



NSW GOVERNMENT  
**Department of Planning**

Contact: Caitlin Bennett  
Phone: (02) 9228 6471  
Fax: (02) 9228 6466  
Email: caitlin.bennett@dipnr.nsw.gov.au

Our ref: 9038554  
Your ref: 04135DIPNRltr2.doc

Mr Garry Shields  
Managing Director  
GSA Planning  
95 Paddington Street  
PADDINGTON NSW 2021

Dear Mr Shields

**Proposed Freight Handling Complex, Great Western Highway, Raglan – Bathurst Local Government Area**

I refer to your correspondence of 17 August 2005, with which you seek adoption of the Director-General's requirements for the preparation of an Environmental Impact Statement for the above proposal as Environmental Assessment requirements under Part 3A of the *Environmental Planning and Assessment Act 1979*.

Pursuant to clause 8J(1) of the *Environmental Planning and Assessment Regulation 2000* (the Regulations), the Director-General hereby adopts the requirements issued on 16 May 2005, as Environment Assessment Requirements under section 75F(3) of the Act. These requirements have been recast to include administrative matters under Part 3A of the Act, and are attached.

It should be noted that the Director-General's requirements have been prepared based on the information provided to date. Under section 75F(3) of the Act, the Director-General may alter or supplement these requirements if necessary and in light of any additional information that may be provided prior to the proponent seeking approval for the project.

You should ensure that you consult with the Department prior to submission of a draft Environmental Assessment to determine:

- relevant land owner notification requirements;
- consultation and public exhibition arrangements that will apply; and
- number and format (hard-copy or CD-ROM) of the Environmental Assessments that will be required.

Once you have lodged the Environmental Assessment, the Department will consult with the relevant authorities to determine the adequacy of the Environmental Assessment. Following this review period the Environmental Assessment will be made publicly available for a minimum period of 30 days.

It is requested that the application fee be provided when the Department confirms with Slobobax Pty Ltd that the Environmental Assessment Report is suitable for public exhibition. Given the Minister has authorised Slobobax Pty Ltd to proceed with a concept plan for the above project, you are advised that the Director General has determined in accordance with the clause 8H(3) of the Regulations that 60% of the maximum application

fee is to be paid in connection with the application for this concept plan. Consequently, in accordance with the Regulations and based on a capital investment of \$100 million, this would result in an application fee of \$73,785.00, plus an advertising fee of \$1,831.50 (GST inclusive).

Please note that should the capital investment for the project be refined prior to submitting the draft Environmental Assessment report with the Department, the application fee may need to be revised. It is recommended that you confirm the capital investment of the project with the Department prior to submitting your draft report.

You should keep the contact officer for this project, Caitlin Bennett ((02) 9228 6471, [caitlin.bennett@dipnr.nsw.gov.au](mailto:caitlin.bennett@dipnr.nsw.gov.au)), up to date with the progress of preparation of the Environmental Assessment, and seek clarification of any issues that may be unclear or may arise during this process.

Yours sincerely



Sam Haddad

**Deputy Director-General**

As delegate for the Director-General

27 | 5 | 2005

**ENVIRONMENTAL ASSESSMENT REQUIREMENTS UNDER PART 3A OF THE  
ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**

<b>Project</b>	Construction and operation of a Road/Rail Freight Terminal, which would include a rail siding, dedicated container storage and handling area, regional warehousing facilities and highway frontage uses and support services, such as bulky goods retailing, small warehousing, rural reproduce suppliers, and fuelling services.
<b>Site</b>	Lot 1 DP 164151, Lot 21-22 DP 137352, Pt 60 DP 755781, Pt 68 DP 755781, Pt 73 DP 755781 and Pt 81 DP 755781, Great Western Highway, Raglan, in the Bathurst Local Government Area
<b>Proponent</b>	Slobobax Pty Ltd
<b>Date of Issue</b>	16 May 2005
<b>Date of Expiration</b>	16 May 2007
<b>Special Provision</b>	On 13 September 2005, the Minister for Planning authorised the submission of a Concept Plan for the project
<b>General Requirements</b>	<p>The Environmental Assessment must include:</p> <ul style="list-style-type: none"> <li>• an executive summary;</li> <li>• a description of the proposal, including construction, operation and staging;</li> <li>• details of the location of the project and environmental planning provisions applicable to the site and the project;</li> <li>• consideration of alternatives to the project;</li> <li>• an assessment of the environmental impacts of the project, with particular focus on the key assessment requirements specified below;</li> <li>• proposed mitigation/ management measures of residual environmental impacts;</li> <li>• justification for undertaking the project with consideration of the benefits/ impacts of the proposal, and proposed management/ mitigation/ monitoring;</li> <li>• a draft Statement of Commitments for environmental mitigation, management and monitoring for the project; and</li> <li>• certification by the author of the Environment Assessment that the information contained in the Assessment is neither false nor misleading.</li> </ul>
<b>Key Assessment Requirements</b>	<p>The Environmental Assessment must include assessment of the following key issues:</p> <ul style="list-style-type: none"> <li>• <b>Strategic Assessment</b> – the Environmental Assessment must include a strategic assessment of the project in the context of the strategic direction of the locality and region with consideration of Bathurst Regional Council's Land Uses Strategies. As part of this analysis, the assessment should have consideration to the surrounding land uses, the scale, scope and location of the project, as well as existing and future rail and road infrastructure, and likely freight demand, volumes and origin/destination.</li> <li>• <b>Road and Rail Transport</b>– the Environmental Assessment must include details of the transport volumes expected to be generated by the project. This assessment must include details of the capacity, safety and design of all key haulage routes to and from the site. This must extend to an assessment of rail transport movements, such as nature, number and frequency of train movements, and potential conflicts with current rail traffic.</li> <li>• <b>Soil and Water</b> – the Environmental Assessment must include an assessment of the water and soil quality impacts associated with the development, taking into account surface water, stormwater and groundwater. This must include an assessment of the potential works within or adjacent to the waterways present at the site and the long-term management of these aquatic and riparian ecosystems during site operations. The assessment must also have consideration to potential impacts on the flooding regime in the locality;</li> </ul>

	<ul style="list-style-type: none"> <li>• <b>Noise and Vibration</b> – the Environmental Assessment must include an assessment of the predicted noise impacts resulting from the operation of the project and the measures to manage any noise impacts. The noise assessment must be undertaken in accordance with the <i>Industrial Noise Policy</i> (EPA, 1999) and <i>Environmental Criteria for Road Traffic Noise</i> (EPA, 1999). The assessment must extend to noise emissions from traffic associated with the project, and must identify all noise sources from the project and specify the times of operation for all noise producing activities;</li> <li>• <b>Visual Amenity</b> – the Environmental Assessment must include an assessment of the visual impact of the project on surrounding land uses;</li> <li>• <b>Environmental Planning Instruments</b> – the Environmental Assessment must include an assessment of the project against the relevant heads of consideration in applicable environmental planning instruments, including the <i>State Environmental Planning Policy No.33 – Hazardous and Offensive Development</i>, <i>State Environmental Planning Policy No.55 – Remediation of Land</i>, <i>State Environmental Planning Policy No.64 – Advertising and Signage</i>, <i>Orana Regional Environmental Plan No.1 – Siding Spring</i>, <i>Bathurst Local Environmental Management Plan 1997</i> and <i>Draft Bathurst Region (Interim) Local Environmental Plan 2004</i>.</li> </ul>
<b>Consultation Requirements</b>	<p>You must consult with the following parties during the preparation of the Environmental Assessment:</p> <ul style="list-style-type: none"> <li>• Bathurst Regional Council;</li> <li>• the Australian Rail Track Corporation;</li> <li>• the Rail Infrastructure Corporation;</li> <li>• the Department of Primary Industries;</li> <li>• the Department of Natural Resources</li> <li>• Road and Traffic Authority; and</li> <li>• affected residents and relevant community groups.</li> </ul>
<b>Deemed refusal period</b>	<p>Pursuant to clause 8E(2) of the <i>Environmental Planning and Assessment Regulation 2000</i>, the deemed refusal period for the project will be 60 days.</p>



NSW GOVERNMENT  
**Department of Planning**

Office of Sustainable Development Assessments and Approvals

Contact: Sam Haddad  
Phone: 02 9228 6192  
Fax: 02 9228 6170  
Email: [sam.haddad@dipnr.nsw.gov.au](mailto:sam.haddad@dipnr.nsw.gov.au)

Mr Gary A Shields  
Managing Director  
GSA Planning  
95 Paddington Street  
PADDINGTON NSW 2021

Our ref: 9038554  
Your ref:  
File:

RECEIVED  
20/9

14 September 2005

Dear Mr Shields,

**Concept Plan – Road/Rail Freight Terminal Kelso**

I refer to your recent correspondence requesting the above application be considered as a Major Project under Part 3A of the Environmental Planning and Assessment Act and approval to submit a Concept Plan.

I am writing to inform you that the Minister for Planning, the Hon Frank Sartor MP, has formed the opinion that the proposal is a Major Project under Part 3A of the Act and therefore, the Minister will be the consent authority.

I suggest that you make early contact with Mr Chris Wilson, Director, Major Development Assessments, Department of Planning on telephone 9228 6447, who will be pleased to discuss the requirements for the appropriate stages of the project delivery.

Yours sincerely,

Sam Haddad  
Deputy Director General



Department of  
**Infrastructure, Planning and Natural Resources**

16 May 2005

Contact: Tim Ward  
Phone: (02) 9228 6451  
Fax: (02) 9228 6466  
Email: [tim.ward@dipnr.nsw.gov.au](mailto:tim.ward@dipnr.nsw.gov.au)

Our ref: 9038554  
Your ref:

Mr George Karavanas  
Director – GSA Planning  
95 Paddington Street  
PADDINGTON NSW 2021

Dear Mr Karavanas

**Proposed Freight Handling Complex, Great Western Highway, Raglan, Bathurst Local Government Area**

I refer to your request for the Director-General's requirements for the preparation of an Environmental Impact Statement in relation to the above proposed development. The Director-General requires the matters detailed below to be addressed as part of the Environmental Impact Statement. These requirements are valid for a period of two years from the date of this letter.

**Statutory Planning Provisions**

At the date of these requirements, the Department confirms that the following statutory definitions apply to the proposed development:

- the proposed site is zoned 1(a) General Rural under the *Bathurst Local Environmental Plan 1997*. Development for the purpose of a rail freight terminal is permissible with development consent as an innominate use in the 1(a) General Rural zone. Section 76A(8)(c) of the *Environmental Planning and Assessment Act 1979* would act to make any prohibited aspects of the State significant development project permissible with development consent.
- the proposed development is State significant development by virtue of a declaration made by the then Minister for Urban Affairs and Planning for 'railway freight terminals' that employ more than 100 people or have a capital investment greater than \$20 million. The Minister for Infrastructure and Planning is therefore the consent authority.
- the proposed development is designated development because under the *Environmental Planning and Assessment Regulation 2000*, it is a 'railway freight terminal' within 40 metres of a natural waterbody.
- the proposed development is integrated development because in addition to development consent, it requires approval under the *Roads Act 1993*, a permit under the *Rivers and Foreshores Improvement Act 1948*, and a permit under the *Fisheries Management Act 1994*.

It is recommended that you confirm with the Department that the above provisions remain accurate and applicable to the proposal prior to the lodgement of a development application.

### **Form of the Environmental Impact Statement**

The Department advocates the preparation of concise, accessible and justified Environmental Impact Statements, focussing on the proposed development, its likely environmental impacts and the mitigation of those impacts. All Environmental Impact Statements should be prepared to allow the Department, government agencies (including the local council and integrated approval bodies) and the public to fully comprehend the environmental implications of the development. The Environmental Impact Statement should avoid the duplication of information and information that is not directly relevant to the environmental impact assessment of the proposed development.

Mandatory issues specified in the *Environmental Planning and Assessment Regulation 2000* must be included in the Environmental Impact Statement to the extent necessary and relevant to the environmental impact assessment of the development. In addition, the Department has identified a number of key project-specific issues, through the planning focus meeting and subsequent consultation with integrated approval bodies and other relevant agencies, which should form the key focus of the Environmental Impact Statement. These issues are detailed below.

### **Mandatory Issues**

Clauses 71, 72 and 73 of the *Environmental Planning and Assessment Regulation 2000* (provided as Attachment No. 1) provide those issues that must be included in any Environmental Impact Statement. You should ensure that each of these issues is detailed to the extent necessary and relevant to the environmental impact assessment of the development.

### **Key Project-Specific Issues**

The Department has identified that the following issues are likely to be of key significance to the environmental planning and assessment of the proposed development. The issues have been established through discussion at the Planning Focus Meeting and consultation with the Department of Environment and Conservation, the Roads and Traffic Authority, the Department of Housing and the Department of Primary Industries. These issues do not relieve the Applicant from assessing any other key issues that it may identify during the preparation of the Environmental Impact Statement. The Environmental Impact Statement must:

1. provide a strategic assessment of the proposal within the Bathurst Region, including
  - a. a justification of the need for the development in relation to the strategic direction of the locality and region, with consideration of Council's Land Uses Strategies.
  - b. a strategic justification for the scale, scope and location of the development with consideration of existing and future road and rail infrastructure and services, the demand for the proposed development and likely freight volumes and freight origin/ destination.
  - c. strategic planning and analysis of the suitability of the proposed site regarding potential land use conflicts with surrounding land users, and any restrictions that the proposed development would have on future surrounding land.
2. assess road and rail transport implications of the proposed development, including:
  - a. clear details of proposed rail movements, including the nature, number and frequency of train movements and the potential conflicts with current rail traffic. The outcomes of consultation with the Rail Infrastructure Corporation and the Australian Rail Track Corporation regarding the use of the rail siding and any impacts to the operation of the main line must be included;
  - b. provision of a traffic impact statement, in accordance with the *Guide to Traffic Generating Development* (RTA, 1993), which includes details of traffic flows, the type of vehicles, the origin and destination of heavy vehicles and the capacity, safety and design of key haulage routes to and from the development site;

- c. details of site ingress/ egress, and the design of intersection treatments and other road infrastructure upgrades in accordance with the RTA's *Road Design Guide* to avoid adverse impacts on the Great Western Highway; and
  - d. an evaluation of traffic safety at the existing Barley Street level rail crossing intersection and any works/ measures necessary to ensure adequate safety in light of the proposed shunting and marshalling operations.
3. include an assessment of soil and water quality impacts associated with the development, including:
- a. a description of soil types present at the site and potential for soil or groundwater impacts;
  - b. detailed assessment of the surface water management at the site including site water balance, predicted site runoff under various rainfall scenarios, and details of proposed surface water management infrastructure such as major drainage, first flush systems, water detention basins and erosion and sediment control devices, with specific reference to potential discharges into natural waterways;
  - c. the flooding status of the site including 1:100 year flood zone, likely flooding frequency and consideration as to whether the development is likely to change flooding patterns in the local area; and
  - d. details of any works that are required to be undertaken within the bed or near the bank of any of the creeks at the site, including:
    - i. any dredging or reclamation works and the potential up-stream and down-stream impacts of such works;
    - ii. the location and design of all creek crossings and the potential up-stream and down-stream impacts of those crossings; and
    - iii. measures proposed to be implemented regarding on-going management of aquatic and riparian ecosystems including details of proposed rehabilitation and revegetation activities.

(Note: the Department has prepared a guide that provides advice in relation to the management options for in-stream and riparian areas, which is enclosed. You should also be aware that the Department considers that piping/ channelling of creeks at the proposed site should be avoided as a matter of priority).
4. assess noise impacts from the proposed development in accordance with the *Industrial Noise Policy* (EPA, 2000), with reference to nearby sensitive receivers such as the Scots School, nearby residences, and the noise impacts of train shunting movements to the residences in the village of Raglan. Road traffic noise must also be assessed, in accordance with the *Environmental Criteria for Road Traffic Noise* (EPA, 1999).
5. assess the social and economic implications of the proposal, including the total number of employees during construction/ operation of the development, the likely timing (including staging) of construction, a prediction of where the construction/ operation workforce is likely to be drawn from, consideration of the multiplier effect to the local/ regional economy from employment generation and expenditure, and the adequacy of services available locally for employees.
6. assess the impact of the proposed development on visual amenity and urban form especially from sensitive visual locations such as private residences, schools and public places, with specific reference to the setback of the development from the site boundary and adjacent roads, and external treatments of buildings and associated advertising.
7. detail the results of any consultation with Bathurst Regional Council, the Australian Rail Track Corporation, the Rail Infrastructure Corporation, the Department of Primary Industries, the Roads and Traffic Authority, relevant utility providers, community groups and potentially-affected residents, including how any issues raised by these parties have been addressed as part of the preparation of the Environmental Impact



Statement. The Environmental Impact Statement should justify the nature and extent of any consultation with any relevant party.

8. assess the development against the relevant heads of consideration in applicable environmental planning instruments, including *Bathurst Local Environmental Plan 1997*, *Draft Bathurst Region (Interim) Local Environmental Plan 2004*, *State Environmental Planning Policy No. 55 – Remediation of Land*, *State Environmental Planning Policy No. 33 – Hazardous and Offensive Industry*, *State Environmental Planning Policy No. 64 – Advertising and Signage* and *Orana Regional Environmental Plan No. 1 – Siding Spring*.

#### **Lodgement of Development Application**

The Department must be consulted at least one week prior to the lodgement of a development application for the proposal. This consultation is necessary to confirm the number and type (hard-copy or CD-ROM) required of the Environmental Impact Statement, development application and integrated approval body fees, and any other relevant arrangements for lodgement of the application. Prior warning of the intended lodgement of the development application will also assist the Department in coordinating timely public exhibition and notification of the application.

#### **Further Information**

The contact officer for this proposal is Tim Ward (phone: (02) 9228 6451, email: [tim.ward@dipnr.nsw.gov.au](mailto:tim.ward@dipnr.nsw.gov.au)). It is recommended that you keep the contact officer up-to-date with the progress of preparation of the Environmental Impact Statement, and seek clarification of any issues that may be unclear or may arise during this process.

Yours sincerely

Scott Jeffries  
A/ Manager – Manufacturing and Rural Industries  
**Major Development Assessment**  
As delegate for the Director-General

## ATTACHMENT No. 1 – MANDATORY ISSUES FOR ALL ENVIRONMENTAL IMPACT STATEMENTS

1. a statement containing the following information:
  - a) the name, address and professional qualifications of the person by whom the Environmental Impact Statement is prepared;
  - b) the name and address of the person by whom the development application was made;
  - c) the address of the land in respect of which the development application was made;
  - d) a description of the development to which the Environmental Impact Statement relates;
  - e) an assessment by the person by whom the Environmental Impact Statement is prepared of the environmental impact of the development to which the Statement relates, dealing with the matters referred to in clause 72 of the *Environmental Planning and Assessment Regulation 2000*;
  - f) a declaration by the person by whom the Environmental Impact Statement is prepared to the effect that:
    - i) the Environmental Impact Statement has been prepared in accordance with clauses 72 and 73 of the *Environmental Planning and Assessment Regulation 2000*;
    - ii) the Environmental Impact Statement contains all available information that is relevant to the environmental assessment of the development to which the Statement relates;
    - iii) that the information contained in the statement is neither false nor misleading;
2. a summary of the environmental impact statement;
3. a statement of the objectives of the development;
4. an analysis of any feasible alternatives to the carrying out of the development, having regard to its objectives, including the consequences of not carrying out the development;
5. an analysis of the development, including:
  - a) a full description of the development;
  - b) a general description of the environment likely to be affected by the development, together with a detailed description of those aspects of the environment that are likely to be significantly affected;
  - c) the likely impact on the environment of the development;
  - d) a full description of the measures proposed to mitigate any adverse effects of the development on the environment;
  - e) a list of any approvals that must be obtained under any other Act or law before the development may lawfully be carried out.
6. a compilation (in a single section of the Environmental Impact Statement) of the measures referred to in point 5d) above;
7. the reasons justifying the carrying out of the development in the manner proposed, having regard to biophysical, economic and social considerations, including the following principles of ecologically sustainable development:
  - a) the **precautionary principle**, namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, decisions should be guided by:
    - i) careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment;
    - ii) an assessment of the risk-weighted consequences of various options;
  - b) **inter-generational equity**, namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations;

- c) **conservation of biological diversity and ecological integrity**, namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration;
  - d) **improved valuation, pricing and incentive mechanisms**, namely, that environmental factors should be included in the valuation of assets and services, such as:
    - i) polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement;
    - ii) the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste;
    - iii) environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.
-



## ATTACHMENT 1

### Slobax Pty Ltd – EIS Requirements – Freight Complex - Raglan

1. Post-development flows to mirror pre-development flows both @ site & downstream. "Alteration to natural flow regimes of rivers & streams & their floodplains & wetlands" is listed as a Key Threatening Process on Schedule 3 of the Threatened Species Conservation Act.
2. Stormwater detention ponds, nutrient & sediment controls to be outside creeks & riparian zones.
3. Stormwater outlets to be 'soft engineering' eg. pipe delivering onto rock over gravel lying on geo-fabric.
4. Bridges are preferred option for creek crossings. If bridges not feasible, then large culverts with similar cross-sectional area to creek acceptable. Bridges/culverts must meet DIPNR "Minimum Standards for Works in Rivers & Creeks" eg. structure not to increase water level for bank-full discharge.
5. Any development should be set back at least 10 m from creek banks so as to facilitate the establishment of a vegetative riparian buffer zone. A Vegetation Management Plan (VMP) should be prepared to this end & should consider in-stream vegetation. Vegetation should include a range of trees, shrubs, grasses, reeds etc. endemic to the area.
6. Proponents could liaise & work with the Central West CMA to develop the riparian buffer zones & rehabilitate the creeks on-site. This could be implemented as part of the development & could include a staged willow removal program. As well as achieving positive environmental outcomes, such a strategy would show the proponents as responsible corporate citizens.
7. Excavation of willows is not considered appropriate as the roots are currently stabilising the bed & bank of the creeks. Best management practices should be adopted for willow removal and management.
8. As part of creek rehabilitation, headcuts in the Raglan Ck. could be controlled by remedial works such as Schauberger Boulder Ramps or V-Log Weirs. This would contribute to the stability of creek & consequently to any proposed crossings.
9. Consideration should be given to likely impacts on geomorphic, ecological, & chemical functions as well as biological diversity & productivity as they relate, not only to the reaches of creeks on-site, but also to the upstream & downstream reaches.
10. A permit under Pt 3A of the Rivers & Foreshores Improvement Act (3A permit) will be required for any excavation on, in or under protected land, or for any thing that obstructs, or detrimentally affects the flow of protected waters, or which is likely to do so.
11. Information currently to hand indicates that 3A permits will be required for works associated with the construction/installation of bridges/culverts, stormwater pipes & outlets, Schauberger Ramps/V Weirs.
12. Any proposal for in-stream works will need the endorsement of NSW Fisheries.



NSW GOVERNMENT  
**Department of Planning**

31 October 2005

Contact: Caitlin Bennett  
Phone: (02) 9228 6471  
Fax: (02) 9228 6466  
Email: [caitlin.bennett@dipnr.nsw.gov.au](mailto:caitlin.bennett@dipnr.nsw.gov.au)

Our ref: 9038554  
Your ref:

Mr Paul Godsell  
Senior Architect  
Mellor Gray Architects Pty Ltd  
Suite 2, 142 Spit Road  
MOSMAN NSW 2088

Dear Mr Godsell

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

I refer to the submission of a draft Environmental Assessment for the above project on 6 October 2005. The Department has now finalised its review of the draft Environmental Assessment in consultation with the Roads and Traffic Authority and the Department of Natural Resources.

Pursuant to section 75H of the *Environmental Planning and Assessment Act 1979*, you are advised that the draft Environmental Assessment does not adequately address the Director-General's environmental assessment requirements, as adopted on 27 May 2005. Inadequacies with the draft Environmental Assessment are detailed in the attachment to this letter, and can be summarised as follows:

1. the draft Environmental Assessment does not include an appropriate description of the proposed stages of the concept plan, particularly with respect to the description and assessment of Stage 1;
2. the draft Environmental Assessment does not include a suitable level of strategic assessment of the proposed concept plan in context of the location, scale and scope of the proposed intermodal facility;
3. the draft Environmental Assessment does not include a full noise impact assessment of the total environmental envelope of the entire concept plan in accordance with *Industrial Noise Policy* (EPA, 2000) and the *Environmental Criteria for Road Traffic Noise* (EPA 1999).
4. the draft Environmental Assessment does not include an appropriate level of assessment on the full road traffic impacts of the proposed concept plan;
5. the draft Environmental Assessment does not include an appropriate level of assessment on the visual impacts of the proposed concept plan.

The Environmental Assessment must be updated to adequately address these matters and resubmitted to the Department. You should be aware that failure to address these issues may mean that a conclusive position on the environmental acceptability of the project may not be able to be formed, and that the project cannot be approved.

Please do not hesitate to contact Caitlin Bennett on (02) 9228 6471 or [caitlin.bennett@dipnr.nsw.gov.au](mailto:caitlin.bennett@dipnr.nsw.gov.au) should you wish to discuss or clarify this matter.

Yours sincerely

31.11.05

Chris Wilson  
**A/ Deputy Director-General**  
As delegate for the Director-General

## ATTACHMENT – INADEQUACIES WITH DRAFT ENVIRONMENTAL ASSESSMENT

The draft Environmental Assessment, *Environmental Assessment, Masterplan Concept: Central West Regional Road/Rail Freight Terminal at Great Western Highway, Kelso, Bathurst*, prepared by GSA Planning Pty Ltd and dated October 2005, does not adequately address the following assessment requirements issued by the Director-General:

### General Requirements

The draft Environmental Assessment does not adequately address this requirement because:

1. a clear staging program of the proposed development has not been identified. This includes a lack of clear identification of what works would be conducted immediately as part of Stage 1 of the concept plan. The draft Environmental Assessment must be updated to:
  - provide a detailed description of the staging program for the proposed concept plan, and a clear description of what activities would be conducted in each stage (construction and operation). This includes details of what components are included in Stage 1 of the concept plan, and any details of relevant designs.
  - provide details of the likely timing and/or triggers for commencing subsequent stages of the concept plan;
  - remove inconsistencies throughout the Environmental Assessment detailing the proposed stages of the concept plan (for example, pages viii and page 42/43);
  - provide a clear description of the construction works that would be associated with Stage 1 of the concept plan, with a suitable environmental assessment of the associated construction impacts should substantial earthworks be conducted as part of Stage 1 (including noise, dust and traffic impacts).
2. it does not provide a clear description of the proposed operations in the context of maximum capacity of the intermodal facility, or the likely nature of the materials to be accepted/dispatched from the site. The draft Environmental Assessment must be updated to provide more detail on the nature of the proposed operations in subsequent stages, including the nature of the Quarantine facility that would be provided at the site.
3. it does not provide an adequate level of assessment for environmental impacts of the environmental envelope of the concept plan and/or of the activities specifically associated with Stage 1 of the project. The draft Environmental Assessment must be updated to:
  - provide an appropriate level of assessment on the potential land use safety impacts associated with the proposed concept, either associated with potential quarantine activities and/or resulting from the transport/storage of dangerous goods. Consideration should also be given the risk and control of fire events at the site (given nature of materials stored and/or scale of buildings), and the management of fire fighting water.
  - provide an assessment of the impacts associated with the proposed site preparation works, and other construction/operational activities associated with Stage 1. This should include an assessment of dust impacts, soil and erosion, construction noise and construction traffic impacts.
  - consider potential down-stream impacts on aquatic species/ecosystems resulting from the retention of surface water flows at the site.
  - provide an assessment of the socio-economic impacts of the proposed development, in particular, the impacts on areas appropriately zoned for intermodal purposes within the Bathurst local government area.
4. it makes reference to legislative requirements under Part 4 of the *Environmental Planning and Assessment Act 1979* that do not apply to the Part 3A process. This should be corrected.
5. it does not provide an adequate draft Statement of Commitments, as it does not sufficiently describe the relevant environmental control criteria, monitoring or management regimes for the overall concept plan and Stage 1 of the plan. In particular:
  - the design controls/standards for subsequent stages of the development (i.e. maximum building envelopes for warehouses, signage, design criteria etc);

- performance criteria for the total development and/or Stage 1 (i.e. noise, traffic, water quality, soil erosion, riparian vegetation performance criteria); and
- monitoring and management regimes to avoid or minimise key environmental and amenity impacts of the concept plan and/or Stage 1 for issues such as noise, traffic, water, ecological, flooding.

### **Strategic Assessment**

***The Environmental Assessment must include a strategic assessment of the project in the context of the strategic direction of the locality and region with consideration of the Bathurst Regional Council's Land Use Strategies. As part of this analysis, the assessment should have consideration to the surrounding land uses, the scale, scope and location of the project, as well as existing and future rail and road infrastructure, and likely demand, volumes and origin/destination.***

The draft Environmental Assessment does not adequately address this requirement because a project-specific strategic assessment for the proposed intermodal facility has not been included in the draft Environmental Assessment in order to justify the capacity and location of the proposed development. The current assessment for demand within the region is largely limited to general State-wide trends and an economic assessment conducted for the Cabonne, Orange and Blayney Local Government areas, which fails to discuss how this relates to the proposed project. The draft Environmental Assessment must be updated to:

- provide a detailed project-specific strategic assessment of the project, particularly the justification for the scale, scope and location of the project in the context of the demand for the proposed facility in the locality and region. This should be supported by an assessment of the likely demand for an intermodal facility at the proposed site, including an analysis of the volumes and origins/destination of road and rail freight in the region that would utilise the proposed facility and how the proposed scale/location of the project would reflect this demand.
- provide an analysis of the likely capacity of existing rail and road infrastructure and services, including receiving intermodal facilities, to support the increase in freight movements generated by the proposed development.
- provide an assessment of suitability of the proposed site regarding the strategic direction of the locality, with consideration of any current land use strategies prepared by Bathurst Regional Council, and any potential restrictions that the proposed development would have on future land uses.

### **Traffic and Rail Transport**

***The Environmental Assessment must include details of the transport volumes expected to be generated by the project. This assessment must include details of the capacity, safety and design of all key haulage routes to and from the site. This must extend to an assessment of rail transport movements, such as the nature, number and frequency of train movements, and potential conflicts with current rail traffic.***

The draft Environmental Assessment does not adequately address this requirement because:

1. an assessment of the potential impacts generated by the predicted total vehicle movements of the project on the local and regional road network has not been conducted. The conclusions made in section 6.2 of the specialist consultant's Traffic Report are not generally supported. The draft Environmental Assessment must be updated to:
  - identify the vehicle origin-destination distribution for the development, and provide details on the likely split of turning movements at the development access points for both light and heavy vehicles. This should include realistic predictions of vehicle origin-destination, given the assumption that 50% of vehicles accessing bulky goods area would be passing traffic is not supported and should be excluded from traffic generation figures for the Great Western Highway.

- include an assessment of traffic generation at the access points and key intersections, modelled in aaSIDRA, to determine delay times, queue lengths and level of service.
  - include an assessment of the potential impacts of additional rail movements at nearby level crossings on road traffic flow.
2. details of the road work upgrades are limited, and is unclear what stage these works would be conducted (such as, references made to a road works DA within the draft report). Should the road work upgrades form part of Stage 1 of the project, the draft Environmental Assessment must be updated to include conceptual diagrams of the intersection/site access points to order to support the conclusions presented in section 7.4 of the specialist's traffic report.

### **Noise**

***The Environmental Assessment must include an assessment of the predicted noise impacts resulting from the operation of the project and the measures to manage any noise impacts. The noise assessment must be undertaken in accordance with the Industrial Noise Policy (EPA, 1999) and Environmental Criteria for Road Traffic Noise (EPA, 1999). The assessment must extend to noise emissions from traffic associated with the project, and must identify all noise sources from the project and specify the times of operation for all noise producing activities.***

The draft Environmental Assessment does not adequately address this requirement because

1. the noise assessment has not taken into account all potential noise sources associated with the project, and therefore has not assessed the cumulative noise impacts of the concept plan in accordance with the *Industrial Noise Policy* (EPA, 1999). This includes contributions from train/rail movements on-site and contributions from future highway uses. The draft Environmental Assessment must be updated to:
  - incorporate the likely noise contributions from the proposed highway uses, which are currently excluded from the total noise assessment. As the exact uses of these proposed facilities have not been determined, a conservative prediction of noise contributions from these uses should be utilised in this assessment;
  - detail what activities have been used in the assessment of the operational activities. Currently, it appears that rail noise has not been included in the noise assessment presented in Section 5 of the Acoustic Report, and has been assessed separately within Section 7.3 of this report. If excluded, the noise generated from rail movements/shunting/locomotives on-site must be included in the Operational Noise Assessment conducted in accordance with the *Industrial Noise Policy* (INP).
  - provide an assessment of night-time activities against night-time criteria and sleep disturbance criteria established in accordance with the INP, given section 4.6.5 of the draft Environmental Assessment indicates that 24 hour operations would occur at the site (Regional Terminal Warehousing and Service Station/Truck Stop).
2. the rail traffic noise assessment does not clearly establish current and predicted rail traffic noise levels against  $L_{A90, 24hr}$  and  $L_{AMAX}$  criteria recommended in the DEC's *Environmental Noise Control Manual*. The draft Environmental Assessment must be updated to provide an assessment of the predicted contribution to rail traffic noise at residences at Raglan against the criteria recommended in the DEC's *Environmental Noise Control Manual*.
3. the draft Environmental Assessment does not provide an assessment of the potential road traffic noise impacts of the proposed development in accordance with the DEC's *Environmental Criteria for Traffic Noise (ECRTN)*. The draft Environmental Assessment must be updated to establish current traffic noise levels and assess the potential increase in traffic noise levels as a result of total vehicle movements generated by the proposed development in accordance with DEC's *Environmental Criteria for Traffic Noise*.



**Visual*****The Environmental Assessment must include an assessment of the visual impacts of the project on surrounding land uses***

The draft Environmental Assessment does not adequately address this requirement because the visual assessment presented in section 8.3 of the draft Environmental Assessment does not clearly assess the potential impacts of the project, and is based on the original Stage 1 of the project (i.e. seeking Masterplan approval only). The draft Environmental Assessment must be updated to:

- identify all potential visual receptors in the vicinity of the site, and assess what level of visual impact the proposed development would have. This should include any light spill from the development, and the associated impacts on nearby receptors and against the *Orana Regional Environmental Plan – Siding Springs*.
  - provide an assessment the proposed bulk/scale of the development against the visual characteristics of the surrounding development/area.
  - specify development control criteria for the proposed building envelopes and setbacks that subsequent stages of the development must comply with.
  - assess what short to immediate-term the initial stages of the development would have without the screening provided by the proposed highway uses and/or landscaping.
-

# EA Inadequacies – ACTIONS & RESPONSE



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

Please find attached schedule of DRAFT EA INADEQUACIES – RETURN DOCUMENT: In retort to Director-General's environmental assessment requirements, as adopted on 27 May 2005. Inadequacies with the draft Environmental Assessment, as provided by the department of planning, and corresponding summary, are listed verbatim in column 2, and responded to accordingly:

**NOTE:** Main responses are indicated in red, however may also be referred to in other parts of the documentation.

	Department of Planning DRAFT EA Inadequacies	Action	Comments Eventually to contain reference to either EA or annexure clause, amendments or addition, otherwise a brief statement to justify action/approach if excluded or varied.
<b>1</b>	<b>Staging – General Requirements</b>		
1.0	<i>The draft Environmental Assessment does not include an appropriate description of the proposed stages of the concept plan, particularly with respect to the description and assessment of Stage 1;</i>  The draft Environmental Assessment does not adequately address this requirement because:		Department of Planning Summary
1.1	a clear staging program of the proposed development has not been identified. This includes a lack of clear identification of what works would be conducted immediately as part of Stage 1 of the concept plan. The draft Environmental Assessment must be updated to:	GSA MGA	We will describe concept overall and proposed stages. We will seek approval of concept and indicate intention to lodge further applications in stages, commencing with Stage 1 on approval of concept.  <i>(Refer Section 4.7 of EA and Annexure 1).</i>
1.1a	provide a detailed description of the staging program for the proposed concept plan, and a clear description of what activities would be conducted in each stage (construction and operation). This includes details of what components are included in Stage 1 of the concept plan, and any details of relevant designs.	GSA MGA	We will provide description and diagrams showing the proposed staging <i>in four (4) stages.</i>  <i>(Refer Section 4.7 of EA and Annexure 1).</i>
1.1b	provide details of the likely timing and/or triggers for commencing subsequent stages of the concept plan;	Client	We will provide anticipated timeframe for Stage I plus indicative program for subsequent stages <i>(Refer Section 4.7 of EA)</i>

Department of Planning DRAFT EA Inadequacies		Action	Proponent Response
1.1c	remove inconsistencies throughout the Environmental Assessment detailing the proposed stages of the concept plan (for example, pages viii and page 42/43);	GSA	Confirmed approval outcomes with DoP in respect of S75P of EP&A Act, i.e. we are seeking concept approval and understand that the major part of the project would remain under Part 3A to avoid the need for further EIS etc and that more minor aspects of the proposal could be assessed under Part 4 further down the track. <b>(Inconsistency removed).</b>
1.1d	provide a clear description of the construction works that would be associated with Stage 1 of the concept plan, with a suitable environmental assessment of the associated construction impacts should substantial earthworks be conducted as part of Stage 1 (including noise, dust and traffic impacts).	GSA MGA	We will describe overall concept (words and graphics) and staging. Note that we will seek concept approval with further applications for construction works. <b>(Refer Section 4.0 of EA and Annexure 1).</b>
1.2	it does not provide a clear description of the proposed operations in the context of maximum capacity of the intermodal facility, or the likely nature of the materials to be accepted/dispatched from the site. The draft Environmental Assessment must be updated to provide more detail on the nature of the proposed operations in subsequent stages, including the nature of the Quarantine facility that would be provided at the site.	GSA MGA WANDS Client	We will define capacity overall and estimates for initial Stage 1 and subsequent stages and likely materials <b>(Refer Section 4.4.1, 6.62 of EA and Annexure 2 and 3).</b>  We note that a quarantine facility is considered a <b>'future enhancement'</b> to the facility, to be an elective for a future operator subject to obtaining separate approvals. The proposed concept for the terminal is not contingent on the provision of this facility, however we would recognise this facility as a future opportunity. <b>(Refer Section 4.4.5 of EA).</b>
1.3	it does not provide an adequate level of assessment for environmental impacts of the environmental envelope of the concept plan and/or of the activities specifically associated with Stage 1 of the project. The draft Environmental Assessment must be updated to:		We will confirm 'environmental envelope' for the concept, which further detailed assessment would follow for various stages, commencing with Stage 1.

Department of Planning DRAFT EA Inadequacies	Action	Proponent Response
-------------------------------------------------	--------	-----------------------

1.3a	provide an appropriate level of assessment on the potential land use safety impacts associated with the proposed concept, either associated with potential quarantine activities and/or resulting from the transport/storage of dangerous goods. Consideration should also be given the risk and control of fire events at the site (given nature of materials stored and/or scale of buildings), and the management of fire fighting water.	WANDS WW	<p>We will address as a general response the movement of and management of goods in accordance with statutory requirements. We note that the Transport of dangerous goods is regulated under the National Code of Practice for the Land Transport of Dangerous Goods. Specific reference to requirements in NSW is covered in Road and Rail Transport (Dangerous Goods) (Rail) Regulation 1999. Both ARTC and RailCorp have Interface Agreements and Access Agreements with customers, which reference these documents in respect of dangerous goods.</p> <p>We will address risk as a general response as measures will be implemented in future applications to manage and control fire risk in accordance with statutory requirements as indicated in our Hydraulic Services Report (extract attached). We would anticipate conditions in respect of fire hazardous materials to be addressed by future users of the facility. (Refer Section 8.8 of EA).</p>
1.3b	provide an assessment of the impacts associated with the proposed site preparation works, and other construction/operational activities associated with Stage 1. This should include an assessment of dust impacts, soil and erosion, construction noise and construction traffic impacts.	WW GSA	A detailed assessment would accompany a future application for Stage 1 works, however we would address impacts to the extent necessary to support the concept approval. (EA now assesses project overall and provides appropriate controls and management regimes for future staged work).
1.3c	consider potential down-stream impacts on aquatic species/ecosystems resulting from the retention of surface water flows at the site.	WW	We will consider this issue as part of the concept assessment. (Refer Section 9.6 of EA).
1.3d	provide an assessment of the socio-economic impacts of the proposed development, in particular, the impacts on areas appropriately zoned for intermodal purposes within the Bathurst local government area.	GSA	We will augment current information based on currently available info eg Bathurst Statistical Profile/Draft Urban Rural Strategies current LEP, current approvals and consultation outcomes, if available. (Refer Section 6.0 and 9.8 of EA).
1.4	It makes reference to legislative requirements under Part 4 of the <i>Environmental Planning and Assessment Act 1979</i> that do not apply to the Part 3A process. This should be corrected.	GSA	We will clarify with regard to Item 1.1c (Clarified throughout).

Department of Planning DRAFT EA Inadequacies		Action	Proponent Response
1.5	It does not provide an adequate draft Statement of Commitments, as it does not sufficiently describe the relevant environmental control criteria, monitoring or management regimes for the overall concept plan and Stage 1 of the plan. In particular:	Client GSA	We will augment recommendations in current document to become a Draft Statement of Commitments. We will liaise with DoP for format. (Refer Section 11.2.1 of EA).
1.5a	the design controls/standards for subsequent stages of the development (i.e. maximum building envelopes for warehouses, signage, design criteria etc);		We are seeking approval for concept on basis of information submitted, which will include Draft Statement of Commitments, to establish a process to develop detailed design controls and performance standards for subsequent stages. (Refer Section 8.3, 11.2.1 of EA and Annexure 1).
1.5b	performance criteria for the total development and/or Stage 1 (i.e. noise, traffic, water quality, soil erosion, riparian vegetation performance criteria); and	WW Guy.S	We will provide outline of detailed design controls and performance standards to be developed for subsequent stages. (Refer Section 11.2.1 of EA and Specialist Annexures).
1.5c	monitoring and management regimes to avoid or minimise key environmental and amenity impacts of the concept plan and/or Stage 1 for issues such as noise, traffic, water, ecological, flooding.	Guy.S GSA GK WW	We will provide outline of monitoring and management regimes for Stage 1 to be further developed as conditions of approval if required.
<b>2</b>	<b>strategic assessment</b>		
2.0	the draft Environmental Assessment does not include a suitable level of strategic assessment of the proposed concept plan in context of the location, scale and scope of the proposed intermodal facility;		Department of Planning Summary

	Department of Planning DRAFT EA Inadequacies	Action	Proponent Response
--	-------------------------------------------------	--------	-----------------------

2.0	<p><i>The Environmental Assessment must include a strategic assessment of the project in the context of the strategic direction of the locality and region with consideration of the Bathurst Regional Council's Land Use Strategies. As part of this analysis, the assessment should have consideration to the surrounding land uses, the scale, scope and location of the project, as well as existing and future rail and road infrastructure, and likely demand, volumes and origin/destination.</i></p>		<p>Will augment existing information with specialist input, particularly from WANDS.</p> <p>We will identify and consider specific criteria that can be used to determine the suitability of the site in response to this comment eg;</p> <ul style="list-style-type: none"> <li>• existing track constraints; impact on Bathurst, condition of track</li> <li>• Site attributes, including size, availability</li> <li>• Outcomes of community consultation</li> <li>• Adjacent land uses</li> <li>• Suitability of site to manage avoid/control potential adverse environmental impacts, eg light spill, flooding, traffic, noise</li> </ul> <p>(Refer Section 6.0 of EA and Annexure 3).</p>
2.1	<p>The draft Environmental Assessment does not adequately address this requirement because a project-specific strategic assessment for the proposed intermodal facility has not been included in the draft Environmental Assessment in order to justify the capacity and location of the proposed development. The current assessment for demand within the region is largely limited to general State-wide trends and an economic assessment conducted for the Cabonne, Orange and Blayney Local Government areas, which fails to discuss how this relates to the proposed project. The draft Environmental Assessment must be updated to:</p>	<p><b>GSA Wands Client</b></p>	<p>We will augment from readily available information with specialist input, particularly from WANDS, to the extent required to justify the proposal. (DoP provided contact details for project team undertaking a review of Containerised Transport in Western Region).</p> <p>(Refer Section 6.5 of EA and Annexure 3).</p>
2.1a	<p>provide a detailed project-specific strategic assessment of the project, particularly the justification for the scale, scope and location of the project in the context of the demand for the proposed facility in the locality and region. This should be supported by an assessment of the likely demand for an intermodal facility at the proposed site, including an analysis of the volumes and origins/destination of road and rail freight in the region that would utilise the proposed facility and how the proposed scale/location of the project would reflect this demand.</p>	<p><b>GSA MGA Client</b></p>	<p>We will augment existing information with specialist input, particularly from WANDS and traffic consultant. The assessment will recognise the suitability and availability of this site.</p> <p>(Refer Section 6.0, 7.0, 8.0 of EA and Annexures 2, 3 and 13).</p>

Department of Planning DRAFT EA Inadequacies	Action	Proponent Response
-------------------------------------------------	--------	-----------------------

2.1b	provide an analysis of the likely capacity of existing rail and road infrastructure and services, including receiving intermodal facilities, to support the increase in freight movements generated by the proposed development.	GSA MGA WANDS Client	We will augment with additional info, particularly comment on Botany facilities. Will clarify any other likely potential destinations.  <i>(Refer Section 9.4, 9.5 of EA and Annexures 2, 3 and 13).</i>
2.1c	provide an assessment of suitability of the proposed site regarding the strategic direction of the locality, with consideration of any current land use strategies prepared by Bathurst Regional Council, and any potential restrictions that the proposed development would have on future land uses.	GSA MGA Client	We will augment existing information with specialist input, particularly from WANDS and traffic consultant. The assessment will recognise the suitability and availability of this site, we will address Bathurst land use strategies as available.  <i>(Refer Section 6.0 and Annexures 2 and 3).</i>
<b>3</b>	<b>Noise impact</b>		
3.0	the draft Environmental Assessment does not include a full noise impact assessment of the total environmental envelope of the entire concept plan in accordance with <i>Industrial Noise Policy</i> (EPA, 2000) and the <i>Environmental Criteria for Road Traffic Noise</i> (EPA 1999).		Department of Planning Summary
3.0	<p><b><i>The Environmental Assessment must include an assessment of the predicted noise impacts resulting from the operation of the project and the measures to manage any noise impacts. The noise assessment must be undertaken in accordance with the Industrial Noise Policy (EPA, 1999) and Environmental Criteria for Road Traffic Noise (EPA, 1999). The assessment must extend to noise emissions from traffic associated with the project, and must identify all noise sources from the project and specify the times of operation for all noise producing activities.</i></b></p> <p>The draft Environmental Assessment does not adequately address this requirement because</p>		<p>We will incorporate information to supplement noise analysis for concept overall, based on:</p> <p>Road traffic: existing traffic flows by hour and percentage of heavy vehicles (subject to availability of data).</p> <p>Predicted traffic generation by hour and % heavy vehicles both east and west of this site.</p> <p>The predicted flows to include loading. Warehouses, highway uses and truck stop.</p> <p><i>(Refer updated Acoustic Report Annexure 7).</i></p>

Department of Planning DRAFT EA Inadequacies	Action	Proponent Response
-------------------------------------------------	--------	-----------------------

3.1	The noise assessment has not taken into account all potential noise sources associated with the project, and therefore has not assessed the cumulative noise impacts of the concept plan in accordance with the <i>Industrial Noise Policy</i> (EPA, 1999). This includes contributions from train/rail movements on-site and contributions from future highway uses. The draft Environmental Assessment must be updated to:	Ind.A	Will add to Section 5 Operational Noise contributions to $L_{Aeq,15\text{ min}}$ from: Train noise on site. Highway uses. Regional Terminal Warehousing and Service Station/Truck Stop. <i>(Refer Annexure 7).</i>
3.1a	incorporate the likely noise contributions from the proposed highway uses, which are currently excluded from the total noise assessment. As the exact uses of these proposed facilities have not been determined, a conservative prediction of noise contributions from these uses should be utilised in this assessment;	Ind.A	As 3.1 above  <i>(Refer Annexure 7)</i>
3.1b	detail what activities have been used in the assessment of the operational activities. Currently, it appears that rail noise has not been included in the noise assessment presented in Section 5 of the Acoustic Report, and has been assessed separately within Section 7.3 of this report. If excluded, the noise generated from rail movements/shunting/locomotives on-site must be included in the Operational Noise Assessment conducted in accordance with the <i>Industrial Noise Policy</i> (INP).	Ind.A	As 3.1 above  <i>(Refer Annexure 7)</i>
3.1c	provide an assessment of night-time activities against night-time criteria and sleep disturbance criteria established in accordance with the INP, given section 4.6.5 of the draft Environmental Assessment indicates that 24 hour operations would occur at the site (Regional Terminal Warehousing and Service Station/Truck Stop).	Ind.A	Will add to Section 5.1 Operational Noise contributions to $L_{Amax}$ sleep disturbance from: Train noise on site. Highway uses. Regional Terminal Warehousing and Service Station/Truck Stop. <i>(Refer Annexure 7).</i>
3.2	The rail traffic noise assessment does not clearly establish current and predicted rail traffic noise levels against $L_{Aeq, 24hr}$ and $L_{AMAX}$ criteria recommended in the DEC's <i>Environmental Noise Control Manual</i> . The draft Environmental Assessment must be updated to provide an assessment of the predicted contribution to rail traffic noise at residences at Raglan against the criteria recommended in the DEC's <i>Environmental Noise Control Manual</i> .	Ind.A	Assess train noise $L_{Aeq,24hr}$ at Raglan. <i>(Refer Annexure 7).</i>



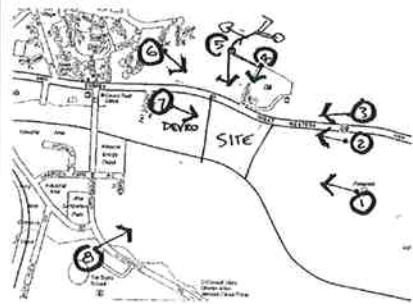
Department of Planning DRAFT EA Inadequacies		Action	Proponent Response
3.3	The draft Environmental Assessment does not provide an assessment of the potential road traffic noise impacts of the proposed development in accordance with the DEC's <i>Environmental Criteria for Traffic Noise (ECRTN)</i> . The draft Environmental Assessment must be updated to establish current traffic noise levels and assess the potential increase in traffic noise levels as a result of total vehicle movements generated by the proposed development in accordance with DEC's <i>Environmental Criteria for Traffic Noise</i> .	Ind.A	To assess traffic noise as $L_{Aeq,9hr}$ and $L_{Aeq,15hr}$ for both existing and generated. Will consider estimated traffic flow info by hour and % heavy traffic.  (Refer Annexure 7).
<b>4</b>	<b>traffic impacts</b>		
4.0	the draft Environmental Assessment does not include an appropriate level of assessment on the full road traffic impacts of the proposed concept plan;		Department of Planning Summary
4.0	<b><i>The Environmental Assessment must include details of the transport volumes expected to be generated by the project. This assessment must include details of the capacity, safety and design of all key haulage routes to and from the site. This must extend to an assessment of rail transport movements, such as the nature, number and frequency of train movements, and potential conflicts with current rail traffic.</i></b> The draft Environmental Assessment does not adequately address this requirement because:	WANDS GSA-GK	To be addressed as per following sections.  (Refer Annexure 3 and updated Traffic Report – Annexure 13).
4.1	An assessment of the potential impacts generated by the predicted total vehicle movements of the project on the local and regional road network has not been conducted. The conclusions made in section 6.2 of the specialist consultant's Traffic Report are not generally supported. The draft Environmental Assessment must be updated to:	GSA-GK	To be addressed for concept overall as per following sections.  (Refer Annexure 13).

Department of Planning DRAFT EA Inadequacies	Action	Proponent Response
-------------------------------------------------	--------	-----------------------

4.1a	<p>identify the vehicle origin-destination distribution for the development, and provide details on the likely split of turning movements at the development access points for both light and heavy vehicles. This should include realistic predictions of vehicle origin-destination, given the assumption that 50% of vehicles accessing bulky goods area would be passing traffic is not supported and should be excluded from traffic generation figures for the Great Western Highway.</p>	GSA-GK	<p>An origin destination distribution assignment of future traffic to the site will be undertaken on the basis of assumptions made by the applicant (as to where the freight will be coming from and going to). An assumption will also be made of the origin destination of traffic for the bulky goods uses (this could be based on the origin destination of the traffic of the Harvey Norman store opposite the site).</p> <p>We will clarify with the RTAs the basis for not accepting a 50% assumption of through traffic for the bulky goods outlets. However we note that even if a 20% assumption is used for assessment purposes, this will increase the light traffic generation from 85 peak hour trips to 135 peak hour trips, which is still likely to be readily accommodated by the access points, given the length of turning bays. (Refer Annexure 13).</p>
4.1b	<p>include an assessment of traffic generation at the access points and key intersections, modelled in a SIDRA, to determine delay times, queue lengths and level of service.</p>	GSA-GK	<p>Given the length of turning bays required by AUSTROADS, it is not considered necessary to undertake any computer modelling of the access points to the site. Indeed, as the truck traffic will not be increased along the Great Western Highway (as this traffic is already on the roadway), therefore we do not propose to model any of the surrounding intersections, however we wil provide a justification for this approach.</p> <p>We will consult further with the RTA. Should the RTA still be of the view that some modelling is required for the access points to the site, then an INTANAL Analysis could be undertaken. Normally, a SIDRA is used in Queensland and Victoria, and not in NSW, in such circumstances. The INTANAL Analysis could provide details on the delay times, queue lengths and level of service of the site's access points. We will confirm approach with RTA. (Refer Annexure 13).</p>

Department of Planning DRAFT EA Inadequacies		Action	Proponent Response
4.1c	include an assessment of the potential impacts of additional rail movements at nearby level crossings on road traffic flow.	GSA-GK	<p>WANDS to include an assessment of Concept overall. There is only one nearby level crossing at Raglan (known as Nile Street and located at rail kilometrage 233.496), to the east of the site. The road, at this location, and the level crossing, leads to very few residences and has a low volume of traffic. There is not expected to be any significant (or noticeable) impact on traffic by the proposed 1 to 3 additional rail movements per day. This assessment will also be considered by WANDS.</p> <p>Note that proposal is to provide 2 sets of additional points, therefore removing the requirement to utilize the existing siding, alleviates this issue, albeit that an increased number of trains will use the crossing.</p> <p>Will also discuss the avoidance of the potential hazard of RUN-AWAY train given that the grades on the site will assist in this becoming a non-issue. (we understand that ARTC have endorsed this in principle) <b>(Refer Annexure 13).</b></p>
4.2	details of the road work upgrades are limited, and is unclear what stage these works would be conducted (such as, references made to a road works DA within the draft report). Should the road work upgrades form part of Stage 1 of the project, the draft Environmental Assessment must be updated to include conceptual diagrams of the intersection/site access points to order to support the conclusions presented in section 7.4 of the specialist's traffic report.	GSA-GK	<p>We will review with RTA and clarify with regional team (DoP has provided contact details). <b>(Refer Annexure 13).</b></p>
<b>Visual</b>			
5.0	The draft Environmental Assessment does not include an appropriate level of assessment on the visual impacts of the proposed concept plan.		<p>Department of Planning Summary <b>(Refer EA update and Annexure 6).</b></p>

Department of Planning DRAFT EA Inadequacies	Action	Proponent Response
-------------------------------------------------	--------	-----------------------

5.0	<b>The Environmental Assessment must include an assessment of the visual impacts of the project on surrounding land uses</b>	Note	Visual assessment to be undertaken using photographs of the site from the following locations.  plus location (9): Mt Panorama (Refer Section 3.4, 9.3 of EA and Annexure 6.)
5.1	The draft Environmental Assessment does not adequately address this requirement because the visual assessment presented in section 8.3 of the draft Environmental Assessment does not clearly assess the potential impacts of the project, and is based on the original Stage 1 of the project (i.e. seeking Masterplan approval only). The draft Environmental Assessment must be updated to:	GSA MGA	We will augment report to distinguish overall concept and Stage 1.
5.1a	identify all potential visual receptors in the vicinity of the site, and assess what level of visual impact the proposed development would have. This should include any light spill from the development, and the associated impacts on nearby receptors and against the <i>Orana Regional Environmental Plan – Siding Springs</i> .	GSA MGA	Confirm statutory definition of receptors as per diagram 5.0. As for 5.0. We note that the Orana REP applies only to land within the Shires of Coonabarabran, Coonamble and Gilgandra and the City of Dubbo.  (Refer Section 7.4.3 of EA).
5.1b	provide an assessment the proposed bulk/scale of the development against the visual characteristics of the surrounding development/area.	GSA MGA	MGA/GSA to review/augment report. (Refer Section 9.3 of EA and Annexure 6).
5.1c	specify development control criteria for the proposed building envelopes and setbacks that subsequent stages of the development must comply with.	GSA MGA	As for 1.5 (Refer Section 8.3, 11.2.1 of EA and Annexure 1 including additional drawing).
5.1d	assess what short to immediate-term the initial stages of the development would have without the screening provided by the proposed highway uses and/or landscaping.	Client Guy.S	We will augment EA and consider overall concept and initial stages. (Refer Section 4.7 and 9.3 and Annexure 1 including additional landscape drawing).

General Notes:

- We will update EA including the annexures from consultants referenced above.
- We will aim to lodge amended EA with DoP within 2-3 weeks. We understand that DoP will review the revised document and comment within one week, in order that the proposal can be exhibited in

Department of Planning DRAFT EA Inadequacies	Action	Proponent Response
-------------------------------------------------	--------	-----------------------

early January for a statutory period of 30 days. We will continue to liase with DoP (Caitlin Bennet) re submission requirements.

- We understand that there will be opportunities to address any issues arising from the submissions received during the assessment period, which is estimated by the DoP to be a period of 3-4 months.

Date of Issue (Revision A1): 22 December 2005

<p>Department of Planning DRAFT EA Inadequacies</p>	<p>Action</p>	<p>Proponent Response</p>
---------------------------------------------------------	---------------	-------------------------------

**Attachment A Extract from Hydraulic Services Report**

A BCC Carrier Water Main is located between the boundary of the subject Property and the Great Western Highway. Council are unable to provide any details of flows or pressures in the main, however, pressure taken from a section of main located at the northern end of Ashworth Street indicated a reasonable flow and pressure.

In reviewing the project requirements it is recommended that allowance should be made for;

1. Potable water pumps
2. Fire hydrant storage tanks and pumps
3. Fire sprinkler storage tanks and pumps

The tank sizes are dependant upon the final calculated flows for the fire hydrant and sprinkler systems. A preliminary assessment of the water storage requirement for the site indicates:

- \* That for the fire hydrant service 2 x 150,000 litre tanks (effective storage) will be necessary.
- \* That for the fire sprinkler service 2 x 250,000 litre tanks (effective storage) will be necessary.

As noted above it is proposed that a BSA and AS compliant fire hydrant and sprinkler service be provided complete with compliant water storage to cater for fire protection. The storage for the fire sprinklers has been based on the largest, proposed, fire compartment assuming the most combustible environment and storage parameters.

(Refer Section 8.8 of EA).