

VISUAL ASSESSMENT



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.

A visual assessment was required as part of the Director Generals Requirements, and therefore, included as Annexure 06 of the Environmental Assessment.

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 Visual assessment outlined below.

CRAWFORD ARCHITECTS PTY LTD
Suite 100, Jones Bay Wharf, Pirrama Rd
PYRMONT NSW 2009 Australia
ABN 56 120 779 106

T 02 9660 3644 F 02 9660 3622
www.crawford.com.au

Nominated Architects
John Crawford 3106 Tony Gray 5303
A quality endorsed company to ISO 9001

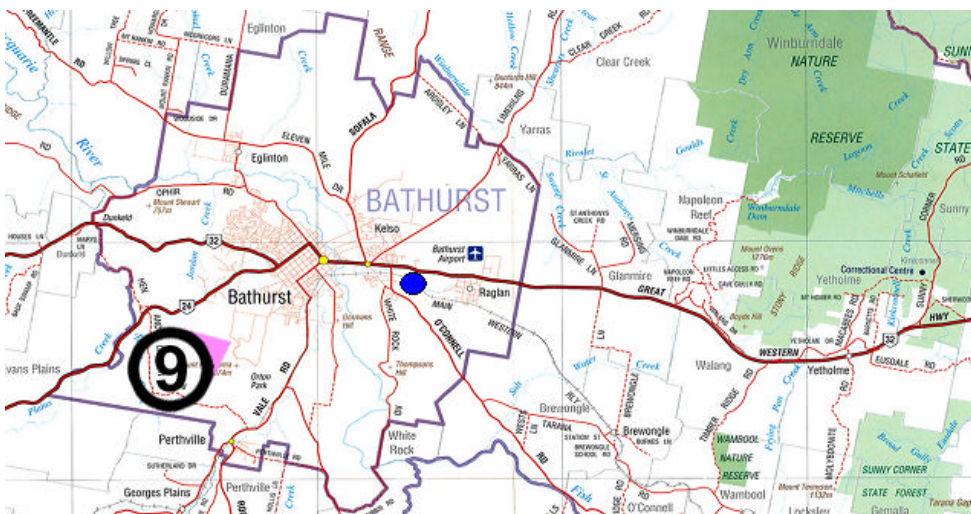
Visual Assessment – Visual Receptors

The original Environmental Assessment identified 9 select receptor locations. Figure 1 below locates the first 7, with the front lawns of Scots School (receptor location 8) located 850m directly south west of the site. Figure 2 below indicates the Mount Panorama receptor location, and it's relationship to the site (indicated with the blue dot).

Figure 1



Figure 2

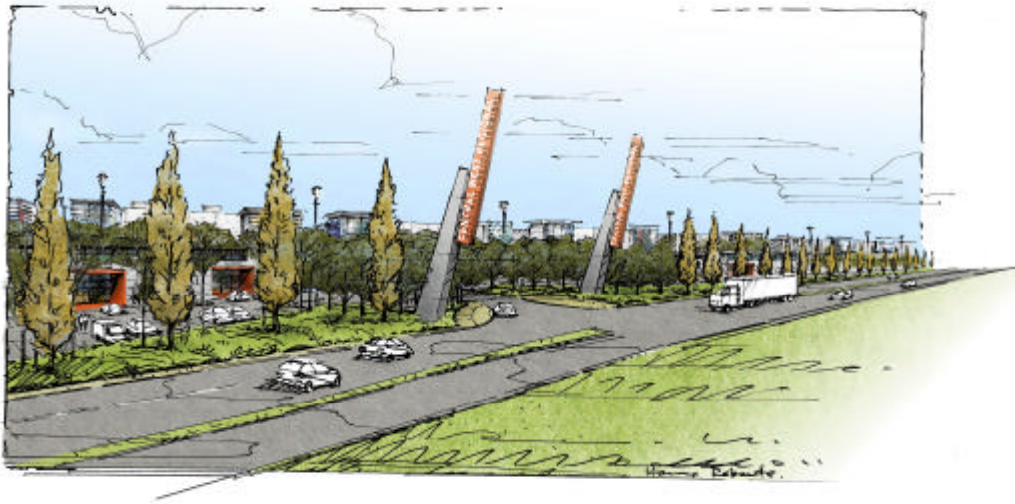


Visual Assessment – Visual Receptor – Modification Implications

View ID.	Receptor location	Implications
1	View from the hill directly to the east: An Elevated location at the foot of an existing reservoir tank. Approximately 600m east and perpendicular to the eastern site boundary	No change to the project massing: No further anticipated implications to this receptor location.
2	Distant approach from the east: Great Western Hwy southern side	As per view 1, above
3	Distant approach from the east: Great Western Hwy northern side	As per view 1, above
4	Residential location: 650m north down Ashworth Drive	Reduced impact: Subsequent to our approval, completed independent bulky goods development directly north of the subject site now shall screen a large proportion of the previously anticipated Intermodal terminal warehousing building mass located on the southern side of the site.
5	Residential location: Diamond Close	As above, but with an anticipated further reduction in impact, given its lower elevations (AHD).
6	Sundowner Drive	As per view 5, above.
7	Devro	No change to the project massing: No further anticipated implications to this receptor location.
8	Scots School:	No change to the project massing: No further anticipated implications to this receptor location.
9	Mount Panorama:	No change to the project massing: No further anticipated implications to this receptor location.

Visual Assessment –Streetscape – Concept Plan Approval

Figure 3: The impact of the Landscaping design intents are immediately obvious, as screening devices to essentially all development beyond. This ties in with Councils' vision of this being a Gateway development to the City of Bathurst.



Visual Assessment –Streetscape – Section 75(w) Modification

Figure 4: The Great Western Highway frontage design principles and guidelines implemented by the landscaping plan under the concept plan approval are retained. The stormwater controls and treatment have been modified to implement a more extensive and evenly distributed use of Bio Retention Swales, that requires change of vegetation to provide enhanced filtration media in select locations within the landscape setback. A greater length of watercourse rectification has been retained, giving way to an increased length (and width) of Riparian corridor. A review of benching to suit detailed design of the railway interface to the rear of the site and flood levels, has been the catalyst to more planned use of batters and mounding. The streetscape proportions, setbacks and Lombardy poplars avenue planting remain as per the Concept Plan Approval.



Visual Assessment –Aerial perspective – Concept Plan Approval

Figure 5: Elevated view from the Southwest: Illustrates the Concept Plan Approval Intermodal Terminal rail sidings and loading zone. The warehousing and hardstand, retain similar massing and positions.

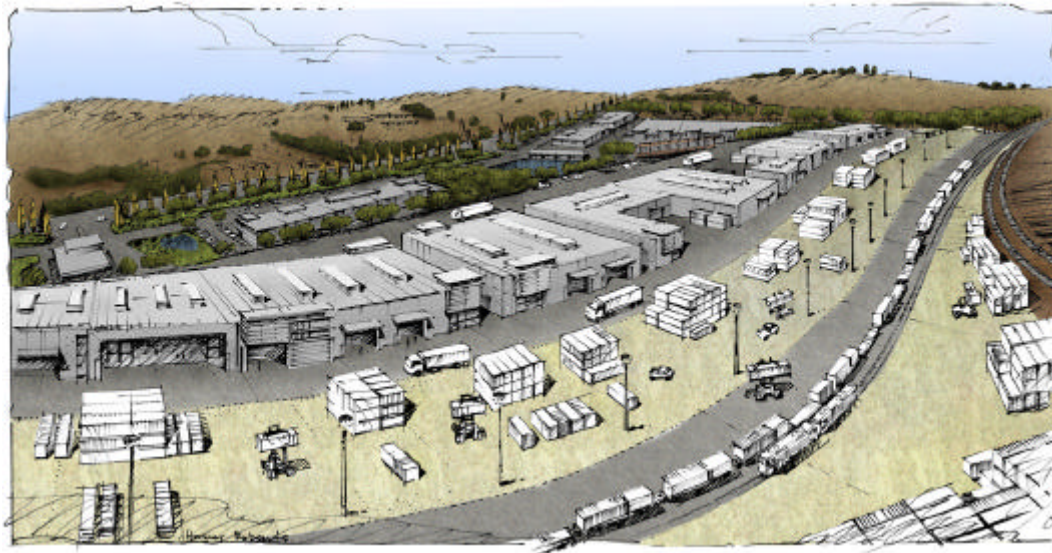
**Visual Assessment –Aerial perspective – Section 75(w) Modification**

Figure 6: Elevated view from the Northeast. Reflects the positional changes to the Great western highway frontage uses, whilst the Intermodal Terminal warehousing massing (to the rear) remains reasonably consistent



Visual Assessment –Streetscape – Section 75(w) Modification

Figure 6: Slightly elevated view as approaching the site from the west (Bathurst). The continuation of the Lombardy poplars avenue planting, in accordance with the concept plan approval landscaping plan design principles and guidelines shall be immediately obvious. The elevated position of Lot number 1 can be seen to the right, with a subtle play on site identification pylons with TEU/containers placed on end, mark the western vehicular access/egress.



Conclusion

On the residential lands directly north of the site, specifically visual receptors 4 and 5, although modification to the anticipated intermodal terminal warehouse massing on the site will be relatively minor, a large proportion of this massing will now be obscured by the continuing development immediately north of the subject site along the Great Western Highway. With further development, it is anticipated that visual receptors 6 shall also be provided with similar additional buffering

With regard to the Great Western Highway frontage, no change is proposed to the design principles or guidelines implemented by the landscaping plan under the concept plan approval. The stormwater controls and treatment have been modified to implement a more extensive and evenly distributed use of Bio Retention Swales, in lieu of Water Quality Ponds (refer Annexure 12 for details). However, their effect is primarily on the ground plan, and other than a change to vegetation offering enhanced filtration media in select locations, and a review of benching to suit detailed design of the railway interface to the rear of the site and flood levels, the streetscape proportions, setbacks and Lombardy poplars remain essentially as per the Concept Plan Approval.

In consideration of the proposed modifications, the implications on the visual receptors and the streetscape offering Bathurst a new 'gateway', it can be seen that the section 75(w) modification is not only consistent with the Concept Plan Approval 05_0047, but provides a better outlook due to revised stormwater controls integration into the landscape setback and a reduced implications of warehouse massing due to increasing densification of surrounding development, specifically directly north of the subject site.

Signed on behalf of Crawford Architects Pty Limited

A handwritten signature in black ink, appearing to read 'Paul Godsell', with a stylized, cursive script.

PAUL GODSELL