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Appendices

Appendix A – Natural Values Atlas Report
Appendix B – Planning Report
Appendix C – Noise Assessment Report
1. Introduction

CLTP Panel Products Pty Ltd (the Proponent) is seeking to intensify production at their existing cross-laminated timber panel (CLTP) and glue-laminated timber (GLT) products facility located in Wynyard, north-west Tasmania. The existing facility operates under planning permit DA 47/2019, which was granted on 23 May 2019. The intensification will be from the currently permitted production volume of 1,000 m$^3$ of product per annum to a level 2 production capacity of 10,000 m$^3$ per annum (the Project).

GHD submitted a Notice of Intent to the Environment Protection Authority (EPA) on behalf of the Proponent in June 2019 for the intensification. The EPA determined the proposal to be a class 2A assessment, requiring an Environmental Effects Report (EER) to be prepared (this document).

On 5 July 2019 the EPA issued Project Specific Guidelines, setting out their requirements for the scope of the EER. A copy of the guidelines are available online via the Tasmanian EPA website.

2. Proponent Information

2.1 Proponent details

Name: CLTP Panel Products Pty Ltd
Trading Name: CLTP Tasmania
Address: 3 Waterworth St, Wynyard, TAS 7325
ABN: 63 623 439 298
ACN: 623 439 298

CLTP Panel Products Pty Ltd is a subsidiary of the Hermal Group, who was the owner of Australian Sustainable Hardwoods until it was sold to the Victorian government in 2017; this was the largest hardwood mill in Australia, which the Hermal Group turned into a thriving business.

The Hermal Group has a diversified holding of businesses including Western Port Marina, Mortim Timber wholesalers, Quipsmart (modular building), Sullivan’s Cove Whisky, ManCave developments and BioEnergy International.

2.1.1 Proponent Contact

Name: Mr Tony Wright (Group Engineering Manager)
Phone: 0475 001 030
Email: tony.wright@cltp.com.au

2.1.2 Consultant Contact

Consultant name: Hugh Kerr (Senior Environmental Consultant) (GHD)
Phone: (03) 6210 0632 or 0412 545088
Email: hugh.kerr@ghd.com
3. Proposal Description

3.1 Overview

The Project is for the intensification of an existing CLTP and GLT production facility in Wynyard, north-west Tasmania. The site includes three land parcels, as shown in Figure 1. Two are leased to the Proponent by private trusts, the third parcel, referred to as ‘Lot 42’, is leased from Burnie Airport. Collectively, these areas make up “the Land” on which the Project will occur and will also constitute the Project Site.

The intensification will not involve any additional machinery beyond the current permitted level 1 activity; it will however allow production to occur on an annual full time basis. Under the existing permit, the production capacity of 1000 m³ of product would be reached within approximately three months, allowing sufficient material to be constructed to carry out architectural testing on the end product (this is expected to be completed in 2019).

The Project would increase production capacity to a maximum of 10,000 m³, making it a Level 2 Activity under the Environmental Management and Pollution Control Act 1994 (EMPC Act), specifically under Schedule 2, Section 2(g):

‘Wood Processing Works: the conduct of works (other than works at a builders supply yard, home improvement centre or firewood depot) at which timber is sawn, cut, compressed, milled, machined or kiln-dried, being works with a total production of 1 000 cubic metres or more per year.’

Commonwealth approval under the Environment Protection and Biodiversity Conservation Act 1999 is unlikely to be required for the Project, as no Matters of National Environmental Significance are likely to be significantly impacted as a result of the Project.

The indicative Project Site layout is shown in Figure 2.

3.2 Site Activities

The Project will manufacture CLTP and GLT products, and undertake research and development associated with these products.

Plant operating hours will be limited to between 0700 and 1700 Monday to Friday.

It is anticipated that up to ten staff (full time equivalent) will be employed on site.

3.3 Products

CLTP consists of solid wood boards glued together, with the boards of each layer oriented in opposing directions. This process results in large structural building panels with a high strength-to-weight ratio.

GLT is similar to cross laminated timber but all the layers have the same alignment and is produced in beams.

3.4 Production volumes

During the first year, operations will concentrate on product and market development. Production levels in future years will be dependent on market conditions and the success of the developed product, with a maximum target of 10,000 m³ of product produced per annum.

Table 1 presents estimated maximum production rates for the first, second to third, and subsequent years.
### Table 1 Production estimates

<table>
<thead>
<tr>
<th>Material</th>
<th>Production Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Year 1 (m³)</td>
</tr>
<tr>
<td>Raw material (dried raw timber boards)</td>
<td>700</td>
</tr>
<tr>
<td>Product CLTP or GLT</td>
<td>623</td>
</tr>
<tr>
<td>Waste</td>
<td>77</td>
</tr>
</tbody>
</table>
3.5 Raw materials

Timber

_Eucalyptus nitens_ timber would be obtained from a mix of independent Tasmanian growers. At full production, the plant would use an estimated 11,236 m³ per year of cut and dried raw timber.

Timber, in the form of raw rough-sawn _Eucalyptus nitens_ boards that have been kiln dried off site to between 7-12% moisture content, and will be delivered to the site by truck (see Section 3.9).

Glues

The other main raw material is glue, which is used in both CLTP and GLT production. Glue will be stored in a climate-controlled shipping container to protect the glue and prevent spillage. Although volumes required will vary dependant on rate of production, it is anticipated that the process will require less than 5 m³ per annum.

Fuel

Forklifts will run on LPG which will be stored in a designated locked area.

Consumables

Small volumes of miscellaneous consumables will be required for the operation and maintenance of the plant.

3.6 Plant

A summary of operational plant requirements, their location, and indicative power levels are included in Table 2. The locations of the major items of equipment are shown in Figure 2.

Fixed plant

All fixed plant proposed for the operation will be contained within the existing buildings on the Project Site.

Mobile Plant

The Project will use 2-3 forklifts for raw material and waste handling, including conveying materials between the buildings.
Table 2  Operational Plant Requirements

<table>
<thead>
<tr>
<th>Plant item</th>
<th>Quantity</th>
<th>Fixed/Mobile</th>
<th>Location (as per Figure 1)</th>
<th>Indicative power levels</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Internal</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Optimizing cut off machine</td>
<td>1</td>
<td>Fixed</td>
<td>Shed B</td>
<td>32 kW</td>
</tr>
<tr>
<td>Planers</td>
<td>1</td>
<td>Fixed</td>
<td>Shed B</td>
<td>100 A</td>
</tr>
<tr>
<td>Finger joiner</td>
<td>1</td>
<td>Fixed</td>
<td>Shed A</td>
<td>189 kW</td>
</tr>
<tr>
<td>Vacuum Presses</td>
<td>2</td>
<td>Fixed</td>
<td>Shed A</td>
<td>12.5 kW</td>
</tr>
<tr>
<td>CNC machines for panels</td>
<td>1</td>
<td>Fixed</td>
<td>Shed A</td>
<td>151 kW</td>
</tr>
<tr>
<td>Chain transfers</td>
<td>2</td>
<td>Fixed</td>
<td>Shed A</td>
<td>5 kW</td>
</tr>
<tr>
<td>Compressor</td>
<td>2</td>
<td>Fixed</td>
<td>Shed A</td>
<td>15 kW</td>
</tr>
<tr>
<td>An overhead crane</td>
<td>1</td>
<td>Fixed</td>
<td>Shed A</td>
<td>7.5 kW</td>
</tr>
<tr>
<td><strong>External</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dust collection system baghouse</td>
<td>1</td>
<td>Fixed</td>
<td>Shed A (eastern wall)</td>
<td>62 kW</td>
</tr>
<tr>
<td>heavy vehicle delivery / manoeuvring</td>
<td>5 per week</td>
<td>Mobile</td>
<td>Yard area</td>
<td></td>
</tr>
<tr>
<td>Forklifts (LPG)</td>
<td>3</td>
<td>Mobile</td>
<td>Yard area</td>
<td></td>
</tr>
</tbody>
</table>

3.7 Processes

The CLTP Process

The stages of the CLTP process are summarised in Table 3, building location references are in line with Figure 1. An indicative process flow diagram is provided in Figure 3.

Table 3  Stages of the CLTP process

<table>
<thead>
<tr>
<th>Stage</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Raw material supply</td>
<td>The timber will be delivered via the Reservoir Drive access and unloaded to the storage shed where it would be stored awaiting use.</td>
</tr>
<tr>
<td>Grading</td>
<td>Raw materials are inspected for cellular collapse from drying then it goes through the planer for an initial sizing. Manual inspection identifies any splits of knots to be removed. Graded timber will be moved to the main process in building by forklift, with defect-free boards sent to the planer and those with defects sent to the docker for defect removal.</td>
</tr>
<tr>
<td>Defect removal</td>
<td>The docker removes sections with knots and splits and transfers shortened boards to the finger joiner.</td>
</tr>
<tr>
<td>Finger joining</td>
<td>The boards are finger-joined (i.e. glued end-to-end) to achieve the desired lengths.</td>
</tr>
<tr>
<td>Planing</td>
<td>The resulting boards are planed to create a consistent surface</td>
</tr>
<tr>
<td>Layers</td>
<td>The boards are then aligned side-by-side into layers</td>
</tr>
<tr>
<td>Pressing</td>
<td>The board layers are then stacked perpendicularly. Glue is applied between each layer before they are pressed together to create panels.</td>
</tr>
<tr>
<td>Stage</td>
<td>Description</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Finishing</td>
<td>The panels are custom built to a designer’s specification, including Computer Numerical Control (CNC) machining to trim the product to exact sizes prior to finishing. The curing is complete the panels are machined to exact sizes and edge profiles in preparation for delivery from site.</td>
</tr>
<tr>
<td>Product storage and shipment</td>
<td>Product will be stored in Building A and loaded onto trucks in the ‘leased area’ for shipment.</td>
</tr>
</tbody>
</table>

*The GLT Process*

The GLT process is similar to that of CLTP. The planed, finger-joined boards are glued and pressed and then replaned. The main difference is that the layers of boards all have the same orientation and the finished product is a beam rather than a panel.

The GLT process flow is also shown in Figure 3
Figure 3  Indicative Process flowchart
3.8 Wastes and emissions

Solid waste
The main solid waste streams are timber offcuts and sawdust. Some of these waste streams will contain inert glue residues. These waste streams will be treated as follows:

- Off cuts from the docking / defects removal stage would be conveyed manually to skip bins.
- Sawdust from plant involving cutting and planing of timber will be extracted by suction and transferred along ducts to the bag house.
- Floor sweepings would be removed to a separate bin.

Solid residues will be loaded into sealed trucks for transport off site. During the first year the feasibility of reuse for the waste stream(s) will be examined (see Section 6.4).

Emissions to air
The cutting of timber creates sawdust. A dust collection system will operate to remove airborne sawdust particles.

Cutting and planing will take place within enclosed compartments of machines. The dust collection system will extract the dust and convey it along airtight ducts to a Reverse Air Filter (RAF) in the bag house (See Figure 3).

The RAF will separate the particles and discharge them to a skip bin for disposal with the other solid waste streams before exhausting the filtered air to the atmosphere. The skip bin will be skirted to prevent fugitive dust emissions.

The CLTP and GLT processes uses a urethane adhesive known as Purbond HB S309. This glue is classed as hazardous but is not classified as a Dangerous Good under the Australian Code for the Transport of Dangerous Goods by Road and Rail.

Liquid effluents
The process is essentially dry and therefore generates no liquid effluents. Some water will be used for cleaning and for domestic purposes which will all discharge to the municipal sewer system.

Car parking and external operation areas will drain to the municipal stormwater collection system.

Noise
A number of the activities associated with the Project will generate noise:

- Truck movements
- Mobile plant (fork lift)
- Exhaust from the dust collection system on the east side of Building A, with a breakout noise level approximately 81 dB(A) @ 3 m
- Plant noise within the buildings.

The sources of the key noise generating items are summarised in Table 4. Estimates of plant noise generation have been made from publically available documents, which are described in the noise assessment in Section 6.3.
Table 4  Plant noise sources

<table>
<thead>
<tr>
<th>Plant item</th>
<th>Sound Power Level (dB(A))</th>
</tr>
</thead>
<tbody>
<tr>
<td>Optimizing cut off machine</td>
<td>91</td>
</tr>
<tr>
<td>Planers</td>
<td>101</td>
</tr>
<tr>
<td>Chain transfers</td>
<td>90</td>
</tr>
<tr>
<td>Compressor</td>
<td>94</td>
</tr>
</tbody>
</table>

The buildings are industrial sheds with metal cladding. Under normal operating conditions the doors must remain closed to maintain the climate control necessary for the process. This minimises the emission of noise generated by the plant.

3.9 Traffic generation

Staff transport

Staff will travel to work in their own vehicles and are anticipated to generate up to 10 two-way vehicle movements per day.

Truck movements

A combination of rigid and articulated heavy vehicles are required for delivery of raw materials, collection of product and removal of waste.

Based on the production estimates in Section 3.4, Table 5 provides estimates of heavy vehicle movements for year 1, year 2-3 and at maximum capacity.

Table 5 Estimated truck movements

<table>
<thead>
<tr>
<th></th>
<th>Year 1</th>
<th>Years 2-3</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Production Capacity</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Raw material</td>
<td>700</td>
<td>3500</td>
<td>11,236</td>
</tr>
<tr>
<td>Product</td>
<td>623</td>
<td>3115</td>
<td>10,000</td>
</tr>
<tr>
<td>Waste</td>
<td>77</td>
<td>385</td>
<td>1,236</td>
</tr>
<tr>
<td><strong>Truck Movements</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual truck movements - Raw material</td>
<td>30</td>
<td>140</td>
<td>450</td>
</tr>
<tr>
<td>Annual truck movements - Product</td>
<td>25</td>
<td>125</td>
<td>401</td>
</tr>
<tr>
<td>Annual truck movements - Waste</td>
<td>3</td>
<td>15</td>
<td>48</td>
</tr>
<tr>
<td>Annual truck movements - total</td>
<td>58</td>
<td>280</td>
<td>899</td>
</tr>
<tr>
<td>Average weekly truck movements - total</td>
<td>1</td>
<td>6</td>
<td>17</td>
</tr>
</tbody>
</table>

All inbound and outbound deliveries will access the site via the Reservoir Drive entrance, load and unload in the existing loading and unloading area (see Figure 2). There will be sufficient space on site for manoeuvring on a sealed concreted area. Delivery vehicles will not be required to remain on site longer than is necessary for loading or unloading and there will be no truck parking.

3.10 Parking

There will be 20 vehicle parking spaces, including the provision of extra spaces for visitors and a single disabled parking space. Access to the site will be managed with gates and visitation to
the site will require a prior appointment, thereby ensuring sufficient parking is available at all times.

3.11 Construction Phase

There is no construction phase associated with the Project, as it is limited to an increase in operation days and resulting production output.

3.12 Decommissioning and rehabilitation

The site is leased with the buildings and services, and at the end of the project life (estimated at 6 years), the proponent will remove all machinery, materials and waste. The buildings will be cleaned and returned to the lessors in an agreed condition suitable for future use.

3.13 Rationale and alternatives

The rationale for the plant is firstly to provide a pilot for product development, process refinement and market testing of CLTP and GLT products, and then to produce such products for the local and national markets.

No alternative locations were considered as the site is already permitted for this activity and is zoned for industrial use.
4. **Existing Site Conditions**

4.1.1 **Landscape**

The Project Site is on a flat area of coastal plain at an elevation of approximately 17 m to 18 m. The site lies on the southern edge of Wynyard with pasture land to the south. The landscape is heavily altered by human activity with only sparse areas of tree cover.

4.1.2 **Hydrology**

The only watercourse within 200 m of the site is an unnamed watercourse, which drains towards the site from south of Reservoir Drive. It forms a waterlogged area to the south of Reservoir Drive. The watercourse continues to flow northwards in a pipe beneath Reservoir Drive, the Project Site and the former airport land. At Goldie Street it connects to the Wynyard town storm water drainage system into Big Creek and the Inglis River.

4.1.3 **Climate**

Annual rainfall recorded at the closest weather station (Wynyard Airport 091107) averages 981 mm/year with July being the wettest month with an average of 133 mm of rainfall.

The predominant wind direction measured at 9:00 am is westerly and wind speeds mainly range from zero to 30 km/h at this time. At 3:00 pm westerly winds also predominate but with an increased portion of south-westerly winds, with more winds blowing at speeds of 30 km/h or more. At both times of day a smaller proportion of winds are easterly and less strong.

Annual wind rose data for Wynyard Airport are presented in Figure 4.
Figure 4  Rose of wind direction versus speed in km/h Jan 1961 to Aug 2018 for Wynyard Airport (9am and 3pm) From BoM
4.1.4 Natural Hazards

The area surrounding the Project Site is agricultural land / cleared industrial land and the risk of bushfire is considered low. The area is not affected by landslide hazard or flood inundation according to relevant LISTmap layers.

4.1.5 Ecology

A desktop ecological assessment was conducted for the Project Site using the Tasmanian Natural Values Atlas (report provided in Appendix A). Given the nature of the site and the low risk of ecological impacts, no ecological survey was undertaken.

Vegetation Communities

The site has been mapped under TASVEG as ‘Extra-urban miscellaneous (FUM)’. As shown in Figure 1, the site is entirely disturbed with all but a small proportion covered with buildings or concrete / asphalt. A small area of grass lies is in the ‘yard area’.

The areas surrounding the site are mainly categorised as ‘urban areas’ or ‘agricultural land’. A more densely vegetated area along the unnamed watercourse described in Section 4.1.2 is classified as ‘regenerated cleared land (FRG)’.

Threatened Flora

No threatened flora have been recorded on site. The nearest recorded threatened flora species (*Epilobium pallidiflorum*) was identified more than 500 m to the south of the site. It is considered unlikely that any threatened flora species are present on site given the current land state and use.

Fauna Habitat and Threatened Fauna

The Natural Values Atlas identified 18 species of threatened fauna that, based on modelled range boundaries, could be found within 500 m of the site. The closest species recorded near the site is the grey goshawk (*Accipiter novaehollandiae*), a single individual of which was identified 400 m from the site in 1991. It is considered unlikely that any threatened fauna species are present on site given the limited quality and availability of habitat.

Weeds and Pathogens

The Natural Values Atlas identified three weed species listed as declared weeds under the *Tasmanian Weed Management Act 1999* within 500 metres of the Project Site, two of which are also listed as weeds of national significance (WoNS)(*):

- *Cytisus scoparius* (English broom)*
- *Erica lusitanica* (Spanish heath)
- *Rubus fruticosus* (blackberry)*

The closest record is approximately 440 m from the Project Site. However, Spanish heath has been observed on Lot 42 within the Project Site.

4.1.6 Soils and underlying rock types

The site has sandy soils with an underlying geology of quaternary aeolian sands. The Natural Values Atlas (Appendix A) identifies the site as having a low risk of coastal acid sulphate soils.
4.2  Existing Activities

4.2.1  Buildings
There are two buildings on the site, both industrial sheds (See Figure 1 and Figure 2):

- Building A is on CT 159530 Lot 40 (No 3). It is 61.3 m long x 34 m wide (2,084.2 m²) with a roof peak height of 8.2 m
- Building B is on CT 156065 Lot 18 (No 29-31). It is 40.3 m long x 15.3 m wide (616.9 m²) with a roof peak height of 7.1 m

4.2.2  Services
Both buildings have power, water and sewer network connections. Each property is connected to the stormwater system and includes chain-link and barbed-wire fencing along its frontage, and secondary frontage boundaries consistent with adjacent properties.

4.2.3  Access
The site is accessed via existing roads. The site has three access points which have been determined as appropriate for industrial use by Waratah Wynyard Council:

- Building A (CT 159530 Lot 40 (No 3) has an access from Waterworth Street via a 7.5 m wide driveway, with a secondary access to Bravo Street also via a 7.5 m wide driveway.
- Building B (CT 156065 Lot 18 (No 29-31) is accessed from Reservoir Drive via a 6 m wide driveway.
- The lease area is also accessible from Bravo Street.

4.2.4  Current and historical use of the site
The Project Site sits on the northern edge of an industrial zone on land that was previously part of Wynyard airport.

The site has a permit (DA 47/2019) for the installation and operation of the CLTP / GLT facility for production of up to 1,000 m³ per annum.

The proponent is currently constructing the Site in accordance with the permit. In summary, this involves the following:

- Additional pavement area and installation of fencing around the ‘leased area’.
- Asphalting of the 5 m wide x 25 m long (approx.) paved access between buildings for forklifts to use.
- Installation of plant necessary for the 1,000 m³ per annum operation (note that this is the same plant required for 10,000 m³ operation for which a permit is being sought.
- Installation of bag house and external ducting between Buildings A and B (Figure 1).
5. **Planning and Land Use**

The Waratah Wynyard Council have advised that the Project will require a permit under the *Land Use Planning and Approvals Act 1993*.

5.1.1 **Land tenure of the site**

The Project Site comprises three land parcels. Two of these, ‘CT 159530 Lot 40 (No 3)’ and ‘CT 156065 Lot 18 (No 29-31)’ on Figure 1, are leased to the Proponent by private trusts. The third parcel, referred to as ‘Lot 42’, is leased from Burnie Airport and comprised in ‘CT 159531/100’. Collectively, these areas make up “the Land” on which the Project will occur.

5.1.2 **Zoning and overlays**

The Project Site is within a General Industrial Zone (see Figure 5). The proposed use of the Project Site falls within the Manufacturing and Processing Use Class, which is a permitted use within the zone. Zones north and west of the General Industrial Zone reflect residential, rural living, and recreation uses.

5.1.3 **Surrounding land uses**

The site is part of an industrial area that sits either side of Reservoir Drive. It contains self-storage facilities, wrecking yards, and manufacturing / service workshops.

Immediately to the north of the site is open space, which previously formed part of the operational area of the airport, which is partially asphalted along the path of the former runway.

A Council-operated waste transfer station is located approximately 90 m north of the site.

To the south and west of the industrial zone the land is predominantly used for grazing. Approximately 130 m east of the site is the edge of Burnie Airport, approximately 420 m northwest of one of the airport runways.

Within the industrial zone two properties on Reservoir Drive (21 and 26) are understood to be used for residential purposes. Number 26 is part of the same property as the nearby car wrecking yard.

Further north lie residential areas, the closest of which is on Goldie Street, approximately 220 m northwest of the edge of the Project site.

Apart from a flying school at the airport, the closest educational facility in the area is Wynyard High School, 750 m to the north of the site. The closest medical facility is the Wynyard Medical Centre, 630 m to the northwest of the site.

5.1.4 **Reserves**

The Project is not within or adjacent to any reserved areas. LISTmap indicates that the closest reserve to the site is the Frederick Street Sports complex, approximately 330 m to the west of the site, which is designated as an ‘Informally managed reserve on public land’.

5.1.5 **Areas of high public interest**

The site is in an existing industrial area is not close to any areas of high public interest such as recreation areas or natural scenic features. The Frederick Street Sports complex mentioned in Section 5.1.4 is the closest area to the site that is zoned for recreation.
Figure 5  Local planning zones
5.1.6 Consistency of Project with planning scheme requirements

Appendix B contains the planning report to accompany the DA for the Project. It includes compliance of the Project with the requirements of the Waratah Wynyard Interim Planning Scheme 2013.

The report concludes that the Project is compliant with the planning scheme zoning (General Industrial Zone) in terms of the use, nature, access, setbacks and stormwater arrangements for the site.

The Project is also compliant with the use codes for the site (notably E2 Airport impact management code, E7 Sign code, and E9 Traffic generating use and parking code).
6. Potential Environmental Effects

6.1 Air Quality

6.1.1 Legislative, Policy and Performance Requirements

The *Tasmanian Environmental Protection Policy (Air Quality) 2004 (Air Quality EPP)* provides a framework for the management and regulation of both point and diffuse sources of emissions to air, and for pollutants with the potential to cause environmental harm. This Environment Protection Policy is made pursuant to the provisions of section 96A-96O of the EMPC Act.

The environmental values to be protected under this Policy are:
- The life, health and well-being of humans at present and in the future.
- The life, health and well-being of other forms of life, including the present and future health, wellbeing and integrity of ecosystems and ecological processes.
- Visual amenity.
- The useful life and aesthetic appearance of buildings, structures, property and materials.

The key performance requirements relate to maintenance of operational air quality to minimise potential impacts to site workers, local residents and the environment.

6.1.2 Potential impacts

The nearest residential receptors to the Project Site are two properties on Reservoir Drive, located 55 – 100 m south of the site, with further properties on Goldie Street, located 220 m to the north-west. As discussed in Section 4.1.3 the prevailing winds are westerly with less frequent winds from the east.

As discussed in Section 3.8 the process will generate the following emissions to air:
- Combustion emissions from vehicles and mobile plant.
- Dust emissions from the manufacturing process.
- Gluing and other treatments.

Emissions from forklift operation are not considered significant due to the small scale of the sources and the fact that they will run off LPG, which produces lower levels of emissions than petrol engines. The air quality impacts of trucks are considered in Section 6.10.

The urethane adhesive used in the manufacturing process will give off highly localised vapours prior to curing upon contact with air. Significant vapours are not expected more than several metres from the glue application area, and therefore no significant environmental impacts are expected.

Several stages of the process described in Section 3.7 will generate dust, in particular:
- Defect removal
- Finger joining
- Moulding / planing
- CNC cutting
6.1.3 Management, Mitigation and Monitoring

The operations will take place within the existing buildings, avoiding the potential for windblown dust. Potential for escape of dust from openings will be minimised by the presence of curtains, as well as the internal dust control measures described in Section 3.8.

Sawing and planing will occur in enclosed compartments served by a dust collection system that will convey airborne dust to an RAF via a series of airtight ducts. This will employ a 90 kW variable speed drive (VSD) fan and 250 anti-static filter socks providing 405 m² of filter area with a volumetric capacity of 48,000 m³/h.

A bag filter is an established high efficiency means of dust removal and is considered best practice environmental management. Emissions from the bag filter will comply with the Environmental Protection Policy (Air Quality) 2004 for an emission rate of 0.17 mg /m³ 3 minute average at the boundary of the Project Site.

Dust from the dust collection system will be vacuum loaded into sealed / covered waste skips. The plant area floor will be swept regularly and the sweepings deposited to the sealed bins. Any sawdust accidentally released during waste disposal will be cleaned up immediately.

The control measures will be implemented, maintained and monitored through an operational environmental management plan, against the requirements of the permit to be issued for the Project.

6.1.4 Residual impact

While substantial fugitive dust emissions have the potential to cause nuisance, ecological impacts and interfere with operations on neighbouring sites, with the mitigation discussed above, fugitive dust emissions from the site will be minimised and significant impacts from dust generation are considered unlikely to occur.

6.2 Water quality

6.2.1 Legislative, Policy and Performance Requirements

The key policy document describing the management of surface water quality is the State Policy on Water Quality Management 1997. The purpose of this policy is to achieve sustainable management of Tasmania’s surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania’s Resource Management and Planning System (RMPS).

6.2.1 Potential impacts

As discussed in 4.1.2, the Project Site is located on the opposite side of Reservoir Drive from the unnamed watercourse and associated waterlogged area. The watercourse is piped beneath the Project Site.

The main production processes are dry and will not generate liquid effluent. No discharges are proposed to surface water and there would be no alterations to watercourses. The Project Site is not in a designated flood risk area. The Project would generate some effluent from staff toilets, cleaning etc., which will discharge to mains sewer.

The external areas of the site drain to the municipal stormwater system and there is some risk that harmful materials, if spilled on site, could be washed into the stormwater system and pollute watercourses. Such materials could include:

- Glues
- Saw dust and other production residues
• Dirt from the external areas of the site

No abstractions from, or discharges to groundwater are proposed. The operational areas of the plant will be sealed. Control measures described below will further reduce the potential for groundwater impacts. No significant impact to groundwater is expected.

6.2.2 Management, Mitigation and Monitoring

Only small quantities of potentially polluting products are likely to be present on site and all will be stored appropriately. Controls will be as follows:

• The urethane adhesive used in the manufacturing process will be stored in a sealed, fully ventilated and bunded shipping container.

• Fugitive dust emissions will be managed as described in Section 6.1.3 to prevent such material collecting on the ground and being washed into the sewer. All the areas that generate sawdust and other residues will be inside the buildings.

• LPG fuel for the forklifts will be stored on site in a designated locked area with suitable bunding. Refuelling of forklifts will be undertaken by suitably trained staff in a bunded location isolated from stormwater drainage.

• All operational areas of the Project Site will be paved and cleaned regularly to prevent the accumulation of dirt and dust.

• Spill kits will be accessible at several locations around the Project Site. In the event of a fuel or oil spill, drains will be isolated to prevent contaminants entering the stormwater systems.

• Any other hazardous materials will be stored in appropriate secured locations.

Notwithstanding the control measures described above, undertaking the operation within the existing buildings means that the potential for accidental discharges to the stormwater system are low.

6.2.3 Residual impact

With the implementation of appropriate risk controls as described in Section 6.2.2 no significant impacts to surface water are expected.

6.3 Noise Emissions

6.3.1 Legislative, Policy and Performance Requirements

The key legislation, policy and guidelines of relevance to noise management in Tasmania are:

• EMPC Act, particularly Section 53 (environmental nuisance)

• Environmental Management and Pollution Control (Noise) Regulations 2016 (EMPCR)

• Environment Protection Policy (Noise) 2009

• Noise Measurement Procedures Manual (NMPM), July 2008

Noise impacts to people working on the construction or operation must be managed in accordance with the Workplace Health and Safety Act 2012 and associated regulations.

6.3.2 Potential impacts

The nearest residential receptors to the Site are two properties on Reservoir Drive, 55 to 100 m south of the site, with further properties on Goldie Street, 220 m to the north-west. As discussed in Section 4.1.3 the prevailing winds are westerly with less frequent winds from the east.
A desktop noise assessment was undertaken to inform the impact assessment (see Appendix C). The assessment uses a CadnaA 2019 model based on atmospheric data and estimates for operational noise generation as presented in Section 3.8.

The modelled noise levels at surrounding sensitive receivers are compared against the indicator levels for health impacts contained within the *Environment Protection Policy (Noise) 2009*. The assessment concludes that apart from one sensitive receiver (residential property at number 21 Reservoir Drive), noise levels at the sensitive receivers are within the indicator levels and the operation of the Project would not be expected to have an adverse impact.

The predicted noise level at the nearest residential receiver marginally exceeds the moderate annoyance indicator level of 50 dB(A). However, the annoyance indicator levels do not take into account the existing acoustic environment which is estimated to be approximately 50 dB(A) during the day period (i.e. it is within an existing industrial area).

In view of this, the intrusiveness noise target of 55 dB(A) (as described in Appendix C) is considered more appropriate to assess noise emission from the Project. When considering the intrusiveness target of 55 dB(A) for the nearest sensitive receiver (labelled as receiver R39 in Appendix C), the predicted noise level of 52 dB(A) will not be intrusive or cause nuisance relative to existing background noise levels. The existing noise environment for R39 would also be characteristic of industrial noise. The addition of the Project, also being industrial in nature, is unlikely cause nuisance in such an environment.

### 6.3.3 Management, Mitigation and Monitoring

Appendix C indicates that noise levels at the nearest sensitive receivers are predicted to be below the adopted noise level targets.

The following management and mitigation measures will be undertaken for the Project:

- All equipment and machinery will be maintained as per manufacturer's specification.
- Shed doors should will be kept closed during operation as often as possible (this is also crucial for temperature control of the process).
- All personnel on site will be made aware of the potential for noise impacts to surrounding residential properties.
- If delivery trucks are to remain stationary on site for an extended period (e.g. >5 minutes) they will turn off their engines.

### 6.3.4 Residual impact

With the application of the management measures, the Project is not expected to have an adverse impact to noise levels at nearby sensitive receptors.

### 6.4 Solid Wastes

#### 6.4.1 Legislative, Policy and Performance Requirements

The key legislation, policy and guidelines of relevance to the management of solid and controlled wastes in Tasmania are:

- *Environmental Management and Pollution Control Act 1994*
- *Environmental Management and Pollution Control (Waste Management) Regulations 2010*
- *Environmental Management and Pollution Control (Controlled Waste Tracking) Regulations 2010*
6.4.2 Potential impacts

Section 3.8 describes the key waste streams that would be generated by the Project. The CLTP and GLT products can be constructed from finger-joined boards assembled from smaller pieces. Consequently, it is an efficient process involving low levels of waste.

Worst-case annual estimates for the generation of waste are 77 m³ in the first year, 385 m³ in years 2-3, and 1,236 m³ at maximum Project capacity.

Most of the waste from the Project will result from the cutting of timber, including:

- Timber offcuts
- Sawdust extracted by the dust collection system
- Floor sweepings

Some of the timber waste will contain residues of glue, which are non-hazardous and inert.

Other minor waste streams will be generated from consumables associated with the operation and maintenance of the Project.

6.4.3 Management, Mitigation and Monitoring

During the first year, as product development takes place, the Proponent will investigate waste minimisation options based on the waste hierarchy of:

- Avoidance
- Minimise
- Reuse
- Recycling
- Energy recovery

Potential reuse options for the waste stream could include pellets for firewood, landscaping mulch or cow shed bedding.

All waste will be removed by a licenced contractor. As described in Section 6.1, dust from the dust collection system will be vacuum loaded into sealed / covered waste skips. The plant area floor will be swept regularly and the sweepings deposited to the sealed bins.

6.4.4 Residual impact

As a worst-case, the Project will generate 1,236 m³ of non-hazardous landfill waste per year. This will potentially be reduced by waste minimisation measures, to be identified as part of the piloting phase of the process during the first year, and then ongoing in subsequent years.

6.5 Environmentally hazardous substances

6.5.1 Legislative, Policy and Performance Requirements

The proposed development must fulfil the requirements of the following legislation and policy in relation to dangerous goods:
6.5.2 **Potential impacts**

The urethane adhesive used in the manufacturing process is considered hazardous and has the potential to create environmental harm if released to the environment. Small volumes of potentially hazardous materials may be required for operating, cleaning and maintenance of the process. These may include:

- LPG fuel for the forklifts
- Cleaning products
- Oils
- Solvents

6.5.3 **Management, Mitigation and Monitoring**

Management measures for hazardous materials are discussed in Section 6.2.2.

6.5.4 **Residual impact**

With the application of appropriate risk controls as described in Section 6.2.2 no significant impact from the storage, handling or use of hazardous substances is expected.

6.6 **Natural Values**

6.6.1 **Legislative, Policy and Performance Requirements**

Biodiversity and nature conservation values in Tasmania are protected by a range of legislation and policy. The key documents relevant to this Project include:

- Tasmanian *Threatened Species Protection Act 1995* (TSP Act)
- *Nature Conservation Act 2002*
- Regional Forestry Agreement
- *Forest Practices Act 1985* and associated regulations
- *Weed Management Act 1999*

6.6.2 **Potential impacts**

Section 4.1.5 contains a summary of the natural values associated with the Project Site. As no direct impact to land is proposed for the Project and there are no planned discharges to surface water, no direct impacts to ecological receptors are expected.

Traffic movements related to the project could result in roadkill. However, this is expected to be minimal given the minor traffic generation (see Section 6.10), the absence of quality habitat for native species in the immediate area, and the fact that deliveries will be limited to daylight hours (see Section 3.2).
Noise and light impacts to fauna species are not anticipated to be significant given operating hours will be restricted to daylight hours.

No vegetation clearance or ground disturbance will occur as part of the project.

The Spanish heath identified within the Lot 42 area has the potential to spread to unaffected areas if not controlled appropriately.

Imports of raw material for the Project (cut, kiln-dried timber) would not present a significant risk of importing additional weed species onto the site.

6.6.3 Management, Mitigation and Monitoring

The management and mitigation measures proposed in Section 6.2.2 and 6.3.3 will minimise potential impacts to fauna species.

To prevent the potential spread of Spanish heath, any infested areas within the Project Site will be sprayed with an appropriate weed control spray within three months of receiving a permit for the Project.

6.6.4 Residual impact

The Project is unlikely to impact any natural values.

6.7 Greenhouse gas emissions and climate change management

6.7.1 Legislative, Policy and Performance Requirements

Greenhouse gas (GHG) emissions are controlled and reported through a number of legislative tools. At a national level, organisations triggering GHG emissions and energy use thresholds are required to comply with the National Greenhouse and Energy Reporting Act 2007 and associated regulations.


6.7.2 Potential impacts

Various aspects of the Project will result in the emission of greenhouse gases, principally:

- Operation of machinery (from mains power)
- Vehicles and mobile plant

The project will support the aims of reducing emissions by providing a lightweight lower carbon intensity alternative to structural building materials such as concrete, steel and brick.

As the operation is largely located indoors and does not use significant amounts of water it has limited vulnerability to the effects of climate change. At 17-18 m above sea level, the site is beyond the range of current sea level rise predictions and is outside any high water mark and flood extent areas.

6.7.3 Management, Mitigation and Monitoring

The operation will employ energy efficiency measures to reduce carbon emissions, such as:

- Selected plant will include energy efficient motors and equipment where possible.
- Equipment will be turned off outside working hours.
• Equipment energy use will be monitored and equipment will be regularly maintained so that it works correctly at design ratings.
• Vehicles and mobile plant will be regularly maintained to maximise fuel efficiency.
• Vehicles delivering raw materials, product and waste will be scheduled to minimise truck movements by avoiding partially full loads.

6.7.4 Residual impact

Whilst the Project will have some impact on greenhouse gas emissions, the Project will implement energy efficiency measures to reduce its impact.

6.8 Site contamination (historical)

There are no known indications of previous soil or groundwater contamination at the site and there are no activities planned that would involve ground disturbance at the site. Consequently, there are no significant risks associated with disturbance of site contamination.

6.9 Other Off-site Impacts

Sections 6.1 and 6.3 describe the potential air, water quality and noise impacts of the Project on the closest sensitive receptors, concluding that no significant impacts are likely from these factors.

The closest school to the site is Wynyard High School, approximately 700 m to the north of the Project Site. The closest medical facility is understood to be Wynyard Medical centre, 620 m to the north-east of the site. Neither is expected to experience any adverse impacts from the Project.

The Project will generate employment, which is expected to be sourced locally, which will provide social and economic benefits.

The Project will not interfere with or constrain airport operations. No structures are proposed that would intersect the airport’s Obstacle Limitation Surface.

6.10 Environmental impacts of traffic

The worst-case traffic generation for the project will be 17 truck movements per week, all of which will take place during normal operating hours. Trucks will access the site from the Bass Highway along Reservoir Drive.

The 1.2 km from the site to the highway passes open paddocks with scattered residences and farm buildings. The northern end of the road runs along the edge of the operational land of Wyndyrd Airport.

The number of truck movements associated with the Project is small and neither the agricultural or airport land is considered sensitive to emissions from truck movements. There are not expected to be significant adverse environmental impacts from truck movements.
7. **Public and Stakeholder Consultation**

Stakeholder engagement for the proposal has been undertaken with the Waratah-Wynyard Council and Burnie Airport Corporation.

The application for planning permit DA 47/2019 (see Section 5) for 1,000 m$^3$ CLTP production on the same site with the Waratah-Wynyard Council was opened for public comment and received no public representations.

No further public stakeholder consultation has been undertaken, as is not seen as warranted given the existing industrial use of the site, and the scope of the Project.

8. **Management Commitments**

<table>
<thead>
<tr>
<th>Number</th>
<th>Commitment</th>
<th>Completion Date</th>
<th>By Whom</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>An Operational Environmental Management Plan (EMP) will be prepared and submitted to the Director, EPA within 3 months of project approval.</td>
<td>During operation</td>
<td>Proponent</td>
</tr>
<tr>
<td>2</td>
<td>An online complaints register to monitor and address any dust, noise or other complaints will be maintained.</td>
<td>During operation</td>
<td>Proponent</td>
</tr>
<tr>
<td>3</td>
<td>Production will be restricted to 0700 - 1700 Monday to Friday.</td>
<td>During operation</td>
<td>Proponent</td>
</tr>
<tr>
<td>4</td>
<td>Hydrocarbon spill kits will be present onsite</td>
<td>During operation</td>
<td>Proponent</td>
</tr>
<tr>
<td>5</td>
<td>LPG fuel for the forklifts will be stored on site in a designated locked area with suitable bunding. Refuelling of forklifts will be undertaken by suitably trained staff in a bunded location isolated from stormwater drainage.</td>
<td>During operation</td>
<td>Proponent</td>
</tr>
<tr>
<td>6</td>
<td>The site will be decommissioned and returned to original condition to the satisfaction of the landowner at the end of operations.</td>
<td>Closure</td>
<td>Proponent</td>
</tr>
</tbody>
</table>
9. Limitations

This report has been prepared by GHD for CLTP Panel Products Pty Ltd and may only be used and relied on by CLTP Panel Products Pty Ltd for the purpose agreed between GHD and the CLTP Panel Products Pty Ltd as detailed throughout this report.

GHD otherwise disclaims responsibility to any person other than CLTP Panel Products Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described throughout this report. GHD disclaims liability arising from any of the assumptions being incorrect.

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Appendix A – Natural Values Atlas Report
Natural Values Atlas Report

Authoritative, comprehensive information on Tasmania’s natural values.

Reference:
Requested For:
Report Type: Summary Report
Timestamp: 03:33:04 PM Wednesday 26 June 2019

Threatened Flora: buffers Min: 500m Max: 5000m
Threatened Fauna: buffers Min: 500m Max: 5000m
Raptors: buffers Min: 500m Max: 5000m
Tasmanian Weed Management Act Weeds: buffers Min: 500m Max: 5000m
Priority Weeds: buffers Min: 500m Max: 5000m
Geoconservation: buffer 1000m
Acid Sulfate Soils: buffer 1000m
TASVEG: buffer 1000m
Threatened Communities: buffer 1000m
Fire History: buffer 1000m
Tasmanian Reserve Estate: buffer 1000m
Biosecurity Risks: buffer 1000m

The centroid for this query GDA94: 392177.0, 5461023.0 falls within:

Property: 3037837

*** No threatened flora found within 500 metres ***
Please note that some layers may not display at all requested map scales.
## Verified Records

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<th>NS</th>
<th>Bio</th>
<th>Observation Count</th>
<th>Last Recorded</th>
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<td>Persicaria decipiens</td>
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## Unverified Records

No unverified records were found!

For more information about threatened species, please contact Threatened Species Enquiries.

Telephone: 1300 368 550  
Email: ThreatenedSpecies.Enquiries@dpipwe.tas.gov.au  
Address: GPO Box 44, Hobart, Tasmania, Australia, 7000
Please note that some layers may not display at all requested map scales
## Verified Records

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<th>Species</th>
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<th>NS</th>
<th>Bio</th>
<th>Observation Count</th>
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## Unverified Records

No unverified records were found!

## Threatened fauna within 500 metres

*(based on Range Boundaries)*

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<td>Astacopsis gouldi</td>
<td>giant freshwater crayfish</td>
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<td>white-bellied sea-eagle</td>
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<td>VU</td>
<td>e</td>
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<td>0</td>
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<tr>
<td>Beddomeia capensis</td>
<td>hydrobiid snail (table cape)</td>
<td>e</td>
<td>eH</td>
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<td>0</td>
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</tr>
</tbody>
</table>

For more information about threatened species, please contact Threatened Species Enquiries.

Telephone: 1300 368 350
Email: ThreatenedSpecies.Enquiries@dpipwe.tas.gov.au
Address: GPO Box 44, Hobart, Tasmania, Australia, 7000
Threatened fauna within 5000 metres

Please note that some layers may not display at all requested map scales
Legend: Verified and Unverified observations

- Point Verified
- Point Unverified
- Line Verified
- Line Unverified

Legend: Cadastral Parcels

Department of Primary Industries, Parks, Water and Environment
## Threatened fauna within 5000 metres

### Verified Records

<table>
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<th>Species</th>
<th>Common Name</th>
<th>SS</th>
<th>NS</th>
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<tr>
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<td>Alcedo azurea subsp. diemenensis</td>
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<td>EN</td>
<td>e</td>
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<td>PEN</td>
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<td>Engeaaus yabbimunna</td>
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<td>CR</td>
<td>mbe</td>
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### Unverified Records

No unverified records were found!

### Threatened fauna within 5000 metres

(based on Range Boundaries)

<table>
<thead>
<tr>
<th>Species</th>
<th>Common Name</th>
<th>SS</th>
<th>NS</th>
<th>BO</th>
<th>Potential</th>
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<th>Core</th>
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<tbody>
<tr>
<td>Astacopsis gouldi</td>
<td>giant freshwater crayfish</td>
<td>v</td>
<td>VU</td>
<td>e</td>
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<tr>
<td>Litoria raniformis</td>
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<td>VU</td>
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<tr>
<td>Pseudemoia pagenstecheri</td>
<td>tussock skink</td>
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<td>n</td>
<td>1</td>
<td>0</td>
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<tr>
<td>Aquila audax subsp. fleayi</td>
<td>Tasmanian wedge-tailed eagle</td>
<td>e</td>
<td>EN</td>
<td>e</td>
<td>1</td>
<td>0</td>
<td>0</td>
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<td>VU</td>
<td>ae</td>
<td>1</td>
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<td>1</td>
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<td>1</td>
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<tr>
<td>Perameles gunnii</td>
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<td>n</td>
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<td>0</td>
<td>0</td>
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<tr>
<td>Lathamus discolor</td>
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<td>mbe</td>
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<td>EN</td>
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<td>0</td>
<td>0</td>
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<tr>
<td>Engeaaus yabbimunna</td>
<td>burrowing crayfish (burnie)</td>
<td>v</td>
<td>VU</td>
<td>e</td>
<td>9</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Beddomeia capensis</td>
<td>hydrobolid snail (table cape)</td>
<td>e</td>
<td>eH</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td></td>
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</tbody>
</table>

For more information about threatened species, please contact Threatened Species Enquiries.

Telephone: 1300 368 550

Email: ThreatenedSpecies.Enquiries@dpipwe.tas.gov.au

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000
Please note that some layers may not display at all requested map scales
Raptor nests and sightings within 500 metres

Legend: Verified and Unverified observations
- **Point** Verified
- **Point** Unverified
- **Line** Verified
- **Line** Unverified

Legend: Cadastral Parcels
- }

Department of Primary Industries, Parks, Water and Environment

Page 12 of 39
**Verified Records**

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<tr>
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<th>Species</th>
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<th>Obs Type</th>
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**Unverified Records**

No unverified records were found!

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**Raptor nests and sightings within 500 metres**

*(based on Range Boundaries)*

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<tr>
<th>Species</th>
<th>Common Name</th>
<th>SS</th>
<th>NS</th>
<th>Potential</th>
<th>Known</th>
<th>Core</th>
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<tbody>
<tr>
<td>Aquila audax subsp. fleayi</td>
<td>tasmanian wedge-tailed eagle</td>
<td>e</td>
<td>EN</td>
<td>1</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Haliaeetus leucogaster</td>
<td>white-bellied sea-eagle</td>
<td>v</td>
<td></td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Accipiter novaehollandiae</td>
<td>grey goshawk</td>
<td>e</td>
<td></td>
<td>1</td>
<td>0</td>
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</tbody>
</table>

For more information about raptor nests, please contact Threatened Species Enquiries.

Telephone: 1300 368 550

Email: ThreatenedSpecies.Enquiries@dpipwe.tas.gov.au

Address: GPO Box 44, Hobart, Tasmania, Australia, 7000
Please note that some layers may not display at all requested map scales
Legend: Verified and Unverified observations
- Point Verified
- Point Unverified
- Line Verified
- Line Unverified
- Polygon Verified
- Polygon Unverified

Legend: Cadastral Parcels
-
Raptor nests and sightings within 5000 metres
(based on Range Boundaries)

<table>
<thead>
<tr>
<th>Species</th>
<th>Common Name</th>
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<th>NS</th>
<th>Potential</th>
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<tr>
<td>Aquila audax subsp. fleayi</td>
<td>tasmanian wedge-tailed eagle</td>
<td>e</td>
<td>EN</td>
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<tr>
<td>Haliaeetus leucogaster</td>
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<td>v</td>
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<td>Accipiter novaehollandiae</td>
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<td>e</td>
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<td>1</td>
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</tbody>
</table>

For more information about raptor nests, please contact Threatened Species Enquiries.
Telephone: 1300 368 550
Email: ThreatenedSpecies.Enquiries@dpipwe.tas.gov.au
Address: GPO Box 44, Hobart, Tasmania, Australia, 7000
Please note that some layers may not display at all requested map scales
### Verified Records

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<thead>
<tr>
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<tr>
<td>Cytisus scoparius</td>
<td>english broom</td>
<td>1</td>
<td>06-Apr-2004</td>
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<tr>
<td>Erica lusitanica</td>
<td>spanish heath</td>
<td>2</td>
<td>06-Apr-2004</td>
</tr>
<tr>
<td>Rubus fruticosus</td>
<td>blackberry</td>
<td>2</td>
<td>08-Sep-2011</td>
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### Unverified Records

For more information about introduced weed species, please visit the following URL for contact details in your area:

Please note that some layers may not display at all requested map scales

Department of Primary Industries, Parks, Water and Environment
Legend: Verified and Unverified observations
- Point Verified
- Point Unverified
- Line Verified
- Line Unverified

Legend: Cadastral Parcels

Department of Primary Industries, Parks, Water and Environment
Verified Records

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<th>Observation Count</th>
<th>Last Recorded</th>
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<tbody>
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<td>slender thistle</td>
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<td>Cortaderia jubata</td>
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<td>49</td>
<td>27-Mar-2013</td>
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<td>Cortaderia sp.</td>
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<td>26-Mar-2018</td>
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<td>english broom</td>
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<td>07-Apr-2004</td>
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<tr>
<td>Erica arborea</td>
<td>tree heath</td>
<td>2</td>
<td>04-Dec-2005</td>
</tr>
<tr>
<td>Erica lusitanica</td>
<td>spanish heath</td>
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<td>06-Aug-2012</td>
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<td>Genista monspessulana</td>
<td>montpellier broom</td>
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<td>11-Oct-2016</td>
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<td>Leycesteria formosa</td>
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<td>01-Jan-2001</td>
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<td>Rubus fruticosus</td>
<td>blackberry</td>
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<td>08-Sep-2011</td>
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<td>Salix purpurea</td>
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<td>07-Apr-2004</td>
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<tr>
<td>Ulex europaeus</td>
<td>gorse</td>
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Unverified Records

For more information about introduced weed species, please visit the following URL for contact details in your area:


*** No Priority Weeds found within 500 metres ***
Please note that some layers may not display at all requested map scales.
Verified Records

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<tr>
<th>Species</th>
<th>Common Name</th>
<th>Observation Count</th>
<th>Last Recorded</th>
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<tbody>
<tr>
<td>Rumex obtusifolius</td>
<td>broadleaf dock</td>
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<tr>
<td>Watsonia meriana var. bulbillifera</td>
<td>bulbil watsonia</td>
<td>1</td>
<td>24-Oct-2011</td>
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</tbody>
</table>

Unverified Records

For more information about introduced weed species, please visit the following URL for contact details in your area:

*** No Geoconservation sites found within 1000 metres. ***
Legend: Coastal Acid Sulfate Soils (0 - 20m AHD)
- High
- Low
- Extremely Low

Legend: Inland Acid Sulfate Soils (>20m AHD)
- High
- Low
- Extremely Low

Legend: Marine Subaqueous/Intertidal Acid Sulfate Soil
- High (Intertidal)
- High (Subtidal)

Legend: Cadastral Parcels
### Acid Sulfate Soils within 1000 metres

<table>
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<th>Dataset Name</th>
<th>Acid Sulfate Soil Probability</th>
<th>Acid Sulfate Soil Atlas</th>
<th>Description</th>
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<td>Low</td>
<td>B(p3)</td>
<td>Low probability of occurrence (6-70% chance of occurrence in mapping unit). Sandplains and dunes 2-10m AHD, ASS generally below 1m from the surface. Heath, forests. Holocene or Pleistocene. Potential acid sulfate soil (PASS) = sulfidic material (Isbell 1996 p.122). No necessary analytical data are available but confidence is fair, based on a knowledge of similar soils in similar environments.</td>
</tr>
<tr>
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<td>Low</td>
<td>B(p2)</td>
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</tr>
<tr>
<td>Coastal Acid Sulfate Soils</td>
<td>Low</td>
<td>B(p3)</td>
<td>Low probability of occurrence (6-70% chance of occurrence in mapping unit). Sandplains and dunes &gt;10m AHD, ASS generally below 1m from the surface. Heath, forests. Mainly Pleistocene. Potential acid sulfate soil (PASS) = sulfidic material (Isbell 1996 p.122). No necessary analytical data are available but confidence is fair, based on a knowledge of similar soils in similar environments.</td>
</tr>
</tbody>
</table>

For more information about Acid Sulfate Soils, please contact Land Management Enquiries.

Telephone: (03) 6777 2227
Fax: (03) 6336 5111
Email: LandManagement.Enquiries@dpipwe.tas.gov.au
Address: 171 Westbury Road, Prospect, Tasmania, Australia, 7250
Please note that some layers may not display at all requested map scales.
Legend: TASVEG 3.0

- DAC - Eucalyptus amygdalina coastal forest and woodland
- DAD - Eucalyptus amygdalina forest and woodland on dolerite
- DAS - Eucalyptus amygdalina forest and woodland on sandstone
- DAM - Eucalyptus amygdalina forest on mudstone
- DAZ - Eucalyptus amygdalina inland forest and woodland on Cainozoic deposits
- DSC - Eucalyptus amygdalina - Eucalyptus obliqua damp sclerophyll forest
- DBA - Eucalyptus barben forest and woodland
- DCO - Eucalyptus coccifera forest and woodland
- DCR - Eucalyptus cordata forest
- DDP - Eucalyptus dainymeplana - Eucalyptus pauciflora forest and woodland
- DDE - Eucalyptus delegatensis dry forest and woodland
- DGL - Eucalyptus globulus dry forest and woodland
- DGW - Eucalyptus gunnii woodland
- DMO - Eucalyptus mormbyi forest and woodland
- DNI - Eucalyptus nitida dry forest and woodland
- DNF - Eucalyptus nitida Furneaux forest
- DOB - Eucalyptus obliqua dry forest
- DOV - Eucalyptus ovata forest and woodland
- DOW - Eucalyptus ovata heathy woodland
- DPO - Eucalyptus pauciflora forest and woodland not on dolerite
- DPO - Eucalyptus pauciflora forest and woodland on dolerite
- DPE - Eucalyptus permiarna forest and woodland
- DPU - Eucalyptus pulchella forest and woodland
- DRI - Eucalyptus risdonii forest and woodland
- DRO - Eucalyptus roddy forest and woodland
- DSO - Eucalyptus sieberi forest and woodland not on granite
- DSG - Eucalyptus sieberi forest and woodland on granite
- DTD - Eucalyptus terriarum forest and woodland on dolerite
- DT6 - Eucalyptus terriarum forest and woodland on granite
- DTO - Eucalyptus terriarum forest and woodland on sediments
- DVF - Eucalyptus viminalis Furneaux forest and woodland
- DVG - Eucalyptus viminalis grassy forest and woodland
- DVC - Eucalyptus viminalis - Eucalyptus globulus coastal forest and woodland
- DXW - King Island Eucalypt woodland
- DMW - Midlands woodland complex
- WBR - Eucalyptus brookeriana wet forest
- WDA - Eucalyptus dainymeplana forest
- WDL - Eucalyptus delegatensis forest over Leptospermum
- WDR - Eucalyptus delegatensis forest over rainforest
- WDB - Eucalyptus delegatensis forest with broad-leaf shrubs
- WDU - Eucalyptus delegatensis wet forest (undifferentiated)
- WKG - Eucalyptus globulus King Island forest
- WGL - Eucalyptus globulus wet forest
- WNL - Eucalyptus nitida forest over Leptospermum
- WNR - Eucalyptus nitida forest over rainforest
- WNU - Eucalyptus nitida wet forest (undifferentiated)
- WOL - Eucalyptus obliqua forest over Leptospermum
- WOR - Eucalyptus obliqua forest over rainforest
- WOB - Eucalyptus obliqua forest with broad-leaf shrubs
- WOU - Eucalyptus obliqua wet forest (undifferentiated)
- WRE - Eucalyptus regnans forest
- WSU - Eucalyptus subcorenula forest and woodland
- WVI - Eucalyptus viminalis wet forest
- RPF - Athrotaxis cupressoides - Nothofagus gunnii short rainforest
- RFW - Athrotaxis cupressoides open woodland
- RPP - Athrotaxis cupressoides rainforest
- RKF - Athrotaxis selaginoides - Nothofagus gunnii short rainforest
- RKP - Athrotaxis selaginoides rainforest
- RKs - Athrotaxis selaginoides subalpine scrub
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<td>Coastal scrub</td>
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<td>SCL</td>
<td>Heathland on calcareous substrates</td>
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<td>SSL</td>
<td>Leptospermum lonigerum scrub</td>
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<td>Cushion moorland</td>
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<td>HSE</td>
<td>Eastern alpine sedgeland</td>
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Department of Primary Industries, Parks, Water and Environment
TASVEG 3.0 Communities within 1000 metres

Legend: Cadastral Parcels
TASVEG 3.0 Communities within 1000 metres

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<th>Code</th>
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<td>FRG</td>
<td>(FRG) Regenerating cleared land</td>
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<td>FUM</td>
<td>(FUM) Extra-urban miscellaneous</td>
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<tr>
<td>FUR</td>
<td>(FUR) Urban areas</td>
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<td>(SLW) Leptospermum scrub</td>
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<td>WOU</td>
<td>(WOU) Eucalyptus obliqua wet forest (undifferentiated)</td>
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</table>

For more information contact: Coordinator, Tasmanian Vegetation Monitoring and Mapping Program.
Telephone: (03) 6165 4320
Email: TVMMPSupport@dpipwe.tas.gov.au
Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

*** No threatened Communities (TNVC 2014) found within 1000 metres ***

*** No Fire History (All) found within 1000 metres ***

*** No Fire History (Last Burnt) found within 1000 metres ***
Please note that some layers may not display at all requested map scales
Legend: Tasmanian Reserve Estate
- Conservation Area
- Conservation Area and Conservation Covenant (NCA)
- Game Reserve
- Historic Site
- Indigenous Protected Area
- National Park
- Nature Reserve
- Nature Recreation Area
- Regional Reserve
- State Reserve
- Wellington Park
- Public authority land within WHA
- Future Potential Production Forest
- Informal Reserve on Permanent Timber Production Zone Land or STT managed land
- Informal Reserve on other public land
- Conservation Covenant (NCA)
- Private Nature Reserve and Conservation Covenant (NCA)
- Private Sanctuary and Conservation Covenant (NCA)
- Private Sanctuary
- Private land within WHA
- Management Agreement
- Management Agreement and Stewardship Agreement
- Stewardship Agreement
- Part S Agreement (Meander Dam Offset)
- Other Private Reserve

Legend: Cadastral Parcels
-
For more information about the Tasmanian Reserve Estate, please contact the Sustainable Land Use and Information Management Branch.
Telephone: (03) 6777 2224
Email: LandManagement.Enquiries@dpipwe.tas.gov.au
Address: GPO Box 44, Hobart, Tasmania, Australia, 7000

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<td>Informal Reserve on other public land</td>
<td>Informal Reserve</td>
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Known biosecurity risks within 1000 meters

Please note that some layers may not display at all requested map scales
Verified Species of biosecurity risk
No verified species of biosecurity risk found within 1000 metres

Unverified Species of biosecurity risk
No unverified species of biosecurity risk found within 1000 metres

Generic Biosecurity Guidelines
The level and type of hygiene protocols required will vary depending on the tenure, activity and land use of the area. In all cases adhere to the land manager’s biosecurity (hygiene) protocols. As a minimum always Check / Clean / Dry (Disinfect) clothing and equipment before trips and between sites within a trip as needed

On Reserved land, the more remote, infrequently visited and undisturbed areas require tighter biosecurity measures.

In addition, where susceptible species and communities are known to occur, tighter biosecurity measures are required.

Apply controls relevant to the area / activity:
- Don't access sites infested with pathogen or weed species unless absolutely necessary. If it is necessary to visit, adopt high level hygiene protocols.
- Consider not accessing non-infested sites containing known susceptible species / communities. If it is necessary to visit, adopt high level hygiene protocols.
- Don't undertake activities that might spread pest / pathogen / weed species such as deliberately moving soil or water between areas.
- Modify / restrict activities to reduce the chance of spreading pest / pathogen / weed species e.g. avoid periods when weeds are seeding, avoid clothing/equipment that excessively collects soil and plant material e.g. Velcro, excessive tread on boots.
- Plan routes to visit clean (uninfested) sites prior to dirty (infested) sites. Do not travel through infested areas when moving between sites.
- Minimise the movement of soil, water, plant material and hitchhiking wildlife between areas by using the Check / Clean / Dry (Disinfect when drying is not possible) procedure for all clothing, footwear, equipment, hand tools and vehicles http://dpipwe.tas.gov.au/invasive-species/weeds/weed-hygiene
- Neoprene and netting can take 48 hours to dry, use non-porous gear wherever possible.
- Use walking track boot wash stations where available.
- Keep a hygiene kit in the vehicle that includes a scrubbing brush, boot pick, and disinfectant http://dpipwe.tas.gov.au/invasive-species/weeds/weed-hygiene/keeping-it-clean-a-tasmanian-field-hygiene-manual
- Dispose of all freshwater away from natural water bodies e.g. do not empty water into streams or ponds.
- Dispose of used disinfectant ideally in town though a treatment or septic system. Always keep disinfectant well away from natural water systems.
- Securely contain any high risk pest / pathogen / weed species that must be collected and moved e.g. biological samples.

Hygiene Infrastructure
No known hygiene infrastructure found within 1000 metres
Appendix B – Planning Report
Executive summary

Timber rich construction systems are increasingly being used in commercial building, with cross laminated and glue laminated timber products used as structural and fabric elements in these solutions. Cross laminated and glue laminated timber consists of solid wood boards glued together, with the boards of each layer oriented in opposing directions (cross laminated), or oriented in the same direction (glue laminated). This process results in large structural building panels and beams with a high strength-to-weight ratio. The products are custom built to a designer’s specification, including CNC machining to trim the product to exact sizes prior to finishing.

The manufacturing process begins with raw rough-sawn Eucalyptus Nitens boards being processed to remove large knots. The boards are finger-joined to achieve the desired lengths and then planed to provide a consistent surface. The boards are then aligned side-by-side into layers and placed in a press. The layers are glued together and pressure is applied. Once curing is complete the panels and beams are machined to exact sizes and edge profiles in preparation for delivery from site.

CLTP Panel Products Pty Ltd (the Proponent) recently received planning approval (DA 47/2019) for the development of a CLTP processing plant across three properties at 3 Waterworth Street, 29-31 Reservoir Drive, and a leased portion of Burnie Airport in Wynyard (the Subject Site).

Following their initial research and low-level trials of the manufacturing process at the Subject Site, the Proponent now proposes to increase the maximum level of annual production from 1,000 m³ to 10,000 m³. The proposed rate of production triggers the requirement for assessment as a Level 2 Activity.

Whilst annual production represents a significant increase in output, the current production levels of 1,000 m³ are intended to be achieved in a period of approximately two months per year. The proposed increase in production will expand the production period to twelve months, and as such will not result in the intensification of access or storage requirements at the Subject Site, and will have a limited impact on the requirements for storage of raw materials and manufactured products.

It is anticipated that the Site will continue to receive deliveries by trucks up to six (6) times each week, but that no trucks will be required to remain on site. Access to the site will be via existing driveways, and sealed-surface areas for vehicle circulation and deliveries.

The area leased from Burnie Airport Corporation Pty Ltd will be used for external storage of materials and products required for, or produced through the manufacturing process. That area will be fully fenced.

No new parking spaces are proposed, and only a minor alteration to the exterior of the two existing buildings will be required, specifically the construction of a bag-house (dust collection system) and ducting between the two buildings.

This report has been prepared by GHD Pty Ltd on behalf of the Proponent to provide a detailed description of the proposed development and manufacturing process, and an assessment of the proposal against the Waratah-Wynyard Interim Planning Scheme 2013. This report, which is to be read in conjunction with the associated Environmental Effects Report, concludes that the proposed development is consistent with the relevant provisions of the Scheme.
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Appendices

Appendix A – Title Certificates
Appendix B – Airport Lease Agreement and Consent
Appendix C – Landowner Consent
Appendix D – Site Plans
Appendix E – Manufacturing Process Flow Diagram
1. Introduction

1.1 Purpose of this report

GHD Pty Ltd (GHD) has been engaged by CLTP Panel Products Pty Ltd to prepare an application to enable the development of a wood fabrication plant in the industrial estate adjacent the Burnie Airport. The development will be undertaken on three (3) lots; 29-31 Reservoir Drive, 3 Waterworth Street, Wynyard, and an area to the rear of these sites which is leased from Burnie Airport Corporation Pty Ltd.

The application is made under Clause 8.4 of the Waratah-Wynyard Interim Planning Scheme 2013 (the Scheme) and is subject to the Planning Authority’s discretion in accordance with Section 57 of the Land Use Planning and Approvals Act 1993 (‘LUPAA’).

The purpose of this report is to provide a detailed description of the Subject Site, proposed development, and assessment of the application against the relevant provisions of the Scheme.

1.2 Overview of report

This report provides a detailed description of each property identified for development in Section 2, including the relevant planning scheme zones and overlays. Section 3 provides a detailed description of the proposed development, and Section 4 provides an assessment of the proposed development against the relevant Scheme standards.

1.3 Scope and limitations

This report: has been prepared by GHD for CLTP Panel Products Pty Ltd and may only be used and relied on by CLTP Panel Products Pty Ltd for the purpose agreed between GHD and the CLTP Panel Products Pty Ltd as set out in this report.

GHD otherwise disclaims responsibility to any person other than CLTP Panel Products Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by CLTP Panel Products Pty Ltd and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.
2. Site and Context

The proposed development will be undertaken across three (3) properties. As shown in Figure 1. Property A at 3 Waterworth Street, Wynyard and comprised in Certificate of Title Volume 159530 Folio 40 and Property B at 29-31 Reservoir Drive, Wynyard comprised in CT 156065/18. The third property referred to as the ‘leased area’ is leased from Burnie Airport Corporation Pty Ltd, and is comprised in CT 159531/100. See Appendix A for copies of all Title documents, and Appendix B for confirmation of the agreement between the Proponent and Burnie Airport Corporation Pty Ltd.

![Figure 1 Subject Site](sourced from the LIST: maps.thelist.tas.gov.au)

Properties A and B each contain a single industrial building with associated access, parking, and utilities connections. Both buildings will be used by the Proponent for manufacturing, research and development, and will contain a combination of machinery and office space. The leased area is partially paved with asphalt surface and provides storage space and access between the respective sites.

The existing building at Property A is 61.3 m deep and 34 m wide (2,084.2 m²) with a roof peak height of 8.2 m. The building’s setbacks from site boundaries are approximately 3.6 m from the southern boundary, 10.2 m from the western boundary (frontage), 9.8 m from the northern boundary (secondary frontage), and is within 1 m of the eastern (rear) boundary.

The building at Property B is 40.3 m deep and 15.3 m wide (616.89 m²) and has a roof peak height of 7.1 m. The building’s setbacks from site boundaries are approximately 12 m from the southern boundary (frontage), 2.9 m from the western boundary, 5.4 m from the northern boundary (rear), and 14.7 m from the eastern boundary.
Access
The Subject Site is accessed via two Council-roads. Property B is accessed from Reservoir Drive via a 6 m wide driveway and Property A from Waterworth Street via a 7.5 m wide driveway, with a secondary access to Bravo Street also via a 7.5 m wide driveway. The lease area is also accessible from Bravo Street.

Surrounding land uses
The Subject Site is within a heavy industrial zone, which includes self-storage facilities, wrecking yards, and manufacturing/service workshops. A Council-operated waste transfer station is located approximately 90 m north of the Subject Site. Property B is approximately 140 m west of the Burnie Airport taxiway, and 420 m north-west of one of the airport runways. Land approximately 220 m and 310 m north-west and west of the Subject Site respectively, includes residential uses.

Figure 2  Surrounded land uses
Sourced from the LIST: maps.thelist.tas.gov.au

Natural topography and hazards
The Subject Site is virtually flat and at an elevation of approximately 17 m to 18 m. The area is not affected by landslide hazard or flood inundation according to relevant LISTmap layers.

Hydrology
An unnamed minor tributary and wetland are located on the southern side of Reservoir Drive. The drain is piped through the industrial estate to Goldie Street, allowing stormwater collection and disposal.
Figure 3  Hydrological features
Sourced from the LIST: maps.thelist.tas.gov.au

Water and sewerage services
Properties A and B are serviced by water and sewer infrastructure. Water reticulation mains run parallel with Reservoir Drive, including along the boundary of Property B. Mains also run parallel with Bravo Street, including along the northern boundary of Property A. Sewer services are accessed via a gravity reticulation main, which runs along the southern and northern boundaries of Property A and B, and the leased area respectively.
Figure 4  Water services
Sourced from the LIST: maps.thelist.tas.gov.au

Figure 5  Sewer services
Sourced from the LIST: maps.thelist.tas.gov.au
2.1 Zoning

The Subject Site is within the General Industrial Zone. The proposed use of the site, being for wood fabrication, falls within the Manufacturing and Processing Use Class, which is a permitted use within the Zone.

Zones north and west of the General Industrial Zone reflect residential, rural living, and recreation uses.

![Zoning map](image)

**Figure 6  Zoning map**

Source: Sourced from the LIST: maps.thelist.tas.gov.au

2.2 Overlays

The only overlay that applies to the Subject Site is the Operational Airspace overlay, which limits the height of buildings according to their distance from Burnie Airport. The Subject Site is subject to a height limitation of 20 m, and a previous development permit for Property A (DA 11/2012) includes a condition limiting the building height to 8.213 m. Neither building at the site exceeds a peak height of 8.2 m.
Figure 7  Operational airspace overlay

Sourced from the LIST: maps.thelist.tas.gov.au
3. Development Proposal

3.1 Applicant details

This application is made by GHD Pty Ltd on behalf of the Proponent. The land owners have signified their consent to the making of this application which is included in Appendix C.

3.2 Proposed manufacturing process

Cross and glue laminated timber consists of solid wood boards glued together, with the boards of each layer either oriented in opposing directions (cross laminated), or in the same direction (glue laminated). The process results in large structural building panels and beams with a high strength-to-weight ratio. The panels and beams are custom built to a designer’s specification, including CNC machining to trim the product to exact sizes prior to finishing.

The process begins with raw rough-sawn *Eucalyptus Nitens* boards being processed to remove large knots. The boards are finger-joined to achieve the desired lengths and then planed to provide a consistent surface. The boards are then aligned side-by-side into layers, which are glued together and pressure is applied. Once curing is completed the panels and beams are machined to exact sizes and edge profiles in preparation for delivery from site.

The proposed manufacturing process will follow four (4) main stages:

1. Raw Material Handling – Raw materials including timber products and glues/treatments will be delivered to the building at Property B, where they will be stored and the timber graded. Glues and other liquid treatment materials will be stored in an area protected from spillage by a bund. Feedstock will also be stored in the leased area, which will be protected by a perimeter fence.

2. CLTP Processing Line – The main manufacturing process will utilise conveyors, an overhead crane, manual handling, and forklifts to move materials between a series of machines, including planers, chippers, a press, a paternoster and others.

3. GLT Processing Line – Raw materials are processed through a press and planer via a conveyor.

4. Finished Goods – Finished panels and beams will be stored on site prior to being delivered from site.

Waste management

Waste materials generated throughout the manufacturing process are fed into hog chippers and a waste extraction collection system. Waste remaining from this process will be removed from the Subject Site either through exhaust, or by waste management vehicles as required.

Figure 8 shows the proposed production process of the development. This diagram is also included in Appendix E.
3.3 Proposed development

A number of activities are in progress to prepare the site for operation of the plant. In summary these are:

- Additional pavement area and installation of fencing around the ‘leased area’;
- Asphalting of the 5 m wide x 25 m long (approx.) paved access for between buildings for the forklift access;
- Installation of plant necessary for the 1,000 m$^3$ per annum operation (note that this is the same plant required for 10,000 m$^3$ operation for which a permit is being sought. The latter will operate on full time basis rather than a short term fixed duration);
- Installation of bag-house and external ducting between Buildings A and B; and
- Construction of a boom gate to manage access to the site, and to limit access to pre-arranged visits only.

The proposed development will continue its current operations, with the only significant change being the total annual output of the manufacturing process, which will increase from up to 1,000 m$^3$ to a maximum 10,000 m$^3$, and the introduction of a 62 kw bag house (dust collection system) to be located adjacent the eastern side of Building A.

Whilst increased production requires an increase to the amount of activity at the Subject Site, including for the delivery and storage of products and materials on Site, the rate of production will increase from two months per year to twelve months per year. As such, the increased activity on Site will be minimal on a week-to-week basis.

The proposed development will not:
• alter the footprint of existing buildings;
• introduce new buildings to the Subject Site;
• intensify the requirement for parking at the Subject Site;
• alter operating times of the business (7 am to 5 pm Monday to Friday); or
• increase the number of employees accessing the Subject Site (estimated eight (8) to 10 full
  Time Equivalent positions).

The proposed development will increase delivery vehicle access to the Site from one (1) per
week in the first year of operation, up to six (6) per week in subsequent years. Table 1 provides
a summary of the estimated increase in production capacity and truck movements.

Table 1: Production capacity and truck movement estimates

<table>
<thead>
<tr>
<th></th>
<th>Year 1 (m³)</th>
<th>Subsequent years (m³)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Production Capacity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Raw material (dried raw</td>
<td>700</td>
<td>3,500</td>
</tr>
<tr>
<td>timber boards)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Product CLTP or GLP</td>
<td>623</td>
<td>3,115</td>
</tr>
<tr>
<td>Waste</td>
<td>77</td>
<td>385</td>
</tr>
<tr>
<td><strong>Truck Movements</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annual truck movements -</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Raw material</td>
<td>30</td>
<td>140</td>
</tr>
<tr>
<td>Product</td>
<td>25</td>
<td>125</td>
</tr>
<tr>
<td>Waste</td>
<td>3</td>
<td>15</td>
</tr>
<tr>
<td>Annual truck movements -</td>
<td></td>
<td></td>
</tr>
<tr>
<td>total</td>
<td>58</td>
<td>280</td>
</tr>
<tr>
<td><strong>Average weekly truck</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>movements - total</td>
<td>1</td>
<td>6</td>
</tr>
</tbody>
</table>

Environmental Management and Pollution Control Act 1994

The proposed development will produce up to 10,000 m³ of manufactured timber products each
year, and is within the threshold of a Level 2 Activity as prescribed in the Schedule to the
*Environmental Management and Pollution Control Act 1994*:

*SCHEDULE 2 - Level 2 Activities*

2. Manufacturing and Mineral Processing

   (g) Wood Processing Works: the conduct of works (other than works at a
builders supply yard, home improvement centre or firewood depot) at which
timber is sawn, cut, compressed, milled, machined or kiln-dried, being works with a total production of 1,000 cubic metres or more per year.

Consistent with application requirements for a Level 2 activity, this report is to be read in conjunction with the associated Environmental Effects Report.
4. **Planning Assessment**

4.1 **General industrial zone**

<table>
<thead>
<tr>
<th>25.1 Zone purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>25.1.1 Zone Purpose Statements</td>
</tr>
<tr>
<td>25.1.1.1 To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on neighbouring uses.</td>
</tr>
</tbody>
</table>

**Consistent**

The proposed development will intensify the existing manufacturing use from approximately 2 months of operations each year to 12 months of operations each year. The intensification will have minimal potential impact on neighbouring properties. Average weekly deliveries of raw materials to the site, including timber and glues, will remain consistent with current levels of up to three (3) times each week. Materials will be stored on site prior to manufacturing and finished products will be despatched from the site as required (estimated up to three (3) times each week). The process will include the following steps:

1. Raw rough-sawn Eucalyptus Nitens will be delivered to, and stored on site.
2. Timber boards will be processed to remove large knots and will be joined and planed.
3. The boards will then be layered and cross laminated in a press.
4. Pressure will be applied to the layers until cured.
5. The completed layers will be machined in preparation for despatch from the site.

<table>
<thead>
<tr>
<th>25.1.2 Local area objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) General industrial use is clustered into one or more locations with strategic advantage for industrial activity resulting from availability of suitable land, efficient access for freight transport and adequate provision for utilities.</td>
</tr>
<tr>
<td>(b) Provide for industry that requires separation from other use due to likelihood for conflict and impact to extend beyond the zone boundary.</td>
</tr>
<tr>
<td>(c) Restrict use that competes for and displaces availability of land for industrial use, including general retail and hire, bulky goods sales, large format retail, community meeting and entertainment, and sports and recreation.</td>
</tr>
</tbody>
</table>

**Consistent**

(a) The proposed development will intensify existing Manufacturing and Processing land use at the Subject Site, within a cluster of industrial land uses, and will take advantage of existing access and utilities infrastructure.

(b) The proposed development will be approximately 230 m from the nearest residential zoned area, and is separated from rural land uses adjacent Property B by Reservoir Road. The development will not interfere with the operations of Burnie Airport or the associated Utilities Zone.
25.1.2 Local area objectives

(c) The proposed development will utilise land currently used for industrial purposes, as is intended by the zone classification.

25.1.3 Desired Future Character Statements

(a) Use or development for general industry –

(i) Is to occur on a site of sufficient size to fully accommodate all buildings and external activity areas.

(ii) Is to create a site with well-defined frontage access.

(iii) Typically provide utilitarian industrial style buildings and structures of large floor area and bulk.

(iv) May include expansive hard-seal and illuminated parking and loading areas and areas for the display, storage and handling of goods and materials exposed to view from a road internal to the industrial estate.

(v) May include an activity, process, good, material, product or plant that if undertaken, operated, handled, or stored in accordance with all measures to minimise impact could create likely risk to human health, life or property, or to the biophysical environment.

(b) Use on industrial land is likely to include activities that conflict with or impact on the amenity of use on land external to the industrial zone boundary by reason of –

(i) Emission to air, land or water of light, noise, odour, particulates, radiation or vibration.

(ii) Hours of operation.

(iii) Level of freight transport activity or

(iv) Visual prominence of buildings, structures and external activity areas.

Consistent

(a) The proposed development:

(i) is on a site with sufficient area to accommodate the proposed use, including existing buildings and external areas for parking, loading and storage.

(ii) will maintain the existing, well defined frontage access.

(iii) will maintain the utilitarian building style, which includes wide driveways of 6 m to 7.5 m, large building access doors, and large floor areas of 2,084 m² and 616 m² respectively for Properties A and B.

(iv) will maintain hard-sealed loading/unloading areas for external storage, which will be visible from Waterworth Street and Bravo Street (Property A), and from Reservoir Drive (Property B).

(v) activities on the site will be undertaken in a manner consistent with OHS procedures and other relevant regulatory requirements to minimise the potential for impacts on human health, life or property, or the environment.
25.1.3 Desired Future Character Statements

(b) Given the manufacturing process involved with the development, the General Industrial Zone is the best fit for purpose by reason of emissions, hours of operation and building scale.

25.2 Use table

**Consistent**

The proposed development is consistent with the definition of the Manufacturing and Processing Use Class in the Scheme:

*Use of land for manufacturing, assembling or processing products other than Resource processing. Examples include boat building, brick making, cement works, furniture making, glass manufacturing, metal and wood fabrication, mineral processing and textile manufacturing.*

The Manufacturing and Processing Use Class is permitted in the General Industrial Zone.

25.4 Development standards

25.4.1 Suitability of a site or lot for use or development

Objective:

The minimum properties of a site and of each lot on a plan of subdivision are to –

(a) Provide a suitable development area for the intended use.

(b) Provide access from a road.

(c) Make adequate provision for a water supply and for the drainage and disposal of sewage and stormwater.

**Consistent**

(a) The combined area of all properties in this application is 7,566 m² including the leased area. The area is suitable for the requirements of the manufacturing process detailed in the Site Plans and Process Flow Diagram accompanying this report (see Appendix D and Appendix E).

(b) Each property in this application has access to a Council maintained public road, including Waterworth and Bravo Streets, and Reservoir Drive.

(c) The Subject Site is fully serviced with water, sewer and stormwater.

<table>
<thead>
<tr>
<th>Acceptable Solutions</th>
<th>Performance Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>P1</td>
</tr>
</tbody>
</table>
| A site or each lot on a plan of subdivision must –  
(a) Have a site area of not less than 1,000 m² excluding any access strip; and  
(b) If intended for a building, contain a building area of not less than 500 m² – | A site or each lot on a plan of subdivision must be of sufficient area for the intended use or development without likely constraint or interference for –  
(a) Erection of a building if required by the intended use. |
25.4 Development standards

(i) Clear of any applicable setback from a frontage, side or rear boundary.
(ii) Clear of any applicable setback from a zone boundary.
(iii) Clear of any registered easement.
(iv) Clear of any registered right of way benefitting other land;
(v) Not including land required as part of access to the site.
(vi) Accessible from a frontage or access strip.
(vii) Clear of any area required for the on-site disposal of sewage or stormwater.

(b) Access to the site.
(c) Use or development of adjacent land;
(d) An utility.
(e) Any easement or lawful entitlement for access to other land.

Complies with A1

The properties in this application:

(a) Each have a site area in excess of 1,000 m² excluding access strips. These are 3,571 m² for Property A, 2,131 m² for Property B, and 1,793 m² for the leased area; and

(b) The existing building areas on Properties A and B exceed 500 m², including 2,202 m² at Property A and 616 m² at Property B. The proposed development will not alter the footprint of either building:

(i) Consistent with 25.4.2 A1.1 the existing buildings at Properties A and B are not required to be set back from a boundary.
(ii) Consistent with Clause 25.4.3 no land within the Subject Site shares a boundary to a zone. Consistent with Clause 25.4.3 the building at Property B is set back from the Rural Resource Zone boundary, which lies in the centre of Reservoir Drive, by approximately 20 m. The Rural Resource Zone is not listed in the Table to Clause 25.4.3 A1.
(iii) Buildings on the Subject Site are clear of registered easements, including a sewage easement inside the southern boundary of Property A, and an Electricity easement inside the southern boundary (frontage) of Property B.
(iv) Not applicable. There are no rights of way affecting properties within the Subject Site.
(v) The existing buildings do not impede access to the site.
(vi) The existing buildings will maintain access from existing frontages.
(vii) Not applicable. The Subject Site is fully serviced.

A2
A site or each lot on a subdivision plan must have a separate access from a road –

P2
(a) A site must have a reasonable and secure access from a road provided –
## 25.4 Development standards

(a) Across a frontage over which no other land has a right of access with a width of not less than 20.0 m.

(b) If an internal lot, by an access strip connecting to a frontage over land not required as the means of access to any other land with a width of not less than 10.0 m or

(c) By a right of way connecting to a road –
   (i) Over land not required as the means of access to any other land.
   (ii) Not required to give the lot of which it is a part the minimum properties of a lot in accordance with the acceptable solution in any applicable standard.
   (iii) With a width of not less than 10.0 m.

(d) The relevant road authority in accordance with the Local Government (Highways) Act 1982 or the Roads and Jetties Act 1935 must have advised it is satisfied adequate arrangements can be made to provide vehicular access between the carriageway of a road and the frontage, access strip or right of way to the site or each lot on a proposed subdivision plan.

(i) Across a frontage or
(ii) By an access strip connecting to a frontage, if for an internal lot or

(iii) By a right of way connecting to a road over land not required to give the lot of which it is a part the minimum properties of a lot in accordance with the acceptable solution in any applicable standard.

(iv) The dimensions of the frontage and any access strip or right of way must be adequate for the type and volume of traffic likely to be generated by –
   a. The intended use.
   b. The existing or potential use of any other land which requires use of the access as the means of access for that land.

(v) The relevant road authority in accordance with the Local Government (Highways) Act 1982 or the Roads and Jetties Act 1935 must have advised it is satisfied adequate arrangements can be made to provide vehicular access between the carriageway of a road and the frontage, access strip or right of way to the site or each lot on a subdivision plan.

(b) It must be unnecessary for the development to require access to the site or to a lot on a subdivision plan.

### Complies with A2

Each property within the Subject Site will retain separate access from a road:

(a) across a frontage over which no other land has a right of access.

(b) Neither property is an internal lot.

(c) Not applicable.

(d) Waratah-Wynyard Council as the road authority has previously determined that access to the development site is adequate.

| A3 | P3 |
### 25.4 Development standards

<table>
<thead>
<tr>
<th>A site or each lot on a plan of subdivision must be capable of connecting to a water supply provided in accordance with the <em>Water and Sewerage Industry Act 2008</em></th>
<th>(a) There must be a water supply with an adequate level of reliability, quality, and quantity to service the anticipated use of the site or the intended use of each lot on a plan of subdivision or (b) It must be unnecessary to require a water supply.</th>
</tr>
</thead>
</table>
| **Complies with A3**
Each property forming the Subject Site is connected to reticulated water infrastructure. | **P4**
(a) A site or each lot on a plan of subdivision must drain and dispose of sewage and liquid trade waste –

(i) In accordance with any prescribed emission limits for discharge of waste water.

(ii) In accordance with any limit advised by the Tasmanian Environmental Protection Agency.

(iii) Without likely adverse impact for the health or amenity of the land and adjacent land.

(iv) Without compromise to water quality objectives for surface or ground water established under the State Policy on Water Quality Management 1997.

(v) With appropriate safeguards to minimise contamination if the use or development has potential to -

a. Indirectly cause the contamination of surface or ground water or

b. Involve an activity or process which requires the use, production, conveyance or storage of significant quantities of sewage or liquid trade waste that may cause harm to surface or ground water if released through accident, malfunction, or spillage or |
### 25.4 Development standards

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>(b) It must be unnecessary to require drainage and disposal of sewage or liquid trade waste.</td>
<td>Complies with A4</td>
</tr>
<tr>
<td>Both buildings are connected to the reticulated sewerage network.</td>
<td></td>
</tr>
</tbody>
</table>

**Complies with A4**

Both buildings are connected to the reticulated sewerage network.

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>A5 A site or each lot on a plan of subdivision must be capable of draining and disposing of stormwater to a stormwater system provided in accordance with the Urban Drainage Act 2013.</td>
<td>P5</td>
</tr>
<tr>
<td>P5 (a) A site or each lot on a plan of subdivision must drain and dispose of stormwater –</td>
<td></td>
</tr>
<tr>
<td>(i) To accommodate the anticipated stormwater –</td>
<td></td>
</tr>
<tr>
<td>a. Currently entering from beyond its boundaries.</td>
<td></td>
</tr>
<tr>
<td>b. From the proposed development.</td>
<td></td>
</tr>
<tr>
<td>(ii) Without likelihood for concentration on adjacent land.</td>
<td></td>
</tr>
<tr>
<td>(iii) Without creating an unacceptable level of risk for the safety of life or for use or development on the land and on adjacent land.</td>
<td></td>
</tr>
<tr>
<td>(iv) To manage the quantity and rate of discharge of stormwater to receiving waters.</td>
<td></td>
</tr>
<tr>
<td>(v) To manage the quality of stormwater discharged to receiving waters.</td>
<td></td>
</tr>
<tr>
<td>(vi) To provide positive drainage away from any sewer pipe, on-site sewage disposal system, or building area or</td>
<td></td>
</tr>
<tr>
<td>(b) It must be unnecessary to require arrangements for the drainage and disposal of stormwater.</td>
<td></td>
</tr>
</tbody>
</table>

**Complies with A5**
The site and buildings are connected to the stormwater system.

### 25.4.2 Location and configuration of development

**Objective:**
The location and configuration of development is to –
25.4.2 Location and configuration of development

(a) Provide for the efficient use of land.

(b) Assist to minimise visual prominence if exposed to likely view from a major transport corridor.

(c) Provide for buildings, service activity and vehicle parking of suitable size to accommodate industrial use.

Consistent

The proposed development provides an efficient use of the land; will not be prominent when viewed from the Bass Highway; and is suitable for industrial uses.

<table>
<thead>
<tr>
<th>Acceptable Solutions</th>
<th>Performance Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1.1</td>
<td>P1</td>
</tr>
<tr>
<td>A building is not required to setback from a frontage or boundary unless –</td>
<td>The setback of a building must –</td>
</tr>
<tr>
<td>(a) The development is on land that abuts a road specified in the table to this clause, in which case the setback must be as specified from that road or</td>
<td>(a) Be consistent with prevailing frontage setbacks for any existing and approved building on the site or on adjacent land.</td>
</tr>
<tr>
<td>(b) There is a building area shown on a sealed plan, in which case the building must be setback from the frontage and from each side or rear boundary so as to be contained within the building area.</td>
<td>(b) Provide a transitional space between the road and any industrial use on the site sufficient to buffer or screen the site to view from a road.</td>
</tr>
<tr>
<td>A1.2</td>
<td>(c) Provide measures to attenuate visual impact of the site.</td>
</tr>
<tr>
<td>Where a building is setback from a road the area between a building and the frontage must be landscaped and treated to assist screening of development from the road by:</td>
<td></td>
</tr>
<tr>
<td>(a) Retention, replacement, or provision of trees or plantings of a type consistent with the established vegetation character of adjacent land.</td>
<td></td>
</tr>
<tr>
<td>(b) Provision of screening devices such as earth mounds and fencing or</td>
<td></td>
</tr>
<tr>
<td>(c) A combination of (a) and (b).</td>
<td></td>
</tr>
</tbody>
</table>

Complies with A1.1

The building on Property A will maintain its setback of approximately 12 m from its primary frontage to Waterworth Street, and the building at Property B will maintain its setback of approximately 10 m from its frontage to Reservoir Drive.

Complies with A1.2 (a)

Each property includes chain-link and barbed-wire fencing along its frontage, and secondary frontage boundaries consistent with adjacent properties.
25.4.2 Location and configuration of development

<table>
<thead>
<tr>
<th>A2</th>
<th>P2</th>
</tr>
</thead>
</table>
| Building height must not be more than 20.0 m | Building height must -  
(a) Minimise likelihood for overshadowing of a habitable room or a required minimum area of private open space in any adjacent dwelling.  
(b) Minimise the apparent scale, bulk, massing and proportion relative to any adjacent building.  
(c) Be consistent with the streetscape.  
(d) Respond to the effect of the slope and orientation of the site.  
(e) Take into account the effect and durability of screening other than vegetation to attenuate impact. |

Complies with A2

The building at Property A has a total height of 8.2 m and the building at Property B has a total height of 7.1 m.

25.4.3 Setback from zone boundaries

Not applicable. The Subject Site does not share a boundary with a different zone.

25.4.4 Subdivision

Not applicable. The proposed development does not include the subdivision of land.

4.2 Codes

4.2.1 E2 Airport impact management code

E2.1 Purpose of the code

E2.1.1 The purpose of this provision is to –  
(a) Assist operational efficiency, safety, and security for –  
(i) Burnie airport as an essential regional passenger and freight transport facility.  
(ii) Aviation operations and airport requirements at the Burnie airport.  
(iii) Function of aviation facilities.  
(b) Minimise increase in the potential number of people living, working, or congregating in sensitive use development on land within and adjacent to the Burnie airport.
### E2.1 Purpose of the code

(c) Minimise likely adverse effect on human health, public safety and amenity from aviation operations at the Burnie airport.

**Consistent**

The efficiency, safety and security of Burnie Airport and associated aviation activities and facilities will not be impacted by the proposed development. All proposed development will be contained within the existing site boundaries and buildings in relation to which the existing building heights will not change. The development will not introduce sensitive use within the curtilage of the airport, nor will it impact aviation operations.

### E2.5 Use standards

#### E2.5.1 Exposure to Aircraft Noise

**Objective:**

(a) The likelihood for aircraft noise to cause harm to human health or to unreasonably interfere with the amenity of non-airport use is to be minimised.

(b) Non-airport use is to minimise likely interference or constraint on the operation of an airport.

**Consistent**

(a) Noise from airport operations is unlikely to effect the amenity of those using the development site which is within the industrial zone.

(b) Being for manufacturing activities primarily within the existing buildings and the boundaries of the Subject Site the proposed development will not interfere with or constrain airport operations.

<table>
<thead>
<tr>
<th><strong>Acceptable Solutions</strong></th>
<th><strong>Performance Criteria</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>P1</td>
</tr>
<tr>
<td>(a) The use must be:</td>
<td>(a) The use must have an overriding social, economic or environmental benefit to the community.</td>
</tr>
<tr>
<td>(i) An ‘Acceptable’ use class for the applicable ANEF noise exposure level as shown on the Table to this clause or</td>
<td></td>
</tr>
<tr>
<td>(ii) An ‘Acceptable use class subject to conditions’ for the ANEF noise exposure level as shown on the Table to this clause.</td>
<td></td>
</tr>
<tr>
<td>(b) Building construction must satisfy AS 2021 (2000) with respect to interior noise levels for the use class.</td>
<td></td>
</tr>
<tr>
<td>(c) The owner of the site has given written consent for an agreement in accordance with Part 5 of the Land Use Planning and Approvals Act 1993 to be registered on the</td>
<td></td>
</tr>
</tbody>
</table>

(d) The owner of the site must give written consent for an agreement in accordance with
### E2.5 Use standards

<table>
<thead>
<tr>
<th>Title indicating likely exposure of use or development to noise nuisance from operations at the airport.</th>
<th>Part 5 of the Land Use Planning and Approvals Act 1993 to be registered on the title indicating likely exposure of use or development to noise nuisance from operations at the airport.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(e) The relevant airport operator must indicated there is no likelihood for subsequent need to limit aircraft operations.</td>
<td></td>
</tr>
</tbody>
</table>

**Complies with A1**

(a) Not applicable. There are no ANEF levels indicated by Burnie Airport included in the Scheme or Overlays. Nonetheless:

(i) Manufacturing and Processing is an ‘Acceptable’ use class for ANEF noise exposure levels up to 25-30 as shown on the Table to Clause E2.5.1.

(ii) Manufacturing and Processing is an ‘Acceptable use class subject to conditions’ for ANEF noise exposure levels up to 30-35 as shown on the Table to Clause E2.5.1.

(b) Both existing buildings are constructed to relevant Australian Standards.

(c) Not applicable. There are no ANEF levels indicated by Burnie Airport included in the Scheme or Overlays.

### E2.6 Development standards

**E2.6.1 Information Requirements**

In addition to the requirements of clause 8.1, the following information is required to show:

(a) Whether the use or development is likely to penetrate operational airspace.

(b) Whether the use or development is likely to impact operation of aviation facilities.

(c) Location of the site relative to ANEF contours.

(d) Whether the site is within a public safety area.

(e) Any strategy to manage or mitigate likely adverse effect of the use or development on:

(i) Operational airspace or the function of aviation facilities.

(ii) Human health, public safety, and amenity from aircraft operation and aviation facilities at the airport.

**Consistent**

(a) Operational airspace is not penetrated by the existing buildings at each property, which are 8.2 m and 7.1 m in height respectively.

(b) The proposed development will not interfere with airport facility operations.

(c) There are no ANEF levels indicated by Burnie Airport included in the Scheme or Overlays.

(d) The existing building at Property A is a minimum 430 m past the end of an airport runway, and not regarded as being within a public safety area.

(e) The existing buildings and proposed development will not impact:
### E2.6 Development standards

(i) Operational airspace or the function of aviation facilities or
(ii) Human health, public safety, and amenity from aircraft operation and aviation facilities at the airport.

### E2.6.2 Protection of operational airspace

**Objective:**

Development is to maintain:

(a) Efficient operation and safety of aircraft in operational airspace.
(b) Function of aviation facilities.

**Consistent**

The proposed development will not interfere with the operation of the Airport as it will not penetrate operational airspace and is sufficiently distant from the airport runway and other facilities to not interfere with their operation.

<table>
<thead>
<tr>
<th>Acceptable Solutions</th>
<th>Performance Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>P1</td>
</tr>
<tr>
<td>Use or development must not:</td>
<td>The relevant airport operator or aviation agency must advise:</td>
</tr>
<tr>
<td>(a) Penetrate the Obstacle Limitation Surface (OLS) or</td>
<td>(a) It is satisfied the use or development does not have adverse effect on efficient operation and safety of operational airspace or the function of an aviation facility.</td>
</tr>
<tr>
<td>(b) Interfere with operation of aviation facilities.</td>
<td>(b) Any condition or requirement for the location, design, and control of the use or development if it:</td>
</tr>
<tr>
<td></td>
<td>(i) Penetrates the Obstacle Limitation Surfaces (OLS) or</td>
</tr>
<tr>
<td></td>
<td>(ii) Is likely to interfere with operation of an aviation facility.</td>
</tr>
</tbody>
</table>

**Complies with A1**

The existing buildings and proposed development will not:

(a) Penetrate the Obstacle Limitation Surface (OLS) as each building has a total height of 7.1 m and 8.2 m respectively; or
(b) Interfere with the operation of aviation facilities, being in excess of 430 m from a runway, and 230 m from a hangar, and having no interaction with access to the Airport site or its facilities.
E2.6.3 Public safety areas

Objective:
The likelihood for risk to use from the effect of aircraft accidents near the end of a runway in association with take-off or landing is to be minimised

Not applicable
The proposed development is located a minimum of 450 m west of one of the airport runways and is not considered to be within an area at risk of the effect of aircraft accidents.

4.2.2 E7 Sign code

E7.4 Use or development exempt from this code

The proposed development is exempt from the Code, consistent with Clause E7.4.2 (r)

A single existing sign within the frontage of Property A:

(i) Indicates -
   a. The name of the business (CLTP Tasmania).
   b. The nature of the business on site (Manufacturing).
   c. The address of the site (3 Waterworth Street).
   d. The company logo.

(ii) Has a total display area 1.36 m wide, 2.45 m high, and an area 3.33 m².

(iii) Not applicable.

(iv) Not applicable.

(v) Is freestanding adjacent the wall of the building behind the frontage boundary.

(vi) Not visible across an interface boundary to any land in another zone.

4.2.3 E9 Traffic generating use and parking code

E9.1 Purpose of the traffic generating use and parking code

E9.1.1
The purpose of this provision is to –

(a) Assist to protect the operational efficiency and safety of roads.

(b) Assist to protect public investment in road assets.

(c) Require on-site arrangements for –
   (i) Circulation and passage of vehicles.
   (ii) Loading and unloading of freight and people.
   (iii) Parking to service vehicles having business on the site.

(d) Specify design standards for circulation, loading and unloading, and parking areas within a site.
### E9.1 Purpose of the traffic generating use and parking code

| (e) | Accommodate Local Area Parking Schemes. |

**Consistent**

The proposed development will:

(a) Maintain driveway crossovers approximately 7 m wide at Property A to Waterworth and Bravo Streets, and 6 m wide at Property B to Reservoir Drive, which will accommodate the vehicle movements associated with eight (8) to 10 employees and up to six (6) weekly truck and delivery vehicle movements.

(b) Be accessed via existing roads, thereby improving utilisation of public investment in road assets.

(c) Will maintain areas on-site for:
   - (i) The circulation and passage of vehicles via internal driveways.
   - (ii) The loading and unloading of freight and people in existing loading and unloading area.
   - (iii) The parking of vehicles with business on the site.

(d) Will maintain concrete surfaced areas for the circulation of traffic within each site, including for loading and unloading areas and parking.

(e) Not applicable.

### Table E9.1 Provision of parking spaces and loading areas

| (a) | The minimum provision for parking spaces must be calculated in accordance with the Minimum Parking Space Requirement or part thereof and rounded upwards to the nearest whole number. |
| (b) | The minimum provision for a loading area must be calculated in accordance with the Minimum Loading Area Requirement or part thereof and rounded upwards to the nearest whole number. |
| (c) | If a proposed development contains multiple uses, the parking and loading requirement must be calculated for each component use, added together, and rounded upwards to the nearest whole number. |
| (d) | The requirement for parking in a changed or enlarged use must be calculated as the difference between the required parking for the changed or enlarged use and any existing parking requirement (whether or not there is full compliance with this Code) provided the total number of spaces in the current parking provision is retained as part of the proposed use (albeit such spaces may be relocated within the redevelopment). |
| (e) | Adjacent on-road car parking space must not be included to satisfy minimum parking spaces requirements. |
| (f) | Access driveways, internal circulation aisles, and loading areas must not qualify as vehicle parking space. |

**Manufacturing and processing**

Minimum parking space requirement:
Table E9.1 Provision of parking spaces and loading areas

(a) 1 x space / 75 m\(^2\) gross floor area for manufacturing or processing workshop.
(b) 1 x space / 40 m\(^2\) gross office floor area.

Minimum loading area requirement:
1 x large rigid truck space / 800 m\(^2\) gross floor area.

**Storage**

Minimum parking space requirement:
a) 1 x space / 300 m\(^2\) gross floor area.
b) 1 x space / 40 m\(^2\) gross floor area office area.

Minimum loading area requirement:
(a) 1 x articulated truck space / 800 m\(^2\) gross floor area or
(b) 1 x large rigid truck for self-store units.

**Comment**

The following table provides a breakdown of the total amount of space within each property according to its proposed use:

<table>
<thead>
<tr>
<th>Property</th>
<th>Manufacturing and processing use (m(^2))</th>
<th>Office use (m(^2))</th>
<th>Storage use (m(^2))</th>
<th>Gross floor area (m(^2))</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property A (square metres)</td>
<td>2186</td>
<td>25.4</td>
<td>N/A</td>
<td>2211.4</td>
</tr>
<tr>
<td>Property B (square metres)</td>
<td>N/A</td>
<td>26.6</td>
<td>523.6</td>
<td>550.2</td>
</tr>
<tr>
<td>Leased Area (square metres)</td>
<td>N/A</td>
<td>N/A</td>
<td>896.5</td>
<td>896.5</td>
</tr>
<tr>
<td>Total (square metres)</td>
<td>2186</td>
<td>52</td>
<td>1420.1</td>
<td>3658.1</td>
</tr>
</tbody>
</table>

The following table provides a breakdown of the total number of vehicle and truck parking spaces required for the total Subject Site, in accordance with Table E9.1 of the Scheme:

<table>
<thead>
<tr>
<th>Manufacturing and processing use (m(^2))</th>
<th>Office use (m(^2))</th>
<th>Storage use (m(^2))</th>
<th>Gross floor area (m(^2))</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total area (square metres)</td>
<td>2186</td>
<td>52</td>
<td>1420.1</td>
</tr>
<tr>
<td>Vehicle parking spaces required</td>
<td>29.1467</td>
<td>1.3</td>
<td>1.775125</td>
</tr>
<tr>
<td>Rounded up to nearest whole number</td>
<td>30</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Truck parking spaces required</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Rounded up to nearest whole number</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Based on the above tables the total number of vehicle and truck parking spaces required for the Subject Site, in accordance with Table E9.1 of the Scheme, is 34 and five (5) respectively.

The proposed development will retain an existing seven (7) vehicle parking spaces, and will introduce one (1) disability parking space at Property A. It will also introduce 12 vehicle parking spaces at Property B, bringing the total number of parking spaces to 20.
Table E9.1 Provision of parking spaces and loading areas

Large heavy rigid and articulated trucks are able to access each site to load and unload deliveries, and are not required to be kept on site. There will be no truck parking spaces provided at the Subject Site.

It is anticipated that a total eight (8) to 10 employees will attend the Subject Site at any given time. The combined total of 20 vehicle parking spaces will be sufficient for the requirements of both properties, including the provision of extra spaces for visitors. Further, access to the site will be managed with a boom gate and visitation to the site will require a prior appointment, thereby ensuring sufficient parking is available at all times.

E9.5 Use standards

E9.5.1 Provision for parking

Objective:

Provision is to be made for convenient, accessible, and usable vehicle parking to satisfy requirements for use or development without impact for use or development of other land or for the safety and operation of any road.

Consistent

The proposed development will maintain a total of 20 parking spaces, which is appropriate for the anticipated requirements for the proposed use and development at the site.

<table>
<thead>
<tr>
<th>Acceptable Solutions</th>
<th>Performance Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>P1</td>
</tr>
<tr>
<td>Provision for parking must be –</td>
<td>(a) It must be unnecessary or unreasonable to require arrangements for the provision of vehicle parking or</td>
</tr>
<tr>
<td>(a) The minimum number of on-site vehicle parking spaces must be in accordance with the applicable standard for the use class as shown in the Table to this Code.</td>
<td>(b) Adequate and appropriate provision must be made for vehicle parking to meet –</td>
</tr>
<tr>
<td></td>
<td>(i) Anticipated requirement for the type, scale, and intensity of the use.</td>
</tr>
<tr>
<td></td>
<td>(ii) Likely needs and requirements of site users.</td>
</tr>
<tr>
<td></td>
<td>(iii) Likely type, number, frequency, and duration of vehicle parking demand.</td>
</tr>
</tbody>
</table>

Complies with P1

(a) Not applicable, as parking is to be made available.

(b) The proposed development will maintain a total of 20 vehicle parking spaces, which is adequate and appropriate for the anticipated eight (8) to 10 employees that will access the site on a daily basis. The requirements of site users will be met with a sufficient number of parking spaces provided, and access to the site will be managed to prevent visitation without prior arrangements, which will consider the frequency and duration of parking demand.
E9.5.2 Provision for loading and unloading of vehicles

Objective:

Provision is made for conveniently located and accessible areas for the loading and unloading of goods and materials and for the pick-up and set-down of passengers from vehicles.

Consistent

The Subject Site is conveniently accessible to large heavy rigid and articulated trucks, including sufficient space for the loading and unloading of goods and materials and vehicle manoeuvring. It is not anticipated that passenger vehicles will visit the site.

Acceptable Solutions | Performance Criteria
--- | ---
A1 | P1
There must be provision within a site for –
(a) On-site loading area in accordance with the requirement in the Table to this Code.
(b) Passenger vehicle pick-up and set-down facilities for business, commercial, educational and retail use at the rate of one
(1) space for every 50 parking spaces. | (a) It must be unnecessary or unreasonable to require arrangements for loading and unloading of vehicles or
(b) Adequate and appropriate provision must be made for the loading and unloading of vehicles to meet –
(i) Likely volume, type and frequency of vehicles associated with the delivery and collection of goods and passengers.
(ii) Likely frequency and duration of requirements for delivery and collection of goods or people.

Complies with P1

(a) Not applicable.
(b) Delivery vehicles, including large heavy rigid and articulated trucks, are provided with sufficient space to manoeuvre within the site while making deliveries or being loaded.

(i) It is expected that there will be up to six (6) delivery vehicle movements each week, including for raw materials, finished products, and the removal of waste materials. Vehicles expected to access the site include heavy rigid and articulated trucks, and waste removal trucks.
(ii) It is expected that the loading and unloading of delivery vehicles will occur up to six (6) times each week and delivery vehicles will not be required to remain on site longer than is necessary.

E9.6 Development standards

E9.6.1 Design of vehicle parking and loading areas

Objective:
E9.6 Development standards

Vehicle circulation, loading, and parking areas –

(a) Protect the efficient operation and safety of the road from which access is provided.
(b) Promote efficiency, convenience, safety, and security for vehicles and users.
(c) Provide an appropriate layout and adequate dimension to accommodate passenger or freight vehicle associated with use of the site.

Consistent

The proposed development provides for the safe and efficient circulation, loading and parking of vehicles such that –

(a) Access to each property within the Subject Site is across a sealed concrete surface and wide driveway to surrounding road.
(b) Sufficient area is provided for the circulation and manoeuvring of vehicles and pedestrian movement within each site.
(c) Sufficient area is provided at each site for access and operation of freight vehicles within the site.

Acceptable Solutions

<table>
<thead>
<tr>
<th>Acceptable Solutions</th>
<th>Performance Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1.1</td>
<td>P1</td>
</tr>
</tbody>
</table>
| All development must provide for the collection, drainage and disposal of stormwater. | The layout and construction of a vehicle parking area, loading area, circulation aisle, and manoeuvring area must be adequate and appropriate for –
| A1.2                 | (a) The nature and intensity of the use. |
| Other than for development for a single dwelling in the General Residential, Low Density Residential, Urban Mixed Use and Village zones, the layout of vehicle parking area, loading area, circulation aisle and manoeuvring area must – | (b) Effect of size, slope and other physical characteristics and conditions of the site. |
| (a) Be in accordance with AS/NZS 2890.1 (2004) – Parking Facilities - Off Street Car Parking. | (c) Likely volume, type, and frequency of vehicles accessing the site. |
| (b) Be in accordance with AS/NZS2890.2 (2002) Parking Facilities – Off Street Commercial Vehicles. | (d) Likely demand and turnover for parking. |
| (c) Be in accordance with AS/NZS 2890.3 1993) Parking Facilities – Bicycle Parking Facilities. | (e) Delivery and collection vehicles. |
| (d) Be in accordance with AS/NZS 2890.6 Parking Facilities – Off Street Parking for People with Disabilities. | (f) Familiarity of users with the vehicle loading and vehicle parking area. |
| (e) Each parking space must be separately accessed from the internal circulation aisle within the site. | (g) Convenience and safety of access to the site from a road. |
|                       | (h) Safety and convenience of internal vehicle and pedestrian movement. |
|                       | (i) Safety and security of site users. |
|                       | (j) The collection, drainage, and disposal of stormwater. |
### E9.6 Development standards

| (f) Provide for the forward movement and passing of all vehicles within the site other than if entering or leaving a loading or parking space. |
| (g) Be formed and constructed with compacted sub-base and an all-weather surface. |

**Complies with P1**

The layout and construction of vehicle parking and loading areas throughout the Subject Site are adequate and appropriate in scale and design for the anticipated use. In particular:

(a) A sufficient number of parking spaces for the anticipated number of employees, visitors, and delivery vehicles can be provided.

(b) Sufficient area for access and manoeuvring within the site, on what is a flat site.

(c) A sufficient number of parking spaces and suitable access to accommodate the anticipated volume and frequency of vehicles accessing the site – including employee parking and delivery vehicles (6 times per week).

(d) The limited demand for parking by employees can be met, and given the nature of the business, additional and occasional parking is unlikely to be needed. Adequate provision can be made for service vehicles accessing the site.

(e) Sufficient space is provided for access and manoeuvring by delivery and collection vehicles.

(f) The parking and vehicle loading areas, being either within the frontage or adjacent the loading areas of the buildings at each respective property within the site will be clearly distinguishable to site users, who in the main will be associated with the operation.

(g) Safe access to parking areas is provided across wide, sealed driveways.

(h) Safe movement of vehicles and pedestrians within each site, including the provision of pedestrian access to the entrance of each building is achieved.

(i) The safety and security of site users is achieved through the provision of sealed driveway and parking areas, and managed site access with the inclusion of a boom gate.

(j) In reference to drainage, the collection, and disposal of stormwater to the municipal stormwater network.

**A2**

Design and construction of an access strip and vehicle circulation, movement and standing areas for use or development on land within the Rural Living, Environmental Living, Open Space, Rural Resource, or Environmental Management zones must be in accordance with the principles and requirements for in the current edition of Unsealed Roads Manual – Guideline for Good Practice ARRB.

**P2**

Design of internal access roads and vehicle circulation, movement and standing areas for permitted use on land within the Rural Living, Environmental Living, Open Space, Rural Resource, or Environmental Management zones must be adequate and appropriate for the likely type, volume, and frequency of traffic.
## E9.6 Development standards

**Not applicable**

The proposed development is within the General Industrial Zone.
5. Conclusion

The proposed development to intensify the use of the Subject Site for the manufacturing of cross laminated and glue laminated timber products has been assessed against the provisions of the Waratah-Wynyard Interim Planning Scheme 2013. The proposed development is consistent with the purpose and objectives of the General Industrial Zone, and where the proposal does not meet the Acceptable Solution of a planning scheme standard it is demonstrated to be satisfactory against relevant Performance Criteria.
Appendix A – Title Certificates
SEARCH DATE : 04-Mar-2019
SEARCH TIME : 11.24 AM

DESCRIPTION OF LAND

Town of WYNYARD
Parish of QUIGGIN Land District of WELLPINGTON
Lot 40 on Sealed Plan 159530
Derivation : Part of 13A-2R-5.6P Commonwealth of Australia,
Part of Lot 7047, 26A-1R-32.6P, William Moore and Robert
Quiggin Pur and Part of Lot 10381, 243A-2R-3P Gtd to William
Clark Wilson
Prior CTs 156065/40 and 156065/100

SCHEDULE 1

M369316 TRANSFER to JENNIFER DEANNE WIGG and ANTHONY PAUL
WIGG Registered 23-Aug-2012 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP159530 EASEMENTS in Schedule of Easements
SP159530 FENCING COVENANT in Schedule of Easements
SP156065 FENCING COVENANT in Schedule of Easements
C581821 FENCING CONDITION in Transfer
D62137 MORTGAGE to Commonwealth Bank of Australia
Registered 23-Aug-2012 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations
LOT 40 IS COMPILED FROM F/R156065/40 AND THIS SURVEY
SCHEDULE OF EASEMENTS

DEPUTY RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.

Registered Number

SP159530

EASEMENTS AND PROFITS

Each lot on the plan is together with:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
(2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-
(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
(2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Easements

Lot 40 on the plan is subject to a right in favour of the Waratah-Wynyard Council ("the Council") to drain sewage along and under the strip of land marked "Sewage Easement 3.00 wide" shown the plan and, in conjunction with the exercise of this right, the Council shall have the powers set out in the statutory definition of a drainage easement contained in Schedule 8 of the Conveyancing and Law of Property Act 1884, this right having been first set out in Sealed Plan No. 156065.

Fencing Covenant

The owner of each lot on the plan covenants with Burnie Airport Corporation Pty Ltd ("the Vendor") that the Vendor will not be required to fence or contribute to the maintenance of any fence bounding any lot on the plan.

No other easements, covenants or profits a prendre are created to benefit or burden any lot shown on the plan.

Executed by BURNIE AIRPORT CORPORATION Pty LTD
(ABN 11 096 029 392) by
Authority of its Directors in
Accordance with Section 127 of
the Corporations Act 2001

Paul William Arnold – Director

Andrew Murray Beamish – Director

Andrew Noted in Warburton

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: BURNIE AIRPORT CORPORATION PTY LTD
FOLIO REF: CT 156065/40 and 156065/100
SOLICITOR: AEG 91125
& REFERENCE: LEVIS STACE & COOPER

PLAN SEALED BY: WARATAH-WYNYARD COUNCIL
DATE: 13/05/10
SD1837

SEARCH DATE : 23-Jul-2019
SEARCH TIME : 02.03 PM

DESCRIPTION OF LAND

Parish of QUIGGIN Land District of WELLINGTON
Lot 18 on Sealed Plan 156065
Derivation : Part of 3A-3R-3P Acquired by the Commonwealth of
Australia and Part of Lot 10381, 243A-2R-31P William Clark
Wilson Pur
Prior CT 144585/1

SCHEDULE 1

M753447 TRANSFER to GLENN JOHN PHILLIPS and DEBRA ANNE
PHILLIPS Registered 10-May-2019 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP156065 EASEMENTS in Schedule of Easements
SP156065 FENCING COVENANT in Schedule of Easements
C581821 FENCING CONDITION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations
FOLIO PLAN
DEPUTY RECORDER OF TITLES
Issued Pursuant to the Land Titles Act 1980

PLANN OF SURVEY
ANNEXURE SHEET
SHEET 2 OF 5 SHEETS

OWNER
BURNIE AIRPORT CORPORATION PTY LTD

FOLIO REFERENCE
F/R144585/1

SCALE 1: 600

LENTH IN METRES

SP156065

REGISTERED NUMBER

REIGNED FOR IDENTIFICATION PURPOSES

COUNT DELEGATE

28
2310 m²

27
2308 m²

26
3542 m²

100
88.40ha

25
2753 m²

24
2454 m²

ROAD
1002
152 m²

RESEVOIR

FREEBURK STREET

DRAINAGE & ELECTRICITY INFRASTRUCTURE EASEMENT 5.00 WIDE

ELECTRICITY INFRASTRUCTURE EASEMENT 2.00 WIDE

ELECTRICITY INFRASTRUCTURE EASEMENT 1.00 WIDE (PNC3934)

ELECTRICITY INFRASTRUCTURE EASEMENT 0.50 WIDE

SEWAGE EASEMENT 3.00 WIDE

SEARCH DATE: 23 JUL 2019
SEARCH TIME: 02:08 PM

Volume Number: 156065
Revision Number: 01
Department of Primary Industries, Parks, Water and Environment
www.thelist.tas.gov.au
PLAN OF SURVEY
ANNEXURE SHEET
SHEET 5 OF 5 SHEETS

OWNER: BURNIE AIRPORT CORPORATION PTY LTD
FOLIO REFERENCE: F/R144585/1

SCALE: 600 LENGTH IN METRES

ISSUED PURSUANT TO THE LAND TITLES ACT 1980

Search Date: 23 Jul 2019
Search Time: 02:08 PM
Volume Number: 156065
Revision Number: 01

Department of Primary Industries, Parks, Water and Environment

www.thelist.tas.gov.au
SCHEDULE OF EASEMENTS

NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.

Registered Number

SP156065

PAGE 1 OF 2 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:

(1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and

(2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:

(1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and

(2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Easements

Lots 17, 18, 19, 20, 21, 22, 23, 24, 25, 1000 and 1001 are subject to an Electricity Infrastructure Easement in favour of Aurora Energy Pty Ltd over the Electricity Infrastructure Easement 5.00 wide shown passing through such lots.

Lots 26, 27 and 28 are subject to an Electricity Infrastructure Easement in favour of Aurora Energy Pty Ltd over the Drainage and Electricity Infrastructure Easement 5.00 wide shown passing through such lots.

Lots 21 and 39 are subject to an Electricity Infrastructure Easement in favour of Aurora Energy Pty Ltd over the Electricity Infrastructure Easement 2.50 wide shown passing through such lots.

Lots 22 and 1000 are subject to an Electricity Infrastructure Easement in favour of Aurora Energy Pty Ltd over the Electricity Infrastructure Easement 2.00 wide shown passing through such lots.

Lots 25 and 26 are subject to an Electricity Infrastructure Easement in favour of Aurora Energy Pty Ltd over the Electricity Infrastructure Easement 2.00 wide shown passing through such lots.

Lots 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 1001, and 1002 are each subject to an Electricity Infrastructure Easement in favour of Aurora Energy Pty Ltd over the Electricity Infrastructure Easement 1.00 wide shown passing through such lots.

Lots 21, 22, 23, 24, 25, 26, 27, 28, 29, 40 and 100 shown on the plan are subject to a right in favour of the Waratah-Wynyard Council ("the Council") to drain sewage along and under the strip of land marked "Sewage Easement 3.00 wide" and the strip of land marked "Sewage Easement 4.50 wide" shown on the plan and, in conjunction with the exercise of this right, the Council shall have the powers set out in the statutory definition of a drainage easement contained in Schedule 8 of the Conveyancing and Law of Property Act 1884.

Fencing Covenant

The owner of each lot on the plan covenants with Burnie Airport Corporation Pty Ltd ("the Vendor") that the Vendor will not be required to fence or contribute to the maintenance of any fence bounding any lot on the plan.
ANNEXURE TO SCHEDULE OF EASEMENTS

PAGE 2 OF 2 PAGES

SUBDIVIDER: BURNIE AIRPORT CORPORATION PTY LTD
FOLIO REFERENCE: CT 144585/1

Definition

ELECTRICITY INFRASTRUCTURE EASEMENT:
FIRSTLY all the full and free right and liberty for Aurora Energy Pty Ltd and its successors and its and their servants agents and contractors (hereinafter called “Aurora”) at all times hereafter:

(a) TO maintain, lay, erect and install anything used for, or in connection with the generation, transmission or distribution of electricity including powerlines (overhead or underground), substations for converting electricity, substations for transforming or controlling electricity and equipment for entering, monitoring or controlling electricity (hereinafter called “electricity infrastructure”) of such materials and type as Aurora may determine above, on or under the land respectively marked “Electricity Infrastructure Easement” on the Plan (hereinafter called the “servient land”);

(b) TO enter into and upon the servient land for the purpose of examining, operating, maintaining, repairing, modifying, adding to or replacing electricity infrastructure without doing unnecessary damage to the said servient land and making good all damage occasioned thereby;

(c) TO erect fencing, signs, barriers or other protective structures upon the servient land if in the opinion of Aurora these are necessary for reasons of safety;

(d) TO cause or permit electrical energy to flow or be transmitted or distributed through the said electricity infrastructure;

(e) TO enter into and upon the servient land for all or any of the above purposes with or without all necessary plant, equipment and machinery and the means of transporting the same and if necessary to cross the remainder of the said land in consultation with the registered proprietor/s for the purpose of access and regress to and from the servient land;

(f) NOTHING herein contained shall prevent the registered proprietor/s for themselves and their successors in title from using the servient land PROVIDED THAT such use does not derogate from this grant or, in the opinion of Aurora compromise the safe operation of Aurora electricity infrastructure located on, above or under the servient land.

SECONBDLY the benefit of a covenant for Aurora and its successors with the registered proprietor/s for themselves and their successors in title of the servient land not to erect any buildings or place any structures or objects within the said easement without the prior written consent of Aurora to the intent that the burden of the covenant may run with and bind the servient land and every part thereof and that the benefit thereof may be annexed to the easement hereinbefore described.

No other easements, covenants or profits a prendre are created to benefit or burden any lot shown on the plan.

Executed by BURNIE AIRPORT CORPORATION PTY LTD (ABN 11 099 026 392) by Authority of its Directors in Accordance with Section 127 of the Corporations Act 2001

[Signature]
Paul William Arnold – Director

[Signature]
Andrew Murray Beswick – Director

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.
SEARCH DATE : 12-Mar-2019
SEARCH TIME : 02.49 PM

DESCRIPTION OF LAND

Town of WYNYARD
Parish of QUIGGIN Land District of WELLINGTON
Lot 100 on Plan 159531
Derivation : Whole of 42A-2R-34.7P, Part of 13A-2R-5.6P, Whole
of Lot 37504, 2090m2, Whole of Lot 34778, 0A-3R-19.9P and
Whole of Lot 34779, 0A-2R-26.5P Commonwealth of Australia,
Part of Lot 7047, 26A-1R-32.6P, W Moore and R Quiggin, Pur,
Whole of Lot 1000, 4644m2 The Crown, Part of Lot 1 Sec Rr
1A-3R-27P Gtd. to J O Davis, Part of Lot 1 Sec Qq 2A-0R-0P Gtd.
to R H Cole, Part of 3A-3R-3P Acqd. by The C'wealth of
Australia, Part of Lot 256 (500 Acres) Gtd. to J K Percy &
Part of Lot 10381, 243A-2R-3P Gtd to W C Wilson
Prior CT 156065/100

SCHEDULE 1

C345220 & C581821 TRANSFER to BURNIE AIRPORT CORPORATION PTY LTD

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP156065 FENCING COVENANT in Schedule of Easements
SP156065 BURDENING EASEMENT: Right of Drainage (appurtenant to
Lot 1001 on Sealed Plan 156065) over the Drainage
Easement 3.00 wide (SP156065) on Plan 159531
SP156065 BURDENING EASEMENT: An electricity infrastructure
easement in favour of Aurora Energy Pty Ltd over the
Electricity Infrastructure Easement 1.00 wide on Plan
159531
SP156065 BURDENING EASEMENT: A right in favour of the
Waratah-Wynyard Council ("the Council") to drain
sewage along and under the strip of land marked
Sewage Easement 3.00 wide (SP156065) shown on Plan
159531 and, in conjunction with the exercise of this
right, the Council shall have the powers set out in
the statutory definition of a right of drainage
contained in Schedule 8 of the Conveyancing and Law
of Property Act 1884
E124525  BURDENING EASEMENT: A Pipeline and Services Easement in favour of Tasmanian Water & Sewerage Corporation Pty Ltd over the Pipeline and Services Easement 3.00 wide on Plan 159531  Registered 25-Feb-2019 at noon
C581821  FENCING CONDITION in Transfer
D148874  MORTGAGE to Commonwealth Bank of Australia Registered 11-Dec-2014 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations
Appendix B – Airport Lease Agreement and Consent
1 August 2019

TO WHOM IT MAY CONCERN

To Whom It May Concern

LEASE AND USE OF LOT 42 ADJOINING 3 WATERWORTH STREET
WYNYARD 7325

The Burnie Airport Corporation Pty Ltd has agreed to lease lot 42, which adjoins 3 Waterworth Street Wyndham (lots 40 & 41) to CLTP Tasmania, for a three (3) year period.

An instruction has been issued to Ian Guest & Associates (Solicitors) to draw up a formal lease agreement.

Accordingly CLTP Tasmania (of 3 Waterworth Street) has the Burnie Airport Corporation’s permission to use the land for its purposes and to erect fencing and gates on the boundary of the lot.

A plan of the area is shown below and if you require any further information please contact me.

Yours sincerely

Michael Wells
Airport Manager
Appendix C – Landowner Consent
Waratah-Wynyard Council
PO Box 168
21 Saunders Street
Wynyard Tasmania 7325
Telephone: (03) 6443 8333
Fax: (03) 6443 8383
Email: council@warwyn.tas.gov.au

Attention Planning Division

CLTP Level 2 Planning Application

I/we refer to the above application lodged by GHD Pty Ltd obo CLTP Panel Products Pty Ltd, which is located on my property at 29-31 Reservoir Drive, Wynyard, Tasmania 7325.

I/we confirm consent as land owner to the making of the application pursuant to Section 52 of the Land Use Planning and Approvals Act 1993.

Yours faithfully,

Glenn Phillips
25/07/19
Tony Wigg  
KV Developments Unit Trust  
3 Nevis Place,  
Castle Hill NSW 2154

Waratah-Wynyard Council  
PO Box 168  
21 Saunders Street  
Wynyard Tasmania 7325  
Telephone: (03) 6443 8333  
Fax: (03) 6443 8383  
Email: council@warwyn.tas.gov.au

Attention Planning Division

CLTP Level 2 Planning Application

I refer to the above application lodged by GHD Pty Ltd obo CLTP Panel Products Pty Ltd, which is located on my property at 3 Waterworth Street, Wynyard, Tasmania 7325.

I confirm my consent as land owner to the making of the application pursuant to Section 52 of the Land Use Planning and Approvals Act 1993.

Yours faithfully

[Signature]

Tony Wigg  
Date: 24/07/19
Appendix D – Site Plans
Appendix E – Manufacturing Process Flow Diagram
Appendix C – Noise Assessment Report
1. Introduction

GHD has prepared a noise impact assessment for a proposed cross laminated timber panel (CLTP) products facility on behalf of CLTP Panel Products Pty Ltd to be located at a site next to Wynyard Airport in north-west Tasmania.

1.1 Scope of works

The scope of this assessment includes:

- Assessment of the operational noise emission of mechanical plant, equipment and noise generating activities in accordance with the Tasmanian Environment Protection Policy (Noise), 2009
- Provide mitigation measures, where required, to reduce the noise emission to acceptable and compliant levels.

This report has been prepared with consideration of the following documents:

- Tasmanian Environment Protection Policy (EPA, 2009)
- Australian Standard AS1055.3-1997

1.2 Limitations

This report: has been prepared by GHD for CLTP Panel Products Pty Ltd and may only be used and relied on by CLTP Panel Products Pty Ltd for the purpose agreed between GHD and the CLTP Panel Products Pty Ltd.

GHD otherwise disclaims responsibility to any person other than CLTP Panel Products Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by CLTP Panel Products Pty Ltd and others who provided information to GHD (including Government authorities)], which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.
2. Proposal description

The proposal site is located across Lots ‘CT 159530 Lot 40 (No 3)’, ‘CT 156065 Lot 18 (No 29-31)’ and ‘Lot 42’, and is situated within a ‘General Industrial Zone’ in close proximity to Wynyard Airport. The proposal site is to be used for the manufacture and research of CLTP and Glue Laminated Timber (GLT) products.

The site is to be comprised of two buildings:

- Building A is on CT 159530 Lot 40 (No 3). It is 61.3 m long x 34 m wide (2,084.2 m²) with a roof peak height of 8.2 m
- Building B is on CT 156065 Lot 18 (No 29-31). It is 40.3 m long x 15.3 m wide (616.89 m²) with a roof peak height of 7.1 m

An overview of the site plan can be found in Appendix A. The operations of the facility can be summarised as follows:

- Hours of operation: 7:00 am to 5:00 pm, Monday to Friday
- 8-10 members of staff on site
- Equipment to be located internally within the sheds:
  - One planer
  - One finger joiners
  - Two vacuum presses
  - One CNC machines
  - Two chain transfers
  - Two compressors
  - One overhead crane
- Equipment to be located externally
  - 1 dust extraction system mounted on the eastern façade of building A
  - Delivery vehicles – 34 truck movements per week during day time hours
    - 17 movements accessing the site
    - 17 movements departing the site
  - 2 forklifts

Figure 2-1 below shows the proposal site and the location of the nearest sensitive receivers.
Figure 2-1 Proposal location and nearby sensitive receivers
3. Noise assessment criteria

3.1 Tasmanian Environment Protection Policy, 2009

The Tasmanian Environment Protection Policy (EPA, 2009) (EPP) provides acoustic environment indicator levels for sensitive receiver types to provide guidance in assessing potential adverse health effects based on experienced noise levels. The EPP has drawn these indicator levels from those presented in the World Health Organisation’s (WHO) Guidelines for Community Noise (1999) and are presented below in Table 3-1.

It should be noted that these indicator noise levels do not take into consideration existing background noise levels and should be used as guidance rather than mandatory noise limits.

**Table 3-1 Acoustic environment indicator levels**

<table>
<thead>
<tr>
<th>Specific environment</th>
<th>Critical health effect(s)</th>
<th>( L_{Aeq} ) dB(A)</th>
<th>Time base (hours)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outdoor living area</td>
<td>Serious annoyance, daytime and evening</td>
<td>55</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>Moderate annoyance, daytime and evening</td>
<td>50</td>
<td>16</td>
</tr>
<tr>
<td>Dwelling, indoors</td>
<td>Speech intelligibility and moderate annoyance, daytime and evening</td>
<td>35</td>
<td>16</td>
</tr>
<tr>
<td>Industrial, commercial, shopping and traffic areas, indoors and outdoors</td>
<td>Hearing impairment</td>
<td>70</td>
<td>24</td>
</tr>
</tbody>
</table>

3.2 Guidance from Noise Policy for Industry, 2017

The Noise Policy for Industry (NPI), although intended for implementation in NSW, provides suitable guidance for the intrusiveness of noise emission from industrial noise sources. It addresses noise emission from fixed facilities to residential receivers by determining the increase of noise relative to existing background noise levels. The NPI has been adopted in this assessment to provide guidance in assessing the intrusiveness of noise to the adjacent sensitive receivers and should not be used to set mandatory limits. The NPI defines the project intrusiveness target \( L_{Aeq(15min)} \) as the Rating Background Level (RBL) \( L_{A90(15min)} + 5 \) dB.

In the absence of measured RBLs, a conservative estimate has been used for the purposes of this assessment. Australian Standard AS1055.3-1997\(^1\) provides typical background noise levels for residential areas in various noise environments within Australia and are presented below in Table 3-2.

---

\(^1\) Australian Standard AS1055.3:1997: Acoustics-Description and measurement of environmental noise – Part 3: Acquisition of data pertinent to land use
Table 3-2  Average background A-weighted sound pressure level, $L_{A90,T}$ dB(A)

<table>
<thead>
<tr>
<th>Noise area category (as per AS1055.3)</th>
<th>Description of neighbourhood</th>
<th>Monday to Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>0700 - 1800</td>
</tr>
<tr>
<td>R2</td>
<td>Areas with low density transportation</td>
<td>45</td>
</tr>
<tr>
<td>R3</td>
<td>Areas with medium density transportation or some commerce or industry</td>
<td>50</td>
</tr>
</tbody>
</table>

R39 and R40 are located within a ‘General Industrial Zone’ with existing commerce and industrial activity. As such, the noise area category for the purposes of this assessment has been assumed to be R3. The noise area category for all other residential receivers in this assessment is assumed to be R2 (areas with low density transportation).

In view of the above, the intrusiveness noise target for residential receivers is presented below in Table 3-3.

Table 3-3  Intrusiveness noise target

<table>
<thead>
<tr>
<th>Receiver Type</th>
<th>Receiver I.D</th>
<th>Time period</th>
<th>RBL $L_{A90(period)}$, dB(A)</th>
<th>Intrusiveness target $L_{Aeq(15min)}$, dB(A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>R39 and R40</td>
<td>7:00 am to 6:00 pm$^1$</td>
<td>50</td>
<td>55</td>
</tr>
<tr>
<td>All other</td>
<td></td>
<td></td>
<td>45</td>
<td>50</td>
</tr>
<tr>
<td>residential</td>
<td></td>
<td></td>
<td>45</td>
<td>50</td>
</tr>
</tbody>
</table>

$^1$ Only this time period has been selected for this assessment as the proposed CLTP will only operate during these hours
4. **Assessment of impacts**

4.1 **Modelling methodology and parameters**

Noise modelling was undertaken using CadnaA 2019. CadnaA is a computer program for the calculation, assessment and prognosis of noise exposure. Environmental noise propagation in CadnaA was calculated using the ISO 9613-2 algorithm.

The following noise modelling assumptions were made to establish site specific conditions:

- Surrounding land was modelled assuming a mix of hard and soft ground (asphalt and grass) with a ground absorption coefficient of 0.5.
- Modelled scenarios take into account the shielding effect from surrounding buildings and structures on and adjacent to the site.
- Receivers were modelled at a height of 1.5 m (ground floor) and 4.5 m (first floor).

The following meteorological conditions used in the model:

- Atmospheric air absorption was based on an average temperature of 10°C and an average humidity of 75 % (conservative).
- Atmospheric propagation conditions were modelled with moderate temperature and wind inversions from source to receiver (ISO 9613).

The assessment of noise emission from the use and operation of the proposed plant has been conservatively assessed against the relevant noise targets. The assessment is based on a worst-case scenario where all noise generating equipment and activities are occurring simultaneously. The inputs used in the noise model representing the worst-case operational scenario is presented in Table 4-1.
<table>
<thead>
<tr>
<th>Noise source</th>
<th>Description</th>
<th>Computer noise model inputs</th>
<th>Component</th>
<th>Component sound power level SWL – $L_{Aeq(15\text{min})}$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building A</td>
<td>Noise breakout through walls of building from internal equipment in operation</td>
<td>Calculated internal reverberant sound pressure level SPL 71 dB(A) Assuming sound transmission loss through façade Rw 25$^2$</td>
<td>2 x chain transfers</td>
<td>90$^3$ dB(A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2 x compressor</td>
<td>94$^4$ dB(A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1 x CNC machine</td>
<td>76$^3$ dB(A)</td>
</tr>
<tr>
<td>Building B</td>
<td>Noise breakout through walls of building from internal equipment in operation</td>
<td>Calculated internal reverberant sound pressure level SPL 81 dB(A) Assuming sound transmission loss through façade Rw 25$^2$</td>
<td>1 x optimising cut off machine (saw)</td>
<td>91$^5$ dB(A)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1 x carpentry planer</td>
<td>101$^2$ dB(A)</td>
</tr>
<tr>
<td>Forklift</td>
<td>Noise from forklift moving product between Building A and Building B</td>
<td>Moving line source SWL 100 dB(A)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Truck</td>
<td>Delivery truck idling in driveway off reservoir drive</td>
<td>Point source SWL 102 dB(A)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Extraction fan</td>
<td>Extraction fan positioned on eastern façade 6 m above ground</td>
<td>Point source SWL 99 dB(A)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

---

$^2$ 22g Galvanised Steel Sheet 0.55 mm 6 kg/m², Bies & Hansen – Engineering Noise Control
$^3$ GHD noise database
$^4$ Department for Environment, Food and Rural Affairs, UK
$^5$ Taschenbuch der Technischen Akustik, 1994 (updated 2017)
4.1 Predicted noise levels

Predicted noise levels at nearby sensitive receivers against the EPP noise indicator levels are presented in Table 4-2. \( L_{\text{Aeq}(15\text{min})} \) operational noise contours are presented in Figure 4-1.

4.2 Discussion

4.2.1 Operational noise levels

The predicted noise emission results indicate that the use and operation of the proposed CLTP facility is predicted to cause no health effects as per Table 1 of the EPP except at one residential receiver, R39. The predicted noise level at the nearest residential receiver marginally exceeds the moderate annoyance indicator level of 50 dB(A). However, the annoyance indicator levels do not take into account the existing acoustic environment which is estimated to be approximately 50 dB(A) during the day period (see Table 3-2).

In view of this, the intrusiveness noise target of 55 dB(A) is considered more appropriate to assess noise emission from the proposed project. When considering the intrusiveness target of 55 dB(A) for receiver R39 (see Table 3-3), the predicted noise level of 52 dB(A) will not be intrusive or cause nuisance relative to existing background noise levels. The existing noise environment for R39 would also be characteristic of industrial noise. The addition of the CLTP facility, also being industrial in nature, is unlikely cause nuisance in such an environment.

All other sensitive receivers are predicted to receive noise levels below the intrusiveness noise targets and the EPP noise indicator levels.

4.2.2 Traffic noise impacts

It is anticipated that a total of 34 truck movements will occur during the week, and the site access route would be along Reservoir Drive. A significant increase in traffic volumes would be required along Reservoir Drive in order to increase road traffic noise by a perceptible amount. For reference a doubling in traffic roughly corresponds to a 3 dB increase. Due to existing traffic volumes traffic volumes along Reservoir Drive it is considered unlikely that noise generated from additional truck movements associated with the project would cause significant road traffic noise impacts.
### Table 4-2 Predicted $L_{Aeq(15min)}$ at surrounding sensitive receivers

<table>
<thead>
<tr>
<th>Receiver</th>
<th>Receiver type</th>
<th>Predicted $L_{Aeq(15min)}$ noise level, dB(A)</th>
<th>Health effect</th>
<th>Receiver</th>
<th>Receiver type</th>
<th>Predicted $L_{Aeq}$ noise level, dB(A)</th>
<th>Health effect</th>
<th>Receiver</th>
<th>Receiver type</th>
<th>Predicted $L_{Aeq}$ noise level, dB(A)</th>
<th>Health effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>R01</td>
<td>Residential</td>
<td>29</td>
<td>-</td>
<td>R21</td>
<td>Residential</td>
<td>26</td>
<td>-</td>
<td>R41</td>
<td>Industrial</td>
<td>48</td>
<td>-</td>
</tr>
<tr>
<td>R02</td>
<td>Residential</td>
<td>29</td>
<td>-</td>
<td>R22</td>
<td>Residential</td>
<td>30</td>
<td>-</td>
<td>R42</td>
<td>Residential</td>
<td>42</td>
<td>-</td>
</tr>
<tr>
<td>R03</td>
<td>Residential</td>
<td>29</td>
<td>-</td>
<td>R23</td>
<td>Residential</td>
<td>28</td>
<td>-</td>
<td>R43</td>
<td>Industrial</td>
<td>41</td>
<td>-</td>
</tr>
<tr>
<td>R04</td>
<td>Residential</td>
<td>30</td>
<td>-</td>
<td>R24</td>
<td>Residential</td>
<td>29</td>
<td>-</td>
<td>R44</td>
<td>Commercial</td>
<td>40</td>
<td>-</td>
</tr>
<tr>
<td>R05</td>
<td>Residential</td>
<td>30</td>
<td>-</td>
<td>R25</td>
<td>Residential</td>
<td>30</td>
<td>-</td>
<td>R45</td>
<td>Commercial</td>
<td>42</td>
<td>-</td>
</tr>
<tr>
<td>R06</td>
<td>Residential</td>
<td>30</td>
<td>-</td>
<td>R26</td>
<td>Residential</td>
<td>31</td>
<td>-</td>
<td>R46</td>
<td>Industrial</td>
<td>51</td>
<td>-</td>
</tr>
<tr>
<td>R07</td>
<td>Residential</td>
<td>31</td>
<td>-</td>
<td>R27</td>
<td>Industrial</td>
<td>30</td>
<td>-</td>
<td>R47</td>
<td>Industrial</td>
<td>49</td>
<td>-</td>
</tr>
<tr>
<td>R08</td>
<td>Residential</td>
<td>31</td>
<td>-</td>
<td>R28</td>
<td>Industrial</td>
<td>34</td>
<td>-</td>
<td>R48</td>
<td>Industrial</td>
<td>62</td>
<td>-</td>
</tr>
<tr>
<td>R09</td>
<td>Residential</td>
<td>32</td>
<td>-</td>
<td>R29</td>
<td>Industrial</td>
<td>34</td>
<td>-</td>
<td>R49</td>
<td>Industrial</td>
<td>67</td>
<td>-</td>
</tr>
<tr>
<td>R10</td>
<td>Residential</td>
<td>31</td>
<td>-</td>
<td>R30</td>
<td>Industrial</td>
<td>35</td>
<td>-</td>
<td>R50</td>
<td>Industrial</td>
<td>40</td>
<td>-</td>
</tr>
<tr>
<td>R11</td>
<td>Residential</td>
<td>30</td>
<td>-</td>
<td>R31</td>
<td>Industrial</td>
<td>30</td>
<td>-</td>
<td>R51</td>
<td>Industrial</td>
<td>42</td>
<td>-</td>
</tr>
<tr>
<td>R12</td>
<td>Residential</td>
<td>33</td>
<td>-</td>
<td>R32</td>
<td>Industrial</td>
<td>31</td>
<td>-</td>
<td>R52</td>
<td>Industrial</td>
<td>44</td>
<td>-</td>
</tr>
<tr>
<td>R13</td>
<td>Residential</td>
<td>34</td>
<td>-</td>
<td>R33</td>
<td>Industrial</td>
<td>31</td>
<td>-</td>
<td>R53</td>
<td>Industrial</td>
<td>40</td>
<td>-</td>
</tr>
<tr>
<td>R14</td>
<td>Residential</td>
<td>34</td>
<td>-</td>
<td>R34</td>
<td>Residential</td>
<td>29</td>
<td>-</td>
<td>R54</td>
<td>Industrial</td>
<td>45</td>
<td>-</td>
</tr>
<tr>
<td>R15</td>
<td>Industrial</td>
<td>41</td>
<td>-</td>
<td>R35</td>
<td>Industrial</td>
<td>33</td>
<td>-</td>
<td>R55</td>
<td>Industrial</td>
<td>38</td>
<td>-</td>
</tr>
<tr>
<td>R16</td>
<td>Residential</td>
<td>24</td>
<td>-</td>
<td>R36</td>
<td>Industrial</td>
<td>33</td>
<td>-</td>
<td>R56</td>
<td>Industrial</td>
<td>42</td>
<td>-</td>
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<tr>
<td>R17</td>
<td>Residential</td>
<td>27</td>
<td>-</td>
<td>R37</td>
<td>Industrial</td>
<td>37</td>
<td>-</td>
<td>R57</td>
<td>Industrial</td>
<td>41</td>
<td>-</td>
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<tr>
<td>R18</td>
<td>Residential</td>
<td>25</td>
<td>-</td>
<td>R38</td>
<td>Industrial</td>
<td>42</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R19</td>
<td>Residential</td>
<td>25</td>
<td>-</td>
<td>R39</td>
<td>Residential</td>
<td>52</td>
<td>MA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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*Health effects as per EPP indicator levels*

- MA – Moderate annoyance – 50 dB(A)
- SA – Serious annoyance – 55 dB(A)
- HI – Hearing impairment – 70 dB(A) for industrial and commercial premises
Figure 4-1 Operational noise contours
5. Recommendations

The results presented in Section 4 indicate that noise levels at the nearest sensitive receivers are predicted to be below the adopted noise level targets.

Nevertheless, it is recommended that best practice work practices be implemented into any management plan developed for the project to minimise future adverse noise impacts on the amenity of sensitive receivers. The following is recommended for the proposed project:

- Ensure all equipment and machinery is maintained as per manufacturers specification
- All personnel on site should be made aware of the potential for noise impacts and should aim to minimise impact or elevated noise levels, where possible
- The erection of clear signage at the entry/exit of the facility advising members of staff that they must not generate excessive noise and leave the premises in a quiet and sensible manor to minimise any potential impacts on the surrounding amenity
- If delivery trucks are to remain stationary on site for a period of time, they should turn off their engine where practical
6. Conclusion

GHD has undertaken a noise impact assessment for the proposed CLTP facility located on Lots ‘CT 159530 Lot 40 (No 3)’, ‘CT 156065 Lot 18 (No 29-31)’ and ‘Lot 42’. With the implementation of the noise management practices presented in Section 5, GHD considers the development to be acoustically acceptable and should not adversely impact the acoustic amenity of the sensitive receivers surrounding the development.
Appendices
Appendix A – Site plan
GHD
Level 15
133 Castlereagh Street
T: 61 2 9239 7100   F: 61 2 9239 7199   E: sydmail@ghd.com

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GHD

2 Salamanca Square
T: 61 3 6210 0600   F: 61 3 6210 0601   E: hbamail@ghd.com

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