

## APPENDIX C CONSISTENCY WITH THE CONCEPT PLAN

An assessment of the proposal against the relevant Concept Plan (as modified by the MOD2 application) requirements, Terms of Approval and Future Assessment Requirements of the Concept Approval is provided below.

Assessment Criteria	Comments	Compliance
<b>Terms of Concept Plan Approval</b>		
<b>Limits of Approval</b>		
1.6 Projects carried out under this this Concept Plan must be operated with the objective of not exceeding the capacity of the transport network, including the local, regional and State road network. The container freight road volume must not exceed 250,000 TEUs p.a, subject to the exception identified in 1.7, which may only be considered after the facility has been in operation.	Consistent refer to 1.7.	Yes
1.7 The movement of container freight by road may exceed the 250,000 TEU p.a limit by up to a further 250,000 TEU p.a, if the consent authority of a subsequent Development Application is satisfied that traffic monitoring and modelling of the operation of the facility demonstrate that traffic movements resulting from the proposed increase in TEU will achieve the objective of not exceeding the capacity of the transport network.	<p>The applicant has provided a TIA and SIDRA traffic assessment as part of the RfS, in consultation with TfNSW and RMS.</p> <p>The Department is satisfied that subject to the proposed road infrastructure and intersection upgrades, the impacts of the proposal can be managed and mitigated to reduce any adverse impacts on the road network.</p> <p>The Department has considered the likely traffic impacts of the proposal at <b>Section 5.5</b>, the Department has recommended appropriate conditions of consent.</p>	Yes
1.9 Building footprints/setbacks and building/structure heights are to be generally consistent with Section 04.5 and 04.6 of the Urban Design and Landscape Report (Appendix E of the EA).	<p>Building footprints/setbacks and building/structure heights are to be generally consistent. Notwithstanding, the Department recommends the development be amended to improve the visual amenity, pedestrian movement, tree canopy, employee amenity, contextual fit and WSUD of the development.</p> <p>The Department has considered the built form and visual impacts of the proposal at <b>Section 5.9</b> and recommends appropriate conditions of consent.</p>	Yes
1.11 The maximum GFAs for the following uses apply: <ul style="list-style-type: none"> <li>• 300,000m<sup>2</sup> for the warehousing and distribution facilities;</li> <li>• 2,100m<sup>2</sup> for the terminal</li> </ul>	The development generally complies with the maximum GFAs for the warehousing, office and freight village components.	Yes

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administration offices and ancillary operational facilities; and <ul style="list-style-type: none"> <li>• 8,000m<sup>2</sup> for the freight village.</li> </ul>	The Department has considered the built form and visual impacts of the proposal at <b>Section 5.9</b> and recommends appropriate conditions of consent	
<b>Future Assessment Requirements</b>		
<b>Air Quality</b>		
<p>Any future Development Application shall include a comprehensive air quality impact assessment for each stage of the proposal, including:</p> <ul style="list-style-type: none"> <li>a) An assessment in accordance with the <i>Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (2005)</i> (or its later version and updates);</li> <li>b) Taking into account the final project design with consideration to worst-case meteorological and operating conditions;</li> <li>c) Quantitatively assessing the predicted emission of:               <ul style="list-style-type: none"> <li>i. Solid particles;</li> <li>ii. Sulphur oxides;</li> <li>iii. Nitrogen oxides; and</li> <li>iv. Hydrocarbons.</li> </ul> </li> <li>d) Assessing cumulative air impacts at a local and regional level (including but not limited to contemporaneous operations such as those of the proposed Commonwealth Government MIT; and</li> <li>e) A comprehensive air quality management plan that includes at least the following information:               <ul style="list-style-type: none"> <li>i. Explicit linkage of proposed emission controls to the site specific best practice determination assessment and assessed emissions;</li> <li>ii. The timeframe for implementation of all identified emission controls;</li> <li>iii. Proposed key performance indicator(s) for emission controls;</li> <li>iv. Proposed means of air quality monitoring including location (on and off-site), frequency and duration;</li> <li>v. Poor air quality response mechanisms;</li> <li>vi. Responsibilities for demonstrating and reporting achievement of key performance indicator(s);</li> <li>vii. Record keeping and complaints response register; and</li> <li>viii. Compliance reporting.</li> </ul> </li> </ul>	<p>The Applicant has provided an Air Quality Impact Assessment (Appendix M) and a Health Risks Assessment (Appendix N) as part of the EIS.</p> <p>The Department has considered the likely air quality impacts of the proposal at <b>Section 5.8</b>, the Department has recommended appropriate conditions of consent.</p>	<p>Yes</p>

Assessment Criteria	Comments	Compliance
<b>Traffic and Transport</b>		
<p>The traffic assessment shall:</p> <ul style="list-style-type: none"> <li>a) undertake detailed model analysis commensurate with the stage, to confirm network operation and identify intersection upgrade requirements;</li> <li>b) consider the constructability constraints of proposed upgrade(s) at key intersections, such as vehicle sweep paths, geometry and sight lines;</li> <li>c) assess construction traffic impacts, including: <ul style="list-style-type: none"> <li>i. the identification of routes and the nature of existing traffic on these routes;</li> <li>ii. an assessment of construction traffic volumes (including spoil haulage/delivery of materials and equipment to the road corridor and ancillary facilities); and</li> <li>iii. potential impacts to the regional and local road network (including safety and level of service) and potential disruption to existing public transport services and access to properties and businesses.</li> </ul> </li> <li>d) assess operational traffic and transport impacts to the local and regional road network, including: <ul style="list-style-type: none"> <li>i. changes to local road connectivity and impacts on local traffic arrangements, road capacity/safety;</li> <li>ii. traffic capacity of the road network and its ability to cater for predicted future growth and</li> <li>iii. monitoring of vehicle numbers on Cambridge Avenue.</li> </ul> </li> <li>e) provide an updated Traffic Management and Accessibility Plan including: <ul style="list-style-type: none"> <li>i. measures to prevent heavy vehicles accessing residential streets to maintain the residential amenity of the local community</li> <li>ii. public transport;</li> <li>iii. cyclist facilities; and</li> <li>iv. driver code of conduct.</li> </ul> </li> </ul>	<p>The Applicant has provided a TIA as part of the EIS which covers construction and operational traffic impacts (Appendix K, Kb, Kc), which was updated by the RtS (Appendix C)</p> <p>In addition, the Applicant has provided revised architectural drawings, illustrating the design and location of the upgrade to Moorebank Ave. The applicant is working with TfNSW and RMS and have agreed to apply for the necessary works authorisation deeds.</p> <p>The Department has considered the traffic and transport impacts associated with the proposal at <b>Section 5.5</b>, the Department has recommended appropriate conditions of consent.</p>	<p>Yes</p>
<p>In particular, the Traffic Impact Assessment must identify upgrades and other mitigation measures required to achieve the objective of not exceeding the capacity of the following intersections and roads:</p> <ul style="list-style-type: none"> <li>(a) Moorebank Avenue/ Newbridge Road</li> <li>(b) Moorebank Ave/ Heathcote Road</li> <li>(c) Cambridge Ave</li> </ul>	<p>Refer to comment above.</p>	<p>Yes</p>

Assessment Criteria	Comments	Compliance
(d) M5 Motorway/ Moorebank Avenue (e) M5 Motorway/ Heathcote Road (f) M5 Motorway/ Hume Highway.		
Any future Development Application for new or modified traffic control signals for the MPE project will require consent from Roads and Maritime Services in accordance with Section 87 of the Roads Act 1993. The proponent will be required to enter into a Works Authorisation Deed with Roads and Maritime Services for new or modified traffic control signals.	Refer to comment above.	Yes
Any future Development Application for the design of the proposed upgrade and widening works along Moorebank Avenue, including the raising of Moorebank Avenue, is to provide that that design requires approval by Roads and Maritime Services, TfNSW, and other relevant agencies. The proponent will be required to enter into a Works Authorisation Deed with Roads and Maritime Services for proposed road works on Moorebank Avenue.	Refer to comment above.	Yes
Any future Development Application is to ensure that the existing use of Moorebank Avenue as a public road is to a standard commensurate to its current use prior to the development. A staging plan and Construction and Traffic Management Plan shall be submitted for review and approval to Roads and Maritime Services and TfNSW prior to construction works commencing, to ensure adequate capacity including a requirement to maintain at least two lanes open to traffic along Moorebank Avenue at all times.	Refer to comment above.	Yes
<b>Noise and vibration</b>		
Any future Development Application shall include an updated assessment of noise and vibration impacts. a) The assessment shall: <ol style="list-style-type: none"> <li>i. assess construction noise and vibration impacts associated with construction of the intermodal facility including rail link, including impacts from construction traffic and ancillary facilities. The assessment shall identify sensitive receivers and assess construction noise/vibration generated by representative construction scenarios focusing on high noise generating works. Where work hours outside of standard construction hours are proposed, clear justification and</li> </ol>	The Applicant has provided a Noise and Vibration Assessment (Appendix L) and a Health Risks Assessment (Appendix N) as part of the EIS, which was updated by the RtS (Appendix D)  The Department has carefully considered the likely noise and vibration impacts associated with the proposal at <b>Section 5.6</b> , the Department has recommended appropriate conditions of consent.	Yes

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<p>detailed assessment of these work hours must be provided, including alternatives considered, mitigation measures proposed and details of construction practices, work methods, compound design, etc</p> <p>ii. assess operational noise and vibration impacts and identify feasible and reasonable measures proposed to be implemented to minimise operational noise impacts of the intermodal facility and rail link, including the preparation of an Operational Noise Management and Monitoring Plan; and</p> <p>iii. be prepared in accordance with: NSW Industrial Noise Policy (EPA 2000), Interim Construction Noise Guideline (DECC 2009), Assessing Vibration: a technical guide (DEC 2006), the Rail Infrastructure Noise Guideline (EPA 2013), Development Near Rail Corridors and Busy Roads Interim Guideline (DoP 2008), and the NSW Road Noise Policy 2011.</p> <p>b) All site-dedicated locomotives must meet EPA Noise Limits for Locomotives contained within the NSW operational rail licences for operation of new or substantially modified locomotives operating on the NSW network; and</p> <p>c) Any future application shall include a train noise strategy including, but not limited to, train operational procedures and driver training that minimise noise on the rail link and within the intermodal terminal.</p>		
<b>Soil and water</b>		
<p>Any future Development Application shall include an assessment of soil and water impacts. The assessment is to, where relevant:</p> <p>a) assess impacts on surface and groundwater flows, quality and quantity, with particular reference to any likely impacts on Georges River and Anzac Creek;</p> <p>b) assess flooding impacts and characteristics, to and from the project (including rail link), with an assessment of the potential changes to flooding behaviour (levels, velocities and direction)</p>	<p>The Applicant has provided the following:</p> <ul style="list-style-type: none"> <li>• Geotechnical Interpretative Report and Contamination Summary Report as part of the EIS (Appendix Q)</li> <li>• Stormwater and Flooding Environmental Impact Assessment as part of the EIS (Appendix P), which was updated by the RtS (Appendix E)</li> <li>• Stock Pile Management Protocol as part of the RtS (Appendix G)</li> </ul> <p>The Department has considered the likely geotechnical, hydrological and WSUD and contamination impacts</p>	<p>Yes</p>

Assessment Criteria	Comments	Compliance
<p>and impacts on bed and bank stability, through flood modelling, including:</p> <ul style="list-style-type: none"> <li>i. hydraulic modelling for a range of flood events;</li> <li>ii. description, justification and assessment of design objectives (including bridge, culvert and embankment design);</li> <li>iii. an assessment of afflux and flood duration (inundation period) on property; and</li> <li>iv. consideration of the effects of climate change, including changes to rainfall frequency and/or intensity, including an assessment of the capacity of stormwater drainage structures.</li> </ul> <p>c) identify and assess the soil characteristics and properties that may impact or be impacted by the project, including acid sulfate soils;</p> <p>d) include a contamination assessment in accordance with the guidelines made under the <i>Contaminated Land Management Act 1997</i> and in consultation with the EPA for the subject site including the Glenfield Waste Facility. The assessment shall include:</p> <ul style="list-style-type: none"> <li>i. the potential environmental and human health risks of site contamination on the project site;</li> <li>ii. a Remediation Action Plan;</li> <li>iii. consideration of implications of proposed remediation actions on the project design and timing; and</li> <li>iv. a Phase 2 environmental site assessment of the project site including rail corridor; and</li> </ul> <p>e) include measures to manage dust from imported fill and ensure only VENM or ENM is imported to the site.</p>	<p>associated with the proposal at <b>Sections 5.4</b> and <b>5.13</b>, the Department has recommended appropriate conditions of consent.</p>	
<b>Heritage</b>		
Any future Development Application shall assess heritage impacts of the	The Applicant has provided an Aboriginal Heritage Impact Assessment	Yes

Assessment Criteria	Comments	Compliance
<p>proposal. The assessment shall:</p> <p>a) consider impacts to Aboriginal heritage (including cultural and archaeological significance), in particular impacts to Aboriginal heritage sites identified within or near the project should be assessed. Where impacts are identified, the assessment shall demonstrate effective consultation with Aboriginal communities in determining and assessing impacts and developing and selecting options and mitigation measures (including the final proposed measures); and</p> <p>b) consider impacts to historic heritage. For any identified impacts, the assessment shall:</p> <p>i. outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the measures). Mitigation measures should include (but not be limited to) photographic archival recording and adaptive re-use of buildings or building elements on site;</p> <p>ii. be undertaken by a suitably qualified heritage consultant(s); and</p> <p>iii. include a statement of heritage impact.</p>	<p>(Appendix S) and a Non-Indigenous Heritage Impact Assessment (Appendix T) as part of the EIS</p> <p>The Department has considered the likely heritage and archaeological impacts associated with the proposal at <b>Section 5.14</b>, the Department has recommended appropriate conditions of consent.</p>	
<b>Visual Amenity, Urban Design and Landscaping</b>		
<p>Any future Development Application shall include an assessment of visual impacts. The assessment shall:</p> <p>a) include a description of the visual significance of the affected landscape;</p> <p>b) assess the visual impact of the project on the landscape character of the area, including built form (materials and finishes) and the urban design (height, bulk and scale) of key components including container stacking heights, lighting, bridge crossings, and views to and from the project that result from the filling of the site; and</p> <p>c) include details of hard and soft landscaping treatment and design (including proposed road upgrades</p>	<p>The Applicant has provided a Visual Impact Assessment and Light Spill Study Report as part of the EIS (Appendix R), which was updated by the RtS (Appendix F)</p> <p>The Department has considered the likely built form and visual impacts associated with the proposal at <b>Section 5.9</b>, the Department has recommended appropriate conditions of consent.</p>	Yes

Assessment Criteria	Comments	Compliance
<p>relevant to that stage and reinstatement of riparian vegetation);</p> <p>d) include details of treatments, screening and other mitigation measures proposed to be implemented to minimise impacts resulting from importation of fill.</p>		
<b>Biodiversity</b>		
<p>Any future Development Application shall include a Flora and Fauna assessment. The assessment shall:</p> <p>a) assess impacts on the biodiversity values of the site and adjoining areas, including Endangered Ecological Communities and threatened flora and fauna species and their habitat, impacts on wildlife and habitat corridors, riparian land, and habitat fragmentation and details of mitigation measures, having regard to the range of fauna species and opportunities for connectivity (terrestrial, arboreal and aquatic) across the rail link between the site and the EHPL;</p> <p>b) include a Vegetation Management Plan that has been prepared in consultation with DPI;</p> <p>c) document how (direct and indirect) impacts on threatened flora species have been minimised through the detailed design process;</p> <p>d) include the details of available offset measures to compensate the biodiversity impacts of the proposal where offset measures are proposed to address residual impacts, in particular the following should be considered:</p> <p>i. As stipulated in principle 2 of <i>'NSW offset principles for major projects (state significant development and infrastructure)'</i>, for terrestrial biodiversity, established assessment tools, such as the BioBanking Assessment Methodology (BBAM), are considered best practice;</p> <p>ii. the Biodiversity Offset Strategy will be undertaken in accordance with the <i>'NSW offset principles for major projects (state significant development and state significant infrastructure)'</i>; and</p> <p>iii. Offsets shall be identified, and demonstrate that they can be secured.</p>	<p>The Applicant has provided a Biodiversity Assessment Report (BAR) as part of the EIS (Appendix O), which was updated by a Revised BAR submitted as part of supplementary information.</p> <p>The Department has considered the likely direct and indirect biodiversity impacts associated with the proposal at <b>Section 5.11</b>, the Department has recommended appropriate conditions of consent.</p>	<p>Yes</p>



Assessment Criteria	Comments	Compliance
<b>Section 94 Contributions</b>		
<p>Any future Development Application shall include:</p> <p>a) an assessment of the impacts of the project on local infrastructure, having regard to any relevant Council's Developer Contributions Plan (or equivalent document requiring developer contributions);</p> <p>b) Subject to the terms of any applicable Voluntary Planning Agreement, a commitment to pay developer contributions to the relevant consent authority or undertake works-in-kind towards the provision or improvement of public amenities and services. <b>Note:</b> This requirement may be satisfied subject to the terms of any applicable Voluntary Planning Agreement; and</p> <p>c) a commitment to undertake vehicle monitoring on Cambridge Avenue in accordance with Traffic and Transport requirement d) iii. Should any monitoring reveal the need for improvement works within the Campbelltown LGA as a result of the proposal, the Proponent may be required to contribute towards local road maintenance or upgrades.</p>	<p>The Applicant has advised that discussions are underway in relation to the payment of contributions to the Council.</p> <p>The Department has considered the necessity for the payment of Section 94 contributions at <b>Section 5.12</b>, and the Department has recommended an appropriate condition of consent.</p>	Yes
<b>Waste</b>		
<p>Any future Development Application shall ensure that liquid and/or non-liquid waste generated on the site is assessed and classified and where removed from the site, is directed to a waste management facility lawfully permitted to accept the materials.</p>	<p>The Applicant has committed to the assessment and classification of liquid and/or non-liquid waste generated on the site.</p>	Yes
<b>Hazards and Risks</b>		
<p>Any future Development Application shall be accompanied by a preliminary risk screening completed in accordance with <i>State Environmental Planning Policy No. 33 – Hazardous and Offensive Development and Applying SEPP 33</i> (DoP 2011), with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the proposal. Should preliminary screening indicate that the proposal is 'potentially hazardous,' a Preliminary Hazard Analysis (PHA) must be prepared in accordance with <i>Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis</i> (DoP 2011) and <i>Multi-Level Risk Assessment</i> (DoP 2011). The PHA should:</p> <p>a) Estimate the risks from the facility (including each component of the facility</p>	<p>The Applicant has provided a Geotechnical Interpretative Report and Contamination Summary Report (Appendix Q) and a Health Risks Assessment (Appendix N) as part of the EIS</p> <p>The Department has considered the likely hazards and risks associated with the proposal at <b>Section 5.14</b>, the Department has recommended appropriate conditions of consent.</p>	Yes

Assessment Criteria	Comments	Compliance
<p>following subdivision);</p> <p>b) Be set in the context of the existing risk profiles for the intermodal facility and demonstrate that the proposal does not increase the overall risk of the area to unacceptable levels; and</p> <p>c) Demonstrate that the proposal complies with the criteria set out in the <i>Hazardous Industry Planning Advisory Paper No. 4 – Risk Criteria for Land Use Safety Planning</i>.</p>		
<b>Freight Village</b>		
<p>Any future Development Application for the freight village should include:</p> <p>a) Employee numbers;</p> <p>b) Details of uses sought;</p> <p>c) Hours of operation for each use;</p> <p>d) Signage;</p> <p>e) Parking (staff and visitor); and</p> <p>f) Demonstration that the use is ancillary to the functioning of the intermodal development or has a nexus to the intermodal development on site.</p>	<p>The Applicant's EIS includes consideration of the key components of the freight village.</p> <p>The Department has considered the use/operation of the freight village at <b>Section 5.9.3</b>, the Department has recommended appropriate conditions of consent.</p>	Yes
<b>Bushfire Management</b>		
<p>Any future Development Application shall be accompanied by an assessment against the Planning for Bushfire 2006 (NSW Rural Fire Service).</p>	<p>The Applicant provided consideration of <i>Planning for Bushfire 2006</i> as part of supplementary information.</p> <p>The Department has considered bushfire risks associated with the development at <b>Section 5.14</b>, the Department has recommended appropriate conditions of consent.</p>	Yes
<b>Subdivision</b>		
<p>Any future Development Application shall:</p> <p>a) provide a subdivision plan and supporting documentation detailing all common land, access roads and services including drainage works required to maintain internal connections and interdependencies between the individual intermodal functions within the development site;</p> <p>b) identify the entity(s) responsibility for the delivery and ongoing maintenance within the intermodal estate of site services, internal roads, pedestrian paths, landscaping, lighting of common areas, emergency services including bushfire mitigation, OSD and Water Sensitive Urban Design elements; and</p> <p>c) provide details of the overarching operational management of the site following subdivision.</p>	<p>The Applicant has provided a Subdivision Plan (Appendix I) as part of the EIS.</p> <p>The Department has considered the subdivision of the MPE site at <b>Section 5.10</b>, the Department has recommended appropriate conditions of consent.</p>	Yes

Assessment Criteria	Comments	Compliance
<b><i>Warehousing and Distribution</i></b>		
Any future Development Application must demonstrate how compliance with condition 1.12 in Schedule 2 will be achieved.	The Department has recommended conditions of consent to ensure compliance with the condition 1.12.	Yes
<b><i>Environmental Risk Management</i></b>		
Notwithstanding the above listed issues, future Development Applications shall include an environmental risk analysis to identify potential environmental impacts associated with the project (construction and operation), proposed mitigation measures and potentially significant residual environmental impacts after the application of proposed mitigation measures. Where additional environmental impacts are identified through this risk analysis, an appropriately detailed impact assessment of the additional environmental impacts shall be included as part of the Development Application.	The Applicant has provided an environmental risks analysis as part of the EIS.	Yes