conformance
OEMP Section 2.2	<p>NSW Ports will periodically undertake site visits to tenant facilities 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. The checklist template used by NSW Ports for inspection and auditing of tenant operations is included in Appendix D.</p>	<p>Inspection reports 03/10/19, 2/10/20 and 24/11/20.</p>	<p>Inspections were conducted on each operational premise in October 2019. COVID interrupted regular inspections.</p> <p>Quarterly inspections using a new format have been commenced since October 2020.</p> <p>Spreadsheet format for NSW Ports inspection used. Undertaken on 02/10/20 and 24/11/20.</p>	Conformant
OEMP Section 2.6	<p>Environmental inspections of the Enfield site will be undertaken on a quarterly basis by the HSE Team to review compliance with operational site documentation. Such site inspections would identify any corrective / preventative actions required and responsibility and timeline for completion. These actions would be monitored to ensure that they are closed out in the required time frame</p>	<p>Environmental Inspection reports dated 2/10/20 and 24/11/20.</p>	<p>Environmental inspection reports show NSW Ports conducting internal environmental inspection including identifying corrective actions and the close-out dates.</p>	Conformant

Unique ID	Requirement	Evidence collected	Independent Audit findings and recommendations	Conformance status
OEMP Section 2.8	<p>NSW Ports and contractor personnel undertaking activities on site are required to satisfactorily complete an Enfield ILC Site Safety Induction.</p> <p>Site induction/s would typically include (but not be limited to):</p> <ul style="list-style-type: none"> • Key issues relating to the Enfield ILC Project and existing environment; • ILC Sensitive Area Map (Appendix C) • Location and protection of contaminated material retained on site including capped areas and containment cells • Key environmental issues, location of sensitive areas and nearest sensitive receivers; • Incident reporting procedures; • Environmental protection offences and penalties, and duty to notify of environmental harm; and • Roles and responsibilities relating to environmental management for the Project. <p>Attendance records of all induction training sessions will be prepared by the training party (NSW Ports and/or contractor) and submitted to the Enfield ILC Site Coordinator.</p> <p>All personnel undertaking maintenance activities within the defined Green and Golden Bell Frog Habitat Creation Area will be appropriately trained by NSW Ports Consulting Herpetologist as outlined in the LEAMP (Appendix H) or be accompanied by an appropriately trained person</p>	<p>NSW Ports induction, Rapid Global.</p> <p>Enfield induction register current to Oct 2020</p>	<p>The Auditor completed the induction prior to attending the site. The induction covered off the information listed here. The register demonstrates that people attending the site have completed the induction.</p>	Conformant
OEMP Section 3.2	<p>Environmentally sensitive areas within the ILC include those that could provide or have been created to provide habitat for the endangered Green and Golden Bell Frog (<i>Litoria aurea</i>), areas that contain items of heritage interest or value, or areas set aside for ecological/potential community uses.</p> <p>The environmentally sensitive areas on the ILC site are located in the Southern Ecological Area (refer to Appendix C ILC Sensitive Area Map) and include:</p> <ul style="list-style-type: none"> • The Frog Habitat Creation Area (including Frog Ponds) located near Coxs Creek • The Tarpaulin Shed (land subleased to tenant); • The Pillar Water Tank (land subleased to tenant); and • Native grasses and woodland communities on Mount Enfield and surrounds. <p>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 their site induction training and in contractor contracts.</p>	<p>NSW Ports induction, Rapid Global.</p> <p>Biosphere Frog Awareness and handling Training, 2015</p> <p>Frog Handling Training Database record, 2020</p>	<p>The Auditor completed the induction prior to attending the site. The induction identifies the environmentally sensitive areas.</p> <p>Specific frog awareness and handling training was provided to NSW Ports and Dragonfly prior to the audit period. These personnel are the only ones authorised to enter the frog pond area.</p> <p>Observation: Whilst the environmental sensitivity of the habitat area is communicated to personnel, there was no evidence of this being included in contractor contracts as stated in this commitment.</p>	Conformant
OEMP Table 4	<p>T1. Ensure traffic management measures are included in Tenant OEMPs and sub-management plans where relevant</p> <p>T2. Public roads, internal roads, pedestrian corridors and/or access points are not to be obstructed by any materials, vehicles, trailers, waste skips or the like, under any circumstances.</p> <p>T3. All transport users are to operate on the road system in a safe manner and comply with NSW road traffic regulations within the ILC.</p> <p>T4. All vehicles must give way to any rail rolling stock passing through rail crossings on the site and obey applicable signage including no parking or stopping of vehicles on the level crossing at any time.</p> <p>T5. NSW Ports and its contractors will develop Traffic Control Plans prior to undertaking activities on or affecting an internal road.</p>	<p>Amazon Ink & Signs fencing restoration TMP dated 02/11/20.</p> <p>Site inspection 08/12/20</p> <p>King Painting traffic map (no reference).</p> <p>Precinct H OEMP dated February 2020 revision -v1.1.</p>	<p>T1 - Traffic measures are included in Precinct H Mapei Australia OEMP.</p> <p>T2, T3, T4, T5, T6 were all considered during the site inspection on 08/12/20. All the controls were observed to be in place and functioning as intended. No issues observed.</p> <p>T5 – The selected tenant TCPs show that these were developed for works impacting internal roadways.</p> <p>T6 - NSW Ports include traffic management in their periodic inspections. Security monitor traffic flows continuously. No issues observed.</p>	Conformant

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	T6. All transport users are to adhere to the internal road network requirements set out in NSW Ports Operational Traffic Management Plan including speed limits and signage.	Inspection reports 03/10/19, 2/10/20 and 24/11/20. Enfield Intermodal Traffic Survey FINAL REPORT NSW Ports, 11/09/20.	T2 – T6: The 2019-2020 traffic survey examined traffic throughputs, type of transport, hours of movements and destinations (in so far as access to the local arterial network only). The survey considers residential impacts. No material issues noted.																									
OOTMP Section 14	<p>Table 3: Traffic Capacity and Monitoring Program components</p> <table border="1" data-bbox="290 638 1495 1654"> <thead> <tr> <th data-bbox="290 638 540 701">ITEM</th> <th data-bbox="540 638 875 701">RESPONSIBILITY</th> <th data-bbox="875 638 1495 701">TIMING</th> </tr> </thead> <tbody> <tr> <td data-bbox="290 701 540 827">Operator Throughput</td> <td data-bbox="540 701 875 827">IMT Operator to record TEU throughput data and supply to NSW Ports</td> <td data-bbox="875 701 1495 827">Data to be recorded continuously, supplied to NSW Ports quarterly</td> </tr> <tr> <td data-bbox="290 827 540 1155">Classification Counts</td> <td data-bbox="540 827 875 1155">NSW Ports</td> <td data-bbox="875 827 1495 1155"> A survey within 12 months of commencement of ILC operations; Every two years; and Surveys within 90 days of annual throughput reaching 50,000, 150,000 and 250,000 TEUs (Note: The initial survey within 12 months need not be conducted if the 50,000 TEU volume survey has already occurred, and additional throughput surveys may coincide/replace the two yearly surveys as appropriate) </td> </tr> <tr> <td data-bbox="290 1155 540 1218">Periodic Video Review</td> <td data-bbox="540 1155 875 1218">NSW Ports</td> <td data-bbox="875 1155 1495 1218">Quarterly by site security</td> </tr> <tr> <td data-bbox="290 1218 540 1312">Number Plate Recognition Survey</td> <td data-bbox="540 1218 875 1312">NSW Ports</td> <td data-bbox="875 1218 1495 1312">Every two years – alternative to Item 7</td> </tr> <tr> <td data-bbox="290 1312 540 1407">Truck Survey</td> <td data-bbox="540 1312 875 1407">IMT Operator and tenants, with coordination by NSW Ports</td> <td data-bbox="875 1312 1495 1407">In conjunction with Item 2</td> </tr> <tr> <td data-bbox="290 1407 540 1533">Road Safety Audit</td> <td data-bbox="540 1407 875 1533">NSW Ports</td> <td data-bbox="875 1407 1495 1533">When ILC throughput reaches 50,000, 150,000 and 250,000 TEUs, and/or as required by any significant change to the internal road arrangements, in conjunction with Item 2</td> </tr> <tr> <td data-bbox="290 1533 540 1654">Intermodal Freight Transportation Report</td> <td data-bbox="540 1533 875 1654">Coordinated by NSW Ports, with data provided by IMT Operator and tenants</td> <td data-bbox="875 1533 1495 1654">Every two years – alternative to Item 4</td> </tr> </tbody> </table>	ITEM	RESPONSIBILITY	TIMING	Operator Throughput	IMT Operator to record TEU throughput data and supply to NSW Ports	Data to be recorded continuously, supplied to NSW Ports quarterly	Classification Counts	NSW Ports	A survey within 12 months of commencement of ILC operations; Every two years; and Surveys within 90 days of annual throughput reaching 50,000, 150,000 and 250,000 TEUs (Note: The initial survey within 12 months need not be conducted if the 50,000 TEU volume survey has already occurred, and additional throughput surveys may coincide/replace the two yearly surveys as appropriate)	Periodic Video Review	NSW Ports	Quarterly by site security	Number Plate Recognition Survey	NSW Ports	Every two years – alternative to Item 7	Truck Survey	IMT Operator and tenants, with coordination by NSW Ports	In conjunction with Item 2	Road Safety Audit	NSW Ports	When ILC throughput reaches 50,000, 150,000 and 250,000 TEUs, and/or as required by any significant change to the internal road arrangements, in conjunction with Item 2	Intermodal Freight Transportation Report	Coordinated by NSW Ports, with data provided by IMT Operator and tenants	Every two years – alternative to Item 4	Enfield Intermodal Traffic Survey FINAL REPORT NSW Ports, 11/09/20. Enfield volume 2020.xls Interview with auditees 08/12/20	The throughput of containers is monitored continuously and reported monthly. A traffic survey was completed in 2019 and 2020. It identifies traffic throughputs, type of transport, hours of movements and destinations (in so far as access to the local arterial network only). The survey considers residential impacts. The throughput report and traffic survey address items 1, 2, 5 and 6 of the monitoring program. Based on security behaviour on the day of the inspection, and statements from the auditees it is understood that security monitors movements continuously (satisfying item 3). Items 4 and 7 were not triggered during the audit period.	Conformant
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Specialist Landscape Contractor in consultation with the NSW Ports	Monthly	Annual Frog Monitoring	Frog and frog habitat monitoring Maintain frog database Reporting	Consultant Herpetologist	Annually	<p>Green and Golden Bell Grog Management and maintenance reports dated August 2020, September 2020, October 2020 and November 2020.</p> <p>Correspondence evidence dated 14/12/20</p> <p>Frog Survey and Assessment of Frog Habitat, ILC Site, Enfield, AMBS, 22/01/20</p> <p>Frog Survey and Assessment of Frog Habitat ILC Site, Enfield, Dr Arthur White, December 2020</p>	<p>Monthly landscaping inspections were undertaken between August and November 2020 with some corrective actions raised.</p> <p>Correspondence status provided on the management of the water levels in the frog ponds and the Mount Enfield weed treatment. Progress undertaken on both items but both not completed as of time of audit.</p> <p>Annual Frog Survey and Assessment reports sighted.</p>	Conformant
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Table B2: LINX OEMP – Mitigation Measures and Commitments

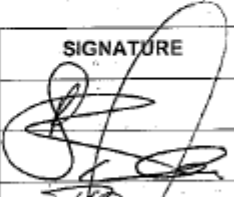



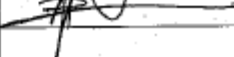


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Section 3.5	<p>LINX personnel shall be trained and competent to conduct their roles. LINX induction processes are described in LNX-PRO-073. All employees and tenants involved in operational activities on ILC are to complete the following requirements:</p> <ul style="list-style-type: none"> LINX Business Induction which includes information on Environmental Awareness, reporting and spills response Site specific Induction for Enfield includes requirements for compliance with obligations specific to site. Content of the site-specific induction includes aspects and management controls of the OEMP including traffic management, contaminated land / site management plan requirements, Green and Golden Bell Frog awareness, noise management, spills response and incident reporting. All records of induction shall be retained within the LINX IMS. Tenants are to provide LINX with all training records. 	<p>Employee induction register</p> <p>Tenant induction register</p> <p>Linx induction (LMS file).</p> <p>Site specific induction (LMS)</p>	<p>The inductions indicate that the required information is presented.</p> <p>The registers show that records of the inductions have been retained (including staff, contractors and tenants).</p>	Conformant
Section 3.9	<p>All significant environmental and pollution incidents are to be immediately reported to the NSW Ports Port Operations Manager by the LINX Rail Manager Eastern Region or delegate.</p> <p>LINX shall undertake all reasonable actions to facilitate NSW Ports in meeting reporting compliance obligations, where an environmental or pollution incident is associated with LINX operational activities at the Enfield ILC</p>	<p>Lifeguard incident register current to 08/12/20.</p> <p>Email Linx to Trevor and Alison 23/06/20</p>	<p>INC-021425. One incident was deemed as potentially significant enough to report to NSW Ports. This involved a fire from a forklift on swift. NSW Fire attended the site. No diesel or hydraulic fluid was spilt. NSW extinguished the fire using water (not foam). All drains were protected to ensure that firewater / foam did not enter stormwater (and therefore potentially reach ponds).</p> <p>Evidence shows that the incident was immediately notified.</p> <p>To note, LINX and NSW Ports determined that this incident was not notifiable to the Department or EPA as there was no threat of material harm to the environment or people.</p>	Conformant
Section 3.10.1	<p>A copy of this OEMP and its sub-plans shall be available on the LINX IMS Site Document Register, and the current version provided to NSW Ports. Where a review is undertaken, LINX shall consult with NSW Ports regarding major amendments or changes to objectives or operations. A hard-copy of the OEMP shall always be maintained on site at Enfield Terminal and may be requested and provided to NSW Ports representatives, auditors or regulators.</p>	<p>LINX sharepoint OEMP file 21/09/20</p>	<p>Updates to the OEMP are assessed by the Linx ER. Where a changed is deemed substantial (i.e.: an increase to operations), this would go through NSW Ports and potentially the Department.</p>	Conformant
Section 4.2	<p>Monthly site inspections of the LINX site and tenant areas are to be conducted to ensure compliance with this OEMP.</p> <p>The LINX Operations Supervisor is responsible for ensuring that these inspections are conducted.</p> <p>The template for inspections is included as Appendix E. A separate inspection checklist is to be completed for the fuel storage area.</p> <p>The monthly inspections are to record actions required. These are to be reviewed, as a minimum, at the following monthly inspection.</p> <p>All required actions are to be recorded in Lifeguard to enable tracking of issues raised.</p>	<p>3 x monthly inspection records.</p> <p>Lifeguard records of inspections current to 08/12/20</p>	<p>Inspection records were produced for Pitkins, SWIFT, ACFS.</p> <p>The Lifeguard system shows that the inspections are being conducted monthly</p>	Conformant
Section 5.1.1	<p>LINX will ensure that the activities of the tenants are conducted in accordance with this OEMP. This will be achieved by:</p> <ul style="list-style-type: none"> Supply of CoA, NPOEMP, LINX OEMP and sub-plans to each tenant. Agreement from tenant that they are aware of and will comply with all requirements (signed contract). LINX reviewing sub-tenants EMP at commencement (where a separate EMP is required) to ensure that all requirements of the lease and approval conditions are adequately considered. Where a separate EMP is not supplied, the tenant is to rely on this OEMP. LINX conducting monthly site inspections. Ensure tenants have the relevant training material to deliver the relevant LINX induction/s prior to site entry and that this training is conducted. 	<p>Interview with auditees 08/12/20</p> <p>Email Linx to GPSM</p> <p>3 x monthly inspection records.</p> <p>Lifeguard records of inspections current to 08/12/20</p>	<p>The email to the tenant shows that the LINX OEMP is provided to tenants.</p> <p>Non-conformance: the LINX Enfield Intermodal Logistics Centre Compliance Audit Report dated 08/10/20 submitted to DPIE on 27/11/20 identified a self-determined, non-conformance for this requirement that tenants have not been provided the CoA. This is planned to be rectified.</p>	Non-conformance

Unique ID	Requirement	Evidence collected	Independent Audit findings and recommendations	Conformance status
	<ul style="list-style-type: none"> • Requiring notification of environmental incidents to LINX, and investigation, clean-up and remediation required to infrastructure • Facilitating management of non-conforming items with sub-tenants to achieve compliance. • Investigating with sub-tenants in the event of a reported community complaint. • Incorporation of sub-tenants in emergency response exercises. • Conduct internal and annual independent compliance audit. 			
Section 5.6.5	<p>Spill kits shall be maintained in all areas where there is a potential for a spill (including but not limited to refuelling and wash bay areas) from freight operations, maintenance and operation of mobile equipment/</p> <p>Spill kits shall include:</p> <ul style="list-style-type: none"> • Particulate absorbent material • Absorbent pads/ Absorbent booms • Gloves and protective eyewear • Drain covers • Spades / brooms • Disposal bags 	<p>Site specific induction (LMS)</p> <p>Site inspection 08/12/20</p>	Spill kits were observed across the site and shown on the induction.	Conformant
Section 5.6.5	Spill kits shall be inspected, maintained and replenished as part the scheduled monthly site inspections. Spill kits owned and maintained by LINX will contain reference to the Site Spill Response Plan.	<p>3 x monthly inspection records.</p> <p>Interview with auditees 08/12/20</p>	The inspections records show that spill kit contents are checked. Auditees indicate that the spill response plan is available inside the lid.	Conformant
Section 5.6.5	The LINX site shall make available at the gatehouse, a drain cover, for use during spill response, where the stormwater system may be affected by potential pollution.			
Section 5.6.6	Spills response training, including use of spill kits must be conducted for all site personnel, including tenants and routine contractors.	<p>Spill kit training form 19/11/20</p> <p>Spill training package 15/11/20</p> <p>Spill training schedule for 02/02/21</p>	Non-conformance: Spill response training has been initiated, with only around 10 people having completed the training. There are many more than 10 site personnel, including tenants and routine contractors. Another round is scheduled for February and March 2021.	Non-conformant
Section 5.7.2	<p>ALL fuels, oil and chemicals must be stored in approved, designated bunded areas.</p> <p>Temporary storage must be bunded at all time.</p>	<p>Site inspection 08/12/20</p> <p>3 x monthly inspection records.</p>	<p>This control is included in the LINX inspections. No issues noted.</p> <p>The site was well maintained during the site inspection. No fuels, oils and chemicals identified outside of bunding.</p>	Conformant
Section 5.9.7	All wastes are to be transported by a licensed waste transporter and only disposed of at an appropriately licensed waste management facility or premises lawfully permitted to accept the materials as per the requirements of New South Wales waste legislation	Linx Cleanaway Consolidated Report cover page and transaction page dated Oct 2020.	Evidence was available to demonstrate that the general waste is being directed to facilities lawfully permitted to receive it.	Conformant

Unique ID	Requirement	Evidence collected	Independent Audit findings and recommendations	Conformance status
		Email chain, Cleanaway and LINX, 12/02/21		
Section 5.9.8	<p>It is the responsibility of the generator of the waste to ensure that the appropriate details of all trackable wastes leaving the site are recorded via the approved waste tracking system.</p> <ul style="list-style-type: none"> Details shall include: <ul style="list-style-type: none"> o date and time of departure; o waste classification; o waste description; o amount; o transporter name; o receiving facility details; o reference (docket/ transport certificate / invoice). Copies of waste tracking documentation should be retained by the waste generator, for four years. 	<p>Suez liquid waste tip record 16/10/19</p> <p>Southern oil waste oil dockets.</p> <p>D&N Rubber Refinery docket dated 22/09/20 and invoice dated 27/10/20.</p> <p>NSW EPA Transport Certificate dated 01/12/20 to 30/11/21.</p>	<p>Southern oil identified waste transport EPL. Suez is a licensed liquid waste transporter.</p> <p>D&N Rubber Refinery docket from Swift and invoice demonstrate light and heavy vehicle tyre disposal. Facility EPL no. 21142 permits waste tyre recycling.</p> <p>Transport Certificate to Environmental Treatment Solutions (ETS) demonstrates waste hydrocarbon and spill sorb transport to a licenced storage facility. ETS Waste Transport licence 13157 in Minto and Waste Storage licence 20696 in Minto and Waste Processing licence 13230 in Blaney.</p> <p>The facility and its tenants appear to be tracking trackable waste streams.</p>	Conformant
Section 6.1.7	<p>The fumigation contractor must supply the following documentation prior to commencing work:</p> <ul style="list-style-type: none"> Authorisation that the business is approved to perform fumigation treatments Licence of all technicians conducting fumigation treatments on site Contractor risk assessment Current copy of the Contractor SWMS/SOP for fumigation and ventilation Calibrated monitoring equipment 	<p>AQIS registration number N3237</p> <p>Australian Govt fumigation certificates (various individual)</p> <p>FAH fumigations SOP / SWMS / HIRAC</p> <p>FAH Linx environmental ventilation process V1.5</p> <p>Photo of calibration stickers 07/10/20</p>	<p>Each of the individuals licences were sighted.</p> <p>The SWMS has been prepared and includes a risk assessment.</p> <p>The environmental ventilation process includes a check of calibration of the monitoring equipment. It includes a check for authority to fumigate</p>	Conformant
Section 6.1.7	<p>The following records must be generated on site, and received by LINX prior to the contractor leaving site:</p> <ul style="list-style-type: none"> Job worksheet Gas monitoring records including container numbers and ventilation times, container concentrations, wind speed, wind direction and boundary monitoring results during ventilation. AQIS Clearance Certificates 	<p>FAH Linx environmental ventilation process V1.5</p> <p>BIERS app files current to 08/12/20</p>	<p>The BIERS application includes the capture of all this information listed within this commitment. Records sighted evidence this.</p>	Conformant
Section 6.1.8	<p>Within 3 months of the increase in volumes proposed in 2020, an air quality audit is to be conducted to evaluate the recommendations contained within this report have been correctly implemented. The audit may be undertaken internally however should be reviewed by a suitably qualified air quality consultant.</p>	<p>Interview with auditees 08/12/20</p>	<p>Yet to be triggered.</p>	Not triggered

APPENDIX C – AUDIT MEETING ATTENDANCE

INDEPENDENT AUDIT MEETING ATTENDANCE RECORD

PROJECT (NAME AND APPROVAL NUMBER)		ENT1520 INTERMODAL	
DATE		8/12/20	
LOCATION		ENT1520	
OPENING MEETING			
NAME	POSITION / TITLE	ORGANISATION	SIGNATURE
DEE LA	Auditor	WOLFPEAK	
Alison Wedgwood	Enviro & Sustainability Coordinator	NSW Ports	
Trevor Brown	HSE & Risk Manager	NSW Ports	
Tim Arcell	Senior Project Manager	NSW Ports	
Adri Pinaar	Site Coordinator	NSW Ports	
CLOSING MEETING			
NAME	POSITION / TITLE	ORGANISATION	SIGNATURE
DEE LA	Auditor	WOLFPEAK	
A. Wedgwood	Enviro & Sustainability Coordinator	NSW Ports	

APPENDIX D – SITE INSPECTION PHOTOS



Photo 1: Precinct A asbestos stockpiles



Photo 2: Frog exclusion fence not keyed in.



Photo 3: Mount Enfield with significant weed presence.



Photo 4: Swift skip bins.



Photo 5: Swift site with housekeeping required



Photo 6: Swift site with housekeeping required



Photo 7: LINX fumigation facility.