



Operations Summary

CENTRAL WEST REGIONAL
ROAD/RAIL FREIGHT TERMINAL

Prepared by Mellor Gray Architects Pty Ltd *for*

SLOBOBAX PTY LTD

DECEMBER 2005

Operations Summary

	Preface
	Definitions / Abbreviations
Railway Interface	Private Siding(s) Access
	Points and Signals
	Rail Safety Act
	Train Capacity – Maximum Wagon Handling
	Loco Run-around and Return
	Loading
	Hardstand
	Forklift maintenance Facility
Regional Terminal Warehousing	Site Access
	Traffic Generation
	Administration and Security
	Bridges
	Regional Terminal Warehousing
	Quarantine
	Palletised Goods Service Road
	Containerised Goods Service Road
Operational Scenarios	Goods and Produce Transfer
Truck Stop	Fuelling facility
	Traffic Generation
	Railway engineers Facility
Highway uses Development	Site Access
	Traffic Generation
	Development
	Service Road
Service Station	Access
	Additional Truck Fuelling Facility
Schedule of Areas	Table 1

Preface

This document describes the Projects intended operations. It does not describe the site, existing environment, or any corresponding on-site or off-site assessments: all of which are covered in detail within the Environmental Assessment, of which this document is contained as an Annexure.

Definitions / Abbreviations

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.

FEU = Twenty Foot Equivalent Container Units

Railway Interface

Private Siding(s) Access

The Project includes construction of a connection to the main western rail corridor 'UP' Line, to service a new Double Private Siding on the subject site. Environmental Assessment Annexure: Drawing 1277-MP-002 identifies and locates these two parallel sidings as 'Private Siding', adjacent the Loading Zone, and 'Private Run-around Siding', adjacent the southern site boundary.

Table 1: Preferred infrastructure and operational arrangements:

<ul style="list-style-type: none"> . Motorise points and remote control a new crossover, (<i>Note: Neither the ARTC or RICC indicate that any short nor long term plans for the modernisation of infrastructure at Raglan.</i>)
<ul style="list-style-type: none"> . Construct two Private Sidings within our site each 630 metres in length with points either end to provide run around facilities.
<ul style="list-style-type: none"> . Utilise motive power and rolling stock from an existing operator on the ARTC Network.
<ul style="list-style-type: none"> . Initially, run one train per day consisting of two 81/82 class locomotives hauling twenty-six NQOF (or similar C class) wagons for a total length of 567 metres and total weight of 1976 tonnes in the UP direction, laden with 78 TEU (Twenty Foot Equivalent Container Units), and 683 tonnes in the DOWN direction, unladen with 78 TEU.
<ul style="list-style-type: none"> . Turnaround time, including loading, is anticipated to be two hours maximum.
<ul style="list-style-type: none"> . Anticipated growth to three trains per day by 2015

Table 2: Advantages of the proposed access arrangement

<ul style="list-style-type: none"> . Trains from Sydney have direct entry to the Project. The Project includes remote control of points and signals from Orange. Trains are not required to travel past the subject site into Bathurst in order to gain access to the 'UP' line.
<ul style="list-style-type: none"> . No additional staff will be required facilitate entry to the Project or pilot the rear of train. (Train always proceeds in a forward direction – locomotives first)
<ul style="list-style-type: none"> . Window (train path) required for movement between Bathurst – Raglan not required. (<i>Note: Similar operations west of Bathurst are constrained by track and signaling systems which result in increased rail travel times to Port Botany.</i>)
<ul style="list-style-type: none"> . No requirement to divide train on site for loading.

The adjacent track and rail corridor is owned by the Rail Infrastructure Corporation – Country (RICC) and managed by the Australian Rail Track Corporation (ARTC) under the 'Country Regional Network Management Agreement'.

Given the low volume of trains in the area, most trains entering and exiting the siding will do so without stopping. However, if a window is not available allowing trains to access the 'UP' line immediately, trains shall remain on the Private Siding within the site. When the window is available, the security gates to the rear of the Project will be opened, allowing the train to transfer directly to the 'UP' line without stopping, and continue with remote control closure of the connection Points behind the last wagon - also without stopping.

Points and Signals

For trains approaching the Site, although dependant upon good programming and timetabling of available windows, trains should be able to time their arrival with window availability, allowing direct transfer from the 'DOWN' line, through a set of Points to the 'UP' line, and through a second set of Points directly into the Project, again all by remote control and without having to stop.

Given that over a 24 hour period, only approximately 6 trains pass through on the 'UP' line, (seven if entering behind a train exiting from our site) timing window availability should not be difficult. However, if the train were required to stop, it is proposed that the train comes to rest at Signals located a set distance away from the corresponding Points, in order that noise implications on Raglan residents, that may result from wagon bunching effects, be alleviated. The Points that allow transfer from 'DOWN' line to 'UP' line do not currently exist (they form part of the Regional Terminal Project), and therefore can be designed to suit acoustic requirements.

For a full description of Railway Interfaces: please refer to Environmental Assessment Wands Solutions Annexure: *PROPOSED RAIL SIDING CONNECTION & OPERATIONAL ARRANGEMENTS*.

Rail Safety Act

The Rail Safety Act 2002 No 96 Section 23 '*Exemption of operators of private sidings*', has been reviewed and interpreted that SLOBOBAX, as owner of a private siding, do not require accreditation under the Rail Safety Act providing they enter into an agreement with ARTC as to the management of the safety interface with the ARTC Network. However, further advice yet to be sought from the Independent Transport Safety and Reliability Regulator. (ITSRR) which may indicate that there are additional requirements that SLOBOBAX may be responsible for under the Rail Safety Act.

The minimum perimeter security will be a 2.4m high chain wire fence with locked gates across the rail siding.

Train Capacity (Maximum Wagon Handling)

As described above SLOBOBAX Initially propose to run one train per day consisting of two 81/82 class locomotives hauling twenty-six NQOF (or similar C class) wagons for a total length of 567 metres and total weight of 1976 tonnes in the UP direction, laden with 78 TEU, and 683 tonnes in the DOWN direction, unladen with 78 TEU. This will increase to three trains per day over the next ten years.

Preliminary discussions have been held with ARTC who advised the Project is feasible and have offered assistance in further development of the rail operations and interface.

ARTC have indicated there are ample train paths on the Western Line between Bowenfels and Raglan and RailCorp are yet to advise on what train paths are available between Port Botany - Bowenfels - Port Botany to facilitate the initial one train per day for loading at Raglan in daylight hours.

Loco Run-around and Return

The full 567 metres length of wagons shall be able to be fully loaded without requirement to divide the train, by the simple provision of a locomotive Private Run-around Siding.

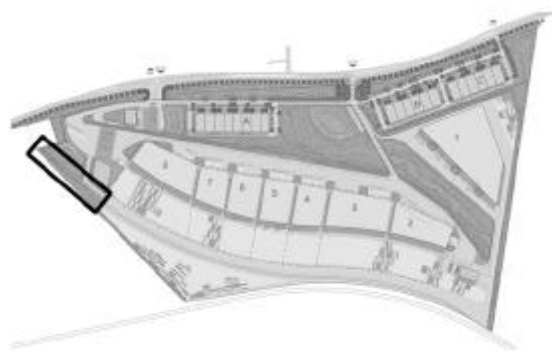


Figure 1

Subsequent to arrival from Sydney, once the wagons have been positioned adjacent the 'Loading Zone' on the Private Siding, the two 81/82 class locomotives can be disconnected, then continue to proceed through the 70 meter LOCO Switch Clearance Zone and into the 70 meter LOCO Shunt-Back Zone. These areas are highlighted on Figure-1 above. At this point, the points are changed, allowing the 2 locomotives to return to the other end of the wagons (previously the rear) via the Private Run-around Siding, to be reconnected to what now becomes the front of the train. Once loading is complete, the train can then proceed straight back out to the 'UP' main western line.

The current Mainline usage is an average of 12 trains every 24 hours through Raglan (6 each way).

Loading

A loading zone is proposed to facilitate loading by Forklift onto the wagons. It shall be located between the Private Siding and the Primary Hardstand Container Storage area as shown highlighted on Figure-2 below:

It is anticipated that 4 to 5 forklifts shall load either, or a combination of, TEU and FEU (Forty Foot Equivalent Container Units) onto a maximum of 26 wagons positioned on the Private Siding. The length of available track, measured between opposite 70m LOCO switch back clearance zones, totals 630 meters has ample capacity to contain the entire 26 wagons (totalling 567 metres in length).

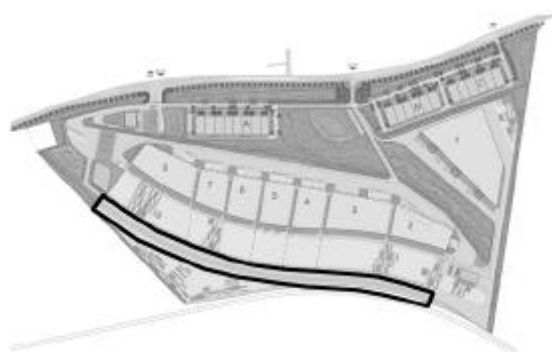


Figure 2

No 'load-over' is proposed. Given that the total length wagons can be contained within the available 630m, the train need not be divided.

(Load-over results from the requirement to load over one half of a divided train to place containers onto the other half of the same divided train on an adjacent track, in locations where the loading zone is not long enough to cater for a full 26 wagons; i.e. a loading zone and corresponding track of total length less than 567m in length.)

It is anticipated that Forklift operations will occur within the allowable hours of 7:00am and 6:00pm Monday to Friday, and 7:00am to 1:00pm Saturday.

Hardstand

There are 3 areas of Hardstand proposed on the Subject site.

The Main Hardstand area located parallel to the track chainage has a storage area of approximately 35,520 sqm. Refer Figure-3 highlighted area below. A width of approximately 53 meters allows for the storage of four stacks of FEU, or 7 to 8 stacks of TEU; each configuration with a space between stacks for container identification purposes. The Hardstand be bounded by the Containerised Goods Service Road to the north, the Forklift Maintenance Facility to the east, the Loading Zone to the south, and the Truck Stop / Railway Engineers Facility to the west. This will have the capacity to store approximately 200,000 TEU containers when the Project is expected to reach it's maximum operating potential in 2015.



Figure 3

The Second Hardstand Area is located directly behind Regional Terminal Satellite Warehousing Lot 1, the only warehousing component to the north of the Main Watercourse (a tributary of Raglan Creek). Refer Figure-4 highlighted area below. This Hardstand is for the sole use of the adjacent warehousing, and allows future operators of that particular lease flexibility in how they operate, arrange and manage their containers. Measured to include a 20m clearance to the rear of the Warehouse lot – the approximate area as shown on the Project site plan is approximately 3,075 sqm.

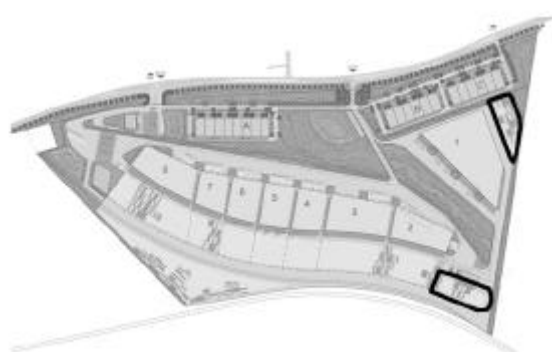


Figure 4

The Third Hardstand area is identified as a Supplementary Container Storage Area (refer Environmental Assessment Annexure: Drawing 1277-MP-002) and is located in the southwest corner of the site. This area is intended as a storage area for surplus containers that return from the Sydney Ports, which can be quickly and temporarily stored here, in lieu of occupying valuable space on the Main Hardstand, and therefore not interfering with the operations of loading the train from that Hardstand. An area of approximately 13,585 sqm is proposed for this function. Refer Figure-5 highlighted area below.

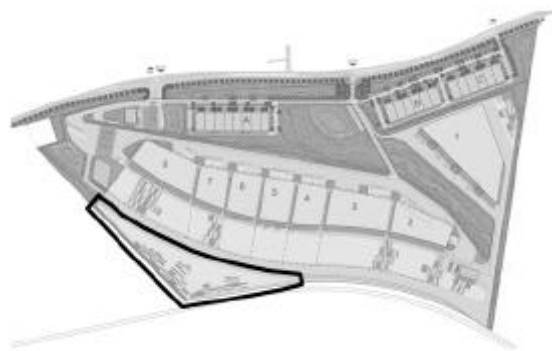


Figure 5

The area of each Hardstand area is shown on the table below

ID	Table 3: Hardstand	Area (sqm)
1	Hardstand – Main Area	35,520
2	Hardstand – Lot 1	3,075
3	Hardstand – Supplementary Container Storage Area	13,585
	Hardstand – TOTAL	52,180

For each of these Hardstand areas (and Loading Zone), the placement and type of artificial lighting shall be carefully considered to ensure light scatter (spill) will not adversely effect the Dark Skies Region Declaration, will not adversely effect nearby residences or other adjacent land uses, or impact on main line train operations (glare source).

Forklift Maintenance Facility

Given the continual use and commercial requirements to keep Forklift numbers to a minium and in good working order, a Forklift Maintenance Facility is proposed on the site, with corresponding staff parking. Administration associated with Forklift operations shall be anticipated to be housed here, although staff amenities would be co-located within the Railway Engineers Facility (see below).

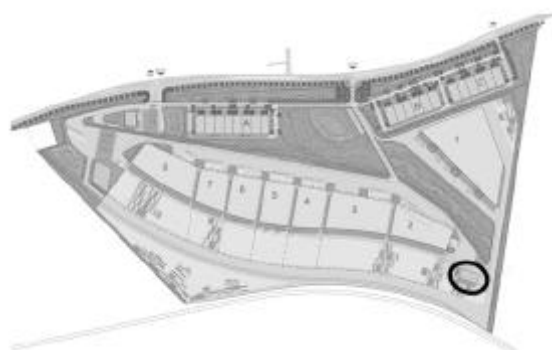


Figure 6

Regional Terminal Warehousing

Site Access

The northern boundary of the site is shared with the Great Western Highway, off which the development proposes 3 interfaces. All 3 involve significant modification (widening) to include additional acceleration and deceleration lanes. They are described as follows, from east to west.

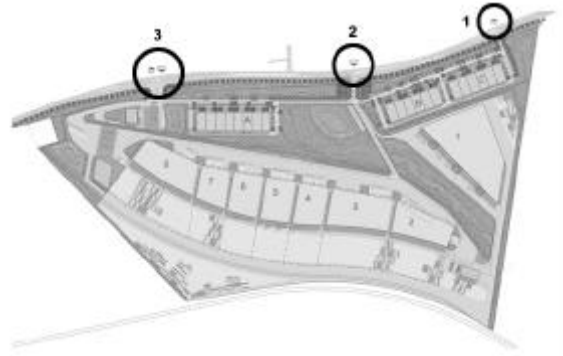


Figure 7

The first interface, towards the east, services the eastern 2 blocks of Highway Uses Development and is proposed as an Exit Only. Refer highlighted area on Figure-7 above.

(Refer Environmental Assessment Annexure: Drawing 1277-MP-002 – Highway Use Identification as [B] and [C].)

The Second interface is an Entry Only, and services the entire site, both Regional Terminal Warehousing and Highway Uses Development. Again, refer highlighted area on Figure-7 above. The modification to the Great Western Highway include a 100m left turn in deceleration lane from a 60kph zone, and a 100m right turn entry land from a 60kph zone. These combine into the throat of the site, being 2 lanes of a total 8m width. The Regional Terminal Warehousing and corresponding Service Roads are reached by proceeding across the first intersection on the internal street network.

The Third interface, towards the west, serves as the designated Exit for the Regional Terminal Warehousing. It also serves as the Access and Egress for the proposed Service Station Facility and as an Exit for the Western Highway Uses Development Block, both of which are described in greater detail later in this Operations Summary. Again, refer highlighted area on Figure-7 above. Regarding the Exit of vehicles from the Regional Terminal Warehousing, a 125m left turn exit acceleration lane into a 60kph zone and a 125m right turn exit acceleration lane into a 60kph zone, both of which form part of a total of 4 modifications proposed to be made to the Great Western Highway at this point in the form of a typical 'seagull' intersection.

It is noted that if Council deem necessary, these lengths would be required to increase if the design speed were to increase to 80kph.

Refer Environmental Annexure: TRAFFIC AND PARKING REPORT for more information

Traffic Generation

The traffic to be generated by the proposed development will be dictated by the number of containers coming into the site. Therefore, assuming most containers (80%) are carried on site by trucks with 40ft trailers, this results in 47 truck movements into the site and 47 truck movements out of the site, given that 26 wagons carry 78 x 6 meter (20ft) containers

Item / Element	Calculation	Comments	Table 4
On site Truck turn-around	3 to 6 minutes	Vehicles with Electronic identification (TRACK & TRACE TECHNOLOGY) ¹ shall roll (10kph) past the security checkpoint without requirement to stop, therefore alleviating unnecessary queuing	
Train Capacity	78 TEU	Each wagon carries 3 TEU containers, with a total haul capacity for 2 locomotives of 26 wagons	
78 TEU	47 trucks.	Assuming most containers (80%) are carried on site by trucks with 40ft trailers	
2007 Capacity	1 Train / day		
2015 Capacity	3 Trains / day		
3 sets of 47 trucks	141 Trucks / day		
141 trucks, with 1 truck every 3 minutes	423 minutes of truck movements	Approximately 7 hours per day where a truck arrives and leaves the subject site every 3 minutes.	

This assumes a smooth operation. However, there may be times where this schedule (when operating 3 trains per day) cannot be met. Circumstances such as staff shortage, Forklift malfunction, wet weather, etc... could extend the 3 minute optimum Truck turn around time to closer to 6 minutes. The Corresponding effect would be a Project that may operate internally for up to 14 hours per day.

Administration and Security

A combined Administration and Security Building has located adjacent the throat of the Projects access point. Refer Highlighted area on Figure-8 below. Its location holds a commanding position on the site, able to sight every arriving truck, and provide quick instruction to those new or unfamiliar with operations on the site.

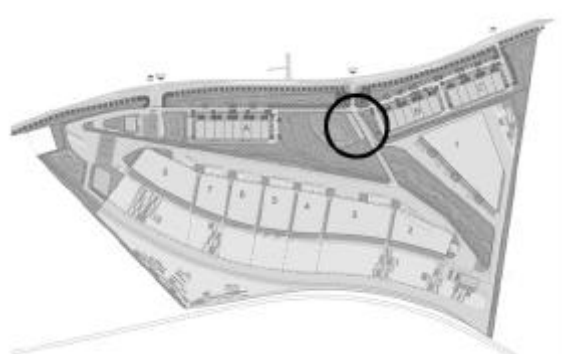


Figure 8

Once operational, turn-around on site for delivery vehicles will be between 3 to 6 minutes, from the point they enter the site off the Great Western Highway, to point at which they leave. During this 3 minutes turn-around, Delivery vehicles shall roll past the Administration Building, where they are electronically identified utilising TRACK AND TRACE TECHNOLOGY², and subsequently authorized site access without stopping (travelling between 10 and 15kph), continue to either one of the 2 service roads described below to drop-off goods/produce, then leave the site via the north-western exit. However, use of either the Lay-Over, refuelling facility or Truck Stop would add to the turn-around time.

Security briefing rooms will also be incorporated in this building.

Bridges

Given the retention of the Main, un-named, Watercourse, as a design guide and future feature of the site, 2 vehicular bridges are required to be constructed to ensure that the Watercourse and corresponding Riparian Zone remain segregated from the vehicular traffic.

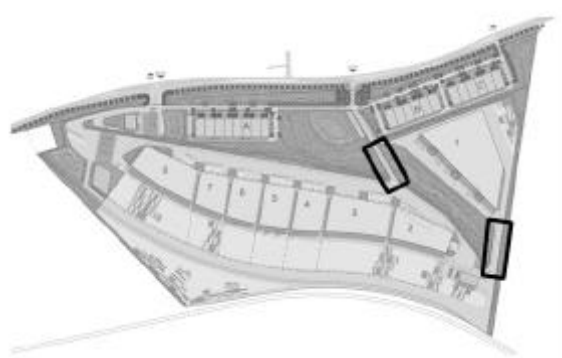


Figure 9

The Main Bridge directly south of the Administration and Security building services the entire southern side of the site. Its composition is that of 2x 4m wide lanes and a footpath. The useable width of this bridge totals 9.2 meters.

A second Bridge – Eastern Boundary Bridge – is proposed parallel and adjacent to the eastern boundary. This bridge serves Regional Terminal Warehouse Lot 1 and its associated Hardstand and Service Roads. This bridge has a total width of 14.7m, which comprises a 1.2m wide footpath, 3.5m southbound extension of the service road and a 10m wide forklift allowance – which allows a loaded forklift to transfer containers from the Lot 1 Hardstand, across the Main Watercourse to either the southern main hardstand container storage area or for direct loading onto a train.

Given that both bridges are located within the secure perimeter of the site, the footpaths shall be accessible to authorised personnel only.

Details of the construction of these bridges have not been finalised, however, neither shall propose any foundation or support to be located within the existing banks of the Main Watercourse.

These bridges shall also assist in the transfer of services (power and mains pressure) to the southern side of the site and also the transfer of harvested rainwater and stormwater to rainwater reclamation tanks and OSD Water Quality Ponds respectively.

² TRACK AND TRACE TECHNOLOGY: An innovation that ensures freight transport occurs more efficiently in terms of time usage, paperwork and inaccuracies. Introduced to track location of both freight and method of transport.

Regional Terminal Warehousing

Warehouse facilities & open storage areas; shall be leased or sold to regional businesses as development lots, completed buildings, undercover storage or hardstand to stockpile and/or containerise goods/produce.

There are 2 areas of Warehousing, either side of the site-bisecting watercourse. The primary warehousing identified by development lot numbers 2 through to 8, and additional satellite warehousing, lot 1, located to the north of the site-bisecting watercourse, shown highlighted on Figure-10 below.

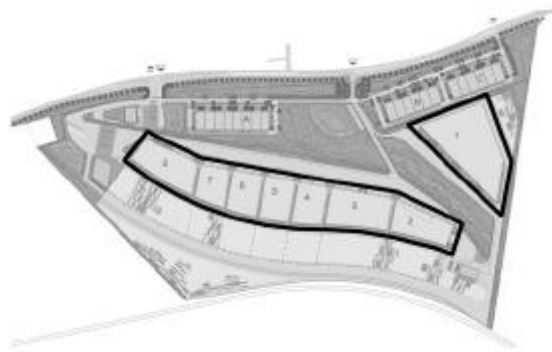


Figure 10

Quarantine

Quarantine functions are not proposed as part of this Project. However, the ability to execute quarantine-associated functions, which could be adopted by an operator as a 'future enhancement' to the Project, has been considered. The current layout of dual service roads, separated Highway Entry and Exit points and perimeter security fencing, do not negate the ability of the site to be modified or operate with quarantine functions.

Palletised Goods Service Road

2 Palletised Goods Service Roads are proposed, highlighted on Figure-11 below.

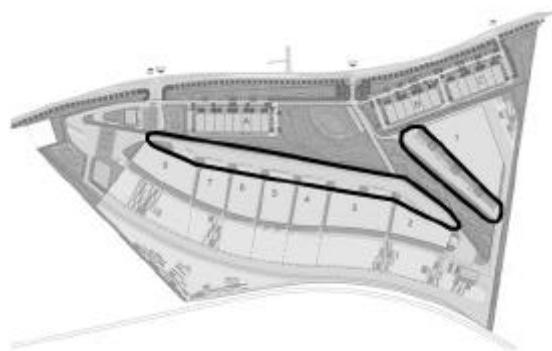


Figure 11

The first Palletised Goods Service Road is proposed directly southwest of Regional Terminal Warehouse Lot 1 (refer Environmental Assessment Annexure: Drawing 1277-MP-002), which is approached from the left hand side slip lane adjacent the Administration and Security Building before the main bridge. This road is proposed to be 40m at its maximum width, allowing a B-Double to reverse into docks, which then tapers as it approaches the eastern boundary bridge. A consistent level (above AHD) of approximately RL: 690 is anticipated.

The second Palletised Goods Service Road is proposed immediately north of Regional Terminal Warehouse Lots 2 through to 8 (refer Environmental Assessment Annexure: Drawing 1277-MP-002) and is accessed from the southern end of the Main Bridge. The Road has a proposed overall width of 40m, which allows for a B-Double to reverse into docks. The road shall also have a 1:100

double cross fall; from east to west (following the gradient of the Private Siding) and south to north (to reduce the overall impact of the retaining structures on site). It is intended that this road be one-way east as vehicles select to move east after leaving the bridge, and 2-way west as vehicles select to move west after leaving the bridge. The 2-way section of road allows for vehicles that go the wrong way, to come back around the warehousing via the Containerised Goods Service Road and find their correct destination without having to leave the site. This set-up also allows for vehicles that have delivered goods/produce, and that may also be making a pickup from a different operator, to take a path through the secure area of the Regional Terminal without having to leave the site.

On both roads, the adjacent kerb boasts a landscaped zone either at the top or bottom of a retaining structure (Gabion baskets), which acts as a buffer between the service roads and the Main Watercourse.

Although identified as a Palletised Goods Service Road, delivery vehicles (typically B-Doubles or smaller) in which goods/produce are not containerised may also arrive loose or boxed.

Containerised Goods Service Road

This road allows for delivery of pre-containerised goods/produce to either the Hardstand area or direct and efficient transfer from truck to train. The road is proposed to be 15m in width, allowing for 4 lane of vehicle (2 lanes of free moving traffic with an anticipated 2 lanes of double parked vehicles). As highlighted on Figure-12 below, this road is one-way from east to west. The road shall have a 1:100 double cross fall; from east to west (following the gradient of the Private Siding) and from south to north (to shed water to the northern kerb).

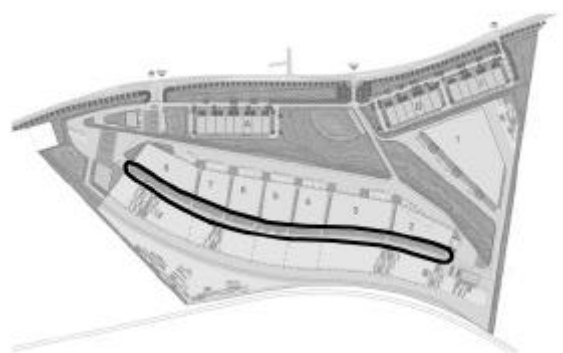


Figure 12

Crossing the Main Bridge, turning towards the east, and rounding Regional Terminal Lot 2 allows access this road. This road shall also pick up return vehicles from Lot 1, which links after crossing the Eastern Boundary Bridge



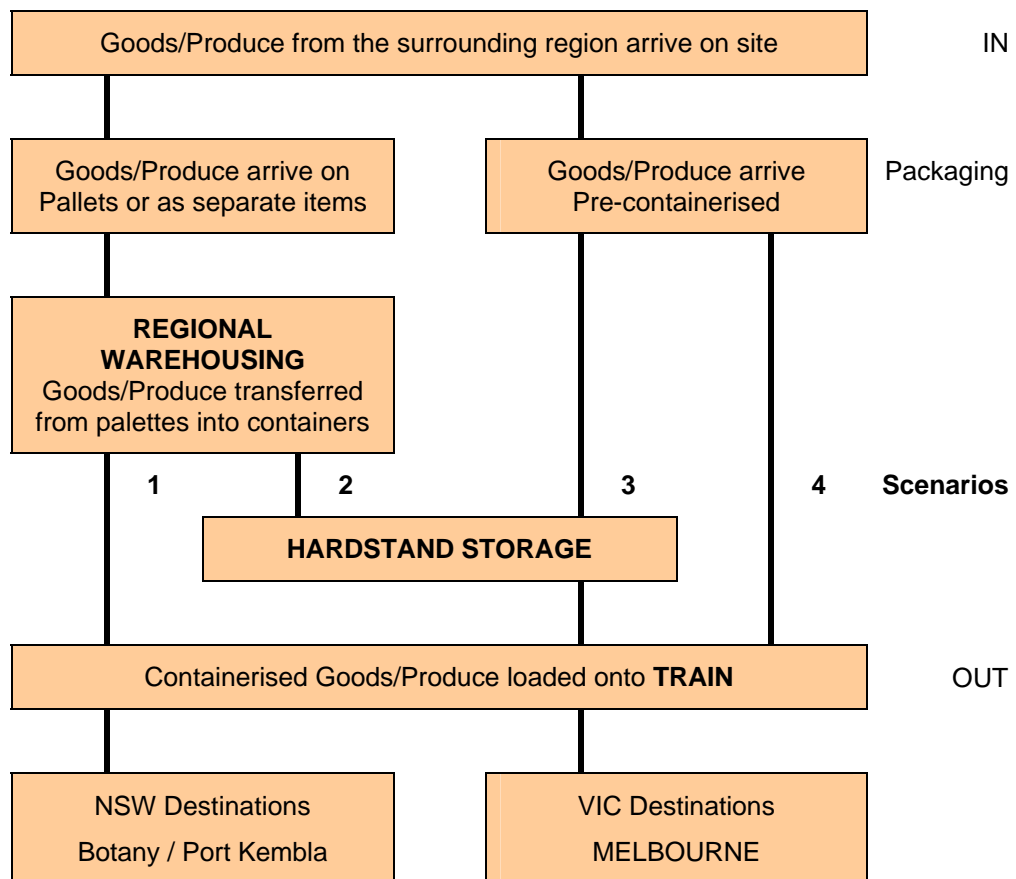
Figure 13: looking northeast - showing Double Private Siding, Primary Hardstand, Loading Zones, Regional Terminal Warehousing and associated service roads.

Operational Scenarios

Goods and Produce Transfer

The following flow diagram (Table 5) describes the Goods and Produce movement from the arrival on the site, containerisation, storage, loading and destination cities.

Scenario numbers are referenced within the Environmental Assessment



Truck Stop

Fuelling Facility

Vehicles approaching from either the Palletised Goods Service Roads or Containerised Goods Service Road shall have the following options

- Use the refuelling facility
- Pass through (dedicated Through-Lane) to Lay-Over in one of the dedicated bays and make use of the Truck Stop Facility.
- Pass through (dedicated Through-Lane) to exit the Project.

The Truck Stop Fuelling Facility shall not only take pressure of service stations in town, but also remove another reason for medium haul vehicles to enter the centre of town. The location is shown highlighted on Figure-14 below.

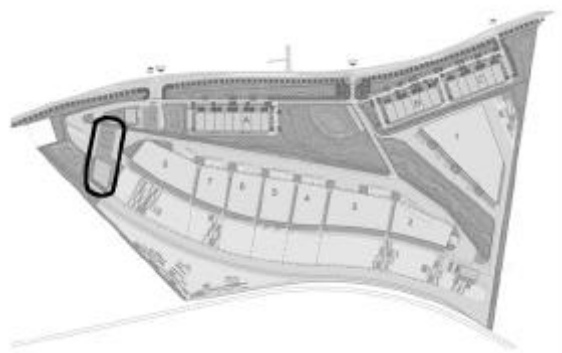


Figure 14

Traffic Generation

Given that the Truck Stop targets delivery vehicles already on site, it shall not therefore generate any additional traffic than that already accounted for earlier in this Operations Summary. The location is shown highlighted on Figure-14 above.

Railway engineers Facility

Although described as a Railway Engineers Facility, this area shall providing the following functions:

- Railway Engineers administration and accommodation.
- Amenities for Railway Engineers / Forklift Operators / Truck Drivers, including toilets, shower/change rooms, canteen and lounge areas.
- Shop and payment counter associated with the Fuelling Facility.

Highway Uses Development

Site Access

As described earlier in this Operations Summary, all 3 interfaces with the Great Western Highway are associated with the Highway Uses Development.

The first interface, towards the east, services the eastern 2 blocks of Highway Uses Development (*identified as [B] and [C] on 1277-MP-002*), and is proposed as an Exit Only. The Primary purposed of this exit location was to return service vehicles to the Highway without having them traverse across the shopfront and pedestrian zone to the north of the building envelopes. However, this exit also serves the purpose of allowing public vehicles egress from the site, again without having to traverse the entire length of site to the second egress point adjacent the Petrol Station. However, the western most exit can serve as an alternative exit point if required.

The Second interface, being an Entry Only, services the entire site. However, both the general public and Highway use Development Service vehicles will be unable to proceed south at the main intersection, as this will be designated a restricted access zone for Regional Terminal Vehicles only. Access restrictions shall be enforced by sign posting, boom gates (electronically controlled) and Facility Administration personal.

The corresponding Highway deceleration lanes have been described earlier in this Operations Summary.

Public and service vehicles will then either proceed left Highway Uses Developments [B] and [C] or proceed right to Highway use development [A]. Where the public will remain on the Highway side Internal Street of the developments to use corresponding parking, Service Vehicles shall use the rear service road, therefore separating Heavy and Light vehicles to either side of each block.

The Third interface, towards the west of the subject site, also serves as an exit for the Highway Uses Development, as well as providing an option for Service Station access prior to departure from the site. It is not intended that the Service Station entry lane provide access to the Highway uses. This shall be enforced by imposing the last section of internal street adjacent OSD Water Quality Pond 2 as a one-way road – west.

The corresponding Highway acceleration lanes, forming part of a typical 'seagull' intersection, have been described earlier in this Operations Summary.

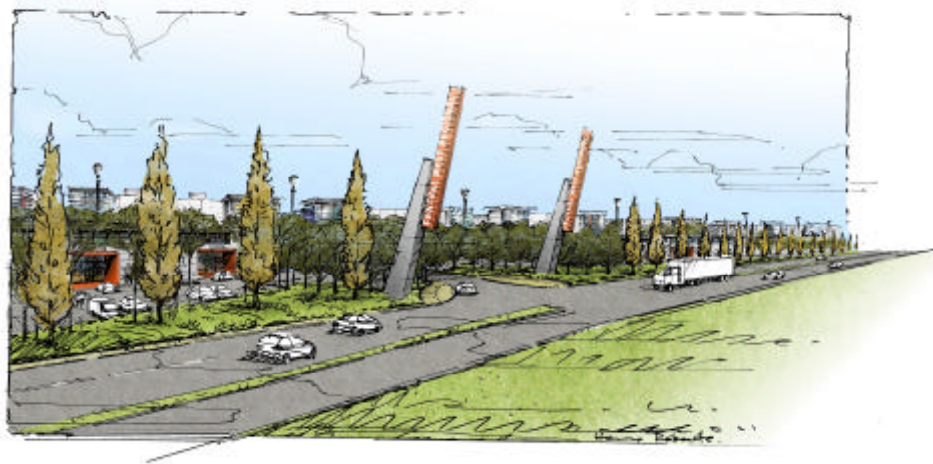


Figure 15 – Great western Highway Elevation

Highway Uses Development

Highway Uses Developments are located either side of the main entry. Pedestrian areas and corresponding public parking are located adjacent shopfront north elevations. These areas shall be shaded with colonnades or canopies (future DA) and shall benefit from the landscaping canopy for additional shading. The building envelopes are oriented parallel to the Great Western Highway to take advantage of the long frontage. While these uses will be subject to further Development Application, probable uses include Bulky Goods Retail, small warehousing, rural produce suppliers and the like.

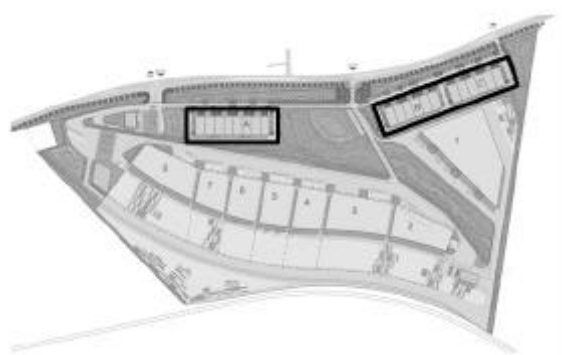


Figure 16

Service Road

The southern elevations back onto the segregated service road – for Goods delivery and customer pick-up (heavy goods).

Service Station

Access

Fuelling facilities, including petrol retailing for the travelling public. The Service Station is likely to attract predominantly passing traffic already on the highway and shall therefore be unlikely to generate additional traffic.

Access and Egress is available from a typical 'seagull' intersection at the Great Western Highway, described earlier in this Operations Summary as the 'Third Interface' with the highway.

Access is via either a 55m right turn entry lane from a 60kph zone or from a 55m left turn entry deceleration lane from a 60kph zone. Corresponding egress is either by a 125m-left turn exit acceleration lane into a 60kph zone or a 125m right turn exit acceleration lane into a 60kph zone.

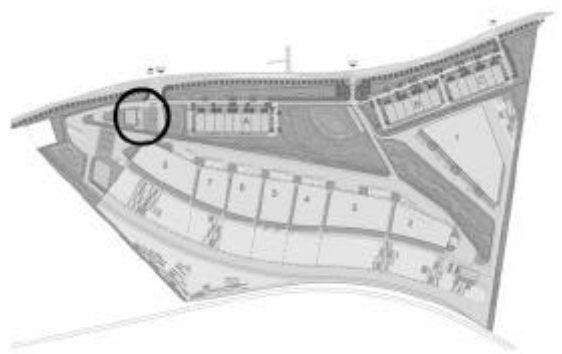


Figure 17

Additional Truck Fuelling Facility

The Service Station also offers a truck refuelling facility for vehicles passing the Project (not servicing it), and is accessed by looping behind the proposed Service Station Footprint. The canopy structure is proposed as an extension of that used by the Project Truck Stop Refuelling Facility.

Schedule of Areas

Table 6 – GFA

ID	Highway Use Location	Area (sqm)
1a	Regional Terminal Warehousing – Lot 1	13,000
1b	Regional Terminal Warehousing – Lot 2	5,250
1c	Regional Terminal Warehousing – Lot 3	7,125
1d	Regional Terminal Warehousing – Lot 4	3,995
1e	Regional Terminal Warehousing – Lot 5	4,135
1f	Regional Terminal Warehousing – Lot 6	3,990
1g	Regional Terminal Warehousing – Lot 7	3,520
1h	Regional Terminal Warehousing – Lot 8	6,260.
1	Regional Terminal Warehousing – Total	47,275
2	Administration and Security Building (2 levels)	1,060
3	Railway Engineers Facility – Truck Stop	1,215
4	Forklift Maintenance Building	590
2,3,4	Regional Terminal Warehousing – Support Facilities	2,865
5a	Highway Uses Development - A	4500
5b	Highway Uses Development - B	3375
5c	Highway Uses Development - C	3375
5	Highway Uses Development – Total	11,250
6	Service Station	520
Total	GFA	61,910

End