2/6/2025

Environmental Effects Report

ELT RECYCLING AUSTRALIA

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Part A – Proponent and Applicant Information

Proponent entity name	ELT Recycling Australia Pty Ltd
Proponent trading name	ELT Recycling Australia Pty Ltd
Registered address of proponent	308 George Town Road Rocherlea 7248
Postal address of proponent	308 George Town Road Rocherlea 7248
ABN/ACN of proponent	ACN 605 496 302
Contact person's details (Proponent)	Name: Tony Song Telephone number: 0403 422 188 Email address: tony-song@eltaustralia.com.au
Applicant Name	ELT Recycling Australia Pty Ltd
Registered address of applicant	308 George Town Road Rocherlea TAS 7248
Contact person's details (Applicant)	Name: Tony Song Telephone number: 0403 422 188 Email address: tony-song@eltaustralia.com.au

Part B – Proposal Description

Description of proposed activity

Activity	**Collection** Collection of tyres by ELT Recycling fleet of two trucks **Storage** Storage of whole and shredded tyres that will not exceed 5,000 EPU, (**Equivalent Passenger Units)** and 50 Tonnes shredded tyres **Recycling of waste tyres** Waste tyres are shredded by shredding machine into pieces no larger than 150 mm
Shredding Machine	Waste tyres are shredded by shredding machine into pieces no larger than 150 mm. The warehouse doors will remain open during shredding to improve operator comfort.
Product or purpose	Waste tyres collected from retail stores for shredding and export in accordance with EMPCA 6(a)(i) – a materials handling facility processing (by milling) rubber at a rate of 200 tonnes or more per year.
Maximum quantity/limit	365,000 EPU, **(Equivalent Passenger Units)** of waste tyres per year or 3,650 tonnes. **One tonne of tyres equates to approximately 100 EPU**
Method/s	The waste tyres are collected mainly from tyre retail stores. They are transported to the facility by trucks that are manned by one driver and one jockey. The tyres are manually unloaded. Once sorted into PCR, (**Passenger Car Radial)**. TBR, (**Truck Bus Radial**) OTR, (**Offroad Tyre Radial**), the tyres are shredded and put into jumbo bags. The jumbo bags are loaded into 40' High cube Sea Containers for export to overseas market for further processing.
Industry standards	Tyres collected are recorded and reported to the TSA, (Tyre Stewardship Australia). All tyres are shredded into pieces no larger than 150 mm as per the Federal Government Legislation introduced December 2021 for waste tyre exports ***Recycling and Waste Reduction Act 2020***
Transport	ELT trucksdepartfromthe facility at approximately 8.00 am and collect tyres manually loading into trucks. The trucks return at approximately 11.00 am unload and thentravel to collectasecondload of tyres.Thereare twotrucks approximately 12 pallets long withacapacity of 12 tonnegrossweight. It is expected thatthe one side loadersemi-trailerwilldrop off containers in the morningsand swap theloadedcontainerwith an empty container. This should be twice weekly.
Stockpiling	ELT Recycling Australia will collect approximately 1,000 EPU waste tyres per day. Once they arrive at the facility, the tyres are processed immediately which will limit the storage to less than 1,000 per day. Stock piling will be commensurate with normal practices and the maximum limit will be 5,000 EPU, as per other sites nationally. The 5,000 EPU is a guide to best practice for maximum storage of waste tyres for a small facility. As this facility is a large facility we will be keeping well below the national guidelines. It is expected that this facility will not need to store at this capacity. This facility should not have more than 1,000 EPU stored waste tyres at any time.

Shredded Tyres	Shredded tyres in jumbo bags stored waiting to be loaded into containers. There are never more than 50 tonnes of shredded tyres as per normal practice. It is important to note that these limits are a guide. Normal practice, as the tyres are processed once trucks are unloaded there will not be more than 1,000 EPU on site.
Major equipment	The facility will be fitted with a tyre shredding machine capable of shredding 500 EPU per hour. Two trucks and a two-tonne forklift will operate on site. Examples of machinery required are provided in the following figure: • Figure 1: Shredding Machine
Infrastructure	There will be no changes to the buildings that currently exist at the proposed site. The property is 7300 sqm* with warehouse space of 1559m².
Proposal timeline	A shredding machine has been delivered to the facility but has not been installed. Operation will commence as soon as the permits from the council and EPA are issued. The facility will be a permanent location for ELT Recycling Australia. See shredding process in Figure 2.
Operating hours	It is proposed that the facility will operate Monday to Friday 7.00 am to 5.00 pm weekdays. The facility will operate 7.00am to 2.00 pm Saturday's

Figure 1: Shredding Machine

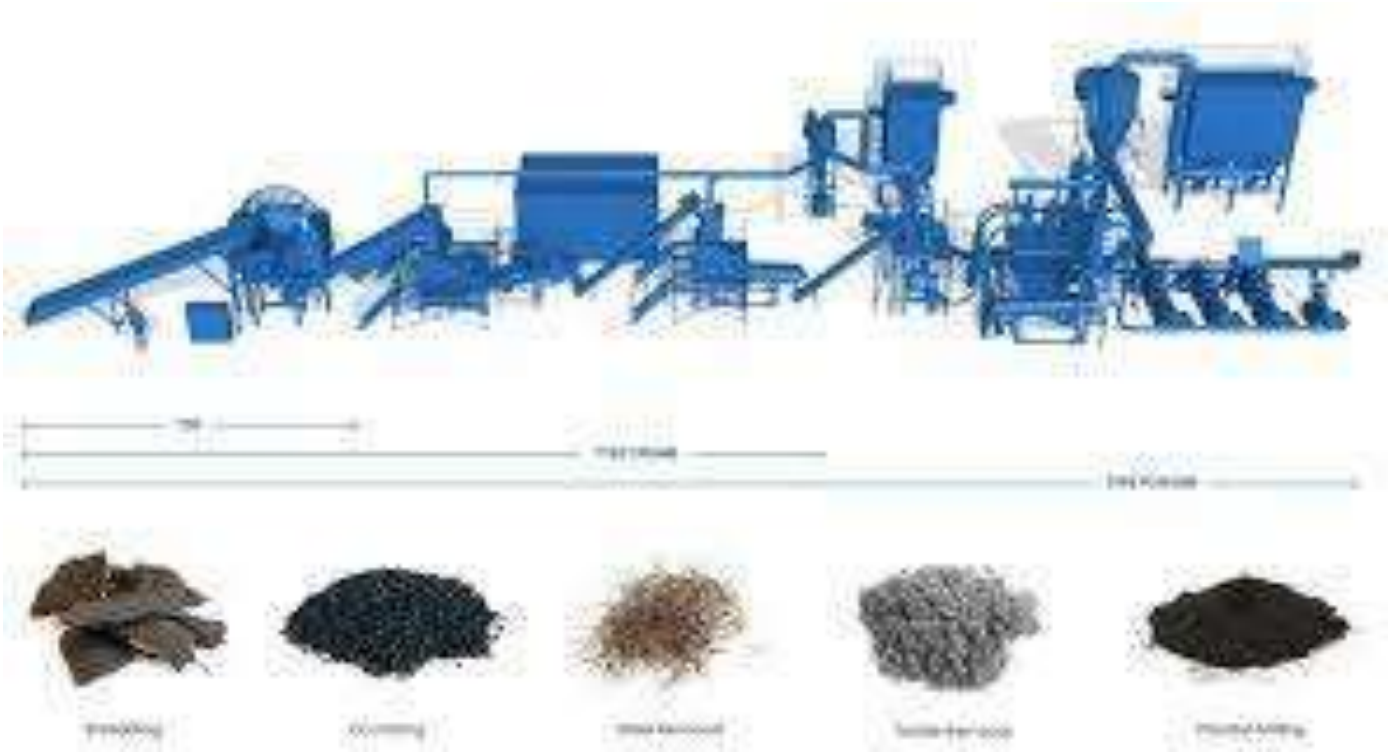


Figure 2: Shredding machine process

Location and planning context

Location	The location is 308 George Town Road Rocherlea 7248. Title Volume number 40937. Title Folio 40937 – folio 1. The area is zoned General Industrial. There will be no structural changes to the facility, no work or improvements will be necessary.
Planning Permit	The planning permit is in process. Part of this report will enable the council to issue the correct permit: DA0353/2024 (City of Launceston)
Land zoning and tenure	This property is zoned for **General Industrial** non-residential land use and consists of the parcel **Lot 2 40937**
Use Class and Permissibility	A permit is required for the intended use of a waste tyre recycling facility. The permit is being processed by the council

Description of site and surrounds

Land use	An existing warehouse will be used to house a shredding machine to process waste tyres and to store shredded and whole waste tyres. There is a designated car parking area for staff and visitors. An area is allocated to store sea containers whilst they are loaded with jumbo bags of shredded waste tyres.
Surrounding Land Use	Immediately surrounding land use is commercial / industrial. Other more sensitive land uses include: • Residential approximately 620 metres south east • Brooks High School 600 m south east • Rocherlea Recreation Ground 1010 m east • Landfall historic landmark 420 metres west • Vacant land and Barnard's Creek to the north. See Surrounding Land Uses in Figure 5.
Topography	Elevation Contours (m AHD) 10 m Interval information obtained from the LIST dataset indicates the site has an approximate elevation of 80 m and slopes towards the north.
Geology/Soils	The site is underlain by Tcdlm soil, described as Tcdl unit with rare horizons of mid-Tertiary leaf fossil. Soils onsite are a part of the Atlas of Australian Soils Sodosol order, described as gentle to steep slopes separated by benches and traversed by narrow valley plains: slopes and valley sides of hard neutral yellow mottled soils in association with and other soils, including soils; flat to undulating benches of hard acidic yellow mottled soils in association with and; narrow stream valleys of dark cracking clays and; minor areas of dunes or sand sheets of leached sands and a part of the Atlas of Australian Acid Sulfate Soil Class C Category, suggesting there is (1-5%) chance of acid sulfate soils occurring onsite. There is no data for the site on Potential to contain acid sulfate soils.
Hydrology	The aquifers onsite are porous (intergranular) where pollution vulnerability is low where clay overlies aquifers and high where gravel aquifers come to the surface There is a watercourse located approximately 180 m south-east of the site. The closest large waterbody is located 352 m north-west of the site. The closest groundwater borehole is located 824 m north-west of the site, drilled for the purpose of geothermal in 2008.
Natural Values	As per the TASVEG vegetation units, the site is modified land in an urban area. 8 m from the site is agricultural modified land. The closest natural environment is a waterbody located 352 m northwest of the site. Threatened native vegetation communities found within the dataset buffer is Riparian scrub located 472 m from the site. No Ramsar Wetlands recorded within the dataset buffer.
Climatic Conditions	The project site lies within the broader temperate climate zone of northern Tasmania, characterised by mild summers, cool winters, and relatively low annual rainfall compared to other parts of the state. Average annual temperature is approximately 13˚C, with recorded extremes ranging from a maximum of 35˚C to a minimum of -7˚C. Mean daily temperatures typically range from 19˚C in summer to 8˚C in winter.

	Prevailing winds are predominantly from the north, (N), northwest (NW) and east (E), with typical wind speeds between 10 and 30 km/h, and gusts occasionally exceeding 40 km/h. Lesser wind occurrences are from the south (S) and southeast (SE). Annual rainfall is low, averaging approximately 55 mm, with higher precipitation in winter (75 mm) compared to summer (44 mm). The prevailing climatic conditions and seasonal variations have been considered in the development of environmental controls to mitigate potential impacts associated with air quality, and water quality throughout the project lifecycle. Reference: Australian Bureau of Meteorology. (2026). Climate Data Online: Ti Tree Bend weather station – wind, temperature and rainfall observations [Monthly Climate Statistics for 'LAUNCESTON (TI TREE BEND) (1980 to 2026); Rose of Wind direction versus Wind speed in km/h (01 May 1980 to 10 Aug 2025)]. Bureau of Meteorology.

Maps and site plan/s

The following maps and site plans are provided for reference:

- Figure 3: Site Location Plan
- Figure 4: Site Layout Plan
- Figure 5: Surrounding Land Use Plan
- Figure 6: Land Tenure
- Figure 7: Cadaster Boundaries
- Figure 8: Tyre Storage Plan

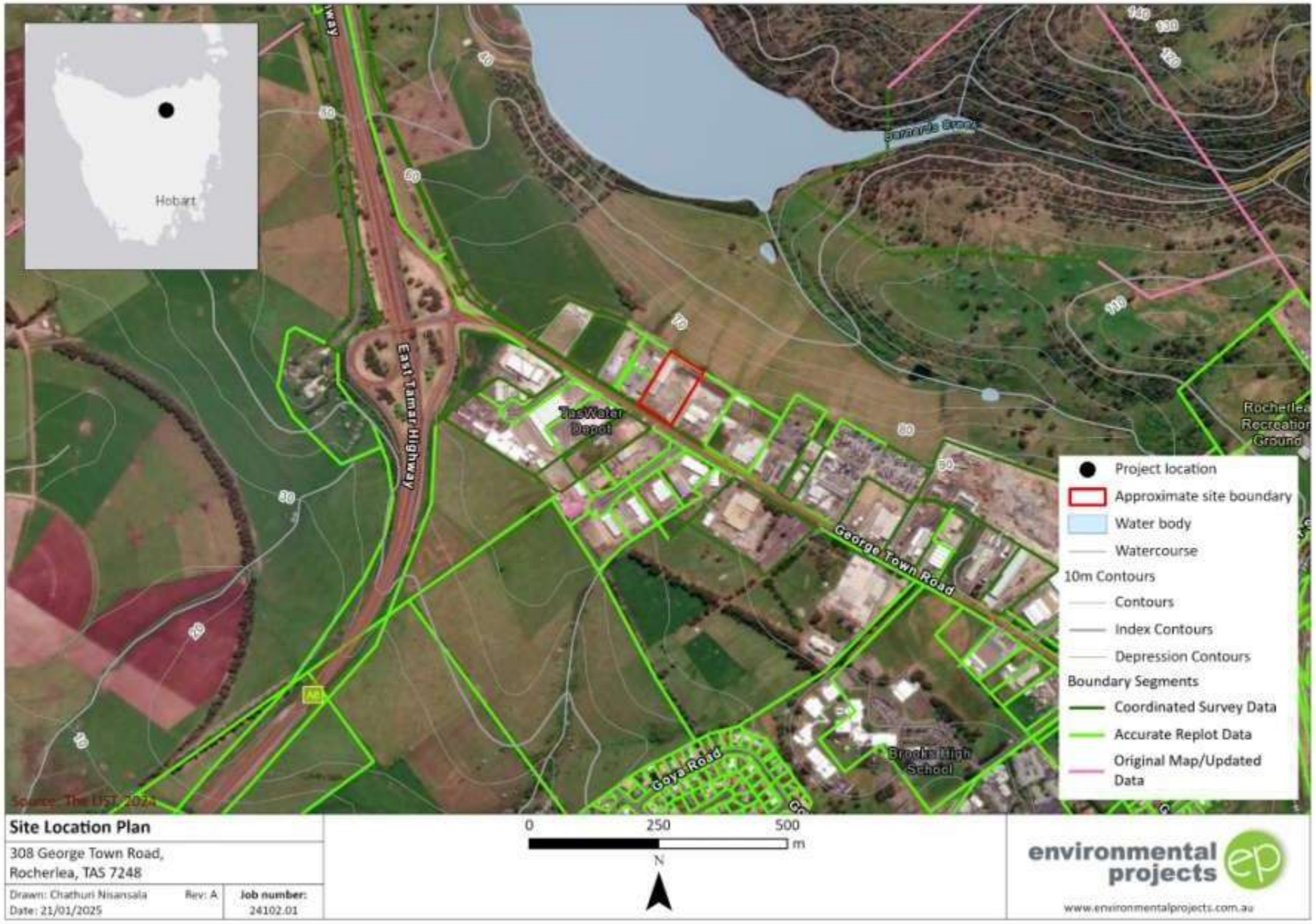


Figure 3: Site Location Plan

Figure 4: Site Layout Plan

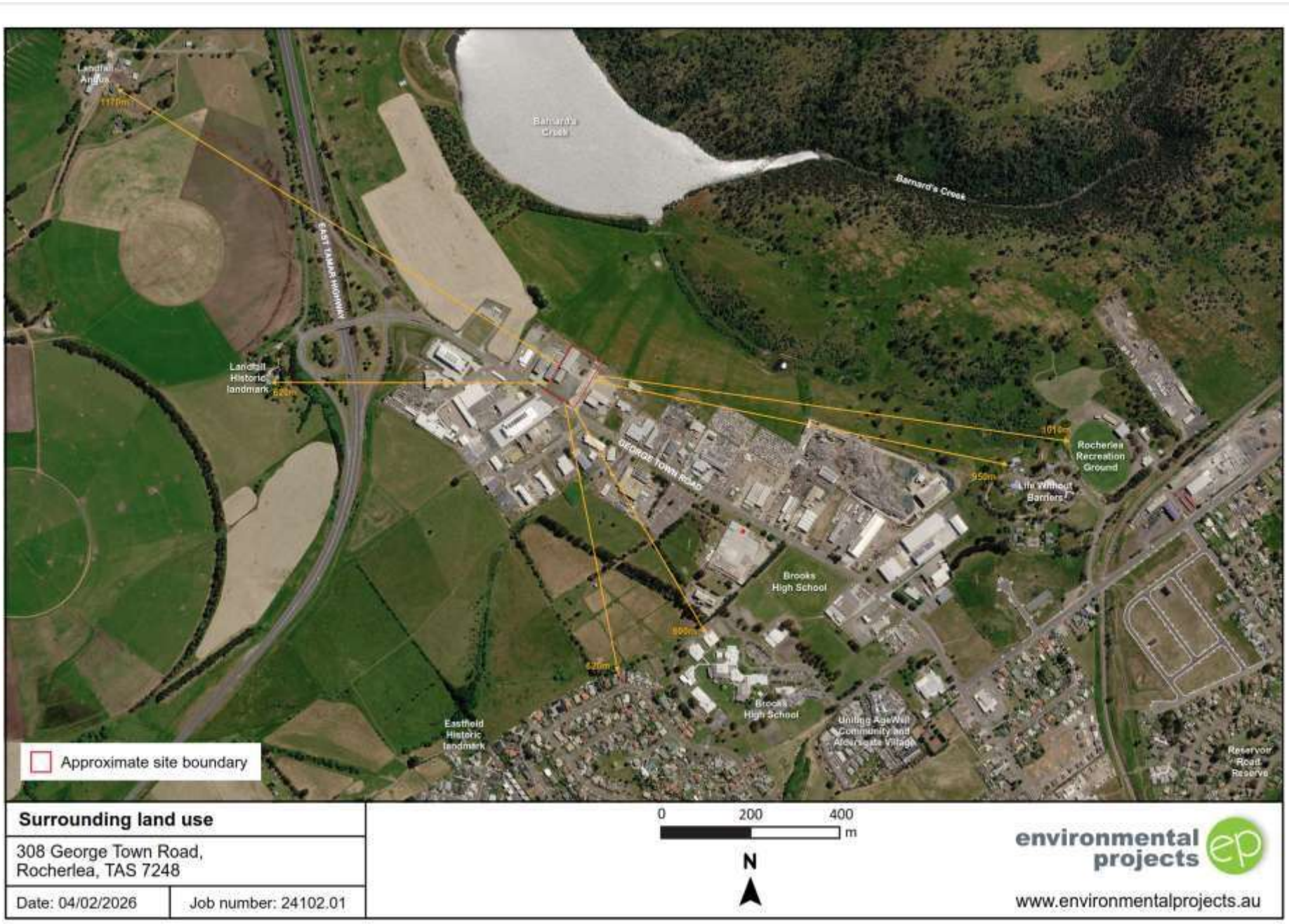


Figure 5: Surrounding Land Use Plan

Figure 6: Land Tenure

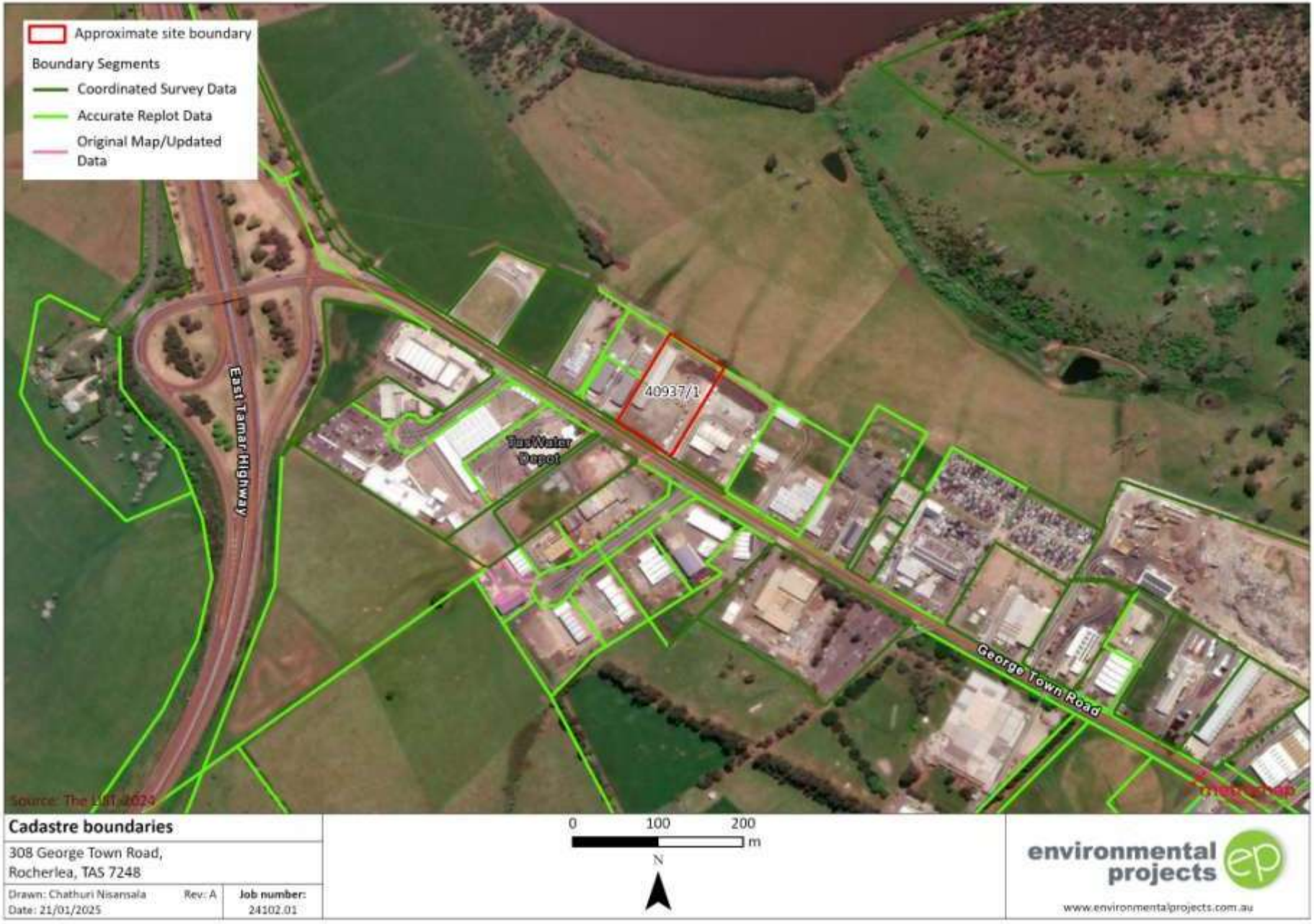


Figure 7: Cadaster Boundaries

Figure 8: Tyre Storage Plan

Project rationale and alternatives

Project Name		ELT Recycling Australia – Rocherlea Tasmania
Project Owner		Tony Song - CEO
Project Manager		Jason McGuirk
Date:		7th October 2024

Business Need

Currently Tasmania has one waste tyre recycling plant based in Hobart. By positioning our new facility in Launceston Tasmania will have a larger scope for the collection and disposal of all waste tyres.

Along with the new facility we will provide state-of-the-art machinery that will shred waste tyres efficiently and effectively in accordance with the Federal Legislation introduced December 2021 for the export of waste tyres. The waste tyres will be shredded to pieces less than 150 mm.

Anticipated outcomes/Benefits

The new facility will help reduce the illegal dumping and storage of waste tyres and create competition in the industry to keep prices to a level where retail tyres stores, mechanical workshops, waste collectors, car wrecking facilities and private sector will affordably take or send their waste tyres to. The facility will also reduce the illegal storage of waste tyres.

ELT Recycling Australia is committed to creating new employment prospects for Tasmania. New jobs in skilled and unskilled workers, transport, office administration and management will be available to locals.

We will remain committed to finding new solutions for waste tyres and continue contributing to a circular economy.

Potential solutions

The facility will have the capacity to process all tyres, PCR, (Passenger Commercial Radial) TBR, (Truck Buss Radial) and OTR (Off Road Radial). OTR, mainly mining sectors are buried within the mines. This new facility will ensure that all tyres collected will be diverted from landfills.

All tyres will be shredded to no more than 150 mm then sent to recyclers that will use Pyrolysis to extract the oils wire and carbon black for further recycling to make new products.

With time more machinery will be added to make products that can be sold locally or exported, creating more jobs for Tasmania.

When choosing the location, it was taken into consideration that Launceston was the best position for the waste recycling plant given that Hobart has an established facility. There are other recycling facilities in the same street, the size of the property to allow for growth and easy access for staff and customers.

Part C – Environmental Impacts and Management

Tyre Storage and Fire Risk - Fire risk Assessment

308 George Town Road, Rocherlea, Launceston comprises four industrial warehouses described as follows:

CONSTRUCTION:	
INDOORS	Concrete, Gravel
MAIN ENTRANCE WALLS	Metal clad
ROOF	Metal Clad
CONSTRUCTION YEAR	Circa 2005

Building AREA: The building has the following approximate Gross Building Area	
WAREHOUSE 1	444 sqm
WAREHOUSE 2	227 sqm
WAREHOUSE 3	444 sqm
WAREHOUSE 4	444 sqm
TOTAL:	1,559 sqm (approx.)

Car Park	
Staff Parking	5 spaces
Customer Parking	5 Spaces
Disabled Parking	1 Space
Total car spaces	11 Spaces

The tyre storage plan is provided as Figure 8.

Hazard identification, assessing and controlling the risk from fire

Hazard is something that has the potential to cause harm or detriment to people or the environment.

Identifying hazards is a very important first step in risk management. If a hazard is not identified, the risk cannot be managed. It is therefore important to ensure that the hazard list is comprehensive and that new hazards are added as they are identified. You should look to several sources and activities to identify your hazards

Step	Action	Description
1	***Identify fire hazards***	What fire hazards are present that might cause harm to human health and the environment.
2	***Assess risks from fire***	What the understanding of the level or severity of a fire risk is, based on consequence and likelihood, and your understanding of why the risks exists.
3	***Implement controls***	What measures can be put in place to eliminate or reduce a risk (e.g. engineering, equipment, work processes or monitoring systems).
4	***Check controls***	Review controls to ensure they are effective. Independently check that monitoring activities are being conducted properly and verify that the activities are suitable (i.e. actively manage the risk).

Potential Fire risks

Item	Source of ignition	N/A	Yes	No	Likelihood of incident
A	Electrical installation			√	Rare
B	Electrical equipment			√	Rare
C	Portable or fixed heating			√	Rare
D	Multipoint adaptors/ extension leads			√	Rare
E	Electrical flexes			√	Rare
F	Electric Fans			√	Rare
G	Portable Radio			√	Rare
H	Cigarettes			√	Rare
I	Air-conditioning Unit			√	Rare
J	Baling Machine			√	Rare
K	Fork Lift			√	Rare
L	Trucks		√		Rare
M	Hot works, Drills, grinders			√	Rare
N	LPG cylinders (Stored in cage outside warehouse)			√	Rare
O	Petrol and diesel		√		Rare

P	Hydraulic fluids			√	Rare
Q	Shredder motors			√	Rare
R	Baling machine motors			√	Rare
S	Safe storage of combustible materials			√	Rare
T	Flammable liquids kept on premises stored safely			√	Rare
U	Standard of housekeeping satisfactory			√	Rare
V	Procedures to protect from arson in place		√		Rare
W	Any processes that produce heat			√	Rare
X	Oxidising chemicals such as oxyacetylene sets, bleach, hydrogen, peroxide, nitrates.			√	Rare
Y	Physical introduction of oxygen through unbaling or turning loose piles.			√	Rare
Z	Air-conditioning is self-contained in one room and is not ducted through the building. There is therefore, no relevant hazard with oxygen supply for a potential fire.			√	Rare

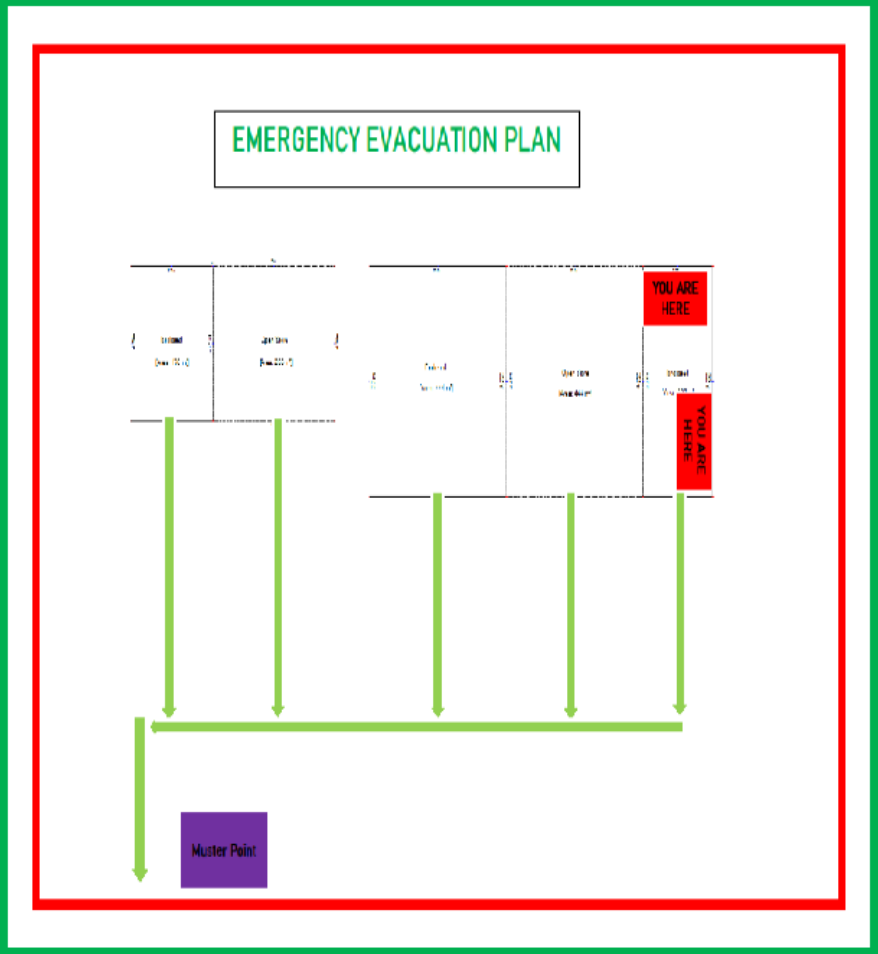
Risk matrix

Likelihood and consequence ratings are combined to produce the risk rating, as shown in the risk matrix.

CONSEQUENCE	Rare	Unlikely	Unlikely	Almost Certain	Almost Certain
Critical	HIGH	High	Very High	Extreme	Extreme
Major	Medium	Medium	High	Very Hign	Extreme
Moderate	Medium	Medium	Medium	High	Very High
Minor	Low	Low	Medium	Medium	High
Insignificant	Low	Low	Low	Medium	Medium

Emergency Evacuation Plan

EMERGENCY EVACUATION PLAN



EVACUATION PROCEDURES

EMERGENCY DIAL
000

Leave building by nearest door.
Follow arrows
Muster Point – Across Road
All staff to assemble in Muster Area for a staff check to be carried out by a fire Warden.

DO NOT LEAVE ASSEMBLY AREA UNTIL NOTIFIED BY FIRE WARDEN OR EMERGECY PERSONNEL.

IN THE EVENT OF A FIRE

R "Rescue" any person(s) on immediate danger

A "Alarm" Raise the alarm. Contact emergency services or 000

C "Contain" Close doors to contain the fire and smoke (if safe)

E "Extinguish" Attempt to extinguish the fire only if you are trained and it is safe to do so. Evacuate to the Muster point

Leave the building immediately by the nearest exit: proceed to the Muster Point indicated in the map above: Remain in the Assembly Area until you receive further instructions from the Fire Warden or Emergency Personnel

Do Not re enter the building until advised it is safe to do so by the Fire Warden or Emergency Personnel

Assembly are across the road

Nearest Hospital – Northern Hospital 185 Cooper

Implement Controls

A review of previously recommended controls has been conducted during the risk assessment. This Check of Controls has been conducted to assess the performance outcomes of implemented procedures and identification of additional improvements to be implemented by site management using the level of risk as a priority.

Recommended control measures that have been deemed a High Risk are to be considered first with immediate action, Significant Risk to be actioned within 1 – 3 months, Medium Risk to be actioned within 6 months and Low Risk are changes to routine procedures.

High	Immediate action required, cessation of activity
Significant	Resolution within next 1 – 3 months
Medium	Resolution within 6 months
Low	Actioned by review / monitoring of routine procedures

Any changes to the plant equipment, warehouse and storage of used tyres and recycled materials may require a review of OH&S documentation and consultation with onsite staff members.

Workplace Inspections and Routine Maintenance

Routine workplace inspections, equipment maintenance activities and housekeeping procedures including basic fire prevention strategies are being performed.

These routine inspections' purpose is to ensure equipment and plant are being routinely maintainedand to monitor the effectiveness of housekeeping activities and conditions of the site that contain identified hazards and previously implemented control measures.

All firefighting equipment is being inspected every 6 months by "Jims's Fire Fighting Service". The extinguishers and hoses are routinely checked and up to date.

All electrical equipment, including office equipment is tested and tagged annually by "Jim's Test and Tag Service". All electrical equipment is routinely checked and up to date.

Risk rating:	Medium	Resolution within 6 months
Residual risk:	Low	Actioned by monitoring of routine procedures

Staff Induction, Training and Consultation

The staff members take an active role In, Fire Safety, Work Safety and have been inducted properly in the operation of all machinery and equipment.

A copy of the induction is stored by management and further training is conducted with the introduction of new machinery and or equipment.

Risk rating:	Low	Actioned by monitoring of routine procedures
Residual risk:	Low	Actioned by monitoring of routine procedures

Hazard Register

To ensure the ongoing management of risks, it is important to document all identified fire hazards and risks, and their controls. The development of a Hazard Register would assist in the ongoing controlling of hazards and the risk to harm. Risk assessments and resulting control measures are to be implemented for identified hazards to eliminate where possible or decrease the level of risk of harm or injury.

This document is being used to assist site management in identifying hazards on site. However, identifying hazards and assessing risk is an ongoing exercise and is to be continuously monitored androutinely updated. Risk assessment involves understanding the relative likelihood should an event occur and the scale of potential consequences.

Understanding the likelihood and consequence of a hazard leading to an event can support andinform the selection, development, and application of controls.

Risk rating:	Medium	Resolution within 6 months
Residual risk:	Low	Actioned by monitoring of routine procedures

Emergency Information Booklet (EIB)

EPA states that a Waste and Resource Recovery Facility (WRRF) is a facility that receives, stores or processes waste generated at another site for the purposes of resource recovery or off-site transfer or disposal, including but not limited to:

- transfer stations
- materials recycling facilities
- resource recovery centres
- re-processors (for example, recyclers of paper, cardboard, plastic, and e-waste).

In this instance Fire Rescue Tasmania requires onsite an Emergency Information Book (EIB). The EIB is designed to ensure that key information is available to the emergency services in the event of an emergency or incident at your site.

The information contained in the EIB is designed to ensure the safety of emergency servicespersonnel and help them make decisions regarding response actions and strategies.

Information contained within the EIB is required to be reviewed every five years and is required to be regularly updated if circumstances onsite change.

The details must be an accurate representation of the site's required information as contained within the EIB. Information and explanatory notes are listed here to assist you with the required documentation.

1. Emergency Information Book (EIB) to be implementedonsite. Emergency Information Book (EIB) Information sheet and order form isavailable using this link to the TFS website:	
2. The provision of an Emergency Information cabinet for the storage of an EIB and other relevant sites and contact informationfor use by Emergency Services is to be installed at the site suggested install position on the left side wall located at the back of the site	

Risk rating:	Medium	Resolution within 6 months
Residual risk:	Low	Actioned by monitoring of routine procedures

Evacuation Diagrams

Diagrams are to be displayed as recommended by the “You Are Here” points in the diagrams. This assists with the locations of fire safety equipment, paths of travel, exits, and Assembly Areas of the site. Copies of these diagrams are to be placed in the Emergency Management Plan (EMP), the Emergency Information Booklet (EIB) and are to be used for emergency procedures training.

Risk rating:	Medium	Resolution within 6 months
Residual risk:	Low	Actioned by monitoring of routine procedures

EPC and ECO Training

The training schedule outlined in the ELT Recycling Australia Emergency Management Plan (EMP) is being followed to ensure compliance with and Planning for Emergencies in *Facilities*.

Risk rating:	Medium	Resolution within 6 months
Residual risk:	Low	Actioned by monitoring of routine procedures

Air quality

A dust report was prepared for the ELT facility in S.A. This facility has the same equipment and proposed processing volume as this proposal. From the air quality report we can conclude that the outcome will be the same for the location in Tasmania. The dust monitoring conducted at ELT Recycling conducted in September 2024 showed that both inhalable and combustible rubber dust levels were well below the exposure limits set by Safe Work Australia and the UK COSHH guidelines. All
combustible dust results were below the limit of quantification, indicating negligible dust concentrations during the tyre shredding process. Visual observations supported these findings, as there was no noticeable fine particulate in the work area. Therefore, the risk of exposure to harmful levels of rubber dust was minimal, and no immediate action is necessary.
The potential impact on air quality from processing contaminated tyres has not been considered as contaminated tyres will not be allowed to be unloaded onto the premises.
Vehicles transporting any contaminated tyres will be refused unloading.
All tyres are manually loaded and unloaded from trucks hence any contaminated tyres will be observed and will remain on trucks.

Noise emissions

The facility will be fitted out with machinery and equipment inside one warehouse. The machinery will be fixed and not mobile. This equipment includes

Shredding Machine
De Beading Machine

The machinery will be installed inside the furthest warehouse from the entrance to the facility. Locating the machinery in the designated area will allow the noise emitted from the machinery to remain mainly within the warehouse. Noise emitted from the machinery is not very low

Staff will be the main group of people that will be affected by the noise. It is company policy to wear ear muffs or always plugs when any machine is operating.

The machinery is operated between 7.30 am and 5.00 pm as it is essential that the tyres are shredded in order to maintain stock levels to a bare minimum.

When operating the forklift, the driver must wear earmuffs as this is also company policy. Forklift activity is only for moving jumbo bags and loading them into containers.

The forklift only operates after 9.00 am as it loads containers that are not housed inside. The forklift movement is

monitored and only used when necessary.

Trucks leave and enter the facility. Truck movement in and out of the facility is monitored.

Dropping off containers causes the most noise, so no containers are dropped off or collected before midday.

Audiometric and Acoustic Services (A&AS) was commissioned by ELT Recycling Pty Ltd to undertake an environmental noise impact assessment for the proposed tyre processing facility located at 308 George Town Road, Rocherlea, Tasmania.

The assessment forms part of the Environmental Effects Report (EER) and is required under the Environmental Management and Pollution Control Act 1994 (EMPCA) and the Environment Protection Policy (Noise) 2009.

The results indicate that noise emissions from the facility, under worst-case operating conditions, are expected to comply with the established criteria at all identified NSPs. Accordingly, the proposal is considered to present a low risk of environmental nuisance and is consistent with the objectives of the EPP (Noise) 2009.

Key receivers have been located as per Table 2 as these are believed to be the most exposed and likely affected based on line of sight or proximity to the project site.

Location Reference	**Address**	**Comment**
NSP 01	215 George Town Rd, Rocherlea TAS 7248	Brooks High School
NSP 02	21 Goya Rd, Newnham TAS 7248	Single storey dwelling with receiver at 1.5 m
NSP 03	53 Roberts Cres, Newnham TAS 7248	Single Stoey dwelling with receiver at 1.5 m

*A full copy of the report is attached to the application.

Water quality (surface and discharge)

- No liquid emissions are expected to rise from the proposal, except for fire water. In the event of a fire the Fire Risk Assessment has plans to mitigate water spilling into the street or waterways, eg.
  - Stormwater shut off valves
  - containment of water within the facility, i.e. where necessary bunding
  - Pump trucks to take away any fire contaminated water.
- There is a watercourse located approximately 180 m south-east of the site. The closest large waterbody is located 352 m north-west of the site.
- The closest natural environment is a waterbody located 352 m northwest of the site.
- The containment of fire water will be addressed by either kerbing at the boundary of the premises to keep contaminated fire water in the facility or bunding the openings of the warehouse to keep the contaminated water in the warehouses.

Waste

- Waste tyres will be disposed of in accordance with new regulations introduced by the federal government in December 2021. Waste tyres will be shredded, not pieces no larger than 150mm loaded into containers and sent overseas for further processing.
- General waste will be separated placed in appropriate ski bins and collected by contractors for the correct disposal of waste
- Wire/Steel will be placed into appropriate skip bins and collected by contractor and taken away for recycling.

- Alloy will be placed into appropriate skip bins and collected by contractor and taken away for recycling.

Natural values

- There are no listed threatened flora/fauna species or threatened vegetation communities on or near the site. The closest natural environment is a Waterbody located 352 m north west of the site.
- Threatened native vegetation communities found within the dataset buffer is Riparian scrub located 472 m from the site. No Ramsar Wetlands recorded within the dataset buffer.
- No clearing or disturbance of native vegetation or potential habitat for native fauna is required as part of the proposal.
- The proposal does not impact threatened fauna, flora and vegetation communities.

Environmentally hazardous substances

The facility will not require any environmentally hazardous substances.

Site contamination

- The site is zoned for General Industrial zone and has approximate 80 m elevation. The land has a warehouse erected to house a shredding machine to process waste tyres and to store shredded and whole waste tyres. There is a designated car parking area for staff and visitors. An area is allocated to store sea containers whilst they are loaded with jumbo bags of shredded waste tyres.
- The site is not recorded as an EPA regulated premise. However, there are five EPA regulated premises recorded within 1 km search radius of the site. The closest contaminated site is an automotive parts manufacturer located 158 m south from the site. There is one waste management (402 m east) and one liquid fuel facility (270 m south-east) recorded within search radius however none located onsite.
  The site is located within a national unexploded ordnance (UXO) area (Mowbray training area) and records indicate that there was a Military Training Area of 164 hectares in this general vicinity. There are no records for historical business
  directories onsite. One plastic foam manufacturer and distributor business was recorded 158 m south in 1991.
- Review of historical aerial imagery indicated the site being a vacant agricultural land until 1984 and developed as a part of an industrial area with some heavy vehicles parked onsite and a warehouse visible in 2004. No significant changes are visible from 2004 to present.
- The historical title records indicate the site being owned by Hedley Basil Archer, a farmer from 1915 to 1943 originally. Later, it was passed down to Gerald Edward Archer, a farmer/pastoralist (1943-1975) and Frank Robert Archer, also a farmer/pastoralist (1975 to 1979). Barry Sinclair Adkins (Tyre Retreader) and Keither Adkins (Tyre Retreader) held the title 1979 to 1988, before it was transferred to Zeekap (No. 83) Pty. Ltd. now Eastern Holdings Pty Ltd 1988 to 2020. Elphinstone Property Holdings Pty Ltd has been the site owner from 2020 to date.
- Review of the site history indicates that the site has been used for farming/pasture (1915-1979), Tyre retreading (1979-1988), Unknown (1988 to 2020), possible waste tyres processing and shredded and whole waste tyre storing facility (2020 to present).
- The site on which the activity is to be located does not appear to have been used for an activity which may have caused soil or groundwater contamination.

Monitoring

- There is no proposed regular environmental monitoring and reporting for the activity.
- Site condition (accumulation of waste, rubber) will be monitored daily.

Decommissioning and rehabilitation

- If proposed activity were to cease, all associated equipment would be removed, and the site returned to its previous state.

Part D – Summary of Proposed Management Measures

This section should contain a table of the proposed measures for avoiding, minimising and managing the potential environmental impacts of the proposal (as identified in Part C). These should be written as specific, unambiguous statements of action (see example below).

Table 1. - Proposed management measures

No.	Proposed Management Measure	Timeframe
1	Ensure pavement design capable of containing runoff from a 1-in-20 year storm event. This will require kerbing at premise boundary or bunding warehouse entrances.	Prior to commencement of operations.
2	Ensure all fire water is contained on site. This will require kerbing at premise boundary or bunding warehouse entrances.	Prior to commencement of operations.
3	Ensure contaminated tyres are not processed on the facility. This will be achieved by not allowing tyres that are contaminated to be unloaded at the premises.	Operational
4	Ensure rubber and other waste does not accumulate on the site, increasing risk of air and water pollution and of fire risk. This will be achieved by appropriate operation of the facility and house keeping, as described in this document.	Operational

Part E – Public and Stakeholder Consultation

Consult neighboring industrial facilities as required.

Appendices

Appendix 1: Fire Risk Assessment
Appendix 2: Dust Monitoring Report
Appendix 3: Emergency Management Plan
Appendix 4: Continuity Plan
Appendix 5: 308 Georgetown Rd Rocherlea, Launceston Tasmania
Appendix 6: Noise Impact Assessment report

Appendix A: Lotsearch