Planning and Environmental Assessment Report (FastTrack/Streamlined Assessment)

Proposed Vehicle Depot and Truck Wash at 21-25 Dozer Drive, Mackay, Qld 4740

January 2016
# TABLE OF CONTENTS

1 **SUMMARY** ......................................................................................................................... 1

2 **FASTTRACK ELIGIBILITY & ASSESSMENT** ......................................................................... 3

   2.1 FastTrack Eligibility Criteria .............................................................................................. 3

   2.2 Assessment Criteria .............................................................................................................. 4

   2.3 Mandatory & Additional Supporting Information ............................................................... 5

   2.4 Supporting Information for Operational Works Component ............................................... 6

3 **SITE DETAILS** .................................................................................................................... 7

   3.1 Site Location & Surrounding Uses ....................................................................................... 7

   3.2 Services ............................................................................................................................... 7

4 **DESCRIPTION OF PROPOSED DEVELOPMENT** ............................................................. 8

   4.1 Overview ............................................................................................................................. 8

   4.1.1 Operating Hours ............................................................................................................. 8

   4.1.2 Staffing Levels ................................................................................................................ 8

   4.1.3 Access and Traffic ........................................................................................................... 8

   4.2 Description of Proposed Operations ................................................................................. 9

   4.2.1 Truck Parking ................................................................................................................ 9

   4.2.2 Workshop ...................................................................................................................... 10

   4.2.3 Truckwash .................................................................................................................... 10

   4.2.4 Bin Storage ................................................................................................................... 10

   4.2.5 Office ............................................................................................................................ 10

   4.2.6 Amenities ..................................................................................................................... 10

   4.3 Description of Proposed Buildings ................................................................................... 10

   4.3.1 Site Layout and Civil Works ......................................................................................... 11

   4.3.2 Workshop Building ...................................................................................................... 11

   4.3.3 Truck Wash .................................................................................................................. 11

   4.3.4 Roofed Bin Storage ..................................................................................................... 12

   4.3.5 Office .......................................................................................................................... 12

   4.3.6 Amenities ..................................................................................................................... 12

   4.4 Car and Truck Parking ...................................................................................................... 12

   4.5 Proposed Site Services .................................................................................................... 13

   4.5.1 Stormwater .................................................................................................................. 13

   4.5.2 Water Supply ............................................................................................................... 14

   4.5.3 Sewer ........................................................................................................................... 14

   4.5.4 Electricity and Telstra ................................................................................................. 14

5 **PLANNING AND STATUTORY ISSUES** ............................................................................ 15

   5.1 Matters of State Interest ................................................................................................... 15

   5.1.1 State Planning Policy .................................................................................................... 15

   5.1.2 State Development Assessment Provisions ..................................................................... 16

   5.1.3 Unmapped Matters of State Interest ............................................................................ 16

   5.1.4 Referral Trigger Summary ............................................................................................ 16

   5.2 Mackay City Planning Scheme (Consolidated 2009) ....................................................... 16

   5.2.1 Definition and Level of Assessment ............................................................................ 16

   5.3 Draft Mackay Region Planning Scheme .......................................................................... 17

6 **ENVIRONMENTAL ASSESSMENT AND STRATEGIES** ................................................... 19
<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1</td>
<td>Identification of Potential Environmental Impacts</td>
</tr>
<tr>
<td>6.2</td>
<td>Proposed Measures to Mitigate Potential Adverse Impacts</td>
</tr>
<tr>
<td>6.2.1</td>
<td>Water Controls and Strategies</td>
</tr>
<tr>
<td>6.2.2</td>
<td>Air Emission Controls and Strategies</td>
</tr>
<tr>
<td>6.2.3</td>
<td>Noise Controls and Strategies</td>
</tr>
<tr>
<td>6.3</td>
<td>Integrated Management System (IMS)</td>
</tr>
<tr>
<td>6.3.1</td>
<td>Overview</td>
</tr>
<tr>
<td>6.3.2</td>
<td>Quality Management (Integrated into IMS)</td>
</tr>
<tr>
<td>6.3.3</td>
<td>Corrective Actions</td>
</tr>
<tr>
<td>6.3.4</td>
<td>Management Review</td>
</tr>
<tr>
<td>6.3.5</td>
<td>Organisation Structure</td>
</tr>
<tr>
<td>6.4</td>
<td>Workplace Health and Safety</td>
</tr>
<tr>
<td>6.4.1</td>
<td>Compliance with Workplace Health &amp; Safety Standards</td>
</tr>
<tr>
<td>6.4.2</td>
<td>Staff Responsibility for OHS</td>
</tr>
<tr>
<td>6.4.3</td>
<td>Safe Operating Procedures / Specific Safety Instructions</td>
</tr>
<tr>
<td>6.4.4</td>
<td>Maintaining, Inspecting and Assessing Plant Hazards</td>
</tr>
<tr>
<td>6.4.5</td>
<td>Storage and Handling of Hazardous Substances</td>
</tr>
<tr>
<td>6.4.6</td>
<td>Identifying, Assessing and Controlling Risks Associated with Manual Handling</td>
</tr>
<tr>
<td>6.4.7</td>
<td>Personal Protective Equipment</td>
</tr>
<tr>
<td>6.4.8</td>
<td>First Aid</td>
</tr>
<tr>
<td>6.4.9</td>
<td>Training</td>
</tr>
<tr>
<td>6.4.10</td>
<td>Reporting</td>
</tr>
<tr>
<td>6.4.11</td>
<td>Consultation</td>
</tr>
<tr>
<td>6.4.12</td>
<td>Performance</td>
</tr>
<tr>
<td>6.4.13</td>
<td>Rehabilitation</td>
</tr>
<tr>
<td>6.5</td>
<td>Environmental Sustainability</td>
</tr>
<tr>
<td>6.5.1</td>
<td>Accreditations / Environmental Management System</td>
</tr>
<tr>
<td>6.5.2</td>
<td>Commitment to Improvement of Environmental Performance &amp; Outcomes</td>
</tr>
<tr>
<td>6.5.3</td>
<td>Environmental Policy</td>
</tr>
<tr>
<td>6.5.4</td>
<td>Qualified Personnel</td>
</tr>
<tr>
<td>6.5.5</td>
<td>Innovative Waste Management</td>
</tr>
<tr>
<td>6.6</td>
<td>Reliability</td>
</tr>
<tr>
<td>6.7</td>
<td>Construction Environmental Management Plan</td>
</tr>
<tr>
<td>6.8</td>
<td>Site Based Management Plan</td>
</tr>
<tr>
<td>7</td>
<td>OPERATIONAL WORKS SUPPORTING INFORMATION</td>
</tr>
</tbody>
</table>
FIGURES

2.1 Locality Plan
2.2 Aerial Photograph
2.3 Photos – Existing Site
3.1 Zoning Map
4.1 Truck Wash Solids Oil Separator
4.2 Truck Wash Grit Pit / Primary Chamber
4.3 Truck Wash Trade Waste Flowchart
5.1 SPP Mapping Results
5.2 DA Mapping Results
5.3 Comparison of Zones (Draft / Current Planning Schemes)

DRAWINGS

15077F01 Contour and Detail Survey
RI008-C3-00 Title
RI008-C3-01 Site Layout
RI008-C3-02 Proposed Office / Amenities – Ground Floor Plan
RI008-C3-03 Proposed Office – Level 1 Plan
RI008-C3-04 Proposed Office / Amenities – Elevations Plan
RI008-C3-05 Proposed Workshop / Truckwash – Floor Plans
RI008-C3-06 Proposed Workshop / Truckwash - Elevations
RI008-C3-07 Proposed Workshop / Truckwash – Roof Plan
RI008-C3-08 Proposed Truckwash Floor Plan
RI008-C3-09 Site Grading and Services Plan (1 of 2)
RI008-C3-10 Site Grading and Services Plan (2 of 2)
RI008-C3-11 Truck Sweep Paths
RI008-C3-20 Erosion and Sediment Control Plan
RI008-C3-21 Erosion and Sediment Control Details
LP1.01 A Landscape Plan (and Specification for Landscape Works)

APPENDICES

A Government Searches
B Geotechnical Investigation
C Water Management Plan
D Construction Environmental Management Plan
E Extracts from Site Based Management Plan, including Corporate Policies
1 SUMMARY

This Planning and Environmental Assessment has been prepared for a vehicle depot, workshop and truck wash facility by J.J. Richards & Sons Pty Ltd (J.J. Richards) on land at 21-25 Dozer Drive, Paget.

The subject site is identified as Lot 45 on SP224085 and has a site area of 9,462m². It is located within an existing industrial estate with site access / frontage to Dozer Drive. Refer Figure 2.1 and Figure 2.2 for a locality plan and aerial photograph of the Site.

Under the Mackay City Consolidated Planning Scheme, the proposed development is defined as a combination of General Industry and Transport Depot, both of which require code assessment for a material change of use.

This application is being submitted under the FastTrack and Streamlined Assessment. The proposal complies with the FastTrack eligibility requirements.

A summary of the site and development application details are provided in the following Tables:

<table>
<thead>
<tr>
<th>Address</th>
<th>21-25 Dozer Drive, Paget Qld 4740</th>
</tr>
</thead>
<tbody>
<tr>
<td>Real Property Description</td>
<td>Lot 45 SP224085</td>
</tr>
<tr>
<td>Site Area</td>
<td>9,462m²</td>
</tr>
<tr>
<td>Council</td>
<td>Mackay Regional Council</td>
</tr>
<tr>
<td>Planning Scheme</td>
<td>Mackay City Consolidated Planning Scheme (13 May 2009)</td>
</tr>
<tr>
<td>Locality &amp; Precinct</td>
<td>Locality – Frame</td>
</tr>
<tr>
<td></td>
<td>Precinct – Pioneer River (Urban)</td>
</tr>
<tr>
<td>Zone</td>
<td>Industry (High Impact) - IH</td>
</tr>
<tr>
<td>Planning Scheme Overlay Maps</td>
<td>Development in the Vicinity of Mackay Airport Overlay – Obstacle limitation surface (OLS), and 0-3 km distance from airport.</td>
</tr>
<tr>
<td>Road Frontages</td>
<td>Dozer Drive Court (minor / suburban road)</td>
</tr>
<tr>
<td>Topography</td>
<td>The site is relatively flat with levels that range from 5.75m to 6.07m.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>There is no existing vegetation on-site. It is a cleared, grassed vacant parcel of land. Refer to the aerial photograph for details.</td>
</tr>
<tr>
<td>Easements</td>
<td>Nil</td>
</tr>
<tr>
<td>Contaminated Land</td>
<td>The site is not on the Environmental Management Register or the Contaminated Land Register. Refer to Appendix A for a copy of the EMR CLR Search.</td>
</tr>
</tbody>
</table>

Table 1.1: Summary of Site Details
<table>
<thead>
<tr>
<th>Aspects of development</th>
<th>Development Permit for a Material Change of Use for General Industry and Transport Depot (Vehicle Depot, Workshop and Truck Wash)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level of Assessment</td>
<td>Code Assessable</td>
</tr>
<tr>
<td>Public Notification</td>
<td>Not applicable</td>
</tr>
<tr>
<td>State Referral Triggers</td>
<td>Nil</td>
</tr>
<tr>
<td>Applicable Planning Scheme Codes</td>
<td>Not applicable for FastTrack &amp; Streamline Assessment</td>
</tr>
<tr>
<td>Land Owner</td>
<td>Trustland Pty Ltd (A.C.N. 076 218 454 Trustee under instrument 712862147)</td>
</tr>
<tr>
<td>Applicant</td>
<td>J.J. Richards &amp; Sons Pty Ltd C/- Duggan &amp; Hede Pty Ltd</td>
</tr>
</tbody>
</table>
| Contact Persons        | Michael McMahon  
PO Box 496, Clayfield  Qld  4011  
Ph:  3357 3666  
Email: dh@dhenv.com.au |

Table 1.2: Summary of Application Details
## FASTTRACK ELIGIBILITY & ASSESSMENT

### 2.1 FastTrack Eligibility Criteria

The following table demonstrates that the proposal complies with the FastTrack eligibility checklist criteria:

<table>
<thead>
<tr>
<th>Eligibility Criteria</th>
<th>Compliance</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. The proposed development is defined as a Car Repair Workshop, General Industry, Vehicle Hire Premises, Warehouse or Transport Depot use in the Mackay City Planning Scheme.</td>
<td>✓</td>
<td>The proposed development is defined as General Industry and Transport Depot.</td>
</tr>
<tr>
<td>2. The subject site is located within the Mackay Frame or Mackay Hinterland Planning Localities.</td>
<td>✓</td>
<td>The site is within the Mackay Frame.</td>
</tr>
<tr>
<td>3. The subject site is located within either the Industry (High Impact) or Industry (Low Impact) zone.</td>
<td>✓</td>
<td>The site is located in the Industry (High Impact) zone.</td>
</tr>
<tr>
<td>4. The subject site was created after 1 June 1998.</td>
<td>✓</td>
<td>The subject site was created in 2009 (source: survey plan)</td>
</tr>
<tr>
<td>5. The subject site is located in excess of 40 metres from the common boundary of a residential zoned allotment.</td>
<td>✓</td>
<td>The nearest residential zoned land (Urban Expansion Zone) is approximately 300m to the north west (on the opposite side of Farrellys Road).</td>
</tr>
<tr>
<td>6. The development is not being proposed over more than one (1) allotment.</td>
<td>✓</td>
<td>The proposal is only over Lot 45 SP224085.</td>
</tr>
<tr>
<td>7. No structures are proposed to be above the Obstacle Limitation Surface or emit a gaseous plume or airborne particulates into operational airspace.</td>
<td>✓</td>
<td>No structures are proposed above the OLS. The maximum height proposed on site is 8.3m, which is well below the permitted 15m. No gaseous plumes or airborne particulates will be emitted.</td>
</tr>
<tr>
<td>8. No structures are proposed to be constructed within a Council easement or within the zone of influence of a Council sewer main.</td>
<td>✓</td>
<td>There are no Council easements on the subject site. The nearest sewer main is at the rear of the site,</td>
</tr>
</tbody>
</table>
and construction works will not be within the zone of influence.

9. This application is not being lodged in response to a show cause notice. ✓
   The site is a vacant parcel of land. No show cause notice has been issued.

10. The development does not trigger any external referral agencies or, a pre referral response in accordance with s271 of SPA has been provided. ✓
    No State referral agencies are triggered under Schedule 7 of the Sustainable Planning Regulation 2009.

2.2 Assessment Criteria

The following table demonstrates that the proposal qualifies for the Streamline assessment process based on Question 5 (office GFA):

<table>
<thead>
<tr>
<th>Assessment Criteria</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1 Boundary setbacks</td>
<td>✓</td>
</tr>
<tr>
<td>Q2 Site cover</td>
<td>✓</td>
</tr>
<tr>
<td>Q3 Sealed external hardstand areas</td>
<td>✓</td>
</tr>
<tr>
<td>Q4a Stormwater quality – site less than 2,500m² or less than 1,000m² impervious area</td>
<td>N/A</td>
</tr>
<tr>
<td>Q4b Stormwater quality – site greater than 2,500m² or more than 1,000m² impervious area</td>
<td>✓</td>
</tr>
<tr>
<td>Q5 Office ancillary to main industrial use and no more than 25% of total GFA</td>
<td>Streamline assessment</td>
</tr>
<tr>
<td>Q6 Office orientated towards primary street frontage</td>
<td>✓</td>
</tr>
<tr>
<td>Q7 Maximum height – 15m in Industry (High Impact) zone</td>
<td>✓</td>
</tr>
<tr>
<td>Q8 No access to arterial or sub-arterial road</td>
<td>✓</td>
</tr>
<tr>
<td>Q9 All proposed invert crossings and driveways are clear of all street infrastructure</td>
<td>✓</td>
</tr>
<tr>
<td>Q10 Vehicle access points are located away from opposite road intersections and vehicle access points on adjoining lots</td>
<td>✓</td>
</tr>
<tr>
<td>Q11 All vehicles can enter and exit the site in forward gear</td>
<td>✓</td>
</tr>
<tr>
<td>Q12 Proposal complies with required car parking</td>
<td>✓</td>
</tr>
<tr>
<td>Q13 Proposal complies with landscape requirements – minimum 7.5% of total site area and minimum 2m wide strip along the road frontage</td>
<td>✓</td>
</tr>
<tr>
<td>Q14 Sites that abut an Image Corridor – building frontage</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Q15 Sites that abut an Image Corridor – advertising signs / devices  N/A

Refer to the completed ‘FastTrack Application Kit 02 Industrial Uses’ form for a detailed response and assessment.

2.3 Mandatory & Additional Supporting Information

The following table details the mandatory information that is being submitted in support of this application to enable the FastTrack/Streamline Assessment application is ‘property made’ in accordance with s261 of the SPA.

<table>
<thead>
<tr>
<th>Mandatory Information</th>
<th>Compliance</th>
<th>Additional Supporting Information</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. IDAS Forms 1 and 5</td>
<td>✓</td>
<td>4. Any pre-lodgement advice obtained from Council</td>
<td>N/A</td>
</tr>
<tr>
<td>2. Owner’s Consent</td>
<td>✓</td>
<td>5. Site photos (the site is a vacant parcel of land)</td>
<td>✓</td>
</tr>
<tr>
<td>3. Correct application fee MCU -85% of prescribed fee for the applicable application:</td>
<td>✓</td>
<td>6. Swept path diagrams</td>
<td>✓</td>
</tr>
<tr>
<td>• Large (D) – including uses defined in the Mackay City Planning Scheme as Industrial Uses (including General Industry and Transport Depot) – New building and code assessable:</td>
<td>✓</td>
<td>7. Landscape Plan</td>
<td>✓</td>
</tr>
<tr>
<td>o Base Fee - $4,160</td>
<td></td>
<td>8. Building Floor Levels (refer to RI008-C3-09 and RI008-C3-10 for details)</td>
<td>✓</td>
</tr>
<tr>
<td>o Plus $500 per 100m² or part thereof over 300m² (based on 1,520m² GFA = 1,300m² x $500 per 100m²) = $6,500</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>85% of $10,660 = $9,061</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Note: Payment is being made via credit card over the phone)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2.4 Supporting Information for Operational Works Component

The following table details the non-mandatory information being submitted in support of this application so that a subsequent Operational Works application will not be required to be lodged with Council prior to works commencing on site.

<table>
<thead>
<tr>
<th>Supporting Information - Operational Works</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Fully designed Site Based Stormwater Management Plan (SBSMP) inclusive of an electronic copy of the MUSIC model</td>
<td>✔</td>
</tr>
<tr>
<td>2. Scaled drawings showing the required information</td>
<td>✔</td>
</tr>
<tr>
<td>3. Engineering report documenting any site-specific non-conformances with the above drawing requirements</td>
<td>N/A</td>
</tr>
<tr>
<td>4. Landscape Plan</td>
<td>✔</td>
</tr>
</tbody>
</table>
3 SITE DETAILS

3.1 Site Location & Surrounding Uses

The proposed development site is located at 21 - 25 Dozer Drive, Mackay. The site is described as Lot 45 in SP 224085 and has a total site area of 9,462m². A copy of the Registered Plan is attached at Appendix A.

The site is currently a vacant parcel of land.

The subject site and all surrounding land is zoned Industry (High Impact). The exception is the Open Space zoned land that adjoins the northern property boundary. This land accommodates an open drain (on Lot 104 SP202623).

![Zoning Map](image)

(Source: Planning Scheme Maps)

**Figure 3.1: Zoning Map**

The nearest non-industrial zoned land is zoned Urban Expansion and is located approximately 300m to the north west, on the opposite side of Farrellys Road. An existing railway line is situated to the east of the site (zoned Public Purpose) and runs parallel to Connors Road.

3.2 Services

The site is currently serviced by water, sewer, Telstra and electricity (refer Appendix A).
4 DESCRIPTION OF PROPOSED DEVELOPMENT

4.1 Overview

4.1.1 Operating Hours

Normal hours of operation within this site will be:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workshop</td>
<td>6am to 10pm Monday to Saturday</td>
</tr>
<tr>
<td>Truck movements to and from the site</td>
<td>4am to 6pm Monday to Sunday</td>
</tr>
<tr>
<td>Office</td>
<td>7am to 6pm Monday to Saturday</td>
</tr>
</tbody>
</table>

The nature of the waste industry however necessitates the need to operate on a 24 hour a day 7 days a week basis from time to time.

4.1.2 Staffing Levels

Forecast staffing levels for 2016 are as follows:

<table>
<thead>
<tr>
<th>Office</th>
<th>15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workshop</td>
<td>9</td>
</tr>
<tr>
<td>Sub Total</td>
<td>24</td>
</tr>
<tr>
<td>Truck Drivers</td>
<td>40</td>
</tr>
<tr>
<td>Total</td>
<td>64</td>
</tr>
</tbody>
</table>

4.1.3 Access and Traffic

Existing Conditions

The site has access to Dozer Drive, which is a 2-laned constructed, kerb and channelled Council road with kerbside parking lanes.

Development Traffic Generation

The proposed development trip generation has been calculated using a ‘first principles’ approach through applying both staff and visitor numbers and the general hours of operation as provided by the client. The following tables show the annual and daily traffic forecasts expected to be generated by the development for 2016.

Annual (One Way) Traffic Generation

<table>
<thead>
<tr>
<th>Activity</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trucks</td>
<td></td>
</tr>
<tr>
<td>Truck Parking</td>
<td>10,400</td>
</tr>
</tbody>
</table>
Workshop | 1,300
---|---
**SubTotal** | **11,700**
Cars
Truck Drivers | 10,400
Staff - Workshop | 2,340
Staff - Office | 3,900
Visitors | 2,600
**SubTotal** | **19,240**
Total | **30,940**

### Average Daily (One Way) Traffic Generation

<table>
<thead>
<tr>
<th>Activity</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trucks</strong></td>
<td></td>
</tr>
<tr>
<td>Truck Parking</td>
<td>40</td>
</tr>
<tr>
<td>Workshop</td>
<td>5</td>
</tr>
<tr>
<td><strong>SubTotal</strong></td>
<td><strong>45</strong></td>
</tr>
<tr>
<td><strong>Cars</strong></td>
<td></td>
</tr>
<tr>
<td>Truck Drivers</td>
<td>40</td>
</tr>
<tr>
<td>Staff - Workshop</td>
<td>9</td>
</tr>
<tr>
<td>Staff - Office</td>
<td>15</td>
</tr>
<tr>
<td>Visitors</td>
<td>10</td>
</tr>
<tr>
<td><strong>SubTotal</strong></td>
<td><strong>74</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>119</strong></td>
</tr>
</tbody>
</table>

### Access and Layout

Access to the site for all vehicles will be from Dozer Drive via the 8m wide western driveway (refer Drawing R1008-C3-01). All vehicles will leave the site via the 8m wide eastern driveway.

49 carparks including 1 PWD bay and 42 truck parking bays will be provided.

Gates will be provided on the perimeter fencing.

### 4.2 Description of Proposed Operations

A general operational description of the proposed facility is provided below:

#### 4.2.1 Truck Parking

Provision will be made for parking for 42 trucks within the site.
4.2.2 Workshop

Use of the workshop will be generally limited to the servicing and repairs of J.J. Richards & Sons’ vehicles only.

4.2.3 Truckwash

Use of the truckwash will generally be limited to J.J. Richards & Sons’ vehicles.

A pressure cleaner (capacity less than 30 L per min) and biodegradable detergent will be used for washing vehicles. Where available, roofwater will be used for vehicle washing.

Anticipated water usage will be 936 kL per annum based on 40 trucks being washed per week, for 15 minutes, at 30 L per minute. When available, roofwater will be used for washing vehicles. Hence reticulated water demand will be significantly less than 936kL.

Trade waste discharges are anticipated to be 936 kL per annum.

4.2.4 Bin Storage

Bin storage will be provided within the roofed area to the north of the truckwash.

4.2.5 Office

Administrative works ancillary to the site’s activities will be undertaken within the office.

4.2.6 Amenities

The amenities area will include a lunchroom, change room, males and female toilets.

4.3 Description of Proposed Buildings

A summary of buildings is provided below:

<table>
<thead>
<tr>
<th>Building (GFA)</th>
<th>Use</th>
<th>Dimensions (m)</th>
<th>GFA (m2)</th>
<th>Sub Total (m2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workshop</td>
<td>Workshop, Stores</td>
<td>12.8 x 8+ 20 x 36</td>
<td>823</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Office</td>
<td>9 x 11+4 x 6.6</td>
<td>125</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Amenities</td>
<td>7 x 6.6</td>
<td>46</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Services</td>
<td>3.8 x 1.2</td>
<td>0</td>
<td>994</td>
</tr>
<tr>
<td>Office (2 levels)</td>
<td>Office</td>
<td>320m2</td>
<td>320</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Amenities</td>
<td>71 m2</td>
<td>71</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Services</td>
<td>3.8 x 1.2</td>
<td>0</td>
<td>391</td>
</tr>
<tr>
<td>Drivers’ Amenities</td>
<td>Amenities</td>
<td>105 m2</td>
<td>105</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Store</td>
<td>35 m2</td>
<td>35</td>
<td>140</td>
</tr>
<tr>
<td>Sub Total</td>
<td></td>
<td></td>
<td>1525</td>
<td>1525</td>
</tr>
</tbody>
</table>
4.3.1 Site Layout and Civil Works

Civil works will include (refer Drawing RI008-C3-01):

- Security fencing;
- Concrete driveway and roadway;
- Landscaping;
- Sealed carparks
- Stormwater Gullies and Pipes
- Stormwater Treatment Devices;

4.3.2 Workshop Building

The Workshop Building will include (refer Drawings RI008-C3-05, 06 and 07):

- 45m x 20m x 7m (H) concrete tilt panel construction;
- 4 x 7.5m wide workshop bays;
- Roof insulation and translucent strips;
- Electrically operated rollershutters;
- Service Pit;
- Ground floor and mezzanine floor offices;
- Amenities;
- Tool Store;
- Parts Store;
- Heavy Store;
- Rainwater tank(s);

4.3.3 Truck Wash

The Truck Wash Building is to the immediate north of the workshop and will include (refer Drawings RI008-C3-05, 06 and 07):

- 20m x 8m x 7m (H) concrete tilt panel construction;
- 8m wide truck wash bay;
- Colorbond roof insulation and translucent strips;
- Driveover bunding along the eastern and western edges of the truckwash area;
- Truckwash reinforced concrete floor graded to a purpose built grit pit. The grit pit will drain to a 4000 Litre sump (refer Figure 4.2);
- Liquid from this sump will be treated in an oil separator prior to discharge to the reticulated sewer (refer Figure 4.1);
4.3.4 Roofed Bin Storage

The Roofed Bin Storage Area is to the immediate north of the truckwash will include (refer Drawings RI008-C3-05, 06 and 07):

- 20m x 6m x 5m (H) steel framed structure;
- Colorbond cladding to roof;
- Reinforced concrete floor;

4.3.5 Office

The office building will include (refer Drawing RI008-C3-02, 03 and 04):

- 20m x 10m building (2 levels);
- Insulated colorbond roof;
- Air conditioning;
- Offices and reception area;
- Lunch room;
- Ablutions;

4.3.6 Amenities

The amenities building will include (refer Drawing RI008-C3-02 and 04):

- 20m x 10m building (single level);
- Insulated colorbond roof;
- Air conditioning;
- Lunch room and Change Room;
- Store;
- Ablutions;
- Breezeway;

4.4 Car and Truck Parking

A summary of parking requirements is provided below based on the requirements of:

b) General Industry & Warehouse - 1 space per 100m² of GFA; and
c) Vehicle Hire Premises & Transport Depot – 1 space per employee, 1 visitor space per 15m² GFA of office space (minimum 2 spaces) & 1 appropriately sized space for each vehicle to be stored on the site.

It is anticipated that there will be 15 office staff, 9 workshop staff and 40 truck drivers. This is a total of 64 employees in total. Provision has been made on site for a total of 49 car parking spaces (including 1 PWD space) and 42 truck parking spaces. The total of 91
car and truck parking spaces is well in excess of the employee numbers and the required parking rates as demonstrated below.

If the building (GFA and Covered Area) figures are used to calculate the requirements for parking under General Industry the total required is 19 car spaces. The proposed 49 spaces is well in excess of this requirement.

<table>
<thead>
<tr>
<th>Building (GFA)</th>
<th>GFA (m²)</th>
<th>Parking Requirements (Spaces)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workshop</td>
<td>994</td>
<td>1 space / 100m GFA 1,525m² = 16 spaces</td>
</tr>
<tr>
<td>Office (2 levels)</td>
<td>391</td>
<td></td>
</tr>
<tr>
<td>Amenities</td>
<td>140</td>
<td></td>
</tr>
<tr>
<td><strong>Sub Total</strong></td>
<td></td>
<td><strong>16</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Building (Covered Areas)</th>
<th>Roofed Area (m²)</th>
<th>Parking Requirements (Spaces)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck Wash</td>
<td>160</td>
<td>1 space / 100m GFA 280m² = 3 spaces</td>
</tr>
<tr>
<td>Roofed Bin Storage</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Breezeway</td>
<td>60</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Sub Total</strong></td>
<td></td>
<td><strong>3</strong></td>
</tr>
</tbody>
</table>

There is an overlap between the employee / staff requirements using both definitions. The only staff numbers not covered above, and more applicable to the Transport Depot rates are the truck drivers. There are anticipated to be 40 truck drivers. Provision has been made on site for a total of 49 car parking spaces. The General Industry requirements are for 19 spaces. The proposed car parking includes an additional 30 spaces. The general practice is that as trucks leave the vacant truck parking space may be used by the truck driver for car parking purposes. In this case there is well in excess of the required parking spaces. Not all truck drivers will have a separate car.

Under Transport Depot, 1 appropriately sized space is required for each vehicle to be stored on site. Provision has been made for 42 spaces.

In summary, it can be demonstrated that sufficient car parking has been proposed on site for staff, visitors and truck drivers based on the needs of the proposed use as well as the parking rates for General Industry and Transport Depot.

4.5 Proposed Site Services

4.5.1 Stormwater

A Water Management Plan is provided in Appendix C.

Key aspects of the design for the site will include:

- Rainwater tanks on the Workshop / Truckwash Building, to provide water for reuse in the truckwash etc;
- A series of pits and pipes within the concrete yard area;
- 2 bioretention basins to treat runoff from the paved areas prior to discharge from the site;
- All washing of trucks to be undertaken within the roofed and bunded truckwash with water being treated through an oil separator prior to discharge to sewer.

### 4.5.2 Water Supply

A Water Management Plan is provided in Appendix C.

It is proposed to provide the site with a 100mm service for fire services.

### 4.5.3 Sewer

The Office and Workshop/Truckwash Building will be connected to the sewer (refer Appendix A).

### 4.5.4 Electricity and Telstra

An electricity connection will be provided to the site from the existing Dozer Drive infrastructure (refer Appendix A). Telstra services will also be connected to provide voice and data services to the site.
5  PLANNING AND STATUTORY ISSUES

5.1  Matters of State Interest

The statutory requirements and relevant referrals associated with the development of the site, together with results from a series of property searches (Appendix A), are provided for below and in the following sections of this report. This is supported by a copy of Schedule 7 from the Sustainable Planning Regulation 2009 included as part of the IDAS forms.

5.1.1 State Planning Policy

The State Planning Policy (SPP) was established in December 2013. The following Mapping Layers for State Interests are identified in relation to the subject site (refer to Appendix A) along with reference to the Interim Development Assessment Requirements (Part E of the SPP):

![Figure 5.1: SPP Mapping Results](image)

The above matters of State interest do not trigger referral under Schedule 7 of the Sustainable Planning Regulation 2009.

The following points are noted in relation to the mapped layers for State interests:

- Stormwater quality matters (consistent with the SPP Code – Water Quality) have been addressed in the attached Stormwater Management Plan.

- The proposal is for an industrial development and therefore does not compromise the Management Area provisions which address sensitive land uses only.

- Council’s planning scheme overlay maps illustrate that the site is not affected by ‘flood and inundation’ (Riverine Inundation Limits). Refer to Appendix A for a copy of the Planning Scheme Map Extracts.
• The proposed development is well below the permitted height under the planning scheme.

5.1.2 State Development Assessment Provisions

The State Assessment and Referral Agency (SARA) DA mapping online system indicates the following matters of State interests in regard to the subject site (refer to extracts from SARA mapping online system provided at Appendix A):

![Figure 5.2: DA Mapping Results](image)

None of the mapped provisions trigger referral under Schedule 7 of the Sustainable Planning Regulation 2009 or require assessment against the SDAP Codes.

5.1.3 Unmapped Matters of State Interest

The following State matters of interest are not mapped, however searches and/or the nature of the use indicate that none of the following are applicable:

- Contaminated Land and Environmental Management Register - The site is not on the Environmental Management Register or the Contaminated Land Register. Refer to Appendix A for a copy of the EMR CLR Search.
- Ergon – the site is not subject to an easement in favour of Ergon or a site located within 100m of an Energex network substation.

Refer to relevant searches in Appendix A.

5.1.4 Referral Trigger Summary

Based on the above the proposed development does not trigger State referral. Refer to attached IDAS Checklist – Schedule 7 Sustainable Planning Regulation.

5.2 Mackay City Planning Scheme (Consolidated 2009)

5.2.1 Definition and Level of Assessment

The applicable land use definitions under the Mackay City Consolidated Planning Scheme, for the proposed use, are as follows:
“General Industry” means any premises used for any industrial activity which is not separately defined in this section.

“Transport Depot” means any premises used for the storage of more than one bus, taxi or other small rigid truck, heavy rigid truck or articulated vehicle, including any freight in or on such vehicles. The term includes the servicing of such vehicles on the premises, and any administration of such business.

For clarification purposes it is proposed to more specifically define the proposed use as General Industry and Transport Depot (Vehicle Depot, Workshop and Truck Wash).

The level of assessment for a General Industry and Transport Depot in the Industry (High Impact) Zone, Light Industry Precinct is code assessment.

The only overlay map that affects the subject site (refer to the MiMAPS Map Extracts in Appendix A) is the Development in the Vicinity of the Mackay Airport Overlay. Under Table 8-7 a Material Change of Use is exempt development.

5.3 Draft Mackay Region Planning Scheme

The Draft Mackay Region Planning Scheme is with the Minister of State Development, Infrastructure and Planning for sign off. Once approved, the Council anticipates adoption of the new planning scheme in early 2016.

For completeness this report has considered the draft planning scheme provisions as part of the development application assessment.

Figure 5.3 below demonstrates that under the draft Planning Scheme the subject site and surrounds retains the same High Impact Industry zone.
The proposal would be defined under the new planning scheme as Medium Impact Industry (which includes the example of Transport Depot). Under the High Impact Industry zone, ‘Medium Impact Industry’ is subject to code assessment.

In summary, the zone, definition and level of assessment are similar under both the current and proposed planning schemes.

Figure 5.3 - Comparison of Zones (Draft / Current Planning Schemes)
6 ENVIRONMENTAL ASSESSMENT AND STRATEGIES

6.1 Identification of Potential Environmental Impacts

Potential adverse impacts arising from the proposed development are summarized as follows:

- Land, soil and water degradation;
- Diminution in downstream water quality;
- Adverse air quality and noise impacts;
- Adverse visual effects;

A range of measures have been used to identify potential adverse impacts and these include:

- Completion of a site inspection;
- A review of relevant Council files;
- Consultations with Mackay City Council;
- Assessment of the application against the relevant planning instruments.

6.2 Proposed Measures to Mitigate Potential Adverse Impacts

6.2.1 Water Controls and Strategies

Possible sources of contamination to runoff from activities on the site include:

- coming in contact with dust, oil etc on trafficked areas and entering the downstream waterway prior to treatment;
- washdown water within the Workshop and Truckwash entering the downstream waterway prior to treatment;
- oil and petroleum spillages from equipment and vehicles.

The major controls incorporated in the design include:

Site Layout and Civil Works

- Trafficked areas to be sealed;
- Rainwater tanks on the Workshop / Truckwash Building, to provide water for reuse in the truckwash etc;
- A series of pits and pipes within the concrete yard area;
- 2 bioretention basins to treat runoff from the paved areas prior to discharge from the site.
Truckwash

- Driveover bunding along the eastern and western edge of the truckwash area, and kerb along the other slab edges;

- Reinforced concrete floor graded to a purpose built grit pit. The grit pit will drain to a 4000 Litre sump;

- Liquid from this sump will be treated in an oil separator prior to discharge to Council’s proposed internal reticulated sewer;

- A pressure cleaner (capacity less than 30 L per min) and biodegradable detergent will be used for washing vehicles. Where available, roofwater will be used for vehicle washing;

- Water tanks for the harvesting of roofwater for reuse in toilets, and for washdown will be provided;

Operating procedures, including site-specific inductions for all staff and truck drivers will be implemented to minimise potential emissions. These include:

- trafficked areas to be kept clean;

- proper maintenance of all on site equipment and vehicles;

- quick break detergents such as Chemtech CT18 will be used;

- actions as per Attachment A (Inspection and Maintenance Manual for Stormwater Quality Improvement Devices) of Appendix C.

A detailed Water Management Plan has been provided with the development application (Appendix C).

6.2.2 Air Emission Controls and Strategies

Possible sources of unacceptable air and odour emissions from activities on the site include:

- road dust on trafficked areas;

The major air and odour emission controls incorporated in the design include:

Site Layout and Civil Works

- trafficked areas to be sealed;

- adequate buffer distances between potential odour sources and receivers;

Operating procedures, including site-specific inductions for all staff and truck drivers will be implemented to minimise potential emissions. These include:

- trafficked areas to be kept clean;
• proper maintenance of all on site equipment and vehicles;
• minimising on-site odorous waste storage (i.e. limited to domestic waste generated by office/administration and amenities on site).

6.2.3 Noise Controls and Strategies

Possible sources of unacceptable noise emissions from the site include:
• Truck movements;
• Workshop operations;

The major noise emission controls incorporated in the design include:

Site Layout and Civil Works
• adequate buffer distances between to neighbours;
• Concrete driveway and roadway;

Operating procedures, including site-specific inductions for all staff and truck drivers and workshop employees will be implemented to minimise potential emissions. These includes:
• proper maintenance of all on site equipment and vehicles;
• all plant and equipment including trucks will be fitted with efficient exhaust mufflers;
• truck movements to generally occur during normal operating hours;

6.3 Integrated Management System (IMS)

6.3.1 Overview

J.J. Richards has developed an Integrated Management System (IMS) linking Quality, Health & Safety and Environmental Systems within the company. The inextricable links between these issues and the need to establish a base for the consistent application of standards to meet operational and legislative requirements, have made this an important step towards maintaining ‘due diligence’ throughout the Company’s operations.

Under the IMS each depot is provided with a Site Based Management Plan (SBMP) for the day-to-day management of their operations.

The benefits of an IMS, as opposed to individual plans, is the integration of quality, health and safety, risk management, emergency response and environmental management issues into a document which can be practically applied at an operational level, minimising duplication.

J.J. Richards’ IMS/SBMP is intranet based and can be viewed at any of our depots upon request.
6.3.2 Quality Management (Integrated into IMS)

J.J. Richards operate a corporate quality system throughout the organisation and have been certified by SAI Global to AS/NZS ISO 9001:2000.

The quality system has been integrated with other management functions, with each of the functional areas of management responsible for integrating quality requirements into its work procedures. Employees of the company are made aware of this policy during their induction and each employee is responsible for the quality of his or her daily work activities.

A Quality Certification Certificate is provided in Appendix E.

6.3.3 Corrective Actions

J.J. Richards’ Quality System uses Corrective Action Requests (CARs) as a management tool to:

- Identify and resolve issues (business improvement);
- Assign a responsible person/s to not only fix the problem, but ensure it doesn’t happen again;

Corrective and preventive action covers all aspects of J.J. Richards’ management and operations. Examples include (but are not limited to); the results of internal and external audits, compliance concern, HSE risks or hazards, training issues and so on.

6.3.4 Management Review

Management reviews are designed to review the integrated management system (IMS), at planned intervals, to:

- Ensure continuing suitability and effectiveness; and
- To assess depot progress and conformity with the System;

Management reviews cover all aspects of the IMS. The critical agenda items are set out in F1-1 Management Review. Directors and Managers are encouraged to expand on the agenda items to incorporate operational aspects and their productivity measures to make the review a holistic process.

The management review document is both an action plan and a record and is conducted at both senior and operational levels:

- It identifies actions required, by whom and when;
- It records actions taken and completed, and actions carried over from the last meeting;

Management review involves senior management, including:

- Directors / Depot Managers;
Depot Managers & Departmental Managers/Supervisors;

Other staff or management delegates may also be involved in management review, depending on requirements.

The IMS Team uses any improvements identified at management reviews to update the system.

6.3.5 Organisation Structure

The following personnel hold particular responsibilities and authorities:

**Board of Directors**

It is the responsibility of the Board of Directors to clearly establish quality, environmental and safety policies and strategies

**Construction Supervisor**

The Construction Supervisor (CS) will report to the Construction Manager (CM) for construction activities. This position is only applicable to the construction activities. The responsibilities of the Construction Supervisor under the EMP include:

- Ensuring daily work practices promote environmental management, and do not cause adverse effects to the environment;
- Following all relevant management plans as prepared for the site
- Attending environmental awareness training and provide assistance to other staff members with relation to environmental matters;
- Inspecting site activities on a daily basis;
- Reporting any environmental incidents or complaints as soon as is possible; and
- Filling in Incident/Accident Report Form/Register;

**Regional Manager**

The Regional Manager (DM) is responsible for:

- Ensuring that the quality, environmental and safety systems are regularly reviewed and are suitable and effective in achieving the company’s goals and objectives;
- Chairing management review meetings;
- Selection, training and motivation of staff;
- Reviewing complaints and give appropriate instructions to staff;
Depot Manager
The Depot Manager (DM) is responsible for:

- Ensuring that the quality, environmental and safety systems are regularly reviewed and are suitable and effective in achieving the company’s goals and objectives;
- Chairing management review meetings;
- Selection, training and motivation of staff;
- Management representative for quality;
- Action complaints and give appropriate instructions to staff;

Depot Supervisor
The Depot Supervisor (DS) is responsible for:

- Direction and supervision of the line personnel responsible for the quality activities of the company and maintenance of conformity to AS 9000 series as applicable to the individual depot;
- Collaboration with the operations manager in matters relating to quality, quality audits, implementation and verification of solutions to quality problems;
- Ensure environmental implementation strategies are implemented including notification of likely effected persons and site inductions;
- Undertake daily site inspections;
- Record and action public complaints;
- Record and action environmental incidents;

All Staff
- Implementation and maintenance of the quality system within their workplace;

6.4 Workplace Health and Safety

6.4.1 Compliance with Workplace Health & Safety Standards

J.J. Richards’ Integrated Management System ensures compliance with Federal, State and Local Legislation, Australian Standards and Industry Codes of Practice. The company employs a Human Resources & Safety Manager, Safety and Operations Support personnel, National Corporate Systems Manager, Environmental Manager, Fleet Manager and Finance Manager to oversee compliance at all levels.
6.4.2 Staff Responsibility for OHS

J.J. Richards believes it is the responsibility of every employee to be aware of the safety of the community they are servicing, their fellow workers and themselves at all times. All employees are made aware of the hazards in the workplace and risk control measures as part of generic and site specific inductions at the time of employment. The Company’s Integrated Management System promotes ongoing employee participation in the hazard identification, reporting, risk assessment and risk management processes.

6.4.3 Safe Operating Procedures / Specific Safety Instructions

Work procedures are documented as part of J.J. Richards’ Quality Management System (certified by QMS in line with AS/NZS ISO 9001:2000). These procedures are constantly under review in line with the development of J.J. Richards’ Integrated Management System. In addition to the work procedures provided via QA, employees are provided with Site Specific Induction documentation that outlines the safety, quality and environmental requirements of their specific tasks.

6.4.4 Maintaining, Inspecting and Assessing Plant Hazards

Each J.J. Richards depot undergoes quarterly General Hazard Inspections (GHI’s) of all plant, equipment and work areas. J.J. Richards is taking a proactive approach to risk management with the emphasis on identifying hazards before they result in an accident or incident.

6.4.5 Storage and Handling of Hazardous Substances

All areas using hazardous substances are required to have current SDS register and file in a readily accessible location.

J.J. Richards comply with:

- AS1940 – Storage and Handling of Flammable and Combustible Liquids;
- Local Government Regulations with regards to bulk storage of diesel;

Hazardous substance risk assessment is a requirement for chemicals that are classed as hazardous substances.

6.4.6 Identifying, Assessing and Controlling Risks Associated with Manual Handling

Manual handling is specifically assessed using a Critical Manual Handling Task Assessment Worksheet, enabling safety staff to identify hazards and determine appropriate control measures to minimise the likelihood of manual handling injuries.

6.4.7 Personal Protective Equipment

J.J. Richards supplies appropriate Personal Protective Equipment (PPE) to all employees in accordance with their job description and contract requirements. PPE procedures are detailed in SBMP Section 10.6 PPE Assessment.
6.4.8 First Aid

All depots have trained First Aid Officers on staff and all accidents are reported and investigated. All depots and vehicles contain First Aid Kits. First Aid is detailed in SBMP Section 14.1-6 First Aid Assessment.

6.4.9 Training

H&S Training / Recording of Training and Induction

Training is incorporated into J.J. Richards’ Integrated Management System - Site Based Management Plan.

Induction:
All staff undergo general and workplace specific induction upon employment. Follow-up induction is undertaken three months after employment to ensure that the staff member is displaying the desired level of competency. A follow up re-induction for all staff is undertaken every two years.

Training:
An annual “Training Needs Analysis” is undertaken by Branch Managers to ensure that all staff have the skills and display a level of competency to perform their tasks safely and efficiently.

Statutory Qualifications:
Prior to commencement of work in a particular position, personnel are required to provide evidence of licences and certificates to operate particular plant and equipment. These are checked six monthly to ensure they are still current. This process is detailed in SBMP Section 7.3 - Statutory Qualifications.

Workplace Alerts:
Another ongoing control measure introduced by J.J. Richards’ IMS Division is the “Workplace Alert” system, which identifies issues that require immediate attention across all areas (managers and staff) of the business and outlines how best to address these issues.

6.4.10 Reporting

Incident Investigation Procedure
In line with legislative requirements, J.J. Richards has implemented a comprehensive procedure for reporting and investigating accidents and incidents.

In addition to accident/incident reporting, J.J. Richards has developed an employee hazard reporting system to ensure that hazards detected in the workplace are managed and actions recorded.

6.4.11 Consultation

Workgroups and Team Briefs
Consultation between all levels of the Company is paramount to a successful system. The Site Based Management Plan requires depots to establish Consultative Workgroups with representatives from all areas or, where numbers are small, conduct team briefs on a regular basis to discuss Safety, Environmental and Quality issues. The issues and outcomes of these meetings are recorded.

6.4.12 Performance

Recording and Analysing Statistics
Recording and analysis of Occupational Health and Safety performance is undertaken Company wide. This process is currently being streamlined in line with J.J. Richards’ Integrated Management System.

Imparting of OHS Performance Information to Employees
Employees are informed about OHS performance via Team Briefing and Consultative Workgroups.

6.4.13 Rehabilitation

J.J. Richards operate a planned workplace rehabilitation program in line with its Rehabilitation Policy. The aim of the program is to allow for the early and safe return of employees to normal duties.

6.5 Environmental Sustainability

6.5.1 Accreditations / Environmental Management System

J.J. Richards is committed to obtaining accreditation to ISO 14001:2004. The Company has developed and implemented an Integrated Management System (IMS) incorporating Safety, Environment and Quality. The environmental component has been developed with the aim of achieving external Environmental Management System (EMS) certification to ISO 14001:2004 under SAI (Global)’s Certified Environmental Management Scheme.

6.5.2 Commitment to Improvement of Environmental Performance & Outcomes

“J.J. Richards & Sons Pty Ltd is committed to minimising the environmental impact of our operations through continual improvement of environmental management practices.”

J.J. Richards works closely with its clients to implement, where possible, the “avoid, reduce, reuse, recycle” philosophy of the waste management hierarchy to minimise the amount of waste disposed to landfill.

As a recognised leader in the industry for innovation, J.J. Richards has been responsible for developing and introducing several world firsts in “best practice” waste management equipment and process. These innovations are all targeted towards creating the most efficient processes and equipment with the least environmental impact.

As part of J.J. Richards’ environmental commitment, the company is an active participant in:
• The Greenhouse Challenge to reduce greenhouse gases;
• The National Packaging Covenant aimed at minimising packaging waste;

6.5.3 Environmental Policy

J.J. Richards’ environmental policy was first implemented in conjunction with the company’s Quality Management System in March 1996. The environmental policy objectives are regularly reviewed to maintain high standards and improve the company’s environmental performance.

6.5.4 Qualified Personnel

J.J. Richards employs an Environmental Manager, an Environmental Health Officer, ten Waste Minimisation Educators, a Human Resources & Safety Manager and two Technical Services Officers throughout Australia. Collectively, this experienced resource base ensures that J.J. Richards meets its environmental legislative requirements.

6.5.5 Innovative Waste Management

J.J. Richards has an interest in:

• The Ti Tree BioEnergy Facility located near Ipswich in South East Queensland. The Ti Tree facility uses specially designed landfill cells and moisture to rapidly generate energy providing gases (biogas) which can be used to generate green power;
• EnviroCom Australia the specialist environmental consulting division of J.J.Richards. EnviroCom can provide a suite of technical, education and training services including: waste auditing, recycling and waste minimisation programs, environmental education and training;
• J.J. Richards has its own engineering company J.J. Richards Engineering Pty Ltd which manufactures customised waste management plant and equipment for J.J. Richards and its customers. This research and development division has been responsible for several world firsts in waste management. This ensures access to the latest in waste management technology, greater operational efficiencies, exceptional service and personalised waste solutions;

6.6 Reliability

J.J. Richards prides itself on having the best industrial relations record of any major waste management company in Australia with only 2 lost workdays in over 79 years of operation. The Company has not seen any industrial action in over 29 years, which equates to uninterrupted, reliable, trouble free waste services.

6.7 Construction Environmental Management Plan

A Construction Environmental Management Plan is included in Appendix D.
The development will involve construction of:

- An office and amenities;
- An industrial building, including workshop and bin storage areas;
- Carports;
- Stormwater quality infrastructure;
- Fire services;
- Concrete pavement;
- Ancillary activities and connection of services;

As such, the principal site activities involved in the construction phase would be:

- Clearing and grubbing;
- Ground preparation and excavation for foundations;
- Concrete foundations, floor slabs and pavements;
- Construction of office and amenities;
- Construction of industrial building, including workshop and bin storage areas;
- Drainage works and associated pollution control devices;
- Installation of equipment;
- Connection of services;

Plant and equipment required for these activities will include:

- Excavators and trucks;
- Backhoes and bobcats;
- Concrete pumps;
- Rollers, grader and water truck;
- Cranes;

It is anticipated the construction would occur over a four month period. Normal working hours during construction will be 6.00am to 6.00pm Monday to Saturday.

The Construction Environmental Management Plan includes Construction Control Plans for the following elements:

- Erosion and Sedimentation Controls;
- Dust Controls;
- Noise Controls;
- Solid Waste Minimisation;
• Fuel and Hazardous Substances;

The main environmental impacts identified during field inspections and development of this management plan will be:

• Sediment movement to the drainage reserve to the north of the site;
• Build-up of sediment on surrounding access roads leading to potential contamination of stormwater runoff;
• Dust emissions construction and operational works on the nearby premises;
• Noise from construction and operational works on the nearby premises;

The salient actions, to minimise impacts during construction, proposed in the Construction Environmental Management Plan are:

• Specific site inductions for all employees and contractors;
• Prior to construction commencing sediment fences are to be installed along part of northern, southern and eastern perimeter boundaries of the site;
• Ensure that all affected persons have been informed about the project and are aware of the potential impacts;
• Construction activities should not occur outside the hours of 6.00am to 6.00pm Monday to Saturday. No activity should occur on Sundays;
• Machinery and equipment generating excessive noise (eg due to poor maintenance) will not be used;
• Domestic refuse to be collected in a suitable container and removed from the site weekly;
• Soil wastes created during construction are not to be stored on site;
• Excess wet concrete is to be removed off site by the concrete supplier;
• Steel will be collected in separate bins and removed for recycling;
• Other solid wastes (e.g. timber formwork, waste set concrete, etc) to be removed to an approved landfill;
• All refuelling is to take place off site if possible;
• Refuelling is to be supervised by a designated member of staff to reduce the risk of spills;
• Any fuel or oil spills are to be cleaned up immediately and contaminated soils to be removed off site for disposal at an appropriately licensed landfill;
• No maintenance or servicing of vehicles is to take place at the site;
6.8 Site Based Management Plan

A Site Based Management Plan will be prepared in accordance with J.J. Richards’ Integrated Management System (IMS) linking Quality, Health and Safety and Environmental Systems. Extracts from this plan, together with Company policies and relevant procedures are included in Appendix E. Sections included in this plan will include:

- SEMP Operation Documents such as:
  - Workplace Registration;
  - Supplier- Subcontractor Assessment;
  - Consultation and Communication;
  - Hazard Identification;
  - Risk Management;
  - Induction and Training;
  - Rules and Permits;
  - Plant and Equipment Management;
  - Health, Safety and Environmental Risks;
  - Human Resource Management;
  - Customer Service;
  - Accidents-Incidents Management;
  - Emergency Management;
  - Return to Work and Rehabilitation;
  - Computer-Email Usage;
  - Fitness for Work;

- Training Guides
- Work Procedures, Standard Work Instructions
- Workplace Alerts
- Risk Assessments
- Emergency Procedures
# Operational Works Supporting Information

Under the FastTrack / Streamline Assessment process an Operational Works application will not be required to be lodged with Council prior to works commencing on site if certain information is provided as part of the Fast Track application.

The table below demonstrates that the required information has been provided:

<table>
<thead>
<tr>
<th>Supporting Information - Operational Works</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. Fully designed Site Based Stormwater Management Plan (SBSMP) inclusive of an electronic copy of the MUSIC model</td>
<td>✔️</td>
</tr>
<tr>
<td>• Refer to Appendix C – Water Management Plan</td>
<td></td>
</tr>
<tr>
<td>6. Scaled drawings showing the required information</td>
<td>✔️</td>
</tr>
<tr>
<td>• Refer to the supporting plans in Appendix C – Water Management Plan</td>
<td></td>
</tr>
<tr>
<td>7. Engineering report documenting any site-specific non-conformances with the above drawing requirements</td>
<td>N/A</td>
</tr>
<tr>
<td>• There are no site specific non-conformance criteria.</td>
<td></td>
</tr>
<tr>
<td>8. Landscape Plan</td>
<td>✔️</td>
</tr>
<tr>
<td>• Refer to the Landscape Plan – LP1.01 Issue A</td>
<td></td>
</tr>
<tr>
<td>• Refer to the Specification for Landscape Works.</td>
<td></td>
</tr>
</tbody>
</table>
FIGURES
PROPOSED VEHICLE DEPOT & TRUCKWASH AT
21-25 DOZER DRIVE, MACKAY
LOCALITY PLAN
Site facing north from Dozer Drive

Site facing south towards Dozer Drive. Note existing commercial precinct to the west.
PROPOSED VEHICLE DEPOT & TRUCKWASH AT
21-25 DOZER DRIVE, MACKAY
TRUCK WASH SOLIDS OIL SEPARATOR
FIGURE N-A

PROPOSED VEHICLE DEPOT & TRUCKWASH AT
21-25 DOZER DRIVE, MACKAY
TRUCK WASH GRIT PIT/ PRIMARY CHAMBER

SECTION A-A
GRIT PIT DETAIL

200 SERIES CORE
FLOOR SLAB LEVEL
FLOOR SLAB LEVEL
3mm SCREEN
3mm SCREEN
3mm SCREEN
3-Y12
Y12 VERT.
Y12 VERT.
Y12 VERT.

200mm DIAMETER TO HOLDING TANK

HINGED LD ASSEMBLY
6mm THICK FLOOR PLATE

FLOOR SLAB LEVEL
6mm FLOOR PLATE

FLUSH FITTING LD

HINGED LD ASSEMBLY
6mm THICK FLOOR PLATE