Birthplace of Our Nation

26 September 2023
Our Ref: IN21/CD48C94

«Name»
«Address_1»
«Address_2»

Dear «Dear»,

Re: Neighbour Notification of Development Application No. 2021.080
General Industry (receival, storage, processing, manufacturing and distribution of quarry and bulk agricultural products).
Lot 13, DP 853518, 6133 New England Highway, Bolivia.

The applicant has provided Tenterfield Shire Council with additional information in regards to the Development Application (first notified 15 October 2021) for a *'General Industry (receival, storage, processing, manufacturing and distribution of quarry and bulk agricultural products).'* at the abovementioned property.

As your property is in the vicinity of the proposed development, Council is providing neighbour notification. Should you wish to provide a submission which includes an objection to the proposal, the grounds of objection must be given in writing prior to close of business on Friday, 22 October 2023.

The proposal is available to be inspected on Council's website at www.tenterfield.nsw.gov.au.

Please find attached a summary of the proposed development.

Should you require any further information please do not hesitate to contact Council's Planning & Development Services Department on (02) 6736 6002.

Yours sincerely,

Tamai Davidson
Manager Planning & Development Services
Encl.

All correspondence should be addressed to:
Chief Executive Tenterfield Shire Council
247 Rouse Street (PO Box 214) TENTERFIELD NSW 2372
Telephone: (02) 6736 6000 email: council@tenterfield.nsw.gov.au website: www.tenterfield.nsw.gov.au
ABN: 85 010 810 083

CRACKER QUARRY & AG SUPPLIES PTY LTD

162 Sandy Flat Rd SANDY FLAT NSW 2372

ABN: 57 650 298 445

3 September 2021

[redacted]
Tenterfield Shire Council
PO Box
TENTERFIELD NSW 2372

Dear [redacted]

Re: Development Application No. 2021.080 – Lot 13 DP853518, 98 Pyes Creek Rd Bolivia

Thank you for your correspondence dated 28 July 2021 regarding the preliminary review of this application.

Please find below responses to your queries.

Appropriate Definition – per **Tenterfield Local Environmental Plan 2013**

(Hereafter referred to as "the LEP". Please note, where terms are written in quotation marks and italics, these terms take on the same definition as in the LEP or other referred to instrument).

The site is proposed for use as an outlet for the sale of road base and aggregates. These products will be manufactured on site from raw materials (ie rock crushed and screened to make various sized products), mixed, stockpiled and transported from the site to various local customers.

Whilst "*extractive materials*" will be processed, stored and transported to and from the site, there will be no "*winning or removal of extractive materials by excavating or quarrying*" at this location. Therefore, the proposed use does not fit the definition of *"extractive industry"*.

As the proposal neither fits the definition of either "*heavy industry*" or "*light industry*", it could be defined as ***"general industry"***.

Its most appropriate characterisation would be as both an ***"industrial retail outlet"*** **and** ***"transport depot"***.

With regard to the definition of *"industrial retail outlet"*, the proposal fulfils this definition as it will be used in conjunction with processing activities, will be situated on the same land, and will be used for the purpose of display and sale of the materials produced on the site. The activities proposed on site in turn conform to the definition of *"industrial activity"* as they involve production, altering, formulating, processing, and adapting of goods/products for commercial purposes and include storage and transportation associated with this activity.

The facility will also be a *"transport depot"* per the definition in the LEP as there will be parking and servicing of transport vehicles (truck and dog combinations) in connection with the processing and freight of materials onto and off the site.

In addition, the proposal also involves the sale of *"rural supplies"* and therefore could also be described as a ***"retail premises"*** for ***"rural industry"***. Feedlot manure and ag lime will be freighted to site, mixed according to requirements, stockpiled, then transported from site to local customers. At times, depending upon supply and demand, hay and/or grain could be transported to the site, stored, on-sold and transported off site.

Nature, volume and origin of incoming material and nature, volume and destination of end products

Defined Origin	Source/Incoming Materials		End Products/Outgoing Materials		Likely Destination
	Nature	Volume (per annum)	Nature	Volume (per annum)	
Bungulla Quarry 322 Quarry Rd Tenterfield	Rock & Screened Rock – Granite derivative	10,000t	Road base Aggregate	9,000t 1,000t	Various locations in Tenterfield & surrounding shires for civil and agricultural clients
Rockdale Quarry 530 Rockdale Rd Deepwater	Rock & Screened Rock – Basalt derivative	12,000t	Road base Aggregates – various	2,000t 10,000t	
Rangers Valley Cattle Station Rangers Valley Rd via Glen Innes	Screened and unscreened Feedlot Manure products	5,000t	Mixture of feedlot manure & minerals/trace elements suitable for top dressing paddocks and crops	6,000t	Various locations in Tenterfield & surrounding shires for agricultural clients
Graymont Riverton 6905 Riverton Rd Riverton	Fine Aglime -500 micron	1,000t			
Dependent upon supply	Hay of various nature Eg lucerne, oaten, barley	200t	Hay of various nature – same as incoming product, not altered	200t	
	Grain – feed grade eg barley, wheat	600t	Grain – same as incoming product, not altered	600t	

All incoming products will be brought in from appropriately accredited/licenced/authorised suppliers and sources (where applicable).

Refer to the following appendices for specific information on the source materials.

Appendix 1: Test Results - Bungulla Quarry

Appendix 2a and 2b: Test Results - Rockdale Quarry

Appendix 3: Manure Analysis - Rangers Valley Cattle Station

Appendix 4: Technical Data for Fine Aglime - Graymont Riverton

In addition, Cracker Quarry & Ag Supplies Pty Ltd will operate a Quality Assurance and Stockpile Management Program to ensure the quality and consistency of outgoing products.

Fodder brought to site will need to be supplied with a Commodity Vendor Declaration in order to comply with client requirements for Livestock Production Assurance. Refer to Appendix 5 for example.

Peak number of vehicles entering and leaving the site

Refer to updated *Traffic Management Plan*.

Will the crushing facility be fixed or mobile?

Some parts fixed/difficult to move, some mobile/can be easily transported

However, per definition of *"mobile plant"* in Part 3 of Schedule 1 of the POEO Act 1997,

(a) no scheduled activities being carried out

(b) not capable of moving under its own locomotive power

(c) will be operated at a particular site on a permanent basis.

Therefore, the plant could be defined as fixed for the purpose of the DA.

Clearly demonstrate that the proposal does not trigger *designated development* pursuant to **Schedule 3 of the Environmental Planning and Assessment Regulation 2000**

Part 1 –

16 Crushing, grinding or separating works

- Intended processing capacity < 30,000t per year
- Not located within 40m of a natural waterbody
- Not located within 250m of a residential zone or dwelling not associated with the development

17 Agricultural produce industries

- no processing on site
- < 30,000t per year of produce handled

In addition, none of the proposed activities are *scheduled activities* under **Schedule 1 of the Protection of the Environment Operations Act 1997**.

Part 1 –

2 Agricultural Processing

- no *"general agricultural"* processing proposed
- <30,000t of agricultural produce handled per year

16 Crushing, grinding or separating

- <30,000t of materials processed per year

19 Extractive industries

- no excavation, dredging, blasting or tunnelling
- processing <30,000t of extractive materials per year

34 Resource recovery

- Per Part 3 definition, manure is *"general solid waste (putrescible)"*,
- transportation of feedlot manure to site constitutes *"recovery of general waste"* from off site, however,
- Per (2A) (a), the waste is to be sold or supplied from the premises as lawful soil amendments and nothing else occurs at the premises other than blending, mixing, packaging or storage of the waste for the purpose of that sale or supply, and
- the waste meets all of the conditions of a resource recovery order at the time it is received (Refer to Appendix 6a and 6b), and
- the waste does not include any liquid waste or biosolids, and
- no other activity is carried out at the premises that would result in the premises being a scheduled waste facility.
- Per (3), the premises are outside the regulated area and less than 2,500t of waste will be on site at any one time, with no processing proposed.

Acoustic Report – Refer to Appendix 7 for Noise Assessment prepared by Matrix Acoustics.

Will the site also be used as a truck depot?

Yes, refer to definition of "transport depot" in Tenterfield LEP and explanation in previous section of this document.

Once you have had the opportunity to review this information, we welcome your feedback on the application. If you have any further questions, please feel free to contact me any time.

Kind regards,

Tina Bulmer

Administration

Cracker Quarry & Ag Supplies Pty Ltd

PH: 0413 452 998

Email: contact@crackersupplies.com.au

APPENDIX 1: Test results showing constitution of source product – Gravel product from Bungulla Quarry

(Note: incoming product will be unprocessed material, test result is from processed material from source site)

APPENDIX 2a and 2b: Test results showing constitution of source product – Gravel product from Rockdale Quarry

(Note: incoming product will be unprocessed material, test result is from processed material from source site)

APPENDIX 3: Manure analysis – Rangers Valley Cattle Station

APPENDIX 4: Technical Data – Fine Aglime (Graymont Riverton)

APPENDIX 5: Example of Commodity Vendor Declaration

APPENDIX 6a: Resource Recovery Order – Manure 2014

APPENDIX 6b: Resource Recovery Exemption – Manure 2014

APPENDIX 7: Noise Assessment for Site Compound at Bolivia Hill

Cracker Quarry & Ag Supplies Pty Ltd
ABN. 57 650 298 445

162 Sandy Flat Road, Sandy Flat, via Tenterfield
contact@crackersupplies.com.au
www.crackersupplies.com.au
Ph. 0421 747 797

Response to Submission

Applicant: Cracker Quarry & Ag Supplies Pty Ltd

Proposed Development: General Industry (receival, storage, processing, manufacturing and distribution of quarry and bulk agricultural products)

Identifier: DA2021.080

Proposed Location: Pyes Creek Rd, Bolivia NSW 2372

Lot & DP: 13/853518

Submission to which this response applies: Stadtmiller, "Grasstrees", Bolivia 04/11/21

The purpose of this document is to provide a response to the submission received from neighbouring residents with regard to the above-mentioned DA. This response will address each concern raised and provide further information on the proposal where necessary.

Further information demonstrating proposal is non-designated development

This information was supplied to Council on 3/9/21 in response to Council's request for clarification following the preliminary review of the Application.

Refer to attached document: *Response to Preliminary Review – DA 2021.080 by Cracker Quarry & Ag Supplies Pty Ltd*

Excessive noise

Amendments have been made to the plans for the site and plans now include 2.5M high earthen bunding on all boundaries of the compound area (Refer to *EBDS Site Plan* 4) with a secondary earthen bund enclosing the crushing and screening plant.

This bunding will provide an effective acoustic barrier with low visual impact. Matrix Acoustics was engaged to review the Noise Assessment and model the effects of these measures on the Predicted Noise Levels for the proposal. These levels are now in compliance when considered for the Day, Evening and Night criterion. Refer to *Noise Assessment for Site Compound at Bolivia Hill.*

The Noise Assessment identifies that Receptor 1 is located approximately 700m northeast of the proposed development. With noise levels at Receptor 1 being reduced to a compliant level (40dBA), it is reasonable to suggest

that noise levels at the boundary of Receptor 5 would comply with the recommended amenity noise level for passive recreation of 50dBA.

In addition, the Applicant has amended the proposal to restrict crushing and screening operations to 7am-5pm, Monday to Friday (was 7am-6pm Monday to Saturday).

The submission compares the noise generated from a recent infrastructure project, the site of which extended to the top of Bolivia Hill, with the noise that has been modelled for the proposal. These are not comparable. The Bolivia Hill Upgrade involved an extended period of heavy construction work including rock breaking, rock sawing, crane operations, and heavy vehicle traffic, with nil or minimal noise mitigation measures implemented. There were also night works conducted for periods of months at a time.

This proposal is located at a fixed situation at the base of Bolivia Hill. Receptor 5 (residence) is located 1.6km from the site boundary and at an elevation of 120m above that of the site. The distance between the two consists of some dense and some semi-cleared bushland, including rocky outcrops. It is difficult to conclude that the noise generated would be "brutally intrusive and debilitating", but the Applicant has given the concerns raised in the submission due consideration and has amended the yard design and operating hours to offer an amenable solution.

Odour

The applicant is no longer seeking to store feedlot manure, fodder, or grain on the site, which mitigates this concern of the submission.

Fire hazard, weed and seed contamination, vermin and pest animals

The design and function of the site will minimise the risk of these impacts through the following;

- The applicant is no longer seeking to store feedlot manure, fodder or grain on the site
- Bushfire preparedness and action plan in place including adequate water storage and on-site water cart
- Fully fenced compound area excluding livestock, wildlife and feral animals
- Earthern bunding surrounding site on all sides to contain weed and seed spread
- Weed control on site including regular vehicular traffic and landscaping maintenance
- General maintenance and cleanliness of yard
- Strict speed limit and safety procedures in place to minimise incidence of spillages

Operating hours

With the proposed controls in place, the impacts of noise, dust, odour, and visual effects can be adequately and appropriately managed.

To aid in preserving the amenity of the area, the hours for crushing and screening operations have been further restricted to 7am-5pm, Monday to Friday (was 7am-6pm Monday to Saturday). Refer to Site Management Plan – V2 190623, for confirmation of proposed operating hours.

In reference to the submission, it is unreasonable to expect a business of commercial scale to operate for only 4 hours per day, five days per week. If the Applicant could make the enterprise viable working those hours, they would choose to do so. In the transport and construction industries, a start time of even 8am as suggested would be unsustainable. Most receivals and deliveries across the world take place at more extended hours and in more heavily built-up areas. Especially when taking delivery of grain and fodder, time is an essential factor as it affects moisture content, availability of loading facilities and storage, and labour demands. Grain transport trucks need to be on site early in the morning and late in the afternoon, often to take delivery of grain directly from the harvester. They are required to fit in with schedules for unloading at busy ports and feedlots. The bread and meat you buy at the supermarket doesn't get there by magic – there are a great many people and processes at work to make it happen. In general, members of the public have very little understanding of how goods and products come to be in the shops and on the grocery shelves. It involves a complex chain of producers, freight operators, wholesalers and retailers all working together and often working irregular and undesirable hours.

Cracker Quarry & Ag Supplies will be just one more cog in that wheel, and Tenterfield Shire will benefit through employment opportunities for residents, support to other local suppliers, and by having locally produced gravel and rock products for use on Shire roads so that tourists can travel around this beautiful district.

The volume of traffic proposed for the site does not demonstrate a highly intrusive, intolerable, "nightmare". Through measures such as speed limit, driver conduct, effective communication, high standards of vehicle maintenance, earthen bunding and management of traffic flow, the proposed business can exist in harmony with surrounding residents and land uses.

Local amenity

It is contradictory how the submission refers to the new cantilever bridge at Bolivia Hill as a "showpiece of modern engineering" and "an impressive sight for travelers" but also criticises the exact same environment that created that bridge. Businesses like the one proposed are essential if we are to have terrific infrastructure like this bridge. From where do we obtain the materials, resources, and equipment necessary to construct such a project if we don't have suppliers willing to assist?

The submission notes that the tourism business was "shutdown" in anticipation of the disruption from the bridge project, and that the business lost income due to this decision, but then goes on to say that longer term rentals by RMS helped it survive. It could be assumed that longer term rentals (assuming full weeks, every week for some or most of the project duration of 3 years) may have been far more profitable than irregular, short-term tourist stays. Construction and industry have a very positive and direct impact on the local economy. With appropriate mitigation of the effects of noise, and good aesthetic design to minimise visual impacts, these industries can coexist with all others, and they must be allowed to, for the benefit of Tenterfield Shire as a whole.

It is great to say that we want Tenterfield to have "unspoilt beauty" and it surely does. But it is impossible to sustain the economy of our Shire purely on tourism and a few passers by driving through and looking at the landscape. Tourism has suffered most recently with severe drought, bushfires, water shortages and the Covid-19 pandemic, and it has been business like that proposed that have propped up the town and provided continuing employment at times of great uncertainty. Their use of local suppliers for goods and services have in turn kept those small businesses operating and able to retain their employees. There are several building and construction related businesses around Tenterfield that are some of the largest private employers in the district. These businesses

should be encouraged to operate and expand so that Tenterfield and its surrounding villages can thrive into the future.

This development is designed with earthen bunding, landscaping and vegetative buffer zones. It is far from the "ugly industrial development" that is being portrayed in the submission.

Conflict between land uses within the zone/inconsistency in planning approvals

Unfortunately, even in a rural area, no one can promise "silence" and "stillness", especially with neighbouring properties within 1km. A business of the nature proposed is permitted to be conducted in the zoning RU1, just as agricultural businesses involving the use of heavy machinery are permitted. The difference is that this "General Industry" proposal requires formal consent from Council. Providing the Applicant satisfies all relevant legislative requirements and ensures that any impacts are mitigated to the extent necessary, the proposal can proceed providing such consent is granted.

Noise Assessment for Site Compound at Bolivia Hill

Prepared for:

Cracker Quarry & Ag Supplies Pty Ltd

Project:	Bolivia Hill Compound
Project Number:	20210047A
Location:	Bolivia, NSW
Client:	Cracker Quarry & Ag Supplies Pty Ltd
Date:	August 2023

DOCUMENT CONTROL

REVIEW RECORD

Revision	Date	Status	Prepared	Reviewed	Approved
0	13/08/2021	Draft	ARH	BH	ARH
1	24/08/2021	Final	ARH	BH	ARH
2	1/08/2023	Final	ARH	BH	ARH
3	8/08/2023	Final	ARH	BH	ARH
4	18/08/2023	Final	ARH	BH	ARH

APPROVAL / SIGN OFF

ISSUE				
	Name	Position	Signature	Date
Prepared by:	Asbjorn Hansen (RPEQ: 21838)	Senior Engineer	Asbjorn Hansen	17/08/2023
Reviewed by:	Ben Hall	Principal Consultant		18/08/2023
Approved by:	Asbjorn Hansen (RPEQ: 21838)	Senior Engineer	Asbjorn Hansen	18/08/2023
Comments:				

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TABLE OF CONTENTS

TABLE OF TABLES

TABLE OF IMAGES

EXECUTIVE SUMMARY

This noise assessment has been prepared to determine the noise impacts associated with the proposed change of the existing road construction site compound at Bolivia Hill into a material storage, processing and dispatch business.

The noise assessment for the proposed material storage, processing and dispatch business at Lot DP: 13/853518 shows that the noise emitted from the proposed facility is predicted to comply with the project noise trigger levels.

The assessment used a conservative approach that assumed that all equipment and plant items on the site constantly were operating at full duty. This is however unlikely to occur very often if at all. It is therefore expected that the noise levels at the surrounding receptors will be less than predicted in this assessment.

This assessment recommends that the noisiest equipment (screening plant and crushing plant) be strategically placed to provide noise screening from sheds, buildings and earth mounds towards the closest noise sensitive receptors.

1 INTRODUCTION

The New England Highway has undergone a significant upgrade at Bolivia Hill to improve road safety. The road upgrade was completed in 2021. As part of the road upgrade project a site compound was established at the northern end of the road project on Lot & DP: 13/853518. This site compound is proposed to be changed from a site compound into a material storage, processing and dispatch business. The majority of the infrastructure, such a buildings and sheds, will as stay at the site and an aggregate and road-base crushing plant is proposed to be installed at the site.

This noise assessment is prepared to assess the impacts of the proposed development for the change of the existing road construction site compound into a trucking yard and crushing plant.

This assessment has been prepared in accordance with the NSW Noise Policy for Industry (NPfI), however noise monitoring was not undertaken as part of this assessment. The ambient noise levels in the area were sourced from the pre-construction noise assessment for the Bolivia Hill road works which were conducted in 2015. This approach is considered acceptable as it is a conservative approach in that background noise levels typically increase over time in a given area.

Image 1-1 shows the general location of the subject site and the location of the nearest noise sensitive receptors.

Image 1-1 Location of proposed development

Image 1-1 shows the nearest receptor (Receptor 1) is located approximately 700 m northeast of the proposed development. The NSW planning portal show that the receptors surrounding the proposed development all are zoned as RU1 – primary production.

2 NOISE CRITERIA

The *Noise Policy for Industry* (EPA, 2017) provides guidance on the assessment of operational noise impacts.

The project noise trigger level is the lower value of the intrusiveness noise level and the amenity noise level. The intrusiveness noise aims to protect against significant changes in noise levels and the amenity noise level aims to protect against cumulative noise impacts from proposed and existing industry. It should be noted that a Project noise trigger level is not a noise limit, rather where it is determined that a Project noise trigger level is exceeded all feasible and reasonable noise mitigation measures should be investigated with the goal of achieving the Project noise trigger level.

2.1 PROJECT INTRUSIVENESS NOISE LEVEL

The intrusiveness of an industrial noise source may generally be considered acceptable if the level of noise from the source (represented by the L_{Aeq} descriptor), measured over a 15-minute period, does not exceed the rating background noise level (RBL) by more than 5 dB when beyond a minimum threshold. Table 2-1 presents the minimum RBL thresholds in relation to a development as outlined in the NPfI as well as the RBL measured adjacent to Receptor 1 and Receptor 2 in 2015. The noise monitoring location was 230 m from the highway.

Table 2-1 Minimum assumed RBL's and project intrusiveness noise levels

Time of day	Minimum RBL threshold noise levels, dBA	RBL measured adjacent to Receptor 1 and 2 in year 2015, dBA
Day	35	31
Evening	30	25
Night	30	22

Table 2-1 shows that the measured RBL's are lower than the threshold RBL's, this assessment will as such use the threshold RBL's as outlined in the NPfI.

Table 2-2 presents the derived RBL's and the project intrusiveness noise levels. It should be noted that the intrusiveness noise levels only are applicable to residential receptors.

Table 2-2 Derived RBL's and project intrusiveness noise levels

Time of day	Assumed RBL's in the area around the proposed development, dBA	Project intrusiveness noise levels ($L_{Aeq,15min}$ dBA)
Day	35	40
Evening	30	35
Night	30	35

The noise measurements from 2015 further presented traffic noise levels for the monitoring location as follows:

- Daytime - $L_{Aeq,15hr}$ = 50 dBA
- Night - $L_{Aeq,9hr}$ = 49 dBA.

2.2 PROJECT AMENITY NOISE LEVEL

The recommended amenity noise level is the noise level target for total industrial noise at a receptor and is determined based on the already existing acoustic environment, the receptor type and existing industrial activities in the area of the proposed development.

The project amenity noise level represents the noise level target for noise from a single development. It aims to limit the cumulative noise impacts from other industries and developments on all types of receptors. The project amenity noise level is determined by a 5 dBA subtraction from the recommended amenity noise level for receptors that are not impacted by more than four individual industrial noise sources.

The project amenity noise level may be modified in the following cases:

- developments in areas of high traffic noise levels;
- developments located near or inside an existing industrial cluster;
- where the project amenity noise level is at least 10 dBA lower than the existing industrial noise level; and
- where there are no other existing or proposed industries within the development area.

Table 2-3 outlines the recommended amenity noise levels for various receptor types as defined in the *Noise Policy for Industry* (EPA, 2017).

Table 2-3 Noise policy for industry amenity noise levels

Type of receptor	Noise amenity area	Time of day	Recommended amenity noise level Leq(period) noise level, dBA
Residence	Rural	Day	50
		Evening	45
		Night	40
	Suburban	Day	55
		Evening	45
		Night	40
	Urban	Day	60
		Evening	50
		Night	45
Hotels, motels, caretakers' quarters, holiday accommodation, permanent resident caravan parks	See column 4	See column 4	5 dBA above the recommended amenity noise level for a residence for the relevant noise amenity area and time of day
School classroom	All	When in use (noisiest 1 hour period)	35 (internal)
Hospital ward	All	When in use (noisiest 1 hour period)	35 (internal)
			50 (external)
Place of worship	All	When in use	40 (internal)
Passive recreation	All	When in use	50
Active recreation	All	When in use	55
Commercial premises	All	When in use	65
Industrial premises	All	When in use	70

Type of receptor	Noise amenity area	Time of day	Recommended amenity noise level Leq(period) noise level, dBA
Industrial interface (applicable only to residential noise amenity areas)	All	All	5 dBA above recommended noise amenity area

2.3 MAXIMUM NOISE LEVEL EVENTS

The Noise Policy for Industry (EPA, 2017) recommends a maximum noise level assessment to assess the potential for impact on sleep, hence noise disturbance that can cause awakening. An initial screening test for the maximum noise levels events should be assessed to the following levels.

- $L_{Aeq(15\ min)}$ 40 dBA or the prevailing RBL plus 5 dB, whichever is greater, and/or
- L_{AFmax} 52 dBA or the prevailing RBL plus 15 dB, whichever is greater.

If the screening test indicates there is a potential for sleep disturbance, then a detailed maximum noise level assessment should be undertaken. The detailed assessment should cover the maximum noise level, the extent to which the maximum noise level exceeds the rating background noise level, and the number of times this happens during the night-time period.

3 PROJECT SPECIFIC NOISE CRITERIA

Noise measurements in the area conducted in 2015 show that the area is a quiet area with RBL's below the minimum assumed RBL's as outlined in the NPfI.

The area where the receptors are located is considered rural. The subjective assessment of the acoustic environment in the area of the receptors is therefore consistent with the NSW planning portal description of RU1 – primary production.

Table 3-1 shows the amenity and intrusiveness project noise trigger levels as determined based on the derived existing ambient noise levels.

Table 3-1 Project noise trigger levels

Period	Intrusiveness noise level, dBA	Project amenity noise level, dBA
Daytime	40 dB $L_{Aeq,15min}$ (35 + 5)	48 $L_{Aeq,15min}$ (50 – 5 + 3)
Evening	35 dB $L_{Aeq,15min}$ (30 + 5)	43 $L_{Aeq,15min}$ (45 – 5 + 3)
Night-time	35 dB $L_{Aeq,15min}$ (30 + 5)	38 $L_{Aeq,15min}$ (40 – 5 + 3)

The project noise trigger level is the lower value of the intrusiveness and amenity noise levels. The project noise trigger levels are therefore as follows:

- Daytime: $L_{Aeq,15min}$ 40 dBA
- Evening: $L_{Aeq,15min}$ 35 dBA
- Night-time: $L_{Aeq,15min}$ 35 dBA
- Night-time: L_{AFmax} 52 dBA

4 NOISE ASSESSMENT

A 3D noise model was generated in SoundPLAN 8.1 for the prediction of noise levels at the surrounding noise sensitive receptors. The noise model incorporates various properties such as 3D topography of the site and the surrounds, ground absorption and atmospheric propagation condition for the calculation of noise levels at the sensitive receptors. Temperature inversion conditions are likely to occur during the night-time period, the noise model therefore used a noise calculation method favourable for noise propagation from a noise source towards a receptor. The noise calculation methodology used for this assessment was the CONCAWE methodology.

4.1 NOISE MODEL INPUTS AND ASSUMPTIONS

Table 4-1 presents the inputs and assumptions that were used for the noise model.

Table 4-1 Noise model inputs and assumptions

Modelling element	Input / assumption. Source reference
Ground elevation geometry	ELVIS - Elevation and Depth - Foundation Spatial Data
Ground absorption	70% over soft ground
Methodology	CONCAWE
Weather conditions	Daytime/evening: Stability categories D with 2 m/s winds Night-time: Stability category F with 1 m/s winds
Wind direction	From noise source to receptor
Receiver height	1.5 m above ground

4.1.1 Noise sources

Table 4-2 details the noise sources included in the noise model including the sound power level (SWL) and the periods where the equipment will operate. Appendix A presents the octave data of the noise sources.

Table 4-2 Noise sources and sound power levels

Equipment or plant	Total sound power dBZ	Total sound power dBA	Time of operation
hopper	106	100	Day only
grizzly feeder	135	107	Day only
chute	101	86	Day only
75kw motor	98	93	Day only
cone crusher	113	108	Day only
jaw crusher	120	111	Day only
double deck screen	115	112	Day only
conveyors	98	93	Day only
generator 400kVA	103	99	Day only

Equipment or plant	Total sound power dBZ	dBA	Time of operation
generator 50kVA	96	92	Day, evening and night
Caterpillar 966M IT Loader	115	109	Day only
x3 Truck & dog combinations[1]	106	101	Day, evening and night

Note: 1. The SWL of the truck & dog assumes that the truck drives around the site for 50% of the time and idles for the other 50% of the time. It was also advised that the truck & dog would not operate at the same time as crushing work was undertaken.

4.2 PREDICTED NOISE LEVELS

Table 4-3 shows the predicted L_{Aeq} noise levels and the noise criteria for the day, evening and night-time periods. Note that the predicted noise levels in Table 4-3 has assumed that all equipment is operating at full duty nonstop (with the exception of the truck and dog, that is idling for 50% of the time during the night time period), the predicted noise levels are as such conservative noise levels.

Table 4-3 Predicted noise levels and noise criteria

Receptor	Day criterion, dBA	Predicted daytime noise level, dBA	Evening criterion, dBA	Predicted evening noise level, dBA	Night Criterion, dBA	Predicted night-time noise level, dBA
1	40	39.8	35	33.5	35	33.9
2	40	38.4	35	30.9	35	31.3
3	40	35.2	35	27.5	35	27.8
4	40	32.6	35	25.1	35	25.4
5	40	35.6	35	25.2	35	25.4

Table 4-3 shows that the predicted noise levels at all the assessed receptors are predicted to be in compliance with the project noise trigger levels.

It is important to note that the predicted noise levels presented in Table 4-3 assumes that all equipment on the site operates at full duty all the time. This is unlikely to be the case very often if occurring at all. It more reasonable assumption is that some of the plant items on site will idle or be turned off for a significant part of the day and that noise levels at the nearby receptors therefore will be lower than predicted. However, this assessment has taken a conservative approach to present the worst-case scenario where all items on site are constantly operated at full duty.

Banging noise associated with the operation of a loader, particularly slack in bucket joints, or slamming of tailgates on trucks has the potential to be audible at the noise sensitive receptors, however the noise model predicts that impulsive noises emitted from the site are unlikely to result in the exceedance of the project noise trigger level of L_{AFmax} 52 dBA.

4.3 NOISE MITIGATION

The noise model included the proposed site buildings and sheds as well as the 2.5 m high earth bounds proposed along the site boundaries. The crusher and screen equipment must be placed at locations that ensures that the line of sight to the surrounding noise sensitive receptors is broken.

5 CONCLUSION

The noise assessment for the proposed material storage, processing and dispatch business at Lot DP: 13/853518 shows that the noise emitted from the proposed facility is predicted to comply with the project noise trigger levels.

The assessment used a conservative approach that assumed that all equipment and plant items on the site constantly were operating at full duty. This is however unlikely to occur very often if at all. It is therefore expected that the noise levels at the surrounding receptors will be less than predicted in this assessment.

This assessment recommends that the noisiest equipment (screening plant and crushing plant) be strategically placed to provide noise screening from sheds, buildings and earth mounds towards the closest noise sensitive receptors.

6 GLOSSARY

Term	Definition
A-weighting	A standard electronic weighting network within a sound level meter, designed to approximate the loudness response of the average ear to sounds of different frequency at moderate sound pressure levels.
A-weighted equivalent continuous sound pressure level (denoted LAeq)	The equivalent continuous sound pressure level measured using an A-weighted network.
Adjusted measured noise level (denoted LAeq,adj)	The measured noise level from a noise source, with adjustments applied to correct for background ambient sound level and particular audible characteristics. The adjusted measured noise level is also referred to as the assessed noise level.
Airblasts (overpressure due to blasting)	The pressure wave transmitted through the air, caused by an explosion and which contains significant airborne energy at frequencies in or below the audible range of the human ear.
Ambient noise	The totally encompassing sound in a given situation at a given time, composed of sound from all sources near and far, measured by the totally encompassing time average A-weighted sound pressure level in a given situation at a given time.
Background noise	The underlying level of noise present in the ambient noise, excluding the noise source under investigation, when extraneous noise is removed. This is described using the LA90 descriptor.
Background noise level	The minimum ambient level, in the absence of the noise source under investigation. It may be defined as the A-weighted sound pressure level that is equalled or exceeded for 90 per cent of that part of the interval in which the investigated noise is absent (LA90).
C-weighting	A standard electronic weighting network within a sound level meter which is designed to approximate the loudness response of the average ear to sounds of different frequency at high sound pressure levels.
C-weighted equivalent continuous sound pressure level (denoted LCeq)	The equivalent continuous sound pressure level measured using a C-weighted network.
Continuous noise	(steady state noise) Noise that gives fluctuations over a range of not more than three dB.
Dominant low frequency noise	Where the noise is dominated by sound in the frequency range 10 Hz to 200 Hz.
Engineering noise control	Measures which provide a reduction in the noise level at the receiver by physical means (excluding personal hearing protection).
Equivalent continuous sound pressure level (denoted Leq)	That level, which, if present as a steady signal, would in any particular time period have the same sound energy as the actual fluctuating sound pressure level in the same period.
Fast response	An instrument time weighting (125 ms) within the sound level meter.

Term	Definition
Frequency weighting	The practice of modifying the level of the various components of an incoming signal in a standardised manner which varies with the frequency or spectral composition of the signal. With sound level meters or other sound measurement instrumentation, this is done to provide an instrument response which approximates the (non-linear) response of the human perception of hearing to sounds of different frequency and level. The two weightings in most common use are the A and C frequency weightings. Z-weighting is now being used in blast noise assessment and low frequency noise evaluation.
Groundborne noise (also structureborne noise or regenerated noise)	A separate issue to airborne noise, groundborne noise is generated by vibration transmitted through the ground into a structure. The vibration of structures causes noise to be radiated into a room.
Impulsivity	Sound characterised by brief excursions of sound pressure level (acoustic impulses) that significantly exceed the background sound pressure level. The duration of a single impulsive sound is usually less than one second. Infrasound Very low frequency sound below the normal range of human hearing (that is, less than around 20 Hz).
Intermittent noise (also transient, variable noise)	Noise that gives fluctuations greater than five dB.
LA1	The A-weighted sound pressure level, which in any particular time period is exceeded one per cent of the time by the actual fluctuating sound pressure level.
LA10	The A-weighted sound pressure level, which in any particular time period is exceeded 90 per cent of the time by the actual fluctuating sound pressure level. In the absence of the noise source under consideration, the LA90 is commonly utilised as a measure of the background or average minimum ambient sound pressure level.
LA% ,T	The A-weighted sound pressure level that is exceeded for the per cent exceedance under consideration for the time interval (T) considered.
LAeq,T	The A-weighted, equivalent continuous sound pressure level within a measuring period (T).
LAeq,adj,T	An A-weighted sound pressure level of a continuous steady sound, adjusted for characteristics (see Chapter 2, Table 2.1.2.1(b) Adjustment factors), that within a measuring period (T) has the same mean square sound pressure level as a sound pressure level that varies with time.
LAeq,adj,15 minute	The adjusted A-weighted equivalent continuous sound pressure level considering adjustment factors (see Table 2.1.2.1(b)), measured over a 15-minute time period.
LAmax	The maximum A-weighted sound pressure level in any particular time period. LAmax is an RMS parameter and should not be confused with the peak level (or non-RMS instantaneous maximum level). LASMax The A-weighted maximum sound pressure level with slow response. LCeq The C-weighted, equivalent continuous sound pressure level.
Noise	Defined by the Environmental Protection Act 1994 as 'vibration of any frequency, whether emitted through air or another medium'. For the purposes

Term	Definition
	of this Code, noise is used in the more limited sense of 'unwanted sound' (that is, vibration of the air).
Peak sound pressure level	The peak sound pressure level (Lpeak) or 'peak level' and is 20 times the logarithm to the base 10 of the ratio of the peak sound pressure to the reference sound pressure (20 μPa). For purposes of blast monitoring, peak level is synonymous with 'overpressure level' or 'airblast level'. Peak level is a non-RMS level. It should not be confused with the maximum level (Lmax or LAmax) which refers to the maximum, RMS, sound pressure level.
Peak noise level	The peak sound pressure level.
Rating background level (RBL)	The overall single-figure background level representing each assessment period (for example, Standard hours, Non-Standard hours). The RBL is the level as derived and presented in Chapter 5 of the CoP.
Slow response	An instrument time weighting (1 second) within the sound level meter.
Sound pressure	The instantaneous difference between the actual pressure and the average or barometric pressure at any particular location. Sound pressure is measured in Pascals (Pa). The 'effective sound pressure' is the RMS sound pressure. The 'maximum sound pressure' is the maximum RMS sound pressure. The 'peak sound pressure' is the instantaneous amplitude (non-RMS or 'peak') of the (positive or negative) fluctuation in pressure during the passage of a sound wave.
Sound pressure level (Lp)	The level of the RMS sound pressure level in decibels given by Lp = 10log10(p/po)2 (where p is the RMS sound pressure in Pascals. The reference sound pressure po is 20 μPa).
Sound power level (Lw) for the noise source	An absolute that does not vary with distance or differing acoustic environments. It is 10 times the common logarithm of the ratio of the sound power of the source to a reference sound power (usually 1 pW).
Sound absorption	That property of a material or surface which allows it to absorb and dissipate sound.
Sound absorption coefficient	The ratio of sound energy absorbed (that is, not reflected) by a material (or surface) to the total sound energy incident upon it.
Sound level meter	An instrument which is designed and calibrated for measurement of sound pressure level.
Time response (also time weighting) of a sound level meter	The dynamic response of the instrument (refer Australian Standard AS 1259.2-1990 or Australian Standard AS IEC 61672.1-2004). Time weightings in common use include 'Fast', 'Slow', 'Impulse' and 'Peak' (see also fast response, slow response).
Tonality	A sound producing in a listener a definite pitch sensation.

APPENDIX A – SOUND POWER DATA

Equipment or plant	Linear spectrum, dBZ											dBZ	dBA
	16	31	63	125	250	500	1k	2k	4k	8k	16k	Total	Total
Hopper	98.9	93.6	94.3	95.6	94.4	101.5	93.8	89.3	83.8	80.1	76.0	106	100
Grizzly feeder	119.9	134.6	115.7	113.6	104.5	103.4	100.2	98.0	92.6	89.0	87.0	135	107
Chute	98.0	92.0	92.6	90.6	88.0	83.4	79.8	74.7	67.8	61.3	60.1	101	86
75kw motor	87.4	83.3	86.4	88.7	91.7	92.3	88.2	83.4	77.8	73.9	71.1	98	93
Cone crusher	102.0	101.1	103.4	104.4	106.4	105.2	103.6	101.0	95.7	89.1	86.2	113	108
Jaw crusher	106.7	106.2	117.1	112.6	109.5	109.6	105.9	103.2	99.5	92.9	88.7	120	111
Double deck screen	96.0	100.0	105.0	107.0	106.0	108.0	107.0	105.0	103.0	94.0	80.0	115	112
Conveyors	87.4	83.3	86.4	88.7	91.7	92.3	88.2	83.4	77.8	73.9	71.3	98	93
Generator 400kVA	85.0	88.0	90.0	96.0	98.0	94.0	93.0	92.0	91.0	90.0	84.0	103	99
Generator 50kVA	70.0	80.0	83.0	89.0	91.0	87.0	86.0	85.0	84.0	83.0	75.0	96	92
Caterpillar 972H Wheel Loader	106.0	107.4	109.2	104.4	106.2	104.8	104.6	102.2	96.0	87.9	80.0	115	109
Truck & dog	94.0	97.8	104.4	98.6	97.2	99.3	97.8	96.7	90.6	86.4	81.0	108	103
Idling truck	88.0	91.8	98.4	92.6	91.2	92.3	90.1	88.7	82.6	78.4	73.4	102	95

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Site Management Plan

Pyes Creek Rd Industrial & Rural Retail Outlet and Transport Depot

Site operated by Cracker Quarry & Ag Supplies Pty Ltd ABN: 57 650 298 445

PURPOSE

AB Contracting (NSW) has established this Site Management Plan as a part of its commitment to ensuring the safety of its employees and the public as well as the amenity of the area whilst using the proposed plant, equipment, workshops and surrounding facilities on the site at Pyes Creek Rd, Bolivia.

The objectives of the Site Management Plan are:

- Minimising the impacts (including noise, dust & visual) of site activities on neighbouring residents and the amenity of the area;
- Maximising the safety of employees, contractors, suppliers and other visitors to the site;
- Ensuring waste and water are managed appropriately to minimise environmental impacts;
- Ensuring safe and appropriate storage and use of fuel, oil and chemicals;
- Implementing fire prevention and fire control strategies.

DESCRIPTION OF BUSINESS ACTIVITIES

Cracker Quarry & Ag Supplies Pty Ltd is a quarry and agricultural product supply and transport company. The proposed Pyes Creek Rd Outlet & Depot is a central base for the operation and consists of a laydown area for stockpiling of quarry materials for receival and dispatch to customers, heavy vehicle weighbridge, stationary crushing and screening plant, office building and ablution block, workshop, fuel storage and parking areas for heavy and light vehicles.

Activities proposed at the site will include:

- Receiving and stockpiling quarry products for sale, including rock, road base and aggregates
- Processing of quarry materials including crushing, screening, mixing, shifting stockpiles
- Weighing and dispatch of materials via heavy vehicle to local and regional customers
- Maintenance and repairs of on-site vehicles and equipment as necessary
- Storage of bulk quantity of diesel fuel for company use in vehicles and equipment (15,000L)
- Refuelling of on-site heavy vehicles, plant, and equipment
- Administration, training, meetings
- Parking for light vehicles
- Parking for heavy vehicles (including overnight use i.e., as a transport depot)

Under the Tenterfield LEP 2013, proposed use of the site has been defined as General Industry (receival, storage, processing, manufacturing and distribution of quarry and bulk agricultural products).

Personnel based on the site will include a minimum of 1 administration staff and 2 yard/workshop/plant operator staff. These numbers are anticipated to increase as the business becomes more established. Estimated peak staff numbers are anticipated to be 3 administration and 6 operators/maintenance staff and up to 8 heavy vehicle drivers.

Hours of operation will be as follows:

Transport depot use (heavy vehicles entering, departing and/or parking): 4am-10pm, 7 days

Industrial/rural retail outlet use (loading and unloading heavy vehicles, shifting goods): 7am to 6pm, Mon-Sat

Crushing and screening operations (operation of processing plant): 7am-5pm, Mon-Fri

Plans of the proposed site compound, associated buildings, facilities and equipment and surrounding features are shown on the plans drafted by Efficient Building Design Services (EBDS) for the proposed industrial yard.

The proposed use is compatible with the objectives of the Land Title's RU1– Primary Production zoning and permissible with development consent, under the provisions of the *Tenterfield Local Environmental Plan 2013.*

SITE IMPACT MANAGEMENT

For reference in this document to possible impacts to surrounding properties, the most immediate neighbours to the site area are:

98 Pyes Creek Rd – 1.2km

5968 New England Highway – 1.0km

5685 New England Highway – 1.8km

These localities are shown in the *Distance to Neighbouring Properties* Map accompanying.

Noise

Noise will be generated on and around the site by heavy vehicles, mobile machinery e.g. wheel loader, diesel generators for power supply and a fixed crushing and screening plant. Noise generated will be mitigated by the following measures:

- 2.5m earth mound bunding
- Enclosure of generators
- Screening of buildings

Plant Chutes will be rubber lined to reduce noise on transfer points.

Plant is a full electric plant driven from one generator which means this plant is significantly quieter than most mobile plant.

Refer to the Noise Assessment showing predicted noise emissions will not exceed the project noise trigger level.

Restricted operating hours

Transport depot use (heavy vehicles entering, departing and/or parking): 4am-10pm, 7 days

Industrial/rural retail outlet use (loading and unloading heavy vehicles, shifting goods): 7am to 6pm, Mon-Sat

Day, evening & night operations have been proposed at times so as to not exceed project noise trigger levels.

Drivers Code of Conduct

All drivers associated with the proposed business including employees, suppliers or delivery drivers and known visitors are to agree to and abide by the Cracker Quarry & Ag Supplies Pty Ltd *Driver's Code of Conduct* for the proposed site at Pyes Creek Rd, Bolivia.

Use of braking will be minimal due to the strict speed restrictions imposed on the site.

Refer to *Noise Assessment for Site Compound at Bolivia Hill (August 2023).*

Visual impact

Maintenance of existing natural/paddock vegetation

The existing vegetation that is providing screening of the site will be retained. This is in the form of stands of bushland in the land adjoining on the southern, western, and eastern ends.

Landscaping

Landscaping (vegetation screening) will be used to create an effective barrier to screen the visual impact of the site.

For further information please see the *Landscaping Plan.*

Bunding

The proposed 2.5m earthen bunding on the site boundary will act as a screen to visual impact.

Maintenance of tidy yard

The Yard will be kept in an orderly fashion with plant and equipment stored appropriately and unusable items disposed of in a timely manner.

Dust

Stockpiling and processing of material may have an impact on local air quality through dust generation. To eliminate dust all feed conveyors will be fitted with a boomless nozzle and sprinkler system. Stockpiles could be covered if not in use or regularly wet down on dry and windy days to prevent excess dust generation. During processing activities, the use of a water cart will assist in controlling excess dust. A water cart will also be used to wet down raw materials and roads as required.

AB Contracting (NSW) is investigating the use of a Polo Citrus dust suppression system for the crushing plant. This environmentally friendly dust suppression system is incredibly effective in suppressing and airborne dust whilst lowering the water usage of the plant significantly. Information on this system can be found here. https://www.polocitrus.com.au/products/dust-suppression/

Water will be injected into the top of both the cone and the jaw crusher to effectively wet primary raw feed through jaw and then will wet down the re circulating load through the plant. By injecting into these locations this ensures all product is wet down evenly and minimises the amount of water required to effectively suppress dust.

Safety of workers and visitors

Safety on the site will be managed through implementation of the *Cracker Quarry & Ag Supplies Pty Ltd Health, Safety & Environment (HSE) Management Plan.* This document enforces the following site rules;

- All workers and visitors to the site must undergo the *General Site Induction* including location of first aid kits and firefighting equipment, location of power shut off point, emergency response procedures including emergency assembly area, location of PPE and any applicable Standard Operating Procedures (SOPs)
- Use of Safe Work Method Statements, Risk Assessment procedures and Competency Assessment for persons performing any nature of work on the site.

Other features of the site to maximise safety of all persons;

- to be enclosed by fencing on all sides,
- regular (at least monthly) on-site staff meetings to allow effective and positive communication between the principal and workers in relation to potential hazards,
- All vehicle travel limited to speed of 20km/h within the site, with signage to be installed at various points,
- use of the administration building at this site as a central point for visitors to report to on arrival and allow monitoring of personnel for the purpose of safety and compliance with site rules,
- fencing around office compound to separate persons on foot and light vehicles from HV traffic,
- designated heavy vehicle routes around site

Water management

Water for business use will be sourced from rainwater captured on the roofs of the buildings, stored in poly tanks and reticulated via pressure pump or gravity feed. When rainwater is depleted, water will be purchased from the town supply, trucked to site and pumped in to refill the tanks.

Water for use at the ablution block and office will be stored in poly tanks next to those buildings and reticulated via pressure pumps. Refer to plans for details.

Sediment and erosion from rainwater runoff from the gravel and sealed pads are controlled as described in the *Statement of Environmental Effects*. Refer to Site Plan – Stormwater Management.

Fire prevention & firefighting provisions

The following measures are proposed to reduce the risk of fire;

- maintenance of cleared area and gravel pads around the site to eliminate fire fuel load,
- workshops to be equipped with two 4.5kg ABE fire extinguishers and two large fire blankets at all times,
- water stored in a poly tank with pressure pump for use in firefighting, connected to 20m long, high pressure fire hose with reel and high pressure nozzle,
- water stored in four tanks on southern side of the workshop
- correct storage of flammable substances and educating staff on use of flammable substances,
- training of staff in use of firefighting equipment,
- control of regrowth and understory grasses along the boundary fencing, through spraying, if necessary,
- removal of fallen limbs and dead trees around the site,
- bushfire preparedness and action plan in place,
- on-site water cart.

Fuel storage

Diesel fuel will be stored in a 15,000L capacity tank. The concrete bunding will be 105% of the tank capacity. The tank is also fitted with an anti-spill valve and correct breathers.

Dispensing of the fuel will be via an electric hi-flow pump which can be shut off independently of the hose/nozzle. The tank will also be fitted with a gauge to enable monitoring of levels.

Fuel will delivered to the workshop via professional and qualified wholesalers who never fill the diesel tank above the safe fill level.

All workers will be trained in the operation of the fuel system.

A maximum of 100 litres of unleaded fuel will be stored at the workshop in purpose designed, clearly marked containers and in a dedicated, ventilated area.

Chemical storage

Chemicals will be stored in sealed containers in accordance with manufacturers recommendations together with Safety Data Sheets. A register of all chemicals will be maintained. All workers will be well informed of storage practices and the location of Safety Data Sheets for reference.

Spills and protection of soils

All care will be taken to avoid spills of oil, fuel, and chemicals. However, in the event of a spillage protocols are in place for the management of such incidents. Oil changes in vehicles and machinery will be conducted inside the purpose built workshop by qualified mechanics.

Earthen bunding is designed to contain spillages and leaks and facilitate clean up operations. Further, earthen bundings are used to prevent pollution of the surrounding environment, fire protection, product recovery and process *isolation.* The Earthen bunding for this site will be created from existing mounds of top soil from the original site, and will be 2.5 meters high, erected around the perimeter of the compound. Please see Site Plan Proposed for detailed diagrams of placement.

There will be always two appropriate spill kits available to absorb potential spills of fuel, oil, or chemicals. All workers will be trained in the use of the spill kits as set out in the *Site-Specific Safety Management Plan – Workshop.*

Gravel pads around the site will be well compacted to reduce permeability.

Waste management

Waste oil will be stored in a purpose-built tank, then disposed of by an independent qualified service provider. The tank and surrounds will be inspected on a regular basis to check condition and capacity.

Paints, grease and other environmentally sensitive containers and substances will be disposed of as directed by manufacturer's instructions.

General rubbish will be stored in a 2m skip bin, to be regularly serviced by qualified contractor, New England Waste.

Sewage management

There are two onsite septic systems proposed. Refer to site plans OSSM Report Workshop & OSSM Report Industrial Office.

Approval from Tenterfield Shire Council to operate the sewage management system will be sought and obtained following development consent.

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Landscaping Plan

Pyes Creek Rd Industrial & Rural Retail Outlet and Transport Depot

Site operated by Cracker Quarry & Ag Supplies Pty Ltd ABN: 57 650 298 445

PURPOSE

To create an effective barrier to screen visual impact of the proposed plant, equipment, workshops and surrounding facilities on the site at Pyes Creek Rd, Bolivia and to aid in reducing any noise and dust generated from the functions of the site.

DESCRIPTION OF PLANTINGS

Name and number of species

Approximately 44 Leighton's Green conifers (*Cupressocyparis leylandii*) will be planted at intervals of 4 metres for the length of the screens, totalling 175 metres. 4 metres is the minimum spacing recommended by the supplier.

Leighton's Green have traditionally and widely been used for screening and wind breaks. Their fast growth (over 1 metre per year) and dense habit make them a very suitable tree for this purpose. Leighton's Green are also suitable for any type of soil, they are frost resistant and drought tolerant and well suited to the local climate.

This species has been chosen in preference to native species for the following reasons;

- Single species and simple, one line planting. To achieve an adequate screen to the height specified by Council, a number of native species need to be combined in different levels and offsets which would require more labour to establish and maintain as well as more space.
- Eucalypt/gum species of trees would need to be included in a native screen to achieve the specified height. These drop leaves and sometimes branches and limbs which is not a favourable characteristic for planting near the pad or building areas.
- Native species are more sparse and less uniform in growth. They are also more difficult to maintain and cultivate to a desired shape.
- The dense screen provided by a Leighton's Green tree line can also provide a wind break and noise barrier.
- Fast-growing and reliable habit.

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Height of species at planting

90cm to 1.3m, depending upon availability. Trees are being sourced from a local nursery.
See image below showing approx. size of trees to be planted

Height and spread of species at maturity

The trees will range from 10 to 20 metres in height and 8 to 10 metres in width. Leighton's Green is simple to keep and can be trimmed to form a neat and dense screen to a certain height and shape if desired. See images below showing established tree line and typical shape of the species.

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SITE PREPARATION AND MAINTENANCE

At planting

The following steps will be undertaken at planting:

- The soil will be deep ripped to a depth and width of at least 500mm at each planting site using a mini excavator with ripper attachment to loosen the ground and prepare a hole for the plant. This will allow and encourage rapid spread of tree roots.
- Organic fertilizer/conditioner will be applied to the soil to ensure optimum soil nutrients.
- The trees will be planted when the soil moisture is optimum.
- The soil will be shaped at ground level to form a mound directly around the base of each tree.
- The soil will be shaped at a distance of 300mm from each tree base to form a well for rainwater to be captured.
- A suitable layer of mulch (sugarcane mulch to depth 100mm) will be placed around the trees to protect from moisture loss and aid in weed control.
- Each tree will have a section of poly pipe installed to below the depth of the roots as a water infiltration well to assist in the initial establishment and ongoing watering process. This will allow water to soak into the soil below ground level and to also reach the roots in an efficient and effective manner (deep-watering).
- The tree line will be electric fenced on each side (note existing fences will provide one side already) to ensure livestock are excluded from the area. The fenced area will be 5m wide to allow adequate room for growth and also the passage of a small vehicle or machine for maintenance requirements. The trees can be maintained toward maturity so as not to exceed this width.

Monitoring program

Every week for first 6 months:

Ensure sufficient soil moisture levels via ag pipe watering;
Check general health of trees;
Remove any weeds;
Check condition of mulch and replenish if necessary;
Ensure integrity of fencing and tree guards to protect trees from grazing animals and pests.

Once a month after first 6 months:

Ensure sufficient soil moisture levels via ag pipe watering;
Check general health of trees and replace any unhealthy or dead trees;
Remove any weeds;
Check condition of mulch and replenish if necessary;
Ensure integrity of fencing and tree guards to protect from grazing animals and pests.

Bi-annually:

Check general health of trees and replace any unhealthy or dead trees;
Remove any weeds;
Deep-water in dry conditions;
Prune trees to ensure optimum shape for screening purposes and regulation of growth.

Weed management

Spray boundary of planting area
Mulch around trees (sugarcane mulch) and maintain depth of mulch to 100mm
Regularly inspect and remove weeds

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PROVISION FOR DROUGHT CONDITIONS

Alternative screening in the event of drought conditions

In the event of extreme drought and trees struggling to survive, a temporary shade cloth fence may be placed as an alternative to screen public view of the site.

Ongoing maintenance/watering of trees during drought conditions

At planting each tree will be fitted with a water infiltration well to ensure that watering is most effective and efficient. This will also allow trees to be watered directly to the roots in the case of extremely dry conditions when watering from the base of the tree/ground level would be less effective and less water efficient.
An appropriate depth of mulch around the trees will assist in maintaining soil moisture levels.

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Driver's Code of Conduct

Pyes Creek Rd Industrial & Rural Retail Outlet and Transport Depot

Site operated by Cracker Quarry & Ag Supplies Pty Ltd ABN: 57 650 298 445

PURPOSE

This Driver's Code of Conduct (or 'the Code' as it may be called) has been developed to ensure the safe and considerate operation of all vehicles on Pyes Creek Rd joining with the New England Highway for the purpose of access to the site operated by Cracker Quarry & Ag Supplies Pty Ltd.

PROVISION OF THIS CODE

This Code will be provided to all drivers utilising the abovementioned roads in relation to the operation of the Yard. This includes employees of Cracker Quarry & Ag Supplies Pty Ltd as well as subcontractors and their employees or agents, suppliers and visitors. All such drivers must read the Code and sign the Driver's Acknowledgement to show their understanding of and agreement to abide by the terms and conditions herein.

OPERATING HOURS

Transport depot use (heavy vehicles entering, departing and/or parking): 4am-10pm, 7 days

Industrial/agricultural retail outlet use (loading and unloading heavy vehicles, shifting goods): 7am to 6pm, Mon-Sat

Crushing and screening operations (operation of processing plant): 7am-5pm, Mon-Fri

SAFETY ISSUES AND PROCEDURES

Road Feature	Hazards Presented	Safety Procedures/ Risk Controls
Sharing road with public users	Road users who may not be familiar with the area or with the requirements of heavy vehicles for width, stopping distances or blind spots.	All drivers must be careful, drive in a courteous manner, drive to the conditions of the road, keeping to the left at all times. Be mindful of design and construction of road. Limit speed to 40km/h heavy vehicles, 60km/h light vehicles on section of Pyes Creek Rd adjoining NE Hwy.
School bus uses Pyes Creek Rd	School bus entering and departing Pyes Creek Rd twice each morning and afternoon.	Make all drivers aware of school bus times. Exercise additional caution at intersections. 7:25am-7:35am & 7:50am-8:00am

		3:45pm-3:55pm & 4:10pm-4:20pm Monday to Friday, during school terms.
Traffic entering and exiting via New England Highway intersection	Traffic volume and speed of travel on Highway presents risks for other road users and turning vehicles, particularly trucks.	Reduce speed well before the intersection. Remain vigilant. Limit speed through turn. Stagger heavy vehicle entry to Pyes Creek Rd to minimise traffic disturbance at NE Highway intersection. Obey "Give Way" signage. Stagger heavy vehicle exit from Yard to avoid queuing at NE Hwy intersection back along Pyes Creek Rd.
Traffic entering from and exiting to Pyes Creek Rd	Risk of disturbance to or collision with local road users	All drivers to be aware at the intersection, keep a look out ahead for other traffic, drive with caution and in a courteous manner. Obey "Give Way" signage. Limit speed to 40km/h heavy vehicles, 60km/h light vehicles. Stagger heavy vehicle exit from Yard to avoid queuing at NE Hwy intersection back along Pyes Creek Rd.
Livestock and wildlife	Risk of collision	Adhere to speed limits. Drive carefully, avoid swerving or leaving the road at any time. Maintain vehicles with adequate headlights. Report escaped livestock to property owners.

DRIVER BEHAVIOR

All drivers associated with Cracker Quarry & Ag Supplies Pty Ltd including employees, contractors, suppliers and regular visitors are at all times required to:

- Comply with road rules and regulations
- Present fit for work - zero blood alcohol concentration (BAC) and not under the influence of drugs (illicit, prescription or other)
- Adhere to speed limit – 40km/h for all heavy vehicles, 60km/h for all light vehicles - from the Yard to the intersection with New England Highway, 20km/h speed limit on site.

- Drive in a courteous and careful manner
- Maintain positive communication with other heavy vehicle drivers, operators and personnel – UHF radio

UHF RADIO COMMUNICATION

UHF communication is via channel 16.

COMPLAINTS RESOLUTION & DISCIPLINARY PROCEDURE

This is an internal document relating to drivers associated with the proposed business use of the abovementioned roads.

Any complaints, issues or grievances raised by workers or members of the public can be reported to:

Operations Manager – Allen Bulmer Ph: 0421 747 797

Community Liaison Officer – Tina Bulmer Ph: 0413 452 998 or Email: contact@crackersupplies.com.au.

Any complaints or comments will be recorded on the Comments & Complaints Register.

Reports can also be made to the relevant public authority.

Any driver not complying with the conditions in this Code will be issued with a written warning. Repeat offences will be dealt with according to severity.

SAFETY INDUCTIONS & SITE MEETINGS

Prior to commencing work at Cracker Quarry & Ag Supplies Pty Ltd all workers must complete the mandatory site-specific induction. All drivers, operators and other personnel present on site are also required to attend meetings, regular or irregular, when they occur.

Further information on or assistance with this Code of Conduct may be obtained by contacting Cracker Quarry & Ag Supplies Pty Ltd.

Allen Bulmer – Director & Operations Manager – 0421 747 797

Tina Bulmer – Administration/Community Liason - 0413 452 998

Cracker
Quarry & Ag Supplies

Driver's Code of Conduct – #RAN *Pyes Creek Rd, Bolivia NSW*

(Industrial & Rural Retail Outlet and Transport Depot operated by
Cracker Quarry & Ag Supplies Pty Ltd)
ABN: 57 650 298 445

---------- DRIVER'S ACKNOWLEDGEMENT ----------

All vehicle operators travelling to and from the site at #RAN Pyes Creek Rd, Bolivia, NSW, are required to sign this acknowledgement.

This includes employees of Cracker Quarry & Ag Supplies Pty Ltd as well as subcontractors and their employees or agents, suppliers and visitors to the site.

By signing this document, you acknowledge you have read and understood the *Driver's Code of Conduct* and agree to abide by its contents and conditions.

Driver's Name (Please print):

Employer:

Driver's Signature:

Date: _____

Cracker Quarry & Ag Supplies Pty Ltd Representative (Print Name):

Signature:

Date: _____

Cracker
Quarry & Ag Supplies

Traffic Management Plan

Pyes Creek Rd Industrial & Rural Retail Outlet and Transport Depot

Site operated by Cracker Quarry & Ag Supplies Pty Ltd ABN: 57 650 298 445

PURPOSE

Cracker Quarry & Ag Supplies Pty Ltd has established this Traffic Management Plan (TMP) as a part of its commitment to ensuring the safety of its employees and the public as well as the amenity of the area whilst using the road network surrounding the proposed site at Pyes Creek Rd, Bolivia. Refer to site plan - carparking & vehicle movement.

The objectives of the Traffic Management Plan are to:

- Describe in full of the proposed business activities including the roads involved and traffic routes, habits and volumes,
- Analyse expected traffic and adequacy of existing road infrastructure to service the proposal,
- Manage traffic movements to ensure the safety of employees and all other road users,
- Minimise the impact of business-related traffic on neighbouring residents and road users and on the amenity of the area, including noise and dust abatement, and
- Ensure business-related traffic complies with Local and State road authority requirements.

DESCRIPTION OF BUSINESS ACTIVITIES

Cracker Quarry & Ag Supplies Pty Ltd is a quarry and agricultural product supply and transport company. The proposed Pyes Creek Rd Outlet & Depot is a central base for the operation and consists of a laydown area for stockpiling of quarry materials for receival and dispatch to customers, heavy vehicle weighbridge, stationary crushing and screening plant, office building and ablution block, workshop, fuel storage and parking areas for heavy and light vehicles.

Activities proposed at the site will include:

- Receiving and stockpiling materials for sale, including rock, road base and aggregates
- Processing of quarry materials including crushing, screening, mixing, shifting stockpiles
- Weighing and dispatch of goods via heavy vehicle to local and regional customers
- Maintenance and repairs of on-site vehicles and equipment as necessary
- Storage of bulk quantity of diesel fuel for own use in vehicles and equipment (15,000L)
- Refuelling of on-site heavy vehicles, plant and equipment
- Administration, training, meetings
- Parking for light vehicles

- Parking for heavy vehicles (including overnight use ie as a transport depot)

Under the Tenterfield LEP 2013, proposed use of the site could be defined as an "industrial retail outlet", "transport depot" and "retail premises" for "rural industry".

Personnel based on the site will include 1 administration staff and 2 plant operator/maintenance staff and 3 heavy vehicle drivers. These numbers are anticipated to increase as the business becomes more established. Estimated peak staff numbers are anticipated to be 3 administration and 6 operators/maintenance staff and up to 8 heavy vehicle drivers.

Hours of operation will be as follows:

Transport depot use (heavy vehicles entering, departing and/or parking): 4am-10pm, 7 days

Industrial/rural retail outlet use (loading and unloading heavy vehicles, shifting goods): 7am to 6pm, Mon-Sat

Crushing and screening operations (operation of processing plant): 7am-5pm, Mon-Fri

DESCRIPTION OF ROADS

Road names, classes and management

The following roads are proposed for use by business traffic in the direct vicinity of the Outlet/Depot: Pyes Creek Rd, New England Highway.

New England Highway is classified as a Highway under the Roads Act 1993 and is a dual carriageway, sealed road with appropriate turning provisions (BAR/BAL) at the intersection with Pyes Creek Rd which has been recently upgraded as part of the Bolivia Hill Upgrade Project (See Photos 1 & 2).

The Highway is managed by Transport for NSW. Although it is in close proximity to the Highway, the proposed development is not located on a "classified road" as the access from Pyes Creek Rd into the site is more than 90m from the intersection. In addition, the proposal is local, not designated, development.

Pyes Creek Rd is a Class B/Primary Rural Road at the point of access to the proposed Yard. It is managed by Tenterfield Shire Council. As per Council's Road Network Management Plan for a Class B Road, Pyes Creek Rd is two lane, two way road with 7m pavement width, sealed to 6m and a design speed of 70km/h.

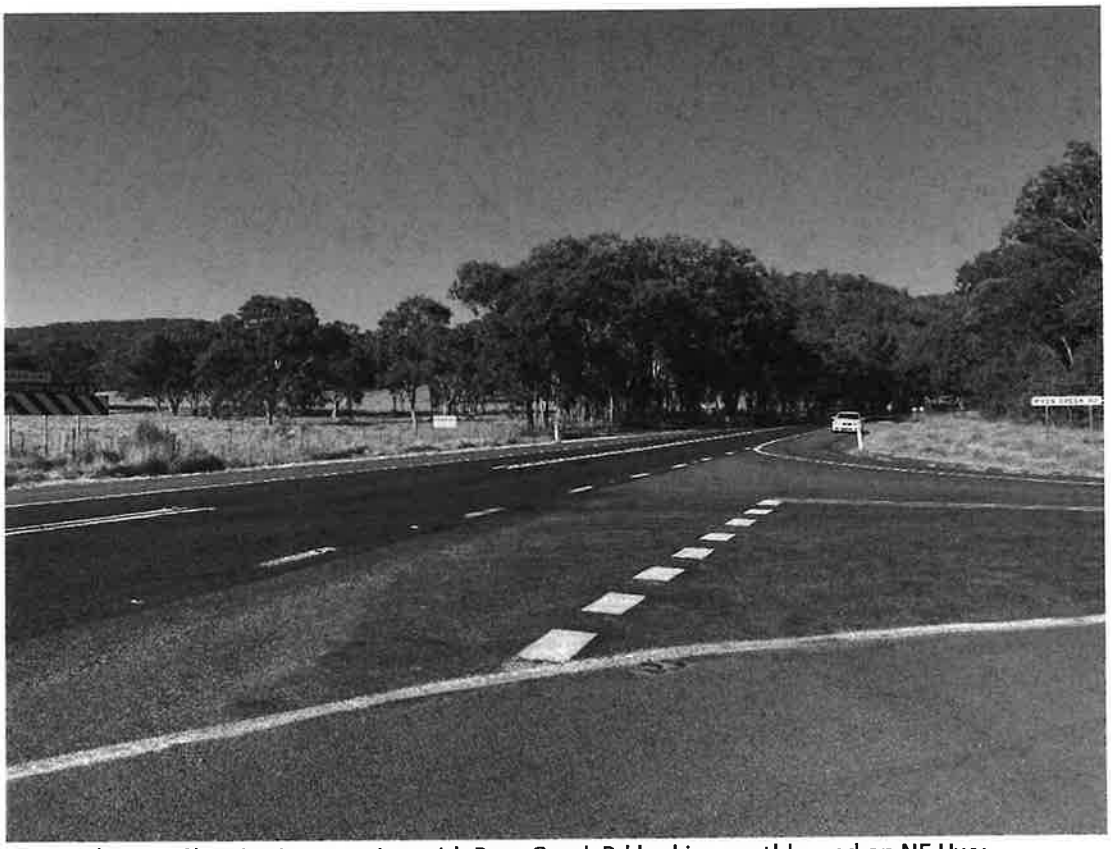
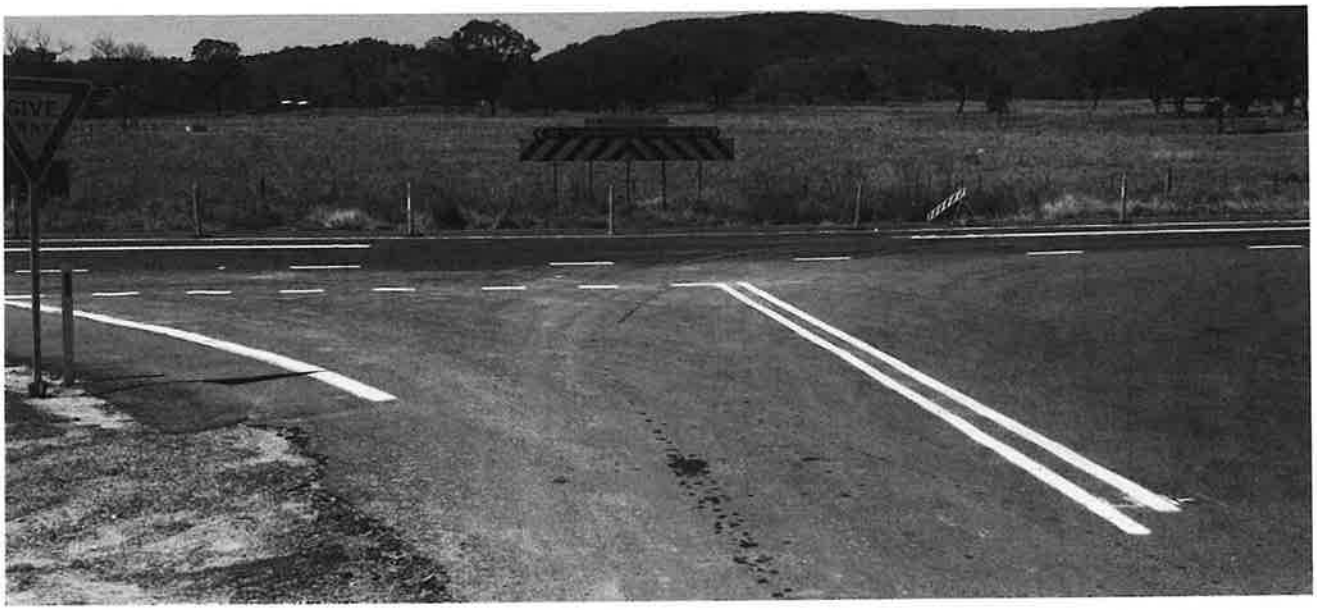


Photo 1 Showing intersection with Pyes Creek Rd looking southbound on NE Hwy

Photo 2 - looking to intersection of NE Hwy from the leg of Pyes Creek Rd



Description of proposed access onto Pyes Creek Rd

There is an existing access that was used by Transport for NSW and the Principal Contractor into its Bolivia Hill Upgrade site compound. It is proposed to use this existing access into the site. Sight distances in both directions are adequate, with relatively straight alignments and no crests or hills (See Photos 3 and 4). The access is proposed to be modelled on Austroads Rural Basic Left Turn treatment (BAL) (Refer to Figure 2). Construction will include a 450mm pipe culvert with headwalls and sealing with a 2 coat bitumen seal to the standard existing on Pyes Creek Rd.

Photo 3: Looking along Pyes Creek Rd toward NE Hwy showing access into compound

Photo 4: Looking west along Pyes Creek Rd from location of access

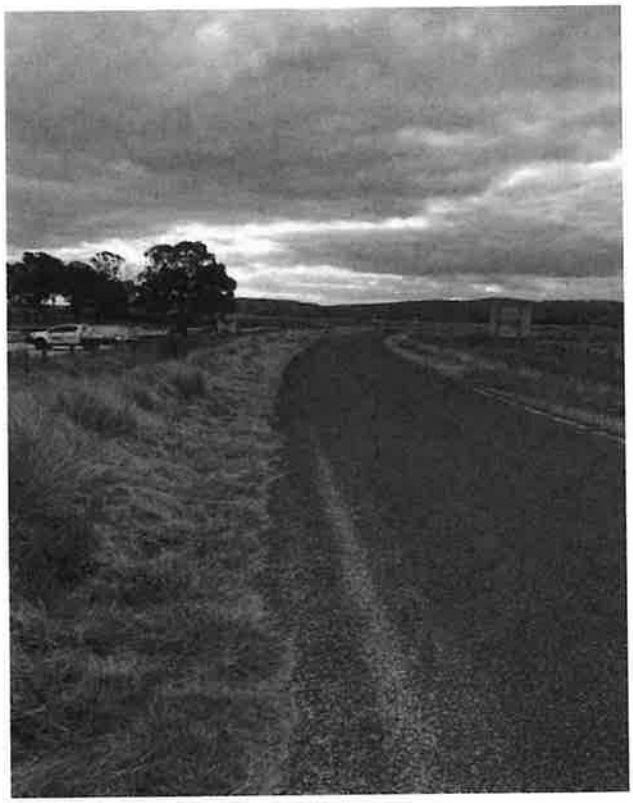
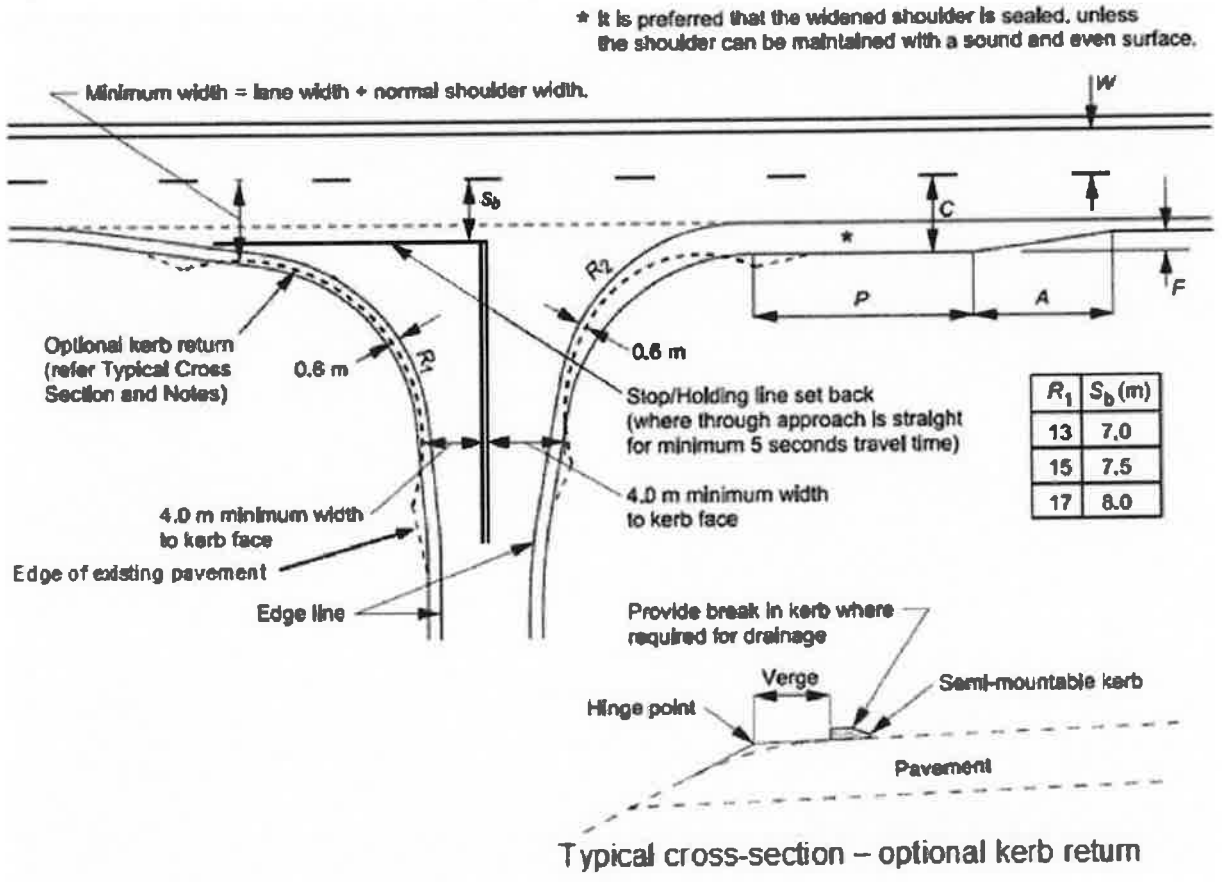


Figure 2: Example of a BAL turn treatment – from Austroads Guide to Road Design Part 4A

Figure 8.2: Rural basic left-turn treatment (BAL)



Typical cross-section – optional kerb return

TRAFFIC ROUTES, HABITS AND VOLUMES

All light and heavy vehicle traffic associated with the proposed use will arrive and depart at the new access off Pyes Creek Rd. On exit from the site, all vehicles will make a right turn onto Pyes Creek Rd to travel out to the New England Highway with the rare exception of those heavy vehicles making local deliveries or light vehicles classed as local traffic turning left.

At the New England Highway intersection, both light and heavy vehicles will turn either northbound (est 65%) or southbound (est 35%) along the Highway to their destination. Further information on origin and destination of vehicles is provided in the table – Table 1: Average and peak number of vehicles entering and leaving the site including origin and destination and Table 2: Nature, volume and origin of incoming material and nature, volume and destination of end products.

Typical daily vehicle movements to and from the site will involve:

Employees arriving and departing at various times in light vehicles, with likely clusters between 6-7am for entry and 5-6pm for departure. Parking for light vehicles will be in the designated sealed car parking area adjacent to the office building (Refer to A1 Yard Layout Plan – proposed callout 1).

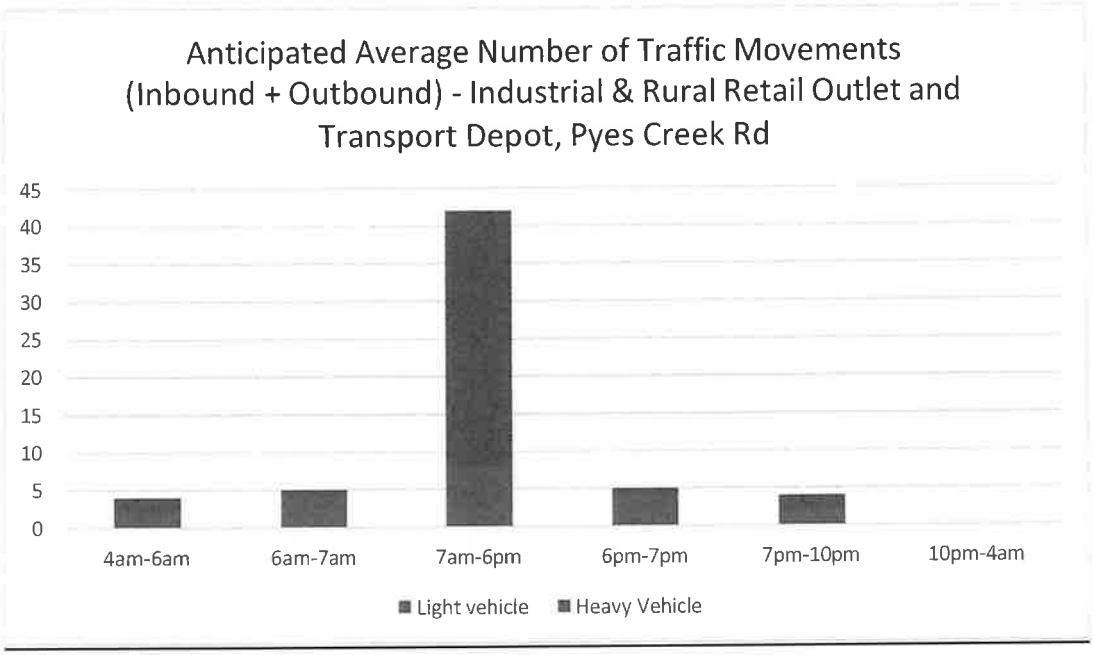
Heavy vehicles arriving and departing at various times consisting of tip truck and dog combinations, rigid trucks and prime movers with various heavy trailers including water tanker, low loader and tipping trailers. Parking for heavy vehicles (including overnight parking) will be in the area also shown on the A1 Yard Layout Plan – proposed callout 4.

It is anticipated 4 truck and dog combinations may depart from 4am in order to collect product on farm from locations around northern NSW including or make deliveries at times convenient for those suppliers and/or customers. In the same way, truck and dogs may be arriving back between 7pm and 10pm in the evening. The majority of heavy vehicle movements will occur between 7am and 6pm.

Occasional and sporadic arrival and departure of oversize loads (ie low loader transporting heavy plant items) is estimated on average once per month. Bulk diesel deliveries (usually a truck and dog combination) will occur approximately twice monthly. A semi-trailer with 20,000L water tanker is another combination proposed for use on a sporadic basis, perhaps once per week. Waste collection services are estimated to have to frequent the site approximately once or twice per month (combination of waste oil collection, scrap steel collection, skip bin servicing).

Other business traffic may include parts suppliers once weekly in a light vehicle or medium rigid truck, tyre fitter once weekly in a light vehicle and other very occasional (estimate once monthly) light vehicle traffic including sales representatives and consultants. These numbers are worked into the anticipated movements shown in the below chart (Figure 3) including the time frames in which the movements are expected to occur.

Figure 3: Model of anticipated average traffic movements



Under extraordinary circumstances, for example, when fulfilling a larger contract over a defined time period, there may be the necessity to increase heavy vehicle movements up to a peak of 60 movements per day (30 arriving and/or 30 departing) in order to shift the required quantity of materials in and/or out of the site. This would likely occur for a peak period of 2-5 days at a time. These movements would occur between 7am and 6pm and would likely be arrival and/or dispatch of rock and/or gravel products. Also note, the peak may involve receival only or dispatch only. Light vehicle movements during peak times will remain unchanged as it will be the same trucks coming and going, just doing more trips per day.

The close proximity of the site to the New England Highway and the significant distances to the closest residences mean that disturbance caused to neighbours and road users is anticipated be minimal and can be adequately managed.

Table 1: Average and peak number of vehicles entering and leaving the site including origin and destination

Type of Vehicle	Average number entering (per day)	Peak number entering (per day)	Average number leaving (per day)	Peak number leaving (per day)	Origin & Route	Likely destination & Route
Light - including employees/workers, service vehicles, suppliers	5	10	5	10	Residences at Tenterfield, Bolivia, Deepwater, Glen Innes, Sandy Flat, Wallangarra and others. Local suppliers from Tenterfield, Lismore, Kyogle, Glen Innes and Inverell.	Residences at Tenterfield, Bolivia, Deepwater, Glen Innes, Sandy Flat, Wallangarra and others. Local suppliers from Tenterfield, Lismore, Kyogle, Glen Innes and Inverell. All departing via New England Hwy.
					All entering via New England Hwy.	
Heavy – including truck & dogs, prime mover & float, semi-trailers	40	60	40	60	Riverton, Rangers Valley, Tenterfield, Deepwater, Sandy Flat and other localities across New England & North West with entry via New England Hwy	Construction sites, roads and farms in Tenterfield and surrounding LGAs via exit to New England Hwy

Table 2: Nature, volume and origin of incoming material and nature, volume and destination of end products

Defined Origin	Source/Incoming Materials		End Products/Outgoing Materials		Likely Destination
	Nature	Volume (per annum)	Nature	Volume (per annum)	
Bungulla Quarry 322 Quarry Rd Tenterfield	Rock & Screened Rock – Granite derivative	15,000t	Road base Aggregate	13,500t 1,500t	Various locations in Tenterfield & surrounding shires for civil and agricultural clients for use on roads, pads, crossings etc.
Rockdale Quarry 530 Rockdale Rd Deepwater	Rock & Screened Rock – Basalt derivative	14,000t	Road base Aggregates – various	2,800t 11,200t	

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ONGOING TRAFFIC IMPACT MANAGEMENT

Dust abatement

The section of Pyes Creek Rd proposed for use is sealed, as will be the access from the site onto Pyes Creek Rd, the light vehicle parking area and part of the internal haul roads. The remainder of the site is compacted gravel hardstand which was under heavy vehicle use for 3 years during the Bolivia Hill Upgrade Project.

To limit the impact of dust generated from the stockpiling and processing activities, compaction of the existing gravel area will be maintained and a water cart will be used on site when necessary.

Noise Mitigation

Due to its proximity to the New England Highway (therefore taking into account existing noise levels), and the distance to any neighbouring residences (Refer to Map – Distance to Neighbouring Residences), noise generated from the development is not expected to have an adverse impact. Refer to the attached document, *Noise Assessment for Site Compound at Bolivia Hill* for further analysis.

Hours of operation

Transport depot use (heavy vehicles entering, departing and/or parking): 4am-10pm, 7 days

Industrial/rural retail outlet use (loading and unloading heavy vehicles, shifting goods): 7am to 6pm, Mon-Sat

Crushing and screening operations (operation of processing plant): 7am-5pm, Mon-Fri

With the loading/unloading, shifting goods and operation of crushing/screening plant limited to day time hours, the impact of noise from the proposal will be managed as per the *Noise Assessment* referred to above.

Speed of travel

Heavy vehicles entering the site will be travelling at limited speed due to the just having negotiated a turn at the intersection of the New England Highway (approx. 150m). Likewise, the speed with which they approach the Hwy intersection will also be limited by just having departed the Yard.

Speed limit for heavy vehicles within the Yard will be set at 20km/h. Again, it is a small site and that, along with the proximity to buildings and mobile plant will impose limits for safety purposes.

Light vehicles entering and leaving the site will do so under the same conditions.

Safety

Route

The short route in use on Pyes Creek Rd limits safety concerns for local road users ie traffic associated with the development is not using a significant length of any local roads. The access point from the Yard site onto Pyes Creek Rd presents a need for caution as there will be heavy vehicles turning here. Again, the proximity to the New England Highway limits speed on this section of Pyes Creek Rd and there are good sight distances in each direction along that

road.

Speed of travel

All associated vehicles using the short section of Pyes Creek Rd will be speed limited due to the proximity to the intersection with the New England Highway and their obligation to Give Way at that intersection. In the same way, local road users will be travelling at limited speed on their approach to or departure from the New England Highway as they are passing the access point into the Yard.

On-site traffic safety management includes designated light and heavy vehicle travel routes and parking areas. See Site plans.

Dust elimination

The absence of dust from the travel route due to sealing means visibility is not affected.

Monitoring driver behaviour

Driver behaviour will be carefully monitored and warnings will be issued to any drivers not in compliance. This may include the drivers of external contractors.

Any concerns can then be raised individually or at regular safety meetings.

Driver and operator communication

There will be a designated UHF channel for all vehicles entering, leaving and moving around the site to communicate with each other, the dispatch staff and other personnel on site. The weighbridge attendant will assist in coordinating traffic movements.

School bus awareness

Pyes Creek Rd is a school bus route. The bus enters Pyes Creek Rd from the New England Highway from the south at approximately 7:25-7:35am each school morning, collects children on Pyes Creek Rd and returns to turn and travel northbound along the Highway at approximately 7:50-8:00am. Likewise, each afternoon, the bus enters from New England Highway at approximately 3:45-3:55pm and returns at approximately 4:10-4:20pm to turn and travel southbound and continue its run to Deepwater. There is no school bus stop within 1km of access into the proposed yard. All drivers will be made aware of the school bus operating times via the Drivers' Code of Conduct and signage at the access to the Yard.

School bus times will also be displayed on the dash of every business vehicle and drivers will be instructed to exercise additional and absolute caution.

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Signage

The installation of a "Trucks Crossing or Entering" sign on Pyes Creek Rd would be of benefit to increase safety around the Yard entrance. In addition, a "Give Way" sign will be installed at the Yard exit to remind departing traffic to Give Way at the intersection with Pyes Creek Rd. 20km/h speed limit signs will be installed inside the Yard area (See Figure 4).

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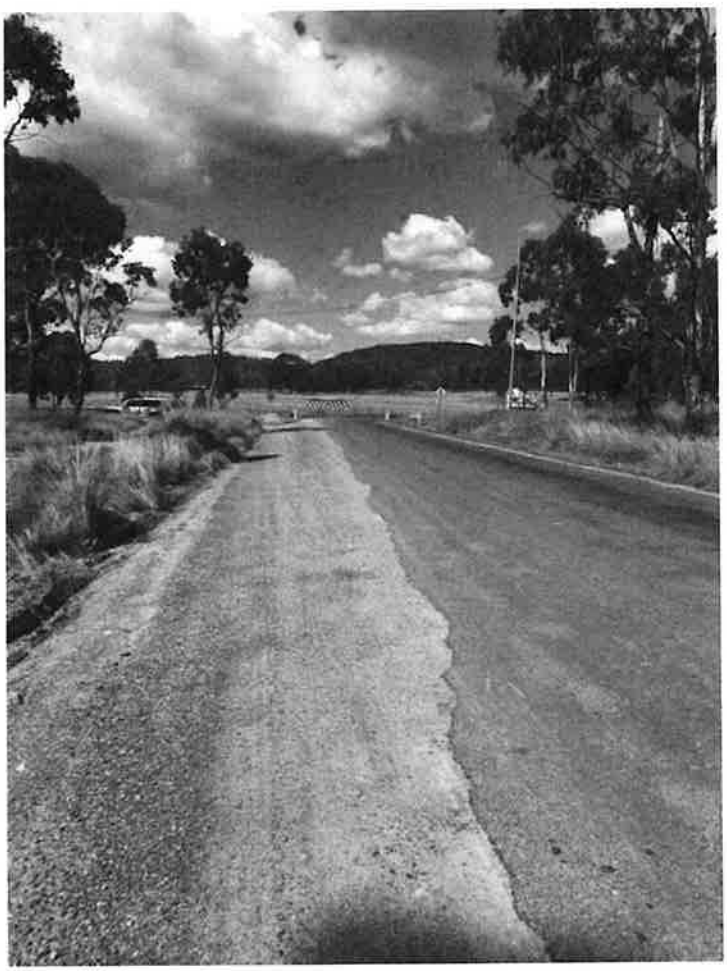
Heavy vehicle traffic at New England Highway intersection

Heavy vehicles returning to the Yard via the intersection of the NE Highway and Pyes Creek Rd will do so in a staggered fashion (ie. not in a convoy) and ensure adequate spacing so as to mitigate the potential risk of traffic disruption at that intersection.

Likewise, heavy vehicle departures from the Yard will be staggered to avoid queuing at the NE Highway intersection back along Pyes Creek Rd. UHF communication and the assistance of the weighbridge attendant as a coordinator will assist. There is also an existing layby more than 50m long on the left side of the Pyes Creek Rd leg of the intersection with the NE Hwy (See Photo 6).

Photo 6: Existing layby at Pyes Creek Rd leg of NE Hwy intersection



Reporting

Any issues or concerns with business associated traffic can be reported to the nominated staff member and then recorded on the site-specific *Complaints Register*.

Neighbouring residents and known regular local road users will be personally informed (in writing) of the complaints procedure should they wish to express concern or report any perceived misconduct.

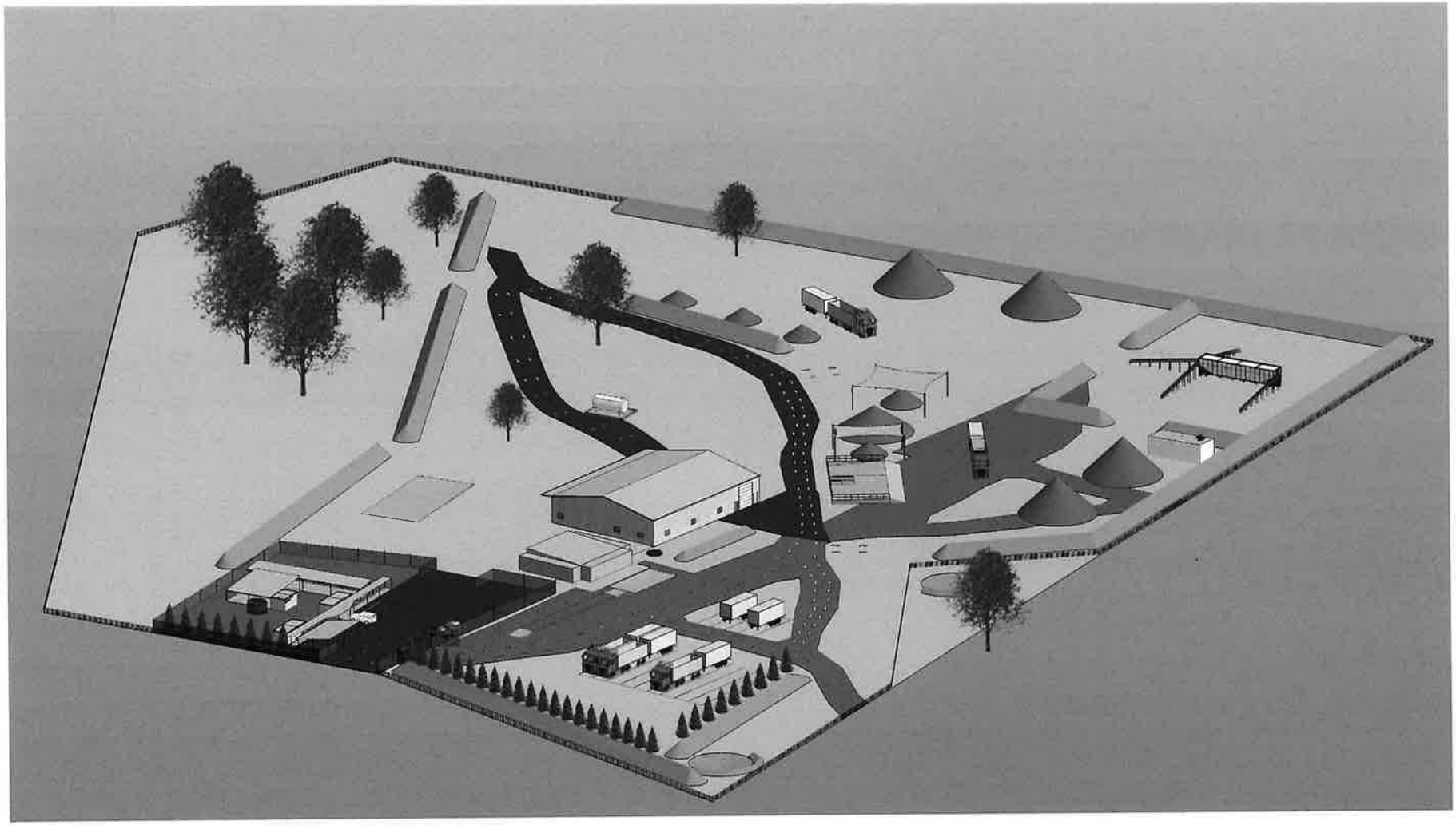
Members of the public are also able to submit concerns to the relevant authority independent of the proposed business.

Roads Contribution

The business operator will consult with Council regarding a contribution to local road upkeep should Council view this as necessary.

Driver's Code of Conduct

All drivers associated with the proposed business including employees, suppliers or delivery drivers and known visitors are to agree to and abide by the Cracker Quarry & Ag Supplies Pty Ltd *Driver's Code of Conduct* for the proposed site at Pyes Creek Rd, Bolivia.



1 **3D View**

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QBCC LICENCE NO. 15071893

Revision	Description	Date	Issued by
4	Revision 4	20/07/2023	CG
3	Revision 3	09/05/2023	CG
2	Revision 2	02/09/2021	CG
1	Preliminary Design	29/06/2021	CG

Proposed Industrial Yard

Pyes Creek Road
BOLIVIA NSW 2372

AB Contracting

COVER PAGE

project number	21-077	revision	sheet
date	10/06/2021	4	000 - A
drawn by	CG		
checked by	CG	Scale	

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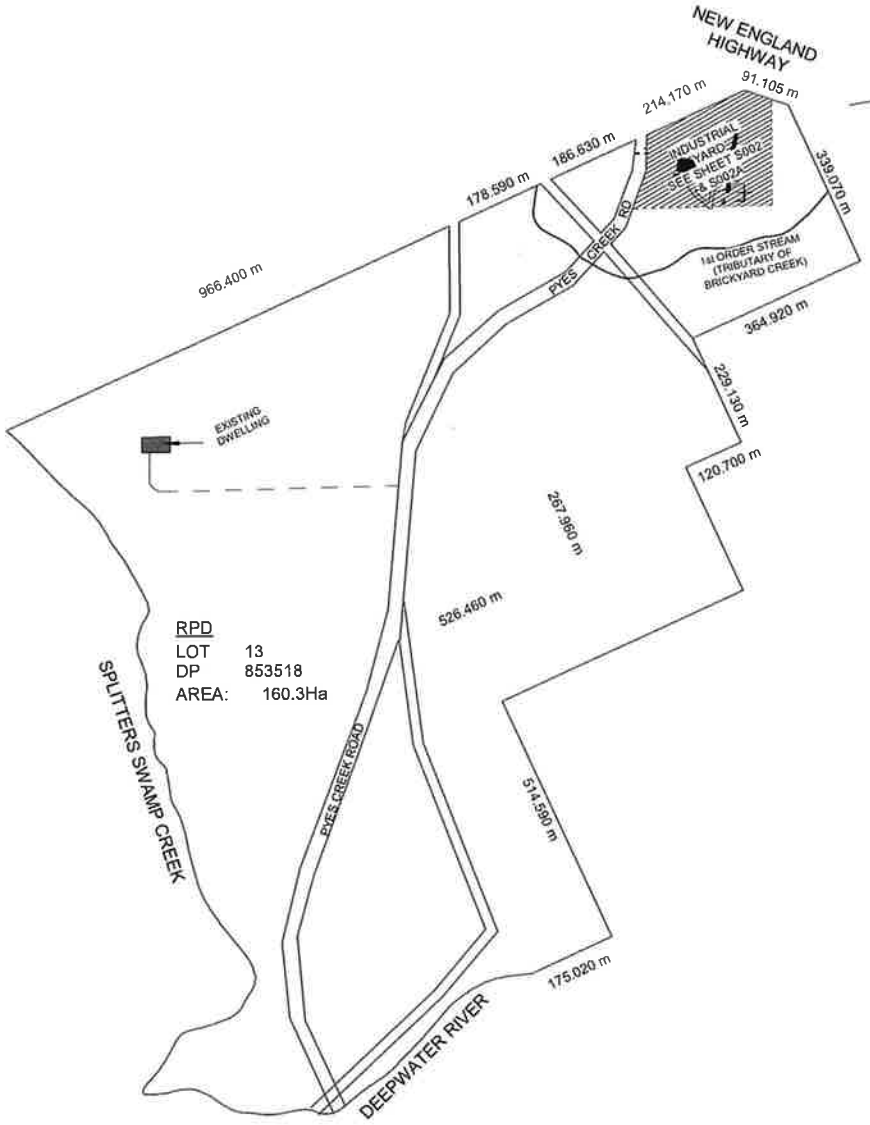
NOTE:
TILE LAYOUT IS INDICATIVE ONLY.
TILE SET OUT TO BE AGREED ON SITE PRIOR TO COMMENCEMENT OF TILING.

SOIL CLASS: -

WIND CLASS: N3



NORTH

SEDIMENT CONTROL BARRIER AS REQUIRED FOR CONSTRUCTION PURPOSES

GRADE SOIL AWAY FROM PROPOSED BUILDINGS IN ORDER TO AVOID PONDING OF SURFACE WATER

PROVIDE MINIMUM Ø90mm STORMWATER DRAINS WITH MIN. 1:100 FALL CONNECTED TO LEGAL POINT OF DISCHARGE

SLIP COUPLINGS REQUIRED FOR ALL 'H', 'P' & 'E' SOIL CLASS SITES.

NOTE: PAD LEVEL TO BE CONFIRMED ON SITE.

CUT/FILL LEVELS & VOLUMES ARE APPROXIMATE ONLY

Site Notes
The location of all existing services to the site and any survey information is to be confirmed on site prior to the commencment of any construction works including earthworks

Site Plan - Overall

2

1 : 10000

CONSTRUCTION NOTES

ALL WORK TO COMPLY WITH THE BUILDING CODE OF AUSTRALIA REQUIREMENTS (NCC) AND AUSTRALIAN STANDARDS AND THEIR MOST CURRENT AMENDMENTS. ALL LOCAL COUNCIL REQUIREMENTS ARE TO BE MET IN RELATION TO THE CLASS AND TYPE OF CONSTRUCTION.

BEFORE COMMENCING CONSTRUCTION ALL DIMENSIONS, EXISTING LEVELS, FINISHED LEVELS AND ALL SITE SERVICES ARE TO BE VERIFIED BY THE BUILDER.
NOTIFY THE BUILDING DESIGNER OF ANY VARIATION BETWEEN THE DOCUMENTATION AND SITE CONDITIONS.

WRITTEN DIMENSIONS ARE TO TAKE PRECEDENCE OVER SCALING FROM THE DRAWINGS. NOTIFY THE BUILDING DESIGNER OF ANY VARIATIONS OR DISCREPANCIES IN THE DIMENSIONING OF THE PLANS.

MANHOLE TO BE POSITIONED TO SUIT TRUSS LAYOUT. POSITION TRUSSES SO AS TO PROVIDE A CLEAR 600mm x 600mm OPENING. MANHOLE POSITION AS INDICATED ON PLAN.

TERMITE PROTECTION TO COMPLY WITH AS 3660 AND AS 3660.1 & NCC 2019 VOLUME 2 PART 3.1.3.

WATERPROOFING OF WET AREAS TO COMPLY WITH AS 3740 - 2010 & NCC 2019 VOLUME 2 PART 3.8.1.

DAMP PROOFING OF GROUND SLAB/ FLOORS TO COMPLY WITH AS 2870 & NCC 2019 VOLUME 2 PART 3.2.2.6 & 3.2.2.7.

ALL BATHROOMS, LAUNDRIES, ENSUITES AND WC'S NOT NATURALLY VENTILATED ARE TO BE MECHANICALLY VENTILATED TO COMPLY WITH 1668.2 AND AS/NZS 3666.1 & NCC 2019 PART 3.8.5.

WINDOW FRAME AND GLAZING TO BE INSTALLED IN ACCORDANCE WITH AS1288, NCC 2019 VOLUME 2 PART 3.6 AND MANUFACTURERS REQUIREMENTS.

POOL FENCING TO COMPLY WITH AS 1926.1 & 2.

SMOKE ALARMS TO COMPLY WITH AS 3786 & NCC 2019 VOLUME 2 PART 3.7.2.

STAIRS, HANDRAILS AND BALUSTRADES TO COMPLY WITH Part 3.9.1, 3.9.2 NCC 2019 AND AS1170 INCLUDING AS1288.

BALUSTRADES TO HAVE A MINIMUM HEIGHT OF 1000mm ABOVE FINISHED SURFACE LEVEL.

GENERAL NOTES:
ALL DIMENSIONS AND LEVELS SHALL BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF THE WORKS.

DIMENSIONS SHOWN ARE TO FACE OF EXTERNAL FRAME ONLY. **DO NOT SCALE.** ANY DISCREPENCIES TO BE REPORTED IMMEDIATELY TO BUILDING DESIGNER.

THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE SOIL REPORT.

6mm VILLABOARD TO WET AREA WALLS.

ROOF TRUSSES SHALL BE ENGINEER DESIGNED, FIXED & BRACED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATION.

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Proposed Industrial Yard
Pyes Creek Road
BOLIVIA NSW 2372

AB Contracting

SITE PLAN OVERALL

project number	21-077	revision 4	sheet 001
date	10/06/2021		
drawn by	CG		
checked by	CG	Scale	1 : 10000

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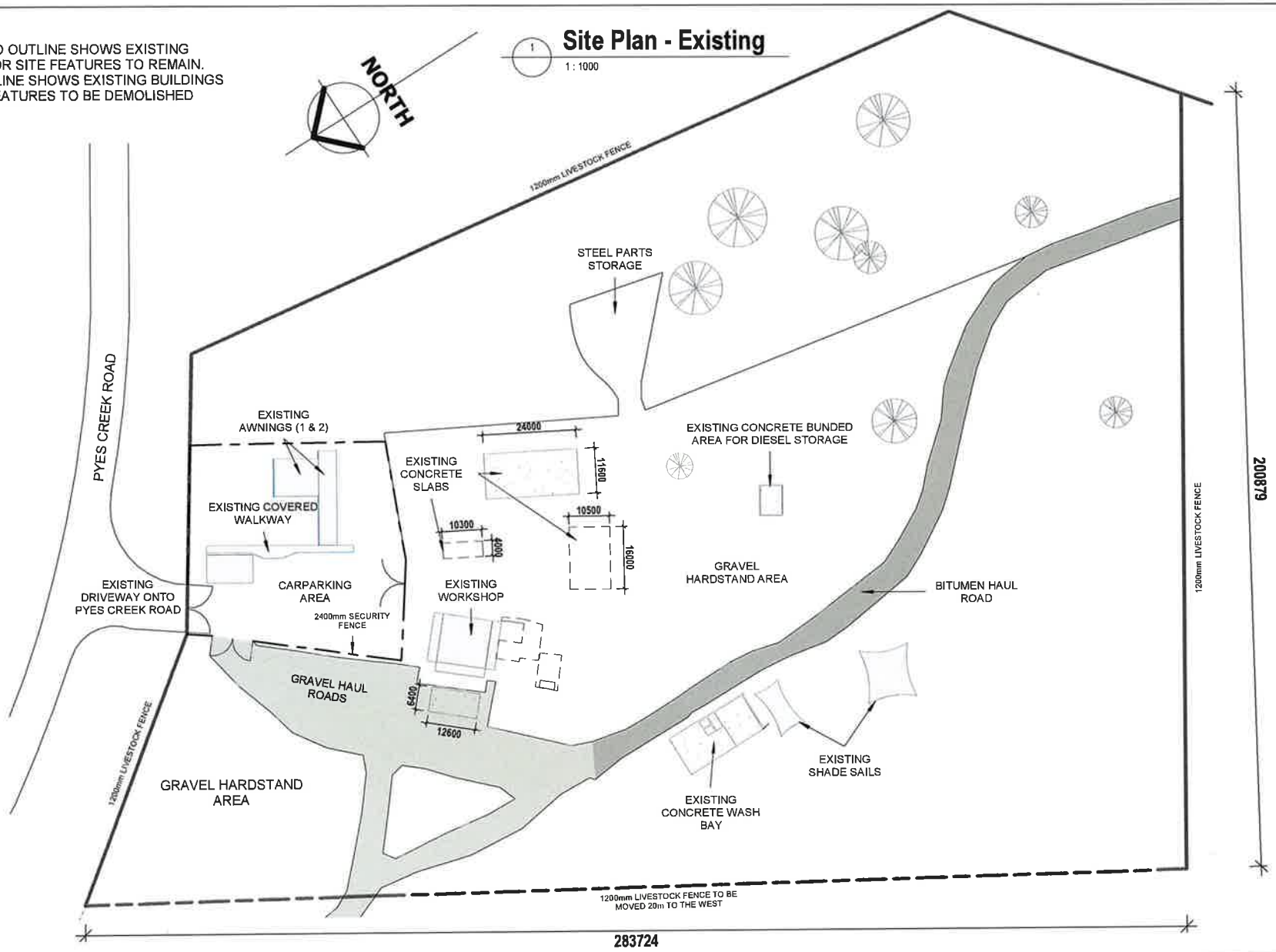
NOTE: RED OUTLINE SHOWS EXISTING BUILDINGS OR SITE FEATURES TO REMAIN.
BLUE DASHED LINE SHOWS EXISTING BUILDINGS OR SITE FEATURES TO BE DEMOLISHED

Site Plan - Existing

1 : 1000



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Proposed Industrial Yard

Pyes Creek Road
BOLIVIA NSW 2372

AB Contracting

YARD LAYOUT PLAN EXISTING

project number	21-077	revision	sheet
date	10/06/2021	4	002
drawn by	CG		
checked by	CG	Scale	1 : 1000

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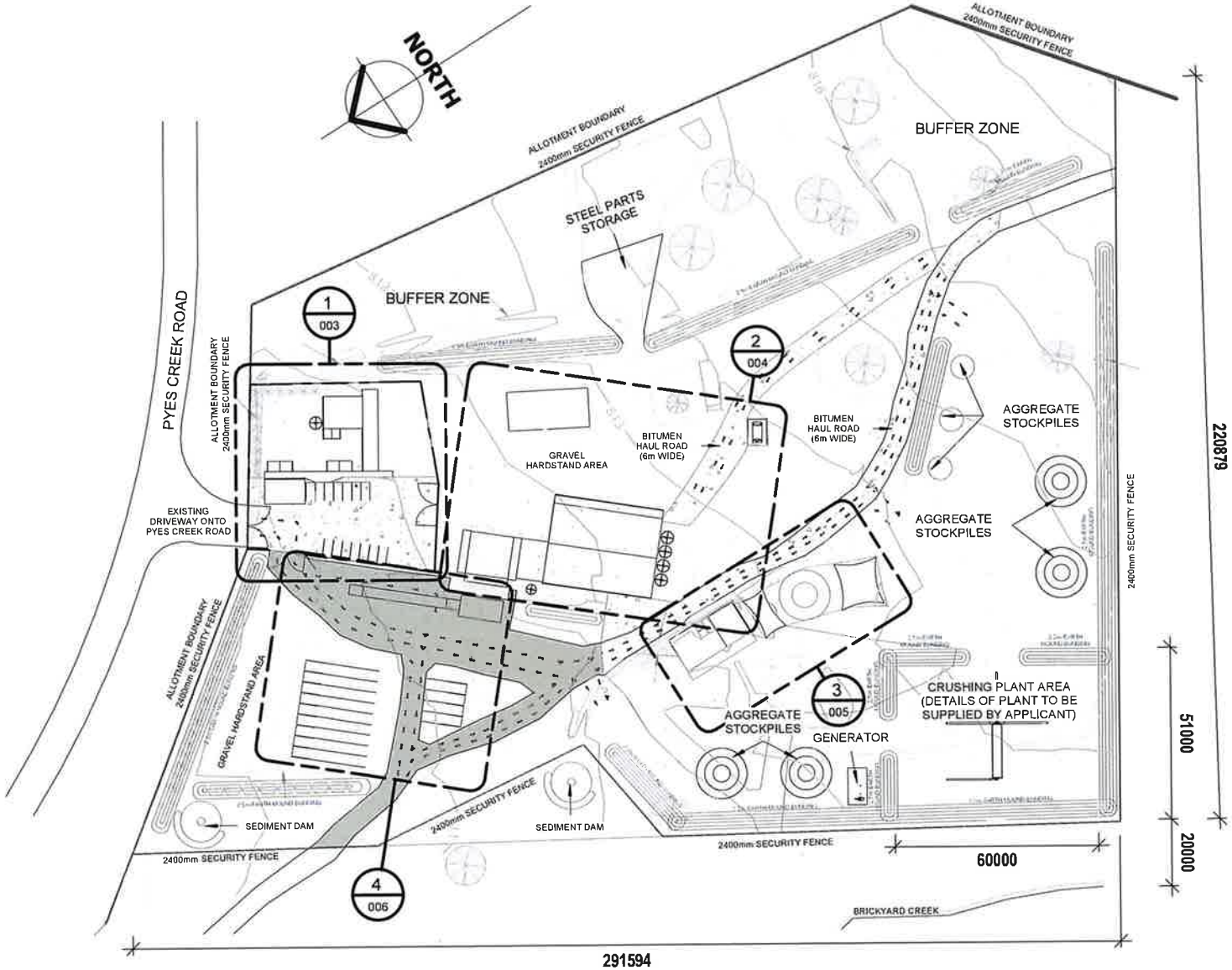

Site Plan - Proposed

1 : 1250

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Revision	Description	Date	Issued by
4	Revision 4	20/07/2023	CG
3	Revision 3	09/05/2023	CG
2	Revision 2	02/09/2021	CG
1	Preliminary Design	29/06/2021	CG

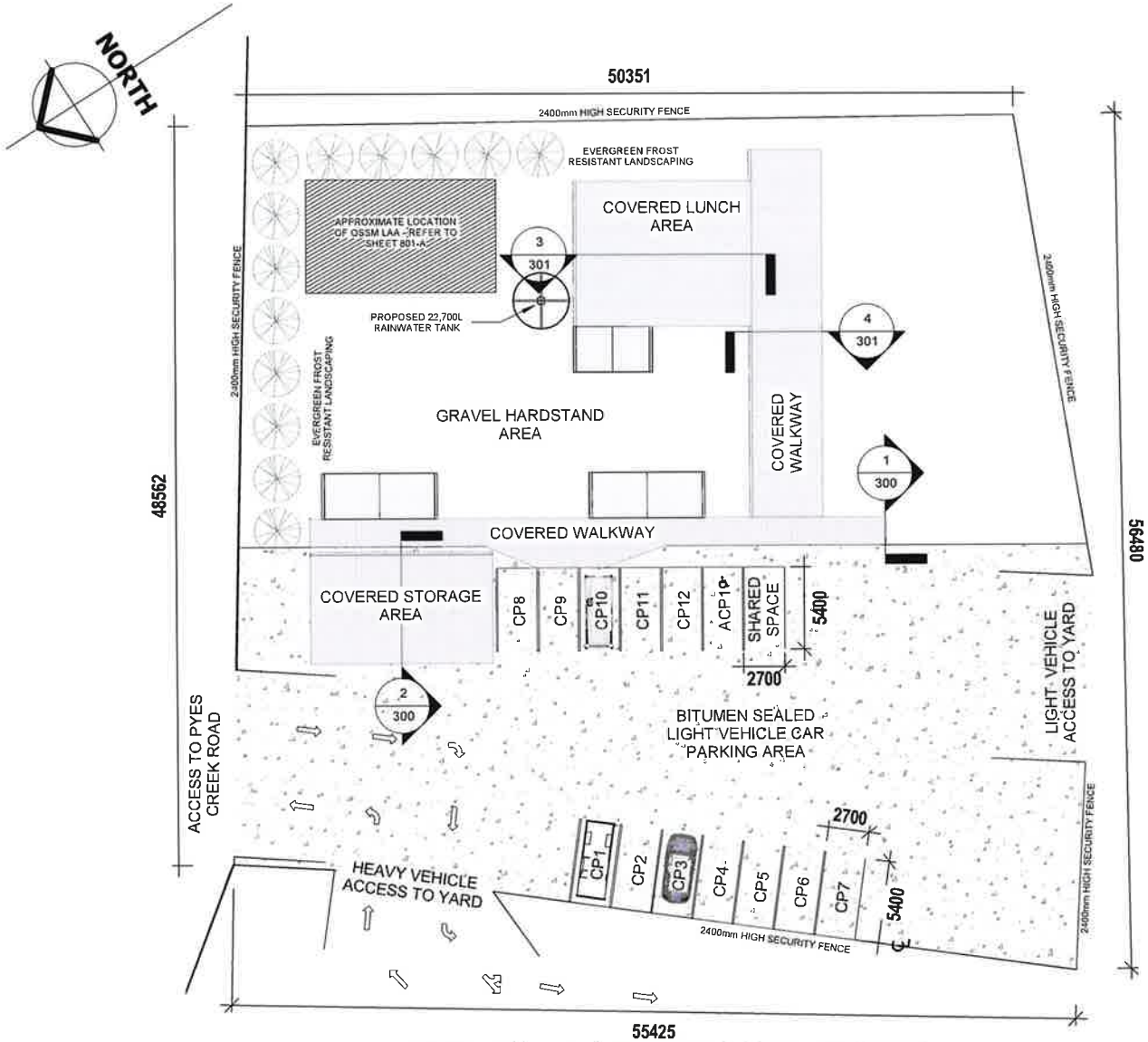
Proposed Industrial Yard
Pyes Creek Road
BOLIVIA NSW 2372

AB Contracting

YARD LAYOUT PLAN PROPOSED

project number	21-077	revision	sheet
date	10/06/2021	4	002A
drawn by	CG		
checked by	CG	Scale	1 : 1250

20/07/2023 9:40:35 AM



A1 Yard Layout Plan Proposed - Callout 1

1 / 002A 1 : 300

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Proposed Industrial Yard

Pyes Creek Road
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AB Contracting

CALLOUT 1

project number	21-077	revision	sheet
date	10/06/2021	4	003
drawn by	CG		
checked by	CG	Scale	1 : 300

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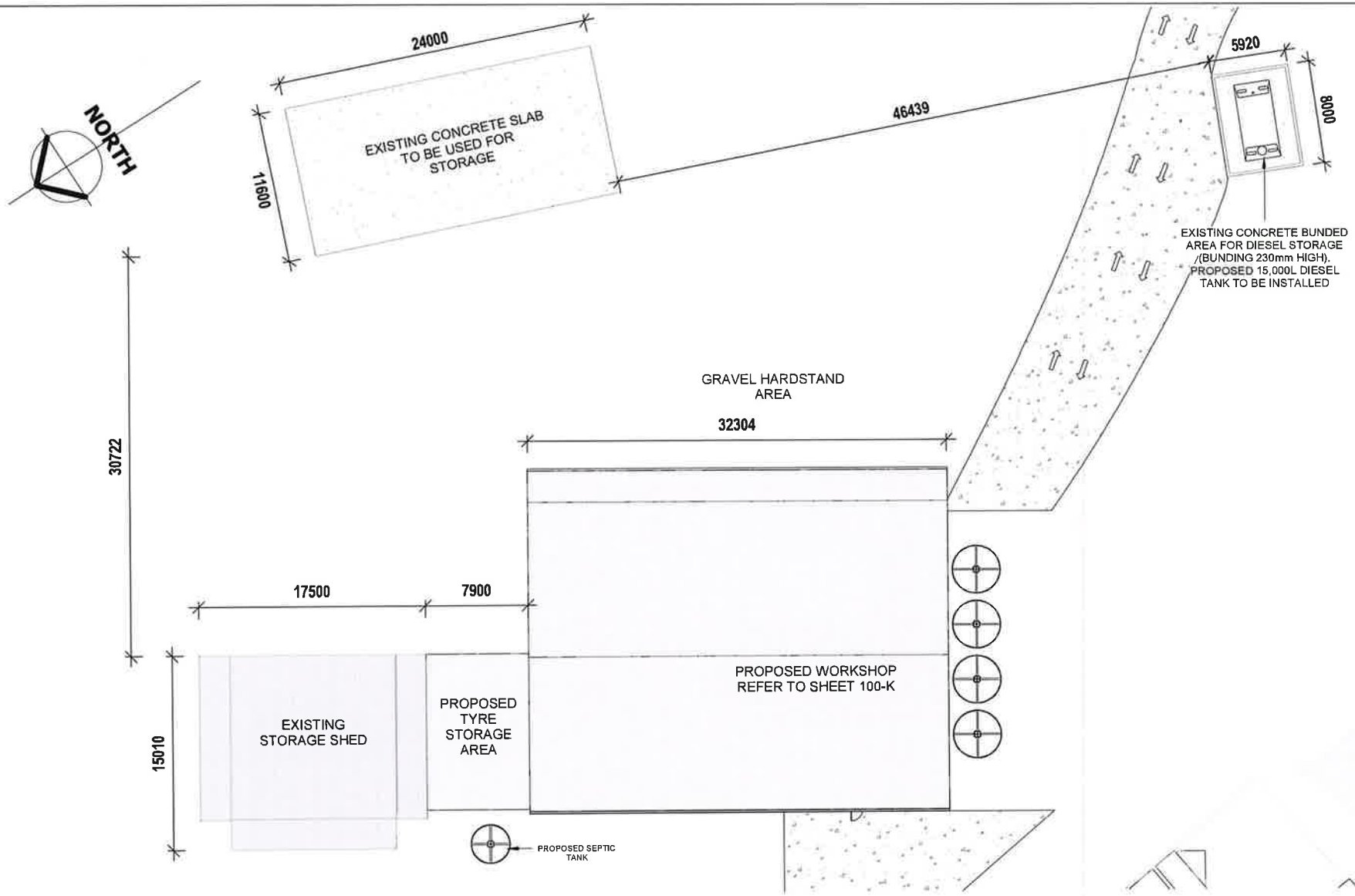

A1 Yard Layout Plan Proposed - Callout 2

2 / 002A — 1 : 300

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Proposed Industrial Yard

Pyes Creek Road
BOLIVIA NSW 2372

AB Contracting

CALLOUT 2

project number	21-077	revision	sheet
date	10/06/2021	4	004
drawn by	CG		
checked by	CG	Scale	1 : 300

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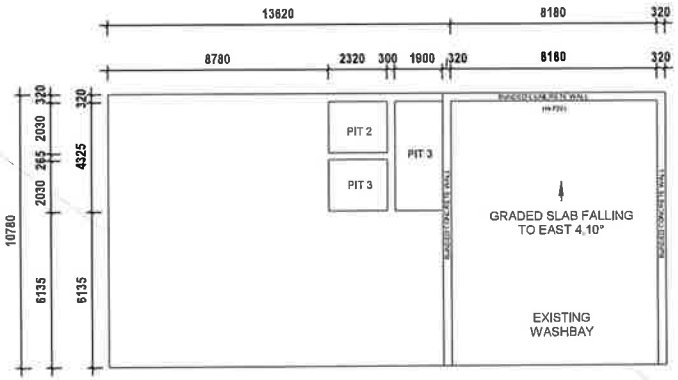

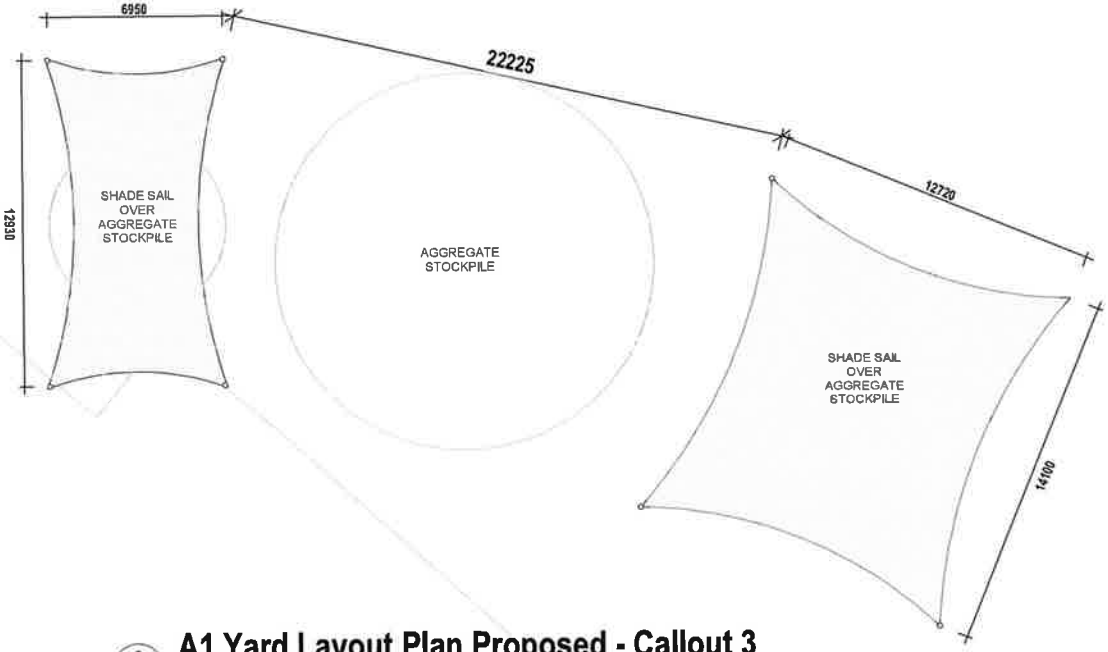

A1 Yard Layout Plan Proposed - Callout 3

3 / 002A — 1 : 200

3D View Washbay

1

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Proposed Industrial Yard

Pyes Creek Road
BOLIVIA NSW 2372

AB Contracting

CALLOUT 3

project number	21-077	revision	sheet
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drawn by	CG		
checked by	CG	Scale	1 : 200

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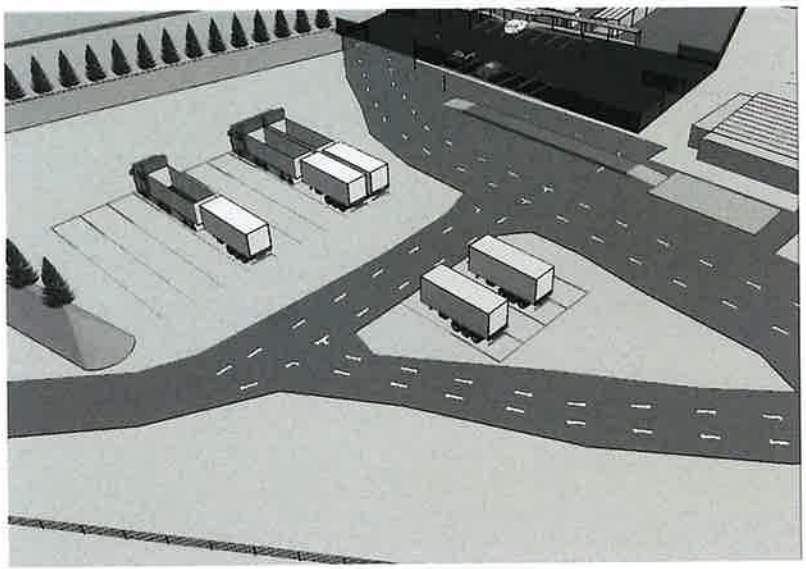
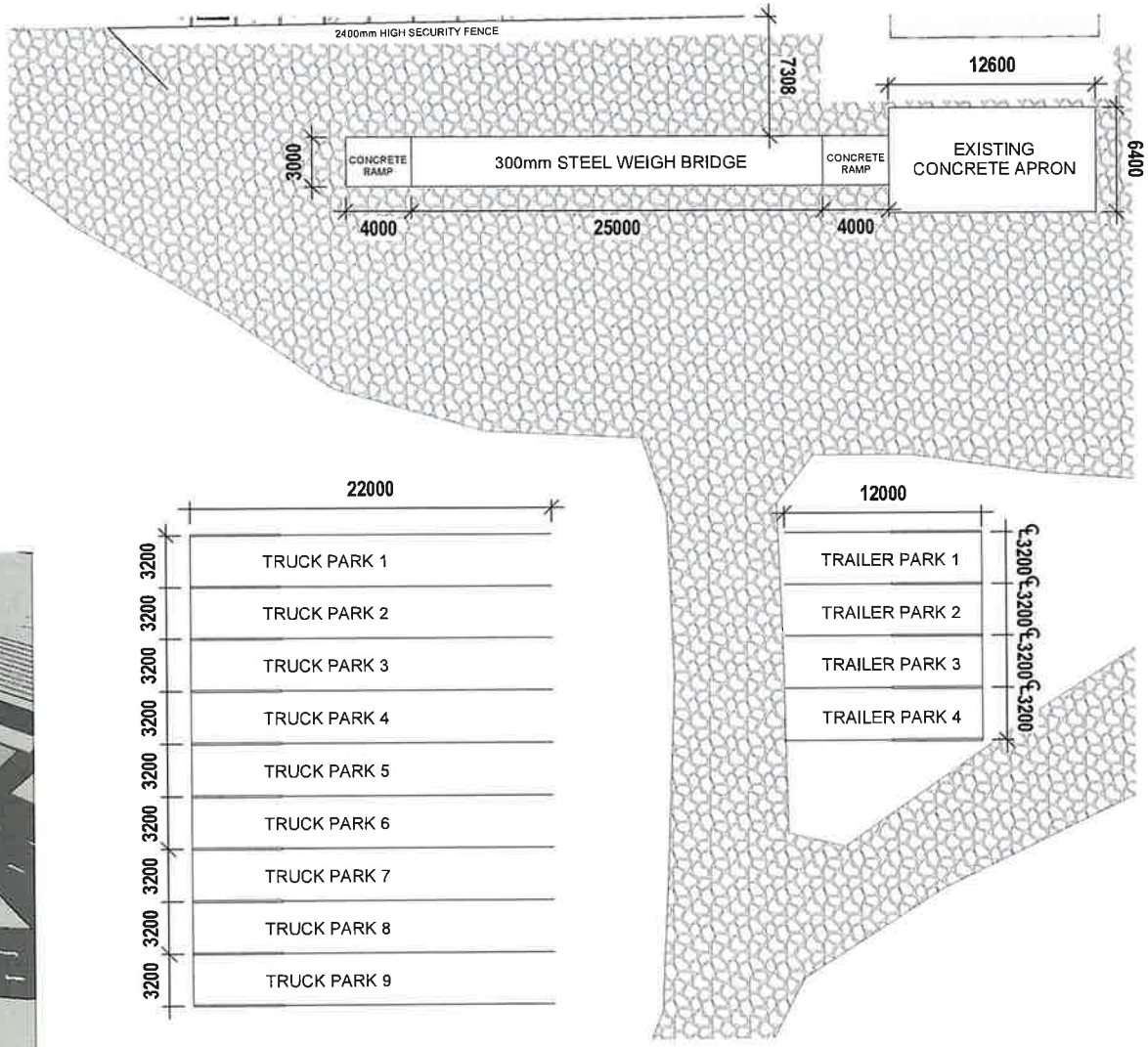


1 **3D View Truck Parking Area**



4 / 002A **A1 Yard Layout Plan Proposed - Callout 4**

1 : 300

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Proposed Industrial Yard

Pyes Creek Road
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CALLOUT 4

project number	21-077	revision	sheet
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drawn by	CG		
checked by	CG	Scale	1 : 300

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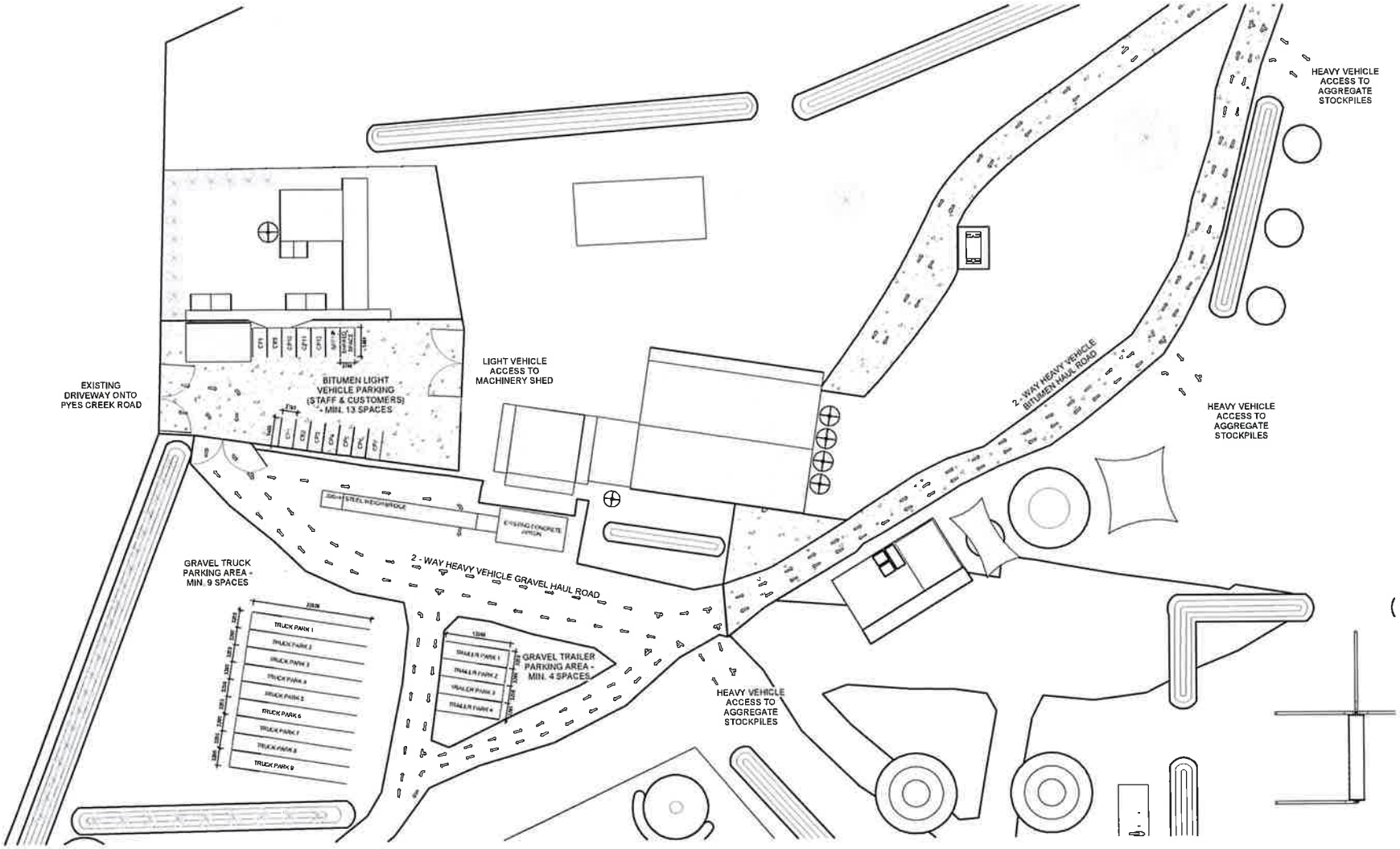

1 Site Plan - Carparking - Vehicle Movement

1 : 750

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Proposed Industrial Yard

Pyes Creek Road
BOLIVIA NSW 2372

AB Contracting

CARPARKING/VEHICLE MOVEMENT PLAN

project number	21-077	revision	sheet
date	10/06/2021	4	007
drawn by	CG		
checked by	CG	Scale	1 : 750

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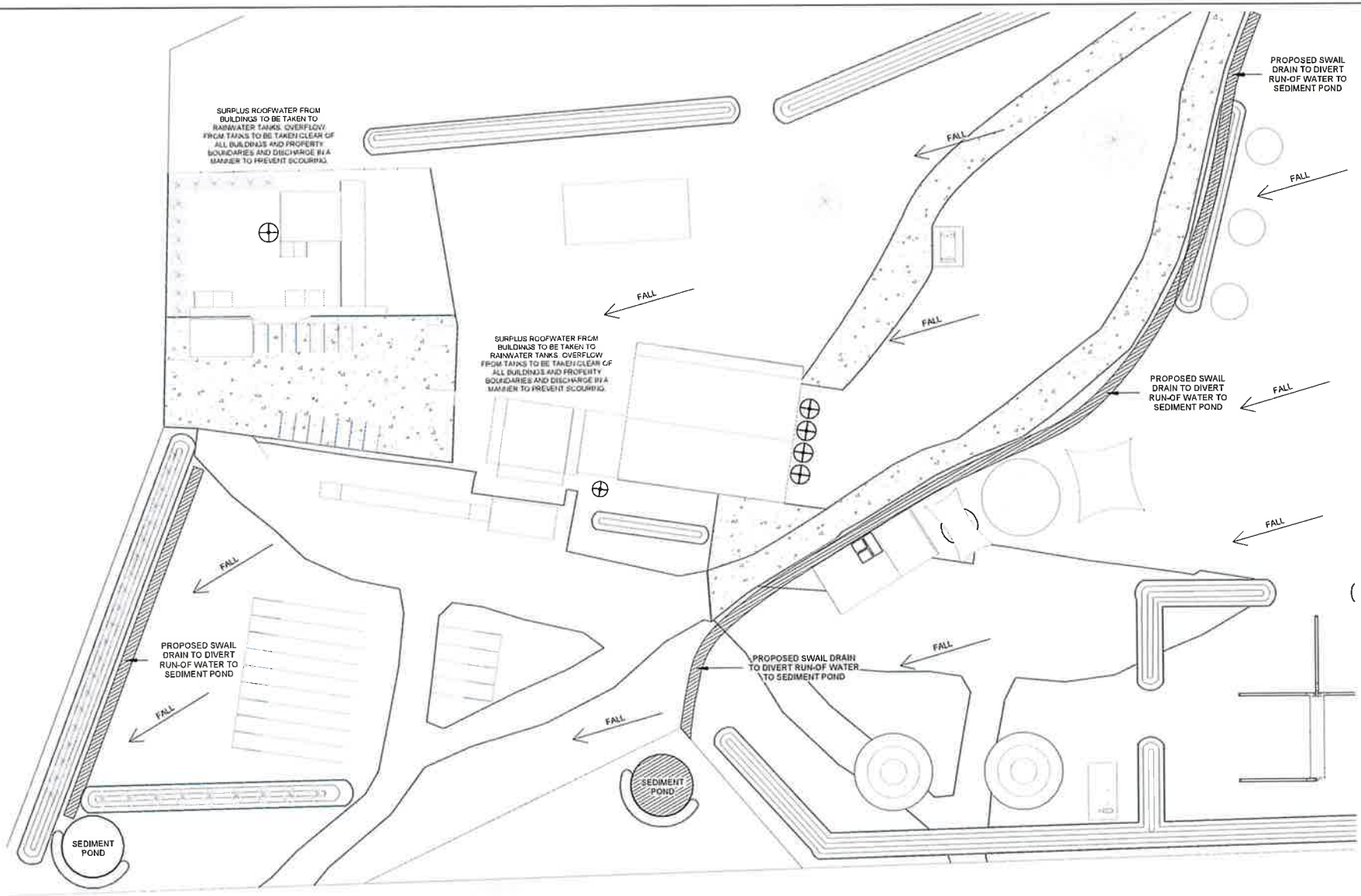

1 Site Plan - Stormwater Management

1 : 750

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Proposed Industrial Yard

Pyes Creek Road
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AB Contracting

STORMWATER MANAGEMENT PLAN

project number	21-077	revision 4	sheet 008
date	10/06/2021		
drawn by	CG		
checked by	CG	Scale	1 : 750

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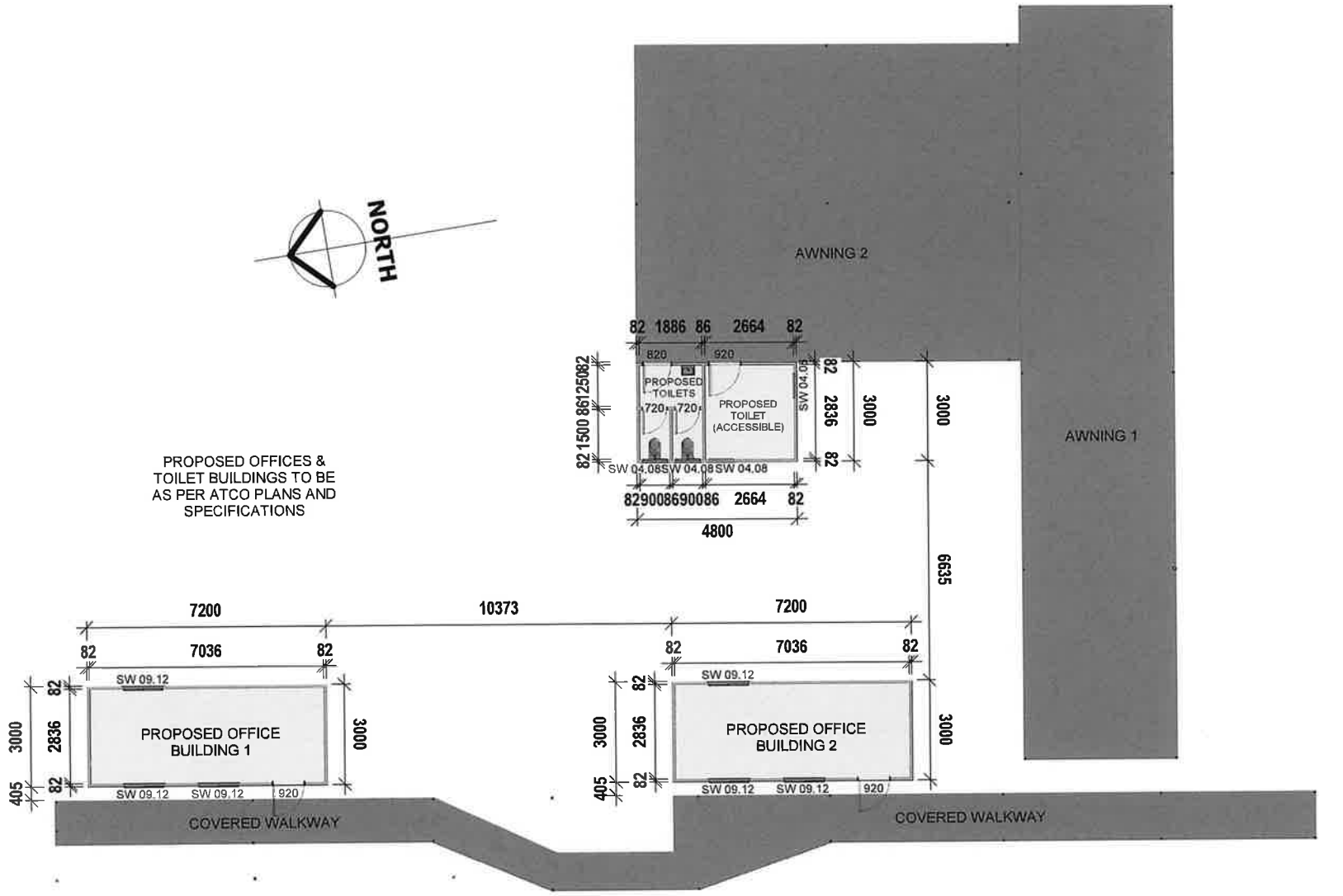

B Floor Plan Office Area

1 : 125

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Proposed Industrial Yard

Pyes Creek Road
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AB Contracting

FLOOR PLAN OFFICE AREA

project number	21-077	revision	sheet
date	10/06/2021	4	100
drawn by	CG		
checked by	CG	Scale	1 : 125

20/07/2023 9:40:48 AM

Window Schedule					
Mark	Type	Height	Width	Area	Sill Height
OB01	09.12 Sliding Window Type 2	900	1208	1.09 m²	1200
OB02	09.12 Sliding Window Type 2	900	1208	1.09 m²	1200
OB03	09.12 Sliding Window Type 2	900	1208	1.09 m²	1200
OB04	09.12 Sliding Window Type 2	900	1208	1.09 m²	1200
OB05	09.12 Sliding Window Type 2	900	1208	1.09 m²	1200
OB06	09.12 Sliding Window Type 2	900	1208	1.09 m²	1200
OB07	035.075 Sliding Window Type	350	750	0.26 m²	1960
OB08	035.075 Sliding Window Type	350	750	0.26 m²	1960
OB09	035.075 Sliding Window Type	350	750	0.26 m²	1650
OB10	035.075 Sliding Window Type	350	750	0.26 m²	1650
WS01	09.12 Sliding Window	900	1200	1.08 m²	1250
WS02	09.12 Sliding Window	900	1200	1.08 m²	1250
WS03	09.12 Sliding Window	900	1200	1.08 m²	1250
WS04	09.12 Sliding Window	900	1200	1.08 m²	1250
WS05	09.12 Sliding Window	900	1200	1.08 m²	1250
WS06	09.12 Sliding Window	900	1200	1.08 m²	1250
WS08	09.12 Sliding Window	900	1200	1.08 m²	1250

Door Schedule	
Mark	Type
OB01	920 Solid Core Swing Door
OB02	920 Solid Core Swing Door
OB03	920 Solid Core Swing Door
OB04	820 Solid Core Swing Door
OB05	720 Hollow Core Swing Door
OB06	720 Hollow Core Swing Door
WS01	920 Solid Core Swing Door
WS02	46.40 Roller Door
WS04	46.40 Roller Door
WS05	46.40 Roller Door
WS06	920 Solid Core Swing Door
WS07	46.40 Roller Door
WS08	920 Hollow Core Swing Door
WS09	820 Hollow Core Swing Door
WS10	920 Hollow Core Swing Door

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Proposed Industrial Yard

Pyes Creek Road
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FLOOR PLAN WINDOWS & DOORS SCHEDULES

project number	21-077	revision	sheet
dale	10/06/2021	4	100 -A
drawn by	CG		
checked by	CG	Scale	

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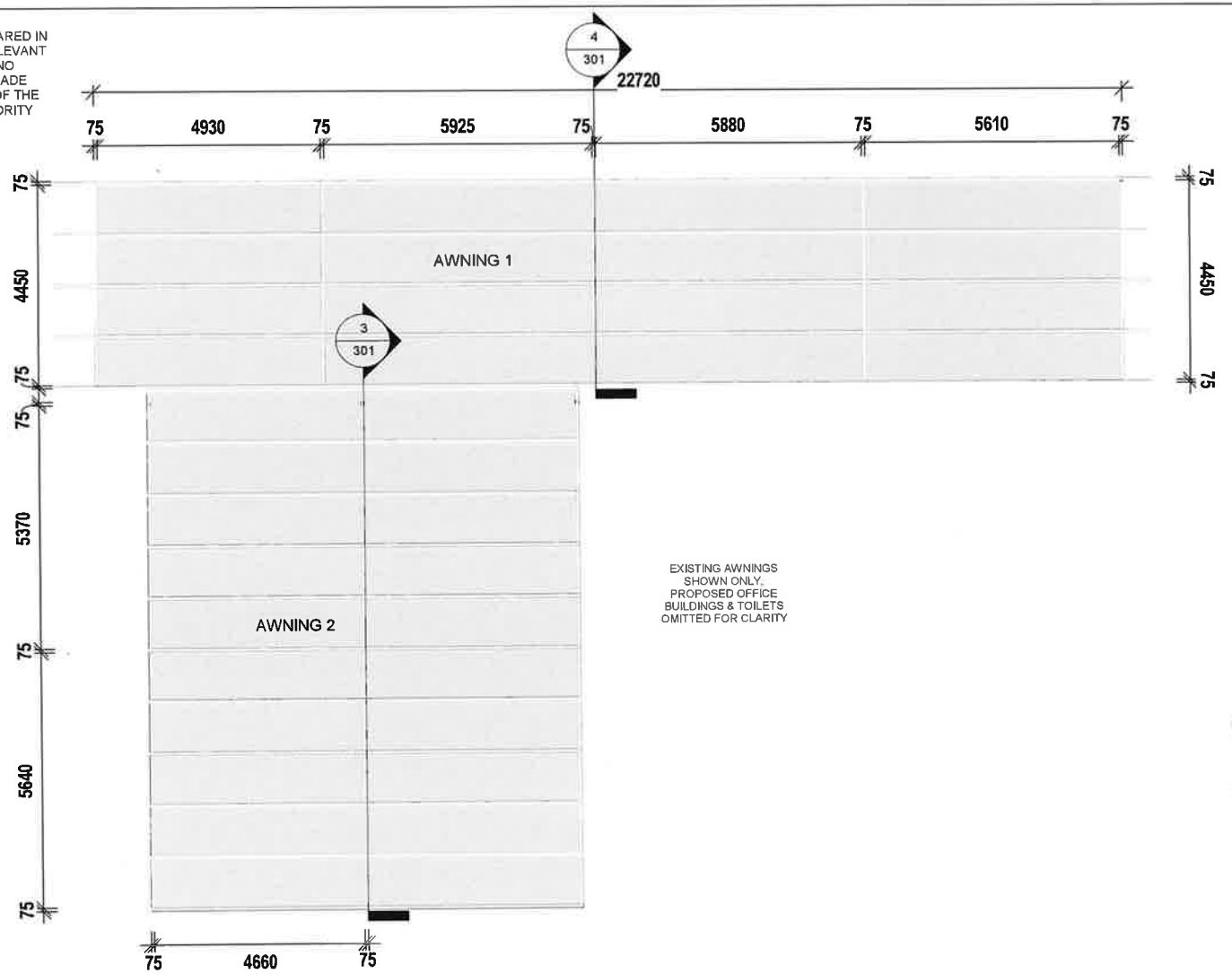
THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH ALL RELEVANT BUILDING CODES AND NO AMENDMENT SHALL BE MADE WITHOUT THE APPROVAL OF THE APPROVING LOCAL AUTHORITY



1 B2 Floor Plan Awning 1 & 2

1 : 100

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Proposed Industrial Yard

Pyes Creek Road
BOLIVIA NSW 2372

AB Contracting

FLOOR PLAN EXISTING AWNING 1 & 2

project number	21-077	revision	sheet
date	10/06/2021	4	100 -B
drawn by	CG		
checked by	CG	Scale	1 : 100

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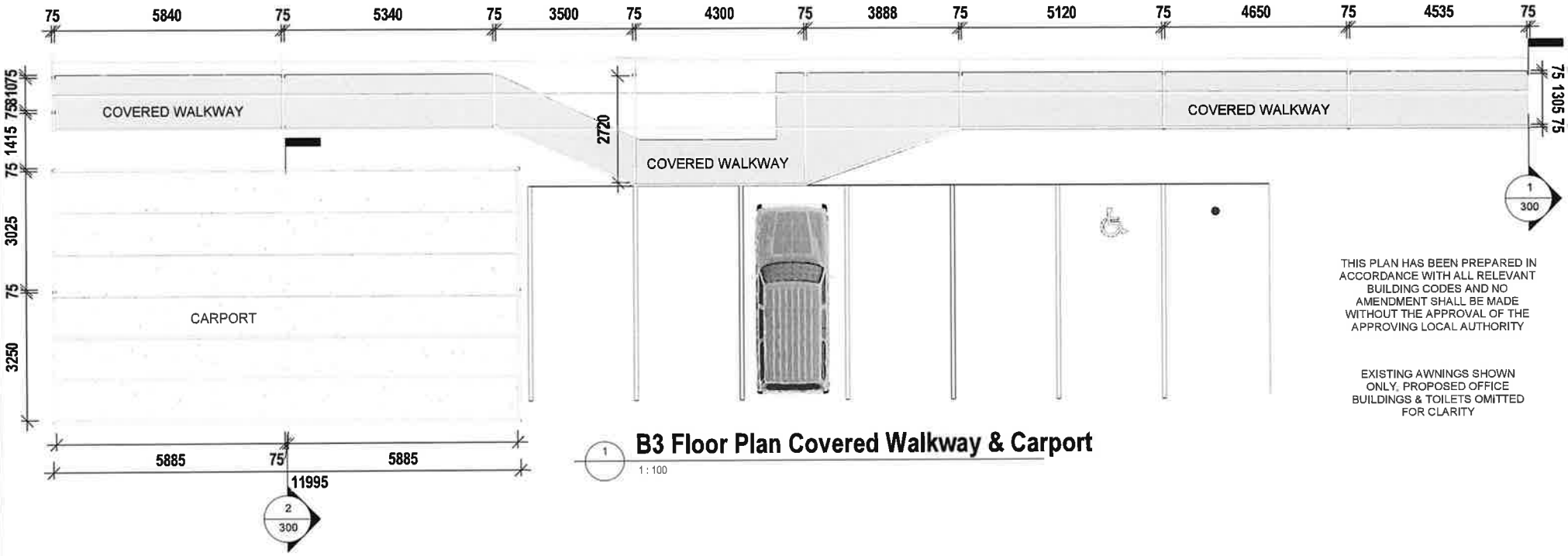

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EXISTING AWNINGS SHOWN ONLY, PROPOSED OFFICE BUILDINGS & TOILETS OMITTED FOR CLARITY

1 B3 Floor Plan Covered Walkway & Carport

1 : 100

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Proposed Industrial Yard

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FLOOR PLAN COVERED WALKWAY & CARPORT 1

project number	21-077	revision	sheet
date	10/06/2021	4	100 -E
drawn by	CG		
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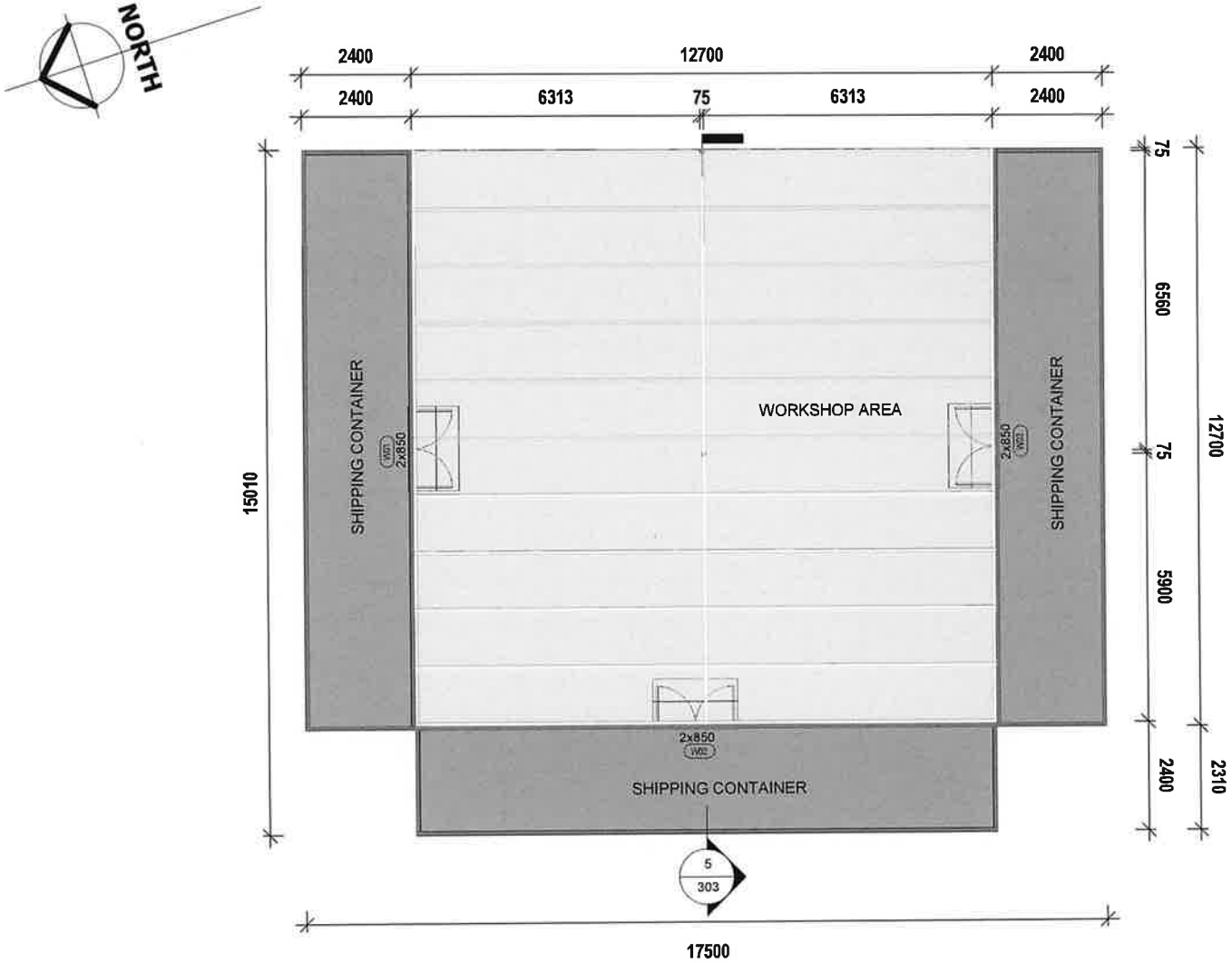
20/07/2023 9:40:49 AM



B5 Floor Plan Existing Workshop

1 : 100

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Proposed Industrial Yard

Pyes Creek Road
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FLOOR PLAN EXISTING STORAGE SHED

project number	21-077	revision	sheet
date	10/06/2021	4	100 -G
drawn by	CG		
checked by	CG	Scale	1 : 100

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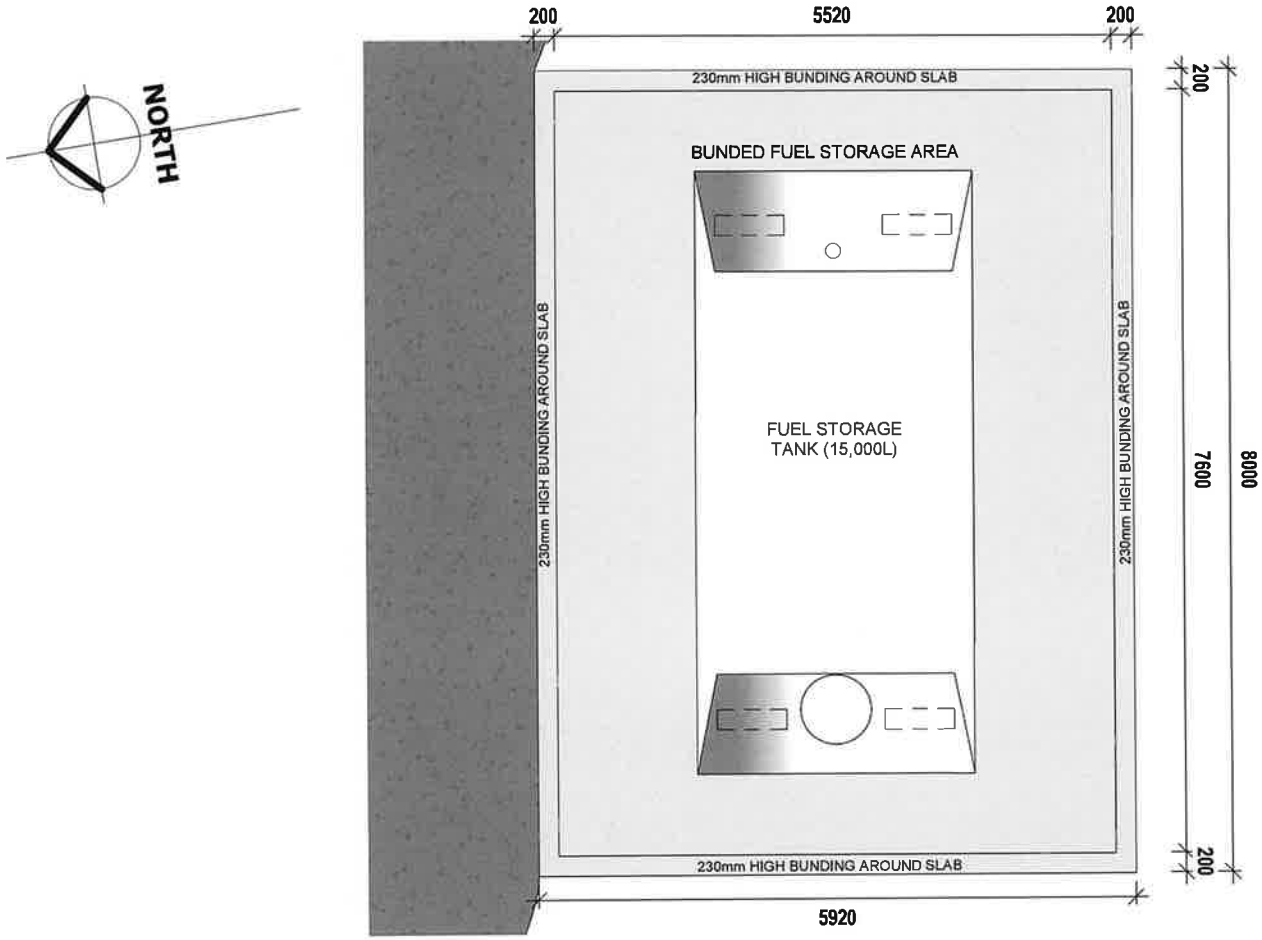

1 B7 Floor Plan Bunded Area

1 : 50

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Proposed Industrial Yard

Pyes Creek Road
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FLOOR PLAN BUNDED SLAB

project number	21-077	revision	sheet
date	10/06/2021	4	100 -H
drawn by	CG		
checked by	CG	Scale	1 : 50

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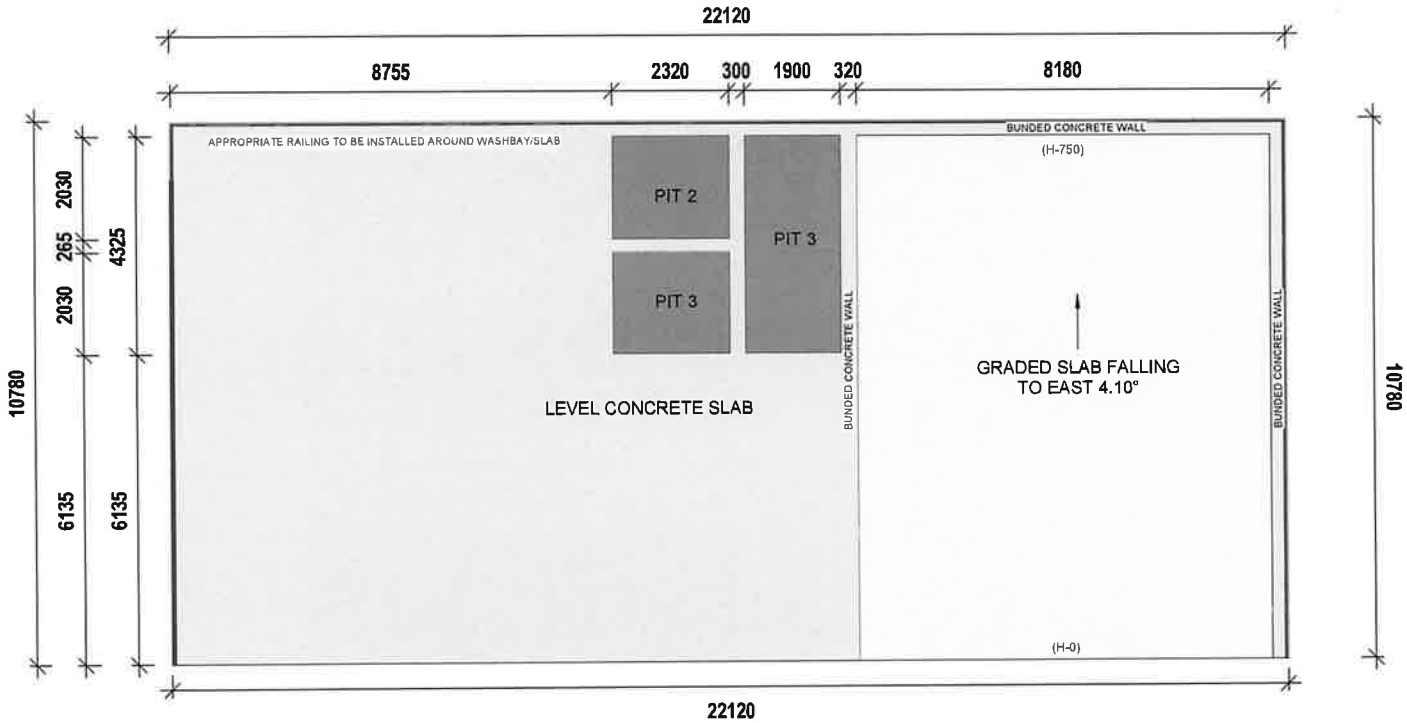

B8 Floor Plan Wash Bay

1 : 100

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Proposed Industrial Yard

Pyes Creek Road
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FLOOR PLAN WASH BAY

project number	21-077	revision	sheet
date	10/06/2021	4	100 -I
drawn by	CG		
checked by	CG	Scale	1 : 100

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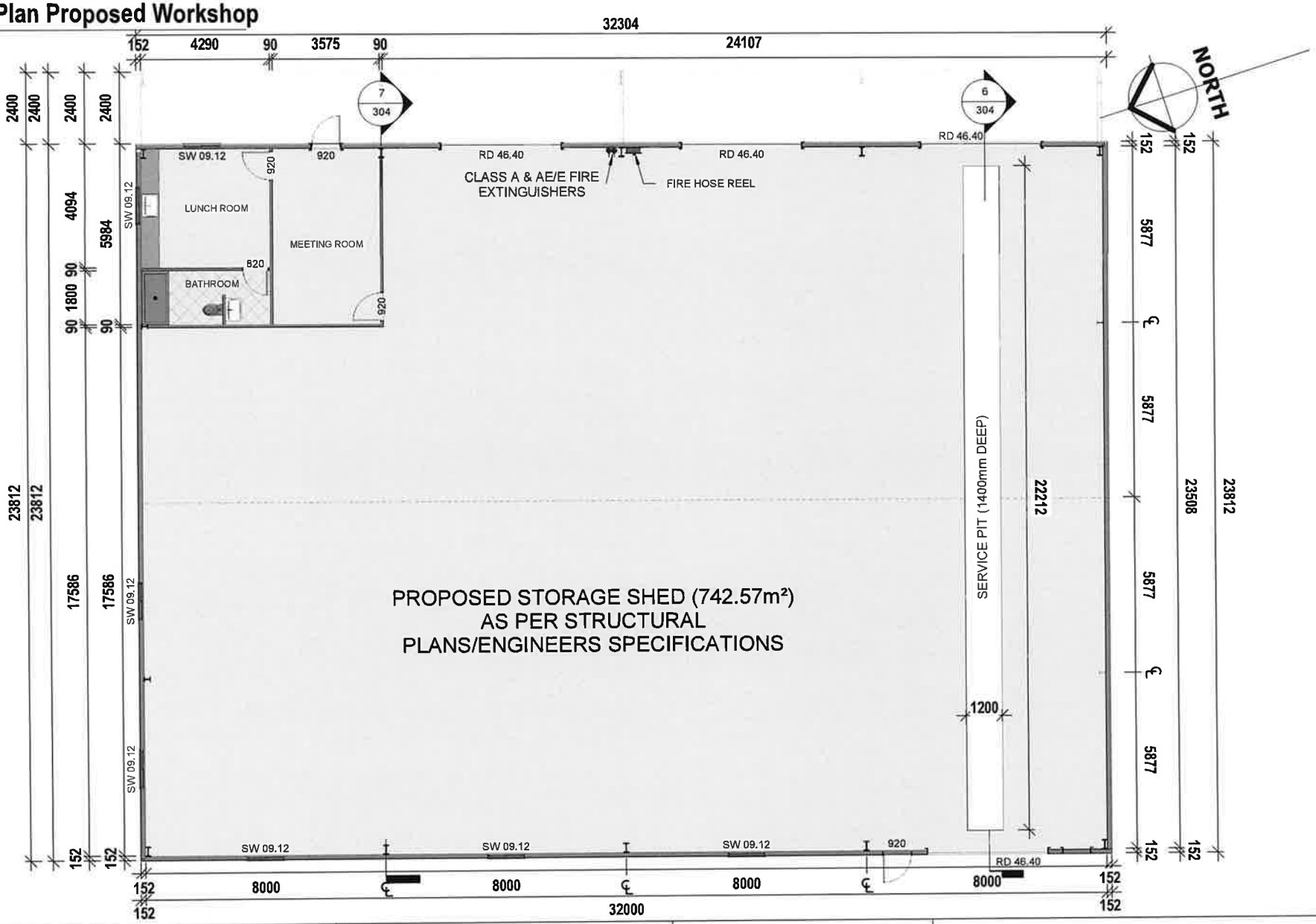
B10 Floor Plan Proposed Workshop

1 : 125



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FLOOR PLAN PROPOSED WORKSHOP

project number	21-077	revision	sheet
date	10/06/2021	4	100 -K
drawn by	CG		
checked by	CG	Scale	1 : 125

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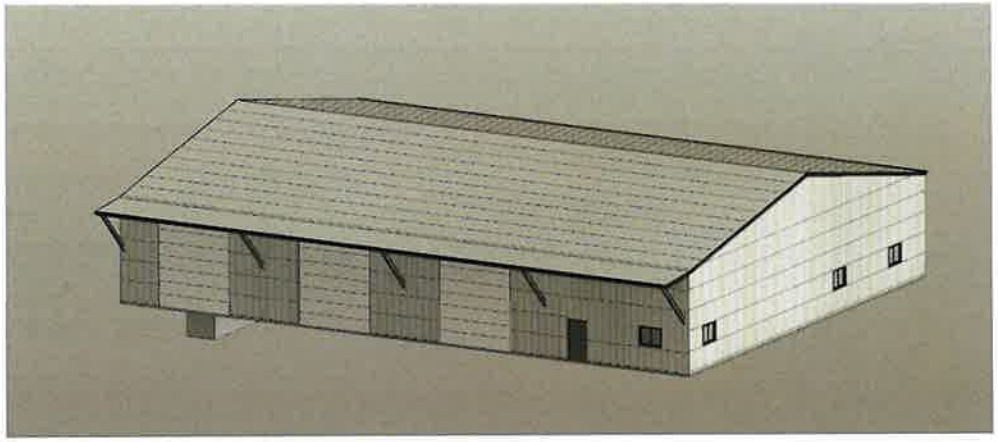
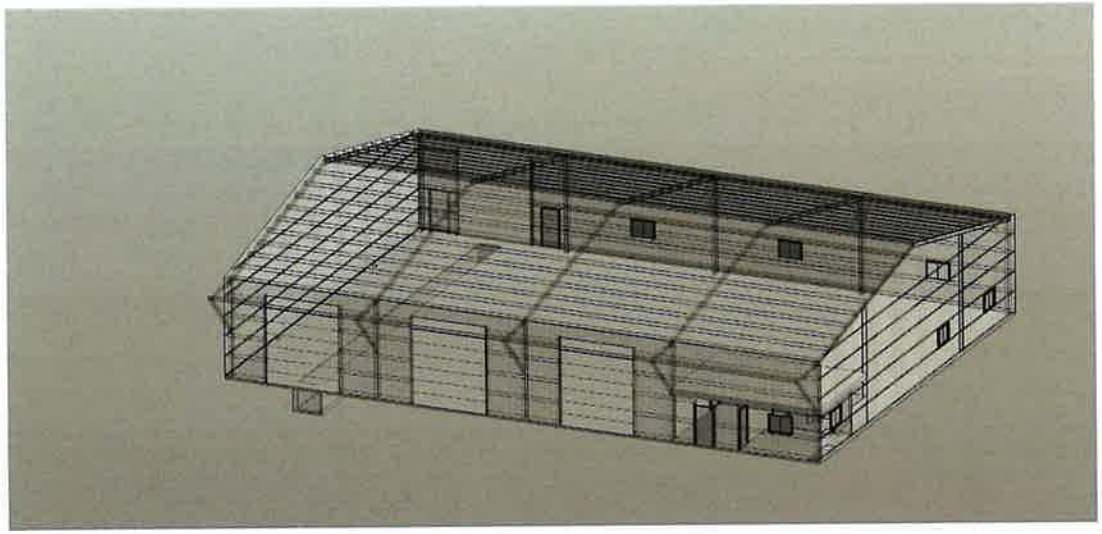


2 **3D WORKSHOP**



1 **3D WORKSHOP TRANSPARENT**

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Proposed Industrial Yard

Pyes Creek Road
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3D VIEWS PROPOSED WORKSHOP

project number	21-077	revision	sheet
date	10/06/2021	4	201
drawn by	CG		
checked by	CG	Scale	

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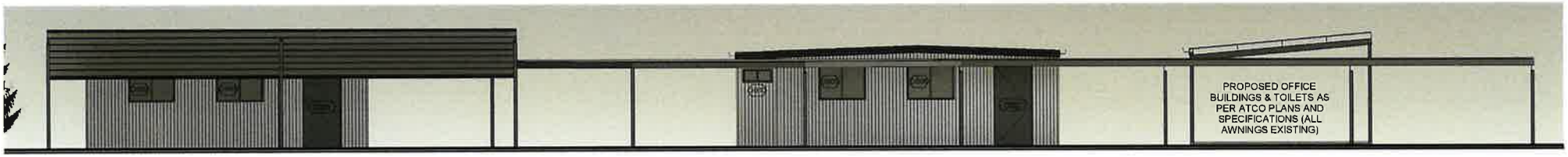
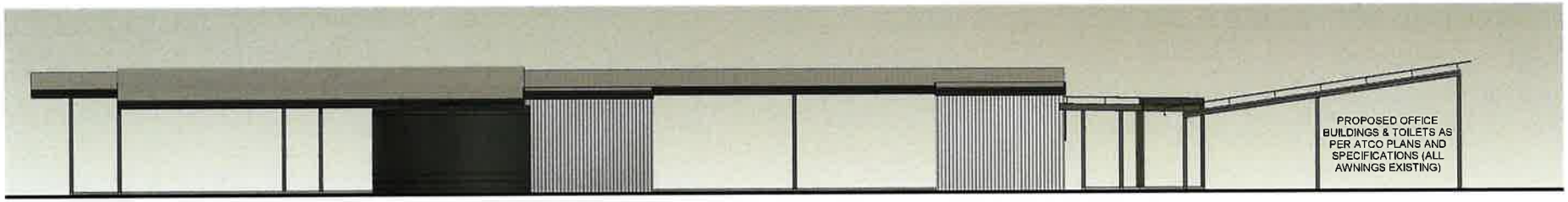


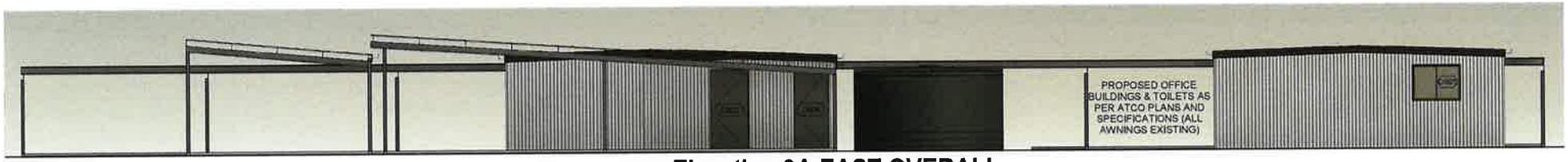
1A Elevation 1A WEST OVERALL

1 : 100



1 Elevation 2A NORTH OVERALL

1 : 100



2 Elevation 3A EAST OVERALL

1 : 100

3 Elevation 4A SOUTH OVERALL

1 : 100

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Revision	Description	Date	Issued by
4	Revision 4	20/07/2023	CG
3	Revision 3	09/05/2023	CG
2	Revision 2	02/09/2021	CG
1	Preliminary Design	29/06/2021	CG

Proposed Industrial Yard

Pyes Creek Road
BOLIVIA NSW 2372

AB Contracting

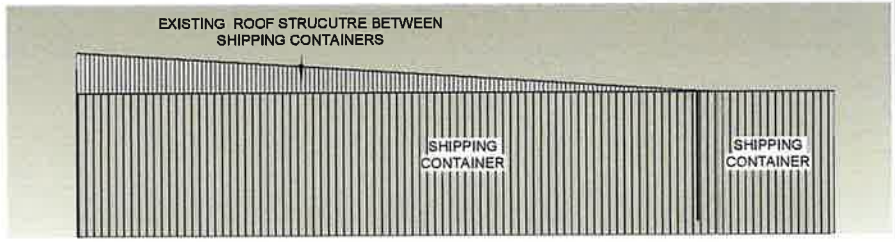
ELEVATIONS 1A, 2A, 3A & 4A

project number	21-077	revision	sheet
date	10/06/2021	4	202
drawn by	CG		
checked by	CG	Scale	1 : 100

20/07/2023 9:40:53 AM

1 Elevation 1 Existing Storage Shed

1 : 100



2 Elevation 2 Existing Storage Shed

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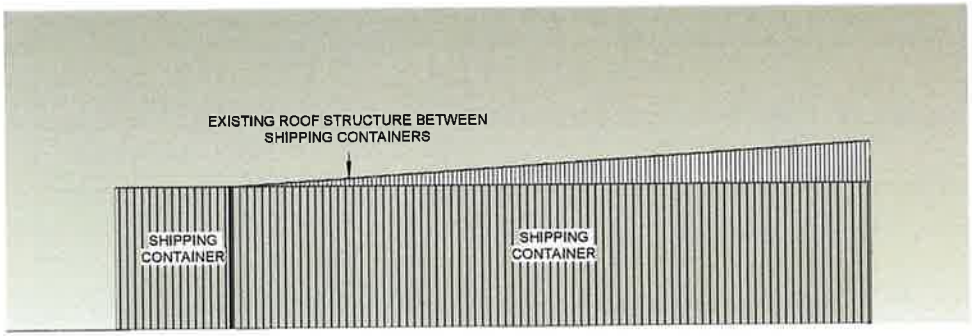
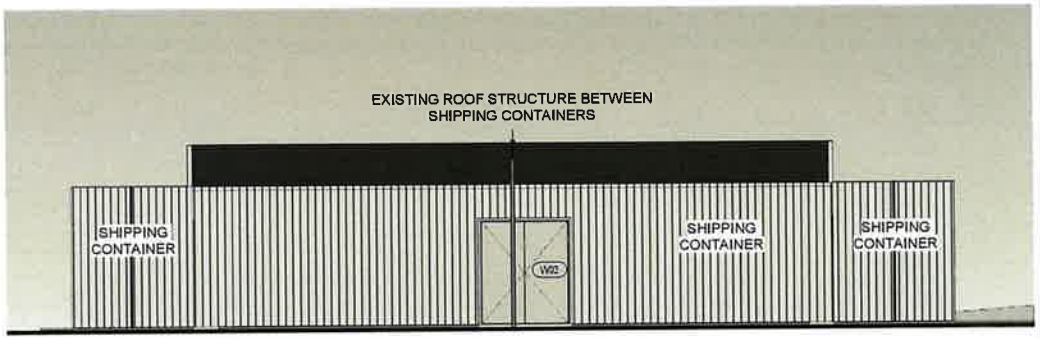


4 Elevation 4 Existing Storage Shed

1 : 100



3 Elevation 3 Existing Storage Shed

1 : 100

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Proposed Industrial Yard

Pyes Creek Road
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AB Contracting

ELEVATIONS EXISTING STORAGE SHED

project number	21-077	revision 4	sheet 203
date	10/06/2021		
drawn by	CG		
checked by	CG	Scale	1 : 100

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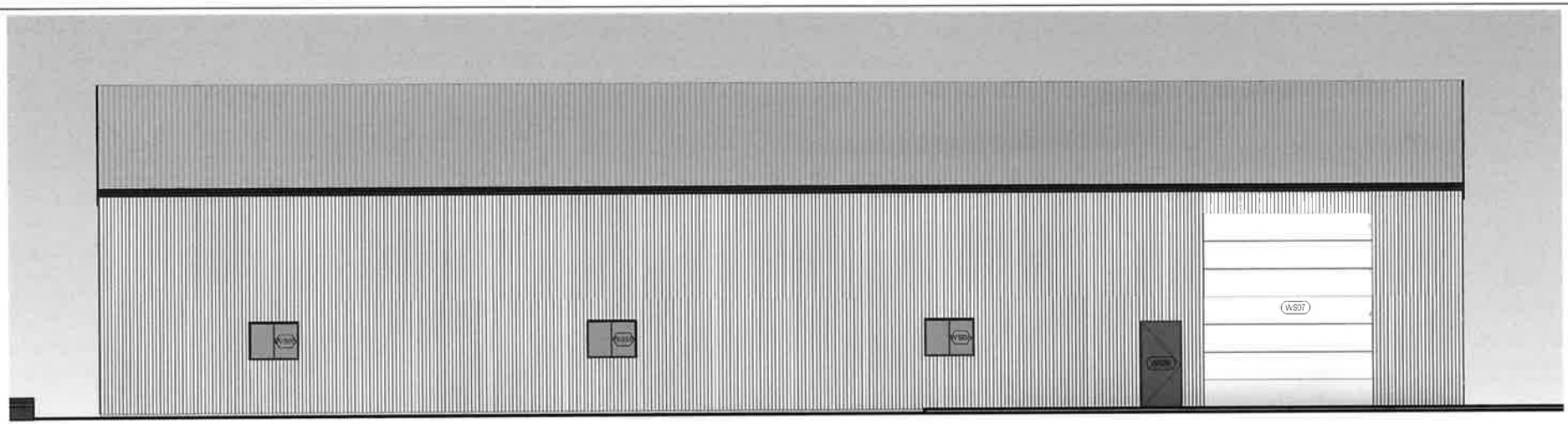
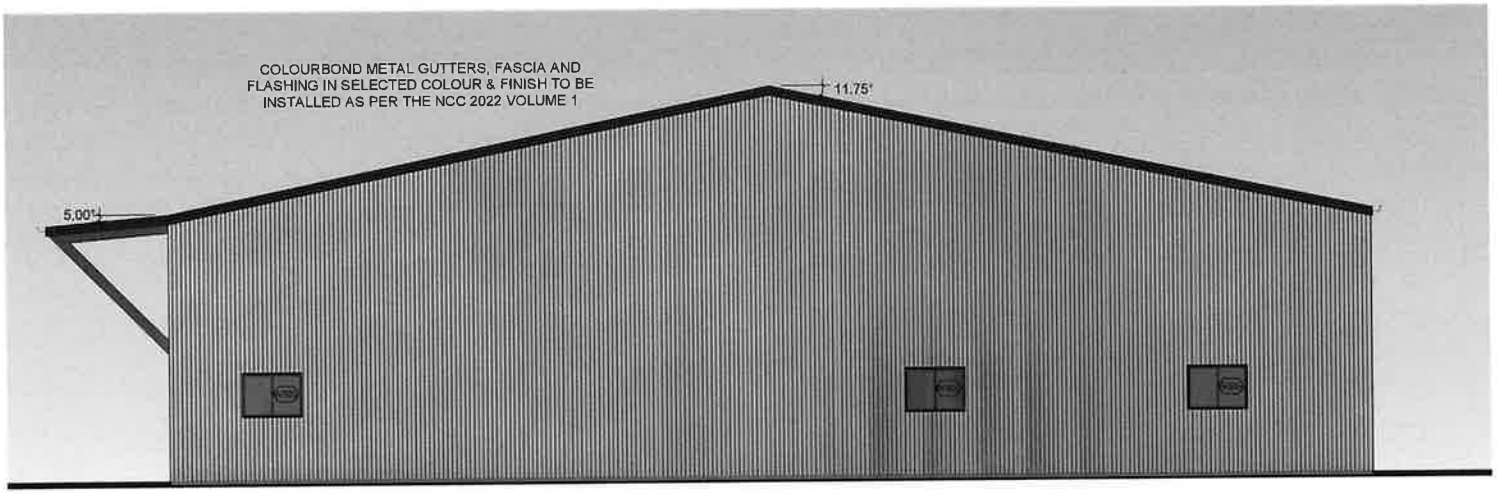


1 Elevation 1 Proposed Workshop

1 : 100



2 Elevation 2 Proposed Workshop

1 : 100

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Proposed Industrial Yard

Pyes Creek Road
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AB Contracting

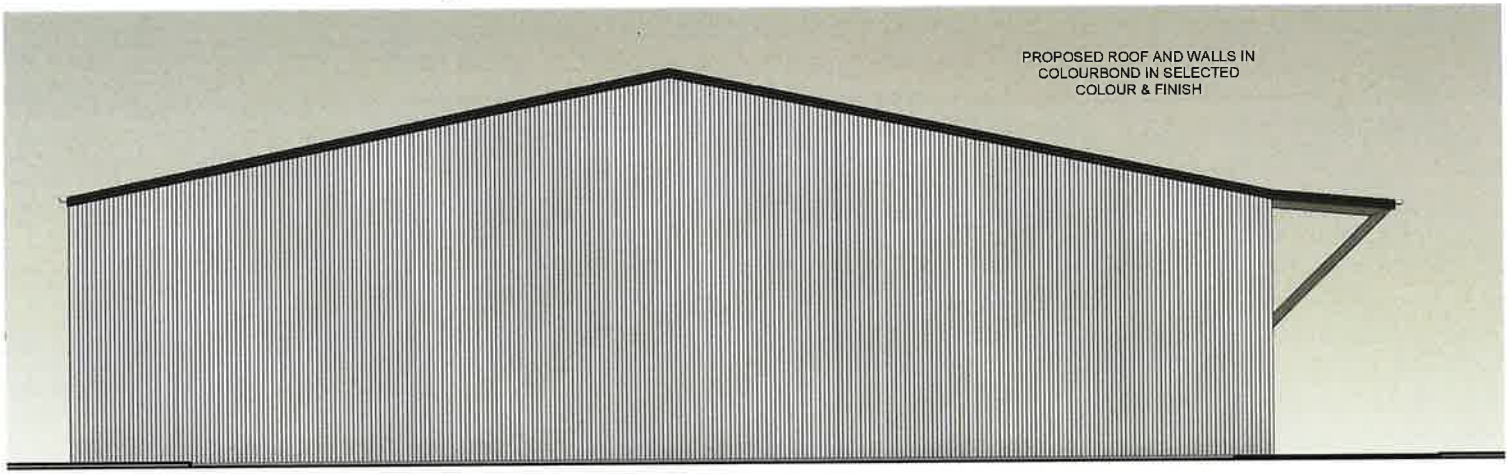
ELEVATIONS PROPOSED WORKSHOP

project number	21-077	revision	sheet
date	10/06/2021	4	204
drawn by	CG		
checked by	CG	Scale	1 : 100

20/07/2023 9:40:57 AM

1 Elevation 3 Proposed Workshop

1 : 100



2 Elevation 4 Proposed Workshop

1 : 100

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Proposed Industrial Yard

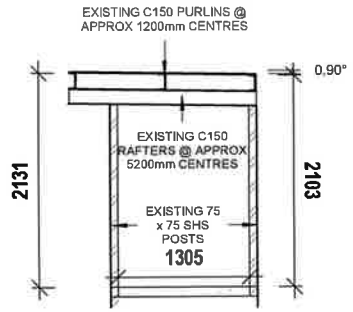
Pyes Creek Road
BOLIVIA NSW 2372

AB Contracting

ELEVATIONS PROPOSED WORKSHOP 2

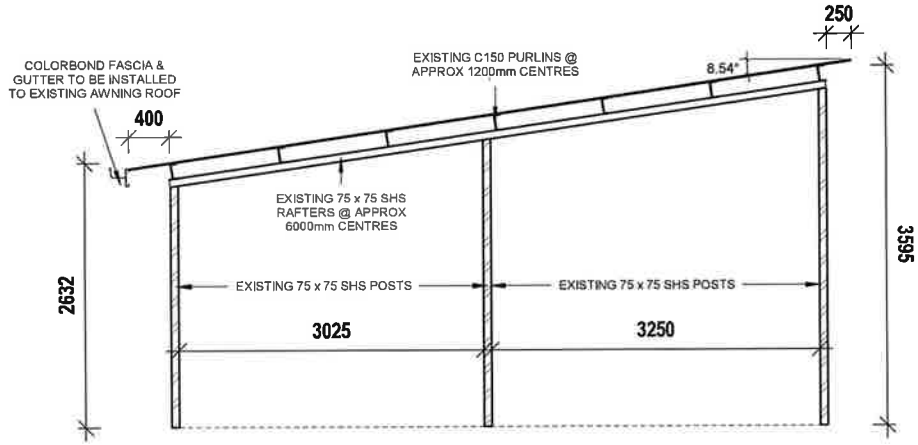
project number	21-077	revision	sheet
date	10/06/2021	4	205
drawn by	CG		
checked by	CG	Scale	1 : 100

20/07/2023 9:40:58 AM



1 / 003 **Section 1 Walkway**

1 : 50



2 / 003 **Section 2 Carport**

1 : 50

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Pyes Creek Road
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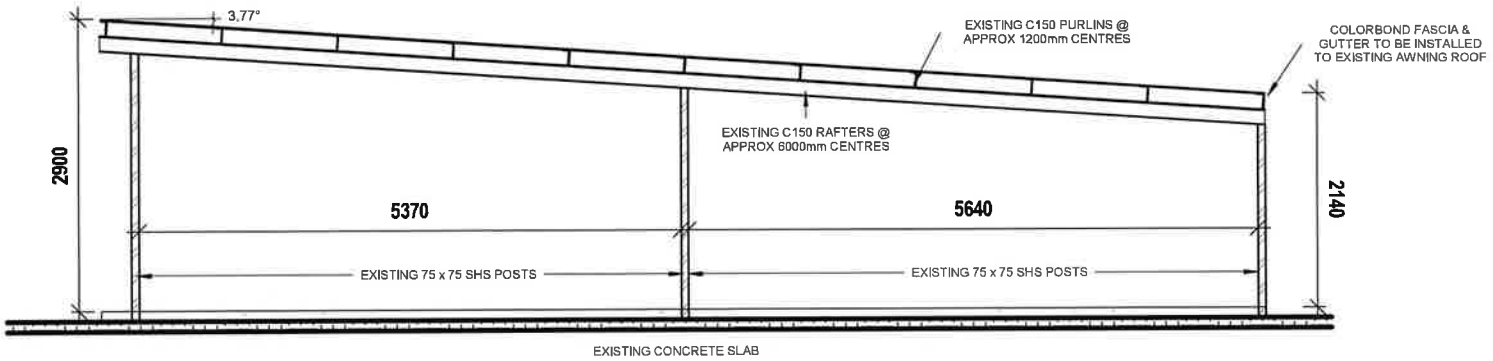
SECTIONS 1 & 2 (WALKWAY & CARPORT)

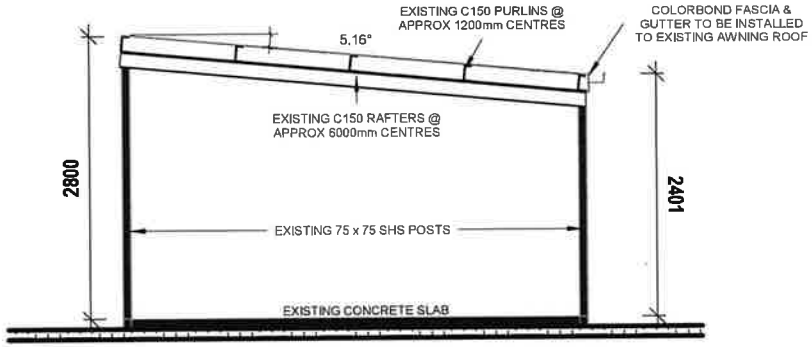
project number	21-077	revision	sheet
date	10/06/2021	4	300
drawn by	CG		
checked by	CG	Scale	1 : 50

20/07/2023 9:40:59 AM



Section 3 Awning 2

3 / 003 — 1 : 50



Section 4 Awning 1

4 / 003 — 1 : 50

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Pyes Creek Road
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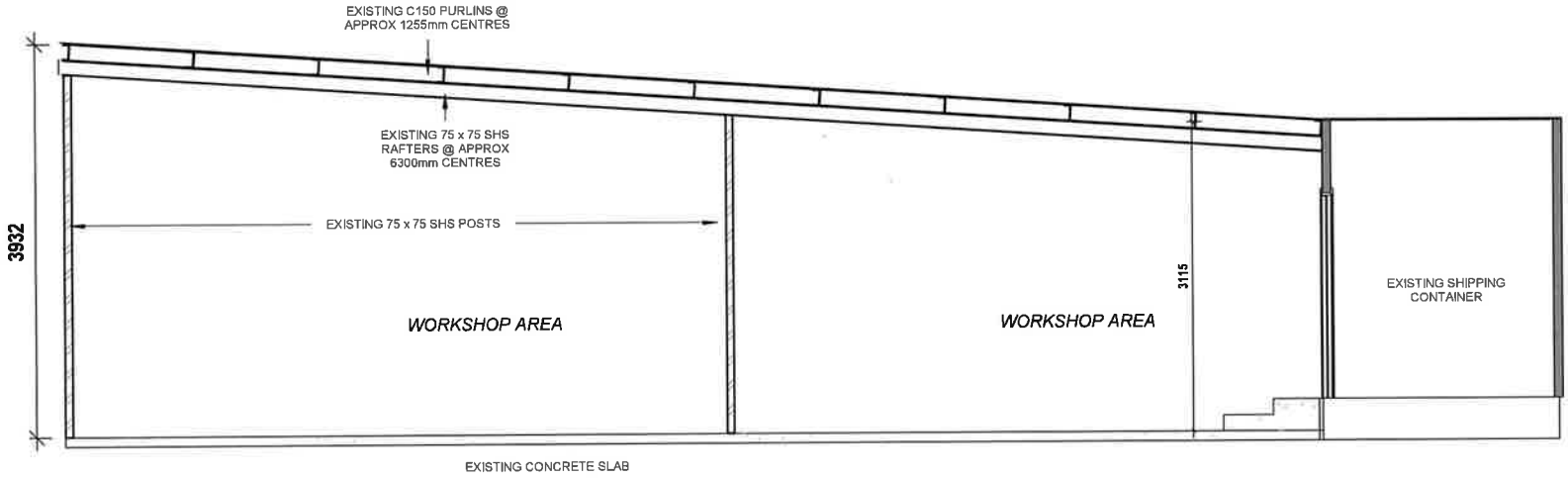
SECTION 3 & 4 (AWNINGS 1 & 2)

project number	21-077	revision	sheet
date	10/06/2021	4	301
drawn by	CG		
checked by	CG	Scale	1 : 50

20/07/2023 9:40:59 AM



Section 5 Workshop

5 / 100 -G

1 : 50

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SECTION 5 (EXISTING STORAGE SHED)

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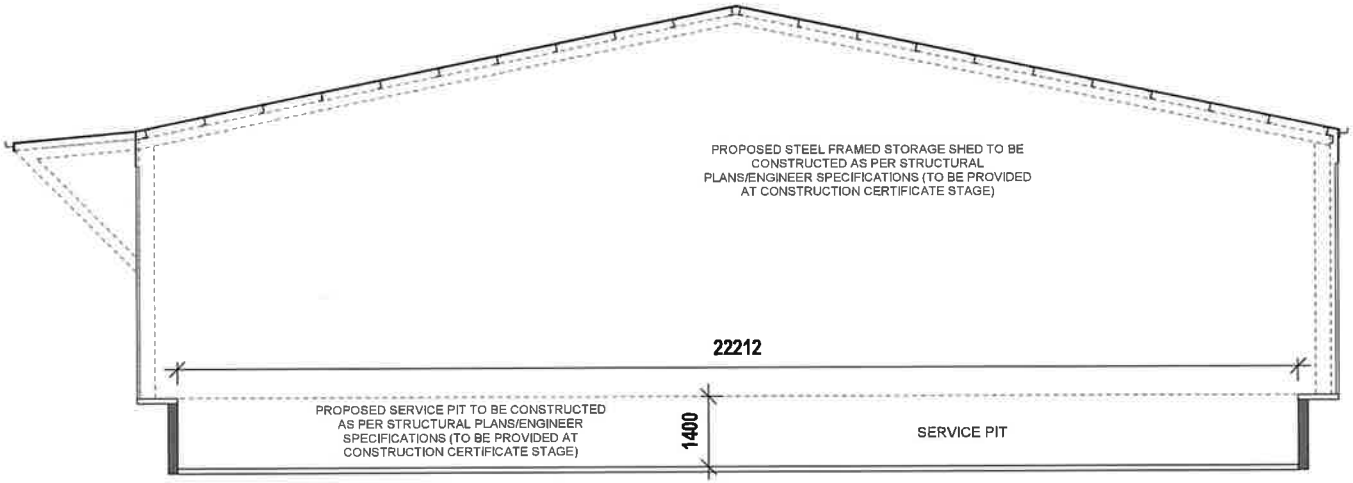
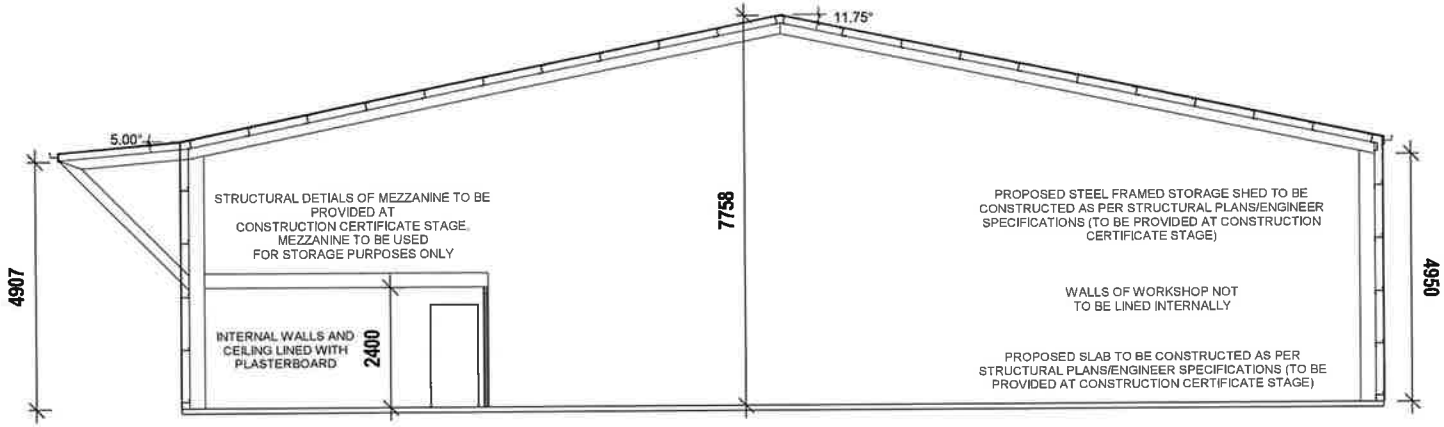
date	10/06/2021	4	303
drawn by	CG		
checked by	CG	Scale	1 : 50

20/07/2023 9:40:59 AM



Section 6

6 / 100 -K — 1 : 100



Section 7

7 / 100 -K — 1 : 100

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SECTION 6 & 7 WORKSHOP

project number	21-077	revision	sheet
date	10/06/2021	4	304
drawn by	CG		
checked by	CG	Scale	1 : 100

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1. FALLS, SLIPS, TRIPS
a) WORKING AT HEIGHTS

DURING CONSTRUCTION

Wherever possible, components for this building should be prefabricated off-site or at ground level to minimise the risk of workers falling more than two metres. However, construction of this building will require workers to be working at heights where a fall in excess of two metres is possible and injury is likely to result from such a fall. The builder should provide a suitable barrier wherever a person is required to work in a situation where falling more than two metres is a possibility.

DURING OPERATION OR MAINTENANCE

For houses or other low-rise buildings where scaffolding is appropriate:
Cleaning and maintenance of windows, walls, roof or other components of this building will require persons to be situated where a fall from a height in excess of two metres is possible. Where this type of activity is required, scaffolding, ladders or trestles should be used in accordance with relevant codes of practice, regulations or legislation.

For buildings where scaffold, ladders, trestles are not appropriate:
Cleaning and maintenance of windows, walls, roof or other components of this building will require persons to be situated where a fall from a height in excess of two metres is possible. Where this type of activity is required, scaffolding, fall barriers or Personal Protective Equipment (PPE) should be used in accordance with relevant codes of practice, regulations or legislation.

ANCHORAGE POINTS (Non-residential only)

Anchorage points for portable scaffold or fall arrest devices have been included in the design for use by maintenance workers. Any persons engaged to work on the building after completion of construction work should be informed about the anchorage points.

b) SLIPPERY OR UNEVEN SURFACES

FLOOR FINISHES Specified

If finishes have been specified by designer, these have been selected to minimise the risk of floors and paved areas becoming slippery when wet or when walked on with wet shoes/feet. Any changes to the specified finish should be made in consultation with the designer or, if this is not practical, surfaces with an equivalent or better slip resistance should be chosen.

FLOOR FINISHES By Owner

If designer has not been involved in the selection of surface finishes, the owner is responsible for the selection of surface finishes in the pedestrian trafficable areas of this building. Surfaces should be selected in accordance with AS HB 197:1999 and AS/NZ 4586:2004.

STEPS, LOOSE OBJECTS AND UNEVEN SURFACES

Due to design restrictions for this building, steps and/or ramps are included in the building which may be a hazard to workers carrying objects or otherwise occupied. Steps should be clearly marked with both visual and tactile warning during construction, maintenance, demolition and at all times when the building operates as a workplace. Building owners and occupiers should monitor the pedestrian access ways and in particular access to areas where maintenance is routinely carried out to ensure that surfaces have not moved or cracked so that they become uneven and present a trip hazard. Spills, loose material, stray objects or any other matter that may cause a slip or trip hazard should be cleaned or removed from access ways. Contractors should be required to maintain a tidy work site during construction, maintenance or demolition to reduce the risk of trips and falls in the workplace. Materials for construction or maintenance should be stored in designated areas away from access ways and work areas.

2. FALLING OBJECTS

LOOSE MATERIALS OR SMALL OBJECTS

Construction, maintenance or demolition work on or around this building is likely to involve persons working above ground level or above floor levels. Where this occurs one or more of the following measures should be taken to avoid objects falling from the area where the work is being carried out onto persons below. 1. Prevent or restrict access to areas below where the work is being carried out.
2. Provide toeboards to scaffolding or work platforms.
3. Provide protective structure below the work area.
4. Ensure that all persons below the work area have Personal Protective Equipment (PPE).

BUILDING COMPONENTS

During construction, renovation or demolition of this building, parts of the structure including fabricated steelwork, heavy panels and many other components will remain standing prior to or after supporting parts are in place. Contractors should ensure that temporary bracing or other required support is in place at all times when collapse which may injure persons in the area is a possibility. Mechanical lifting of materials and components during construction, maintenance or demolition presents a risk of falling objects. Contractors should ensure that appropriate lifting devices are used, that loads are properly secured and that access to areas below the load is prevented or restricted.

3. TRAFFIC MANAGEMENT

For building on a major road, narrow road or steeply sloping road:
Parking of vehicles or loading/unloading of vehicles on this roadway may cause a traffic hazard. During construction, maintenance or demolition of this building designated parking for workers and loading areas should be provided. Trained traffic management personnel should be responsible for the supervision of these areas. **For building where onsite loading/unloading is restricted:** Construction of this building will require loading and unloading of materials on the roadway. Deliveries should be well planned to avoid congestion of loading areas and trained traffic management personnel should be used to supervise loading/unloading areas.

For all buildings:
Busy construction and demolition sites present a risk of collision where deliveries and other traffic are moving within the site. A traffic management plan supervised by trained traffic management personnel should be adopted for the work site.

4. SERVICES

GENERAL

Rupture of services during excavation or other activity creates a variety of risks including release of hazardous material. Existing services are located on or around this site. Where known, these are identified on the plans but the exact location and extent of services may vary from that indicated. Services should be located using an appropriate service (such as Dial Before You Dig), appropriate excavation practice should be used and, where necessary, specialist contractors should be used.

Locations with underground power:
Underground power lines MAY be located in or around this site. All underground power lines must be disconnected or carefully located and adequate warning signs used prior to any construction, maintenance or demolition commencing.

Locations with overhead power lines:
Overhead power lines MAY be near or on this site. These pose a risk of electrocution if struck or approached by lifting devices or other plant and persons working above ground level. Where there is a danger of this occurring, power lines should be, where practical, disconnected or relocated. Where this is not practical adequate warning in the form of bright coloured tape or signage should be used or a protective barrier provided.

5. MANUAL TASKS

Components within this design with a mass in excess of 25kg should be lifted by two or more workers or by mechanical lifting device. Where this is not practical, suppliers or fabricators should be required to limit the component mass. All material packaging, building and maintenance components should clearly show the total mass of packages and where practical all items should be stored on site in a way which minimises bending before lifting. Advice should be provided on safe lifting methods in all areas where lifting may occur.
Construction, maintenance and demolition of this building will require the use of portable tools and equipment. These should be fully maintained in accordance with manufacturer's specifications and not used where faulty or (in the case of electrical equipment) not carrying a current electrical safety tag. All safety guards or devices should be regularly checked and Personal Protective Equipment should be used in accordance with manufacturer's specification.

6. HAZARDOUS SUBSTANCES

ASBESTOS

For alterations to a building constructed prior to 1990:
If this existing building was constructed prior to:
1990 - it therefore may contain **asbestos**
1986 - it therefore is likely to contain **asbestos**
either in cladding material or in fire retardant insulation material. In either case, the builder should check and, if necessary, take appropriate action before demolishing, cutting, sanding, drilling or otherwise disturbing the existing structure.

POWDERED MATERIALS

Many materials used in the construction of this building can cause harm if inhaled in powdered form. Persons working on or in the building during construction, operational maintenance or demolition should ensure good ventilation and wear Personal Protective Equipment including protection against inhalation while using powdered material or when sanding, drilling, cutting or otherwise disturbing or creating powdered material.

TREATED TIMBER

The design of this building may include provision for the inclusion of treated timber within the structure. Dust or fumes from this material can be harmful. Persons working on or in the building during construction, operational maintenance or demolition should ensure good ventilation and wear Personal Protective Equipment including protection against inhalation of harmful material when sanding, drilling, cutting or using treated timber in any way that may cause harmful material to be released. Do not burn treated timber.

VOLATILE ORGANIC COMPOUNDS

Many types of glue, solvents, spray packs, paints, varnishes and some cleaning materials and disinfectants have dangerous emissions. Areas where these are used should be kept well ventilated while the material is being used and for a period after installation. Personal Protective Equipment may also be required. The manufacturer's recommendations for use must be carefully considered at all times.

SYNTHETIC MINERAL FIBRE

Fibreglass, rockwool, ceramic and other material used for thermal or sound insulation may contain synthetic mineral fibre which may be harmful if inhaled or if it comes in contact with the skin, eyes or other sensitive parts or the body. Personal Protective Equipment including protection against inhalation of harmful material should be used when installing, removing or working near bulk insulation material.

TIMBER FLOORS

This building may contain timber floors which have an applied finish. Areas where finishes are applied should be kept well ventilated during sanding and application and for a period after installation. Personal Protective Equipment may also be required. The manufacturer's recommendations for use must be carefully considered at all times.

7. CONFINED SPACES

EXCAVATION

Construction of this building and some maintenance on the building will require excavation and installation of items within excavations. Where practical, installation should be carried out using methods which do not require workers to enter the excavation. Where this is not practical, adequate support for the excavated area should be provided to prevent collapse. Warning signs and barriers to prevent accidental or unauthorised access to all excavations should be provided.

ENCLOSED SPACES

For buildings with enclosed spaces where maintenance or other access may be required:
Enclosed spaces within this building may present a risk to persons entering for construction, maintenance or any other purpose. The design documentation calls for warning signs and barriers to unauthorised access. These should be maintained throughout the life of the building. Where workers are required to enter enclosed spaces, air testing equipment and Personal Protective Equipment should be provided.

SMALL SPACES

For buildings with small spaces where maintenance or other access may be required:
Some small spaces within this building will require access by construction or maintenance workers. The design documentation calls for warning signs and barriers to unauthorised access. These should be maintained throughout the life of the building. Where workers are required to enter small spaces they should be scheduled so that access is for short periods. Manual lifting and other manual activity should be restricted in small spaces.

8. PUBLIC ACCESS

Public access to construction and demolition sites and to areas under maintenance causes risk to workers and public. Warning signs and secure barriers to unauthorised access should be provided. Where electrical installations, excavations, plant or loose materials are present they should be secured when not fully supervised.

9. OPERATIONAL USE OF BUILDING

RESIDENTIAL BUILDINGS

This building has been designed as a residential building. If it, at a later date, it is used or intended to be used as a workplace, the provisions of the Work Health and Safety Act 2011 or subsequent replacement Act should be applied to the new use.

NON-RESIDENTIAL BUILDINGS

For non-residential buildings where the end-use has not been identified:
This building has been designed to requirements of the classification identified on the drawings. The specific use of the building is not known at the time of the design and a further assessment of the workplace health and safety issues should be undertaken at the time of fit-out for the end-user.

For non-residential buildings where the end-use is known:
This building has been designed for the specific use as identified on the drawings. Where a change of use occurs at a later date a further assessment of the workplace health and safety issues should be undertaken.

10.OTHER HIGH RISK ACTIVITY

All electrical work should be carried out in accordance with Code of Practice: Managing Electrical Risks at the Workplace, AS/NZ 3012 and all licensing requirements.
All work using Plant should be carried out in accordance with Code of Practice: Managing Risks of Plant at the Workplace. All work should be carried out in accordance with Code of Practice: Managing Noise and Preventing Hearing Loss at Work. Due to the history of serious incidents it is recommended that particular care be exercised when undertaking work involving steel construction and concrete placement. All the above applies. All construction work should be carried out in accordance with Code of Practice: Managing Risks in Construction Work.

ADDITIONAL INFORMATION

- **All paths of travel both during and after construction are to remain free of obstructions.**
- **all access to the site during construction is to remain limited to authorised personel. who are to be made aware of this report.**
- **Future demolished to adhere to The Code of Practice for demolition work.**
- **Adequate ventilation is to be allowed for both during and after construction to prevent injury due to heat and/or air born contaminants.**
- **All components of the construction are comply with NCCA and all relevant Australian Standards and any additional future work is to be designed and carried out with reference to these.**
- **Positioning of noisy plant equipment both during and after construction must be carried out to prevent nuisance and/or injury to neighbouring properties.**
- **The Project Manager, Construction Manager, Builder and anyone in charge of the site/building both during and after construction must implement all safety requirements in compliance with this report, the NCCA and all relevant standards unless otherwise negotiated with the designer in writing. Any actions not in compliance become the responsibility of the person/persons who carried them out.**
- **All products selected by the owner and not approved in writing by the designer are the responsibility of the owner.**

THESE NOTES MUST BE READ AND UNDERSTOOD BY ALL INVOLVED IN THE PROJECT.
THIS INCLUDES (but is not excluded to): OWNER, BUILDER, SUB-CONTRACTORS, CONSULTANTS, RENOVATORS, OPERATORS, MAINTENORS, DEMOLISHERS.

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AB Contracting

WHS NOTES

project number	21-077	revision 4	sheet 800
date	10/06/2021		
drawn by	CG		
checked by	CG	Scale	

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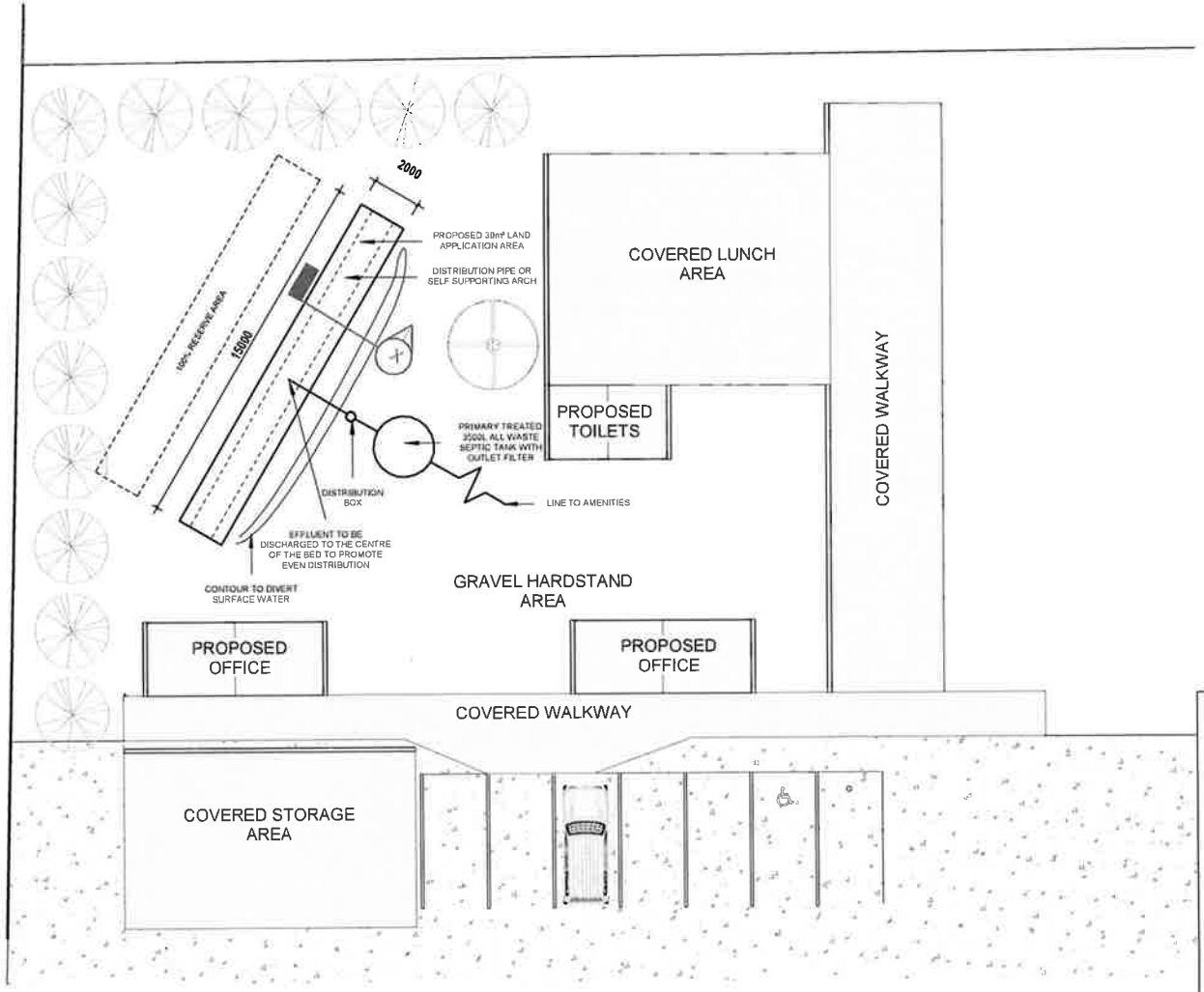
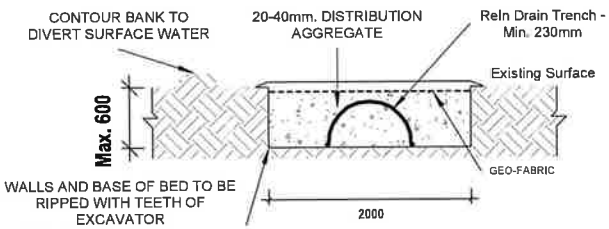


1 **Site Plan - OSSM Design 1**
1 : 200



2 **Detail XX**
1 : 50

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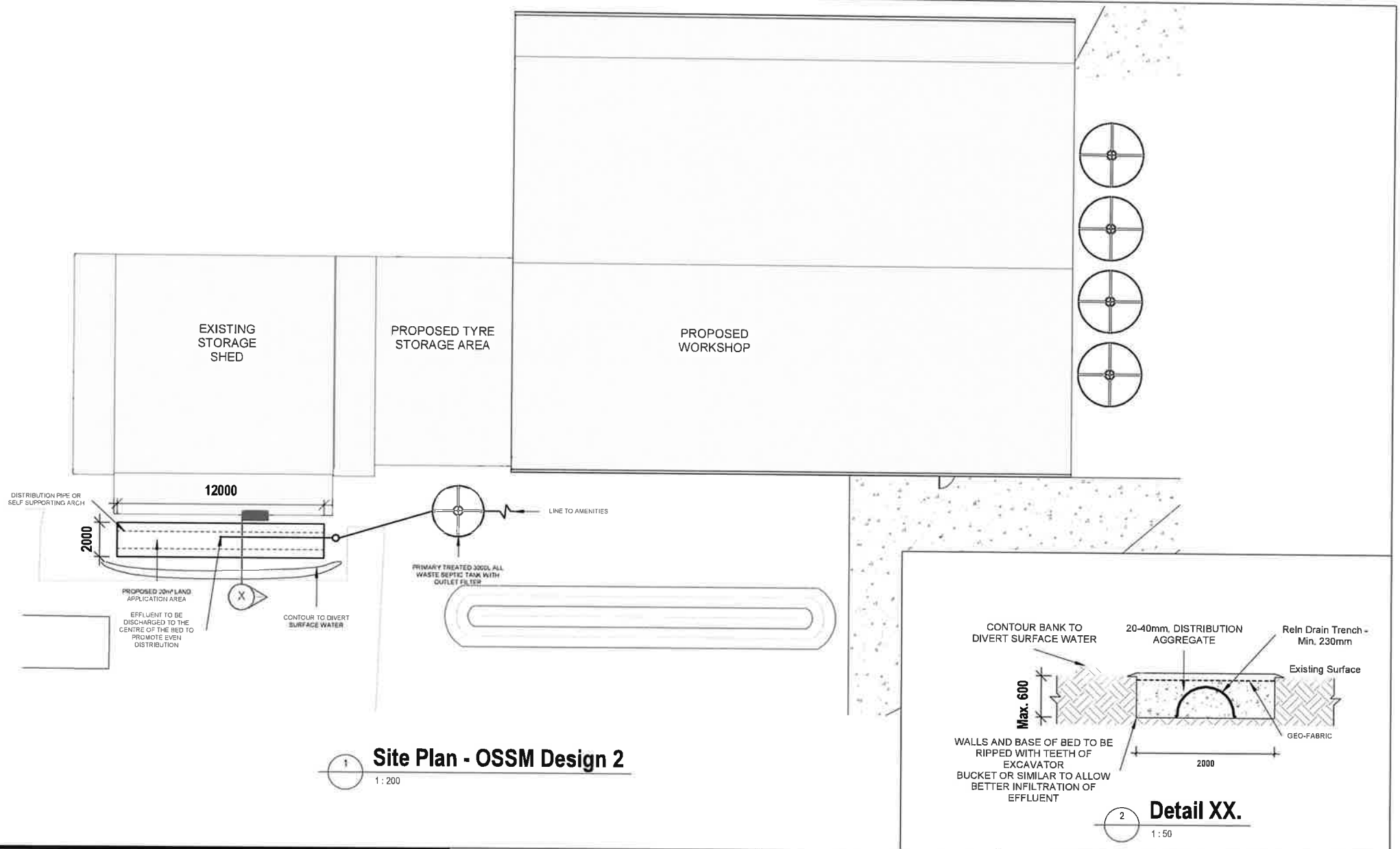
BOLIVIA NSW 2372

AB Contracting

OSSM DESIGN

project number	21-077	revision	sheet
dale	10/06/2021	4	801-A
drawn by	CG		
checked by	CG	Scale	As indicated

20/07/2023 9:41:00 AM



1 **Site Plan - OSSM Design 2**
1 : 200

2 **Detail XX.**
1 : 50

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Revision	Description	Date	Issued by
4	Revision 4	20/07/2023	CG
3	Revision 3	09/05/2023	CG
2	Revision 2	02/09/2021	CG
1	Preliminary Design	29/06/2021	CG

Proposed Industrial Yard
Pyes Creek Road
BOLIVIA NSW 2372

AB Contracting

OSSM DESIGN WORKSHOP

project number	21-077	revision	sheet
date	10/06/2021	4	801-B
drawn by	CG		
checked by	CG	Scale	As indicated

20/07/2023 9:41:00 AM

CRACKER QUARRY & AG SUPPLIES PTY LTD – Processing & Dispatch Yard Proposal, Pyes Creek Rd, Bolivia NSW

Distances to Neighbouring Residences (approx.)

A – 98 Pyes Creek Rd (1.2km) B – 5968 New England Hwy (1.0km) C – 5685 New England Hwy (1.8km) ✖ Proposed Yard site