Mellor Gray Architects Interiors

Preferred Project Report:

Issue B – 24th May 2006

Central West Regional Road/Rail Freight Terminal,
213 Sydney Road (Great Western Highway)
Kelso, Bathurst Local Government Area

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Annexures

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Preferred Project Report

Mellor Gray Architects Interiors

Central West Regional Road/Rail Freight Terminal, 213 Sydney Road (Great Western Highway) Kelso, Bathurst Local Government Area –Environmental Assessment

This Preferred Project Report (PPR) has been prepared to address issues raised during the Environmental Assessment Exhibition Period and should be read in conjunction with Environmental Assessment (EA) - Issue C - published January 2006 by GSA Planning / Slobobax / Mellor Gray Architects, as distributed and exhibited by the Department of Planning (DoP).

Formal responses to EA submissions received by the proponent, via the Department of Planning, have been provided within the EXHIBITION SUBMISSIONS – RESPONSES TABLE contained within this report, in accordance with section 75H(6) of the Act.

Changes to the Road/Rail Freight Terminal design, resulting from assessment of the EA submissions and from further collaboration with the RTA, are listed in the following DESIGN CHANGES TABLE. Revisions made, as a result of this process, have resulted in a general improvement to the intermodal facility; particularly the following:

- Operations – Increased level of security with adoption of a single point of controlled entry/egress.
- Road Safety – associated with a more considered approach to the Great Western Highway interfaces; and
- Reduced Environmental Implications – a product of the elimination of one watercourse bridge crossing.

The FINAL STATEMENT OF COMMITMENTS also contained within this report, adopts several minor requested adjustments.

DESIGN CHANGES TABLE

	Element	Design Change Description	Outcome / Environmental Impact
A	**Traffic**		
A.1	Central Entry	The Main Great Western Highway (GWH) interface has been realigned to form a signalised cross intersection with Ashworth Drive. This interface becomes the only point of access and egress with the intermodal terminal beyond. The amended location is reflected on Concept Plan MP-002-ISSUE-B.	Positive outcome obtained: Implementation of requests raised by the Western Region Development Committee (refer Responses Table items D.2 and D.3), Bathurst Regional Council (refer Response Table items Y.8 and Y.9) and the RTA (refer Response Table items Z.1and Z.2).
A.2	Eastern GWH Interface	The Eastern GHW interface has been reduced to provide a left-turn-out only departure for Highway Uses Development public and delivery vehicles. The amended configuration is reflected on Concept Plan MP-002-ISSUE-B and on the Circulation and Security Concept Plan MP-003-ISSUE-B.	Positive outcome obtained: Non-required crossing of the GHW removed. Design of a safer interface has been initiated through RTA collaboration.

	Element	Design Change Description	Outcome / Environmental Impact
A.3	Internal Road Layout	The GWH interface realignment has allowed major internal road network re-planning to occur. The primary benefits include the creation of a single point of access/egress with the intermodal terminal beyond and the removal of one of the proposed bridge structures (refer item A.4 below). The new road position providing access up to the intermodal platform; i.e. Regional Terminal Warehousing Service Road (in lieu of the bridge) provides visual relief to the retaining wall by breaking down apparent scale. The new road for departing freight vehicles (terminating at the central round-about) also provides scale relief to the proposed retaining structures.	Positive outcome obtained:
A.4	Removal of Bridge	As indicated above, the internal road network re-planning includes the removal of the larger bridge. Albeit that construction of the bridge was proposed to have no detrimental implications on the vegetation or ecology of the un-named watercourse, one less crossing is anticipated to be seen as advantageous to all parties.	Positive outcome obtained: One bridge crossing of the watercourse removed.
A.5	Integration of approved 'Stocklands' interface	Discussions with the RTA have highlighted the requirement to adopt their 'Approved in Principle' Stocklands GWH interface. Therefore, the amended Concept Plan (MP-002-ISSUE-B) identifies this interface and shows how the realigned signalised cross intersection at Ashworth Drive integrates with Stocklands civil engineering design.	Neutral outcome:
A.6	Service Station Entry/Exit	The full GWH seagull intersection has been removed in favour of a Left in and left out only. Discussions with the RTA subsequently highlighted the requirement to extend the median strip of the 'Approved in Principle' Stocklands GWH interface across the face of the service station to ensure that no right-turn-in or right-turn-out is made available. Amended Concept Plan (MP-002-ISSUE-B) reflects this civil engineering requirement.	Positive outcome obtained: Non-required crossing of the GHW removed. Design of a safer interface has been initiated through RTA collaboration.

	Element	Design Change Description	Outcome / Environmental Impact
A.7	Service Station Isolation	The public service station now exists as a completely independent 'Isolated' element. The requirement to share the service station exit with departing intermodal vehicles has been removed. The option to share the service station exit with the Highway Uses Development vehicles (both public and delivery) has been removed	Positive outcome obtained: Construction of service station remains independent of all other proposed uses. Departing intermodal vehicles re-routed to return to the GWH utilising the signalised intersection described in item A.1 above.
A.8	Highway Uses Development Parking	Internal road planning required a minor positional adjustment to Highway Uses Development and corresponding car parking provision. As a result, the total number of car parking spaces has reduced from 465 to 428; a reduction of 37 spaces.	Neutral outcome: Implementation of requests raised by the RTA (refer Response Table item Z.4).
B	**Noise Reassessment**		
B.1	Acoustic Modelling	The revised acoustic modelling published in the Supplementary Acoustic Analysis (Annexure 2) tables noise levels significantly lower that results previously anticipated.	Neutral outcome: The GWH remains the largest single source of noise pollution.
C	**Pedestrian Interface**		
C.1	GWH Pedestrian Interface	Realignment of the Main GWH interface to form a Cross intersection with Ashworth Drive shall incorporate a controlled pedestrian crossing. Safe access to the site, particularly from neighbouring residential areas, including housing in estates located on the opposite side of the GHW, has been increased. The amended location is reflected on Concept Plan MP-002-ISSUE-B.	Positive outcome obtained: Implementation of requests raised by NSW Department of Housing (refer Responses Table item C.2) and the Western Region Development Committee (refer Responses Table item D.7).
C.2	GWH Bus Stops	Bus stops shall be located on either side of the GWH. Slobobax note that 'Approved in Principle' Stocklands GWH Interface makes allowance for a Bus Stop on the northern verge.. Subsequently, the southern verge Bus stop, is proposed to be located adjacent to the signalised intersection left-turn-out acceleration lane, directly opposite the one to the north.	Positive outcome obtained: Implementation of requests raised by NSW Department of Housing (refer Responses Table item C.1) and the Western Region Development Committee (refer Responses Table item D.9).

	Element	Design Change Description	Outcome / Environmental Impact
D	**Site Security**		
D.1	Admin Building	The Administration Building has been relocated adjacent the single point of entry and departure of all intermodal vehicles. Every vehicle either entering or leaving the freight terminal is now required to pass this building. Efficiencies with the weighbridge are also anticipated, the configuration (design) of which should be able to cater for traffic travelling in either direction. The amended location is reflected on Concept Plan MP-002-ISSUE-B.	Positive outcome obtained: Increased level of security achieved.
D.2	Fence	The site security fence has been relocated to follow the new internal road layout described in item A.3 above. In conjunction with the revised intermodal terminal entry/exit conditions, the security fence has one less point of possible breech. The amended location is reflected on the Circulation and Security Concept Plan MP-003-ISSUE-B.	Positive outcome obtained: Increased level of security achieved.
E	**Built Form Locations**		
E.1	Admin Building	Refer item D.1 above.	Positive outcome obtained:
E.2	Highway Uses Development	Internal road planning required minor positional adjustment and distribution of Highway Uses Development. No change is proposed to the area (GFA) being provided. Block A (refer MP-002-ISSUE-B) shifted five meters closer towards the GWH, and was reduced by 1 Unit. Block B was subsequently increased by 1 unit. The amended locations are reflected on Concept Plan MP-002-ISSUE-B.	Neutral outcome:
E.3	Service Station	Internal road planning required a shift in position of the Service Station, which also moved closer to the GWH. The amended location is reflected on Concept Plan MP-002-ISSUE-B.	Neutral outcome:

The amended alignment for GWH interface, internal road layouts, building locations, are reflected on

- MP-002-ISSUE-B: Concept Plan
- MP-003-ISSUE-B: Concept Plan – Circulation and Security

As included in Annexure 1

EXHIBITION SUBMISSIONS – RESPONSES TABLE

In accordance with section 75H(6) of the Act, the table below lists each formal submission Slobobax have been furnished with from the Department of Planning and the required corresponding response. The number of letters was 26 in total, numbered A-Z consecutively in the table below.

Annexure 1 reflects modification to the plans, primarily based on Great Western Highway interface concerns as raised by both the RTA and Bathurst Council.

Furthermore, a DoP commissioned independent noise review (undertaken by John Wassermann) resulted in the requirement for amendment to Acoustic Report to better reflect noise generated within the rail corridor and corresponding implications to effected receptors: The questions raises are incorporated in section AA below, with response included within Annexure 2.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
A	**Department of Planning Peter Ferris – A/Director, Freight Strategy and Planning**		
A.1	Signed 17th February 2006 Received 20th February 2006: Paragraph 2:	*The biggest transport problem with the site is that a rail siding is constrained. In July 2005, the Freight Infrastructure Advisory Board recommended that Sydney terminals should have the capacity to receive, load and unload 600 metre (trailing length) push-pull unit trains out of Port Botany*	The sidings within the Development site are 600 metres in length (clear of the 'clearance points') and a 70-meter long turn-back section of track for engine run-around is beyond the points at the western end. The sidings will accommodate 29 x NQOF wagons (582.9 metres) however this would necessitate use of an additional locomotive, which is considered inefficient. The length of the proposed train is 567 metres (523 metres trailing length) and will consist of 26 x NQOF wagons hauled by 2 x 82 class locomotives. This provides for carriage of 78 x 6 metre containers. The 82 class locos have a pulling capacity of 2000 Tonnes between Kelso and Sydney and 900 Tonnes between Sydney and Kelso. It is envisaged that trains from Sydney will predominantly haul unladen containers, however train arrangements of up to 18 laden (60 unladen) containers will be provided for.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
A.2	Paragraph 3:	*Trains in the siding also exceed noise limits during daytime at a school and closest residences (even though they are lower than the faster trains passing on the Western Line)*	When fully constructed the only predicted exceedences from train noise is 4dBA at The Scots School. At The Scots School there is no opportunity to provide additional noise controls. However, the noise from existing trains on the existing train line will be louder than the trains on the private siding as they are travelling faster. In addition the trains on the private siding are limited to daytime only whereas trains on the main line occur throughout the night. In the Industrial Noise Policy there is provision for applying a duration adjustment. Whilst a strict reading of the policy indicates that it applies to single events it implies that short term events are more tolerable. If the total train noise time is added up (3 trains so 6 movements at 2 minutes per movement) the total noise on any day is 12 minutes. A duration adjustment of 7dBA applies to noise lasting between 6 and 15 minutes during the daytime. This would indicate compliance.
A.3	Paragraph 4:	Site Location	Site is to the East of Bathurst.
A.4	Paragraph 5:	There could also be some doubt whether it will be developed, especially given the failure to develop and operate the White Rock Road freight facility in Kelso since its approval in 2001	The PPR Final Statement of Commitments Matrix outlines elements that Slobobax shall undertake once approval is granted. The EA Facility Comparison Matrix was originally implemented, at the request of the DoP, to assist in assessing the merits of the Slobobax Facility. However, this table, almost deliberately, identifies areas of major problems with the White Rock Road Kelso Facility, and we can only offer these as probable reasons for its own failure to develop and operate.
A.5	Dot Point 1.	*It is unclear whether there is any requirement for the proposed facility to accommodate trains to and from the west ……"*	The signalling scheme and operational arrangements will include facility to accept and dispatch trains from / to the west. Trains entering from the west pull clear of the points on the up main and be signalled into the siding. The rear of the train will be piloted as required by regulations for the propelling move. Trains exiting to the west will be propelled from the siding to the down main then signalled to commence the journey west. The rear of the train will be piloted as required by regulations for the propelling move.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
A.6	Dot Point 2.	Given the change in speed limit in front of the site, are there any impacts of road movements on the Great Western Highway accident Rate?	The proposal to reduce the number of GWH entry/exit points, in conjunction with the relocation of the Main Entry/Exit, upgraded to a signalised intersection incorporating Ashworth Drive and controlled pedestrian crossings, in accordance with items D2 and D3 below, have the following advantages regarding the potential increase of safety along the Site Highway Frontage: 1: Signalised Intersection at Ashworth drive provides a safer right turn egress route onto the GWH, without having to negotiate an uncontrolled, timed vehicular movement. This is only strengthened given that the corresponding residential subdivision, that could yield a further 360 homes, is being considered by Council, although there will be a further access road at the back of the subdivision coming out at the far side of Kelso. 2: Controlled pedestrian crossings will provide a safe method of crossing the GWH, for both employees and customers, and will be the only/first one within this section of the Sydney Road (GWH).
A.7	Dot Point 3.	To permit road access for the west to the site (and egress to the east), what arrangements, including costs, will be necessary when RTA divides the Great Western Highway	The primary access to the site will be via a signalised intersection at Ashworth Drive, and as such there will be no impact if and when the RTA divides the Great Western Highway. The secondary access points will comprise left turning movements only and will not be affected by division of the Great Western Highway. Refer Annexure 1: **1277 – MP – 002 – ISSUE – B**
B	**Department of Environment and Conservation (NSW)** **Richard White – Manager Bathurst Region – Environment Protection and Regulation Division**		
B.1	Authored 14th 03 2006 Received 16th 03 2006: Protection of Environment Operations Act 1997	Reference to ENVIRONMENT PROTECTION MANUAL FOR AUTHORISED OFFICERS 1995 and MANAGING UBAN STORMWATER-SOILS AND CONSTRUCTION 1998.	Adopt recommendation that earthworks that are to take place adjacent to and within the watercourse on the subject site, that to achieve a high standards of sediment and erosion control and general site management, Slobobax shall develop and implement the proposal in accordance with the relevant guidelines.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
B.2	Threatened Species Conservation Act 1995	No concerns raised.	No response required.
B.3	National Parks and WildlifeAct 1974 (Cultural Heritage).	No concerns raised.	No response required.
C	**NSW Department of Housing** **Ken Bone – General Manager– Housing Services Division – Southern and Western NSW**		
C.1	Signed 13th March 2006 Received 14th March 2006: Dot Point 1.	PUBLIC TRANSPORT: Public Transport to from Bathurst CBD to the site.	Bus stops either departure side of the signalised intersection, shall provide an additional pedestrian feed to the site. Refer Annexure 1: **1277 – MP – 002 – ISSUE – B**
C.2	Dot Point 2.	Pedestrian access to the site, particularly from neighbouring residential areas, including housing directly across the road from the site.	Refer item A.6 response above. The amended development proposal: which reduces the number of GWH entry/exit points, in conjunction with the relocation of the Main Entry/Exit, upgraded to a signalised intersection at Ashworth Drive with controlled pedestrian crossings., provides a greater degree of safety along this portion of the GWH, in conjunction with the provision of a safe means of crossing the road, currently not available.
C.3	Dot Point 3.	Prior to construction, links be established with Kelso High School and the local TAFE to maximise opportunities for apprenticeships for local young people and to ensure academic support for apprenticeships, during both the construction and operational phases.	Slobobax considers that its primary responsibility is to provide the physical infrastructure, in the form of the proposed development, to create employment-generating opportunities. It would also be supportive of any initiatives to maximise employment opportunities for social housing clients.
C.4	Dot Point 4.	Training Opportunities (other that apprenticeships) for local people to be explored and encouraged.	
C.5	Dot Point 5.	Consideration be given to enhancing opportunities and building in pathways to employment for unemployed residents in the surrounding communities, either by expanding existing programs or creating new ones	

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
D	**Western Region Development Committee** **W H Hazelton – Chairperson – Regional Development Committee – Western Region**		
D.1	Received 15th March 2006: Dot Point 1.	LEVEL CROSSING: Analysis of Rail Traffic Generation on Road traffic and Applicability of existing level crossing controls, specifically level crossing at Barley Street, rail chainage 233.496. Also refer Z.6 below.	Initial concepts for the Slobobax development focused on connection of the Slobobax siding to the existing Masterfoods ® master siding. Had this progressed Slobobax were to conduct a risk assessment to determine impact and suitability of the existing passive protection at the crossing. This may have resulted in Slobobax having to contribute to the cost of active level crossing protection due to the possibility of the Slobobax trains, using the master siding, obstructing the crossing and the fact that there would be three regularly used tracks for road traffic to cross. This and other contentious issues led Slobobax to investigate alternative locations for the siding connection at the present site – one of which now forms part of our current application. The consequences of additional trains running on the main west lines after commissioning of the Slobobax siding would not be regarded as significant and has no more an impact on the level crossing than if, for example, a closure of the Stockinbingal to Parkes line causes additional trains to run on the main west or if additional rail traffic was generated by other rail customers west of Bathurst. (ARTC do not rush out and upgrade all level crossing between Parkes and Sydney in either of these scenarios). Slobobax consider the responsibility for the level crossing, and corresponding risk assessment on the crossing to be that of ARTC & RIC.
D.2	Dot Point 2, A.	ASHWORTH DRIVE INTERFACE: Current development proposal shows access to Ashworth Drive to be left-in and left-out due to the proposed installation of a median. Full access to Ashworth Drive will be necessary to cater for the anticipated residential development.	The primary access to the site will be via a signalised intersection at Ashworth Drive. Accordingly, access to and from Ashworth Drive will be improved by way of the proposed signalisation. Also refer Submission query Y.8 and Z.1 below.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
D.3	Dot Point 2, B	SINGLE SIGNALISED INTERSECTION: Therefore, it is recommended that access to the intermodal terminal be by a single, traffic signal controlled access opposite Ashworth Drive forming a four-way intersection. The design of this intersection will necessarily cater for further traffic growth, for all turning movements and vehicle types, and for pedestrians.	The proposal now includes a single traffic signal controlled access opposite Ashworth Drive, which will cater for all vehicular traffic and pedestrian movements. Also refer Submission query Y.9 and Z.2 below.
D.4	Dot Point 3.	It is noted that the traffic report refers to semi-trailers only, that there is no expectation of B-Double vehicles accessing the site. The GWH west of the Castlereagh Highway (near Lithgow) is a B-Double route. It is anticipated that the majority of road freight will be carried by B-Doubles; the traffic report should reflect this.	The concept drawings prepared allow for the required geometry for B-Double trucks. Once these drawings are "firmed up" turning circles will be overlaid to confirm compliance with the relevant templates.
D.5	Dot Point 4.	Road lighting will be required at the access in accordance with the Australian Standards (AS 1158) and throughout the public access areas.	Road Lighting shall be provided in accordance with AS 1158.
D.6	Dot Point 5.	Landscaping should not impede driver and pedestrian desire sight lines at intersections and curves in the roads.	Plant selection and final grading will be designed in accordance with sightline requirements determined by Traffic engineers. Also refer item Y.3 response below.
D.7	Dot Point 6, A.	PEDESTRIAN ACCESS TO THE SITE: Pedestrian access to the site is to be included as is bicycle access and secure bicycle storage.	The proposal to reduce the number of GWH entry/exit points, in conjunction with the relocation of the Main Entry/Exit, upgraded to a signalised intersection incorporating Ashworth Drive, in accordance with items D2 and D3 above, has the advantage of being able to simultaneously introduce controlled pedestrian crossings. This will provide a safe method of road crossing, as outlined in item A.6 above, which does not currently exist along this portion of the GWH. Furthermore, proposed bus stops either departure side of the signalised intersection shall provide an additional pedestrian feed to the site.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
D.8	15 March 2006: Dot Point 6, B.	INTERNAL PEDESTRIAN ACCESS: Pedestrian access to the site is to be Pedestrian access throughout the site has not been addressed in the application	Pedestrian access within the site has to be segregated into 2 separate zones. These are as follows: 1: A shared pedestrian/cycleway will link the northeast and northwest site corners, with the Service Station, Bulky Goods Retailing, Facility Administration Building and open space around On-Site-Detention Water Quality Ponds numbers 1 and 2. Given the introduction of the controlled pedestrian access across the GWH and corresponding Bus Stops, intermittent pedestrian access across the landscaped verge and setback will be introduced. Refer to 1277-MP-002-Issue B Highway Uses Development - Bulky Goods Retailing. These areas have been shown on Architectural drawing 1277-MP-002 to have an 11m pedestrian zone between the car parking area and the façade of the building Envelope. Landscape drawing MP-0514-01 Identifies these areas as follows: *'SEATING & SMALL LAWN AREAS WITH EXOTIC, DECIDUOUS TREES TO COMMERCIAL / RETAIL AREAS PROVIDE SHADE IN WARMER MONTHS AND RESPITE TO TRAVELLERS'.* 2: Areas associated with operations of the Freight Terminal: Public pedestrian access will be restricted from this area, controlled via a single point of Vehicular/Pedestrian Entry/Exit adjacent the Facility Administration Building, and secured with a minimum perimeter security comprising of a 2.4m high chain wire fence with locked gates across the rail siding, as described within EA - OPERATIONS SUMMARY - Section RAILWAY INTERFACE - Rail Safety Act. Only persons with required site induction shall be allowed with the restricted areas.
D.9	15 March 2006: Dot Point 7.	FUTURE BUS STOPS: Consideration should be given to allowing for a future bus stop at a convenient location adjacent to or on the site.	Refer item C.1 response above.

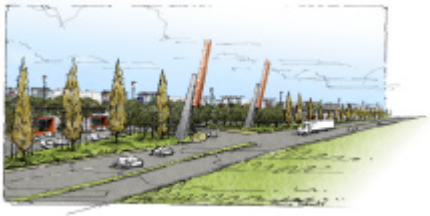
	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
D.10	15 March 2006: Dot Point 8.	Advertising signage is not to replicate a traffic sign and is to comply with current RTA policies and other Environmental Plans	Facility and Advertising signage shall be designed in accordance with current Policies, Guidelines and Regulations.
E	**NSW Department of Primary Industries** **Stephen Clipperton – Fisheries Conservation Manager – Central West**		
E.1	Authored 21st February 2006 Received 24th February 2006	Permit required from the NSW DPI for dredging and reclamation activities with the waterway under s.198 to s.203 of the Fisheries Management Act 1994	Fish passage requirements shall be addressed, as outlined in the EA.
F	**Undisclosed Author**		
F.1	Authored 12th 03 2006 Received 15th 03 2006.	Support for Proposal	No response required.
G	**Undisclosed Author**		
G.1	Authored 6th March 2006 Received 10th March 2006.	*As the Landowners of land adjoining the new development, we were concerned that the plan on display shows our block with no highway access.*	Access for existing developments will not be removed.
H	**Undisclosed Author**		
H.1	Authored 13th 03 2006 Received 13th 03 2006.	Support for Proposal	No response required.
J	**Undisclosed Author**		
J.1	Received 14th March 2006.	Support for Proposal	No response required.
K	**Undisclosed Author (email) – PET SHOP**		
K.1	Received 14th March 2006.	My shop is located directly across from the ingress and egress road. My concern is access to my shop from both westbound and eastbound traffic. It appears on the plans that there will be a divider preventing access from the Lithgow side traffic. Is this the case and if so what steps will be taken to provide full accessibility to the pet shop.	The proposal to reduce the number of GWH entry/exit points, in conjunction with the relocation of the Main Entry/Exit, upgraded to a signalised intersection incorporating Ashworth Drive, shall be designed as not to remove existing development assess along the GWH. The amended Concept Plan now incorporates the Stocklands interface. Access to the existing pet shop will not be affected.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
L	**Undisclosed Author Bathurst Observatory – 624 Limekilns Road – Bathurst 2795.**		
L.1	Received 15th March 2006. Point (a)	Hardstand Lighting	As outlined in the EA Section 7.4.3 and Table 14 – Section 11.2.1 – Items D.22 and D.23, the Concept plan and corresponding Statement of Commitments incorporates measures to ensure that night-time lighting can be detailed and controlled to minimise levels of light spill and spatter and avoid adverse impacts on the Dark Skies Region, as well as nearby residential areas and adjacent land uses.
L.2	Point (b)	Advertising Signage - Lighting	Advertising signage and corresponding luminance levels shall also be detailed in accordance with response Item L.1.
L.3	Point (c)	Security Lighting	Security Lighting signage and corresponding luminance levels shall also be detailed in accordance with response Item L.1.
M	**Undisclosed Author**		
M.1	Received 15th March 2006.	Support for Proposal	No response required.
N	**Undisclosed Author**		
N.1	Authored 5th March 2006 Received 8th March 2006.	Support for Proposal	No response required.
P	**Undisclosed Author**		
P.1	Authored 11th March 2006 Received 15th March 2006.	Support for Proposal	No response required.
Q	**Undisclosed Author – Owner of 85 Hectares between the Facility site and the village of Raglan**		
Q.1	Received 14 March 2006. Paragraph 3	Objection limited to the three access points along the highway. Request that future use of adjoining land not be prejudiced by the access demand of the Slobobax proposal	The proposal now includes a single traffic signal controlled access opiate Ashworth Drive. This is the primary access. The secondary access points will comprise left turning movements for a service station and an egress from the easternmost frontage uses. These access points are not considered to compromise the future access requirements for the adjoining property.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
Q.2	Paragraph 5	*"In the interest of good planning, I ask that the future use of adjoining land not be prejudiced by the access demand of the Slobobax proposal. Access through my land has been discussed with the original developer; this would relieve the burden of access to the highway in the area of proposed development. In addition, it would give internal access for Masterfoods ®, the largest potential user of the facility, without the need to use the highway to gain access to the terminal.* *In all my discussions with Bathurst Regional Council, they have seen it necessary that the two sites should be interconnected to allow the flow of internal traffic and thus reduce the need for too many access points along the highway."*	Discussions were held with the adjoining landowner when previous (pre-Part 3A submission) options for internal site arrangements were being investigated. These discussions had 3 objectives. The first: involved extending the existing Masterfoods ® Master Siding, and although built, remains unusable for the Masterfoods at its current levels. Until a detailed rail design was carried out, this extension was either to take place on the rail corridor, or within adjacent landowners property. The second: an option to provide a private road adjacent the GWR to create a direct link between Masterfoods and the site. The third was to extend the private sidings within our site into the adjoining landowners property along the southern boundary to allow for longer trains. The later was before rail options within the site opened up the use of the western boundary for our own 'siding' use. Nevertheless, negotiations with the adjoining landowner to purchase a portion of land proved unsuccessful, and all 3 options above were subsequently designed around and made unnecessary. All discussions were with Slobobax, being 'the original developer'. Given that the negotiations proved unsuccessful, that a rail option to cater for 26 wagon length trains fully contained within our site arose, and primarily that Masterfoods ® may not necessarily become a customer of the site (due to contractual agreements with alternative long-haul services) Slobobax, therefore, has no interest, intention, or requirement to proceed further any discussions with the adjoining landowner. Furthermore. Slobobax have been advised that there are no 'arrangements' in place with council (this can be confirmed with Richard Denyer - Bathurst Council). Advantages with the current arrangements are that there is a single point of site access/egress (reducing security risk) and that Intermodal operations are kept wholly within the site; i.e. the development is a stand-alone proposition, and therefore not dependant on adjoining landowners.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
R	**Undisclosed Author**		
R.1	Received 15th March 2006.	Support for Proposal	No response required.
S	**Mark Ireland Lawyers** **Client – Mr and Mrs Jarvis – Proprietors of Easts Holiday Park, 250 Sydney Road (GRW), Kelso.**		
S.1	Authored 13th March 2006 Received 15th March 2006: Point 3 (a).	Objections based on location opposite.	No response required.
S.2	Point 3 (b)	Noise associated with and produced by the proposed project will mitigate against tourists choice of the site with a consequence of tourism being adversely affected within this region.	These sites (Easts Holiday Park, the Gold Panner Motor Inn and Lot 35 Sapphire Place) are currently affected by traffic noise from the GWH, which restricts their development for residential use. For a new residential development the Environmental Criteria for Road Traffic Noise sets limits near arterial roads of LAeq,15hr daytime 55dBA and LAeq,9hr night time 50dBA. Existing traffic noise levels at the Gold Panner Motel have been measured as LAeq,15hr daytime 56dBA and LAeq,9hr night time 53dBA. Any new residences should be set back further from the Great Western Highway than the existing Gold Panner Motel. As the operation of this facility, when fully constructed, meets the noise limits at the Gold Panner Motel it can be concluded that this proposed facility will place no additional restrictions on residential development on the Gold Panner Motel land or Lot 35. A similar argument, therefore, would apply to the caravan park.
S.3	Point 3 (c) (i)	Noise.	Noise predictions revised. Refer Annexure 2: **Supplementary Acoustic Analysis**
S.4	Point 3 (c) (ii)	Dust from traffic and associated operations.	Impacts addressed within the EA.
S.5	Point 3 (c) (iii)	Lighting.	
S.6	Point 3 (c) (iv)	Night Operations.	

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
S.7	Point 3 (c) (v)	Increased impact from transport – Road/Rail.	Impacts addressed within the EA.
S.8	Point 3 (c) (vi)	Vibration.	
S.9	Point 3 (c) (vii)	Engine Revving and Compression Braking.	Subsequent to design amendment to move the main entrance/exit to a traffic light controlled intersection at Ashworth Drive, it is expected that this will require a corresponding reduction of the speed limit to 60kph along the full frontage of the site. This will marginally reduce traffic noise and could be expected to reduce the need for compression breaking. It also moves the entrance/exit further from the residences in Diamond Close. Acceleration noise will therefore be less in the Diamond Close area.
S.10	Point 3 (c) (viii)	Noise and disturbance produced from the loading and unloading of containers and the operations of equipment for loading and unloading	Noise predictions revised. Refer Annexure 2: **Supplementary Acoustic Analysis**
T	**Mark Ireland Lawyers** **Client – Mr and Mrs Daymond – Proprietors of Gold Panner Motor Inn, Kelso.**		
T.1	Authored 13th March 2006 Received 15th March 2006:	This letter is exactly the same as the previous, just with a different client (Daymond in lieu of Jarvis). Therefore, please refer to items S.1 through to S.10 above.	
U	**Undisclosed Author**		
U.1	Authored 6th March 2006 Received 6th March 2006: Paragraph 2:	*The GWH in the location where access will be obtained to the development has sweeping bends. These are downhill towards Kelso and are quite dangerous as traffic has a tendency to travel above the speed limit.*	Refer item A.6 response above.
U.2	Paragraph 3-4:	Concerns regarding only access to Ashworth Drive and corresponding residential subdivision, that could yield a further 360 homes. Access and Egress questioned, although there will be a further access road at the back of the subdivision coming out at the far side of Kelso.	Refer item D.2 response above.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
U.3	Paragraph 5:	*At the present time, between 4:15 and 5:00pm on week days it is quite common for traffic proceeding into Bathurst to be backed up half way up the hill between the proposed entrances to the terminal and Napoleon Street at Raglan.* Further congestion cited as a concern.	The safety, circulation and access of this segment of the Great Northern Highway will be improved by the proposed access, which now includes a signalised intersection with Ashworth Drive incorporating a controlled pedestrian crossing.
V	**Undisclosed Author – Owner of Lot 35 Sapphire Crescent, Kelso** **16000m2, zoned residential, frontage to Sapphire Crescent and GWH, immediately north of the proposed Facility**		
V.0	Authored 14th March 2006 Received 14th March 2006:		Lot 35 highlighted blue.
V.1	Point 1.	*The Surrounds: In the EA Section 2.6 it is stated that consideration has been given to the residential areas 650m away. It appears that no consideration has been given to my residential land directly across the GWH.*	Given that the Lot 35 Sapphire Crescent is adjacent the Gold Panner Motor Inn, it is more than reasonable to expect that results recorded at this site could be extrapolated to the adjacent site, noting that Lot 35 is further away from identified development noise sources than the Gold Panner. It is also noted that for areas north of the GWH, its corresponding traffic volumes have been identified as a source of higher noise levels than the proposed development. Refer Annexure 2: **Supplementary Acoustic Analysis**
V.2	Point 2.	Visual Assessment: Lot 35 	The perspective of drawing 1277-MP-007 is very close to the elevated location on the corner between the Gold Panner Hotel and Lot 35. **(Shown left)** MGA note that concerns will be further lessened by the proposal to shift the 'site entry' further west, to a location opposite Ashworth Drive, incorporating a signalised intersection.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
V.3	Point 3.	Noise Assessment: Lot 35	Noise predictions revised. Refer Annexure 2: **Supplementary Acoustic Analysis** Also refer response to item S.2 above.
V.4	Point 4 -A	*Traffic and Parking: It appears that the proposed access 1 will be opposite my land. Lot 35*	This is not correct. Lot 35 is mid-way between the Eastern Site Vehicular GWH Exit Only point and the Central Site Vehicular GWH Entry Only.
V.5	Point 4 -B	*Traffic and Parking: I am also greatly concerned about the effect that widening the GWH and the increase in traffic lanes will have upon me being able to access my land from the highway. I ask that if this application is approved that access to my land from the highway by included in the road works and planning.*	The proposal will not increase the number of through lanes on the Great Western Highway. Access to sites will be improved by the slowing down of traffic by the proposed traffic signals at Ashworth Drive.
V.6	Point 5 -A.	Suitable use for Rural Zoned Land	Addressed within the EA – Section 6
V.7	Point 5 -B.	*I see no consideration of any buffer at all from my residential land opposite…*	Addressed within the EA.
W	**Undisclosed Author** **Mount Tarana Observatory –Bathurst**		
W.1	15 March 2006.	Hardstand Lighting	Refer item L.1 response above.
W.2		Advertising Signage - Lighting	Refer item L.2 response above.
W.3		Security Lighting	Refer item L.3 response above.
X	**Department of Natural Resources** **Tim Baker – Landscape Planning Officer – Access and Compliance – Central West Region**		
X.1	Authored 20th March 2006.	EA Section 3.3 of annexure 12 refers to the potential for utilising water for the water quality ponds for irrigation. The DNR advises that the proposal needs to conform to the exemptions within the Farm Dams Policy.	Design will be undertaken in accordance with the authorities requirements in particular the on-site detention and Farm Dams Policy.
Y	**Bathurst Regional Council** **David Shaw – Director – Environmental, Planning and Building Services**		
Y.1	Authored 20th March 2006:	Strategic Issues: Zoning	The zoning issues are addressed comprehensively in Section 6.0 and 7.0 of the EA and we are of the opinion that the proposal is consistent with relevant strategic plans, policies, issues and discussion papers and satisfies relevant statutory planning considerations in respect of permissibility and consistency with objectives. Refer Y.6 and Y.7 below.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
Y.2	Dark Skies	*Protect the Dark Night Sky for tourism, education and research purposes through the introduction of appropriate planning controls relating to artificial lighting*	As indicated in Section 7.4.3 of the EA, measures will be taken to minimise obtrusive lighting with the aim of protecting the dark night sky in accordance with statutory requirements, as well as nearby residential areas and adjacent land uses. Slobobax have no objections to proposed Council Condition: *A Lighting plan for the development in accordance with the Voluntary AS 4282-1997L CONTORL OF THE OBTRUSIVE DFFETS OF OUTDOOR LIGHTING is to be lodged and approved by Council prior to the issuing of any construction certificates*.
Y.3	Landscape Maintenance	Implement the land use planning recommendations of the Bathurst Vegetation Management Plan (BVMP) and provide vegetated buffers and landscaping to all industrial and service business sites/areas. No reference to maintenance or planning is evident.	Slobobax have no objections to proposed Council Condition: *Council requests that it be able to view and provide comment on a complete detail design which will show the specific works to be conducted, location and numbers of all plantings and other works associated with the landscaping, including, irrigations details, mulching and barrier details between vehicular and garden areas etc.* *It is also recommended that prior to the landscape plan being finalised, designers liase with the RTA to ensure that any planting adjacent to the carriageway will be in a acceptable alignment to cater for any future road widening in this area* Full details of Landscape treatments will be provided at DA and CC stages as the design is developed in conjunction with other consultant inputs. There should be no problem providing this to Council at each stage for their comment. (Consent if necessary?)
Y.4	Staged Watercourse Revegetation	5 year staged revegetation of the Raglan Creek. Council seek assurances of the completion of the works. **Note: Raglan Creek terminates, in naming identification, downstream. The site bisecting watercourse is currently unnamed: Slobobax are undertaking to provide rectification and revegetation works to the watercourse within the site boundaries only.**	Slobobax have modified the FINAL STATEMENT OF COMMITMENTS ENVIRONMENTAL MANAGEMENT Item D.2 RESTORE RIPARIAN ZONE – STAGING' To include an assurance that revegetation of the unnamed watercourse would be completed within 5 years from date of commencement of work on site. Note: A 5-year program is realistic for revegetation of the watercourse.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
Y.5	View and Vistas	Protect the City's gateways, rural views and vistas: Council propose to include additional Box Gum Woodland Species, given that Lombardy Poplars are a deciduous species and will only provide adequate screening seasonally.	The landscape plan indicates large groupings of box gum woodland behind the line of poplars.
Y.6	Industry	*Bulky Goods, Road Transport Terminal, Service Station, and warehouses… These uses are considered discretionary and are not usually consistent with the objectives of the zone.*	The EA addresses the suitability of the concept in terms of current zoning and relevant strategic plans for Bathurst. As detailed in Section 7.0 of the EA, the site is considered to satisfy the LEP considerations for inanimate uses and we are of the opinion that it is consistent with more than the one objective, therefore is permissible with consent. As detailed in Section 6.0 of the EA, it is considered to be suitable in terms of Bathurst regional strategies and the guidelines available for regional intermodal terminals. As also discussed in Section 6.0 it is considered to be an appropriate contextual 'fit' taking into account the surrounding land uses and the site's current status, which is not used as prime crop or pasture land. Therefore as detailed in the EA, we are of the opinion that the proposed development satisfies land use zoning considerations made as part of the environmental assessment undertaken under Part 3A
Y.7		*This development proposal is considered premature in respect of the endorsed strategic planning process that Council is currently undertaking. This process will determine the highest and best use of this site (and adjoining rural land) prior to a reconsideration of its zoning in the next comprehensive LEP (in 2008)*	As detailed in the EA, the development proposal is permissible with consent and is not contingent on any rezoning that may occur as result of a Councils strategic planning process. Furthermore, rezoning is not required for the development to be permissible. Nonetheless, as indicated in Section 6.4.1 of the EA, we are of the opinion that is scope to review the current land use zoning strategic planning process, effectively to correct the anomalous zoning that currently exists for the site, in respect of the surrounding land uses.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
			It is also considered impracticable for the proposed development to be delayed in order for Council to complete its strategic plan, when the proposal is permissible with consent under the current LEP, which recognises the need for flexibility in land use under the zoning. In addition the proposal is recognised by the Minister as having significance for the state and it is noted that consent under Part 3A cannot be granted for a proposal that is not permissible under the current land use zoning. We also note that Bathurst Council resolved to support an application for a federal funding under the governments 'AUSLINK' program. This application is due May 1 2006, and Council's quick response would appear to indicate its support for the project to proceed under the current LEP.
Y.8	Ashworth Drive	*Ashworth Drive is indicated as having no westbound entrance and eastbound exit from or to the Great Western Highway. This is unacceptable to deny access from the already established residential areas in Ashworth Estate to the centre of the city.*	Refer item D.2 response above.
Y.9	Single access	*The capacity for the entrance ways (particularly the western entry/exit) to conflict with approved developments opposite on Sydney Road. Council has had discussions directly with the RTA in regard to the impact on this section of Sydney Road. It is understood that the RTA has recommended a single access point to the site opposite Ashworth Drive controlled by traffic signals. Council supports this treatment type and requests that the project be amended accordingly.*	Refer item D.3 response above.
Y.10	Drainage	Design of piped drainage ditch must cater for 1:100 year Annual Recurrence Interval Flood event.	The pipe design will be based on a 1:100 year recurrence.
Y.11	Trade Waste	Council requests that a set of conditions, primarily referring to the Service Station and Truck Stop, be included in the Statement of Commitments.	Slobobax are currently seeking concept plan approval only. The requirements ('conditions') listed are reasonable and noted, and shall be subsequently adopted during the Service Station approval, not DA approval, as this is a Part 3A Project

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
Y.12	Staged Development	Staged Development: Council would be extremely concerned should there be any departure from this staging. Council is particularly concerned that the Stage 4 Works may precede the transport and terminal works	As outlined in the EA Draft Statement of Commitments Table 14 – Section 11.2.1 – Item A.1, and the PPR Final Statement of Commitments, the development shall be in accordance with the Staging Plan. The intention of Slobobax is to; '*Seek approval of concept and indicate intention to seek further approvals in stages, commencing with Stage 1 on approval of concept*.'
Y.13	Last Paragraph	BRC have requested resubmission of the PREFERRED PROJECT REPORT and a revised STATEMENT OF COMMITMENTS for consideration and further comment	DoP to Action.
Z	**RTA** **Tony Hendry – Road Safety and Traffic Manager – Western Region**		
Z.1	Authored 14th March 2006: Dot point 1.	Proposal removes right turn access to Ashworth Drive, which is not acceptable	Refer item D.2 response above.
Z.2	Dot point 2.	*The access for this development is to be gained via a single high standard access. The most desirable position for this access is to be located opposite Ashworth Drive to form a cross intersection. This new intersection will need to be signalised and will need to provide opposing right turn bays. The signals will assist the freight terminal traffic to leave the freight terminal and access the highway, which currently provides very limited gaps in the traffic. The splitting of heavy and light traffic is to occur on the site. There is a creek very near the intersection, which will require a bridge or a culvert similar to the creek crossings, which are currently proposed.*	The proposal now includes a single traffic signal controlled access opposite Ashworth Drive. The splitting of heavy/light traffic will occur within the site. Refer item D.4 response above.
Z.3	Dot point 3.	*The developer is to carry out traffic modelling for the proposed GWH / Ashworth Drive / Development Access Signalised Intersection using aaSidra. A detailed report and original data files are to be submitted to the RTA for assessment.*	Once Council and the RTA have provided their in-principle support for the concept plan of the proposed intersection, then this will be modelled using either INTANAL or aaSidra and submitted to the RTA.

	Major Development Assessment	**- Query - Recommendation - Support**	**SLOBOBAX Response**
Z.4	Dot point 4.	*It is noted that the change in access arrangement as indicated above will require amendments to the internal layout, including parking. The developer is to provide the RTA with their amended information for approval prior to commencement of any work.*	Modification to internal road planning required a minor positional adjustment to Highway Uses Development and corresponding car parking provision. As a result, the total number of car parking spaces has reduced from 465 to 428; a reduction of 37 spaces. Refer amended drawing **1277 – MP – 002 – ISSUE – B**
Z.5	Dot point 5.	Lighting to Australian Standards to be provided for proposed intersections.	Road Lighting shall be provided in accordance with AS 1158.
Z.6	Dot point 6.	*Located within the Raglan area the Main Western Rail Line is crossed by a level crossing at Barley Street, rail chainage 233.496. The present crossing is controlled be passive protection being STOP signs. An evaluation should be made as to the need to upgrade, or otherwise, this level of protection, given the increase of rail traffic and associated activities.*	Refer item D.1 response above.
Z.7	Dot point 7.	*Any proposed signage is not to replicate any regulatory signage, be a traffic hazard or be located in the road reserve. The luminance of any signage is not to exceed 800 cd/m2.*	The proposed signage will not replicate regulatory signage and the luminance will not exceed 800cd/m2.
Z.8	Dot point 8.	Works Authorisation Deed required.	Shall be provided as required.
Z.9	Dot point 9.	*All works are to be carried out no cost to the RTA.*	All works will be carried out at no cost to the RTA.
AA	**DoP commissioned independent noise consultant (John Wassermann) review:** ***'Central West Regional Road/Rail Freight Terminal, Great Western Highway at Bathurst - Noise Assessment for the Masterplan'***		
AA-(i)	Received 28th April 2006:	The measured Laeq-daytime, Laeq-evening, Laeq-night-time noise levels should be provided in the report;	Refer Annexure 2: **Supplementary Acoustic Analysis**
AA-(ii)	Received 28th April 2006:	The noise predictions for the "train on private siding" used the RIC Rail Noise Prediction Model. This model typically over predicts noise levels of trains at distances greater than 40m.	Noise predictions revised. Refer Annexure 2: **Supplementary Acoustic Analysis**
AA-(iii)	Received 28th April 2006:	The noise predictions should also be revised to be consistent with the proposed four development stages.	Refer Annexure 2: **Supplementary Acoustic Analysis**
AA-(iv)	Received 28th April 2006:	A figure showing assumed location of plant for the noise predictions should also be presented	

FINAL STATEMENT OF COMMITMENTS

Any contractor involved in the design, construction and/or operation of the facility will be required to undertake corresponding works in accordance with these commitments.

S1 = Stage 1 **D** = Design

S2 = Stage 2 **C** = Construction

S3 = Stage 3 **O** = Operations

SA = All Stages **TEU** = Twenty Foot Equivalent Container Units - is a standard international unit of measurement to estimate ship carrying capacity, port throughput, or a given land transport task. A twenty-foot container represents one TEU, while a forty foot container represents two TEUs.

	Element **Desired Outcomes**	**In accordance to Act / Regulation / Local Government Controls / AS**	**Action:** **SLOBOBAX commitments:**	**Time Stage**
A	**STAGING AND DESIGN CONTROLS**			
			Commitments	
A.1	Development in accordance with Staging Plan	-	Seek approval of concept and indicate intention to seek further staged approvals, commencing with Stage 1 on approval of Concept Plan.	D
A.2	Design in accordance with Design Controls and Standards	*Refer Building Envelope Controls Table below*	Design controls and performance standards for Stage 1 are included in this Concept, which will be augmented by detailed design controls and performance standards for subsequent stages	
B	**SITE ACCESS**			
	Rail		**Commitments**	
B.1	Private Siding: Connection to site to avoid alternative of Sydney origin/destined freight movement passing through Bathurst City	ARTC Agreement	Negotiate an *ACCESS AGREEMENT*, a *CONNECTION AGREEMENT* and an *INTERFACE SAFETY PLAN* with ARTC, which will include approval for design and construction works within the Rail Corridor. Provide Connection to site from the ARTC UP Line, including Points to allow Crossover between DOWN Line and UP Line.	D C O S1
B.2	Construct and maintain Private Siding	Australian Standards AS4292 Parts 1 to 6.	Fund and construct all necessary track and signal infrastructure within the rail corridor to facilitate the siding connection and crossover points. This infrastructure will be vested in RICC / ARTC, which will be maintained utilising funds derived from access fees. Slobobax will engage an accredited company to inspect and maintain the track within the site.	D C O
B.3	Provide Private Siding(s) within site	ARTC NSW Engineering Standards	Provide 2 Private sidings – 1 for loading, and 1 for Locomotive Run-around (which could also facilitate Load-over: i.e. loading 2 trains simultaneously), in accordance with ARTC NSW Engineering Standards for Design, Procurement & Construction.	D C O S1

	Element Desired Outcomes	In accordance to Act / Regulation / Local Government Controls / AS	Action: SLOBOBAX commitments:	Time Stage
B.4	Provide Locomotive Run-around within site	ARTC NSW Engineering Standards	Provide a Private Locomotive Run-around Siding: enabling the full 567 metre length of wagons to be fully loaded without requirement for off-site division of train, in accordance with TDS 11 Standard Classification of Lines & TDS 15 Infrastructure Requirements For Unit Train Loading and Unloading Facilities.	D C O S1
	Vehicular Access and Management		**Commitments**	
B.5	Eastern Exit Design: HIGHWAY USES: East bound traffic	AUSROADS	Widen the road at the eastern end of the site to incorporate a westbound acceleration lane.	D C S1
B.6	Central Entry: REGIONAL TERMINAL and HIGHWAY USES		Provide the necessary adjustments to the GWH to construct an interface consisting of a signalised Cross intersection with Ashworth Drive, incorporating a controlled pedestrian crossing, to service the entire development.	D C S1
B.7	Stocklands Interface		Make allowances for the RTA 'Approved in Principle' GWH Stocklands Development Interfaces.	D C S1
B.8	Western Entry/exit: SERVICE STATION,		Widen the road at the western end of the site to allow for a left-in and left-out interface with GWH, incorporating westbound acceleration lane and a westbound deceleration lane modifications.	D C S1
B.9	Provide Parking on-site	AS 2890.1 1993 BCC Off-Street Car Parking Code 1986	Adequately provide parking for vehicles within the development.	D C SA
B.10	Highway Works	AUSROADS	All works will be carried out at no cost to the RTA.	D C
C	**BUILDING AND SITE DESIGN**			
	Built Form		**Commitments**	
C.1	Establish Site Design Levels	ARTC Engineering Standard - TDS 06 - TS 3202 - Basic Siding Track Design Standards	Site levels are dictated by the limitations of locomotive operations. (ARTC NSW Engineering Standards require a minimum of 1:33 grade where loco & wagon attachment is to be carried out.) Private sidings, Loading Zone, Hardstand and corresponding Service Road shall fall from the southeast site corner towards the northwest.	D C S1
C.2	Establish Building Envelope for Future Buildings	*Refer Building Envelope Controls Table*	An indicative building envelope has been established for this Concept Plan that establishes maximum wall/building heights.	D S2 S3

	Element Desired Outcomes	In accordance to Act / Regulation / Local Government Controls / AS	Action: SLOBOBAX commitments:	Time Stage
C.3	Heights to accord with Concept	*Refer Building Envelope Controls Table*	Building heights to be within the height envelope and in accord with the indicative heights included within the Building Envelope Controls Table (below) and as suitable for the building function.	D

Building/structure	Envelope Controls Table
Administration Bldg	. Maximum of 2 Storeys . Maintain Watercourse Riparian Zone 10m setback
Regional Warehousing	. 15m max external height from re-graded ground. . 12m Clear internal height . 30m setback to Western Site Boundary . 90m setback to Southern Site Boundary Curvature
Highway Uses	. 10m max external height from re-graded ground . 8m Clear internal height or maximum 2 Storeys. . 27m setback to Great Western Hwy . 20m setback to Eastern Site Boundary
Service Station and Truck Stop	. To Code . 30m Truck Stop setback to Western Site Boundary . 16m Service Station setback to Great Western Hwy
Forklift Maintenance Bldg	. To suit Forklift requirements . 20m setback to Eastern Site Boundary
Retaining walls	. Maintain Watercourse Riparian Zone 10m setback
Landscaping	. Maintain Watercourse Riparian Zone 10m setback . Placement and percentage cover of Soft landscaping, Water Quality Ponds and Paving (Footpaths and car parking treatment for differentiation), in accordance with the Landscaping Drawings (Refer corresponding Annexure).

C.4	Appropriate Density/Floor Space to accord with Concept	-	Site density established with building envelope controls and defined by maximum height, setbacks, landscaped area to achieve development in accordance with the Concept Plan, and so as not to exceed Bathurst FSR controls for comparable building uses.	D
C.5	Building Character and Materials	-	Buildings to be architecturally designed and of high quality materials suited to the purpose and be compatible with physical and visual context. Materials to be non-reflective externally, thereby minimising potential hazard and nuisance caused by reflection of sunlight	

	Element Desired Outcomes	In accordance to Act / Regulation / Local Government Controls / AS	Action: SLOBOBAX commitments:	Time Stage
C.6	BCA Compliance	Building Code of Australia (BCA)	Ensure that the development complies with the provisions of the BCA in respect of Building Works.	D C
C.7	Civil Works	BRC Guidelines	Ensuring that the development's Civil Works comply with the provisions of the BCC Guidelines for Engineering Works & Civil Engineering Construction Specification.	D S1
	Landscape		**Commitments**	
C.8	Landscaped Areas	Bathurst Regional Council Vegetation Management Plan (2003)	Provide sustainable landscaping in accordance with the Concept plan documentation that accords with Councils Vegetation Management Plan and a site specific Vegetation Management Plan (to be prepared and submitted with Stage 1).	D C S1 S2
C.9	Respect the positive visual qualities of the Great Western Highway as gateway to Bathurst		Provide streetscape landscaping to the Great Western Highway (Sydney Road) to accord with Council Management Plans, site specific Vegetation Management Plan and to integrate with existing Highway precedence.	S1 S2
D	**ENVIRONMENTAL MANAGEMENT**			
	Watercourse – Riparian Management		**Commitments**	
D.1	Restore Watercourse and Riparian zone	Bathurst Regional Council Vegetation Management Plan (2003)	Restore watercourse and riparian zone in accordance with Councils Vegetation Management Plan and a Site Specific Riparian Management Plan, to be submitted with Stage 1	D C
D.1	Restore Ri parian Zone: Quality	Site specific Riparian Management Plan and 3A Permit	Re-vegetate the existing watercourse on site using locally native plant species to create high quality habitat for flora and fauna that contributes to an improved wildlife corridor	D C S1
D.2	Restore Riparian Zone:– Staging		Implement vegetation of the watercourse in stages to protect where possible existing habitat in the short term. Maintain in-stream and Riparian habitat resources during the succession of works with the riparian zone in accordance with a Site Specific Riparian Management Plan. Revegetation of the watercourse would be completed within 5 years from date of commencement of work on site.	D C S1
D.3	Restore Riparian Zone: Restoration – Wildlife		Enhance the development of functional wildlife corridors in the region - Carry out environmental performance monitoring for at least a 5 year period.	D C S1

	Environmental Performance Reporting
Monthly Reporting	. Monthly Report of type of work carried out, location, area and hours spent completing various tasks using specified report form
Photographic Monitoring	. Photographic monitoring including at a minimum 10 locations (photo-points) on pre and post works.
Yearly Report	. Yearly Report summarising all work carried out during the previous twelve (12) month period, including a coloured 'condition of riparian zone' map, updated species lists and the results of the monitoring program (photography).
Field Surveys	. Annual field surveys to monitor health and diversity of planted native flora
Monitoring	. Seasonal field surveys to monitor abundance and diversity of fauna

	Element **Desired Outcomes**	**In accordance to Act / Regulation / Local Government Controls / AS**	**Action:** **SLOBOBAX commitments:**	**Time Stage**
D.4	Restore Riparian Zone: Precedence	Site specific Riparian Management Plan and 3A Permit	Recreate as far as possible the original vegetation communities and habitats of the area within the restored Riparian zone.	D C O S1
D.5	Water Quality Ponds:	DoP Guidelines + Water Sensitive Planning Guide *(published by the Upper Parramatta River Catchment Trust on behalf of the WSDU in the Sydney Region)*	Establish water quality ponds, designed to include shoreline emergents, deepwater emergents and submerged macrophytes, and the installation of Stormwater pollution devices and/or gross pollutant traps, to assist in negating the ongoing potential for water quality impacts on Raglan Creek (downstream from the site bisecting watercourse).	D C O S1 S2 S3+
D.6	Water Quality Ponds: Macrophytes	Site specific Riparian Management Plan and 3A Permit	Use macrophytes to assist in bio-filtration of water in proposed Water Quality ponds where possible.	D C S1
D.7	Undertake works to Watercourse during suitable Period		Undertake works within the watercourse during periods of nil to low flow and during seasonal conditions where the likelihood of high flow events is low.	C S1
D.8	Remove terrestrial Watercourse weeds		Remove problematic terrestrial weeds, such as Blackberry, from the watercourse channels in the development process.	C O S1
D.9	Watercourse: Remove rubbish from Watercourse		Remove dumped rubbish including car-bodies, and metal items from the site and riparian zone.	C S1

	Element **Desired Outcomes**	**In accordance to Act / Regulation / Local Government Controls / AS**	**Action:** **SLOBOBAX commitments:**	**Time Stage**
D.10	Watercourse: Fish Passage	-	Maintain fish passage within the watercourse at all times throughout the proposed works.	C
D.11	Manage Weed Species along Watercourse	Site specific Riparian Management Plan and 3A Permit	Manage and control in-stream weed species (including willows) during the life of the proposal.	O SA+
D.12	Provide Energy Dissipating Outlet Structures	DoP Guidelines	Provide energy dissipation devices on the outlets from the water quality ponds to reduce the velocity of stormwater entering the water course and corresponding erosion prevention of the existing banks. *Outlet structures to be designed and constructed in accordance with the guideline: STORMWATER OUTLET STRUCTURES TO STREAMS (FOR PIPES, CULVETS, DRAINS AND SPILLWAYS – VERSION ONE)*	D C O S1
	Threatened Species assessment and Management		**Conservation and Offset measures:** **Commitments**	
D.13	Maintain in-stream and riparian habitat resources during the succession of work within the riparian zone.	Site specific Riparian Management Plan and 3A Permit	Stage the removal of vegetation from the channel and banks of the watercourse to prevent the complete removal of amphibian habitat from the channel at any one time.	D C SA+
D.14	Monitor threatened species and their potential habitat	Site specific Riparian Management Plan and 3A Permit. NPWS	An Ecologist to visit the site two weeks prior to construction works commencing to ensure that no threatened species have emerged since the ecological field survey undertaken April 2005. If threatened species are detected then a plan for their protection and/or possible relocation will be developed in consultation with the National Parks and Wildlife Service.	C S1
	Landscape		**Commitments**	
D.15	Sustainable New Planting	Site specific Riparian Management Plan and 3A Permit.	Use endemic and ecologically appropriate plant species to reduce irrigation, maintenance requirements and the use of pesticides and herbicides.	D C O S1
D.16	Promote sustainable Lawn planting		Minimise the planting of lawns in favour of more drought tolerant native groundcovers.	D C SA+

	Element Desired Outcomes	In accordance to Act / Regulation / Local Government Controls / AS	Action: SLOBOBAX commitments:	Time Stage
	Contaminated Land Assessment		**Commitments**	
D.17	Manage potential soil Contamination: Moderately low risk associated with the former Ingersole's Abattoir	-	Implement mitigation plans to isolate, segregate, neutralize and/or immobilize the contaminants of concern such that development may proceed in an acceptably safe manner with and acceptable legacy for future land use options in the event that a non-favourable result is returned for sampling, depending on the parameter, the location, the concentration and the frequency of sample 'failure.'	C
D.18	Manage potential soil Contamination: Low risk in soils of adjacent grazing land Move to section D.17			
D.19	Manage potential soil Contamination: Moderate risk associated with the former Kelso Gravel Quarry Move to section D.17			
	Potential Archaeology, Cultural landscape significance and Heritage conservation		**Commitments**	
D.20	Potential Aboriginal Sites and areas/items of potential Archaeological significance.	NWP Act (1974) BURRA Charter.	Should any 'aboriginal relics or sites be exposed on site during the course of construction, then work in that area shall cease and the DEC Western Region Office, the Bathurst LALC (Local Aboriginal Land Council) be contacted in accordance with statutory processes.	C S1
D.21	Cultural Heritage	NSW Heritage Act (1977).	Should any historical 'relics' be exposed on site during construction, then work in that area shall cease and the NSW Heritage Office be contacted in accordance with statutory processes.	
	Pollution Limits – Light Scatter		**Commitments**	
D.22	Control Potential Light Scatter (Spill): Adjacent Land Use: Not to adversely affect nearby residences, other adjacent land uses	Illumination levels to be established in accordance with the Dark Skies Region.	Detail Lighting Towers, including heights, lamp controls and corresponding strengths over operational areas (and areas required to be lit for security).	D O SA+

	Element **Desired Outcomes**	**In accordance to Act / Regulation / Local Government Controls / AS**	**Action:** **SLOBOBAX commitments:**	**Time Stage**
D.23	Light Scatter (Spill): Avoid adverse effect on Dark Skies Region	Illumination levels to be established in accordance with the Dark Skies Region	Detail Lighting Towers, including heights, lamp controls and corresponding strengths over operational areas (and areas required to be lit for security) that will not adversely affect the Dark Skies Region.	D O SA+
	Pollution Limits – Air Quality		**Commitments**	
D.24	Avoid dust impacts from TEU (Containers) Hardstand	EPA Act 1979 [Section 90(1)(i)]	Selection of materials and construction used for the TEU Hardstand storage areas so as to ensure mechanical interlocking of aggregate and to minimise adverse effects (noise and dust generation) on adjoining properties, whilst providing a safe, all-weather platform for loading, unloading, and manoeuvring of vehicles and corresponding containers	D C O D O S1
	Pollution Limits – Acoustics		**Commitments**	
D.25	Minimise cumulative impacts of Noise emissions and operational noise from; Trains, on site, Forklifts, Warehousing and Highway uses	Industrial Noise Policy (EPA 2000)	Meet the derived noise goals for all times of day at all nearby residential boundaries under normal weather conditions.	C O
D.26	Minimise cumulative impacts of noise emissions on sleep disturbance	Noise Guide for Local Government (DEC 2004). Environmental Criteria for Road Traffic Noise (EPA 1999)	Meet the derived sleep disturbance nighttimes noise goals at all nearby residential boundaries under normal weather conditions.	
D.27	Minimise noise emission – Impacts of Trains at Raglan	Interim Guidelines for Councils – *Consideration of Rail Noise and Vibration in the Planning Process (RIC 2003).* and now superseded *Environmental Noise Control Manual Chapter 163 (EPA 1985)*	Minimise noise emissions at Raglan residential boundaries under normal weather conditions.	D C O

	Element Desired Outcomes	In accordance to Act / Regulation / Local Government Controls / AS	Action: SLOBOBAX commitments:	Time Stage
D.28	Minimise cumulative emissions and noise from Traffic on The Great Western Highway.	Environmental Criteria for Road Traffic Noise (EPA 1999)	Minimise noise emissions from additional traffic generated by the Project at all nearby residential boundaries under normal weather conditions.	O
E	**SITE UTILITIES AND SERVICES**			
	Hydraulic Services		**Commitments**	
E.1	Sewer Connections	AS 3500 and BCC requirements	Provide sewer and trade waste drainage for coverage to the entire site. *(Proposed connection is to the existing sewer main in the Great Western Highway).*	D C S1
E.2	Potable Water Supply		Provide a potable water supply to all ablution facilities as required	D C S1
E.3	Sustainability: Water Harvesting	AS 3500	Provide water harvesting from Rainwater collection as a water source for sanitary flushing, irrigation and vehicle washing areas as required.	O S1
E.4	Flood Studies: Flood Paths Scouring Freeboard	Bathurst City Council	Provide an assessment of freeboard requirements. *(Bathurst City Council have advised an anticipated flow in the existing water course of 30m3/s. This information is to be used to determine the extent of flooding, if any, beyond the banks of the existing water course as part of Stage 1 works).*	D C S1
	Fire Services		**Commitments**	
E.5	Fire	Australian Standard AS-2118, AS-2419, AS-2941, AS-2441 and AS-1221	Provide water storage tanks, fire hydrant, hose reels and sprinklers related to the hazard classification for stored goods in accordance with the relevant Australian Standards	S1
E.6	Bushfire Management	Australian Standard AS-2118, AS-2419, AS-2941, AS-2441 and AS-1221 and in consultation with the N.S.W Rural Fire Brigade	Provide external fire hydrant coverage and site water storage	

	Element Desired Outcomes	In accordance to Act / Regulation / Local Government Controls / AS	Action: SLOBOBAX commitments:	Time Stage
F	**SITE MANAGEMENT**			
	Construction Hours		**Commitments**	
F.1	Construction activities to be within specified times	EPA Environmental Noise Control Manual (ENCM) Chapter 171	Observe the following ENCM specified time restrictions for construction activities: Monday to Friday – 7.00am to 6.00pm Saturday – 7.00am to 1.00pm, if construction noise is inaudible at residential premises, otherwise 8.00am to 1.00pm. (Background noise level should not be exceeded by more than 5dBA). No construction work is to take place on Sundays or Public Holidays	C SA
	Traffic Generation		**Commitments**	
F.2	Minimise dust impacts from Vehicles	-	Provide signs restricting vehicle speeds over unsealed container hardstand areas.	O
F.3	Manage Spoil (waste) and Construction Traffic	-	Minimise traffic impacts from spoil transportation.	C
	Potential Hazards and Risk		**Commitments**	
F.4	Avoid on-site run-away Train risk	ARTC NSW Engineering Standards, Network Rules & Procedures.	Design in accordance with concept to avoid connecting the siding to the main line via the existing "Master" siding connected to the main line at a location directly adjacent the Slobobax site offering full independent access.	D O
F.5	Reversing Trains		Design in accordance with Concept to remove risk; i.e. avoiding the need for trains to reverse.	D O
F.6	Asbestos: Batter excavation. Re-grading of the fill.	Contaminated Land Management Act 1997 Number 140, Division 3 (remediation).	Provide fill validation to characterize asbestos type and concentration. Formulate an asbestos risk minimization plan.	C
F.7	Nutrients: Former Abattoir: Unfavourable Salt Concentrations for Vegetation Establishment.		Provide method statements for Collection and stockpiling of small volumes of soil, in the vicinity of the former abattoir at salt concentrations unfavourable for vegetation establishment, for re-distribution and re-vegetation. Provide representative collection and analysis of groundwater from the well immediately south of the former abattoir for metals, nutrients (nitrates) and pesticides.	C

	Element **Desired Outcomes**	**In accordance to Act / Regulation / Local Government Controls / AS**	**Action:** **SLOBOBAX commitments:**	**Time Stage**
F.8	Buried Hydrocarbons: Western extent Quarry	Contaminated Land Management Act 1997 Number 140, Division 3 (remediation).	Initiate vertical integration of contaminated soil with surrounding 'clean' soil 1:10 during site development, which would generate residues acceptable, even for 'residential' development.	C
F.09	Quarry: Un-compacted grade	-	Provide rectification works to the inner batter (south east to north arc), which currently comprises poorly compacted, heterogeneous fill and contains elements such as timber cuts, tree roots, plastic pipe, concrete, ceramic pipe and asbestos sheet and pipe fragments which currently afford a low risk to the environment and human health.	
	Waste Management		**Commitments**	
F.10	Construction Waste	-	Provide Construction Waste Management Statements in accordance with corresponding Regulatory Controls	D C
F.11	Operational Waste	-	Provide Operational Waste Management Statements in accordance with corresponding Regulatory Controls	D O

End

Annexures

Annexure 1 – Amended Drawings

Annexure 2 – Supplementary Acoustic Analysis

Annexure 1:
Amended Drawings

1277-MP-002 – ISSUE-B – CONCEPT PLAN

1277-MP-002 – ISSUE-B – CIRCULATION AND SECURITY

Annexure 2:
Supplementary Acoustic Analysis