

## 6. Statement of commitments

This section provides the final statement of commitments for the proposal. The overall commitments for the project as outlined in the Environmental Assessment are included Section 6.1. New or amended measures are included in Section 6.2.

### 6.1 Overall commitments

#### 6.1.1 Mitigation measures

Terminals Australia commits to implement the measures included in the Environmental Assessment (February, 2006) and outlined in Table 5, to minimise the potential for environmental impacts.

Any mitigation measures modified since the Environmental Assessment have been removed from Table 5 and included in Table 7 – New commitments.

**Table 5 Mitigation measures outlined in Environmental Assessment**

Outcome	Mitigation measure	Timing
<b><i>Traffic &amp; transport</i></b>		
Construction traffic movements operate in a safe environment.	<ul style="list-style-type: none"> <li>▶ An on-site traffic management plan would be prepared as part of the Construction Environmental Management Plan to manage construction traffic.</li> </ul>	Construction
The existing road network is upgraded to provide a safe operating environment for existing road users and traffic generated by the proposal.	<ul style="list-style-type: none"> <li>▶ The Intersections listed below, which are deemed to be directly impacted by container movement generated or redistributed to the proposal, would be evaluated: <ul style="list-style-type: none"> <li>– Brolgan Road with the West lime Road (Western Section of the Parkes Ring Road);</li> <li>– Condobolin Road with West Lime Road;</li> <li>– Newell Highway (Forbes Street) and Hartigan Avenue; and</li> <li>– Hartigan Avenue with Blaxland Street.</li> </ul> </li> </ul>	Design
	<ul style="list-style-type: none"> <li>▶ Provide appropriate high quality intersection along Condobolin Road. The intersection should be designed to accommodate B double and road train type vehicle. Based on the guidelines specified in the <i>Austroads Part 5: 'Intersections at Grade'</i> it would be desirable to provide types 'AUR' or 'CH' intersection layout.</li> </ul>	Operation
Safe site access is provided.	<ul style="list-style-type: none"> <li>▶ Appropriate high quality intersections, such as type 'AUR' and 'CH' intersections, would be installed at access points to the site along Brolgan Road.</li> </ul>	Operation
Timing	<ul style="list-style-type: none"> <li>▶ All of the above except the new access point onto to Condobolin Road should be undertaken in the initial stage of site development with the Condobolin Road provided in the Ultimate Stage.</li> </ul>	Initial & Ultimate Stage

Outcome	Mitigation measure	Timing
<b>Noise</b>		
Construction noise managed.	<ul style="list-style-type: none"> <li>▶ All combustion engine plant, such as generators, compressors and welders should be checked to ensure they produce minimal noise with particular attention to residential grade exhaust silencers.</li> <li>▶ Vehicles would be kept properly serviced and fitted with appropriate mufflers. The use of exhaust brakes would be eliminated, where practicable.</li> <li>▶ Where practical, all vehicular movements to and from the construction site must be made only during normal working hours.</li> <li>▶ Where practical, machines should be operated at low speed or power and would be switched off when not being used rather than left idling for prolonged periods.</li> <li>▶ Machines found to produce excessive noise compared to industry best practice should be removed from the site or stood down until repairs or modifications can be made.</li> <li>▶ Where practical, impact wrenches should be used sparingly with hand tools or quiet hydraulic torque units preferred.</li> </ul>	Construction
Traffic noise managed during construction and operation.	<ul style="list-style-type: none"> <li>▶ With regard to potential traffic noise, by keeping vehicles serviced, fitted with mufflers, eliminating exhaust brake usage and posted speed limits, noise due to trucking activity associated with the operation and construction of the terminal can be significantly mitigated.</li> </ul>	Construction, operation
Operational noise managed.	<ul style="list-style-type: none"> <li>▶ Best practice noise management measures would be implemented to control operational noise.</li> </ul>	Operation
<b>Water quality</b>		
Quality and flows of receiving waters are protected during construction.	<ul style="list-style-type: none"> <li>▶ A construction phase soil and water management plan, detailing stormwater management strategies, would be developed and implemented in accordance with Section 7.3.3 of the EA to minimise erosion, sedimentation and pollution.</li> </ul>	Construction
Quality and flows of receiving waters are protected during operation.	<ul style="list-style-type: none"> <li>▶ Site drainage and stormwater management features would be designed in accordance with the concept stormwater management plan shown in Figure 7-20 of the EA.</li> </ul>	Design, operation

Outcome	Mitigation measure	Timing
Opportunities for reuse/recycling of water are maximised.	<ul style="list-style-type: none"> <li>▶ The following would be provided: <ul style="list-style-type: none"> <li>– Stormwater retention strategies;</li> <li>– Rainwater harvesting (roof water and on ground stormwater); and</li> <li>– Management and monitoring of onsite activities and infrastructure.</li> </ul> </li> </ul>	Operation
<b><i>Land use safety</i></b>		
Transportation and on-site storage of hazardous materials to remain below SEPP 33 storage or transport thresholds for Class 3PGII hazardous materials.	<ul style="list-style-type: none"> <li>▶ The proposed development would be designed in accordance with AS1940, incorporating the requirements outlined in Section 7.4.2 of the EA relating to: <ul style="list-style-type: none"> <li>– Separation distances;</li> <li>– Bunding requirements; and</li> <li>– Fire protection requirements.</li> </ul> </li> </ul>	Design, construction, operation
<b><i>Non-indigenous heritage</i></b>		
Compliance with requirements under Section 139(4a) of the NSW Heritage Act.	<ul style="list-style-type: none"> <li>▶ An exception notification would be lodged, together with this report as the supporting documentation, with the NSW Heritage Office seeking exception under Section 139(4a) of the NSW Heritage Act.</li> <li>▶ Acceptance of that notification would be received prior to the commencement of construction taking place.</li> </ul>	Construction
Recording of non-indigenous heritage.	<ul style="list-style-type: none"> <li>▶ A photographic record of the Farm Complex and its key components would be taken before and during the proposed works. Copies of these records would be forwarded to the NSW Heritage office and to Parkes Shire Council.</li> </ul>	Construction

Outcome	Mitigation measure	Timing
<b><i>Indigenous heritage</i></b>		
Indigenous heritage sites and artefacts are protected.	<ul style="list-style-type: none"> <li>Should any Indigenous artefacts be unearthed during construction, works within the immediate vicinity of the find would temporarily cease and move to another area of the site (allowing for a curtilage of at least 50 metres), and DEC would be contacted, and permission sought from the relevant Aboriginal organisations to collect the items.</li> </ul>	Construction
<b><i>Flora &amp; Fauna</i></b>		
Natural ecosystems surrounding the site are protected from construction impacts.	<ul style="list-style-type: none"> <li>The development area boundary would be clearly defined to prevent construction works breaching the site boundaries and potentially impacting adjacent vegetation.</li> </ul>	Construction
	<ul style="list-style-type: none"> <li>Stockpiles would be placed away from the woodland at the site.</li> </ul>	Construction
Habitat values are preserved and protected.	<ul style="list-style-type: none"> <li>Soil that may contain seeds of exotic species, would be placed away from the woodland where they could be spread during wind or rainfall events.</li> </ul>	Construction
	<ul style="list-style-type: none"> <li>Where possible, the removal of mature and hollow-bearing trees at the site would be avoided.</li> </ul>	Construction
	<ul style="list-style-type: none"> <li>Stock from the remaining woodland at the site would be removed to allow natural regeneration.</li> </ul>	Construction
	<ul style="list-style-type: none"> <li>Initial and continual treatment of weeds within the woodland and potential rehabilitation.</li> </ul>	Construction, operation
<b><i>Bushfire</i></b>		
Reduce the threat at the site and on adjacent lands and property.	<ul style="list-style-type: none"> <li>The principles of <i>Planning for Bushfire Protection</i> (PBP) (Planning NSW), 2001, would be applied to the proposal where appropriate.</li> </ul>	Design, construction, operation

Outcome	Mitigation measure	Timing
Asset Protection Zones provide clear zone between vegetation (fuel for bushfires) and the development, reducing opportunities for fire to spread quickly.	<ul style="list-style-type: none"> <li>▶ Based on the vegetation class present at the site an Asset Protection Zone of 20 m is recommended. Road and fire trails may form part of the APZ and therefore reduce the need for further vegetation clearance.</li> <li>▶ A fire trail would be incorporated into the APZ and would include the following attributes: <ul style="list-style-type: none"> <li>– located within a minimum 6 m wide reserve (4 m wide trail and 1 m wide cleared area each side of the trail);</li> <li>– constructed in accordance with design criteria outlined in Section 5.2.2 of PBP;</li> <li>– be trafficable by firefighting vehicles under all weather conditions;</li> <li>– appropriate drainage and erosion controls;</li> <li>– not traverse any wetlands or other land potentially subject to periodic inundation;</li> <li>– should link to Brolgan Road;</li> <li>– be maintained in a serviceable and accessible condition at all times; and</li> <li>– have passing bays at regular intervals of 200 m.</li> </ul> </li> <li>▶ Any vegetation within the APZ, which in this case is likely to be grasses, would be managed through regular mowing.</li> </ul>	Design

Outcome	Mitigation measure	Timing
Appropriate site access for firefighting vehicles to access site, and for evacuation of site during construction and operation.	<ul style="list-style-type: none"> <li>▶ Access to the site would be established and maintained and include a perimeter fire trail. This is a managed fire trail surrounding the buildings and incorporated within the 20 m APZ measured from the edge of the building. If Brolgan Road is within 20 m of a building and meets the bushfire standards, then construction of a perimeter access trail on this side of the building is not required.</li> <li>▶ This would include the following attributes: <ul style="list-style-type: none"> <li>– a minimum trafficable width of 4 m with an additional 1m wide strip on each side of the road kept clear of bushes and long grass;</li> <li>– the road should have a passing bay about every 200 m where possible, which should be 20 m long by 3 m wide, making a minimum trafficable width of 7 m at the passing bay;</li> <li>– the capacity of the road should be sufficient to carry fully loaded firefighting vehicles (approximately 28 tonnes or 9 tonnes per axle);</li> <li>– a minimum vertical clearance of 6 m to any overhanging obstructions, including tree branches;</li> <li>– curves should have a minimum inner radius of 6 m and be minimal in number to allow for rapid access and escape;</li> <li>– the minimum distance between inner and outer curves should be 6 m;</li> <li>– roads would provide sufficient width to allow firefighting vehicle crews to work with firefighting equipment around the vehicle.</li> </ul> </li> <li>▶ If possible two access roads to the site are recommended along paths that are unlikely to be cut simultaneously by fire and therefore ensure there is at least one safe evacuation point.</li> </ul>	Design, construction, operation
Adequate water supply for potential firefighting during operation.	<ul style="list-style-type: none"> <li>▶ Appropriate watering points would be provided along the perimeter trail from a series of fire hydrants. These hydrants would meet the requirements of Australian Standard 2419–<i>Fire Hydrant Installation</i> and be delivered by a ring main system.</li> </ul>	Operation

Outcome	Mitigation measure	Timing
<b><i>Air quality</i></b>		
Air quality is protected during construction.	<ul style="list-style-type: none"> <li>▶ An Air Quality Management Plan would be prepared for the construction phase of the proposal, and would be included as part of the CEMP.</li> </ul>	Construction
	<ul style="list-style-type: none"> <li>▶ All activities undertaken would be carried out in a manner, as outlined in Section 8.8.4 of the EA, that minimises: <ul style="list-style-type: none"> <li>– Air pollution;</li> <li>– Dust generation; and</li> <li>– Emission of dust from the site (wind-blown, from transit or traffic generated).</li> </ul> </li> </ul>	
Air quality is protected during operation.	<ul style="list-style-type: none"> <li>▶ Tree planting would be undertaken on the site, hence reducing CO<sup>2</sup> levels in the atmosphere.</li> </ul>	Design, operation
	<ul style="list-style-type: none"> <li>▶ All activities undertaken would be carried out in a manner that minimises emission of pollutants and dust, as outlined in Section 8.8.4 of the EA.</li> </ul>	Design, operation
	<ul style="list-style-type: none"> <li>▶ Terminals Australia would promote government initiatives such as the Alternative Fuels Conversion Programme, that are designed to assist operators and manufacturers of heavy commercial vehicles to convert to Natural Gas or Liquefied Petroleum Gas (LPG).</li> </ul>	
<b><i>Visual amenity and landscape</i></b>		
The visual impact of the proposal on the landscape would be minimised.	<ul style="list-style-type: none"> <li>▶ Existing vegetation, outside the areas required to be cleared for the development, would be retained.</li> </ul>	Design, construction
	<ul style="list-style-type: none"> <li>▶ Additional planting would be provided to screen the development, from the inception of construction if possible.</li> </ul>	Operation
	<ul style="list-style-type: none"> <li>▶ Appropriate building materials and treatments would be chosen, including: <ul style="list-style-type: none"> <li>– Minimal use of reflective elements, and use of textural cladding where practicable; and</li> <li>– Use of green/brown colour tones on the buildings (including the upper portion of built elements) to minimise the contrast with surrounding bushland.</li> </ul> </li> </ul>	Design



Outcome	Mitigation measure	Timing
<b><i>Socio-economic</i></b>		
Procedures are in place to ensure that any social impacts are minimised and can be dealt with without delay.	<ul style="list-style-type: none"> <li>▶ A consultation and communication plan would be developed covering the local residents and wider community to ensure employment opportunities for the local community are maximised and to detail activities to be implemented in the lead up to, and during implementation of the proposal.</li> <li>▶ Consultation tools used would include: <ul style="list-style-type: none"> <li>– Ongoing liaison with the community, Council and local businesses;</li> <li>– A community hotline to enable response to questions, complaints etc;</li> <li>– Regular meetings with key stakeholders and the community in Parkes. This should include discussions with local businesses regarding economic and employment opportunities;</li> <li>– Project newsletter/information sheets distributed to surrounding landowners, businesses and residents; and</li> <li>– A project information signboard erected in the vicinity of the site providing regular updates on the progress of the proposal, contact details etc.</li> </ul> </li> </ul>	Design, construction, operation
<b><i>Waste management</i></b>		
Minimise construction waste.	▶ Minimise cut and fill. If this cannot be avoided, reuse excavated material onsite.	Design
	▶ Include waste management clauses in contracts to ensure contractors are aware of the waste management targets and objectives of the development and their obligations.	Construction
	▶ If possible, design for standard sizes, this avoids unnecessary offcuts and waste generation.	Design
	▶ Use pre-fabricated components. Usually, pre-fabricated components are delivered to site where they are assembled, saving money and reducing onsite waste.	Design, construction
	▶ Specify for materials that are easily reusable and recyclable, avoiding potential future waste.	Design, construction

Outcome	Mitigation measure	Timing
	<ul style="list-style-type: none"> <li>Design for disassembly to ensure the buildings are able to be easily taken apart, thus facilitating future resource recovery.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>Look at ways of using materials that have recycled content.</li> </ul>	Construction
	<ul style="list-style-type: none"> <li>Avoid specifying and ordering potentially harmful substances and materials.</li> </ul>	Design, construction
	<ul style="list-style-type: none"> <li>Arrange supplier take-back for excess or damaged material and for excess packaging.</li> </ul>	Construction
	<ul style="list-style-type: none"> <li>The type and the volumes of waste expected to be generated by the operation of the proposed development would be calculated during the detailed design phase to ensure adequate waste storage facilities are provided on site. This would include waste generated from the office, landscaped areas, refuelling facilities and warehousing and distribution activities.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>Waste storage areas would be required on site. These would have sufficient room to store the required containers to accommodate the estimated quantity of waste and recyclables generated and to allow for manoeuvrability.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>Waste storage areas would be undercover and drained to sewer.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>Terminals Australia needs to select appropriate waste handling equipment and the design has to allow adequate space for onsite separation, storage and manoeuvring of waste prior to collection and transport.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>Adequate space would be required for the storage of containers of at least three waste streams – recovered waste (for reuse or recycling), residual waste (for disposal or Alternative Waste Technology) and hazardous waste (wastes that are toxic, corrosive, flammable, explosive or reactive).</li> </ul>	Design
	<ul style="list-style-type: none"> <li>A separate storage area would be designed for liquid wastes (oils etc) that would be banded and drain to grease traps. Liquid wastes from grease traps must only be removed by a licensed contractor approved by the relevant water authority or NSW DEC.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>Adequate space for bulky items would be provided.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>A separate storage and collection area for hazardous/ special wastes would be provided.</li> </ul>	Design

Outcome	Mitigation measure	Timing
	<ul style="list-style-type: none"> <li>Waste storage areas and wash down areas would have smooth, impervious floors, be graded to a silt trap and connected to the sewer.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>The site would have adequate drainage.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>Detailed design would required provisions would be made to prevent waste water, liquids, solid waste and debris from entering stormwater drains.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>The proposed development must comply with the Environmental Guidelines: Assessment, Classification and Management of Liquid and Non-Liquid Waste (DEC) <a href="http://www.epa.nsw.gov.au/resources/waste_guide.pdf">http://www.epa.nsw.gov.au/resources/waste_guide.pdf</a>.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>The waste storage areas would be developed so as to not compromise fire safety objectives by having adequate fire protection measures in accordance with Australian Standards.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>As the site would be used for goods receipt and export, waste storage areas would be designed to be separated from the goods receiver dock, particularly if more than 10 m<sup>3</sup> of uncompacted recyclable materials and waste is likely to be generated per day. Compaction units would be used where appropriate.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>Design of the storage area would require appropriate security access measures to prevent entry to the waste storage areas, scavenging, vandalism and illegal dumping. Measures could include fences, lockable gates, natural barriers such as ditches and embankments and surveillance systems.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>Appropriate access would be provided for servicing and for the collection of waste by a private contractor where desirable and/or necessary.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>A proper transport route to the main or communal storage area would be provided.</li> </ul>	Design
Minimise construction and operation waste.	<ul style="list-style-type: none"> <li>If a private contractor were employed, access to the storage areas by collection trucks would implement measures for road design to have adequate strength, clearance and geometric design for truck movements on access driveways and internal roads.</li> </ul>	Design
	<ul style="list-style-type: none"> <li>Wastewater (from cleaning the waste storage area (s) and bins) would be prevented from entering the stormwater system.</li> </ul>	Construction, operation
	<ul style="list-style-type: none"> <li>WorkCover NSW requirements for the storage of dangerous goods would be complied with.</li> </ul>	Construction, operation

## **6.1.2 Environmental management**

### **Construction environmental management plan**

A construction environmental management plan would be prepared and implemented. The construction environmental management plan would outline environmental management practices and procedures to be followed during site preparation, and construction of the proposal.

The construction environmental management plan would cover the environmental protection practices, resources and sequence of activities required to comply with relevant environmental legislation, conditions of any applicable licence, approval and permit. The plan would include:

- ▶ A description of all activities to be undertaken on the site during site preparation, construction and commissioning of the stage of the development being undertaken;
- ▶ Statutory approvals and other obligations that would be fulfilled during site preparation, construction and commissioning, including all approvals, consultations and agreements required from authorities and other stakeholders, and key legislation and policies;
- ▶ Details of how the environmental performance of the site preparation and construction works would be monitored, and what actions would be taken to address identified adverse environmental impacts. In particular, the following environmental performance issues would be addressed:
  - Measures to monitor and manage dust emissions;
  - Measures to monitor and minimise soil erosion and the discharge of sediment and other pollutants to lands and/ or waters during construction;
  - Measures to monitor and manage any contaminated soils/ materials encountered during construction and demolition;
  - Measures to monitor and manage any groundwater encountered during construction and demolition;
  - Measures to monitor and control noise emissions during construction and commissioning;
  - Measures to monitor and control air emissions during construction and commissioning, and to ensure that air emissions are both minimised and in compliance with the requirements of this consent and the Environment Protection Licence for the site;
  - Measures to manage traffic during construction; and
  - Measures to manage bushfire risk.
- ▶ A description of the roles and responsibilities for all relevant employees involved in the construction of the development;
- ▶ The management plans and mitigation measures listed in Table 5 relevant to construction and commissioning; and

- ▶ Complaints handling procedures during construction.

### **Operation environmental management plan**

A dedicated operation environmental management plan would be developed for the operation of the proposal and this would include:

- ▶ Environmental policy, objectives and performance targets for operation;
- ▶ Identification of all statutory and other obligations, including consents, licences, approvals and voluntary agreements;
- ▶ Identification of the roles and responsibilities of all personnel and contractors to be employed on site;
- ▶ Management policies, procedures and review processes to assess the implementation of environmental management practices and the environmental performance of the proposal against the objectives and targets;
- ▶ The management plans and mitigation requirements listed in Table 5 relevant to operation;
- ▶ Incorporation of environmental protection measures and instructions in all relevant Standard Operating Procedures and Emergency Response Procedures;
- ▶ The environmental monitoring practices described in Section 6.1.3; and
- ▶ Specific procedures in relation to the following, as defined by this Environmental Assessment and the conditions of consent for the proposal:
  - Traffic management;
  - Noise management;
  - Soil and water management;
  - Air quality management; and
  - Landscape management.

### **6.1.3 Monitoring**

#### **Air quality**

Any monitoring would comply with DEC guidelines for the Sampling and Analysis for Air Pollutants in NSW. In addition, the proponent would comply with any conditions of licences or approvals, in relation to the maximum air pollutant levels.

#### **Water quality**

Monitoring would be undertaken to ensure that stormwater management measures are working effectively. Monitoring would rely primarily on visual inspections and sampling. Visual inspections should be undertaken of sediment basins, pits, diversion and catch drains and all other stormwater conveyance structures. A general indication of frequencies for inspections is provided in Table 6. An inspection log detailing the monitoring program would be kept.

**Table 6 Monitoring program**

Sample location	Collection mechanism	Frequency first six months	Frequency normal operation
Sediment Basins	Visual Inspection	Every runoff event	First runoff event of any month
Inlet Pits	Visual Inspection	Every runoff event	First runoff event of any month
Trunk Drainage Channels	Visual Inspection	Every runoff event	First runoff event of any month
Overland Flow Paths	Visual Inspection	Every runoff event	First runoff event of any month
Trafficable Areas	Visual Inspection	Every month	
Bunded areas	Visual Inspection	Every runoff event	
Other works areas, potentially contaminating stormwater	Visual Inspection and system operation testing	Every month	

Notes:

- ▶ Runoff event must be sufficient;
- ▶ Inspect after 24 hour retention period (ie 24 hrs after runoff event);
- ▶ For every inspection undertaken, the date, time and ambient weather conditions would be recorded.

## 6.2 New commitments

Terminals Australia commits to implement the measures outlined in Table 7 to minimise the potential for environmental impacts.

**Table 7 New commitments**

Environmental issue	Mitigation measure	Timing
Contributions	Terminals Australia recognizes the requirement for reasonable contributions towards infrastructure and other requirements generated by the project and is prepared to enter into a Planning Agreement or other reasonable arrangement such as the Consent Authority might propose. The company submits however, that the Planning Agreement or other instrument should reflect that the project will take ten to fifteen years to reach completion of the Ultimate Stage. That is why Concept Approval is being sought now and why the elements comprising the project are proposed to be brought forward as asset-specific Development Applications as	Design

	market forces determine.	
Noise (operation)	As part of subsequent Development Applications traffic noise assessments would be undertaken and where appropriate mitigation measures would be developed.	Design
Planning	Monitoring has been included in the Statement of Commitments for the project. An annual audit with regard to noise monitoring, water and air quality, traffic management and complaints handling would be undertaken for the Intermodal Terminal.	Operation
Traffic and transport	The proposed configuration and design of rail crossings will be submitted as part of asset-specific Development Applications to the relevant road and rail authorities for approval.	Design
	Terminals Australia has made a binding commitment to contribute to a project approved and part funded under AusLink for improvements to Brolgan Road, including the upgrading and lighting of the intersection with Westlime Road. The project also includes improvement to the Hartigan Street/ Blaxland Street intersection.	Operation
	Terminals Australia commits to the upgrading of the complex of intersections in the area of the Newell Highway/Bogan Street/rail crossing in Parkes, to the satisfaction of the relevant road authority (RTA). TA would propose that be effected by way of a management agreement between Terminals Australia, RTA and Parkes Shire Council.	Operation
	Existing level crossings situated along Brolgan Road and Condobolin Road would be upgraded in accordance with statutory requirements.	Operation
	A new rail crossing point would be situated along Brolgan Road to the west of the proposed development, in accordance with statutory requirements.	Operation
	Brolgan Road, between the western section of the Parkes ring road system and the proposed western most site access point, would be upgraded to incorporate road design specification to accommodate B double and road trains in accordance with statutory requirements. It is understood that it would be desirable to provide two 3.5m wide traffic lanes with a shoulder width of 2.0m and 1.0m of this being sealed.	Operation

	<p>The study identifies that the analysis is based on a preliminary level of information and a series of assumption, which will only be confirmed once an operator for the facility is identified. The proposed operator will have the understanding of the resulting traffic impacts produced from each stage of the proposed development. These impacts should be identified and addressed with the submission of Development Applications for each facility proposed to be located in the Parkes Intermodal Terminal. The supporting detailed traffic impact statement will as part of this exercise address issues associated with the following:</p> <ul style="list-style-type: none"> <li>▶ Proposed truck routes at each stage of the development;</li> <li>▶ Intersection upgrades at each stage of the development; and</li> <li>▶ Rail crossings at each stage of the development.</li> </ul>	Prior to lodgement of subsequent applications
Flora and fauna management	The draft Statement of Commitments notes that initial and continual treatment of weeds within the woodland and potential rehabilitation. Terminals Australia would look at the need to extend to monitoring other areas as part of the Operational EMP.	Construction, operation
Visual amenity/impacts	Terminals Australia would aim to minimise energy consumption through incorporating 'best practice' for the proposal.	Operation