

The proponent is required to provide the Coordinator-General with a response to the information requested below.

The requested additional information seeks to clarify inadequacies in the application material provided: design and engineering details, traffic and road impacts, emissions and water quality

Responding comprehensively to this request is required to assist in streamlining the assessment process.

No.	Issue	Information Requested
Design and engineering		
1	Culvert Design	The proponent is requested to provide the design of culverts that are appropriately sized and capable of handling the anticipated demand.
2	Wastewater treatment	<p>It is recommended that it is considered to locate the Wastewater Treatment Plant at the amenities block and the Land Application Area (LAA) be dosed from the effluent chamber, therefore eliminating the need for the proposed collection tanks and pumps.</p> <p>The proponent is requested to provide the following details in relation to the Sewerage Treatment and Disposal:</p> <ul style="list-style-type: none"> a. Nominate the LAA setback distance from hardstand area and boundaries; b. Actual inflows; c. Siting of the LAA; d. The method used to prevent leaching from the LAA; e. Confirmation that there has been enough allowance for the proposed footprint of the Wastewater Treatment Plant; and f. Nominate a LAA reserve area and exclude from any activity on the site.

3	Drainage, Flooding and Filling	<p><i>The application has assumed that the State Development Area (SDA) has accounted for filling of the site to the 1% Annual Exceedance Probability (AEP) defined event level. No other evidence has been supplied such as State Government Assessment or other documentation to support the claim.</i></p> <p>The proponent is requested to provide evidence that the SDA has accounted for the significant filling of the subject site or provide drainage study from a RPEQ to demonstrate that pre and post development impacts do not cause nuisance to surrounding properties and no ponding within the road reserve.</p>
Traffic and road		
4	Traffic Impact	<p>It is anticipated that Warner Road will be transferred to Council once the new Pine-Creek Yarrabah Road is realigned and in service. It is currently signposted as 100km per hour and the applicant has recommended that the speed be reduced to 60km per hour. Warner Road may eventually reduce in speed limit, however until that process occurs, Council will have to consider the proposal as a reduction on the current situation not knowing the future signposted speed.</p> <p>The proponent is requested to provide a Traffic Impact Assessment or Speed Review from a RPEQ to support the request for Warner Road to be reduced to 60km per hour to suit the proposed development and any augmentations to the existing road network required to provide safe and serviceable access to the site such as lane widening, safe intersection provision at access points, line-marking and any other necessary external works.</p>
5	Road design	<p>The swept path analysis provided as part of the application material show that the Prime mover and semi trailer (19m) depicted in Site Vehicle Turn Movement Sketch 1 of 4 (Dwg. No 21145-SK001), may be unable to safely and efficiently exit to Warner Road without either going outside the designated access or given the close proximity to the edge of the access, will result in damage of infrastructure such as head walls, culverts etc due to consistent loads being placed on the outermost extent of the access.</p>

		<p>The proponent is requested to provide an amended swept path analysis or access design to ensure that the type of vehicles utilising the subject site can be catered for by the proposed access to Warner Road.</p> <p>The project drawings specify that the existing road pavement be left and extended to suit the new traffic movements. The existing running lane will need to be cored and tested using a non-destructive method.</p> <p>The proponent is requested to provide road pavement testing to confirm suitability for the expected traffic generation and movements.</p>
Emissions		
6	Acoustic Assessment	<p>As stated in the environmental assessment report and planning report, there are a number of sensitive receptors located within the State Development Area (SDA) and in close proximity of the proposed activity. Therefore, an assessment of the likely impact of noise emissions from the activity on these sensitive receptors is required.</p> <p>The proponent is requested to provide an estimation of the background noise levels for the area, the likely noise emitted by the proposed activity and the potential impact of this noise on neighbouring sensitive receptors.</p>
7	Air quality and odour assessment	<p>The environmental assessment report does include likely contaminants, proposed air quality limits and the height and velocity for the asphalt stack. However, there is no discussion included in the application as to the basis for these limits or why these limits are appropriate for the protection of environmental values. The application also does not include emissions associated with any vents for product or raw material storages located on the site. There are also a number of sensitive receptors located within the SDA and in close proximity of the proposed activity.</p>

		<p>The proponent is requested to provide an assessment of the likely impacts of air emissions (including odour) from the activity on sensitive receptors and the air quality of the area. The assessment should include a detailed discussion as to the possible composition of the air and odour emissions, considering the materials being kept and handled on the site, details of the exhaust stacks and vents to be established including their location (coordinates in GDA2020), height, emission rates and the adequacy of each stack and/or vent to ensure dispersion of air emissions, and the potential impact of these air emissions on air quality and the neighbouring sensitive receptors.</p>
8	Greenhouse gas emissions	<p>Section 6.5 of the planning report states that there will be no net increases in the emission of greenhouse gases as this new development will replace the current asphalt plant.</p> <p>The proponent is requested to provide a comparison of the greenhouse gas emissions between these two sites to validate this statement.</p>
Water quality		
9	Stormwater management	<p>Section 5.5.5 and 5.5.6 of the planning report states that the site will be discharging potentially impacted stormwaters offsite to Warner Road and that a bioretention system including a gross pollutant trap (GPT) will be installed to minimise the contaminant load. The Engineering report in Appendix G section 5 details the proposed system and has calculated the concentrations of total suspended solids, total nitrogen, total phosphorus, gross pollutants and hydrocarbons (for dry weather emergency spills only). However, there is no assessment or indication as to whether any other potential contaminants associated with the facility, including hydrocarbons, could potentially be entrained in stormwaters and how the proposed stormwater system will manage these.</p> <p>The proponent is requested to provide an assessment of the adequacy of the proposed stormwater management system in relation to all possible contaminants associated with the facility. Including likely contaminants to be present within any captured stormwaters and an estimate of the concentrations of these contaminants likely to be discharged offsite.</p>