

OPERATIONS SUMMARY



CENTRAL WEST REGIONAL ROAD / RAIL FREIGHT TERMINAL – KELSO NSW

Slobobax Pty Ltd commissioned Mellor Gray Architects in 2005 for the preparation of a concept plan and accompanying documentation to support a Part 3(a) Major Projects Application for the proposed Central West Regional Road/Rail Freight Terminal, Kelso NSW. Concept Masterplanning was completed, subsequently securing Concept Plan Approval 05_0047 from the Department of Planning on the 12 August 2006.

An Operations Summary, included as Annexure 02 of the Environmental Assessment, formed part of the approved Preferred Project Report (PPR).

Several name changes and company restructures have occurred since the approval, and are as follows.

<i>Previously</i>	<i>Now</i>
Slobobax	Gateway Land Corporation
Central West Regional Road/Rail Freight Terminal	Gateway Enterprise Park
Mellor Gray Architects Pty Ltd	Crawford Architects Pty Ltd

Gateway Land Corporation now wishes to seek approval for a section 75(w) modification to the Concept Plan Approval; with the implications to the above noted Operations Summary outlined in the following sections.

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Operations Summary – Schedule of Modifications

Although the main elements of the concept plan approval remain unchanged, minor area, use and positional adjustments have been made based on the following proposed modifications;

<i>Item</i>	<i>Modification</i>
a.	Revised stormwater controls approach: A shift to 10 (ten) evenly distributed Bio Retention Swales (BRS) and a single Water Quality Pond (WQP), in lieu of 3 (three) isolated Water Quality Ponds, resulting in a reduction of site infrastructure and a greater use of the Great Western Highway landscape setback zones for stormwater detention and filtration.
b.	Main Watercourse – Piping reduction: Length of overall Riparian Corridor and subsequent watercourse rectification works increased.
c.	Main Watercourse – Design Batter Allowance increase: Resulting in an increased width of Riparian corridor.
d.	Positional adjustments to hardstand and loading zones: Brought about to suit regional intermodal terminal operator requirements.
e.	Introduction of 2 Fast Food Restaurants: Incorporated within the highway uses areas.
f.	Eastern Site access point: Left-In added with corresponding deceleration lane to the approved Left-out egress point.
g.	Internal road layout modification: Dictated by positional changes to regional intermodal terminal warehousing and highway uses layout, due to a more comprehensive investigation of road dedication and site benching (levels) requirements.
h.	Section of site identified for future development.
j.	Staging: Minor adjustment to staging: Highway uses added to stage 1.

Operations Summary – Section 75(w) concept plan Modification Implications

<i>Element</i>	<i>Impact of Section 75(w) Concept Plan Modification.</i>
Railway interface	
Private Siding Access	Unchanged: Revised track curve maximises site economics.
Points and Signals	Unchanged.
Rail Safety Act	Unchanged.
Train Capacity	Unchanged.
Locomotive run-around	Unchanged.
Loading	Unchanged: Slightly different configuration.
Hardstand	Configuration modified to suite end user requirements.
Forklift Maintenance Facility	Operation retained – incorporated into Admin Building.
Regional Intermodal Terminal Warehousing	
Site Access	Unchanged.
Traffic Generation	Unchanged: Given that modification does no proposed to increase the provision of warehousing footprints (slightly reduced to 46,240 m ²) it is reasonable to consider that their will be no increase in associated vehicular movements. Refer Section 75(w) Annexure 13 for further details.

<i>Element - Continued</i>	<i>Impact of Section 75(w) Concept Plan Modification - Continued</i>
Regional Intermodal Terminal Warehousing - Continued	
Administration and Security	No longer proposed as an isolated building, but will be included at the access point to the regional intermodal terminal facility. Whilst retained, it revised location reduces reliance on electronic track and trace technology, provides a greater level of security to the facility and corresponding rail sidings.
Bridges	One area of culverts is proposed in lieu of a bridge. Refer Section 75(w) Annexure 12 for further details.
Regional Terminal Warehousing	Unchanged: Minor positional adjustment.
Quarantine	Unchanged: Remains un-proposed.
Palletised Goods Service Road	Segregated roads removed: The revised configuration reflects the requirements of the site benching, adjusted warehousing positions, and a more specific understanding of operator requirements. This removal combines palletised and containerised goods onto a common road configuration.
Containerised Goods Service Road	As above.
Operational Scenarios	
Goods and Produce Transfer	Unchanged.
Truck Stop	
Fuelling Facility	Operation retained – incorporated into Admin Building.
Traffic Generation	Unchanged:
Railway Engineers Facility	Operation retained – incorporated into Admin Building.
Highway Uses Facility	
Site Access	Remains as per the PPR, with the exception of an additional left-in to the eastern site access point, with corresponding deceleration lane. Refer Section 75(w) Annexure 13 for further details.
Highway Uses Development	Although unchanged in total area provision (11,770 m ² , including the service station), with a density and mix of proposed development remaining largely unaltered; 2 (two) supplementary fast food restaurant sites are proposed, each with 24 hour operation. Their inclusion within the concept plan modification, although resulting in an increase in traffic entering and leaving the site does not have a material impact on the operation of the facility, with the proposed traffic access and circulation arrangements able to cater for the additional traffic. The implications on anticipated Friday afternoon peak hour traffic flows and Saturday midday peak hour traffic flows are illustrated in Section 75(w) Annexure 13, Figures 4 and 5 respectively. Refer Section 75(w) Annexure 7 for corresponding acoustic implications.
Service Road	Removed – Provided on each separate lot.
Service Station	
Access	Unchanged.
Truck Fuelling Facility	Operation retained.

Schedule of Areas – Details

Lot	Use	Proposed Areas
1	Highway Frontage Uses:	5,295 m ²
2	Service Station	520 m ²
3	Highway Frontage Uses:	900 m ²
4	Highway Frontage Uses:	930 m ²
5	Fast Food Outlet:	485 m ²
6	Fast Food Outlet:	465 m ²
7	Highway Frontage Uses:	780 m ²
8	Highway Frontage Uses:	1,015 m ²
9	Highway Frontage Uses:	1,380 m ²
10	Future Development Uses:	-
10	Subtotal:	11,770 m²
10	Subtotal – Excluding Service Station	11,250 m²
IMT.a	Road / Rail Freight Terminal – Support Facilities	2,080 m ²
IMT.b	Road / Rail Freight Terminal – Loading	-
10	Subtotal:	2,080 m²
A	Warehousing / Distribution	4,505 m ²
B	Warehousing / Distribution	2,990 m ²
C	Warehousing / Distribution	2,790 m ²
D	Warehousing / Distribution	2,590 m ²
E	Warehousing / Distribution	2,925 m ²
F	Warehousing / Distribution	2,080 m ²
G	Warehousing / Distribution	4,465 m ²
H	Warehousing / Distribution	3,750 m ²
J	Warehousing / Distribution	4,160 m ²
K	Warehousing / Distribution	4,930 m ²
L	Warehousing / Distribution	6,155 m ²
M	Warehousing / Distribution	4,900 m ²
	Subtotal	46,240 m²
TOTAL BUILDING FOOTPRINT		60,090 m²
TOTAL SITE AREA		294,725 m²
TOTAL LOT AREA		184,994 m²
Total Area of Land subject to Future Application		39,304 m²
Total Road Dedication, Open Space and Watercourse Area		70,427 m²

Schedule of Areas – Summary of Implications

	<i>Use</i>	<i>Proposed Areas</i>	<i>Implications</i>
1	Highway Uses: Including Fast Food Restaurants	11,250 m ² (Inc. 950 m ²)	No change in area: Includes 950.m2 of
2	Service Station	520 m ²	No change in area:
3	Regional Intermodal Terminal Warehousing / Distribution	46,240 m ²	1,035 m ² Reduction in area.
4	Regional Terminal Warehousing Support Facilities	2,080 m ²	785 m ² Reduction in area.
	TOTAL	60,090 m²	1,820 m² Reduction in area

Conclusion

In consideration of the proposed section 75(w) modifications;

- a. Revised stormwater controls approach: A shift to evenly distributed Bio Retention Swales
- b. Main Watercourse: Piping reduction;
- c. Wider Riparian Corridor establishment: Design Batter Allowance increase:
- d. Positional adjustments to hardstand and loading zones;
- e. Introduction of 2 Fast Food Restaurants: Incorporated within the highway uses areas;
- f. Eastern vehicular approach: Left-In added with corresponding deceleration lane;
- g. Internal road layout modification;
- h. Section of site identified for future development;
- j. Minor adjustment to staging of development;

it can be seen that the general repositioning of the highway uses development and a reduction in overall building footprint areas, without negative impact to the regional intermodal terminal operations, result in a modification that is consistent with the Concept Plan Approval 05_0047.

Notwithstanding anticipated additional traffic generation resulting from the introduction of the supplementary fast food restaurants, the implications of which do not have a material impact on the operation of the facility as the proposed access and circulation arrangements have been designed with the required capacity; the improved detailing of an increased length of watercourse rectification and wider riparian corridor establishment, in conjunction with an improved solution to the overall site stormwater controls, demonstrates not only consistency with the current approval, but presents an enhanced manifestation of the objectives of the statement of commitments.

Signed on behalf of Crawford Architects Pty Limited



PAUL GODSELL