PLAN 5

PLANNING APPLICATION P16-077

437 WOOLMERS LANE, LONGFORD

ATTACHMENTS

A Application & referral to EPA

B EPA's request for further information dated 2 May 2016 and applicant's response.

C EPA's permission to advertise & representations

D EPA's request for additional information dated 9 December 2016 and applicant's response.

E EPA's Environmental Assessment Report and conditions.

F Tyre removal plan referred to in condition 8.3 of the recommendation

A.

PLANNING APPLICATION
Proposal

Description of proposal:
The application is seeking approval for the:

- **Construction and operation of a tyre shredder; and**
- **Ongoing delivery and storage of end-of-life tyres.**

(attach additional sheets if necessary)

Site address: **437 Woolmers Lane, Longford**

ID no: _____ and /or Council's property no: _____

AND/OR

Area of land: **1054** ha/m^2 and/or CT no: **105810/1**

Estimated cost of project **$500,000** (include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes /~~No~~
If yes – main building is used as **sheds associated with the farming property and dwelling**

If variation to Planning Scheme provisions requested, justification to be provided:
Clause 26.3.1 – P1.1, P2.1, P3 a) P5

E6.6.1 – P1

(attach additional sheets if necessary)

If outbuilding has a floor area of over 56m^2, or there will be over 56m^2 of outbuildings on the lot, or is over 3m at apex in residential zone, details of the use of the outbuilding to be provided:

External colours:

(attach additional sheets if necessary)

Is any signage required? No

(if yes, provide details)

Measured form and function 6ty°

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ABN 27 014 609 900

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Tyre Shredder

437 Woolmers Lane
Longford

Supporting Submission

SUPERSEDED

SUPERSEDED

Issue	01
Date	6 April 2015
Project Number	15.242
Project Name	Tyre Shredder, Tyre Storage and Delivery
Author	Heidi Goess
Document	I:\2015\15242\1 Administration\6 Authorities\2 Council\Planning Permit Tyre Shredder and Ongoing Delivery and Storage of End-of-Life Tyres 6 April 2016

Contents

1. INTRODUCTION

Planning application P16-077 seeking permission for ELT storage and shredding. This is outside of the scope of the use and development approved by planning permit P13-199 and consequently planning application P16-077 was lodged with Council. While this is a new application, commitment is given to remove the ELT stockpile from the site by 31 December 2020.

The lodgement of planning application P16-077 was anticipated as a commitment by the Proponent resulting from mediation in Appeal 06/16E and the Consent Memorandum entered into between the Proponent and the Council on 10 March 2016. The purpose of this application is two-fold, both to enable the removal of the existing ELT stockpile and to provide an ongoing and sustainable method of reusing ELT into the future.

The operation of the tyre shredder will enable ELT to be shredded into 50mm tyre chips and subsequently removed from the site. The tyre chips can be sold as a resource (i.e. fill in road construction) or dispatched to an alternative location for processing into rubber products (i.e. recreation soft-fall matting, traffic management aids). The use and development proposed by planning application P16-077 is an approach to avoid disposing of ELT waste in landfill.

6ty Pty Ltd has prepared this supporting submission on behalf of Tyre Recycle Tasmania Pty Ltd. This report addresses the requirements of the Northern Midlands Interim Planning Scheme. The Environmental Effects Report provides detailed information on the proposed use and development and should be read in conjunction with this report.

1.1 Certificate of Title and Property Owner

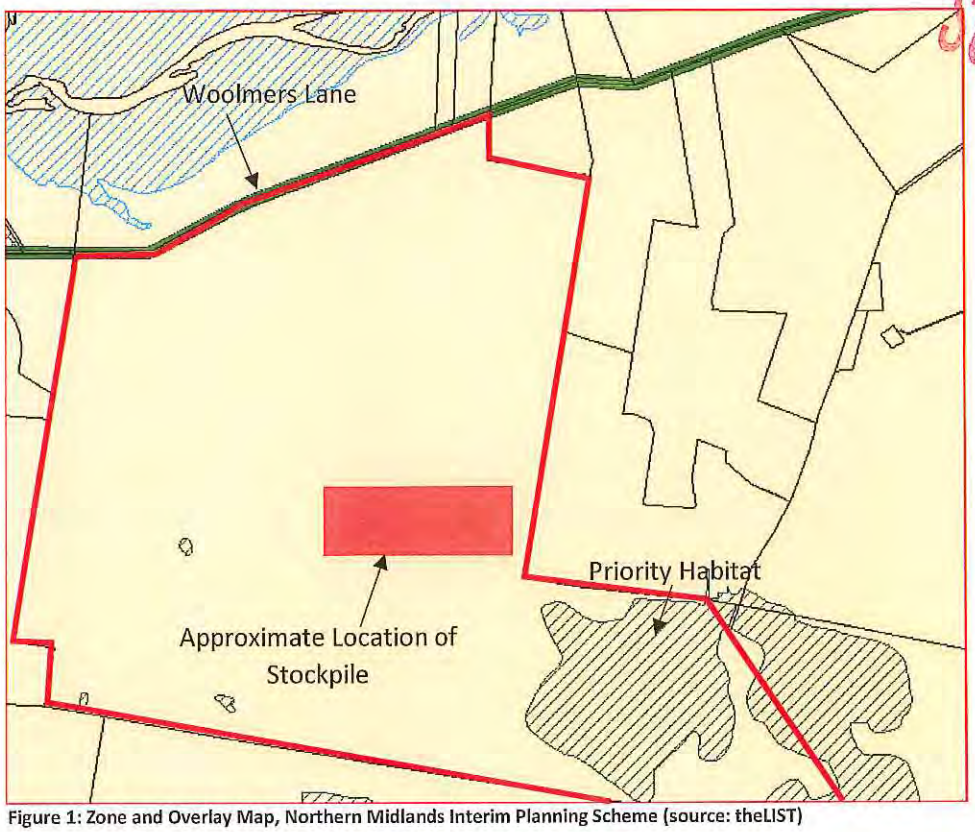
The application applies to land identified on Certificate of Title 105810/1 (refer to Appendix A). The land is currently held in the ownership of Mr Keith Gatenby

1.2 Planning Instrument

The planning instrument subject to this application is the Northern Midlands Interim Planning Scheme (NMIPS).

1.3 Zone and Overlay Map

The site is zoned Rural Resource Zone under the NMIPS (refer to Figure 1). Priority Habitat is identified on the site by the NMIPS Overlay Maps.



SUPERSEDED

Figure 1: Zone and Overlay Map, Northern Midlands Interim Planning Scheme (source: theLIST)

2. PROPOSAL –

The application proposes to install and operate a tyre shredder within the development area.

To summarise, the application seeks permission to:

- Install and operate a tyre shredder on the site;
- Construct a shed and associated infrastructure to contain, store and operate the tyre shredder; and
- Continue delivery and store new ELT on the site post 20 December 2016.

Please refer to the Environmental Effects Report for a full description of the proposal.

3. SITE AND SURROUNDING USES

The site is an irregular shaped parcel of land comprising an area of 1054ha and is primarily utilised for irrigated cropping and grazing. Excavation works are also undertaken on the site. The site also contains farm improvements.

The land immediately surrounding the storage of used tyres is gently undulating and utilised for irrigated cropping and grazing of sheep.

There is a stockpile of tyres located on the site as shown on drawing number C01. These two stockpiles are separated by a row of trees into two locations. The tyres are not stacked higher than 3m.

While the land is largely cleared of vegetation, a dense vegetation cover of standing vegetation (approximately 300ha) identified as *Eucalyptus amygdalina* inland forest and woodland on Cainozoic deposit (Tasmanian Vegetation Map, DPIPWE) is located some 700m south-west and south-east of the development area. Smaller patches of trees are also located on the site and there are three distinctive wind breaks on the property (refer to Figure 7). The wind breaks are located:

- At the edge of the northern property boundary, along the southern side of Woolmers Lane;
- Approximately 400m south of Woolmers Lane and approximately 1km north of the development area; and
- Approximately 30m south of stored ELT within the development area.

There are a number of sensitive uses located within a 2km radius of the development area. The closest sensitive use is located more than 900m from the development area. There are also two poultry sheds and the Impact Fertilizer Depot located on the adjacent properties.

4. NORTHERN MIDLANDS INTERIM PLANNING SCHEME

The following section of this report examines the relevant provisions of the NMIPS with respect to the proposed subdivision of land. This assessment demonstrates that the approval sought is consistent with the applicable standards of the Rural Resource zone and the relevant codes.

4.1 Rural Resource Zone Purpose Statements

The purpose of this zone is to provide for the sustainable use and development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing. The property, as outlined above, is primarily utilised for irrigated cropping and grazing. Excavation works are also undertaken on the property.

The land immediately surrounding the storage area is utilised for irrigated cropping and grazing of sheep. The land capability assessment determined that the land utilised for the storage of tyres is defined as Class 5 (refer to Appendix B). This assessment concludes that the land associated with the storage of ELT is unsuitable for cropping and had light to moderate limitations of pastoral use.

The zone purpose also provides for other use and development providing that this does not constrain or conflict with resource development uses. The development area will not exceed 1.5% of the total land area of the site. The storage of tyres is relatively inert activity which can continue in conjunction with the irrigated cropping and grazing of land. The tyre shredder will also not impact on the existing agricultural uses of the land.

A series of wind breaks are established on the property along with the topography surrounding the site will ensure that the values of the surrounding rural landscape, particularly when viewed from Woolmers Lane will be preserved.

The proposed operation provides employment, will not compromise or conflict with resource development uses and is located to ensure that the landscape values are protected.

The proposal will facilitate an existing commercial business in the Rural Resource zone that is compatible with the agricultural activities undertaken on the site and on adjoining properties. The combination of wind breaks and topography ensures that visual amenity will not be compromised and that environmental values can be appropriately managed.

The application is consistent with the purpose of the Rural Resource zone.

4.2 Local Area Objectives

In addition to the zone purpose, local area objectives are articulated for the Rural Resource Zone. The following comments are offered with respect to the local area objectives stated for primary industries, tourism and rural communities.

4.2.1 Primary Industries

The storage of tyre waste and tyre shredder, as highlighted in the above comments, will not compromise the continued use and development of land for primary industries. Irrigated cropping and grazing of land can continue while tyres are stockpiled on the site and the tyre shredder is in operation. The proposed development area impacts on a very small percentage of the total land area of the property.

Once tyres are removed from the site, the land resource will not be unduly compromised as it can be returned to grazing.

The proposed use and development is consistent with this objective.

4.2.2 Tourism

There is no tourism development proposed as part of this application.

4.2.3 Rural Communities

The proposed development does not propose a home-based business or professional services.

4.3 Desired Future Character Statement

There are a series of wind breaks established on the property (refer to section 3 above). The wind break situated between Locations 1 and 2 comprises a single row of trees. These trees have a height in excess of 10m. The ELT at both locations 1 and 2 are stacked to a height of no more than 3m. This provides a backdrop to the tyres at Location 1 and also obscures the tyres from view at Location 2 when viewed from the access road. The proposed shed is a building typically located on a farming property.

The conclusion is drawn that the location of the existing wind breaks on the property in combination with the topography of the land, ensures that there is no direct line of sight to the storage area from Woolmers Lane. This is further supported by information contained in the Environmental Effects Report. The proposal is not deemed to be obtrusive on the surrounding rural landscape.

The proposed use and development of land complies with clause 26.1.6 and its objectives.

4.4 Use Table

The proposed tyre shredder, storage area and tyre delivery is categorised as 'recycling and waste disposal'. The Use Table lists 'recycling and waste disposal' as a discretionary use.

4.5 Rural Resource Zone – Use and Development Standards

Table 1 assesses the objectives and applicable standards relevant to this proposed subdivision of land. Where the proposal cannot comply with an acceptable solution, this report provides further assessment against the relevant objective and performance criteria.

Table 1: Assessment of 26 – Rural Resource Zone, Northern Midlands Interim Planning Scheme

26.3 Use Standards		
Scheme Standard	Comment	Assessment
26.3.1 Discretionary Uses if not a single dwelling		
A1	Application is for a discretionary use.	**Relies on the Performance Criteria**
A2	Application is for a discretionary use.	**Relies on the Performance Criteria**
A3	Application is for a discretionary use.	**Relies on the Performance Criteria**

A4	Application is for a discretionary use.	**Relies on the Performance Criteria**
A5	The use will not be located in an existing building. The application is for a discretionary use.	**Relies on the Performance Criteria**
26.3.2 – Dwellings		
A1.1 – A1.3	The proposal is seeking approval for recycling and waste disposal	Not Applicable
26.3.3 Irrigation Districts		
A1.1 – A1.3	The land is not within an irrigation district as proclaimed under Part 9 of the Water Management Act 1999.	Complies with the Acceptable Solution
26.4 Development Standards		
26.4.1 Building Location and Appearance		
A1	The proposed building has a maximum height of 4.7m. The building is not a dwelling. The building height does not exceed the standard.	Complies with the Acceptable Solution
A2	The proposed building will be setback a minimum distance of 50m.	Complies with Acceptable Solution
26.4.2 Subdivision		
A1	The application does not propose subdivision	Not Applicable
26.4.3 Strata Division		
26.4.3.1	The application does not propose division of land by stratum title.	Not Applicable
A2	There are no lots proposed with areas of less than 500m^2.	Complies with Acceptable Solution

4.6 CODES

Part E of the NMIPS set out additional provisions with respect to areas or particular planning issues. Table 2 provides an assessment of each of the codes in the context of the application. Where a particular code applies, further assessment is provided.

Table 2: Codes

Code		Comment
E1.0	Bushfire-Prone Areas Code	The site is deemed to be in a bushfire prone area. The application does not propose: • Subdivision; or • A vulnerable or hazardous use. **This Code is not applicable.**
E2.0	Potentially Contaminated Land Code	This application does not propose to construct a sensitive use. **This Code is not applicable.**
E3.0	Landslip Code	The land is not identified as being subject to a landslip hazard. **This Code is not applicable.**
E4.0	**Road and Railway Assets Code**	**The proposed use and development.** **The application intensifies an existing access. This Code is applicable.**
E5.0	Flood Prone Areas Code	This site subject to this application is not in a flood prone area. **This Code is not applicable.**
E6.0	Car Parking and Sustainable Transport Code.	This Code applies to all use and development. **This Code is applicable.**
E7.0	Scenic Management Code	Woolmers Lane is identified as being a tourist road corridor. The site for the storage of tyres is not within 100m of Woolmers Lane. **This Code is not applicable.**
E8.0	Biodiversity Code	The property contains areas identified as priority habitat on the NMIPS Overlay Maps. The priority habitat areas identified are located more than 700m to the south-east of the storage area. The application does not propose any use or development of land within the area identified as priority habitat or removal of vegetation. **This Code is not applicable.**
E9.0	Water Quality Code	The proposed use and development of land is not within 50m of a wetland or watercourse. **This Code is not applicable.**
E10.0	Recreation and Open Space Code	This Code is not applicable of land zoned Rural Resource.

E11.0	Environmental Impacts and Attenuation Code	The proposed storage of tyres or shredder is not a use listed in Table E11.1 or E11.2. **This Code is not applicable.**
E12.0	Airport Impact Management Code	**This Code is not applicable.**
E13.0	Local Historic Heritage Code.	**This Code is not applicable.**
E14,0	Coastal Code.	**This Code is not used in the NMIPS.**
E15.0	Signs Code	The use and development does not propose a sign. **This Code is not applicable.**

4.6.1 E4.0 Road and Railway Assets Code

The proposed use and development will intensify the existing access. This Code applies to the proposed use and development. Accordingly, Table 3 assesses the application against the applicable standards of this Code

Table 3: Road and Railway Assets Code, Use and Development Standards

E4.6.1 Use Standards		
Scheme Standard	Comment	Assessment
E4.6.1 Use and road or rail infrastructure		
A1	Dwellings are not proposed as part of this application.	Not Applicable
A2	Woolmers Lane has a speed limit of more than 60km/hr.	Not Applicable
A3	The proposed use and development will not increase the annual average daily traffic movements at the existing access by more than 10%.	Complies with the Acceptable Solution
E4.7 Development Standards **E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways**		
A1	The proposed lots are not within 50m of a railway, future road and a category 1 or 2 road.	Not Applicable.
E4.7.2 Management of Road Accesses and Junctions		
A1	Woolmers Lane does not have a speed limit of 60km/hr or less.	Not Applicable

A2	There is no new access or junction proposed.	Complies with the Acceptable Solution
E4.7.3 Management of a Rail Level Crossing		
A1	The proposals does not require access across a railway.	Not Applicable
E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings		
A1 a) – c)	The use and development will use the existing access. There is no rail level crossing required or temporary access.	Not Applicable

4.6.2 E6.0 Car Parking and Sustainable Transport Code

This Code applies to all use and development of land. Accordingly, Table 4 assesses the application against the applicable standards of this Code.

Table 4: Car Parking and Sustainable Transport Code, Use and Development Standards

23.3 Use Standards		
Scheme Standard	Comment	Assessment
E6.6.1 Car Parking Numbers		
A1(a)	The proposed use and development is required to provide 1 space per 500m^2 of the site and 1 space for every employee. The site has an area of 1054 ha. This would require in excess of 100 spaces. Other than the two employees operating the tyre shredder, there is no requirement for the public to access the stockpile. The site is within a farming district south-east of Longford and is well outside of this township. Employees assisting with the unloading of trucks will not be arriving on the site in separate vehicles. Parking for the two employees operating the shredder can easily be accommodated on the site.	**Satisfies the Performance Criterion P1**

E6.6.2 Bicycle Parking Numbers		
A1.1	There are not 5 employees associated with the tyre storage. Therefore there are no bicycle parking requirements.	Complies with the Acceptable Solution
A1.2	Not Applicable	Not Applicable
E6.6.3 Taxi Drop-off and Pickup		
A1	Not Applicable	Not Applicable
E6.6.4 Motorbike Parking Provisions		
A1	There is sufficient area to accommodate a motorbike parking space.	Complies with Acceptable Solution
E6.7 Development Standards		
E6.7.1 Construction of Car Parking Spaces and Access Strips		
A1 (a)-(c)	All car parking and manoeuvring areas will be formed to an adequate level and drained.	Complies with Acceptable Solution
E6.7.2 Design and Layout of Car Parking		
A1.1 and A1.2	There will not be more than 4 parking spaces provided.	Not Applicable
A2.1 and A2.2	Car parking and manoeuvring space will in accordance with the acceptable Solution.	Complies with the Acceptable Solution
E6.7.3 Car Parking Access, Safety and Security		
A1	There will not be more than 20 parking spaces provided.	Not Applicable
E6.7.4 Parking with a Person with a Disability		
A1 and A2	There will not be more than 20 parking spaces provided.	Not Applicable
E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup		
A1	Retail, commercial, industrial, service industry or warehouse or storage uses proposed.	Not Applicable

E6.8.2 Bicycle Parking Access, Safety and Security		
A1.1 and A1.2	Not Applicable	Not Applicable
A2	Not Applicable	Not Applicable
E6.8.5 Pedestrian Walkways		
A1	Not Applicable	Not Applicable

4.7 Performance Criteria

The above assessment of the applicable standards has highlighted that the proposed use and development relies on a number of performance criteria. Accordingly, further information in regard to these performance criteria is offered and intended to assist the Council with their assessment of this application.

4.7.1 Clause 26.3.1 – Discretionary Uses if not a single dwelling

Recycling and waste disposal is listed as a discretionary use at Clause 26.2 Use Table. Accordingly, the application cannot comply with the acceptable solutions A1 to A5, Clause 26.3.1 and therefore relies on the corresponding performance criteria.

The discussion above has demonstrated that the proposed use and development of land for the storage of ELT and the establishment of a tyre shredder will support the local area objectives. The application satisfies the performance criteria P1.1.

Business and professional services and general retail and hire are not proposed as part of this application and therefore the performance criterion P1.2 is not applicable.

The application does not propose utilities, extractive industries and controlled environment agriculture. The performance criterion P2.1 is not applicable.

The proposal will not involve prime agricultural land. The performance criterion P2.2 is not applicable.

The conversion of non-prime agricultural to non-agriculture use was approved by Permit P13-199. The application proposes to expand the storage area marginally by increasing the area by 4.0ha. This land area does not contain prime agricultural land. The increase does not impact on the adjoining agricultural uses operating on the site and irrigated cropping and grazing of the surrounding land can continue. The topographical constraints of this site make it unsuitable for irrigated cropping. The proposed use and development satisfies the performance criterion P3 a).

There are no sensitive uses located within 900m of the storage area. The tyre shredder will be contained within the proposed shed. The proposed use and development of the site will only generate minimal vehicle movements. The delivery and removal of tyres is a relatively inert activity as tyres are unloaded manually by employees. The fire protection measures outlined in this report

highlights that all reasonable steps are taken to ensure that no adverse impacts occur. Primary industry uses will not be unreasonably confined or constrained from conducting normal operations. The proposal satisfies the performance criterion P4.

The application has provided supporting information to demonstrate the visual appearance of this use and development is consistent with the local area objectives. The proposed use and development ensures that:

- There is no impact on skylines and ridgelines;
- There is no screening from public roads by existing wind breaks on the property; and
- It upholds the future character statement.

The proposal has demonstrated compliance with performance criterion P5, Clause 26.3.1.

5. CONCLUSION

The application is seeking approval for tyre storage and shredding.

This report has demonstrated that:

- Irrigated cropping and grazing can continue in conjunction with the tyre storage area and shredder;
- The storage area and shredder does not occupy prime agricultural land;
- The fire protection measures will be implemented to minimise risk;
- The stacked piles of tyres along with the proposed shed will not have a detrimental visual impact on the surrounding landscape.

The report has demonstrated compliance with all of the relevant acceptable solutions and the performance criteria: Therefore, the proposal can be considered for approval.

Appendix A

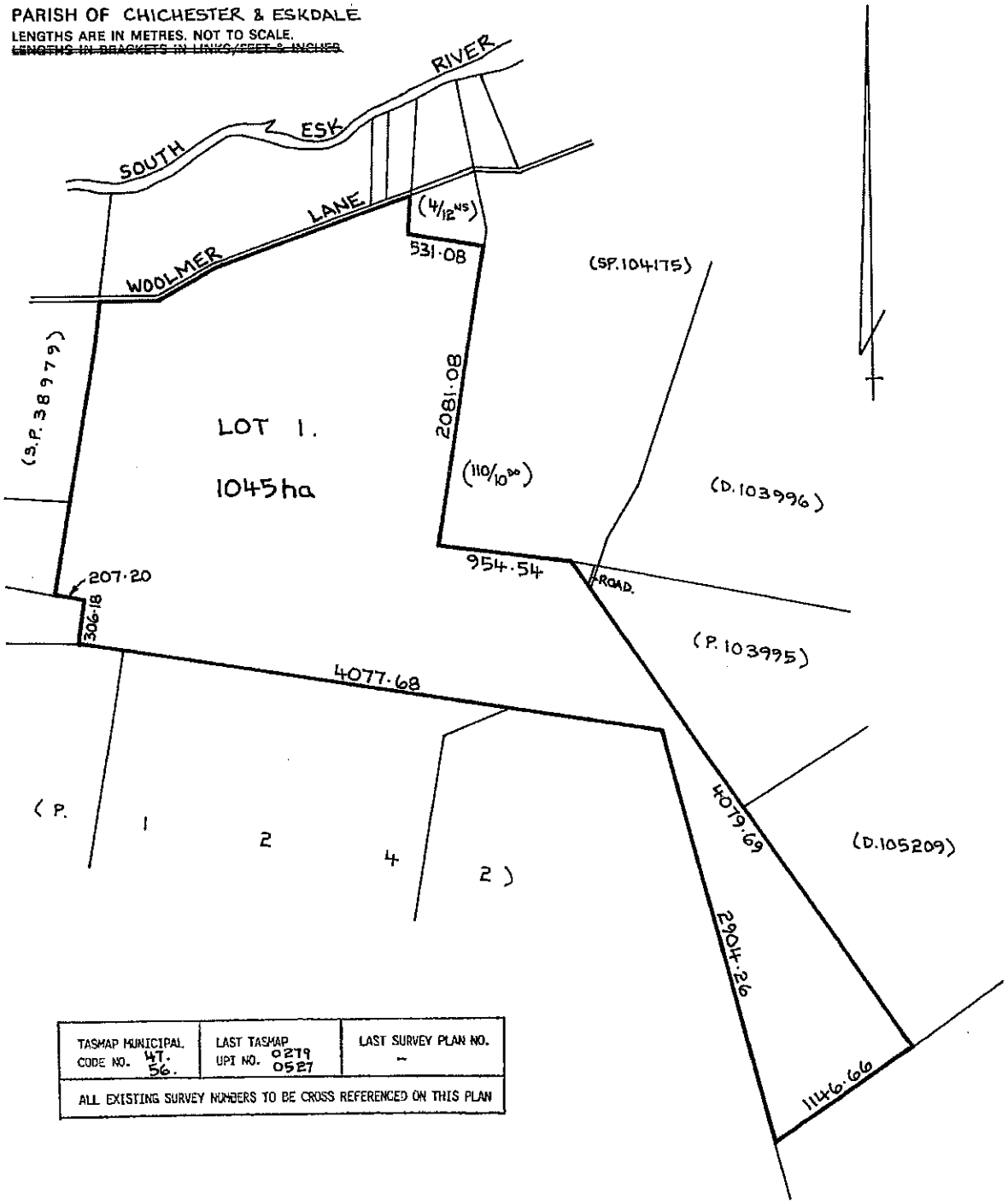
Certificate of Title

APPROVED 25 MAY 1993 RECORDER OF TITLES	**CONVERSION PLAN** CONVERTED FROM 68/4093	REGISTERED NUMBER D.105810
FILE NUMBER Y.16101	GRANTEE: PART OF 1410-0-0 & 67-0-0 AND WHOLE OF 544-0-0 & 724-0-0 GTD TO THOMAS WALKER . WHOLE OF LOT 6. 329-0-0 GTD TO J.B. TOOSEY & ORS	DRAWN P. PAGE 24-5-93

OS-K2002

SKETCH BY WAY OF ILLUSTRATION ONLY

~~CITY/TOWN OF~~
LAND DISTRICT OF SOMERSET
PARISH OF CHICHESTER & ESKDALE
LENGTHS ARE IN METRES. NOT TO SCALE.
~~LENGTHS IN BRACKETS IN LINKS/FEET & INCHES~~



TASMAP MUNICIPAL CODE NO. 47. 56.	LAST TASMAP UPI NO. 0279 0527	LAST SURVEY PLAN NO. –
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
105810	1
EDITION	DATE OF ISSUE
4	06-Jul-2012

SEARCH DATE : 29-Oct-2013
SEARCH TIME : 10.14 AM

DESCRIPTION OF LAND

Parish of CHICHESTER, Land District of SOMERSET
Lot 1 on Diagram 105810
Being the land described in Conveyance No. 68/4093
Derivation : Part of 1 410-0-0 and 67-0-0, and Whole of 544-0-0 and 724-0-0 Granted to T. Walker, and Whole of 329-0-0 Granted to J. B. Toosey and Others
Derived from Y16101

SCHEDULE 1

C600919 KEITH GUY GATENBY Registered 21-Nov-2005 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

C441152 SUBJECT to the Gas Pipeline right set forth in Memorandum of Provisions No. M260 acquired by the Crown in accordance with the Land Acquisition Act 1993 freed and discharged from all estates, statutory reservations and dedications in so far as they affect the said Gas Pipeline right over the land marked "Gas Supply Easement" shown on Plan No. P137105 as passing through the said land within described. Registered 27-Aug-2004 at noon

D4401 Transfer of the "Gas Pipeline Right" created by Instrument C441152 in favour of Tasmanian Gas Pipeline Pty Ltd Registered 02-May-2012 at noon

C299550 NOTICE of Notified Corridor under Section 15 of the Major Infrastructure Development Approvals Act 1999 affecting the land therein described Registered 23-May-2001 at noon (MF:2625/268)

C506796 MORTGAGE to Commonwealth Bank of Australia Registered 23-Feb-2004 at 12.03 PM

C601766 Notice of Permit Corridor under S15 of the Major Infrastructure Development Act 1999 affecting the said land within described. Registered 12-Nov-2004 at noon

D50574 LEASE to HIRT AGRI PTY. LTD. of a leasehold estate

for the term of Five (5) years from 1-Apr-2011 (of Lot 1 on Plan 163536) Registered 06-Jul-2012 at noon
Leasehold Title(s) issued: 163536/1, 163536/1 and 163536/1

UNREGISTERED DEALINGS AND NOTATIONS

M437784 PRIORITY NOTICE reserving priority for 60 days
CAVEAT by Herbert David Taylor Gatenby and Ian Guy Gatenby
MORTGAGE Keith Guy Gatenby to Herbert David Taylor Gatenby and Ian Guy Gatenby Lodged by R P A G on 20-Sep-2013 BP: M437784

Appendix B

Land Capability Assessment

P10-354

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Crop Protection Research (Tasmania)

ABN: 16 968 259 468

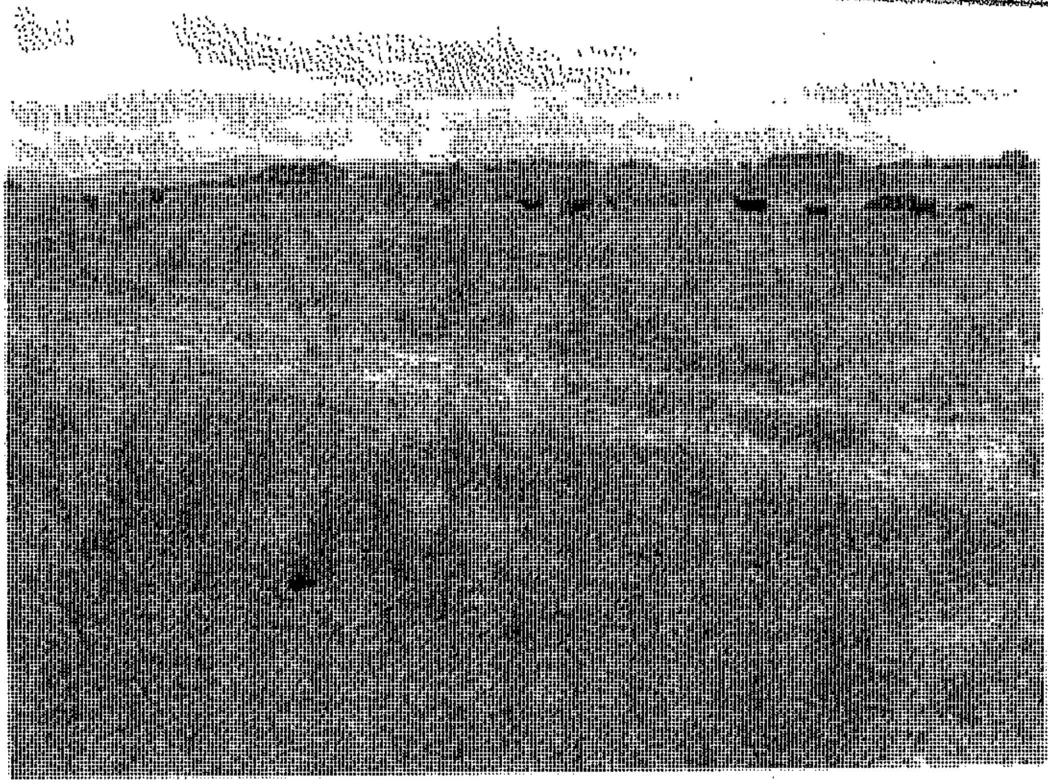
Agronomy, Farm Systems and Soil Research

Land Capability Assessment

of a small portion (approximately 3ha) on

'Rhodes, 437 Woolmers Lane,
Longford, Northern Midlands, Tasmania

Client: Tim Chugg



By
Peter Zund
Soil Specialist
Tel: 0488 738 371
peter.zund@gmail.com

Exhibited

P10-354
6.6.11

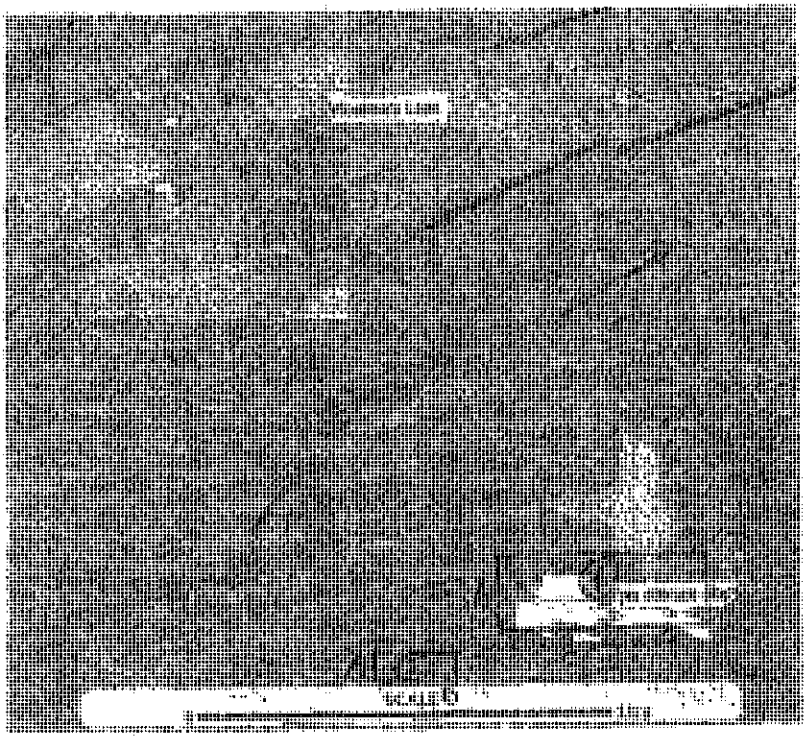
crop_p...

Crop Protection Research (Tasmania)

ABN: 16 968 259 468
Agronomy, Farm Systems and Soil Research

Background

Tim Chugg has engaged us to undertake a land capability assessment of a proposed vehicle tyre storage pile located on the property 'Rhodes' 437 Woolmers Lane, Longford. The site is less than 3 hectares and is located approximately as per the map below.



Land resource assessment

A site assessment of the land resources has been conducted according to the "land capability handbook" (Noble 1992 and Grose 1999). Three holes were augured and their soil profile described according to the Yellow Book (McDonald *etal.* 1990). Descriptions are detailed in the appendix. The map below shows the auger hole locations.

Dimensions: (1) A = 175 M
D = 500 M
C = 150 M

(2) A = 75M
D = 175M

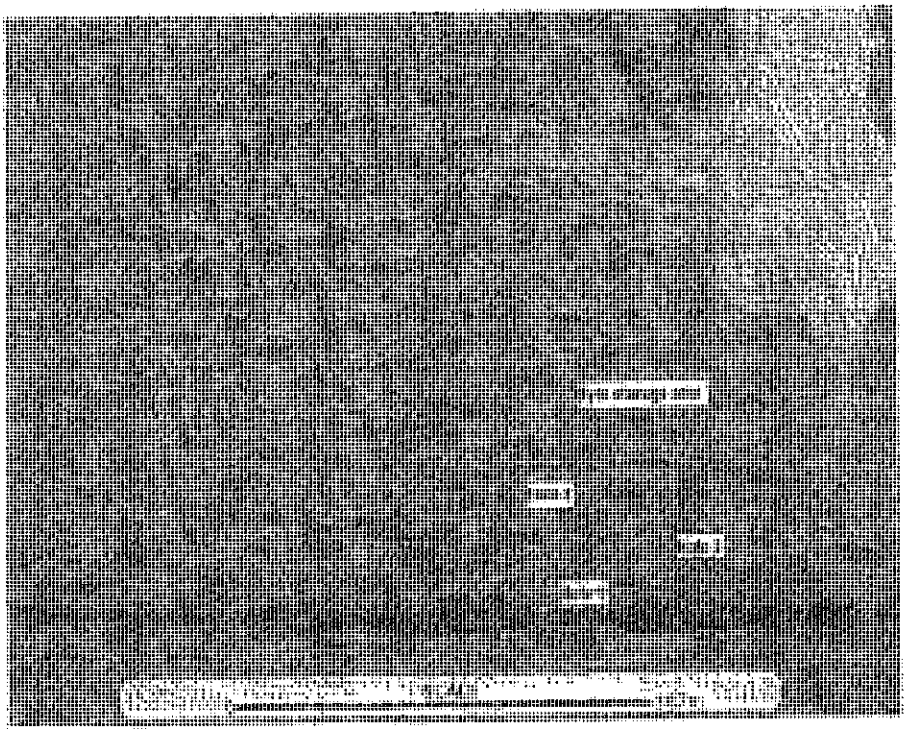
Exhibited

crop_p...

Crop Protection Research (Tasmania)

ABN: 16 968 259 468

Agronomy, Farm Systems and Soil Research



The landform of the storage area is gently sloping toward the south east and fairly uniform. All three soil profiles are similar. In summary, the soil at the site is a **shallow (<0.3m) black weakly structured fine sandy clay loam overlying dolerite.**

Land capability assessment

The land attributes for the site were assigned land capability subclasses (Table 1) as per Gross (1999). The major limitation to agriculture is the shallow soil depth (<0.3m). Land with a soil depth between 0.20m and 0.35m has a land capability Subclass of 5 (Gross, 1999). Hence the site has a land capability of Class 5, land unsuitable for cropping and with slight to moderate limitations for pastoral use (Grose 1999).

Table 1 – Land capability subclasses for each limitation over the entire site

Subclass	Notes	Land Capability Subclass
Climate	Altitude 180-260m ASL	2
Erosion	Water - slope 2-5%	3
Erosion	Aeolian - fine sandy clay loam	3
Wetness	Drainage - moderately well drained	3
Soil	Depth - <0.3m	5
Soil	Course fragments – none	1
Overall	Land Capability	5

crop_p...

Crop Protection Research (Tasmania)
ABN: 16 968 259 468
Agronomy, Farm Systems and Soil Research

Conclusion
On evidence provided from the land capability assessment, the site is Class 5 due to limited soil depth.

References used:

Grose C (1999). Land Capability Handbook, Guidelines for the Classification of Agricultural Land. Second Edition. Department of Primary Industries, Water and Environment, Tasmania.

Isbell RF (2002). The Australian Soil Classification. Revised edition. CSIRO Publishing, Collingwood.

McDonald RC, Isbell RF, Speight JG, Walker J, and Hopkins MS (1990). Australian Soil and Land Survey Field Handbook. Second Edition. Intaka Press, Melbourne.

Noble KE (1992). Land Capability Handbook, The Land Capability Survey of Tasmania. Department of Primary Industry, Tasmania.

crop_p...

Crop Protection Research (Tasmania)

ABN: 16 968 259 468

Agronomy, Farm Systems and Soil Research

Site descriptions

Site No:	1	Type of Observation	Auger
Map Reference		Microrelief	No microrelief
Permeability	Moderately permeable	Erosion	Not apparent
Drainage	Moderately well drained	Surface course fragments	No course fragments
Landform	Upper part of a gently sloping undulating rise (4%)	Rock outcrop	No rock outcrop
Vegetation	Pastures	Surface condition	Firm, soil dry
Site disturbance	Cleared	Effective rooting depth	<0.30m
Notes		Australian soil classification	Leptic Tenosol

Horizon	Depth (cm)	Colour	Mottles	Textures	Course Frag.	Structure	Field pH	
Ap	0-30	Very dark grayish brown	None	Fine sandy clay loam	Very few fine gravel	Weak	5cm	6.5
C	>30	Rock stopped auger			Many fine gravel		30	6.5

Site No:	2	Type of Observation	Auger
Map Reference		Microrelief	No microrelief
Permeability	Moderately permeable	Erosion	Not apparent
Drainage	Moderately well drained	Surface course fragments	No course fragments
Landform	Crest of a gently sloping undulating rise (3%)	Rock outcrop	No rock outcrop
Vegetation	Pasture	Surface condition	Firm, soil dry
Site disturbance	Cleared	Effective rooting depth	<0.25m
Notes		Australian soil classification	Leptic Tenosol

Horizon	Depth (cm)	Colour	Mottles	Textures	Course Frag.	Structure	Field pH
Ap	0-25	Very dark grayish brown	None	Fine sandy clay loam	Very few manganiferous nodules	Massive	
R	>25	Rock stopped auger			Abundant dolerite fragments		

Crop Protection Research (Tasmania)

ABN: 16 968 259 468

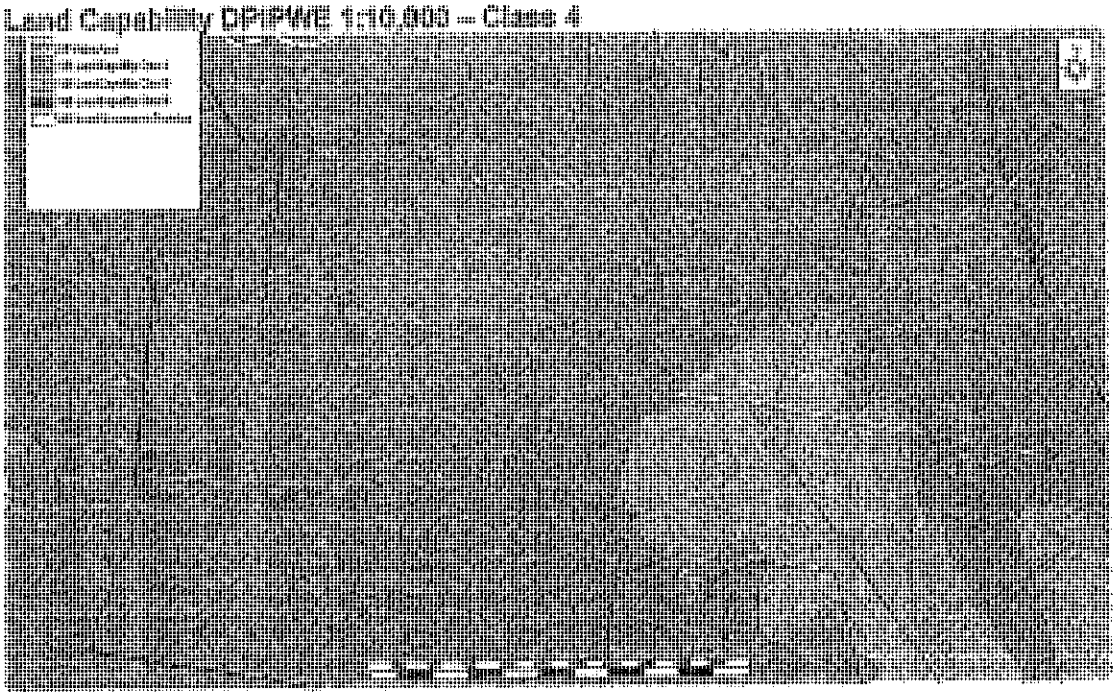
Agronomy, Farm Systems and Soil Research

Site No:	3	Type of Observation	Auger
Map Reference		Microrelief	No microrelief
Permeability	Moderately permeable	Erosion	Not apparent
Drainage	Imperfectly drained	Surface course fragments	No course fragments
Landform	Lower slope of a gently sloping undulating rise (2%)	Rock outcrop	No rock outcrop
Vegetation	Pasture	Surface condition	Hardsetting, soil dry
Site disturbance	Cleared	Effective rooting depth	<0.25m
Notes		Australian soil classification	Bleached-Orthic Tenosol

Horizon	Depth (cm)	Colour	Mottles	Textures	Course Frag.	Structure	Field pH
A1	0-10	Very dark grayish brown	None	Fine sandy clay loam	Few ferruginous nodules	Massive	
A2e	10-25	Bleached	None	Clay loam fine sandy	Very Few ferruginous nodules	Massive	
A2ec	>25	Bleached	None		Abundant ferruginous nodules	Massive	

3-28

Land Capability DPIPWE 1:10,000 – Class 4



3–30

6ty°

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Structural / Civil
ABP No. DC15331

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The Charles
287 Charles Street
Launceston Tasmania
P (03) 6332 3300

97 Best Street
Devonport Tasmania
P (03) 6424 7161

Approved Company

ISSUE	DATE	ISSUED FOR	REV
.01	00.00.00	INFORMATION	-

SUPERSEDED

N

DIMENSIONS ARE IN METRES; DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

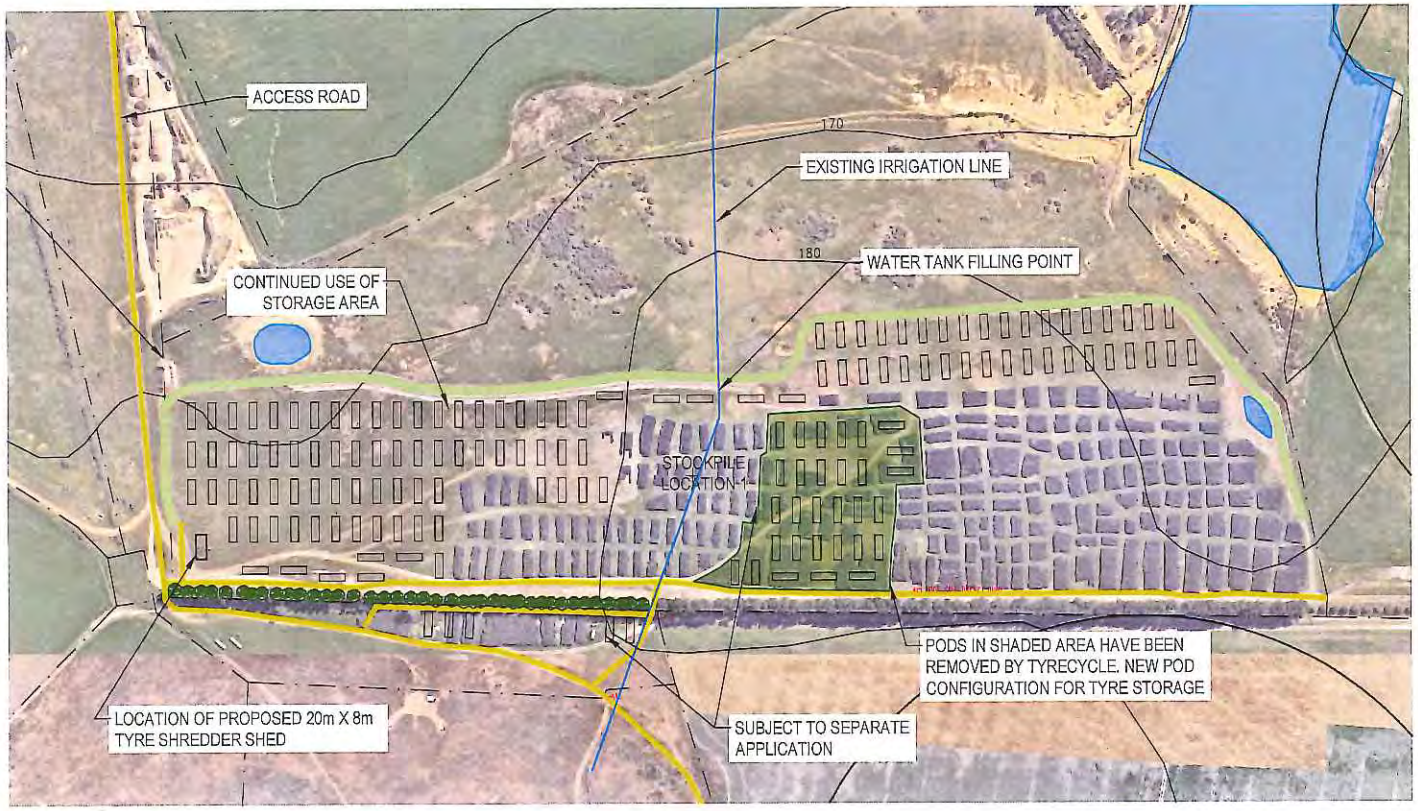
PROJECT TYRE RECYCLE TASMANIA
TYRE RECYCLING PLANT
TYRE SHREDDER SHED
AT 437 WOOLMERS LANE
LONGFORD

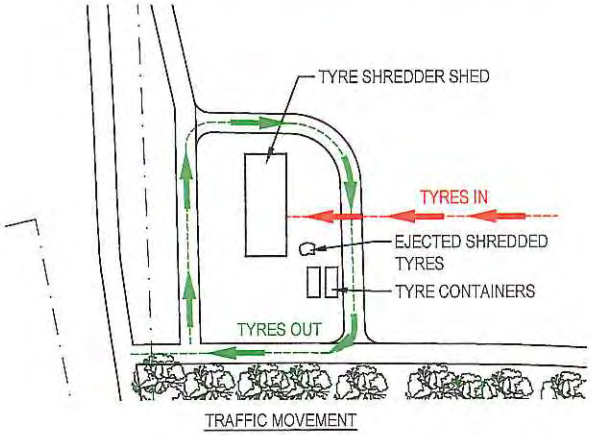
DRAWING SITE PLAN

DESIGNED P.M.W. DRAWN J.E.P. CHECKED P.M.W.

SCALES 1:5000 AT A1 SIZE DRAWING SHEET

PROJECT No 15.242 DRAWING No C20 REV -





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Structural / Civil
ABP No. CC1833I

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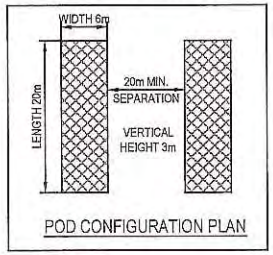
P (03) 6332 3300

57 Best Street
Devonport Tasmania
P (03) 6424 7161

ISO 9001 Approved Company



POD CONFIGURATION PLAN

ISSUE	DATE	ISSUED FOR	REV
01	00.00.00	INFORMATION	-

Units on site	832,500

Tyres In	8 Feb - 31 Mar 2016	Apr - Dec 2016
Estimated units to be delivered to the site	45,084	220,000
Estimated Pods Required	13	63

Tyres Out	26 Feb 2016	
Estimated units to be removed by Tyrecycle	105,000	
Estimated Pods Required	30	

Units	991,584

SUPERSEDED

DIMENSIONS ARE IN METRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: TYRE RECYCLE TASMANIA
TYRE RECYCLING PLANT
TYRE SHREDDER SHED
AT: 437 WOOLMERS LANE
LONGFORD

DRAWING: SITE PLAN

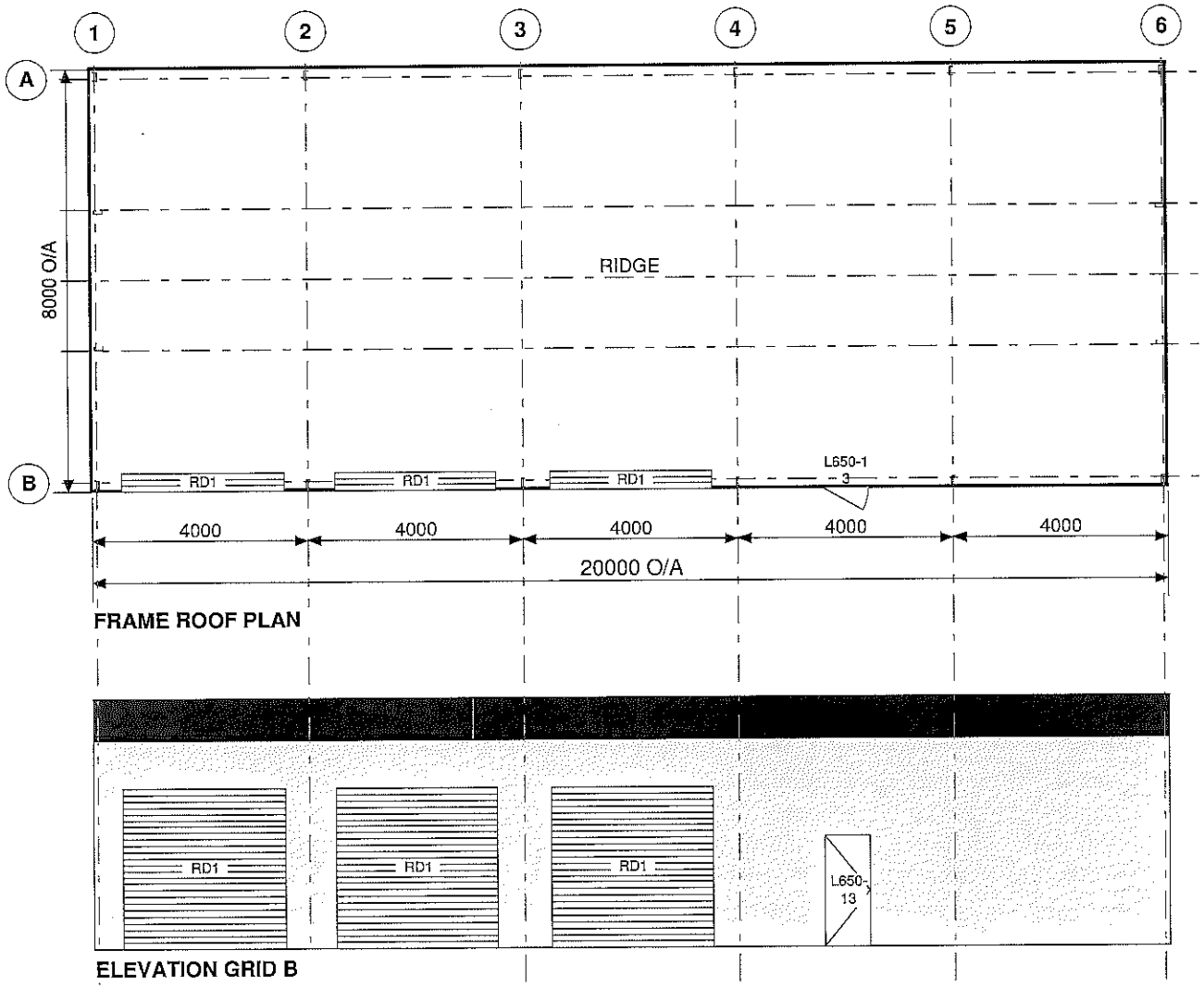
DESIGNED P.M.W. DRAWN J.E.P. CHECKED P.M.W.

SCALE 1:2000 AT A1 SIZE DRAWING SHEET

PROJECT No 15.242 DRAWING No C21 REV -

3-31

3-32



FRAME ROOF PLAN

ELEVATION GRID B

Cont. on page 2

RANBUILD
Better sheds. Bigger choice.

CLADDING

ITEM	PROFILE (min)	FINISH	COLOUR
ROOF	CUSTOM ORB 0.42 BMT	CB	AA
WALLS	TRIMDEK 0.42 BMT	CB	AA
CORNERS	-	CB	AA
BARGE	-	CB	AA
GUTTER	HI-QUAD	CB	AA

0.35bmt=0.40tct; 0.42bmt=0.47tct; 0.48bmt=0.53tct

ACCESSORY SCHEDULE & LEGEND

QTY	MARK	DESCRIPTION
3	RD1	Steel-Line R.D, Manual "A", 2925 high x 3000 wide Clear Opening C/B
1	L650-13	Larnec Door & Frame Kit, 650/37, Std. 2040 x 820 C/Bond

ARCHITECTURAL DRAWING ONLY, NOT FOR CONSTRUCTION USE

WIND DESIGN

IMPORTANCE LEVEL	REGION	TERRAIN	Ms
2	A	2.5	1.0

CLIENT
Tim Chugg

SITE
5 Blackwood Drive
LONGFORD TAS 7301

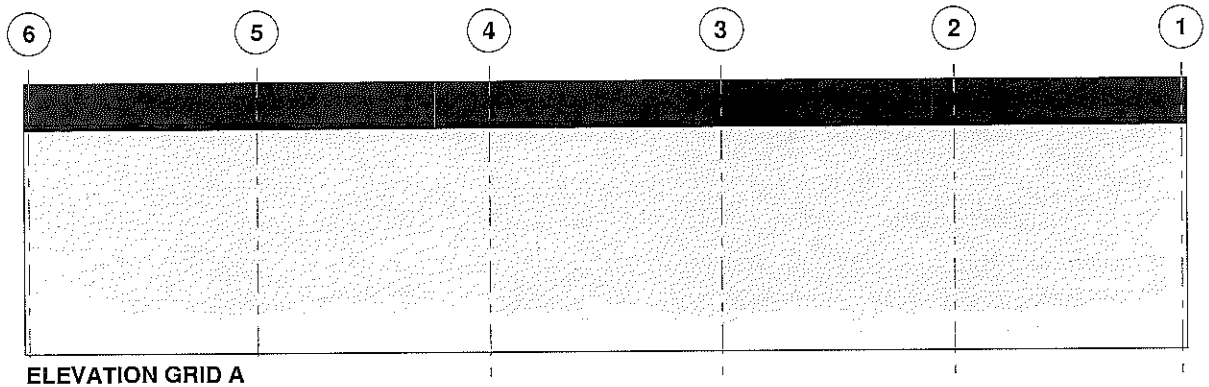
BUILDING
SUNDOWN DELUXE
8000 SPAN x 4000 EAVE x 20000 LONG

TITLE
GENERAL ARRANGEMENT

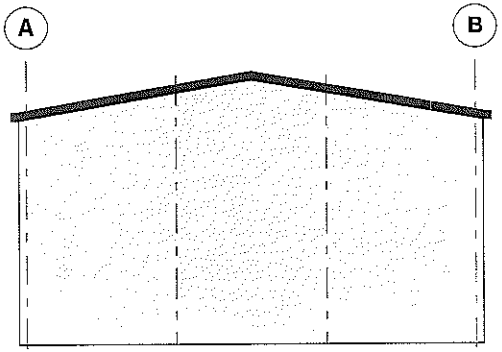
LICENSE NO: CC2747G

SCALE	DRAWING NUMBER	PAGE
A4 SHEET 1:125	LAUNC3-6334	1/3

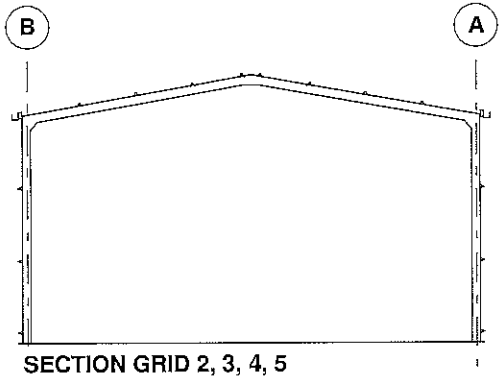
Cont. on page 1



ELEVATION GRID A



ELEVATION GRID 1



SECTION GRID 2, 3, 4, 5

3-33

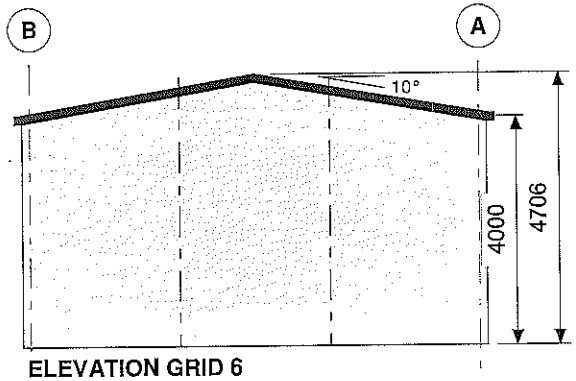
RANBUILD
Better sheds. Bigger choice.

SCALE
A4 SHEET 1:125

DRAWING NUMBER	PAGE
LAUNC3-6334	2/3

Cont. on page 3

Cont. on page 2



ELEVATION GRID 6

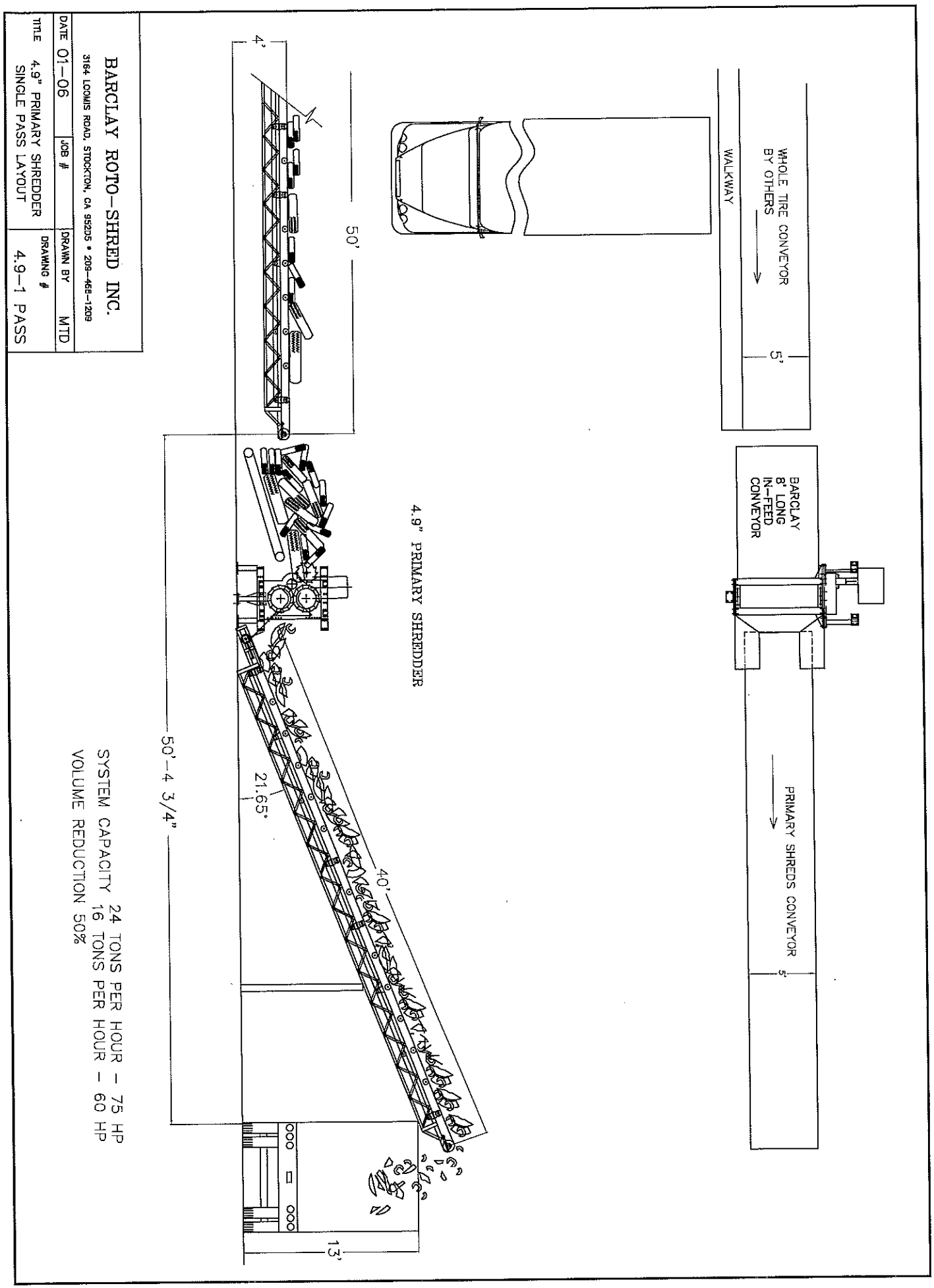
3–34

RANBUILD
Better sheds. Bigger choice.

SCALE
A4 SHEET 1:125

DRAWING NUMBER
LAUNC3-6334

PAGE
3/3



BARCLAY ROTO-SHRED INC.

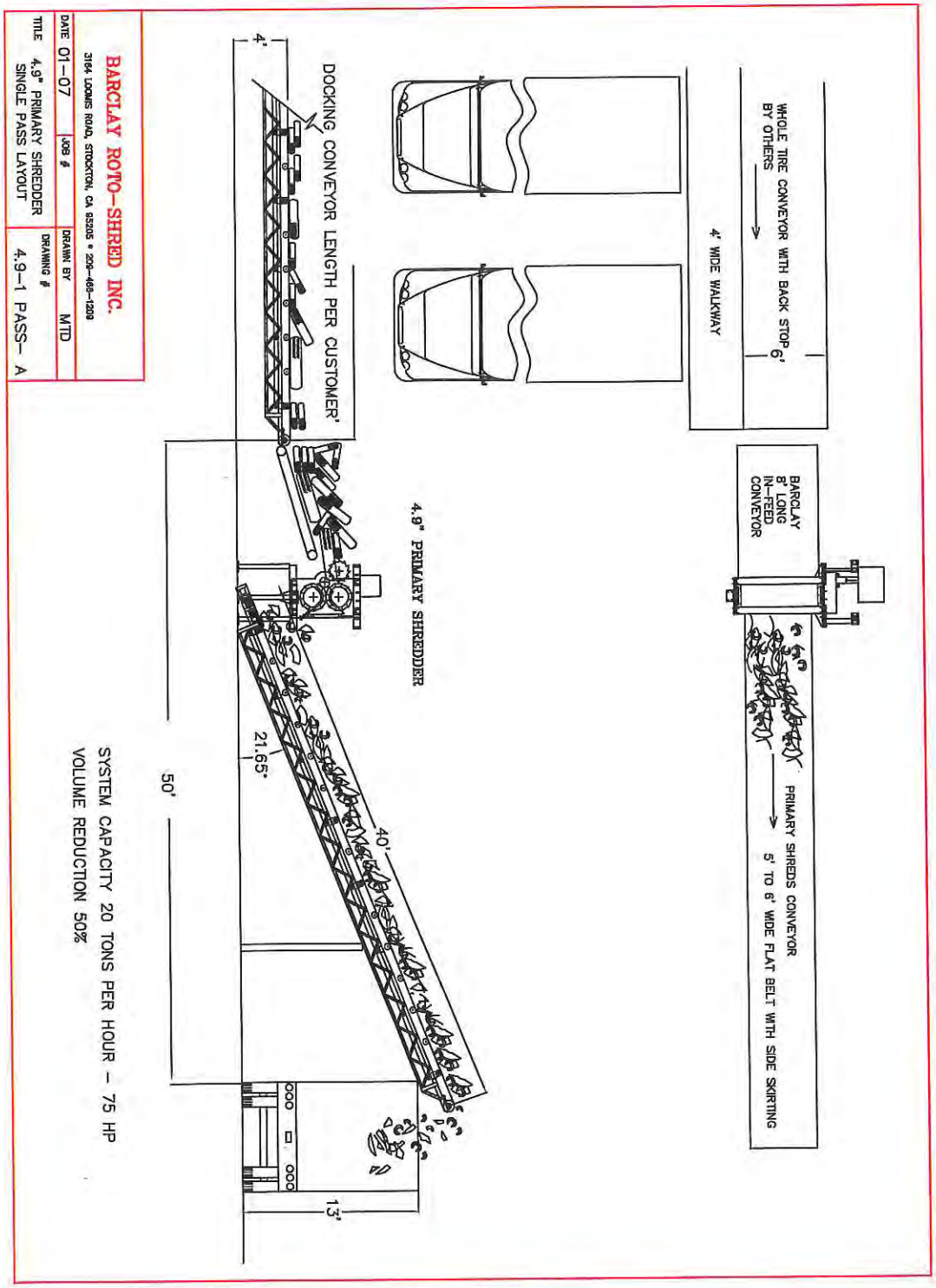
3164 LOOMIS ROAD, STOCKTON, CA 95205 • 209-466-1209

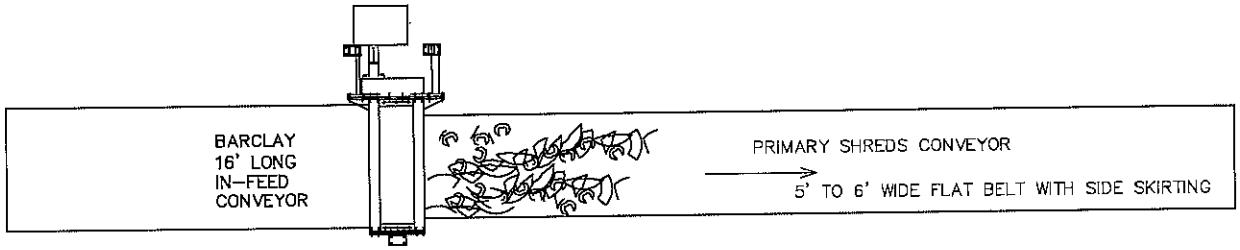
DATE	JOB #	DRAWN BY
01-06		MTD

TITLE: 4.9" PRIMARY SHREDDER SINGLE PASS LAYOUT

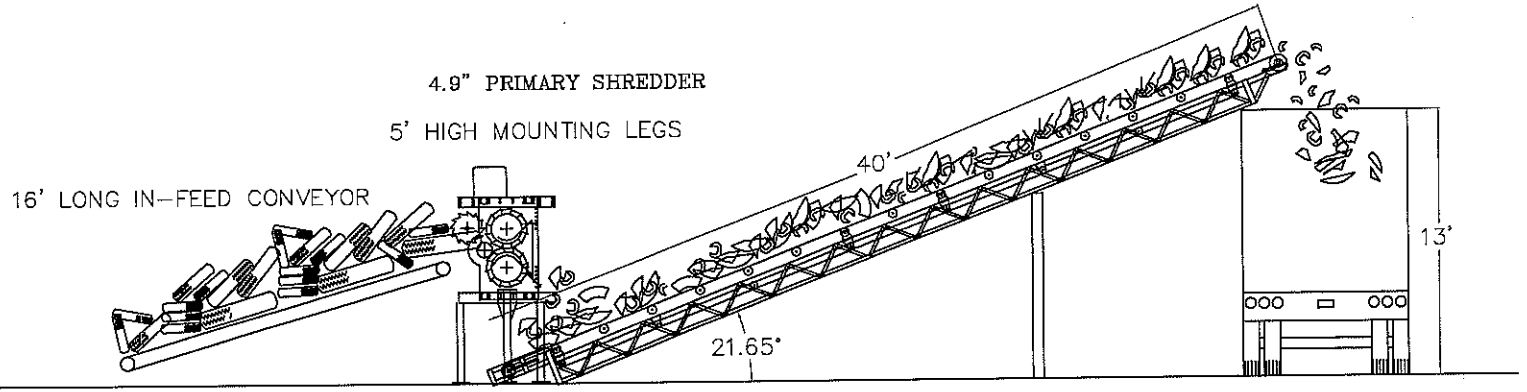
DRAWING #: 4.9-1 PASS

SYSTEM CAPACITY 24 TONS PER HOUR - 75 HP
16 TONS PER HOUR - 60 HP
VOLUME REDUCTION 50%


WHOLE TIRE CONVEYOR WITH BACK STOP BY OTHERS
6'
4' WIDE WALKWAY
BARCLAY 8' LONG IN-FEED CONVEYOR
PRIMARY SHREDS CONVEYOR
5' TO 6' WIDE FLAT BELT WITH SIDE SKIRTING
DOCKING CONVEYOR LENGTH PER CUSTOMER'
4'
4.9" PRIMARY SHREDDER
21.65'
40'
50'
13'
SYSTEM CAPACITY 20 TONS PER HOUR - 75 HP
VOLUME REDUCTION 50%
BARCLAY ROTO-SHRED INC.
3164 LOOMIS ROAD, STOCKTON, CA 95205 • 209-465-1209
DATE 01-07
JOB #
DRAWN BY MTD
TITLE 4.9" PRIMARY SHREDDER SINGLE PASS LAYOUT
DRAWING # 4.9-1 PASS- A



VOLUME REDUCTION 50%

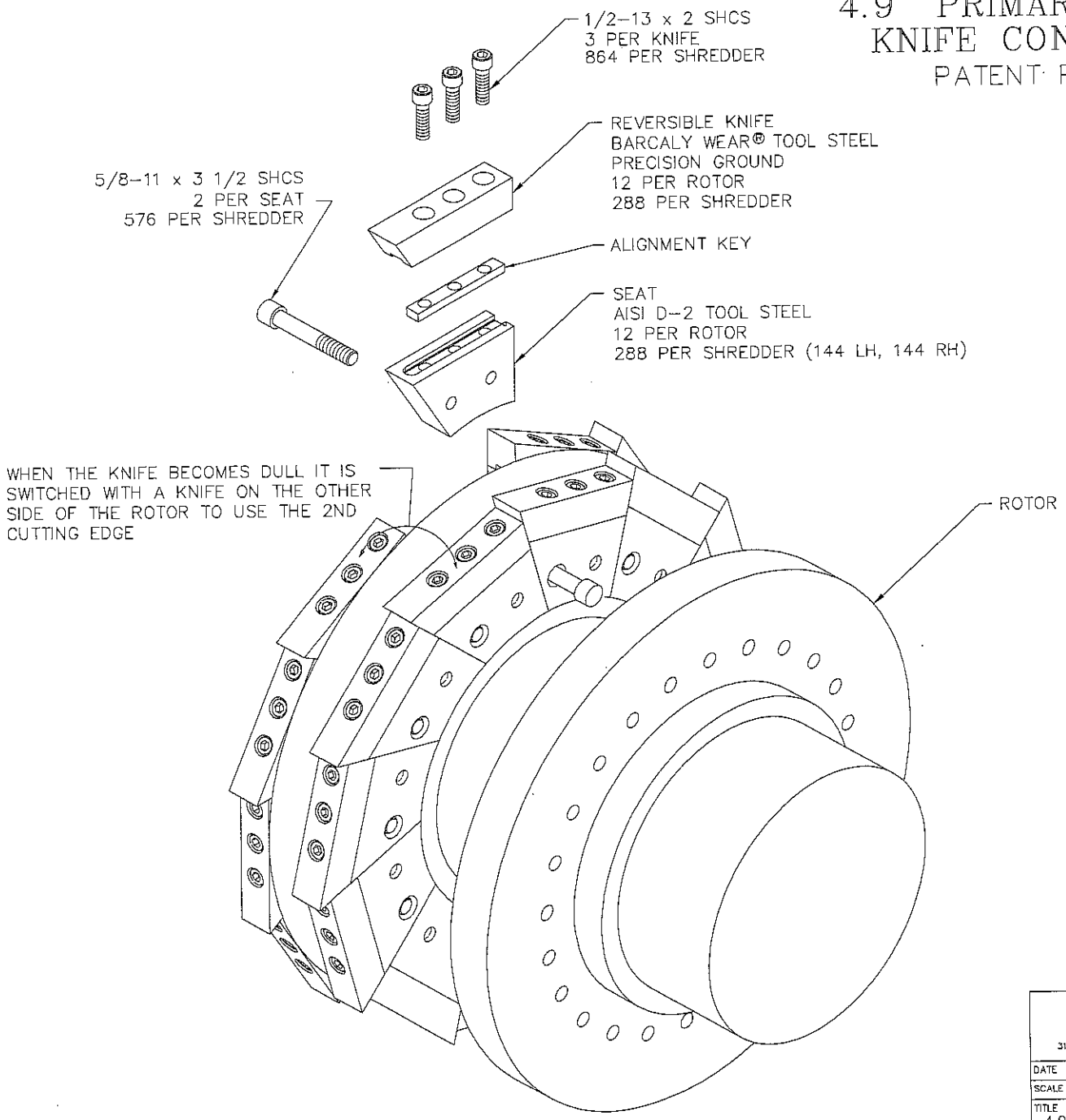


BARCLAY ROTO-SHRED INC.			
3164 LOOMIS ROAD, STOCKTON, CA 95205 * 209-466-1209			
DATE 01-07	JOB #	DRAWN BY	MTD
TITLE 4.9" PRIMARY SHREDDER SINGLE PASS LAYOUT		DRAWING #	4.9-1 PASS- C

SYSTEM CAPACITY 20 TONS PER HOUR – 75 HP

4.9" PRIMARY SHREDDER KNIFE CONFIGURATION

PATENT PENDING



BARCLAY ROTO–SHRED INC.

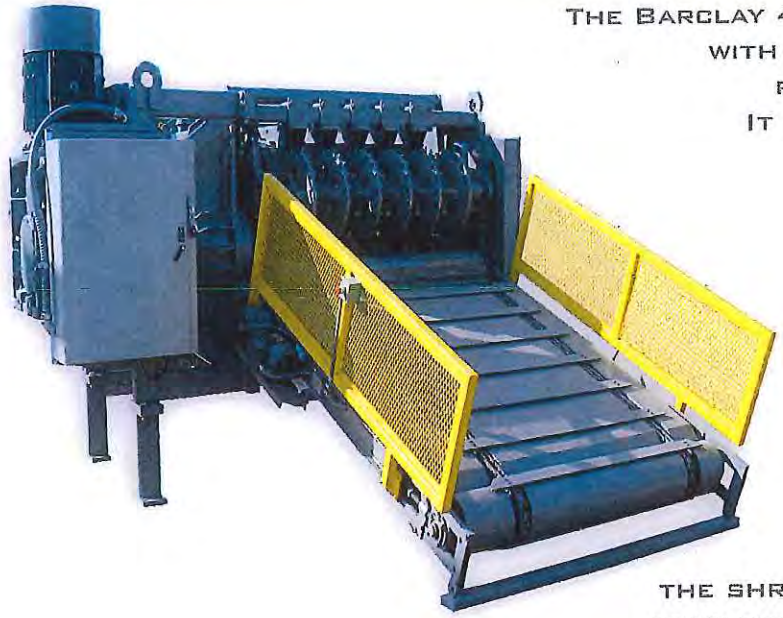
3164 LOOMIS ROAD, STOCKTON, CA 95205 • 209–466–1209

DATE 03–18–05	JOB # 4.9P	DRAWN BY	SZ
SCALE		CHECKED BY	
TITLE 4.9P KNIFE CONFIGURATION		DRAWING #	49ISO–1B

BARCLAY
ROTO-SHRED

4.9 PRIMARY SHREDDER

PRODUCT SHEET



THE BARCLAY 4.9 PRIMARY SHREDDER WAS DESIGNED WITH THE PURPOSE OF BEING THE FIRST AND FOREMOST CUT IN ANY SHREDDING LINE. IT IS CAPABLE OF CUTTING RIM FREE TIRES RANGING IN SIZE FROM PASSENGER TO SUPER SINGLE TIRES.

UTILIZING A STANDARD 8' LONG IN-FEED CONVEYOR AND EFFICIENT UPPER AND LOWER FEED MECHANISMS, THE 4.9 PRIMARY SHREDDER ALLOWS THE USER TO INDISCRIMINATELY BULK FEED. GONE ARE THE DAYS OF HAVING TO HAND FEED OR SINGLE FILE FEED RESULTING IN LOWER COSTS.

THE SHREDDER IS POWERED BY A HELICAL BEVEL GEAR MOTOR AND CONTROLLED WITH SOFT START CONTROLS ENCLOSED IN AN INTEGRAL ELECTRIC PANEL. IT CAN BE WIRED TO ACCOMMODATE A WIDE RANGE OF VOLTAGE/HERTZ RATIOS. WHETHER YOU ARE DOING SINGLE PASS SHREDS OR MAKING CRUMB RUBBER, THE BARCLAY 4.9 PRIMARY CAN HELP INCREASE PRODUCTIVITY.

SPECIFICATIONS / FEATURES

WEIGHT:	26,000 LBS
GEARMOTOR:	75 - 100 HP, 3 PHASE, 380-460V, 50 - 60 HZ
SHAFT DIAMETER:	9 1/2"
ROTATION SPEED:	9 RPM @ 75HP, 12 RPM @ 100HP
ORIENTATION:	VERTICAL.
CONTROLS:	FULLY WIRED TO ACCEPT LINE CONNECTION. REMOTE MOUNTED CONTROL BOX WITH INDEPENDENT CONTROL OF SHREDDER AND INFEED CONVEYOR.
SAFETY:	EMERGENCY STOP BUTTONS ARE MOUNTED ON FRONT AND BACK OF THE SHREDDER.
CUTTING CHAMBER:	72" WIDE WITH 12 TOTAL CUTS SPACED 4.9" APART
CUTTING KNIVES:	VASCO-WEAR (TM) TOOL STEEL. 1.50" THICK HEAT TREATED AND PRECISION GROUND. REVERSIBLE BLADES RESULTS IN TWO CUTTING EDGES PER BLADE. 288 BLADES TOTAL.
KNIFE BASES:	AISI D-2 TOOL STEEL. MODULAR, REPLACEABLE PIECES.
DRIVE PROTECTION:	COUPLERS WITH SHEAR PINS PROTECTS OVERLOADING.
STRIPPERS:	FIXED WELDMENTS WITH REPLACEABLE WEAR PLATES.
FEEDERS:	CHAIN-DRIVEN BY MAIN SHAFT WITH TORQUE LIMITER.
THROUGHPUT:	16-20 TONS/HOUR (SINGLE PASS)
CAPACITY:	NO WHOLE TIRES WITH A COMPRESSED CROSS SECTION GREATER THAN 5 1/2"
INFEED CONVEYOR:	DETACHABLE 2HP CONVEYOR WITH IMPACT ABSORBING SPRING STEEL SLATSS. LENGTHS ARE 8' OR 16' LONG.

PH: (209 466 1209 FAX: 209 465 2012 WEBSITE: WWW.TIRESHREDDERS.COM
3164 LOOMIS ROAD, STOCKTON, CA 95205

Our Ref: 114300.06; P16-077

NORTHERN MIDLANDS COUNCIL

13-Apr-2016

Director EPA
via email: epaenquiries@environment.tas.gov.au

Dear Sir/Madam

Referral of Level 2 Activity - P16-077 437 Woolmers Lane, Longford

Please find enclosed a copy of the documents relating to the following application that has been submitted to Council:

Ref no:	P16-077
Site:	437 Woolmers Lane, Longford
Proposal:	Tyre recycling facility (tyre shredder), ongoing delivery & storage of 'end of life' tyres on site (level 2 activity under EMPCA)
Applicant:	6ty Degrees (obo Tyre Recycle Tas)

As the application is classified as a Level 2 Activity under Schedule 2 of the *Environmental Management & Pollution Control Act 1994*, your advice is sought as to whether the application may be placed on public exhibition.

If you have any further queries please telephone Council's Senior Planner (Paul Godier) on 6397 7302 or Planning Officer (Melissa Cunningham) on 6397 7338 or e-mail Planning@nmc.tas.gov.au.

Yours sincerely

Jan Cunningham
PLANNING ADMINISTRATION OFFICER

B.

Level 6, 134 Macquarie Street, Hobart TAS
GPO Box 1550, Hobart, TAS 7001 Australia

COPY

EPA TASMANIA
ENVIRONMENT PROTECTION AUTHORITY

Enquiries: Damien Blackwell
Ph: +61 3 6165 4508
Fax: +61 3 6173 0254
Email: Damien.Blackwell@environment.tas.gov.au
Web: www.epa.tas.gov.au
Our Ref: (EN-EM-EV-DE-249375/H535805/Proponent8ABC_DAComments)zp

NORTHERN MIDLANDS COUNCIL
Location
File No.
Property
Attachments
REC'D 4 MAY 2016

GM	✓	A	MYR		A
P&DM			CRS	✓	
CSM			DJAN		
E&DM			BLO		
WM			DILT		
HR					

2 May 2016

Mr Tim Chugg
5 Blackwood Drive
PERTH TAS 7300

Dear Mr Chugg

TYRE SHREDDER, 437 WOOLMERS LANE, LONGFORD
REQUEST FOR FURTHER INFORMATION

I refer to your application to Northern Midlands Council on 7 April 2016 (16/077) for a permit under the *Land Use Planning and Approvals Act 1993* for the above proposal.

The application was referred to the Board of the Environment Protection Authority (the Board) for assessment under the *Environmental Management and Pollution Control Act 1994* (EMPC Act), and was received by the Board on 13 April 2016.

In accordance with section 27C of the EMPC Act, and acting under delegation from the Board, I advise that the class of assessment will be 2A.

The reason for this determination is that the potential environmental issues are considered limited, are likely to be minor in scale or consequence, local in extent and easily avoided or mitigated. The statutory timeframes which apply to assessments of this class are prescribed in the EMPC Act, which can be viewed on the internet at www.thelaw.tas.gov.au.

I note that you have indicated that the project is not a Controlled Action under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBCA) and therefore does not require approval by the Commonwealth.

Please note that the Board may revisit the determination of the class of assessment where the original determination is shown, by later information, to have been made in error, even though it was a determination appropriately made at the time.

I acknowledge that the application was accompanied by a document entitled *Tyre shredder, 437 Woolmers Lane Longford – Supporting submission* dated 6 April 2016. This document identifies and addresses some of the potential environmental impacts arising from the proposal, however further information is required in order to lodge a satisfactory case for assessment, in the form of an Environmental Effects Report (EER). In accordance with section 27D of the EMPC Act, and acting under delegation from the Board, the enclosed guidelines are the Board's guidance provided to assist you in preparing the case for assessment. For the purposes of section 27D and 27F(1) of the EMPC Act, a satisfactory EER will constitute the case for assessment.

The assessment cannot proceed until you have presented a satisfactory EER prepared in accordance with the enclosed guidelines. It is recommended that you follow the headings and section numbering outlined in the guidelines to prepare an EER for the above proposal. A draft of the EER should be submitted to the EPA Division for review prior to formal submission of this to Council to be appended to the development application 16/077.

Once a satisfactory EER has been received, the application will be advertised and the EER will be published on the internet. The public will be invited to make representations in relation to the project. The EER will also be referred to relevant State Government agencies for comment.

At the end of the public consultation period, you may be requested to provide the Board with additional supporting information in response to the public and agency comments. The additional information would take the form of a supplement to the EER.

On completion of its assessment, the Board will notify you and Northern Midlands Council of the result of the assessment and of any conditions or restrictions which the Board has decided to impose in any permit granted by Council, or will direct Council to refuse to grant a permit.

You should note that section 27F(1) of the EMPC Act requires that a case for assessment must be in accordance with the guidance provided by the Board and must be lodged within 12 months after the Board of the Environment Protection Authority provides that guidance, unless otherwise agreed by the Board.

Upon determination of by the Board, an invoice will be issued for a once-off assessment fee in relation to the Board's environmental assessment, as specified in the *Environmental Management and Pollution Control (General Fees) Regulations 2007*.

If the proposal proceeds an annual permit fee is also payable to the EPA for the ongoing regulation of the activity, as prescribed in the *Environmental Management and Pollution Control (General Fees) Regulations 2007*. An invoice for the initial annual permit fee will be issued on determination of the application by the relevant authority.

If you have any questions regarding the above, please contact Mr Damien Blackwell on (03) 6165 4508.

Yours sincerely

Wes Ford
DIRECTOR, ENVIRONMENT PROTECTION AUTHORITY
Delegate for the Board of the Environment Protection Authority

Encl: *EER guidelines*

Cc: Mr Des Jennings, General Manager, Northern Midlands Council, PO Box 156, Longford TAS 7301
Ms Heidi Goess, hgoess@6ty.com.au

Environmental Effects Report Guidelines for

TD & SE Chugg Pty Ltd

Tyre storage and shredding

437 Woolmers Rd Longford

Northern Midlands Council

ENVIRONMENT PROTECTION AUTHORITY

Instructions

Purpose of Environmental Effects Report Guidelines
These guidelines are to assist in preparing an Environmental Effects Report.

An EER provides information about the environmental effects of smaller proposed activities that require assessment by the Board of the Environment Protection Authority (the EPA Board) under the *Environmental Management and Pollution Control Act 1994.*

Note that these guidelines are appropriate for smaller proposed activities only. For larger activities (and smaller activities that are likely to generate significant public interest or complex environmental issues) the EPA Board will provide detailed guidelines for preparing a Development Proposal and Environmental Management Plan (DPEMP).

Preparing an Environmental Effects Report
The Environmental Effects Report should be prepared using these guidelines. It should contain five parts as follows:

Part A – information on the proponent
Part B – information on the project and project area
Part C – information on potential environmental effects
Part D – description of management commitments
Part E – information about any public consultation undertaken

Any other relevant information may be attached to the EER to support the application.

The Environmental Effects Report and attachments must be typed, A4 sized and preferably submitted both electronically (in PDF format) and in hard copy.

Submission
The Environmental Effects Report may be mailed, faxed or emailed to:

Director, Environment Protection Authority
GPO Box 1550
Hobart TAS 7001
Fax: 03 6233 3800
Email: EnvironmentEnquiries@environment.tas.gov.au

Commonwealth legislation

In addition to State Government requirements, the Commonwealth Government may also have a role in the environmental assessment and approval of the proposed activity. Commonwealth approval is required for an action which is likely to have a significant impact on a matter of national environmental significance or on Commonwealth land.

Information on the Commonwealth environmental legislation can be obtained on the internet at www.environment.gov.au/epbc/ or by calling 1800 803 772.

Contacts
For more information contact:

Environment Protection Authority and the EPA Division
Telephone: (03) 6165 4599
Email: EnvironmentEnquiries@environment.tas.gov.au
Web: www.epa.tas.gov.au
For information about preparing an EER, and the assessment and approvals process for level 2 activities and 'called-in' activities and for general advice about air, water and noise pollution and land contamination.

Policy and Conservation Assessments Branch
Telephone: 03 6165 4392
Email: conservationassessments@dpipwe.tas.gov.au
For information about natural values including flora, fauna, and geoconservation values

Heritage Tasmania
Telephone: 03 6165 3700
Web: www.heritage.tas.gov.au
For historic cultural heritage information

Aboriginal Heritage Tasmania
Telephone: 03 6165 3152
For Aboriginal heritage information
http://www.aboriginalheritage.tas.gov.au/

Parks and Wildlife Service
Telephone: 1300 827 727
Web: www.parks.tas.gov.au and www.thelist.tas.gov.au
For parks and reserves information

Content of EER

Part A – Proponent information

- Name of proponent
- Address of proponent
- Contact telephone
- ACN (where relevant)

Part B – Project description

1. Description of project

- General description of the proposed activity, including method of operation and the main items of equipment
- Timeframe in which the activity is proposed to occur.
- Operating hours.
- Specify production rates in tonnes of tyres processed per annum, and describe any seasonal variations.

2. Project area

- General description of the project site, including topography, vegetation, stormwater system, buildings.
- Current and historical (where known) use of the site.
- Land tenure of the site (is the proponent the owner?).
- Description of surrounding land use, including location of nearest residences and other sensitive uses (such as schools, hospitals, etc).

3. Map and site plan

- General location map (eg. 1:25,000 scale)
- Site plan showing boundary of project site, position of existing and proposed buildings/structures vegetation, watercourses (rivers, creeks, lakes). The location of significant earthworks and/or vegetation to be cleared should be shown on a map
- The land on which the activity will take place must be defined

4. Rationale and Alternatives

- Describe the rationale for the project. Explain the benefits and disadvantages of alternative options (including alternative locations and equipment) that have been considered.

Part C – Potential environmental effects

1. Flora and fauna

- Will native vegetation or potential habitat for native fauna be cleared or disturbed as part of the proposal? *If yes, complete this section, if no, go to the next section.*
- Provide details of the nature of vegetation or habitat to be cleared and the area of vegetation to be cleared (in hectares).

- Include details of any flora or fauna surveys undertaken on the site. Surveys should comply with the requirements of the document *Guidelines for Natural Values Assessments*.
- Are there any known occurrences of species of conservation significance, threatened fauna species or flora species or threatened vegetation communities on or near the site? If yes, or if the site has potential habitat for any such species, a detailed survey is likely to be required and the results should be presented in the report. Information about observations of significant and threatened species can be obtained on the internet by registering to use the natural values atlas (www.naturalvaluesatlas.tas.gov.au).
- Are weeds and diseases that may affect native flora and fauna known to be present on or near the site or are there reasons to expect their presence? If yes, a survey and recommended control measures are likely to be required.
- Does the proposal have the potential to spread weeds or diseases that may affect native flora and fauna? If so, recommendations for ongoing weed and pathogen management should be presented in the report.

2. Rivers, creeks, wetlands and estuaries

- Will stormwater from the site drain to a river, creek, wetland or estuary? If yes, provide details about potential impacts and how they will be managed, such as sediment settling ponds.
- Will the proposal result in the filling or excavating of a river, creek, wetland or estuary. If yes, provide details.
- Will the proposal result in the impoundment of a river, creek, wetland or estuary? If yes, provide details.
- Will the proposal occur within 200 metres of a river, creek, wetland or estuary? If yes, provide details.
- Will the proposal result in the clearing of vegetation within 200 metres of a river, creek, wetland or estuary? If yes, provide details.
- Consideration should be given to management of stormwater using water sensitive design principles, further information can be found on the web pages of the Derwent Estuary Program.

3. Significant areas

- Is the proposal located within or adjacent to an existing reserved area (*eg* National Park, State Reserve, Regional Reserve, Nature Reserve, Forest Reserve or Conservation Area)? If yes, provide details.

4. Coastal zone

- Will any part of the proposal lie within 300 metres of the coast? If yes, provide details.

5. Marine areas

- Is the activity likely to impact on sensitive marine areas, conservation areas, or areas used extensively for recreation or commercial fishing activities? If yes, provide details about potential impacts.

6. Air emissions

- Will the activity result in emission of pollutants to air (includes dust, odours and emissions from chimneys)? If yes, provide details about potential impacts and how they will be managed.
- Identify and characterise sources of dust emissions from the site. This includes dust generated from delivery of raw material, processing, removal of the product and traffic movements on and off site.
- Describe any measures to reduce dust movement from the site such as watering or sealing roads, covering of truck loads, road surfacing/maintenance details, enclosures etc.

7. Liquid effluent

- Will the activity result in discharge of liquids (including to sewer)? If yes, provide details of the nature of the discharge (estimated volume and characteristics) and the nature of the receiving environment (*eg* downstream waterways). Provide details of any proposed effluent treatment and water monitoring activities. Where available, water quality data describing the downstream environment should be presented.

NOTE: stormwater should be addressed under Section 2, this Section relates to liquid wastes and polluted waters produced while carrying out the activity.

8. Solid wastes

- Will the activity produce or result in solid wastes? If yes, provide details of the nature of the waste types and proposed methods for reuse/recycling/disposal of such wastes. Can generation of the wastes be avoided in the first place?

9. Noise emissions

- Will the activity include fixed or mobile equipment that emits noise? If yes, provide details of the noise sources including size, power ratings, noise attenuation and hours of operation.
- Show the expected locations of the noise sources on the site plan and the location of nearby residences and other noise sensitive premises on the area map (see Part B of these Guidelines).
- A suitably qualified acoustic consultant must be engaged to provide estimates of the resulting sound pressure levels at the site boundary and at any nearby noise sensitive areas, including businesses and rural dwellings.
- Potential impacts from noise generated by the activity must be described, and potential mitigation measures are to be considered and discussed.

10. Transport impacts

- Will the activity result in or require substantial transport of goods or materials to or from the site, which may affect the amenity of the surrounding area? If yes, provide details such as vehicle types, no. of vehicle movements and route(s).

11. Other off-site impacts

- Does the activity have the potential to generate any other off-site impacts that may affect the amenity of residences or other sensitive uses (such as schools and hospitals)? If yes, provide details. The location of all nearby residences or other sensitive uses should be clearly shown on a map.

12. Hazardous substances and chemicals

- Will the activity involve the use and/or storage of hazardous substances or other fuels/oils/chemicals that have the potential to cause environmental harm if released? If yes, provide details of the nature and quantity of the materials, their storage location/methods and measures to prevent their release. Response measures in the event of accidental spillage should also be described.

13. Fire Risk

- Discuss the potential fire risk associated with the proposal, including:
  - Consideration of fire within the site, fire escaping from the site and the impact of fire originating outside the development.
  - How the proposed tyre recycling facility will be physically arranged and managed to mitigate the potential for fire on and at the site, including storage limits. The *South Australian General Guidelines for Rubber Tyre Storage* (dated 28 July 2014) can be used as a 'best practice' reference for the proposed facility.
  - The objectives, management principles to adopt to prepare a fire response plan and proposed firefighting strategies and on-site prevention measures to assist in the event of fire at the site.

Note the fire response plan should be fully integrated with other relevant documents, such as a *Tasmania Fire Service Local Area Fire Management Plan* for relevant districts and this should be fully discussed with Tasmania Fire Service.

14. Site Contamination

- Has the site on which the activity is to be located been used in the past for activities which may have caused soil or groundwater contamination? If yes, provide details. Include details of any assessments of soil or groundwater contamination on the site.

15. Sustainability and climate change

- A sustainable approach seeks to minimise energy and water consumption while also minimising the generation of wastes.
- Will the proposal cause or increase emissions of greenhouse gases? Describe how the proposal will implement best practice environmental management in energy consumption and in transport of materials to and from the proposal to minimise greenhouse gas emissions.

- This section should consider the evolving national response to climate change and greenhouse gas emissions[1], the Tasmanian Framework for Action on Climate Change 2008 (available at www.climatechange.tas.gov.au) and Tasmania's Action Plan to Reduce Emissions 2011.
- Describe the potential impacts of climate change upon the proposal. For example it may be appropriate to plan in advance for more intense storm events, more severe fire weather, long term sea level rise, etc.

16. Cultural heritage

- Is the proposal on or near a place listed on the Tasmanian Heritage Register or Tasmanian Historic Places Inventory (maintained by Heritage Tasmania)? If yes, provide details.[2]
- Please note, Aboriginal heritage sites, regardless of site type, condition, size or land tenure are protected in Tasmania under the *Aboriginal Relics Act 1975.*[3]
- Please note that precise locations of Aboriginal sites may be confidential and should not be included in the report.
- The methodology for identifying potential effects on historic heritage which is not already identified on heritage lists or schedules is outlined in Heritage Tasmania's "Pre-Development Assessment Guidelines", which are available from www.heritage.tas.gov.au/guidelines.html on the internet.

17. Sites of high public interest

- Is the activity located within or adjacent to a site of high public interest (such as a recreation area or natural scenic feature)? If yes, provide details.

18. Rehabilitation

- Where the activity involves disturbance of native vegetation or has a finite life (particularly mining and quarrying activities), future rehabilitation measures should be described in detail.

[1] Information about the national approach to greenhouse gas emissions is available at: www.climatechange.gov.au on the internet.

[2] An assessment of Aboriginal heritage by an appropriately qualified person is commonly required prior to approval. Different types of Aboriginal heritage assessment may be required depending on the nature of the site. Before engaging a consultant, contact Aboriginal Heritage Tasmania.

[3] The standards and guidelines packages that apply to Aboriginal Heritage Officers and Consulting Archaeologists are available at http://www.aboriginal heritage.tas.gov.au on the internet.

Part D – Management commitments

- Specific, unambiguous written commitments for avoiding, minimising and managing the potential environmental impacts of the proposal (as identified in Part C) should be documented in Part D (see example below).

Commitments

No.	Commitment	Completion date	By Whom
1	*Construct a permanent fence around the threatened vegetation community identified in Appendix A of the report.*	*Within 3 months of approval and prior to removal of any vegetation.*	*Project proponent*
2	*Erect a noise attenuation barrier as described in Part C paragraph 9.2 of the EER.*	*At least 30 days prior to commencement of crushing operations*	*Project proponent*

Part E – Public consultation

- Has public consultation taken place (such as with other government agencies, community groups or neighbours)? Is it intended that consultation will take place? If yes, provide details.

Measured form and function

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ABN 27 014 609 900

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Tasmania 7250
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287 Charles Street
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57 Best Street
PO Box 1202
Devonport 7310
P (03) 6424 7161

Tyre Shredder

437 Woolmers Lane
Longford

Supporting Submission

Contents

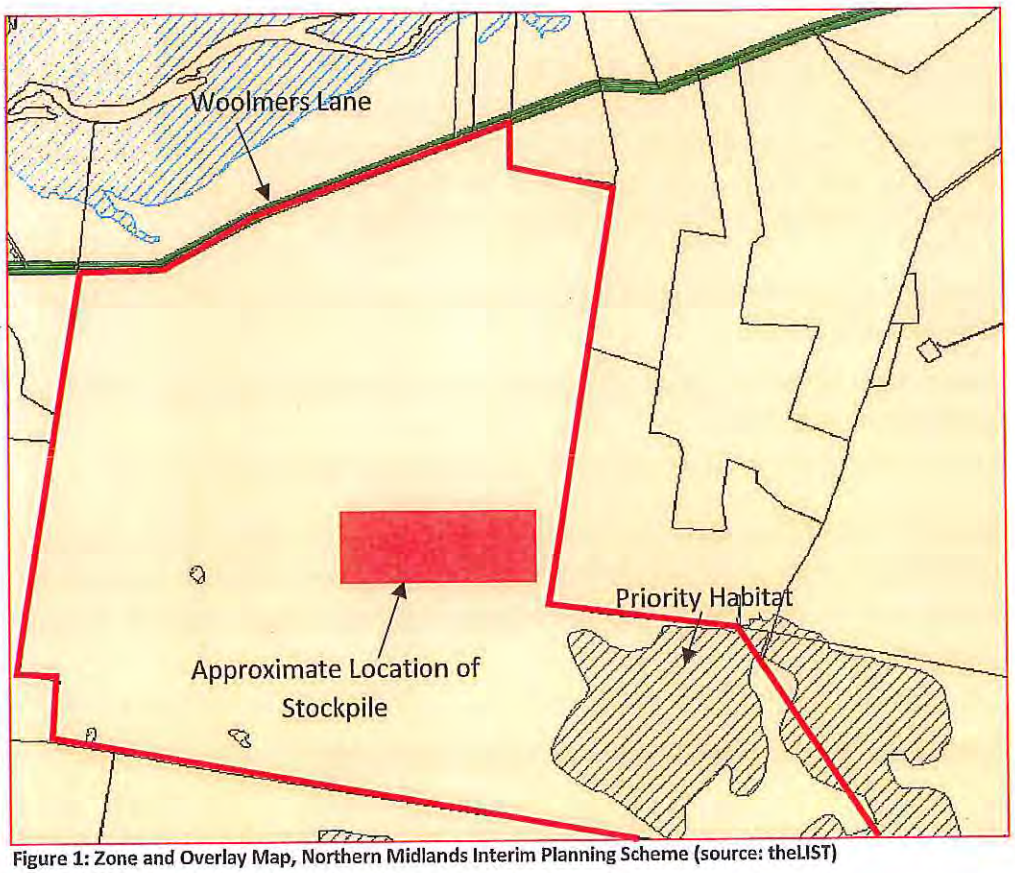


Figure 1: Zone and Overlay Map, Northern Midlands Interim Planning Scheme (source: theLIST)

2. PROPOSAL –

The application proposes to install and operate a tyre shredder within the development area.

To summarise, the application seeks permission to:

- Install and operate a tyre shredder on the site;
- Construct a shed and associated infrastructure to contain, store and operate the tyre shredder; and
- Continue delivery and store new ELT on the site post 20 December 2016.

Please refer to the Environmental Effects Report for a full description of the proposal.

3. SITE AND SURROUNDING USES

The site is an irregular shaped parcel of land comprising an area of 1054ha and is primarily utilised for irrigated cropping and grazing. Excavation works are also undertaken on the site. The site also contains farm improvements.

The land immediately surrounding the storage of used tyres is gently undulating and utilised for irrigated cropping and grazing of sheep.

There is a stockpile of tyres located on the site as shown on drawing number C01. These two stockpiles are separated by a row of trees into two locations. The tyres are not stacked higher than 3m.

A series of wind breaks are established on the property along with the topography surrounding the site will ensure that the values of the surrounding rural landscape, particularly when viewed from Woolmers Lane will be preserved.

The proposed operation provides employment, will not compromise or conflict with resource development uses and is located to ensure that the landscape values are protected.

The proposal will facilitate an existing commercial business in the Rural Resource zone that is compatible with the agricultural activities undertaken on the site and on adjoining properties. The combination of wind breaks and topography ensures that visual amenity will not be compromised and that environmental values can be appropriately managed.

The application is consistent with the purpose of the Rural Resource zone.

4.2 Local Area Objectives

In addition to the zone purpose, local area objectives are articulated for the Rural Resource Zone. The following comments are offered with respect to the local area objectives stated for primary industries, tourism and rural communities.

4.2.1 Primary Industries

The storage of tyre waste and tyre shredder, as highlighted in the above comments, will not compromise the continued use and development of land for primary industries. Irrigated cropping and grazing of land can continue while tyres are stockpiled on the site and the tyre shredder is in operation. The proposed development area impacts on a very small percentage of the total land area of the property.

Once tyres are removed from the site, the land resource will not be unduly compromised as it can be returned to grazing.

The proposed use and development is consistent with this objective.

4.2.2 Tourism

There is no tourism development proposed as part of this application.

4.2.3 Rural Communities

The proposed development does not propose a home-based business or professional services.

A4	Application is for a discretionary use.	**Relies on the Performance Criteria**
A5	The use will not be located in an existing building. The application is for a discretionary use.	**Relies on the Performance Criteria**
26.3.2 – Dwellings		
A1.1 – A1.3	The proposal is seeking approval for recycling and waste disposal	Not Applicable
26.3.3 Irrigation Districts		
A1.1 – A1.3	The land is not within an irrigation district as proclaimed under Part 9 of the Water Management Act 1999.	Complies with the Acceptable Solution
26.4 Development Standards		
26.4.1 Building Location and Appearance		
A1	The proposed building has a maximum height of 4.7m. The building is not a dwelling. The building height does not exceed the standard.	Complies with the Acceptable Solution
A2	The proposed building will be setback a minimum distance of 50m.	Complies with Acceptable Solution
26.4.2 Subdivision		
A1	The application does not propose subdivision	Not Applicable
26.4.3 Strata Division		
26.4.3.1	The application does not propose division of land by stratum title.	Not Applicable
A2	There are no lots proposed with areas of less than 500m .	Complies with Acceptable Solution

4.6 CODES

Part E of the NMIPS set out additional provisions with respect to areas or particular planning issues. Table 2 provides an assessment of each of the codes in the context of the application. Where a particular code applies, further assessment is provided.

E11.0	Environmental Impacts and Attenuation Code	The proposed storage of tyres or shredder is not a use listed in Table E11.1 or E11.2. **This Code is not applicable.**
E12.0	Airport Impact Management Code	**This Code is not applicable.**
E13.0	Local Historic Heritage Code.	**This Code is not applicable.**
E14,0	Coastal Code.	**This Code is not used in the NMIPS.**
E15.0	Signs Code	The use and development does not propose a sign. **This Code is not applicable.**

4.6.1 E4.0 Road and Railway Assets Code

The proposed use and development will intensify the existing access. This Code applies to the proposed use and development. Accordingly, Table 3 assesses the application against the applicable standards of this Code

Table 3: Road and Railway Assets Code, Use and Development Standards

E4.6.1 Use Standards		
Scheme Standard	Comment	Assessment
E4.6.1 Use and road or rail infrastructure		
A1	Dwellings are not proposed as part of this application.	Not Applicable
A2	Woolmers Lane has a speed limit of more than 60km/hr.	Not Applicable
A3	The proposed use and development will not increase the annual average daily traffic movements at the existing access by more than 10%.	Complies with the Acceptable Solution
E4.7 Development Standards		
E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways		
A1	The proposed lots are not within 50m of a railway, future road and a category 1 or 2 road.	Not Applicable.
E4.7.2 Management of Road Accesses and Junctions		
A1	Woolmers Lane does not have a speed limit of 60km/hr or less.	Not Applicable

E6.6.2 Bicycle Parking Numbers		
A1.1	There are not 5 employees associated with the tyre storage. Therefore there are no bicycle parking requirements.	Complies with the Acceptable Solution
A1.2	Not Applicable	Not Applicable
E6.6.3 Taxi Drop-off and Pickup		
A1	Not Applicable	Not Applicable
E6.6.4 Motorbike Parking Provisions		
A1	There is sufficient area to accommodate a motorbike parking space.	Complies with Acceptable Solution
E6.7 Development Standards		
E6.7.1 Construction of Car Parking Spaces and Access Strips		
A1 (a)-(c)	All car parking and manoeuvring areas will be formed to an adequate level and drained.	Complies with Acceptable Solution
E6.7.2 Design and Layout of Car Parking		
A1.1 and A1.2	There will not be more than 4 parking spaces provided.	Not Applicable
A2.1 and A2.2	Car parking and manoeuvring space will in accordance with the acceptable Solution.	Complies with the Acceptable Solution
E6.7.3 Car Parking Access, Safety and Security		
A1	There will not be more than 20 parking spaces provided.	Not Applicable
E6.7.4 Parking with a Person with a Disability		
A1 and A2	There will not be more than 20 parking spaces provided.	Not Applicable
E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup		
A1	Retail, commercial, industrial, service industry or warehouse or storage uses proposed.	Not Applicable

highlights that all reasonable steps are taken to ensure that no adverse impacts occur. Primary industry uses will not be unreasonably confined or constrained from conducting normal operations. The proposal satisfies the performance criterion P4.

The application has provided supporting information to demonstrate the visual appearance of this use and development is consistent with the local area objectives. The proposed use and development ensures that:

- There is no impact on skylines and ridgelines;
- There is no screening from public roads by existing wind breaks on the property; and
- It upholds the future character statement.

The proposal has demonstrated compliance with performance criterion P5, Clause 26.3.1.

5. CONCLUSION

The application is seeking approval for tyre storage and shredding.

This report has demonstrated that:

- Irrigated cropping and grazing can continue in conjunction with the tyre storage area and shredder;
- The storage area and shredder does not occupy prime agricultural land;
- The fire protection measures will be implemented to minimise risk;
- The stacked piles of tyres along with the proposed shed will not have a detrimental visual impact on the surrounding landscape.

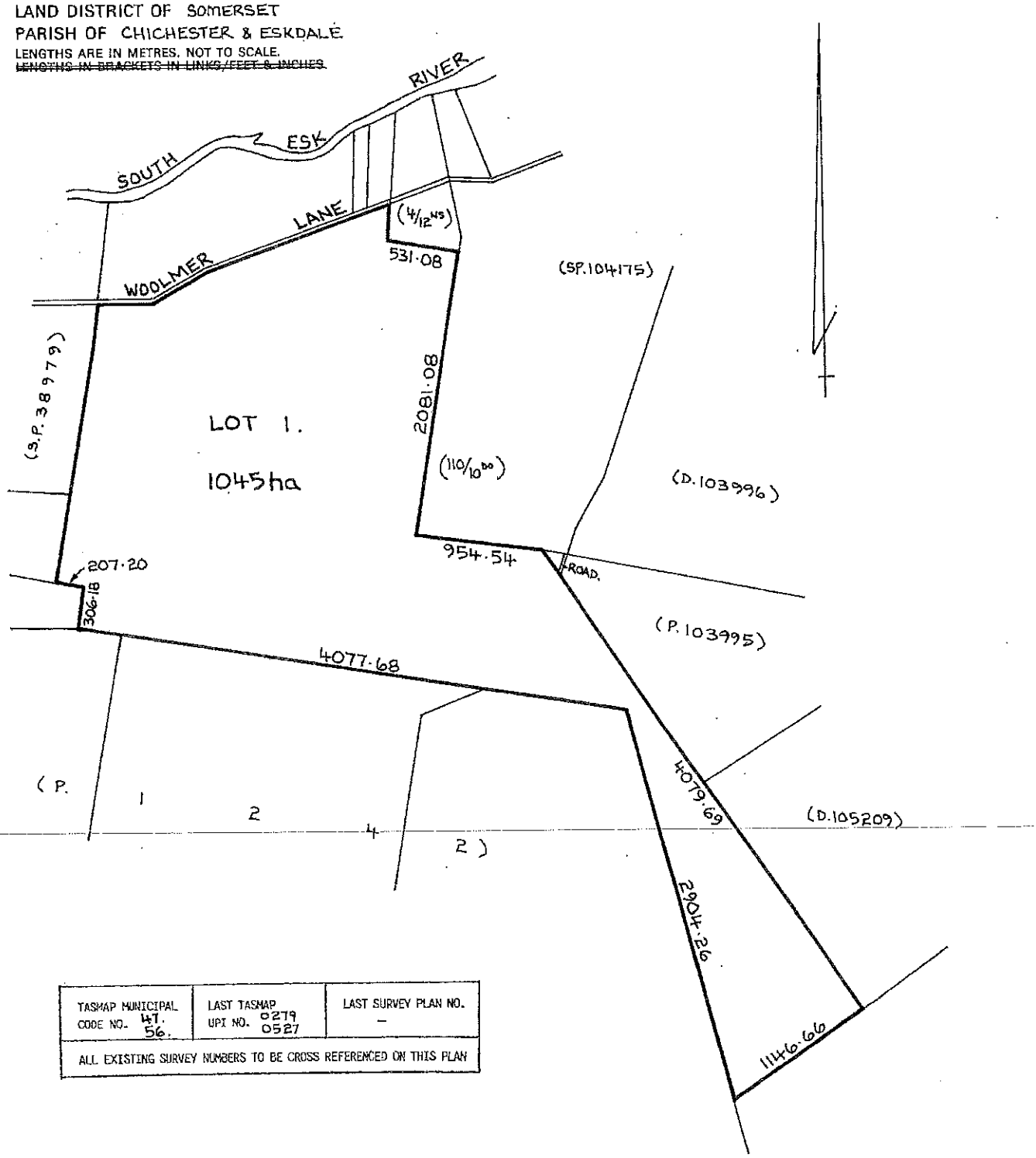
The report has demonstrated compliance with all of the relevant acceptable solutions and the performance criteria: Therefore, the proposal can be considered for approval.

APPROVED 25 MAY 1993 RECORDER OF TITLES	**CONVERSION PLAN** CONVERTED FROM 68/4093	REGISTERED NUMBER **D.105810**
FILE NUMBER Y.16101	GRANTEE: PART OF 1410-0-0 & 67-0-0 AND WHOLE OF 544-0-0 & 724-0-0 GTD TO THOMAS WALKER . WHOLE OF LOT 6. 329-0-0 GTD TO J.B. TOOSEY & ORS	DRAWN P. PAGE 24-5-93

05-K 2062

SKETCH BY WAY OF ILLUSTRATION ONLY

~~CITY/TOWN OF~~
LAND DISTRICT OF SOMERSET
PARISH OF CHICHESTER & ESKDALE
LENGTHS ARE IN METRES. NOT TO SCALE.
~~LENGTHS IN BRACKETS IN LINKS/FEET & INCHES~~



TASMAP MUNICIPAL CODE NO. 47. 56.	LAST TASMAP UPI NO. 0279 0527	LAST SURVEY PLAN NO. –
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

for the term of Five (5) years from 1-Apr-2011 (of Lot 1 on Plan 163536) Registered 06-Jul-2012 at noon Leasehold Title(s) issued: 163536/1, 163536/1 and 163536/1

UNREGISTERED DEALINGS AND NOTATIONS

M437784 PRIORITY NOTICE reserving priority for 60 days
CAVEAT by Herbert David Taylor Gatenby and Ian Guy Gatenby
MORTGAGE Keith Guy Gatenby to Herbert David Taylor Gatenby and Ian Guy Gatenby Lodged by R P A G on 20-Sep-2013 BP: M437784

P10-354

Crop Protection Research (Tasmania)

ABN: 16 968 259 468

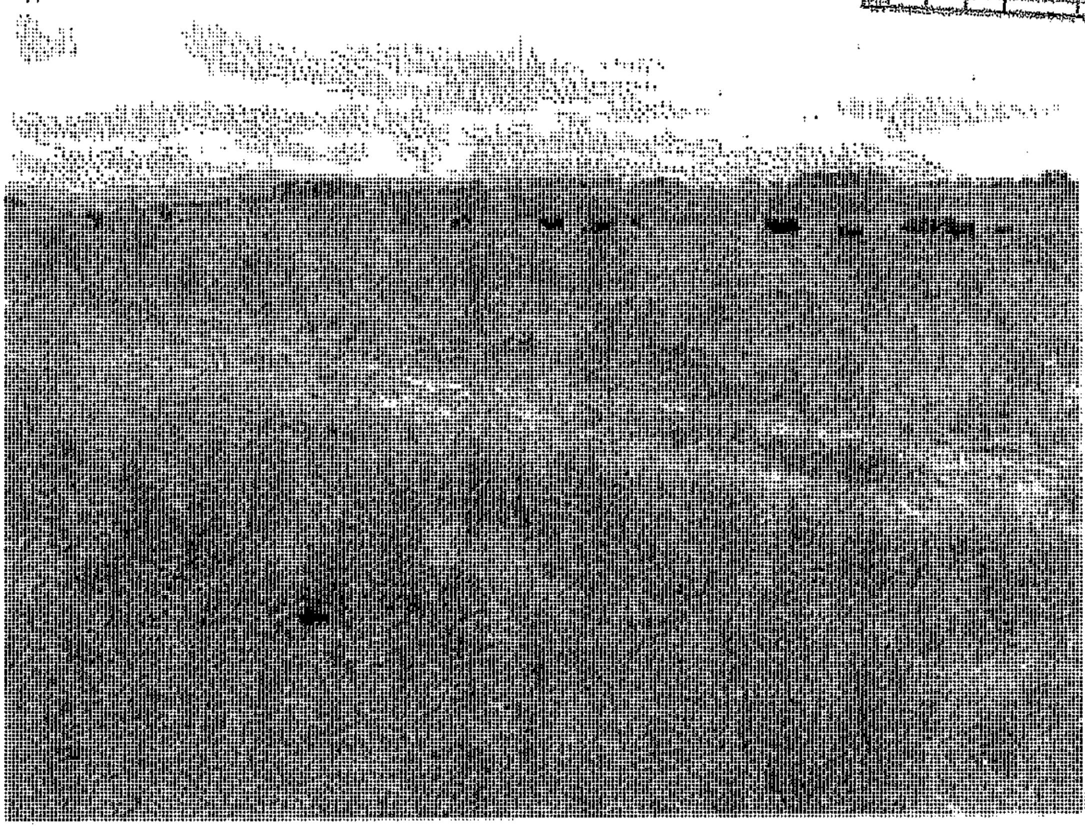
Agronomy, Farm Systems and Soil Research

Land Capability Assessment

of a small portion (approximately 3 ha) on

'Rhodes, 437 Woolmers Lane,
Longford, Northern Midlands, Tasmania

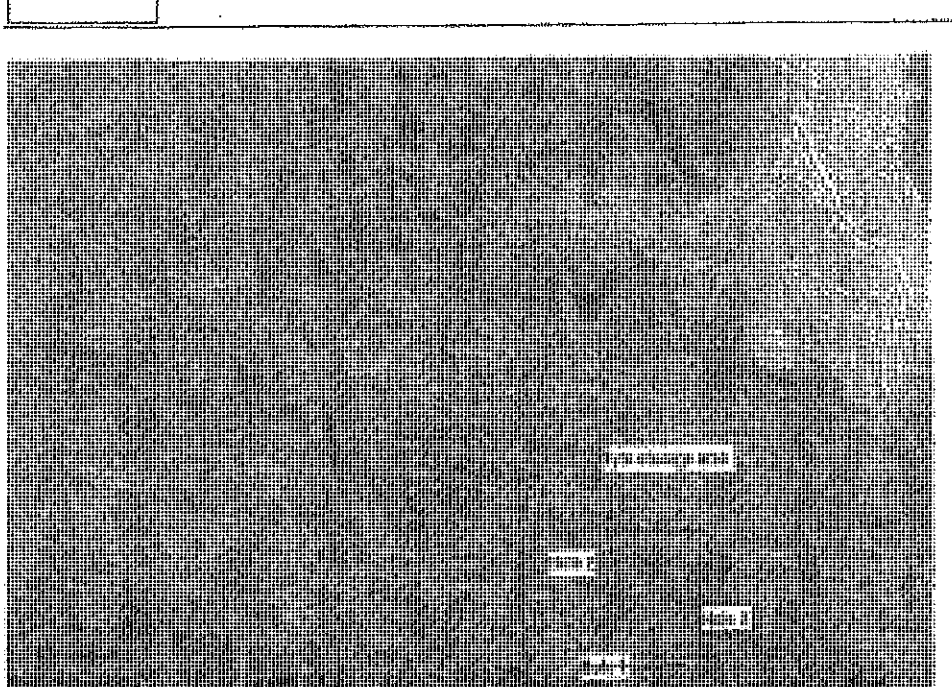
Client: Tim Chugg



By
Peter Zund
Soil Specialist
Tel: 0488 738 371
peter.zund@gmail.com

crop_p...

Crop Protection Research (Tasmania)
ABN: 16 968 259 468
Agronomy, Farm Systems and Soil Research



The landform of the storage area is gently sloping toward the south east and fairly uniform. All three soil profiles are similar. In summary, the soil at the site is a **shallow (<0.3m) black weakly structured fine sandy clay loam overlying dolerite.**

Land capability assessment

The land attributes for the site were assigned land capability subclasses (Table 1) as per Gross (1999). The major limitation to agriculture is the shallow soil depth (<0.3m). Land with a soil depth between 0.20m and 0.35m has a land capability Subclass of 5 (Gross, 1999). Hence the site has a land capability of Class 5, land unsuitable for cropping and with slight to moderate limitations for pastoral use (Grose 1999).

Table 1 – Land capability subclasses for each limitation over the entire site

Subclass	Notes	Land Capability Subclass
Climate	Altitude 180-260m ASL	2
Erosion	Water - slope 2-5%	3
Erosion	Aeolian – fine sandy day loam	3
Wetness	Drainage - moderately well drained	3
Soil	Depth - <0.3m	5
Soil	Course fragments – none	1
Overall	Land Capability	5

crop_p...

Crop Protection Research (Tasmania)

ABN: 16 968 259 468

Agronomy, Farm Systems and Soil Research

3-63

Site descriptions

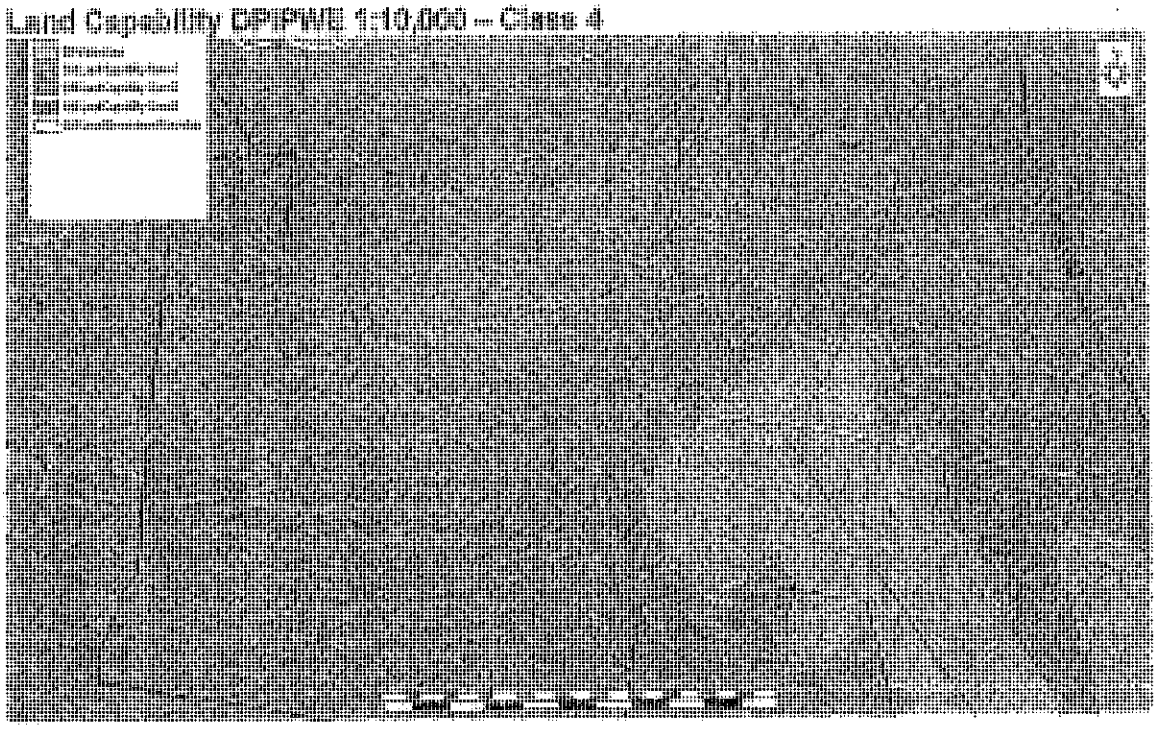
Site No:	1	Type of Observation	Auger
Map Reference		Microrelief	No microrelief
Permeability	Moderately permeable	Erosion	Not apparent
Drainage	Moderately well drained	Surface course fragments	No course fragments
Landform	Upper part of a gently sloping undulating rise (4%)	Rock outcrop	No rock outcrop
Vegetation	Pastures	Surface condition	Firm, soil dry
Site disturbance	Cleared	Effective rooting depth	<0.30m
Notes		Australian soil classification	Leptic Tenosol

Horizon	Depth (cm)	Colour	Mottles	Textures	Course Frag.	Structure	Field pH	
Ap	0-30	Very dark grayish brown	None	Fine sandy clay loam	Very few fine gravel	Weak	5cm	6.5
C	>30	Rock stopped auger			Many fine gravel		30	6.5

Site No:	2	Type of Observation	Auger
Map Reference		Microrelief	No microrelief
Permeability	Moderately permeable	Erosion	Not apparent
Drainage	Moderately well drained	Surface course fragments	No course fragments
Landform	Crest of a gently sloping undulating rise (3%)	Rock outcrop	No rock outcrop
Vegetation	Pasture	Surface condition	Firm, soil dry
Site disturbance	Cleared	Effective rooting depth	<0.25m
Notes		Australian soil classification	Leptic Tenosol

Horizon	Depth (cm)	Colour	Mottles	Textures	Course Frag.	Structure	Field pH
Ap	0-25	Very dark grayish brown	None	Fine sandy clay loam	Very few manganiferous nodules	Massive	
R	>25	Rock stopped auger			Abundant dolerite fragments		

Land Capability DPIPWE 1:10,000 – Class 4



Exhibited

From: Jan Cunningham
Sent: Tue, 18 Oct 2016 11:58:42 +1100
To: Register Email in ECM
Subject: Final EER for P16-077
Attachments: R 16-10-02 Tyre Shredder Environmental Effects Report - FINAL.pdf

#ECMbody
#QAPdefault
#silent

From: Paul Godier
Sent: Tuesday, 18 October 2016 11:54 AM
To: Jan Cunningham <Jan.Cunningham@nmc.tas.gov.au>
Subject: FW: FINAL DOCUMENT

From: Heidi Goess [mailto:hgoess@6ty.com.au]
Sent: Tuesday, 18 October 2016 11:49 AM
To: Blackwell, Damien M (Environment) <Damien.Blackwell@environment.tas.gov.au>
Cc: Paul Godier <paul.godier@nmc.tas.gov.au>
Subject: FINAL DOCUMENT

Please see final document.

Regards

6ty°

Heidi Goess
Urban and Regional Planner
0438 155 035
Measured form and function

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Tyre Storage and Shredding

437 Woolmers Lane

Longford

Environmental Effects Report

Draft Issue 1

Date	5 September 2016
Project Number	15.242
Project Name	Tyre Shredder, Tyre Storage and Delivery – Environmental Effects Report
Author	Heidi Goess, 6ty Pty Ltd
Recipient	**Mr Damien Blackwell, Environment Protection Authority**

Draft Issue 2

Date	5 October 2016
Project Number	15.242
Project Name	Tyre Shredder, Tyre Storage and Delivery – Environmental Effects Report
Author	Heidi Goess, 6ty Pty Ltd
Recipient	**Mr Damien Blackwell, Environment Protection Authority** **Ms Nicole Sommer, Dobson Mitchell Allport**

Draft Issue 3

Date	7 October 2016
Project Number	15.242
Project Name	Tyre Shredder, Tyre Storage and Delivery – Environmental Effects Report
Author	Heidi Goess, 6ty Pty Ltd
Recipient	**Mr Damien Blackwell, Environment Protection Authority**

Draft Issue 4.1

Date Issue 4	12 October 2016
Date Issue4.1	17 October 2016
Project Number	15.242
Project Name	Tyre Shredder, Tyre Storage and Delivery – Environmental Effects Report
Author	Heidi Goess, 6ty Pty Ltd
Recipient	**Mr Damien Blackwell, Environment Protection Authority**

Contents

Appendix G

Natural Values Report

Appendix H

Environmental Noise Assessment Report

Appendix I

Desktop Assessment Aboriginal Heritage

PART A – PROPONENT DETAILS

Table 1: Proponent Details

Name	Tyre Recycle Tasmania Pty Ltd
ACN	151 658 598
Address	4 Blackwood Drive, Perth
Contact	Mr Tim Chugg
Mobile	0400 692 023
Email	chuggset@bigpond.com

Tyre Recycle Tasmania Pty. Ltd. (the Proponent) is a Tasmanian business that collects, stockpiles and recycles 'end-of-life tyres' (ELT) in Tasmania.

The Proponent is registered as a Controlled Waste Handler for approved Waste Code T140, certificate registration number: CWTEMP054TA. The certificate is contained in Appendix A.

PART B – PROJECT DESCRIPTION

The Proponent has developed long term relationships with many Tasmanian tyre retailers by providing an efficient and cost-effective ELT collection service at a state-wide level. ELT are generated by Tasmanian tyre retailers from the replacement of worn tyres with new tyres on passenger vehicles, trucks and farming vehicles. The primary driver for establishing this service by the Proponent was to stockpile ELT waste in a single location with the intention of applying a sustainable approach to disposing of this waste in Tasmania.

The Proponent has collected ELT from Tasmanian tyre retailers and has delivered and stored these on land at 437 Woolmers Lane, Longford (the site). The delivery and storage of ELT on the site was permitted by the Northern Midlands Council (Council) by planning permit P13-199. Planning permit P13-199 is conditioned to require removal of the ELT stockpile from the site by 31 December 2020.

Planning application P16-077 seeks permission to store and shred ELT. This is outside of the scope of the use and development approved by planning permit P13-199 and consequently planning application P16-077 was lodged with Council. While this is a new application, commitment is given to remove the ELT stockpile from the site by 31 December 2020.

The lodgement of planning application P16-077 was anticipated as a commitment by the Proponent resulting from mediation in Appeal 06/16E and the Consent Memorandum entered into between the Proponent and the Council on 10 March 2016. The purpose of this application is two-fold, both to enable the removal of the existing ELT stockpile and to provide an ongoing and sustainable method of reusing ELT into the future.

The operation of the tyre shredder will enable ELT to be shredded into 50mm tyre chips and subsequently removed from the site. The tyre chips can be sold as a resource (e.g. fill in road construction) or dispatched to an alternative location for processing into rubber products (e.g. recreation soft-fall matting, traffic management aids). The use and development proposed by planning application P16-077 is an approach to avoid disposing of ELT waste in landfill.

1.0 Project Overview

Table 2: Operation Details

Project	**Tyre Storage and Shredding**
Location	**437 Woolmers Lane, Longford**
ELT Delivered	**2,600 tonnes per annum**
Delivery of ELT	**Monday to Saturday 6:00am to 6:00pm. No deliveries on Sunday or public holidays.**
Processing	**7800 tonnes per annum**
Operation	**Monday to Friday 6:00am to 6:00pm. Shredder will not operate before 7:00am. No work is intended on Sundays or public holidays.**

The Proponent intends to construct and operate a tyre shredder within the development area of the site in accordance with the operation details summarised in Table 2 and the proposal plans contained in Appendix B.

To summarise, the Proponent seeks permission to:

- Install and operate a tyre shredder on the site;
- Construct a shed and associated infrastructure to contain, store and operate the tyre shredder; and
- Continue delivery and store new ELT on the site post 20 December 2016.

The Proponent currently collects 2600 tonnes per annum of ELT from Tasmanian tyre retailers. This figure was extracted from raw data collected by the Proponent and then calculated by converting the ELT into an Equivalent Passenger Ratio Unit (EPUs) in accordance with the standard set by the Tyre Stewardship Australia contained in Appendix C. The weight of an EPU for a new passenger tyre is 9.5 kg with the weight of an EPU for an ELT standardised at 8kg.

The Proponent intends to collect and store new deliveries of ELT on the site within the development area. Once the shredder is fully operational, new deliveries of ELT will be delivered and stacked within the proposed shed for direct processing by the shredder. The shredder will also process the existing stockpile of ELTs on site.

1.1 Delivery and Storage ELT

Table 3: Estimated ELT within the development area.

	Tyres on Site (Estimated Tonnes)	Estimated Increase/ Decrease
July 2016	10500	
20 December 2016	11,500	+1000

At 20 December 2016 it is estimated that there will be 11,500 tonnes of ELT stored within the development area. The Proponent intends to continue delivery and storage of ELT within the development area and once the tyre shredder

becomes operational reduce this number progressively by processing the existing stockpile along with new arrivals. An estimated 6-9 months new ELT storage will be required prior to the tyre shredder becoming operational.

Since application P16-077 was lodged, the number of ELT delivered and stored within the development area has reduced. This abovementioned application indicated that the Proponent was collecting ELT on behalf of Tyrecycle. The collection on behalf of this business has ceased as of August 2016. Accordingly, the estimated number of ELT within the development area has been revised taking account of this change.

The Proponent collects ELT directly from Tasmanian tyre retailers. The Proponent will collect and deliver ELT to the development area. No other businesses will collect or deliver ELT to the development area pursuant to application P16-077.

ELT are delivered to the site by a total of 3 trucks, their size being 6 tonne, 9 tonne and 13.5 tonne respectively. Vehicle access to the development area is via a paved farm road from Woolmers Lane. While this paved farm road forms a T-junction at two locations with Woolmers Lane, the most westerly access adjacent to the potato processing and silos will be utilised for vehicles travelling to and from the development area.

Deliveries of ELT will be unloaded by two employees from the abovementioned trucks and stacked by hand within the development area. This will be undertaken without the aid of any equipment. The proposed delivery of ELT will generate an estimate of 12 truck movements per day. The number of truck movements generated from the deliveries of ELT is not likely to alter once the tyre shredder is operational.

1.1.1 Site Coverage

The development area occupies approximately 1.5% of the site and is located approximately 1.5km south of Woolmers Lane.

The development area is set back from the eastern and western lot boundaries more than 200m and 1.5km respectively. The storage area is also more than 1km from the southern lot boundary.

The storage area is separated into two locations as shown on drawing number C03, Appendix B. The Site Plan identifies:

- Location 1 - north of the pine windbreak; and
- Location 2 - south of the pine windbreak.

Within the development area a proportion of the ELT stockpile owned by Tyrecycle was removed at the end of February 2016. This area is identified on drawing number C03, Appendix B. This area has been partially restacked with new ELT.

1.1.2 Fire Protection Measures

Fire protection measures were implemented to manage the hazard associated with the existing permitted use. The Fire Protection

Measures Report prepared for Planning Permit P13-199 has been revised and attached in Appendix D.

1.1.3 *Fire Breaks and Bunds*

A fire break and bund around the perimeter of each storage location has been established in accordance with the drawing number C03, Appendix B.

1.1.4 *Pod Formation*

Subject to granting P16-077, all new ELT delivered and stored on the site will be stacked in a pod configuration in accordance with drawing number C03, Appendix B.

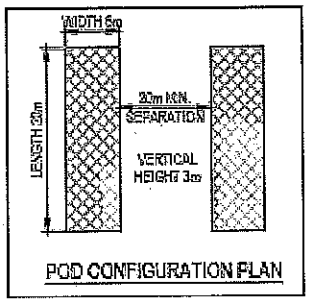


Figure 1: Pod Configuration Plan

The existing pods have been stacked with a 6m separation in accordance with the earlier *South Australian Fire Services, Fire Safety Department, (1999) General Guidelines for the Outdoors Storage of Used Tyres.*

All ELT delivered to the site from the issue date of planning permit P16-077 will be stacked in a pod formation as shown in Figure 1.

This is in accordance with the *South Australian Fire Authorities, Community Safety Department (2014) Built Environs Section Guideline No. 13, General Guidelines for Rubber Tyre Storage.*

1.1.5 *Provision of Water Supply*

An irrigation line is established on the site which will provide a supply of water to the development area in the event of fire. Refer to drawing number C03.

Water can also be accessed from the adjacent dams however; the installed irrigation line will be the primary water source utilised for firefighting purposes.

1.1.6 *Land Maintained in Minimal Fuel Condition*

The area immediately surrounding the ELT stockpile will continue to be grazed, ensuring that the land is maintained in a minimal fuel condition.

1.1.7 *Collection Ponds*

Two water collection ponds exist adjacent to the ELT stockpile. These are designed to collect run-off of water utilised for firefighting purposes. Water run-off over the development area and the water end points are shown on drawing number C04, Appendix B.

1.1.8 *Accessibility and Security of the Development Area*

The storage of ELT within the development area has occurred since 2011. The development area is accessible by an internal access road from Woolmers Lane as shown on drawing number C01, Appendix

B. The development area currently receives a delivery of tyres Monday to Saturday and is a managed farm, ensuring that there is surveillance and monitoring over this area.

Since its operation there have no recorded incidents on the property with respect to fire.

1.1.9 Fire Emergency Plan

The Emergency Plan included as part of Planning Permit P13-199 forms part of application P16-077. The Fire Emergency Plan is included as part of Appendix E.

1.2 Plant and Equipment

Table 4: Summary of Equipment

Type	Make	Model	Power Rating
4 wheel drive Tractor and 1 x 24 cubic metre trailer			60 hp
Prime Mover and 2 x 40 cubic metre trailers			**400hp**
Tyre shredder	**Barclay Roto Shred**	**4.9" Primary Shredder**	**75-100 hp**
Trucks	**Various**		

1.2.1 Tyre Shredder

ELT will be processed with a Barclay Roto-Shred 4.9" Primary Shredder within the development area. Specifications of the shredder are attached in Appendix F. The location of the tyre shredder is shown on drawing numbers C01 and C03, Appendix B. The plant and equipment will be housed within a 20m x 8m x 4.76m colorbond shed.

This shredder is powered by an electrical motor driving the cutting head. This has a capacity to process 16-20 tonnes per hour, shredding tyres into 50mm chips (refer to Figure 2).

Figure 2: Example of 5cm Tyre Chips

Tyres are fed to the shredder via a standard 8 foot long in-feed conveyor with efficient upper and lower feed mechanisms. This allows the operator to indiscriminately bulk feed.

The tyre shredder will be operated by two employees and supplied with ELT from the stockpile and new deliveries.

1.2.2 Production Rates

While the shredder has capacity to process 16-20 Tonnes per hour, the Proponent is targeting a throughput of 30 tonnes per day. This comprises:

- **12 tonnes/day** of new ELT delivered to the site once the shredder is operational; and
- **18 tonnes/day** of the stockpile.

The tyre shredder will operate for an estimated 48 weeks of the year, 5 days per week. The tyre shredder will process approximately 7,800 tonnes per annum.

The stockpile will be processed before 31 December 2020.

Variation to the targeted daily throughput as stated above may occur for the following reasons:

- Maintenance on plant and equipment is required and the tyre shredder is not operational;
- Employees are not fit to operate the tyre shredder;
- Tyre shredder is not operational due to a mechanical fault; or
- Other unexpected event.

In the event the tyre shredder is not operational and there is an expected delay in the processing of ELT delivered to the site, a temporary storage area (refer to C03, Appendix B) is set aside as a contingency. This will allow uninterrupted collection of ELT from tyre retailers. Interruption to the collection service could see a backlog of ELT stockpiled in urban areas which is not desirable.

Once the tyre shredder becomes operational again, the targeted daily throughput of 30 tonnes may be increased to clear the backlog of ELT stored within the temporary storage area.

1.2.3 Processing of ELT

Once the tyre shredder is operational, fresh deliveries of ELT will no longer be stacked manually by employees in a pod formation in the development area but will be delivered, unloaded and stacked by employees within the shed. An estimated 1,200 tyres per day are able to be stored in the proposed 20x8x4.8m shed.

This will be done without the aid of any equipment. Employees will then directly load ELT on to the conveyor belt for shredding. This part of the operation is completely contained within the shed.

ELT from the stockpile will be collected daily with a four wheel drive tractor towing a 24m^3 trailer. Two employees will load the trailer and transport ELT to the shredder. ELT collected from the stockpile will be directly loaded on to the conveyor belt to avoid double handling.

The shredding of ELT into tyre chips will be directly loaded from the output conveyor belt of the tyre shredder into two 40m^3 bin trailers. The trailer will be coupled to a prime mover and transported off-site. Investigations undertaken by the Proponent indicate that the shredded material could be sold as fill for road construction or transported off-site for manufacture of rubber products.

1.3 Utilities Electricity

The development area will be connected to mains electricity. Electricity route will follow the line of the internal paved road. This is not likely to affect biodiversity and natural values. The connection will be overhead.

1.4 Employee Amenities

A mobile toilet unit will be placed within the development area to meet the requirements of employees. All waste water generated by a mobile toilet unit will be collected by a suitably licensed waste contractor.

1.5 Timeframe

Delivery and storage of ELT to the development area will continue until the tyre shredder is operational, a period expected to be up to 6-9 months.

The shredder will become operational on the site once construction of the shed and the equipment and plant is completed. Once Council grants planning permit P16-077 the Proponent intends to order the plant and equipment from an overseas company. The ordering and delivery of plant and equipment is anticipated to take six months. Within this time, the shed, power and other infrastructure requirements can be constructed to reduce timeframes for the tyre shredder to become operational.

1.6 Operation Hours

The operation hours for the ELT deliveries, tyre shredder and chip dispatches will be Monday to Saturday between 6:00am and 6:00pm. The tyre shredder will not operate before 7:00am.

The operation of the tyre shredder or deliveries of ELT to the development area will not be undertaken on Sunday or public holidays.

1.7 Employees

Two full-time staff are employed to operate and manage the tyre shredder.

Two full-time employees will collect ELT from Tasmanian tyre retailers and deliver to the site.

2.0 Project Area

Table 5: Property Details

Address	**437 Woolmers Lane, Longford**
Property Owner	**Mr K. Gatenby**
Property ID	**7881250**
Certificate of Title	**105810/1**
Area	**1054 ha**
Tenure	**Private Property**
Zone	**Rural Resource, Northern Midlands Interim Planning Scheme October 2013**
Municipality	**Northern Midlands Council**

2.1 Project Site

The development area is contained on 'Rhodes' which is a farming property comprising numerous certificates of titles with a combined land area of more than 1500 ha. The development area is shown on drawing number C02, Appendix B.

The site is contained on land identified on Certificate of Title, Volume 105810 Folio 1, comprising an area of 1054ha. This is held in private ownership by Mr Keith Gatenby.

The development area is situated west of the Midlands Highway and approximately 5km to the south-east of the urban area of Longford.

This property has a frontage to Woolmers Lane of 2.3km. The development area is serviced by a paved farm road that intersects with Woolmers Lane in two locations as shown on drawing number C01 & C03, Appendix B.

2.2 Topography

The site comprises gently undulating land (refer to Figure 3) with the development area contained on top of a ridgeline.

Figures 4 and 5 provide a cross-section of the topography showing the elevation of the landscape between:

- Panshanger Road and Midland Highway; and
- Woolmers Estate, 658 Woolmers Lane and the westerly edge of the development area.

Figure 4 demonstrates the development area is set behind a ridgeline and will not be visible from the Midland Highway. Similarly, the topography between Woolmers Estate and the development area ensures that this is not visible from this World Heritage area.

Figure 3: Topography of the development area, showing 10m contour lines (source:theLIST).

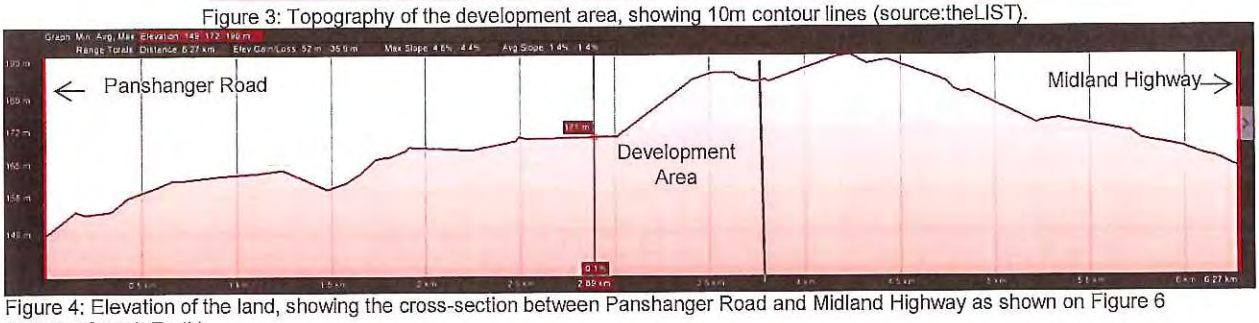


Figure 4: Elevation of the land, showing the cross-section between Panshanger Road and Midland Highway as shown on Figure 6 (source: GoogleEarth).

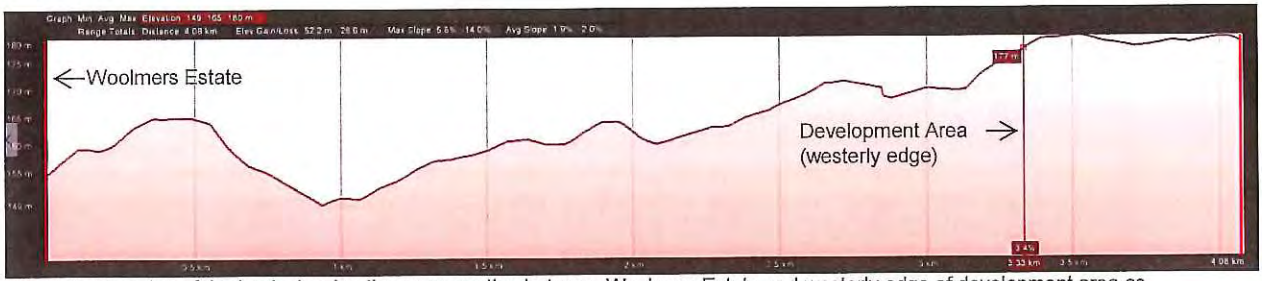


Figure 5: Elevation of the land, showing the cross-section between Woolmers Estate and westerly edge of development area as shown on Figure 6 (source: GoogleEarth).

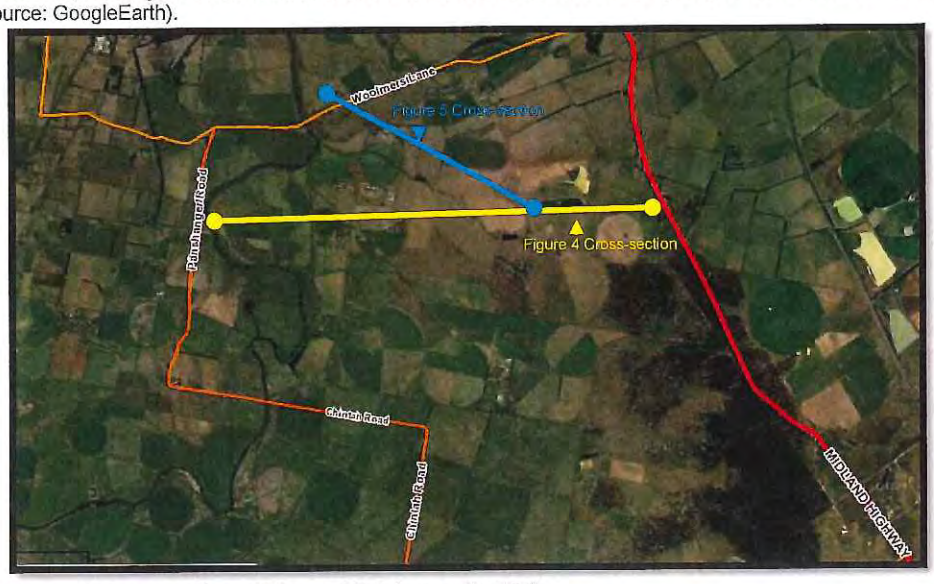


Figure 6: Cross-sections of Figures 4 & 5 (source:theLIST).

2.3 Vegetation

The area immediately surrounding the development area is gently undulating land and is utilised for irrigated cropping and grazing of sheep. While the land is largely cleared of vegetation, a dense vegetation cover of standing vegetation (approximately 300ha) identified as *Eucalyptus amygdalina* inland forest and woodland on canozoic deposit (Tasmanian Vegetation Map, DPIPWE) is located some 700m south-west and south-east of the development area. Smaller patches of trees are also located on the site and there are three distinctive wind breaks on the property (refer to Figure 7). The wind breaks are located:

- At the edge of the northern property boundary, along the southern side of Woolmers Lane;
- Approximately 400m south of Woolmers Lane and approximately 1km north of the development area;
- Approximately 30m south of stored ELT within the development area.

Vegetation is discussed in further detail by the Natural Values Report attached in Appendix G.

Figure 7: Location of wind breaks and priority habitat

2.4 Land Uses

The site containing the development area forms part of a large farming property utilised for irrigated cropping and grazing of sheep. In conjunction with this primary agricultural use, a processing operation for potatoes and grain silos are located close to Woolmers Lane. Soil excavation is also carried out north-west of the development area (refer to Figure 8).

There is an existing stockpile of ELT contained within the development area on the site as shown in Figure 8. The stockpiling of ELT commenced in 2011 and has expanded over time.

The surrounding area primarily comprises irrigated cropping and grazing. Other notable uses surrounding the development area include poultry raising,

egg production, an Impact Fertilizer Depot and McCain Pty Ltd Depot (refer to Figure 8).

2.5 Nearby Sensitive Receptors

There are a number of sensitive receptors located within a 2km radius of the development area (refer to Figure 9). The closest sensitive use is located more than 900m north-east of the development area.

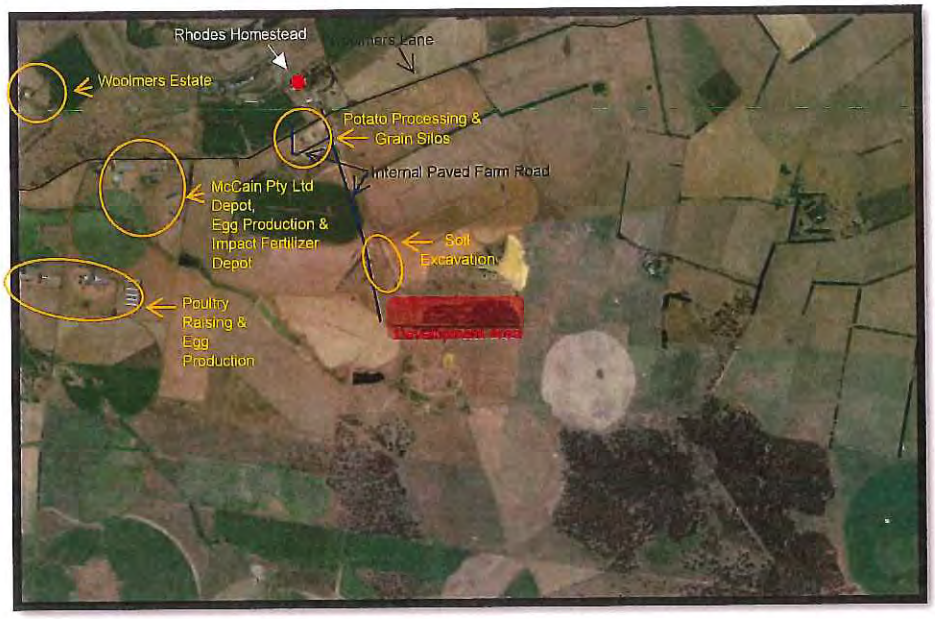


Figure 8: Land Uses of the site and adjoining properties

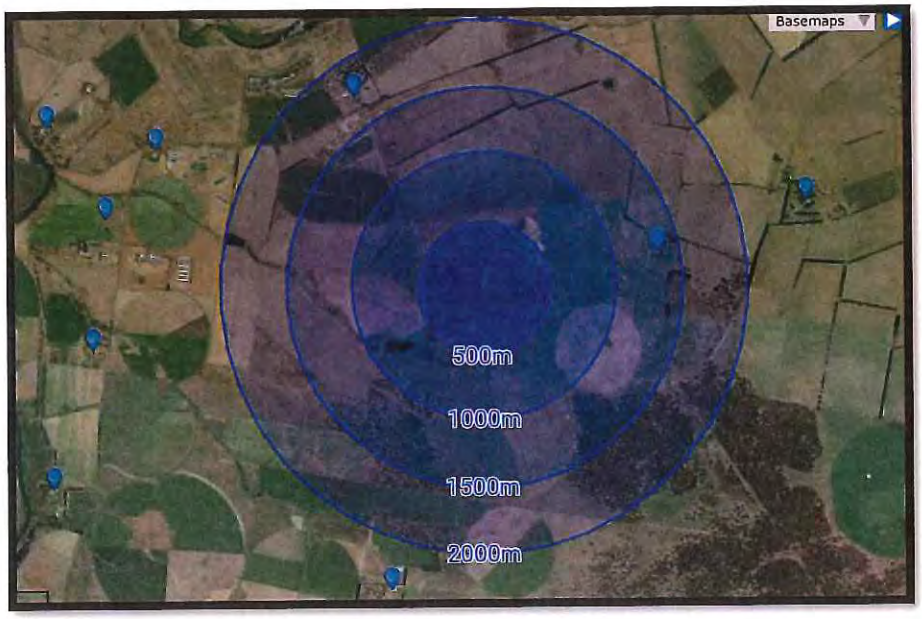


Figure 9: Sensitive uses in proximity to the development area

3.0 Map and Site Plan

The location of the site and development area is shown on Figures 10 and 11.

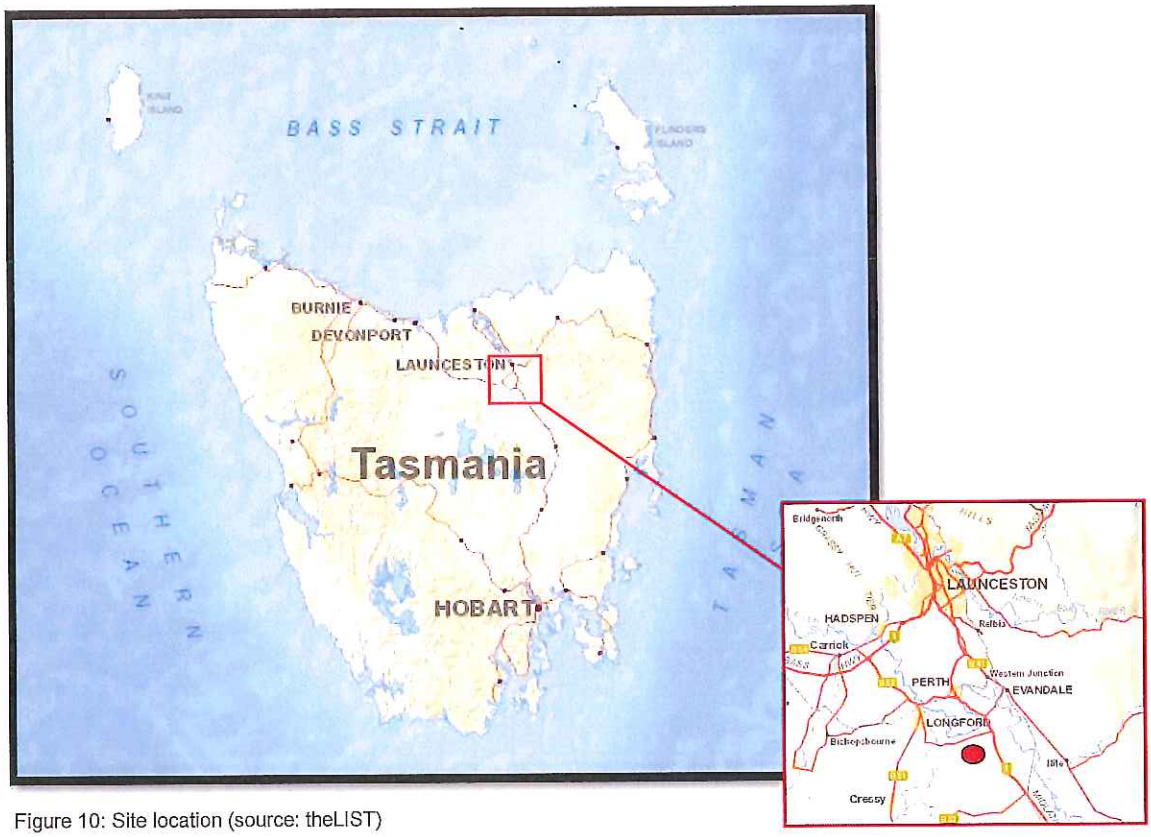


Figure 10: Site location (source: theLIST)

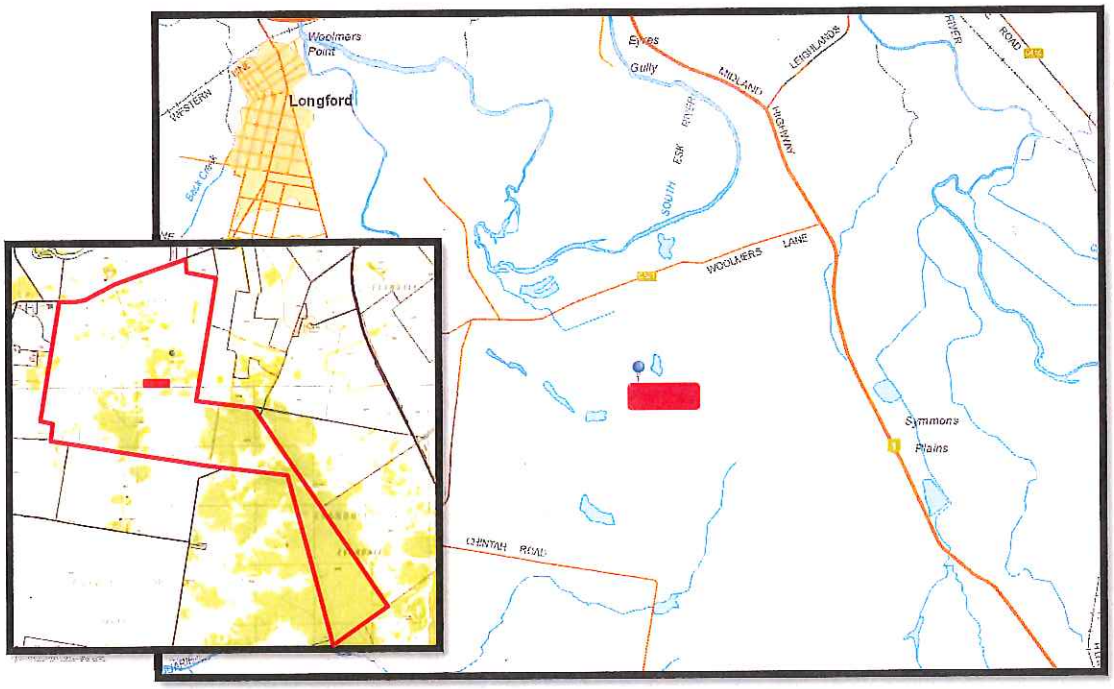


Figure 11: Topographic map and title boundary (source: theLIST)

The proposal plans provide specific details of the development area and are attached in Appendix B.

4.0 Rationale and Alternatives

Planning Permit P13-199 allows the land at 437 Woolmers Lane, Longford to be developed and used for the storage of ELT. The Permit conditions were varied by the Environment Protection Notice dated 10 March 2016. This prevents the further depositing of ELT on the site after 20 December 2016 and requires the removal of all ELT from the site by 31 December 2020.

Green Distillation Technologies Corporation Ltd (GDTC) has developed Australian technology to recycle ELT and present a sustainable solution to removing the existing ELT stockpile from the development area. Application P15-383 was lodged on 15 December 2013 with the Northern Midlands Council seeking permission to:

- Construct and operate a plant for destructive distillation of ELT; and
- Continue to deliver and store ELT until such time they can be processed by the proposed destructive distillation plant.

The proposal is a Level 2 activity as defined by the *Environmental Management and Pollution Control Act 1994 (EMPCA)*. Accordingly this application is subject to assessment under EMPCA as well as the *Land Use Planning and Approvals Act 1993* (LUPAA) before the permit can be determined and the destructive distillation plant can commence.

While the preferred solution to remove ELT from the development area is the proposed destructive distillation plant, application P15-383 has not been progressed by GDTC and is unlikely to be determined by 20 December 2016.

This application P16-077 provides an alternative to remove ELT from the development area by 31 December 2020. The Proponent proposes to proceed with the shredding of ELTs on the site in order to comply with the 31 December 2020 timeframe. The tyre shredder presents an opportunity to process the stockpile of ELT at the development area and in turn allowing their removal. Without approval of continued delivery on site, it will not be economic to install a shredder on the site and accordingly delivery post 20 December 2016 is an integral component of this application. Accordingly, this application P16-077 is the best alternative to the GDTC proposal to both remove the existing ELT stockpile and represents the sustainable solution for ELTs generated in Tasmania.

Prior to the nominated development area being considered for the destructive distillation plant or shredder, several other locations were explored. These locations did not present a viable proposition either because of the costs associated with securing a site or proximity to sensitive receptors.

The advantages of this site are both its isolation and proximity to key transport networks. It has a generous buffer of over 900m to the closest sensitive receptor, and of over 4.5km to the outskirts of the nearest township, Longford. The site also benefits from its proximity to the Midlands Highway with easy access to the Devonport Port.

The advantages of locating destructive distillation plant or tyre shredder on the development area means ELT can be processed without incurring further energy or economic costs with respect to transport.

PART C – POTENTIAL ENVIRONMENTAL EFFECTS

1.0 Flora and Fauna

The property (CT105810/1) contains areas identified as priority habitat on the Northern Midlands Interim Planning Scheme Overlay Maps (refer to Figure 12).

The priority habitat areas identified under the *Northern Midlands Interim Planning Scheme 2013* are located more than 700m to the south-east of the development area. Accordingly, a natural values report was prepared as part of Planning Application P15-383 by AK Consultants Pty Ltd and is attached in Appendix G. This report has considered the impact of the tyre storage area on adjoining flora and fauna and provides a full list of threatened flora and fauna for the site.

While the report was prepared for the proposed destructive distillation plant as part of Planning Application P15-383, this assessment is equally applicable to this application as the tyre storage and shredder is contained within the same development area.

The development area and surrounding land has been cleared and converted to pasture or used for grazing. The proposal will not entail any clearing or disturbance of any native vegetation.

The flora and fauna report concludes that, "*the development area supports no native vegetation communities. The development within agricultural land will have minimal impact on threatened fauna species that may forage in the area, no other natural values will be impacted*" (Summary, AK Consultants Pty Ltd).

The site inspection conducted as part of this report found three species of weed in the development area. These are as follows:

- *Centauruim erythraea*, Common centaury;
- *Onopordum acanthium*, Scotch thistle; and
- *Ulex europaeus*, Gorse.

These weeds are declared under the *Tasmanian Weed Management Act 1999.*

As part of the ongoing management of the tyre shredder and storage area, weeds generally will be grubbed out by an excavator bi-annually or as required to maintain the site in minimum fuel condition. This is in accordance with the fire management plan.

Vehicles entering and leaving the property will utilise the internal access roads to ensure that weeds are not spread by transport. The four wheel drive tractor with trailer will be utilised within the development area only, tyres of the tractor and trailer will be regularly washed and cleaned to minimise the spread of weeds.

2.0 Rivers, creeks, wetlands and estuaries

The South Esk River is located approximately 2km north of the development area on the northern side of Woolmers Lane. The Macquarie River is approximately 3km to the east of the development area, east of Panshanger Road (refer to Figure 13 showing the hydrographic areas).

Rhodes is a farming property which is cleared land converted to pasture and crops. A series of dams traversing the site are used to irrigate pastures (refer to Figure 13).

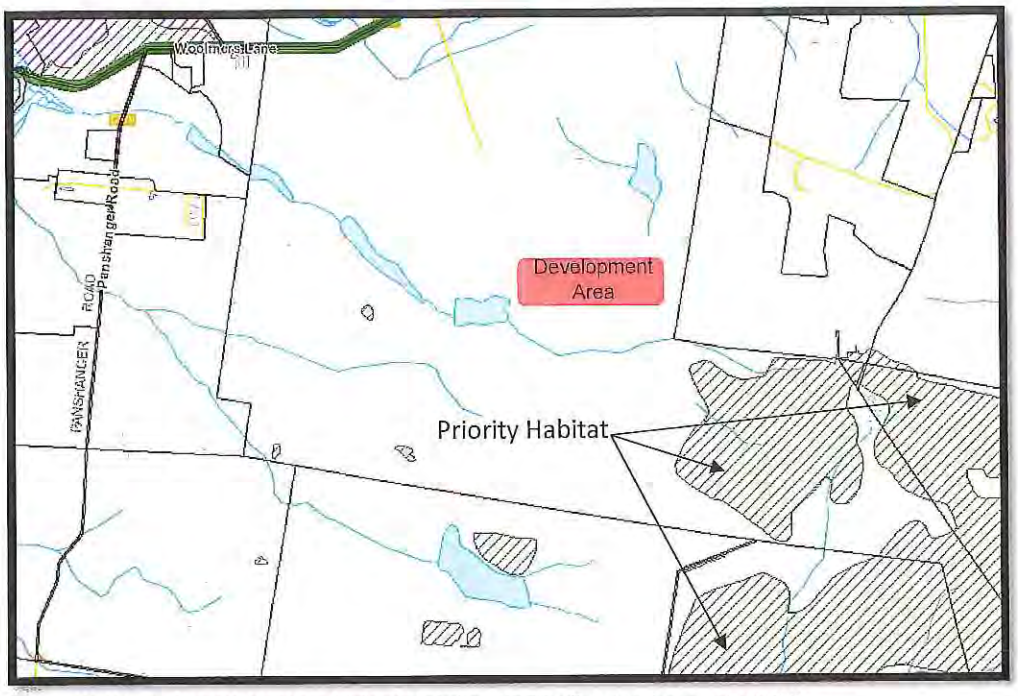


Figure 12: Priority Habitat, Northern Midlands Interim Planning Scheme (source: theLIST)

There are two main dams located to the north and south of the site as shown on drawing number C01 and C04, Appendix B which provide in excess of 140ML of water.

The development area is located on the crest of a broad ridge line that runs approximately east-west. As such, there are no significant areas of upstream catchment that will inflow into the development area. The general fall of the land is to the north and the development area straddles the headwaters of a defined drainage path running north to a substantial farm dam.

The development area is 2.0 Ha of farm pasture isolated from the downstream drainage path by a perimeter interception drain that directs surface flows to two detention basins. There is no piped drainage within the development area. The detention basins will only contain surface flows during a fire event when the outlets are closed. This will contain contaminated flow waters.

The underlying soils are a sandy clay with isolated dolerite surface rock. There are no areas that indicate a high water table or a spring. Calculations of surface flows from the site suggest a total peak flow into the detention basin of 0.07 m^3/s during the 10 year ARI event with a total volume of 32 cubic metres. This calculation assumes a relatively wet catchment with poor subsoil drainage. For the catchment during drier periods, such as a summer thunderstorm, there are no outflows from the development area.

The northern perimeter drain is adequate to collect surface water and direct it to the existing detention storage basins which have a minimum storage volume of 320KL, ample for the predicted outflows from the site.

The main source of potential contamination to the dams is anticipated to be from water used for firefighting purposes in the event of a tyre fire. To ensure that water

utilised for firefighting purposes does not contaminate the dams, two collection ponds have been constructed for the development area. These collection ponds are designed to collect run-off of water utilised for firefighting purposes and stormwater from rain events.

Other than water utilised for firefighting purposes, the operation does not consume water which will result in run-off.

3.0 Significant Areas

Woolmers Estate World Heritage Area is located approximately 2km to the north-west of the development area. There is no direct line of sight from the buildings of Woolmers Estate to the development area (refer to Figure 5). There is no impact anticipated from the proposed use and development of the site on Woolmers Estate.

While the southernmost lot boundary shares a common boundary with the Powranna Nature Reserve, this is more than 5km from the development area. Given the conclusion formed by the Natural Values Report prepared by AK Consultants, the proposed development is not expected to impact on this reserve.

4.0 Coastal zone

The site is not located within 300m of the coast.

5.0 Marine areas

The development area is not located on a site that will impact on sensitive marine areas, conversation areas, or areas used extensively for recreation or commercial fishing activities.

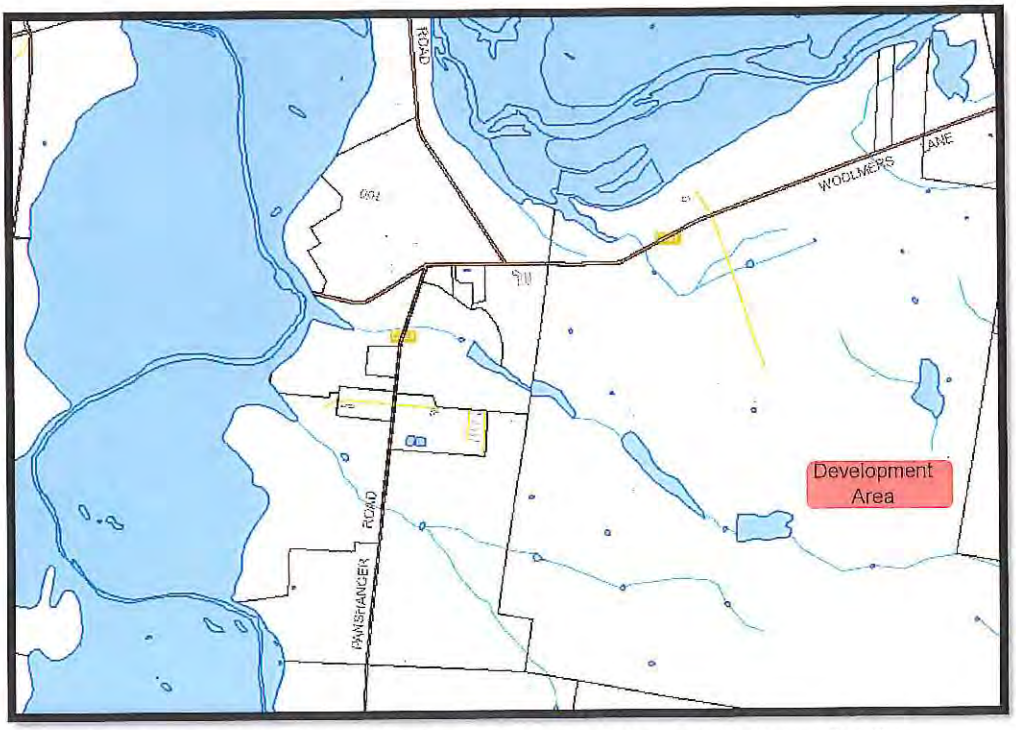


Figure 13: Hydrographic Areas (shown in blue) in relation to the development area (source: theLIST)

6.0 Air Emissions

Air emissions from the proposal include dust from:

- Vehicles travelling along the internal paved farm road from Woolmers Lane to the development area, delivering ELT;
- Tractor and trailer travelling to and from the stockpile to the shed;
- Operation of the tyre shredder; and
- Loading of tyre chips from the output conveyor belt of the tyre shredder into 40m^3 bin trailers.

Woolmers Lane is a sealed road providing access to the site. The internal road leading to the development area is a gravel paved farm road, currently utilised by trucks and various farm vehicles. Vehicle movements will generate dust emissions from use of the paved farm road. Vehicles travelling along this internal paved road are not too different to farm vehicles accessing the site.

The tyre shredder will be contained within a large shed on a sealed hardstand area, minimising the potential for generation of dust from the operation.

Dust emissions are also minimised from the tyre shredded by loading processed tyre chips from the output conveyor belt of the shredder directly into 40m^3 bin trailers. Trailers will be covered with a fitted tarp to mitigate against dust emissions during their transport off-site for processing.

The closest sensitive receptors are located to the east of the development area. The dust emissions generated from vehicle movements and operation of the tyre shredder are not expected to cause environmental nuisance or impact sensitive uses. The unloading of ELT from various vehicles is not expected to cause environmental nuisance.

7.0 Liquid Effluent

There are two main sources of liquid effluent that may result from the proposed use and development of land. These are:

- Liquid waste collected by a single portable toilet; and
- Water run-off utilised for firefighting purposes in the event of a tyre fire.

The Proponent intends to provide employees of the operation with a portable toilet. This will be located adjacent to the proposed shed. This toilet will be mounted on a trailer and is designed for easy transport to and from the site. Waste-water will be removed by suitably licenced waste contractor.

Water run-off utilised for firefighting purposes will be directed into the adjacent collection ponds as described in the Fire Protection Measures Report contained in Appendix D. In the event of fire, contaminated water will be removed by an accredited waste disposal company. The collection ponds will be cleaned and scraped by an excavator and if required contaminated soils removed.

8.0 Solid wastes

ELT will be collected from various tyre retailers across Tasmania. ELT will be generally stacked by retailers in a specific location for collection by the Proponent. Generally ELT collected are free from contamination.

General waste generated from the operation will be disposed into a skip-bin located within the development area. This will be removed by licensed contractor.

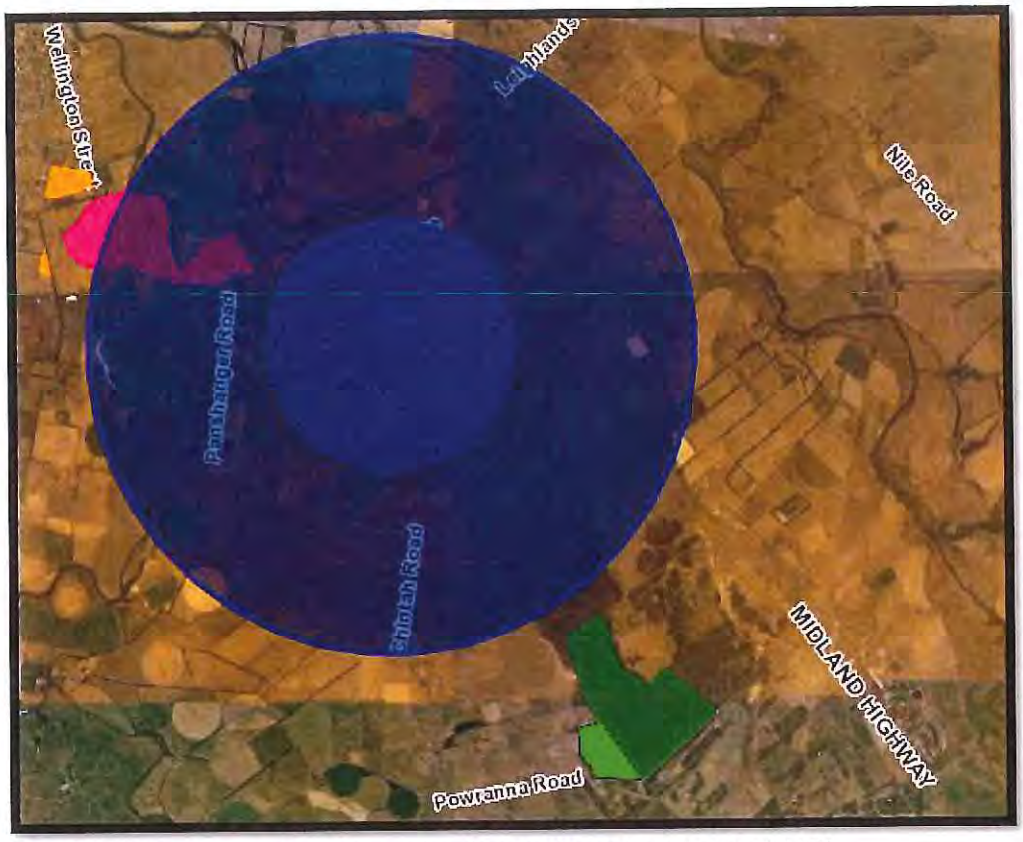


Figure 14: Significant areas within a 2.5km radius of the development area (source: theLIST)

Oil and lubricants consumed through the maintenance of plant and equipment will also be disposed of appropriately through a licensed contractor.

9.0 Noise Emissions

The development area is contained within the Rural Resource Zone under the *Northern Midlands Interim Planning Scheme 2013* on a farming property. Establishing a tyre shredder within the development area will introduce a new noise source in addition to the existing uses and activities carried out on the site.

Accordingly, Vipac Engineers & Scientists Ltd (Vipac) was commissioned to undertake an Environmental Noise Assessment Report to determine the impact of the proposed tyre shredder on adjoining sensitive receptors. Vipac's Environmental Noise Assessment Report is included as Appendix H. Vipac is a professional acoustic engineering firm appropriately qualified to undertake noise modelling.

The closest sensitive receptor is located at 179 Woolmers Lane (CT 104175/2) which is approximately 950m north-east of the storage area.

For the purpose of this assessment Vipac:

- Developed an environmental noise model of the tyre shredder from the operation; and

- Predicted noise emission levels from the installation of the shredder at the site boundary and sensitive noise receiver locations.

Acceptable noise level limits (rural environment) as advised by the Environment Protection Authority are outlined in Table 6 below.

Table 6: Acceptable noise level limits (rural environment)

Period	Noise level limit
Night (10pm to 7am)	35 dBA
Evening (6pm to 10pm)	40 dBA
Day (7am to 6pm)	45 dBA

The operation will be generally between 6.00am and 6:00 pm Monday to Saturday. .

Investigations undertaken by VIPAC, predicted that the noise levels at noise sensitive receptors, including the nearest ones, were all below 20dBA under neutral weather noise propagation conditions. This is below the recommended acceptable noise level of 45dBA for the daytime period. It is concluded that the predicted noise levels do not have potential to cause nuisance at nearby sensitive receptors.

10.0 Transport impacts

Table 7: Vehicle Movements

	Loads	Movements
VEHICLE MOVEMENTS PRE-SHREDDER OPERATION		
Deliveries of ELT to development area	3 per day **882 pa**	6 per day **1764 pa**
Light Vehicle for supervision of delivery	3 per day **864 pa**	6 per day **1728 pa**
VEHICLE MOVEMENTS POST SHREDDER OPERATION		
Prime Mover – transporting shredded tyre chips off-site	1 per day **240 pa**	2 per day **480pa**
Private vehicles from employees operating and managing tyre shredder	2 per day **480 pa**	4 per day **960 pa**
4WD Tractor & Trailer	Internal only	Internal only
Total		**4932 pa**

The use and development of land will generate approximately 4932 two-way vehicle movements per annum at maximum production. About 70 percent of these vehicle movements are already established as part of the permitted use P13-199.

On average there will be 6 two-way truck movements per day associated with the delivery and receipt of ELT. A light vehicle will usually be on site at the time ELT are unloaded from the trucks. This will generate a further 6 two-way vehicle movements

per day, through employee vehicle movements and trucks transporting processed material off-site. The proposed delivery of ELT is estimated to generate 12 vehicle movements per day.

The operation of the tyre shredder on the site will add an estimated of 6 additional vehicle movements per day. All vehicles taking tyre chips will travel to their destination via the Midland Highway.

The additional vehicle movements will be confined to the main road network. Travel through Longford is limited to collection of ELT only. Noise and dust generated from vehicle movements are not expected to create any environmental nuisance.

11.0 Other off-site impacts

The tyre shredder will not operate on weekends. The receipt of ELT on Saturday is established in a working landscape. This is not expected to impact on sensitive uses or the amenity of the surrounding uses.

12.0 Hazardous substances and chemicals

There will be no hazardous substances or chemicals stored on the site. ELT collected from various retailers across Tasmania may have some contamination that could contain elements of hazardous substances and chemicals. Where contamination of this nature is considered likely, the Proponent will refuse collection.

The tyre shredder will be located on a hardstand and contained within the shed. The tyre shredder will require minimal oils and lubricants to be handled on-site for the day-to-day maintenance of this plant equipment.

Major maintenance and service of the tyre shredder will be undertaken by an external contractor. Oils and lubricants for a major service will provided by the contractor and not stored on-site.

Fuelling or maintenance of vehicles associated with the operation is not anticipated to be carried out within the development area.

13.0 Fire Risk

The storage of ELT tyres is considered to be a largely inert activity. Although, when tyres are lit by fire, whether accidentally or deliberate, adverse environmental impacts such as reduced air quality impacting on public health and contamination of land and water resources are a result.

The fire risks associated with this use and development are described in Appendix D. This Report and the Fire Emergency Plan has been compiled in conjunction with the Tasmania Fire Service.

These documents identify the strategies that will be employed to manage fire risk. The major strategies to manage fire risk are as follows:

- Emergency Plan outlining procedure to responding to a fire emergency;
- Maintenance of the existing fire break and bund;
- Stacking ELT in a pod formation in accordance with the *South Australian Fire Authorities, Community Safety Department (2014) Built Environs Section Guideline No. 13, General Guidelines for Rubber Tyre Storage*;

- Maintaining the irrigation line which provides water directly from the South Esk River to the development area;
- Maintaining land in a minimal fuel condition; and
- Continued surveillance over the development area by employees and farm managers of the property.

14.0 Site Contamination

The Proponent leases the development area from the property owner. The land has a long history as a farming property with the development area largely utilised for grazing as it is not suitable for irrigated pasture. There is no known contamination associated with the development area.

The storage of ELT is unlikely to create a source of contamination. The tyre shredder will be contained on a hardstand and powered by electricity. Fuelling or maintenance of vehicles associated with the operation is not anticipated to be carried out within the development area.

The storage of ELT is considered to be a largely inert activity. Although, when tyres are lit by fire, whether accidentally or deliberate, adverse environmental impacts such as reduced air quality impacting on public health and contamination of land and water resources are a result.

15.0 Sustainability and climate change

The tyre shredder and storage of ELT will contribute to greenhouse gas emissions. The placement of the tyre shredder within the development area means that energy consumption associated with transport costs can be considerably reduced.

Energy consumption will be minimised by:

- Tyre shredder not left idling while not in use;
- Vehicles not left running during the unloading of ELT; and
- Regular maintenance and review of equipment to ensure it is operating efficiently.

The conversion of ELT to new product will, however, divert ELT from landfill and has benefits in terms of reduction of fossil fuels wasted, albeit unquantified.

16.0 Cultural heritage

The homestead associated with Rhodes is listed on the Tasmanian Heritage Register. Rhodes is located approximately 1.5km to the north of the development area. The storage of ELT and tyre shredder are not anticipated to have impact on the homestead.

The development area of the site utilises marginal farming land that is setback more than 2km from Woolmers Estate World Heritage Area. Impacts on this World Heritage Area are not forecast.

Aboriginal Heritage Tasmania (AHT) completed a search of the Aboriginal Heritage Register. AHT has advised via email on 11 July 2016 (contained in Appendix I) that there are no Aboriginal heritage sites recorded within or close to the property. This also concluded that the area has a low probability of Aboriginal heritage present.

17.0 Sites of high public interest

Woolmers Estate is a World Heritage Area and is a site of public interest. The proposed use and development land is not expected to impact on this Estate.

Vehicle movements will be via Woolmers Lane, traveling to Longford or the Midlands Highway. The preferred transport route for tyre chips will be via the Midlands Highway. This will have no impact on Woolmers Estate.

Vehicle movements generated from the use and development from the development area to Longford are already established. The additional vehicle movements will predominately travel via the Midlands Highway. Vehicle movements will only be generated from Longford via Woolmers Lane when ELT have been collected from the town itself.

18.0 Rehabilitation

Over time, as the tyre storage area decreases, the development area will simply convert to use for grazing purposes. The storage of ELT is an inert activity that will have no long term impact on the land as an agricultural resource.

There is the potential that once the existing tyre stockpile is removed and the development area is decommissioned, the tyre shredder will be removed from the site and relocated elsewhere. If this were to occur, the shed will remain and will be utilised by the property owner as an agricultural shed. It is anticipated that the tyre shredder, however, will continue to operate post 31 December 2020.

If a tyre fire occurs and there is soil contamination, the Proponent will carry out soil sampling and other work as required to ensure that any contamination can be treated appropriately.

PART D – MANAGEMENT COMMITMENTS

No	Commitment	Frequency	By Whom
1	Emergency Fire Plan stored on site. Copies also provided to the TasFire Service.	Ongoing	Property owner Proponent
2	Review of Emergency Fire Plan	Biannually	TasFire Proponent
3	Run sheep through the activity site to ensure that the land is kept in low fuel conditions	Ongoing	Property owner Proponent
4	Gorse within the development area removed.	Biannually	Property owner Proponent
5	Ensure water irrigation line is maintained in good working order for firefighting.	Current	Property owner Proponent
6	Ensure collection pond valves are in good working order.	Quarterly	Proponent
7	Bunds and fire breaks around the storage site are maintained.	Biannually	Property owner Proponent
8	Soil sampling and analysis undertaken after a fire incident where detention ponds were filled	On decommissioning	Property owner Proponent
9	Scraping detention ponds after a fire event with an excavator	Fire Event	Property owner Proponent

PART E – PUBLIC CONSULTATION

During the preparation of this application, a number of agencies and stakeholders were consulted. These are as follows:

- Environment Protection Agency;
- Northern Midlands Council;
- Tasmanian Fire Service; and
- Property owner.

Previously, consultation for the storage of ELT on the subject site was also undertaken through the public notification of the Planning Permit 13-199. The public notification period of this application did not attract any representations objecting to the proposal.

The proposal to establish a tyre shredder and the continued storage of ELT on the site processing more than 200 tonnes per year is considered a level 2A Activity under the *Environmental Management and Pollution Control Act 1994.* This application must be assessed by the Board of the Environment Protection Authority and pursuant to Section 57 of the *Land Use Planning Approvals Act 1993.* The application will be placed on public notification as part of the assessment of the Section 57 application.

Appendix A

Controlled Waste Handler Certificate of Registration

ENVIRONMENT PROTECTION AUTHORITY

SCANNED

CONTROLLED WASTE HANDLER CERTIFICATE OF REGISTRATION

Issued under regulation 10 of the *Environmental Management and Pollution Control (Controlled Waste Tracking) Regulations 2010*

S.E Chugg & T.D Chugg

Trading As
Tyre Recycle Tasmania

ABN No. 27 138 386 022

Controlled waste handler registration no. CWTEMP054TA

The above entity is registered as a:

controlled waste transporter; and

controlled waste agent.

The above entity is authorised to handle the following controlled waste categories:

Waste code	Waste category
T140	Tyres

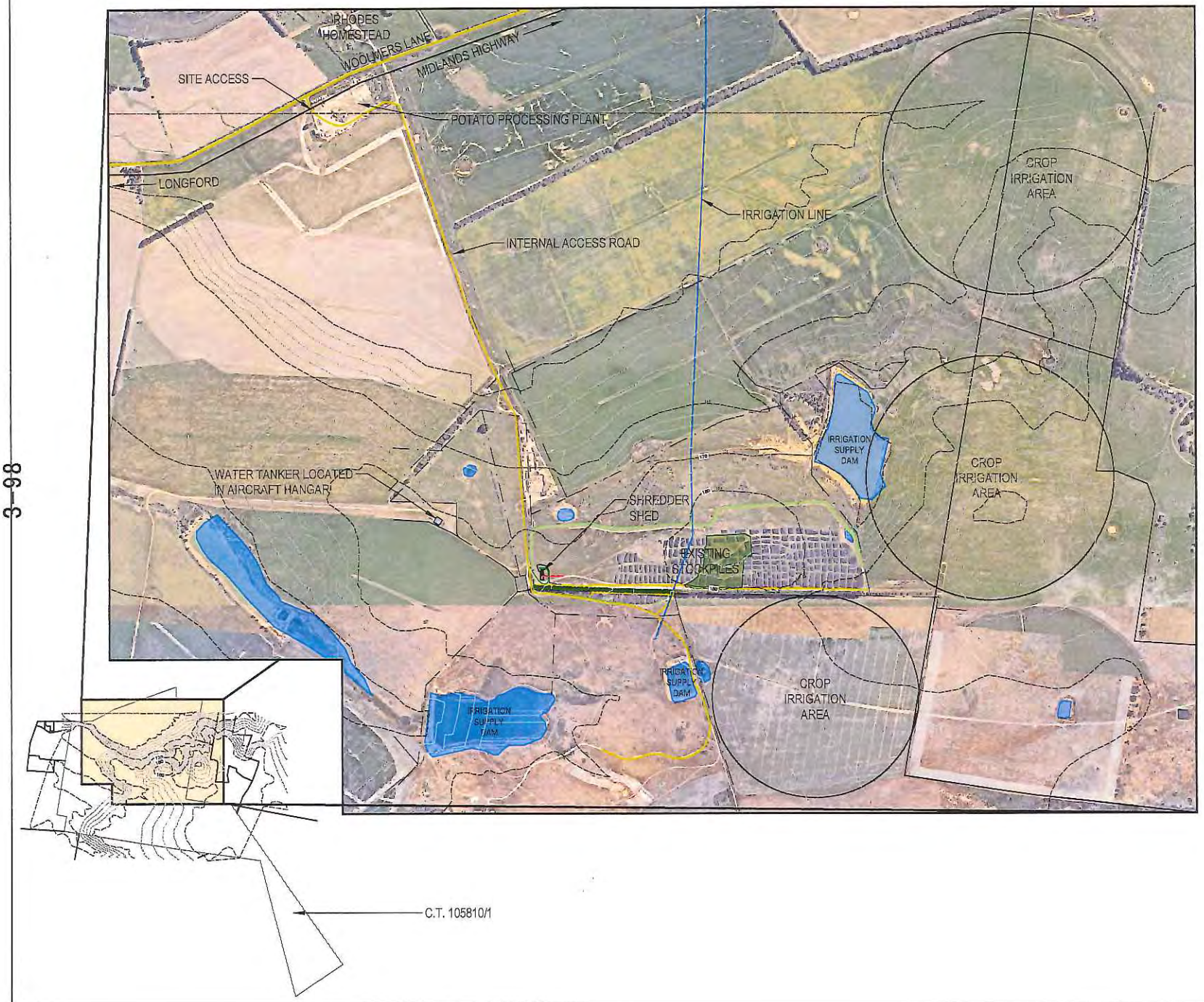
The registration of the controlled waste handler is subject to the conditions specified on attachment A to this certificate.

A/Director, Environment Protection Authority

13/11/2010
Date

Appendix B

Proposal Plans



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ISO 9001 Approved Company

ISSUE	DATE	ISSUED FOR	REV
01	00.00.00	INFORMATION	-

DIMENSIONS ARE IN METRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: TYRE RECYCLE TASMANIA
TYRE RECYCLING PLANT
TYRE SHREDDER SHED
AT: 437 WOOLMERS LANE
LONGFORD

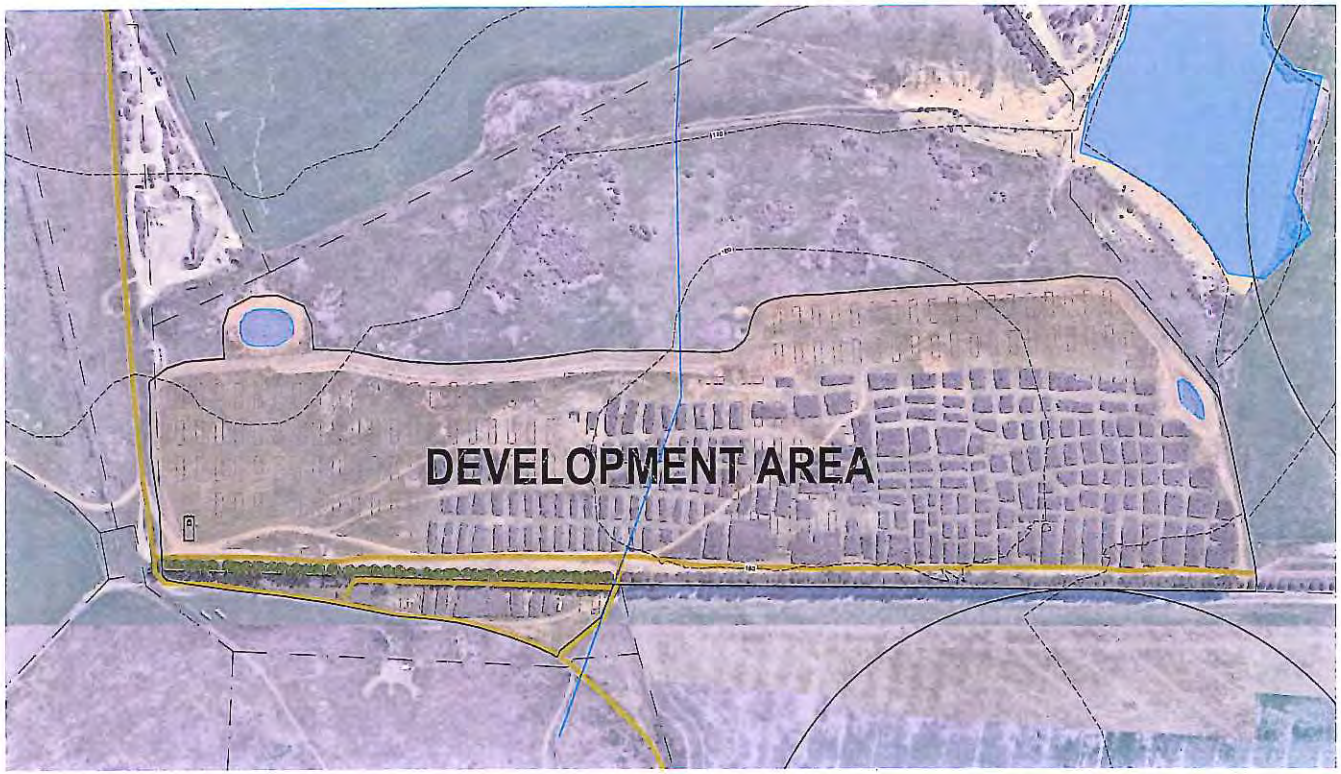
DRAWING: SITE PLAN
TITLE BOUNDARY

DESIGNED P.M.W. DRAWN J.E.P. CHECKED P.M.W.

SCALES: 1:5000 AT A1 SIZE DRAWING SHEET

PROJECT No 15.242 DRAWING No C01 REV -

3-99



SUPERSEDED

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ABP No. CC1033I

ISSUE	DATE	ISSUED FOR	REV
01	08.09.05	INFORMATION	-

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PROJECT: TYRE RECYCLE TASMANIA
TYRE RECYCLING PLANT
TYRE SHREDDER SHED

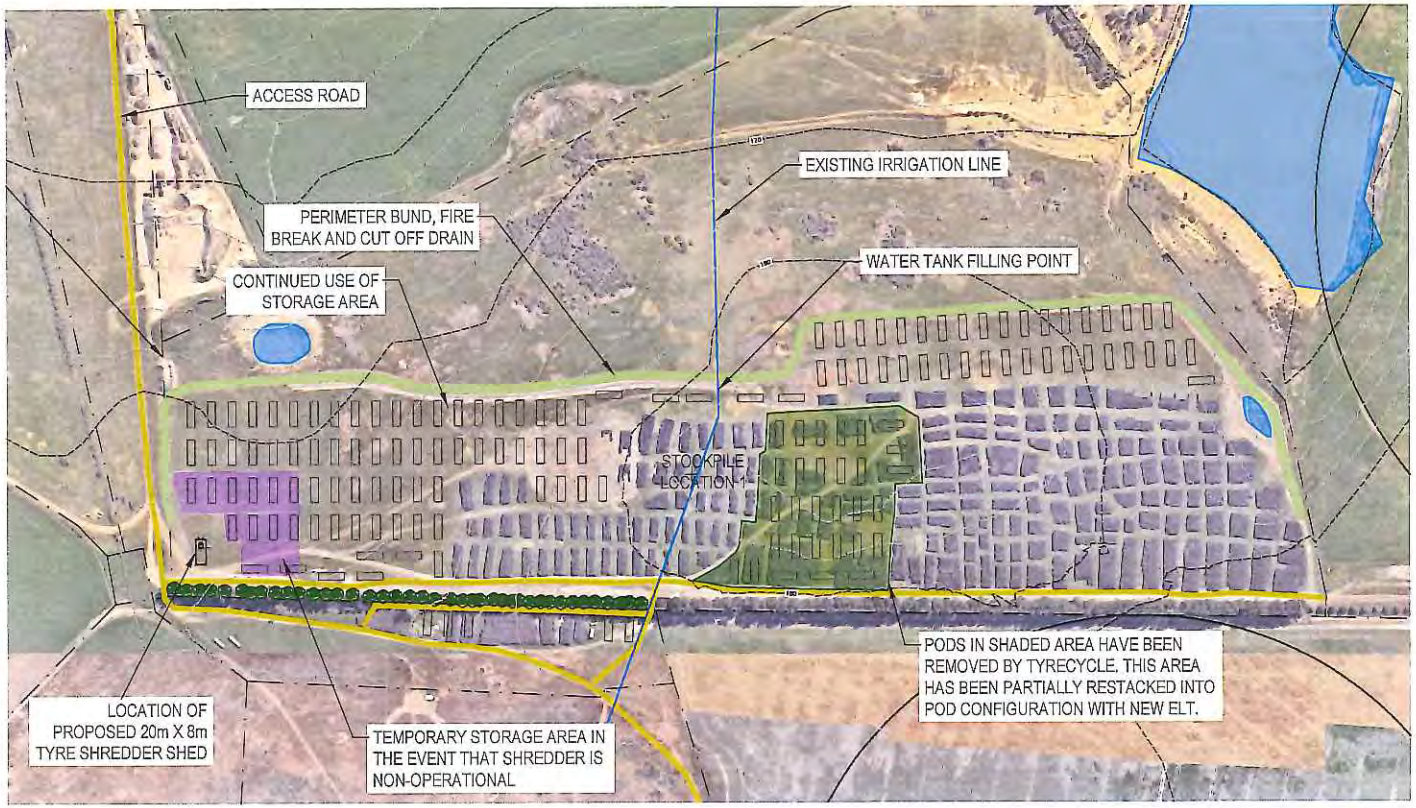
AT: 437 WOOLMERS LANE
LONGFORD

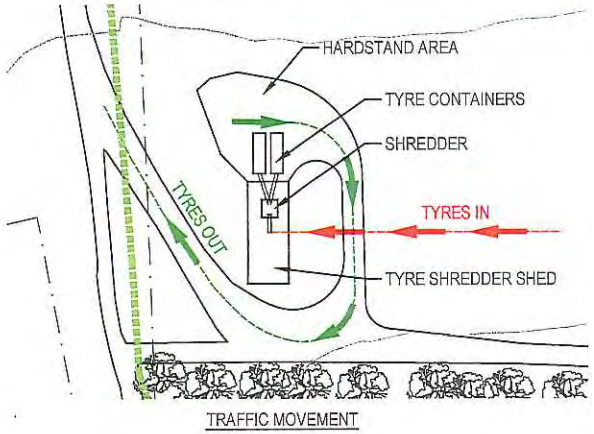
DRAWING: DEVELOPMENT AREA
PLAN

DESIGNED: P.M.W. DRAWN: M.C.V. CHECKED: P.M.W.

SCALES: 1:2000 AT A1 SIZE DRAWING SHEET

PROJECT No. 15.242 DRAWING No. C02 REV. -





TRAFFIC MOVEMENT

3–100

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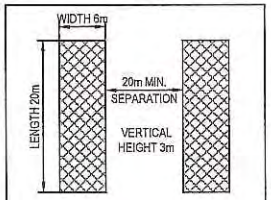

POD CONFIGURATION PLAN

ISSUE	DATE	ISSUED FOR	REV
01	02.03.09	INFORMATION	-

Units on site	832,500

Tyres In	8 Feb - 31 Mar 2018	Apr - Dec 2018
Estimated units to be delivered to the site	45,084	220,000
Estimated Pods Required	13	63

Tyres Out	20 Feb 2018	
Estimated units to be removed by Tyrecycle	106,000	
Estimated Pods Required	33	

Units	991,584

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PROJECT: TYRE RECYCLE TASMANIA
TYRE RECYCLING PLANT
TYRE SHREDDER SHED
AT: 437 WOOLMERS LANE
LONGFORD

DRAWING: SITE PLAN

DESIGNED P.M.W. DRAWN J.E.P. CHECKED P.M.W.

SCALES 1:2000 AT A1 SIZE DRAWING SHEET

PROJECT No 15.242 DRAWING No C03 REV -