DEVELOPMENT APPLICATION

APPLICATION NUMBER:	PLN-25-377
PROPOSED DEVELOPMENT:	Waste transfer, resource recovery & processing facility
LOCATION:	129 Derwent Park Road Derwent Park
APPLICANT:	Era Advisory
ADVERTISING START DATE:	13/03/2026
ADVERTISING EXPIRY DATE:	13/04/2026

Plans and documentation are available for inspection at Council's Offices, located at 374 Main Road, Glenorchy between 8.30 am and 5.00 pm, Monday to Friday (excluding public holidays) and the plans are available on Glenorchy City Council's website (**www.gcc.tas.gov.au**) until **13/04/2026**.

During this time, any person may make representations relating to the applications by letter addressed to the Chief Executive Officer, Glenorchy City Council, PO Box 103, Glenorchy 7010 or by email to gccmail@gcc.tas.gov.au.

Representations must be received by no later than 11.59 pm on **13/04/2026**, or for postal and hand delivered representations, by 5.00 pm on **13/04/2026**.

374 Main Road, Glenorchy
PO Box 103, Glenorchy TAS 7010
(03) 6216 6800 | gccmail@gcc.tas.gov.au
www.gcc.tas.gov.au
ABN 19 753 252 493

Project site (the Land)

Existing infrastrucutre
- Site entrance
- Existing buildings
- Containerised fuel cell
- Cascade separator

- Jellyfish filter
- Weighbridge
- Carpark
- Stormwater infrastructure
- Existing sealed concrete

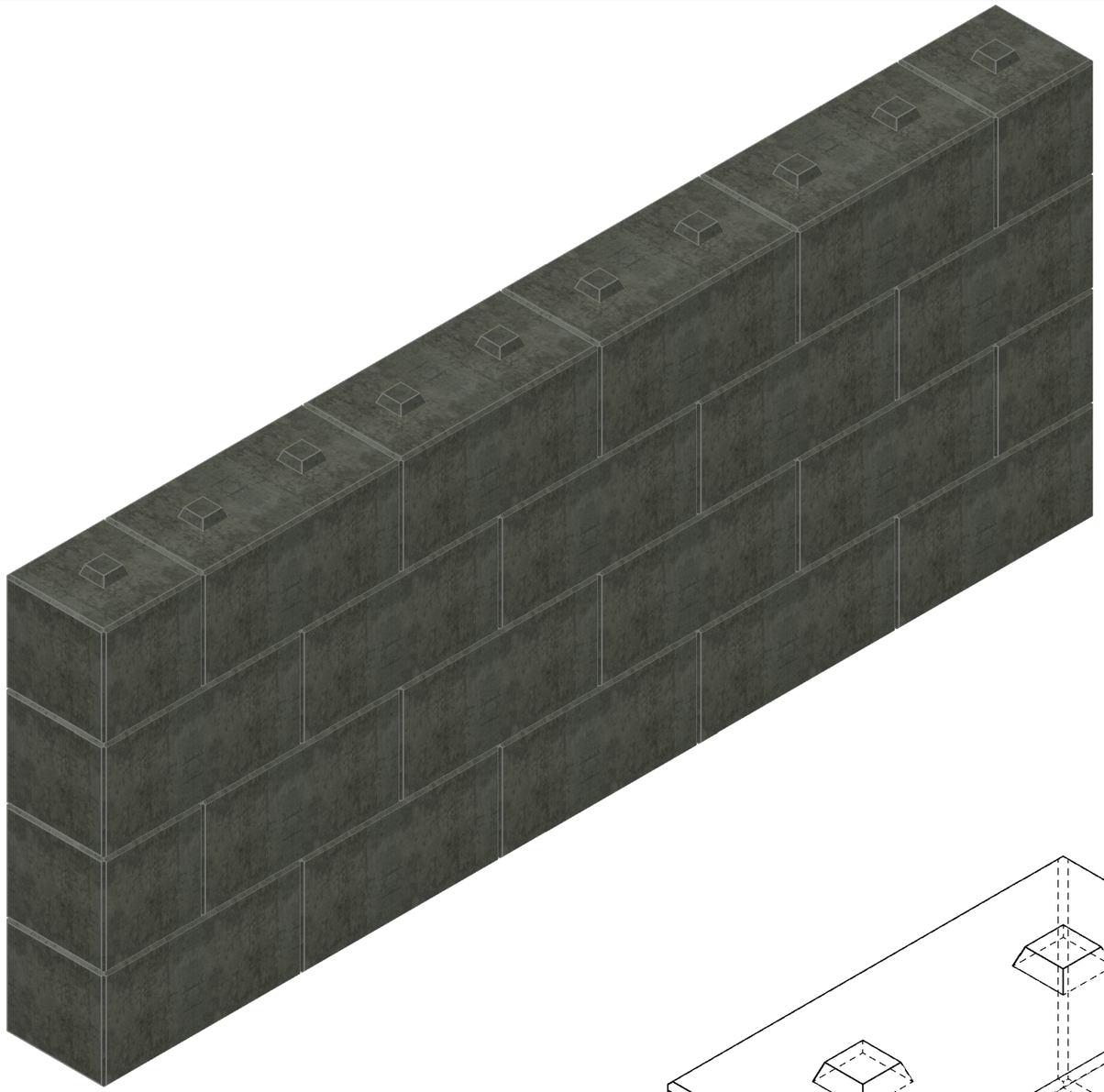
Proposed infrastructure
- Mobile shredder locations
- Loadout Area
- Proposed storage area

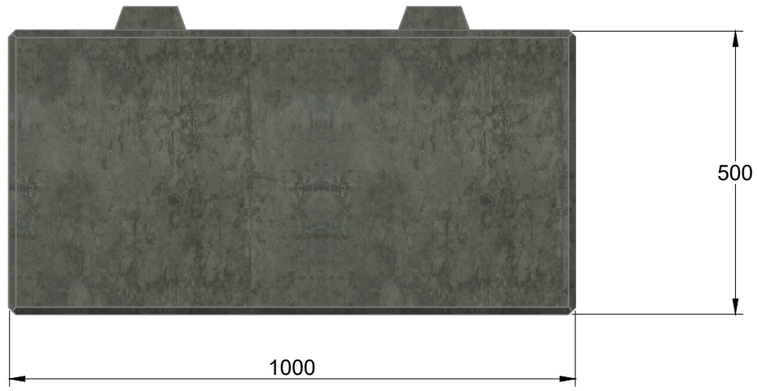
Lutana Resource Recovery Works

Project operational layout

era

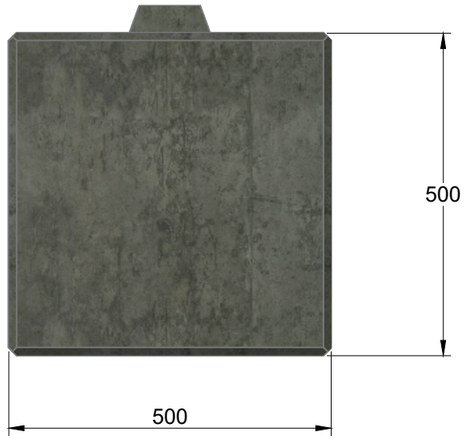
Job No.	2425-037
Rev.	V.4
Date	16 Feb 2026
Size	A4



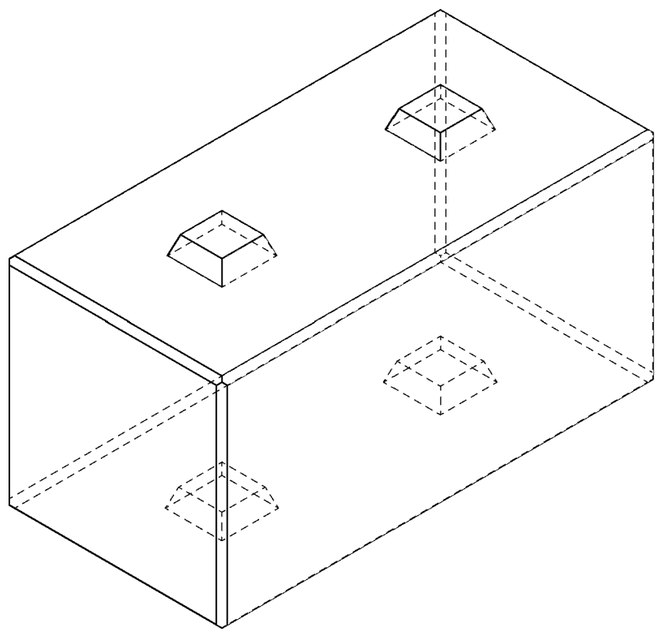


FULL BLOCK ELEVATION

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-377
DATE RECEIVED: 20 February 2026



HALF BLOCK & END ELEVATION



Title: Hudson Civil 'LOCK BLOCK' drycast Interlocking Blocks

Scale 1:10
Date: 19-2-2022
Plot Size A3

HUDSON
CIVIL PRODUCTS

Lutana Resource Recovery Facility

Environmental Effects Report

era

Final | January 2026

Era Advisory acknowledge palawa as the Traditional Owners of lutruwita (Tasmania).

They are the original custodians of our land, sky and waters.

We respect their unique ability to care for country and deep spiritual connection to it.

We honour and pay our respect to Elders past and present, whose knowledge and wisdom has and will ensure the continuation of culture and traditional practices.

We acknowledge that their sovereignty has never been ceded.

Always was, always will be.

Era Advisory Pty Ltd

ABN 21 681 443 103

Level 1, 125A Elizabeth St Hobart 7000
(03) 6165 0443

enquiries@era-advisory.com.au
era-advisory.com.au

Client	Southern Waste Solutions
Document version	V2
Date	12 February 2026
Author	D.Elson
Reviewer	A.Jungalwalla
Job number	2425-037

Contents

1 Part A – Proponent information

Proponent entity name	Copping Refuse Disposal Site Joint Authority
Proponent trading name	Southern Waste Solutions (SWS)
Registered address of proponent	129 Derwent Park Road, Derwent Park, TAS, 7009
Postal address of proponent	PO Box 216 New Town, TAS, 7008
ABN/ACN of proponent	87 928 486 460
Contact person's details	Nick Gifford 0427 932 487 nick.gifford@swstas.com.au
Consultant's details	Dan Elson 0411 296 901 daniel@eraplanning.com.au

Southern Waste Solutions (SWS) is jointly owned by Clarence City Council, Kingborough Council, Sorell Council and Tasman Council, and is established as a joint authority under the *Local Government Act 1993*. SWS services the Break O 'Day, Brighton, Clarence City, Glamorgan Spring Bay, Glenorchy City, Hobart City, Huon Valley, Kingborough, Sorell, Southern Midlands and Tasman Local Government Areas.

In addition to being funded by the council ownership group, SWS generates revenue through external customers paying gate fees for waste disposal services. SWS has the experience and financial capacity to undertake the project as demonstrated by the proponent's long-term operation of the of the Lutana WTS and the Copping Landfill.

2 Part B – Proposal description

SWS operates and manages the existing Lutana waste transfer station (WTS), which receives waste prior to transporting it to the Copping Landfill. The Lutana WTS currently accepts approximately 70,000 tonnes of waste per year. Waste received at the WTS is predominately commercial and industrial waste, with some construction and demolition waste. The WTS also receives small volumes of municipal kerbside waste from City of Hobart on a regular basis. Lutana WTS accepts small volumes of asbestos but does not accept any other controlled wastes. The facility is not open to the public.

SWS have recently redeveloped the Lutana WTS, which was approved by the Glenorchy City Council in April 2024 under planning permit PLN-23-350.01. The Lutana WTS redevelopment included capital upgrades to ensure the continued operation of the WTS and to allow the facility to effectively manage future volumes of waste. The key components of the redevelopment included a new waste transfer building, a new office building, sealing of internal access roads and a new 20-space sealed car park; infrastructure for stormwater management and some landscaping were also included in the site upgrade.

The redevelopment improved the performance of the site by enclosing operations in the new waste transfer building, which minimises the potential for windblown litter, noise and odour impacts.

The proposal is seeking approval for a change in use at the site to allow for resource recovery works, which will significantly reduce the volume of waste sent to landfill and provide an additional income stream for SWS. Waste recovery is proposed for a variety of materials, including metal, timber, and plastics. The proposal also includes the receipt of food and organic waste (FOGO) for delivery to off-site composting facilities.

As the proposal essentially transforms the existing waste transfer station into an integrated waste transfer and resource recovery centre, it is anticipated that the entire site would operate as a level 2 activity under the *Environmental Management and Pollution Control Act 1994* (EMPC Act).

Project Site (the Land)

Nearest Sensitive Receptor

Contour

Site entrance

Lutana resource recovery works

Figure 2.1
Project Location

era

Job No. 2425-037
Rev. V.1
Date 25 September 2025
Size A4

Project site (the Land)

Existing infrastrucutre

Site entrance

Existing buildings

Containerised fuel cell

Jellyfish filter

Weighbridge

Carpark

Stormwater infrastructure

Sealed concrete

Cascade separator

Proposed infrastructure

Mobile shredder locations

Loadout Area

Indicative storage area

Lutana Resource Recovery Works

Figure 2.2
Project operational layout

era

Job No.	2425-037
Rev.	V.3
Date	16 Feb 2026
Size	A4

2.1 Description of proposed activity

Activity

The proposed activity is the change of use of the existing Lutana WTS from a simple transfer station into an integrated waste transfer and resource recovery facility (the Project).

The Project is predominantly a change of use and will not require extensive changes to the existing WTS site. The existing new depot building (shown in Figure 2-3) will continue to be used as the main receipt and handling area.

The only new infrastructure proposed are some dedicated 'outdoor segregation areas', consisting of some new moveable storage bays made up of stackable concrete blocks to be installed in the sealed area outside of the existing depot building. Skip bins and stockpiled material will also be stored in these areas.

The Project proposes to receive up to 90,000 tonnes of waste per year, a 20,000 tonne increase from previous volumes accepted. This will enable the facility to remain operational as local landfill closures increase reliance on waste transfer through the Project, and as new material recovery facilities come online, allowing the Project to receive and recover greater volumes of recyclable material.

Of this volume received, reuseable resources will be extracted and the remainder will be transferred to the Copping Landfill as general waste.

The following waste streams are proposed to be received, segregated and (in some cases) processed at the facility:

- Metals
- Mattresses
- Rubber and tyres
- Construction and demolition (C&D) waste (including timber, plaster, concrete and bricks)
- Commercial and industrial (C&I) waste (including cardboard, plastics, e-waste etc)
- Food and organics waste (FOGO)
- Asbestos
- Secure disposal
- General Waste

Co-mingled waste will be received by truck onto the waste transfer building floor and then either sorted by machine or a personnel pick station. Alternatively, some waste will be received pre-sorted, which will be financially incentivised by SWS. Following sorting, the recovered material will then be processed by mobile plant (if required) and then either stored in a series of stockpiles, new outdoor concrete block storage bays or skip bins, or stored inside the building itself prior to transport to customers. All potentially odorous material (FOGO and general waste) will be stored in the building.

Waste that is not suitable for recovery will be collected in purpose built garbage trucks (19 m long, high-volume side tippers) and transferred to the Copping Landfill (as currently occurs).

The Project Site contains several existing structures (namely the former waste compaction system and clinical waste facility) which are no longer being used and will be decommissioned in the future, subject to a separate approval. The Project Site also contains a lower quarry area that is used for storage of empty customer skip bins and SWS assets and equipment that do not form part of the Project.

Under Schedule 2 of the *Environmental Management and Pollution Control Act 1994* (EMPC Act), the Project is defined as a level 2 activity via several definitions:

- 3(b) Waste Treatment and Disposal: Waste Depots: the conduct of depots for the reception, storage, treatment or disposal of waste… and which are designed to receive, or are likely to receive, 100 tonnes or more of waste per year.
- 6(a) Materials Handling: Crushing, Grinding or Milling: processing (by crushing, grinding, milling or separating into different sizes by sieving, air elutriation or in any other manner) of
  - (i) chemicals or rubber at a rate of 200 tonnes or more per year; or
  - (ii) rock, ores or minerals at a rate in excess of 1,000 cubic metres per year.

Specifically, the Project will receive and process greater than 100 tonnes of waste per year (triggering 3(b)), and may involve rubber shredding at volumes greater than 200 tonnes per year (triggering 6(a)(i)).

New or existing activity	The Project is a modification and intensification of an existing level 1 activity.
Product or purpose	The purpose of the Project is to recover useful and saleable resources from waste material. The following are the initial estimates of waste materials and volumes to be received, the estimated resource recovery rate, and the end product (where applicable). · Metals – including mixed steel, heavy gauge steel, non-ferrous metals (e.g. aluminium, stainless steel), semi-precious metals (e.g. copper), gas bottles and batteries. Approximately 5,400 tonnes of metals are anticipated to be received per year, with an estimated recovery rate of 90 %. Metals will be transported to a recycling facility, without further onsite processing. · Mattresses – approximately 1,350 tonnes received per year, with an estimated recovery rate of 60 %. Mattresses will be shredded with metal sent to a recycler and foam to the Copping Landfill. · Rubber and tyres – approximately 300 tyres per year will be received and either passed directly to a tyre processor or shredded onsite. Approximately 900 tonnes of other rubber product is anticipated to be received per year, with an estimated recovery rate of 70 %. Rubber may be passed directly onto a recycling facility or may be first processed onsite (via shredding). · Construction and demolition (C&D) waste (including timber, plaster, concrete and bricks) – approximately 27,000 tonnes is anticipated to be received per year, with an estimated recovery rate of 60 %. Some of these materials will be processed onsite via a shredder, with the remainder, including concrete and bricks, to be temporarily stockpiled only. Extracted materials can be used as wood chips and inputs to agricultural products. · Cardboard – approximately 900 tonnes are anticipated to be received per year, with an estimated recovery rate of 70 %. Cardboard will be transport to a recycling facility without further onsite processing. · Plastics (HDPE) – approximately 1,800 tonnes of plastics are anticipated to be received per year, with an estimated recovery rate of 60 %. Plastics may be passed directly onto a recycling facility or may be first processed onsite (via shredding). · E-waste – only small tonnages of E-waste are likely to accepted, well less than 500 tonnes, with a small recovery rate. E-waste will be sorted and transported to a recycling facility without further onsite processing. · Food and organics waste (FOGO) – approximately 3,600 tonnes are anticipated to be received per year, with an estimated recovery rate of 90 %. FOGO will be transported to a composting facility without further processing. · Asbestos – approximately 180 tonnes are anticipated to be received per year. Asbestos will be consolidated and securely packaged prior to being transported to Copping Landfill for disposal in the controlled waste cell. · Secure disposal – approximately 1,170 tonnes are anticipated to be received per year, none of which is recovered owing to security reasons. This waste stream will be destroyed (except for liquid waste, which will not be destroyed onsite) and sent directly to Copping Landfill. · General Waste – approximately 22,500 tonnes of general waste material is anticipated to be received per year, with an estimated recovery rate of 10 %, with the remaining sent to Copping Landfill. The total volumes above are well below the 90,000 tonne maximum, which has been requested for future growth of the site.
Maximum quantity/limit	The maximum quantities proposed with respect to the EMPC Act Schedule 2 activities associated with the Project are as follows: · 3(b) Waste Treatment and Disposal: Waste Depots: Up to 90,000 tonnes per annum · 6(a) Materials Handling: Crushing, grinding or Milling · (i) chemicals or rubber: Up to 1,000 tonnes per annum of shredded rubber
Methods	<u>General material handling</u> The following provides an overview of the general material handling methods, with more detailed information for each of the key material types provided below.

- Waste receival
  - Waste will be delivered to site (as either co-mingled or pre-sorted loads) either directly onto the floor of the depot building (as shown in Figure 2-4) or at one of the two shredding locations identified in Figure 2-2.
  - The existing weigh bridge will be used to measure tonnages at the site upon entry and exit.
- Waste sorting, processing and storage
  - An excavator with a claw/grab attachment will primarily be used to pick and sort waste within the building once delivered.
  - Hand picking will also occur by operators in the depot building as required.
  - A front-end loader will then be used to collect and transport waste streams around the facility, delivering them into their respective storage areas, storage bins or directly to truck for removal from site.
  - A mobile shredder will be purchased as part of the Project which will be capable of shredding most materials, including wood, plastics, rubber and some building materials.
  - Shredding will be undertaken in either of the two outdoor locations shown in Figure 2-2, or inside the depot building for mattresses; with the single shredder moved between the locations as required. The locations were chosen to enable shredded materials to be kept out of the way of truck and machinery movements around the hardstand areas. Shredding will generally be undertaken outdoors, except for mattress shredding which will be undertaken within the depot building shown in Figure 2-2. Shredding will be undertaken on a campaign basis, focusing on each material type as required to manage incoming material volumes.
  - Once separated, waste materials will be stored either in concrete block bays or skip bins, in the outdoor segregation areas, or within the depot building in piles. The type and duration of storage for each material will be commensurate with the volume and environmental risk (as outlined below).
- Waste removal
  - The depot building has a loadout door at its south-western end where materials can be dumped from a front-end loader directly into skip bins on the outside of the depot. The loadout area can be seen in the photo in Figure 2-4.
  - There is also an integrated drive-through collection lane inside the depot where trucks can be loaded directly by front end loaders; the entry and exits are shown on Figure 2-2 and a truck exiting in the photo in Figure 2-5. The lane is sunken so that the top of a truck is level with the depot floor loading retaining wall to allow direct loading, as shown in the photo in Figure 2-6. There is reinforced concrete and metal armouring around the loading area to protect the truck and building.

<u>Metals (no onsite processing, outdoor storage)</u>

- Metals will generally arrive co-mingled and will be emptied onto the depot building floor.
- Metals will be separated and consolidated into metal types using the grab excavator.
- The metals will then be placed into various bins in the outdoor segregation area (via the loadout door) using the front-end loader. Bin size and metal types will include:
  - 30 m^3 bins for mixed steel
  - 15 m^3 bins for aluminium
  - 3 m^3 bins for copper and brass
  - LPG bottles, batteries, water cylinders, and air conditioners[1] will also form part of this waste stream and be collected in 3 m^3 bins.
- Metals bins will be stored outside of the depot building in the storage areas for regular collection or delivery to third-party processors.

[1] Air conditioning units are generally delivered to site degassed. When they are decommissioned from a building, it is the responsibility of the contractor to degas the unit. The common split system units that are disposed of have two units: the inside and outside unit. The inside units do not hold gas once lines are disconnected. The outdoor units do have ability to hold gas for the system when dismantled and these units will be pulled out, set aside onsite and confirmed to be degassed prior to any waste recovery work or disposal.

- No metal processing (including shredding) will occur onsite as part of the Project.

Mattresses (processed onsite via shredding; processing and storage indoors)

- Mattresses will arrive co-mingled or in bulk lots (e.g. from hospitals, hotels, or nursing homes).
- Mattresses will be temporarily stored in the storage shed until a sufficient number have been collated for processing.
- Mattresses will be shredded in the depot building, separating the foam from the metal.
- The metal will be stockpiled with other metals and then sent to a third party for recycling and the foam will be sent to the Copping Landfill.

Rubber and tyres (potentially processed onsite via shredding; outdoor processing and storage)

- All tyres received will be stored in one of the outdoor segregation areas and either sent to a third party recycler or shredded onsite. The Project proposes a maximum of 300 tyres received per annum, which will be subject to regular collection. At any one time no more than 300 tyres will be stored onsite.
- Most tyres will arrive already separated from hubs. If tyres arrive with the hubs included these will be separated where possible (with metal and rubber sent to the relevant areas). Any that can't be separated will be sent to general waste.
- The majority of tyres received will be from light vehicles with occasional commercial tyres received.
- Rubber received will also be separated and stored in the outdoor segregation areas.
- Rubber material will initially be sent directly to a third-party recycler but may be shredded onsite (by the abovementioned mobile shredder) in future operations to create a finished recycled product. In this event, shredded rubber will be stored in one of the outdoor segregation areas in a skip bin.

Construction and demolition (timber and plaster processed onsite via shredding; outdoor processing and storage) (no onsite processing of concrete or bricks; outdoor storage)

- Construction and demolition (C&D) waste consists primarily of timber, plaster, bricks, and concrete.
- The material will generally arrive co-mingled on the depot floor and require manual and machine sorting into constituent piles.
- Sorted piles will be temporarily stored in the outdoor segregation areas awaiting collection or processing.
- Wood will be shredded (by the abovementioned mobile shredder) and stored in outdoor bays prior to being on sold as fuel or compost material. Treated timber will be separated from untreated timber and disposed of separately.
- Plaster will also be put through the shredder machine and stored in outdoor bays for collection by third-party recyclers.
- Any unsuitable waste will be sent to the Copping Landfill with the general waste stream.
- Bricks and concrete will be temporarily stockpiled onsite and then transported offsite for processing.

Cardboard (no onsite processing (packaging only); indoor packing and storage)

- Cardboard will either arrive co-mingled or as single loads.
- Cardboard will be baled, compressed, stored inside the depot building and then sent to a third-party for recycling.

Plastics (potentially processed onsite via shredding; outdoor processing and storage)

- Plastic waste streams will likely include items such as bumper bars from car wreckers, plastic pipe offcuts and commercial PVC from demolition waste.
- Recyclable plastics will be separated into plastic type and stored in the outdoor segregation area for collection and distribution to third-party recyclers.
- Plastics may eventually be shredded onsite (by the mobile shredder), if preferred by third-party recyclers. In the event of onsite shredding, the resulting material will be stored in outdoor bays or skip bins in the outdoor segregation areas.

E-waste (no onsite processing; outdoor storage)

- E-waste will be delivered in bulk lots and sorted into constituents such as monitors, laptops, accessories, desktop computers etc. E-waste will not be processed onsite.

- This waste will be stored in the outdoor segregation areas in skip bins and transferred to a third-party recycler.

FOGO (no onsite processing; indoor storage)

- FOGO will be delivered by local councils on a regular fortnightly basis and will be dumped and stored inside of the depot building temporarily (for up to 2 days) before being transported to a composting facility.
- As FOGO is odorous, no outdoor handling or storage of this material is proposed.
- The FOGO will be handled by a front end loader, including filling of trucks directly via the drive-through lane system.
- Regular washdown of the depot building floor into the existing segregated washdown collection system will occur.

Asbestos (no onsite processing; storage in sealed bin outdoors)

- Asbestos will be handled with all required safety precautions through a combination of personnel and machinery and will be wrapped and stored in the existing restricted access bins outside of the depot building prior to transport to the Copping Landfill.

Secure disposal (onsite destruction of solid waste, no onsite processing of liquid waste; indoor processing and storage)

- Secure material is a separate waste stream currently received at the WTS, that (for commercial, privacy, or safety reasons) must be destroyed onsite and securely disposed of. Secure material could be a variety of items, for example old poker machines or used PPE.
- This material is received intermittently and is generally in batches that range from 10-50t from various location.
- All secure material will be stored and (where appropriate) physically destroyed in the depot building. Any non-secure metals will be recovered for recycling and the remaining solid waste transported to Copping Landfill along with the general waste stream.
- Any secure liquids received at the site will be sent directly to the Copping Landfill for destruction. There will be no destruction or disposal of secure liquids at the Project Site.
- As stipulated in the secure disposal requirements, photos and video (from CCTV installed) will be taken of the destructed materials for evidence of destruction.

General waste (no onsite processing; indoor storage)

- General waste will be received on the depot building floor and any recyclable items removed by personnel pick station or by mechanical grab (and stored or processed as outlined above for the relevant material).
- All remaining general waste will be sent on to Copping Landfill, with only temporary stockpiling (generally 1 day, but possibly 2 days in unforeseen circumstances) of general waste within the depot building.
- As general waste is odorous, no outdoor handling or storage of this material is proposed.
- Regular washdown of the depot building floor into the existing segregated washdown collection system will occur.

Industry standards

The Project will be required to meet the reporting requirements and other obligations under the *Waste and Resource Recovery Act 2022*.

Some waste handled onsite (for example tyres, asbestos and empty paint or chemical containers that may arrive onsite as part of comingled loads) will be considered controlled waste in accordance with the definition of controlled waste in the EMPC Act and their inclusion in Schedule A of the National Environment Protection (Movement of Controlled Waste between States and Territories) Measure 1998.

Waste tyres and any of other items listed under the *Dangerous Goods (Road and Rail Transport) Act 2010* are also a prescribed controlled waste in regulation 5 of Tasmania's *Environmental Management and Pollution Control (Waste Management) Regulations 2020*.

These waste streams must be managed in accordance with the Tasmanian Waste Management Regulations. In accordance with Regulation 6(1) a person must not remove, receive, store, recycle or repurpose a controlled waste other than under a 'relevant authority' or in accordance with an 'approved management method'. In the case of the Project a relevant authority is being sought via the submission of this EER (a permit issued under the LUPA Act for a level 2 activity).

	Regarding bulk storage of tyres, to minimise fire risk tyres must be stored in compliance with the Guidelines for Bulk Storage of Rubber Tyres published by Fire and Rescue NSW (Fire & Rescue NSW, 2014).
Transport	The Project Site is only accessible via Derwent Park Road, which ends to the north of the site. · Workers will arrive at site in light vehicles at approximately 5 am and will leave approximately 4 pm from Monday to Saturday. Approximately 13 staff (including administrative staff) will be onsite at any one time, (no increase from existing numbers), - light vehicle movements will be in the range of 20-30 per day spread across the day with most movements in the early morning and around close of business. · Truck movements will occur sporadically everyday throughout the operational hours Monday to Saturday (see Operating Hours below). Truck movements are expected to average 2 per hour (i.e. one truck delivering and leaving) across each day. This will be a slight increase from existing truck movements, with the Project resulting in additional delivery of the recoverable products. · SWS owns six customised trailers that will run between the Project Site and the Copping Landfill. The traffic impact assessment for the Project is provided in Appendix C.
Stockpiling	Materials will be temporarily stockpiled at the Project Site either inside the depot building or in the outdoor segregation storage areas (as shown in Figure 2-2) in piles, moveable concrete block bays or skip bins. The storage areas for each material will be located commensurate with the potential environmental risk they pose. Notably FOGO and general waste will be stored inside the depot building as they present an odour and windblown waste risk, and the internal depot floor has a segregated washdown collection system to prevent any contaminants from the waste streams from entering the site stormwater system. In the outdoor segregation areas, solid inert materials may be stored in piles, and smaller potentially windblown materials will be stored in skip bins or the concrete block bays. Stockpiles will not exceed 5 m in height outside of the depot building. Shredding (of relevant materials) will be undertaken on a campaign basis. The duration of each shredding event is likely to be in the order of 1 to 2 days to process any given material. The actual timing of these campaigns will be dependent on the rate of incoming materials, which is not yet fully known and will evolve over time as waste separation in the community improves. Anticipated approximate stockpiling details for materials stored in the outdoor segregation storage areas shown are as follows: · Metals · stored in metal skip bins (30 m^3, 15 m^3 and 2-3 m^3) · maximum onsite volume of ~60 m^3 (10-15 tonnes) · short-term storage with bins collected regularly (days to weeks) · Rubber and tyres · whole tyres and incoming rubber will be stored in piles and any shredded rubber will be stored in bays or skip bins · maximum tyre storage will be <300 tyres (< 5 tonnes) and maximum rubber storage will be approximately 10-15 tonnes · tyres will be regularly shredded (or collected for offsite processing) to ensure no more than 300 tyres are stored at any one time · rubber/tyres to be shredded in approximately 5 tonne lots as required (likely duration 1 to 2 days per event) · shredded rubber will be collected promptly post-processing · Construction and demolition (C&D) waste · incoming materials will be stored in piles and processed materials (e.g. wood chips and shredded plaster) will be stored in concrete block bays and skip bins · maximum storage of 500 tonnes of combined wood/plaster/rubble (processed and raw) · suitable material (timber and plaster) to be shredded in 200 m^3 lots (likely duration 1 to 2 days per event) · shredded timber and plaster to be collected within days of being shredded

- inert rubble collected within 2-3 weeks once stockpiles are full (up to 5 m height max)
- Plastics
  - incoming materials will be stored in piles or skip bins/bays (depending on the product) and any processed (shredded) materials will be stored in concrete block bays or skip bins.
  - maximum storage of 30 m^3 (5 - 10 tonnes)
  - suitable plastics shredded in 30 m^3 lots (likely duration 1 to 2 days per event)
  - routine turnover every 1-2 weeks
- E-waste
  - stored outside in various size skip bins
  - maximum storage of 20 m^3 (~5 tonnes)
  - storage time of weeks to months before collection
- Asbestos
  - will be stored in existing secure bins outside the depot building
  - one 10 m^3 bin (5 - 10 tonne)
  - storage <1 month

Materials stored inside the depot building (or storage shed) will include:

- Mattresses
  - mattresses will be stockpiled within the storage shed (see Figure 2-2) awaiting deconstruction
  - around 200-300 mattresses will be stored onsite at any one time, regularly processed in lots of 300 mattresses (likely 1 to 2 days per event)
  - metal springs recovered from mattress will be stored in outdoor skip bins with other metals
  - waste materials will be stored inside the depot building and transported to Copping for disposal
  - Recovered components collected regularly (weeks to months)
- Cardboard
  - stored inside the depot building in piles and bales
  - maximum of ~20 tonnes stored at any one time
  - collected routinely on a weekly basis
- Food and organics waste (FOGO)
  - temporarily stockpiled (1 to 2 days maximum) inside the depot building for collection
  - Maximum onsite volume of around 85 m^3
- General Waste
  - temporarily stockpiled (1 to 2 days maximum) inside the depot building for collection. This includes general waste diverted from other incoming waste streams (e.g. secure disposal).
  - Maximum volume for all waste combined within depot building of around 1,200 m^3

Area of disturbance

No land is required to be cleared for the Project as all disturbance has already occurred as part of the Lutana WTS redevelopment.

Proposed storage areas (including moveable concrete block bays) will be installed on the existing concrete pad, as show in Figure 2-2. There are two proposed outdoor shredding areas where the mobile shredder will operate, also shown on Figure 2-2. The shredder may also operate inside the depot building for some materials.

Major equipment

The following existing equipment will be used for the Project:

- Front-end loader (1-2)
- Telehandler
- Forklift
- Excavator with grab/claw attachment x2
- Delivery trucks x6

	The Project also proposes the use of new equipment namely: · A mobile shredder machine to process mattresses, wood, plastics, and building materials. · A baler/compaction system for cardboard
Infrastructure	The Project site contains the following existing infrastructure that will be used for the Project, as shown on Figure 2-2: · Main access road (concreted) · Internal access road (concreted) · Concrete hard stand area · Weigh bridge and small office · Site administration building and personnel facilities · Depot building with integrated washdown collection and storage · Storage shed · Staff carpark · Stormwater retention basin and associated stormwater capture and treatment system · Existing general storage areas The following new infrastructure is proposed: · Waste segregation storage areas (on the existing concrete pad) consisting of concrete block bays and areas for skip bin storage and stockpiling. The Project Site also contains other existing infrastructure (which do not form part of the Project) including a clinical waste treatment facility and old compaction and waste handling facilities, which are no longer being used and will be subject to future decommissioning under a separate approval. There is also a large shed near the stormwater system, which does not form part of SWS daily operations and will not be affected by the Project.
Proposal timeline	The following timeframes apply to the Project: · Following receipt of Project approval, the activity of resource recovery will commence immediately. · Commencement is planned for Q1 2026, depending on the approval timeline. · The operational timeframe of the Project will be a minimum of 20 years, which will likely extend depending on market conditions.
Operating hours	The site will operate 5:00 am to 4:00 pm from Monday to Friday, 6 am to 12 pm on Saturday, and 5 am to 1:30 pm on public holidays. The site is closed on Sunday. This is consistent with current operating hours and there is no proposed change. Operating of the shredder will be limited to 7:00 am to 4:00 pm from Monday to Friday, and 8 am to 11 am on Saturday.

Figure 2-3 New main depot building at completion

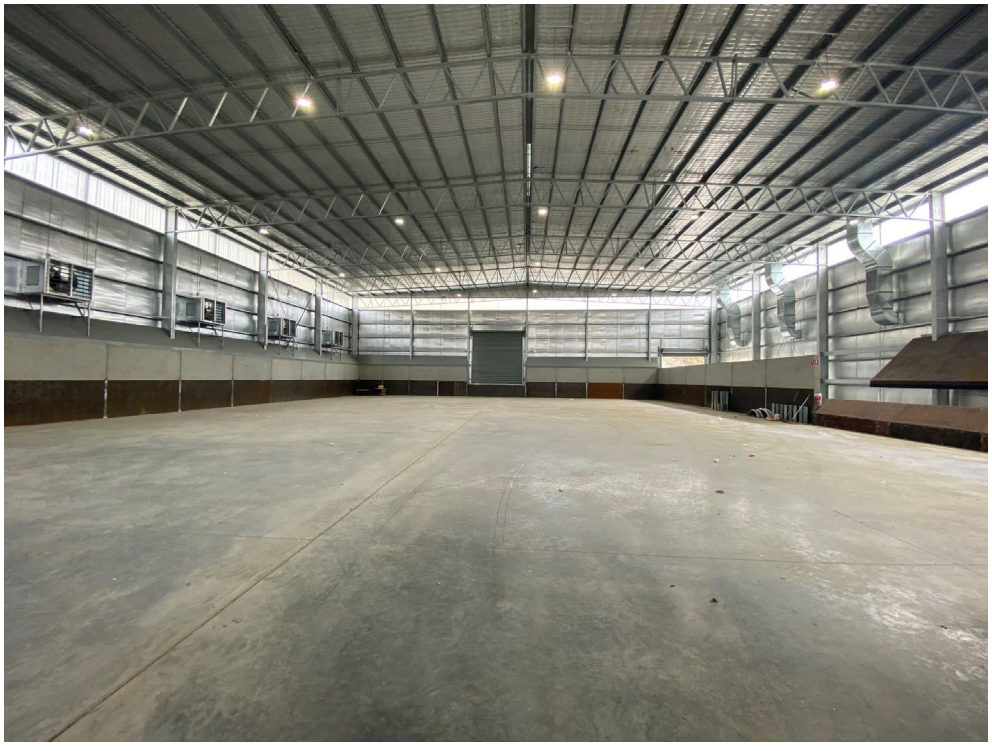


Figure 2-4 Inside the main depot building looking south-westerly

Figure 2-5 Waste truck exiting the sunken truck lane of the depot building

Figure 2-6 Front end loader loading a garbage trailer within the depot building

Location and planning context

Location

The site is located at 129 Derwent Park Road, Derwent Park.

The applicable PID is 5422093.

Applicable CTs are:

	· 122420/1 – jointly owned by Glenorchy City Council and Hobart City Council · 122420A/1 – owned by Glenorchy City Council · 122420B/1 – owned by Hobart City Council · 132878/1 – jointly owned by Glenorchy City Council and Hobart City Council · 132878A/1 – owned by Glenorchy City Council · 132878B/1 – owned by Hobart City Council
Planning permit	A planning permit is required under the *Land Use Planning and Approvals Act 1993* (LUPA Act) and will be lodged with this EER in accordance with Section 25 of the EMPC Act. Written advice from Council that a planning application is required is provided in Appendix D.
Land zoning and tenure	The application is subject to assessment under the Tasmanian Planning Scheme – Glenorchy. The site is within the General Industrial Zone of the planning scheme. The use class is permitted within the zone and there is no rezoning required. Land tenure is local government.
Use class and permissibility	Pursuant to Table 6.2 of the planning scheme, the use is defined as 'Recycling and Waste Disposal', which is defined as: *Use of land to collect, dismantle, store, dispose of, recycle or sell used or scrap material. Examples include a container refund facility, recycling depot, refuse disposal site, scrap yard, vehicle wrecking yard and waste transfer station.* Within the General Industrial Zone, the 'Recycling and Waste Disposal' use class is a permitted use.

Project site (the Land)

Land Tenure

Authority Freehold

Casement

Crown Lease

Inland Water

Local Government

Private Freehold

Tas Water

Lutana Resource Recovery Works

Figure 2.7
Land Tenure

era

Job No. 2425-037
Rev. V1
Date 11 September 2025
Size A4

Project site (the Land)

Tasmanian Planning Scheme- Zones

- Commercial
- Community Purpose
- Environmental Management
- General Industrial
- General Residential
- Light Industrial
- Local Business
- Open Space
- Port and Marine
- Recreation
- Utilities

Lutana Resource Recovery works

Figure 2.8
Land Zoning

era

Job No.	2425-037
Rev.	V.1
Date	11 September 2025
Size	A4

Description of site and surrounds

Land use	The current land use of the Project Site is a waste transfer station. Surrounding land use includes an industrial area to the north supporting the zinc works, shipbuilding yard, and various other industrial complexes. The TasWater Derwent Park sewage treatment plant is located directly to the north-west of the site. Residential areas and various sports fields are located to the south. Directly surrounding the Project Site are various empty tracts of open land owned by Nyrstar. Prince of Wales Bay lies to the north-west, which contains various boat and yacht facilities. There are no reserves in the vicinity of the Project Site. The closest residents to the boundary of the Project Site are only 15 m to the southern boundary in the south-west and 40 m to the boundary in the south-east (refer Figure 2-1). These residents are relatively close to the Project Site boundary, but are physically separated by the large cliff face of the old quarry, with the closest resident (to the south-east off of Lennox Avenue) approximately 100 m to the works area of the Project.
Topography	The Project Site sits on an old quarry area that has been cut out from the surrounding hills. The operational area of the site is relatively flat and drains towards the road. The surrounding area is hilly and ranges in topography from 20 – 70 m AHD.
Climate	Climate data is available from the Hobart (Ellerslie Road) weather station (094029). The climate is classified as cool temperate, with an annual mean minimum temperature of 8.4°C and a mean maximum temperature of 17°C (BOM, 2025). January and February are the hottest months, both with a mean maximum temperature of 21.8°C and July the coldest, with a mean maximum of 11.8°C. An annual mean rainfall of 612.1 mm was recorded between 1882 - 2024. Winds are predominantly northerly in the morning and north-westerly or south-easterly in the afternoons, with the strongest winds recorded in spring and summer, with calmer winter winds (annual average wind roses are provided in Figure 2-9 and Figure 2-10).
Geology	The geology of the site is mapped as Tasmanian Dolerite (LISTmap, 2025). Potential for acid forming material is low, with no mapped potential acid forming areas within the Project Site (LISTmap, 2025). There are no geoconservation sites within the Project Site or surrounds. The nearest mapped site is the Bedlam Walls Scarp across the River Derwent approximately 1.4 km away.
Soils	The closest area of potential acid sulfate soils (PASS) is mapped outside of the Project Site, approximately 150 m to the south-west with a low (6-70%) chance of occurrence (LISTmap, 2025). The soil in the area is mapped as black soils on dolerite, with podzolic soils on dolerite (LISTmap, 2025). There is potential for past contamination of the site from waste transfer or quarrying activities.
Hydrology	The closest waterbody is the River Derwent immediately to the west (~150 m) of the Project Site (Prince of Wales Bay). No rivers, creeks, or major drainage lines are associated with the Project Site.
Natural values	The Project Site occurs entirely on an area mapped as Urban areas (FUR) on TASVEG 4.0 (LISTmap, 2025). There are two records of the grey goshawk (*Accipiter novaehollandiae*) on the southern border of the Project Site and one 250 m to the south; this species is listed as endangered under the *Threatened Species Protection Act 1995* (TSP Act). There is also a white-bellied sea eagle (listed as vulnerable under the TSP Act) record in the property to the south of the site. No other fauna records are present within or surrounding the Project Site. There are two threatened flora records to the south of the Project Site in the adjacent parkland area, the risdon peppermint (*Eucalyptus risdonii*), listed as rare under the TSP Act, and the spreading knawel (*Scleranthus fasciculatus*), listed as vulnerable. No other flora records are present within or surrounding the Project Site. There are no raptor nests within 1 km of the Project Site, with the nearest nests approximately 2.1 km away across the river.

The entirety of the Project is contained within already disturbed land with no meaningful habitat potential for native species.

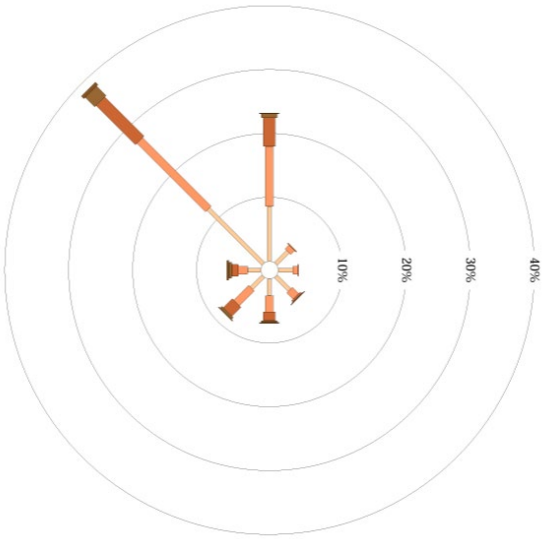


Figure 2-9 9 am wind rose (Hobart 094029) (BOM, 2025)

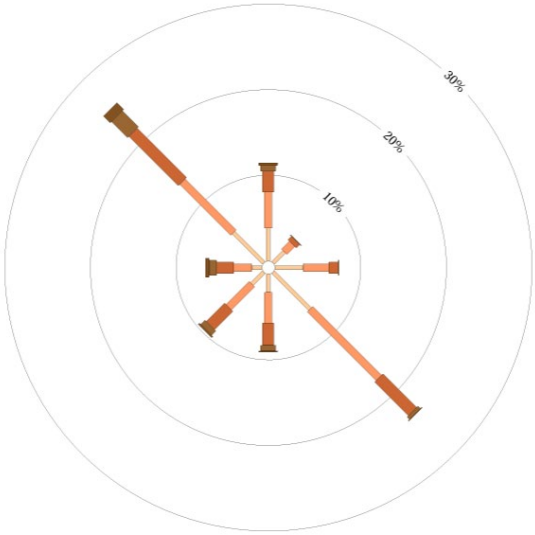


Figure 2-10 3 pm wind rose (weather station Hobart 094029) (BOM, 2025))

2.2 Project rationale and alternatives

2.2.1 Rationale

The Project has been developed to address both current and forecasted pressures on Southern Tasmania's waste management system. Existing landfill operations are reaching capacity, while regulatory requirements and community expectations demand greater diversion of recoverable materials from landfill. The project provides an integrated facility capable of segregating and processing a broad range of resource recovery streams, reducing reliance on landfill, and improving the region's long-term waste management performance and further progressing the circular economy.

Key drivers for the Project include:

- Operational efficiency – consolidating resource recovery functions within a single, modernised facility that reduces double-handling and transport costs.

- Regulatory compliance – ensuring operations align with EPA and planning obligations, particularly around State and Commonwealth government landfill diversion targets (e.g. 80% diversion target from landfill in Tasmania by 2030[2]).
- Environmental benefit – reducing greenhouse gas emissions and leachate generation associated with landfilling, supporting circular economy principles.
- Community benefit – providing improved infrastructure that supports household and commercial recycling, enhances recovery rates, and generates local employment opportunities.

2.2.2 Alternatives considered

A number of alternatives have been evaluated during project planning:

1. Continue to rely on existing waste transfer and disposal facilities
    - Benefits: Avoids immediate capital expenditure; minimal disruption to current operations.
    - Disadvantages: Facilities are ageing and lack capacity for future waste volumes; continued inefficiencies in transport and handling; inability to process emerging waste streams.
2. Outsourcing recovery functions to private operators
    - Benefits: Potential reduction in council/operator capital commitment; access to specialist technology.
    - Disadvantages: Reduced control over pricing, service standards, and long-term security of processing capacity; reliance on external providers with competing commercial priorities.
3. New waste recovery centre at a more remote location
    - Benefits: Purpose-built, future-proofed infrastructure; direct control of operations; enhanced recovery outcomes; compliance assurance; community and regional benefit; reduced impacts in a remote location (e.g. near copping)
    - Disadvantages: Requires upfront capital investment and ongoing operational resourcing, is much less accessible by councils, recyclers and workforce.
4. Proposed Project (preferred option)
    - Benefits: Purpose-built, future-proofed infrastructure; direct control of operations; enhanced recovery outcomes; compliance assurance; community and regional benefit.
    - Disadvantages: Requires upfront capital investment and ongoing operational resourcing.

2.2.3 Conclusion

The preferred option (i.e. the Project) is the most sustainable and strategic approach. While requiring investment, it provides long-term cost efficiency, environmental gains, and regulatory certainty compared with alternatives that either defer the problem or transfer it outside of community (via council) control.

[2] From Tasmanian Waste and Resource Recovery Strategy 2023-2026 Department

2.3 Existing activity

The existing waste transfer station was recently upgraded, with the upgrade approved by the planning authority under planning permit PLN-23-350.01. In relation to environmental monitoring conditions, the existing permit has requirements for daily visual monitoring for dust to inform whether any dust management and mitigation needs to be undertaken in accordance with site management plans.

In the last 5 years there has been one recorded complaint from a resident. A noise complaint was received in February 2024 from a Lennox Avenue resident during the early earthworks period of the Lutana site redevelopment. The matter was resolved by placing notification letters on the front gate of the site and by completing letterbox drops to residents in the surroundings areas. No other breaches of conditions of current regulatory approvals have occurred and there have been no contraventions of environmental law.

For planning permit PLN-23-350.01, a number of reports were completed, including an emissions assessment, landslip hazard report, and traffic impact assessment; these reports have been updated and referenced throughout this report where relevant.

The Project Site contains an existing Level 2 regulated activity, namely the Lutana clinical waste treatment plant (regulated by the EPA under Permit Part B Permit Conditions – Environmental No. 7554 dated April 2008). This facility is no longer operating and is currently in the process of decommissioning with the EPA. There is no direct connection between this facility and the Project.

3 Part C – Environmental impacts and management

The Project is seeking approval for a change in use at the site from a WTS to an integrated waste transfer and resource recovery centre. The existing WTS already contains almost all infrastructure and equipment required for the Project, with the exception of some new outdoor storage facilities (concrete block bays and skip bins to be located on the existing hardstand) and potentially a new mobile shredder. Therefore, the construction phase is almost non-existent in this instance, as the new outdoor storage facilities will be pre-fabricated components placed on an existing hardstand.

Consideration of environmental impacts therefore focuses on the operational phase of the project.

The following sections (Sections 3.1 through to 3.11) document the potential impacts and proposed management, mitigation, and monitoring for the Project. Management, mitigation and monitoring measures are documented separately in each section and collated into summary tables in Section 4 (Part D).

Additional to the discipline-specific measures documented in the following sections, there are also several measures that are applicable more broadly across all environmental disciplines. These key measures are summarised in the following table and will be applied to the Project in its entirety.

Reference number	Management, mitigation or monitoring measures
Management and mitigation	
Various MM 1	An Operational Environmental Management Plan (OEMP), capturing all relevant operational phase management measures as set out in the EER (and any resulting approval conditions) will be prepared and made available to the EPA upon request.
Various MM 2	An online complaints register and contact phone number will continue to be maintained to capture any complaints received from the public. Complaints will be actioned, the complainant notified and a record kept of the resolution.
Monitoring	
Various MON 1	Monitoring procedures for operational environmental controls will be documented in the OEMP and implemented during the operational phase, including as a minimum: · Daily visual monitoring of waste and visible water quality issues (including high sediment loads or surface sheen) during periods of high rainfall. · Annual audits of all environmental management measures, mitigation, and monitoring requirements. · Any non-conformance identified during inspections and audits will be documented, investigated, and resolved. · Audits will be made available to the EPA on request.

Reference number	Management, mitigation or monitoring measures
	Any non-conformance or incident with the potential for serious or material environmental harm will be reported to the Director, EPA within 24 hours.

3.1 Air quality

An air quality assessment was undertaken for the Project by Pitt & Sherry (2025a), the results of which are summarised in the following section. The report, titled Lutana Resource Recovery Centre Emissions Assessment (Emissions Assessment), is provided in Appendix B.

3.1.1 Existing environment

The climatic and meteorological conditions, terrain, and land use for the site has been described in detail in Section 2 (Description of site and surrounds) of this document. The site sits in the sunken area of an old quarry site and so experiences some protection from winds from the south and west, which assists in managing dust and odour dispersion somewhat.

The closest EPA air monitoring station to the Project is at the State Hockey Centre in Newtown, approximately 2 km to the south. The data for 2025 to date is presented in Figure 3-1, which shows the Daily $PM_{2.5}$ Air NEPM[3] standard has been met for the year with the exception of a one-off data spike in March. The PM_{10} air NEPM standard (50 µgm^3) has been met all year. Air quality is therefore considered generally acceptable in the Hobart area in alignment with the Air NEPM.

There have been no dust or odour complaints made either directly to SWS or to Council in the last 5 years of operation (Pitt & Sherry, 2025a).

[3] National Environment Protection (Ambient Air Quality) Measure. In Tasmania particle matter less than 10 micrometres (µm) and 2.5 µm and diameter (PM10 and PM2.5) are the main indicators of urban air pollution.

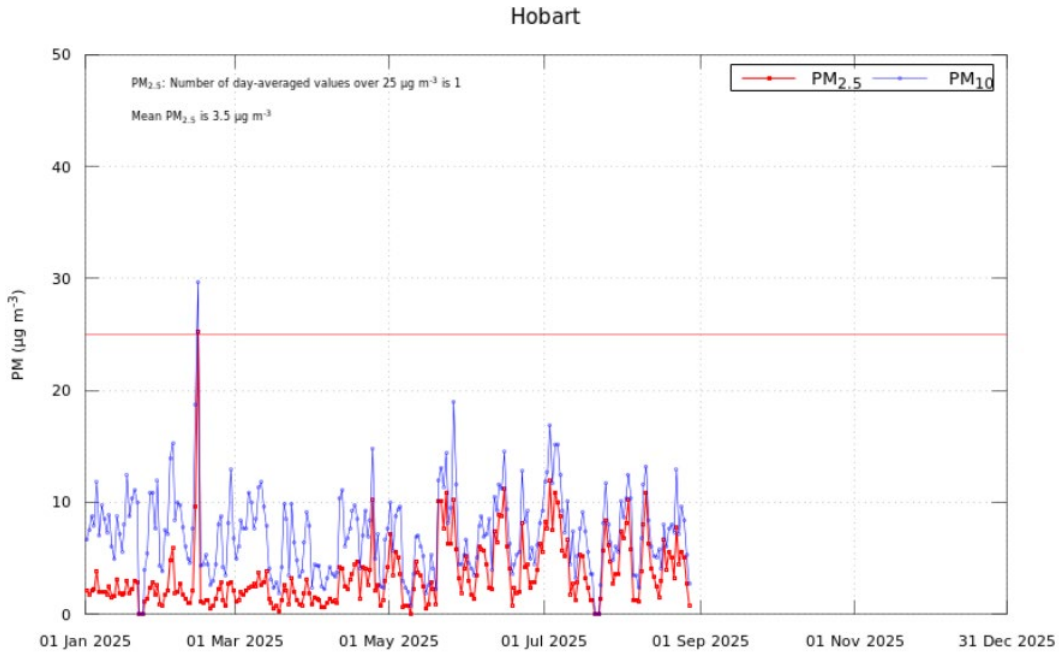


Figure 3-1 $PM_{2.5}$ and PM_{10} measurements from the Hobart (Newtown) air monitoring station

3.1.2 Potential impacts

The Project has several sources of potential air emissions, including dust and other particulate matter as well as odour. Figure 2-2 shows the potential sources of air emissions across the Project Site. The details of the wastes accepted, handling methodologies and equipment used, stockpiling details, and site functionality is summarised in Section 2.1.

Particulate matter

Receival, sorting and processing of materials at the site has the potential to generate dust and other airborne particles. The Emissions Assessment notes that the majority of waste materials handled as part of the Project have large particle sizes with few fine particles that are likely to become airborne, and that the majority of material handling will occur within the main depot building, minimising any wind interactions (Pitt & Sherry, 2025a). The day to day receival, sorting and handling of the majority of materials is therefore not expected to pose a significant risk of producing problematic airborne particulate matter. Nevertheless, general precautions such as covering of loads, restricting operations in extreme weather, and storing any waste streams considered at risk of generating airborne particulates indoors will be followed, as outlined Section 3.1.3.

Shredding is the activity with the greatest risk of generating airborne particulate matter. The shredding of rubber, foam (mattresses), and plastic down to the target size of 100 – 250 mm is not expected to generate more than minor amounts of fine particles or airborne dust (Pitt & Sherry, 2025a). The plastics proposed to be received and shredded include only rigid plastics such as old wheelie bins and HDPE pipe (rather than lighter more frangible plastics such as old drink containers, food packaging or soft plastics).

Dry timber and plaster board present a higher risk of generating airborne particulates (depending on moisture content of the timber) that would require management to avoid potential fugitive release to the environment (Pitt & Sherry, 2025a). Management for timber and plaster board shredding will include avoiding the shredding of these materials on windy days, the use of water sprays to be equipped on the shredder, and ensuring that any particulates generated by the process in the immediate area are swept

up and disposed of accordingly in the general municipal waste collection stream. The onsite weather station will be used to determine when conditions are too windy to shred, with a 20 km/h cut-off for shredding, as recommended in the air assessment report (Pitt & Sherry, 2025a).

The stockpiles of processed plasterboard and wood will be stored in concrete block bays or stockpiled in areas outside of the wind (if available) to minimise generation of wind-blown particulates. Stockpiles will also be watered down (using on site hoses) or covered as required.

Dust generation from vehicle movements is likely to continue to be minor across the majority of the Project Site now as the main transport areas are fully sealed. Hardstand areas will be regularly swept and maintained to ensure the low risk is maintained. Water carts will be made available onsite to wet down any identified problem areas, with water sourced from the connected TasWater mains.

Odour

The Emissions Assessment identifies the main potential odour sources from the Project are associated with the handling and storage of general municipal waste and FOGO. There are no other significant sources of odour for the Project (Pitt & Sherry, 2025a).

Pitt & Sherry (2025a) notes that only minimal storage and handling of the odorous materials will be undertaken onsite. General waste will be received and stockpiled inside the main building (stored within the building no longer than 2 days) and then loaded onto garbage trucks for transport to the Copping Landfill. FOGO similarly will be received and temporarily stored within the main building (2 days maximum) before being transported offsite for composting. This limits the potential for odour release into the local airshed.

To demonstrate this, air dispersion modelling was undertaken by Pitt & Sherry (2025a) in accordance with the EPA's Atmospheric Dispersion Modelling Guidelines, October 2020 (EPA Tasmania, 2020). The modelling takes into account both local topography and weather conditions to provide a site-specific assessment of potential odour impacts.

The odour source model inputs were based on a similar assessment for a waste transfer station in NSW that used measured odour monitoring rates from a municipal landfill, which is considered conservative for the Project given municipal waste and FOGO is only a small percentage of the waste proposed to be handled (Pitt & Sherry, 2025a). The rate of odour generation or the 'specific odour emissions rate' (SOER) used for the modelling was 0.7 OU/s/m^2[4] (Pitt & Sherry, 2025a). The modelling was run for a 1 year weather period in 2020, which allows for seasonal changes and a large variety of weather conditions to be incorporated into the modelling. The modelling assumes the odorous waste is handled within the main depot building. The full details of the modelling inputs and methodology are available in Appendix A of the Emissions Assessment report in Appendix B.

It is noted that particular upset conditions were not specifically included in the modelling as there are fail safes in place to prevent such incidents occurring. Specifically

- Waste can be diverted from the Project Site directly to Copping Landfill.
- If the storage of FOGO or municipal waste at site could exceed the two days limit due to transport restrictions, additional vehicles and trailers could be hired to remove the waste to either Copping Landfill (or another site if a road blockage occurred).
- No large-scale volumes of highly odorous material such as seafood or salmon waste is proposed to be accepted at the site.

[4] Odour units per second per square metre

The results of the odour modelling are shown graphically in Figure 3-2. The Tasmanian Environmental Protection Policy (Air Quality) 2004 (EPP Air) requires a 2 OU limit (99.5 percentile, 1 hr averaged results) to be met at the boundary of a facility (i.e. the Project Site boundary). The figure shows the new main depot building as a blue square, with odour contours emanating in 0.1 OU intervals from the Project Site. The modelled odour level at the Project Site boundary does not exceed 0.7 OU, with the nearest receptors receiving approximately 0.3 OU, well within the acceptable range. Pitt and Sherry (2025a) conclude that the odour emissions from the Project are unlikely to adversely affect the amenity of nearby sensitive receptors.

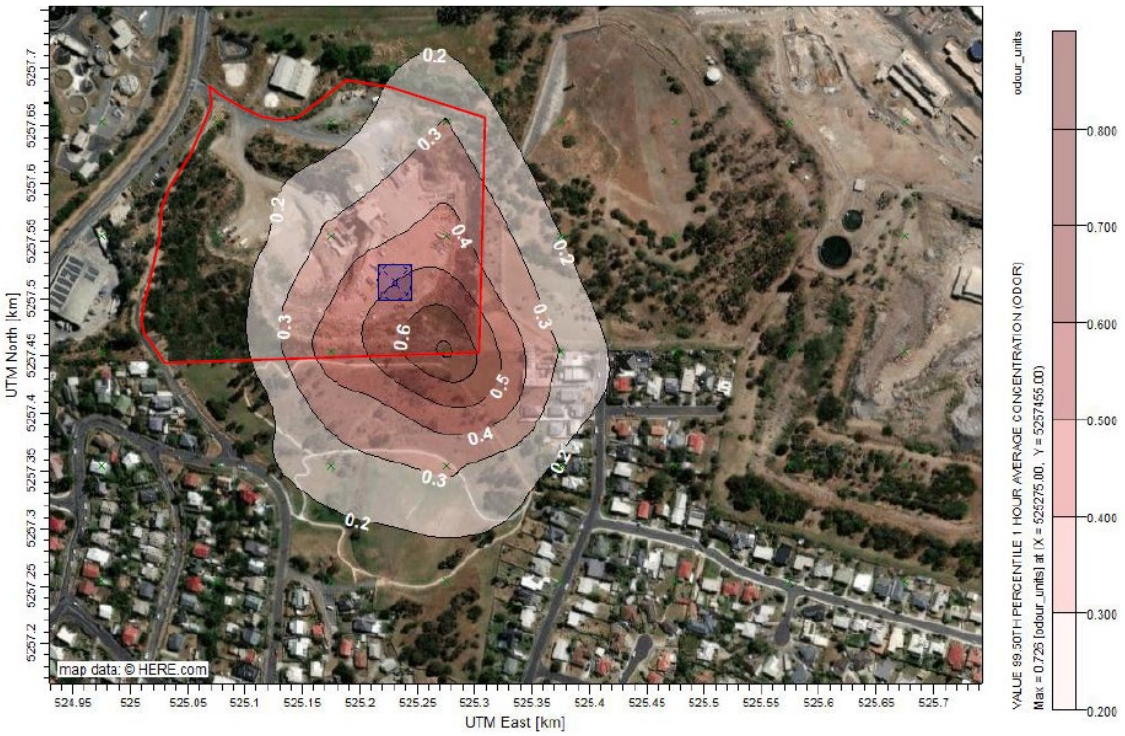


Figure 3-2 Odour modelling output (Pitt & Sherry, 2025a)

3.1.3 Management, mitigation and monitoring

As there is no specific construction phase for the Project, no construction management, mitigation or monitoring is required.

The following operational management, mitigation and monitoring is proposed.

Reference number	Management, mitigation or monitoring measures
Management and mitigation	
Air Quality MM 1	No shredding will be undertaken when wind speed reaches 20 km/h at the onsite weather station.
Air Quality MM 2	Sealed hardstand areas will be maintained and cleaned regularly to minimise the potential for dust generation.
Air Quality MM 3	Vehicles carry loads with potential to generate airborne particulates entering or exiting the site will be covered.
Air Quality MM 4	Any stockpiled material (e.g. shredded plaster) stored outdoors will be wet down as required to prevent wind-blown particulates.
Air Quality MM 5	The shredder will be equipped with water sprays.
Air Quality MM 6	Landscaping and vegetation will be maintained site-wide to minimise and wind-blown erosion.
Monitoring	
Air Quality MON 1	Visual monitoring of the site will be undertaken by the site manager daily, with any activity causing excessive or potentially nuisance dust or other particulate matter (as determined by the site manager) to be paused until wind intensity or direction changes, or adequate mitigation is applied.

3.1.4 Residual impacts

The air assessment undertaken by Pitt and Sherry (2025a) has determined that the risk of the Project generating dust and other particulate matter to a degree that would adversely impact local air quality is considered low if the proposed management, mitigation and monitoring, which represent the application of accepted modern technology, as required by the Air EPP, is adhered to.

Similarly, Pitt and Sherry (2025a) identified through odour modelling that odour is unlikely to exceed 2 OU at the boundary of the Project Site, as set by the Air EPP, and thus is unlikely to adversely impact on nearby sensitive receptors.

These results suggest that the requirements of the Air EPP, namely the maintenance of the environmental values and standards identified in the Air EPP, will be maintained.

3.2 Water quality (surface, discharge and groundwater)

3.2.1 Existing environment

The closest surface water body to the Project Site is the Derwent Estuary (Prince of Wales Bay) immediately to the west (~150 m). There are no other watercourses or waterbodies in proximity to the Project Site. Stormwater discharge from the site eventually drains to Prince of Wales Bay via the stormwater network, making it the only aquatic receiving environment for the Project.

The relevant Protected Environmental Values (PEVs) for the Derwent Estuary (as per the State Policy on Water Quality Management 1997) for the Project location are drawn from the EPA discussion paper Protected Environmental Values For The Derwent Estuary (EPA Tasmania, 2003). The Project Site sits within Area 3 from the paper - Middle Derwent Estuary – Tasman Bridge to Bridgewater Causeway; the PEVs are summarised as follows:

> A: Protection of Aquatic Ecosystems:
>
> (ii) Protection of modified (not pristine) ecosystems from which edible fish, but not shellfish or crustaceans, are harvested, and having particular regard to the ecological values identified in Derwent Estuary Protected Environmental Values (EPA Tasmania, 2003).
>
> B: Recreational Water Quality and Aesthetics:
>
> (i) Primary contact water quality
>
> (ii) Secondary contact water quality
>
> (iii) Aesthetic water quality
>
> and having particular regard to the recreational uses identified in Derwent Estuary Protected Environmental Values (EPA Tasmania, 2003).
>
> E. Industrial Water Supply:
>
> (Nyrstar Hobart Smelter)

The State Policy on Water Quality Management 1997 requires that the Project must be designed and managed to ensure that any stormwater discharge does not prejudice the PEVs listed above. It must be demonstrated that the Project will not prejudice the achievement of any water quality objectives (WQOs) set for water bodies under the policy, which defines WQOs as the most stringent set of water quality guidelines that should be met to protect all of the PEVs nominated for that body of water. The WQOs for the location are described in the Default Guideline Values (DGVs) for Aquatic Ecosystems of the Derwent Estuary-Bruny Catchment (EPA Tasmania, 2021). Prince of Wales Bay contains yacht moorings which would be considered a sensitive use consideration for the discharge area. No site-specific water quality data has been provided for this area.

Geotechnical investigations undertaken for the site (Pitt & Sherry, 2023) identified the geology of the site to be dominated by dolerite. Test pits were dug to refusal around the Project Site to test for geotechnical stability and encountered groundwater at depths from 0.45 - 0.8 m below ground level (bgl).

There are no existing groundwater bores listed on the Department of Natural Resources and Environment Tasmania's 'The Groundwater Information Access Portal' in the vicinity of the Project Site (DNRE, 2025). This indicates that groundwater is unlikely to be utilised as a resource in the area surrounding the Project Site.

Existing stormwater system

The existing site has a comprehensive stormwater management system in place that was upgraded as part of the waste transfer station redevelopment in 2024, the "as-constructed" schematics of the system are provided in Appendix A. The stormwater management system encompasses the main sealed area that contains the new depot building, storage bays and office utilities. All aspects of the Project are within sealed areas of the site that drain to the newly upgraded stormwater system. There are no proposed changes to the stormwater system as part of the Project.

The newly upgraded stormwater system utilises a series of buried drainage pipes and swales to direct stormwater towards a culvert which discharges to a retention basin, as shown in Figure 2-2. Prior to being discharged into the retention basin, the stormwater is passed through several grated pits (e.g. junction pit and catch pit), a separator system (Cascade Separator®) to remove sediments and then a filter cartridge system (Jellyfish® filter) to remove a wide range of pollutants including hydrocarbons, suspended solids, and particulate bound pollutants (e.g. nutrients and metals). For stormwater at the site, the key concerns are related to total suspended solids from unsealed surfaces, gross pollutants (i.e. rubbish), and hydrocarbons from machinery-use residue, all of which the two systems are designed to reduce. After collection in the retention basin, the stormwater is then discharged to the local stormwater network.

Existing washdown water collection system

For the capture of potentially contaminated drainage (referred to herein as 'washdown water') from the internal depot building footprint, including the internal truck drive through area, a drainage capture system was installed as part of the WTS redevelopment, a schematic of which is provided in Appendix A.

This system includes a 600 L concrete sump set into the excavated sub-grade (no additional lining) at the lowest point of the internal driveway (in the depot building) that is then pumped to an underground 8,000 L Fiberglass Reinforced Plastic (FRP) storage tank that sits adjacent to the depot building on the southern end; the tank is buried into the excavated rock sub-grade and does not include any additional liners. There are also drainage pits in each corner of the depot floor which drain to the tank; each catchment pit is fitted with a litter collection basket that is monitored and emptied during weekly inspections.

The tank uses a float detection system to notify operators when the tank is half capacity and at 7000 L. The tank is pumped out to a vac truck on an as-needs basis (approximately 2 to 3 times per annum) during operation and will be delivered to a licenced wastewater disposal facility.

3.2.2 Potential impacts

The main liquid emissions associated with the Project are stormwater runoff across the Project Site and washdown water from within the depot building complex.

Washdown water

There will be minimal liquid within the actual waste brought into the depot building complex. The site will not accept liquid waste deliveries and trucks and skip bins delivering waste to the site are free draining and not designed to hold liquid. The washdown water therefore is simply water generated by washing the depot floor on an as needs basis. At most small puddles of liquid may be generated by the waste stream itself. Washdown from the depot floor may contain a variety of potential pollutants, albeit it at low concentrations, from the myriad of waste types accepted and sorted on the floor.

Potential contaminants from general and FOGO waste streams that could entrain in washdown water include nutrients (nitrogen and phosphorus compounds), suspended solids, organics (e.g. BOD components, proteins), heavy metals (e.g. lead, cadmium, chromium, copper, zinc, nickel, mercury from batteries and electronics), various hydrocarbons (e.g. from oil and paint cans), and pathogens from waste materials. The volumes and concentrations of the above contaminants are likely to be very minimal and in very trace concentrations in the washdown water. There will be no actual leachate produced by these

waste streams in the short time-frame they are handled, and they will not be exposed to rain and will be delivered practically dry to the depot building.

Nevertheless, the washdown water presents an environmental risk and was the driver behind providing 100% containment of this waste stream, which will be pumped from the sump area in the covered driveway to the storage tank for collection and disposal by a vac truck to a licenced wastewater disposal facility under a trade waste agreement to be acquired post-approval[5]. This waste stream therefore poses no potential for directly impacting the environment.

The washdown water storage tank is fitted with indicators to alert the site operators when it is reaching capacity with a warning light (displayed in the depot building) automatically activated when it is nearing capacity and requires emptying. The washdown water collection system was installed when the WTS was upgraded, and there are no proposed changes to this system as part of the Project. The existing system is shown in Appendix A.

The washdown tank is a brand new leak-tested FRP tank and is unlikely to degrade within the operational period of the Project, hence any leakage to groundwater is highly unlikely from this source. The Project is not considered a risk to groundwater and hence monitoring is not considered warranted.

Stormwater

Stormwater will be collected, treated (via the separator and filter systems), and discharged offsite into the existing stormwater network, which eventually discharges to the Derwent Estuary. Stormwater runoff from the operational areas is likely to contain sediment (especially from the areas of stockpiled material), spilt/windblown waste debris from loading and unloading of the various waste streams, and potentially oil and grease from machinery operation. Only inert materials will be stored in the open air storage bays, limiting the potential for runoff of pollutants. Shredding of materials (e.g. wood, plastic, plaster board) outside of the depot building will create dust and debris that could be entrained in stormwater. Untreated, this stormwater would present a risk to the PEVs of the receiving environment.

The design of the stormwater system currently installed at the site (as part of the WTS upgrade) considered this pollutant pathway and includes a separator system (Cascade Separator®) and subsequent filter system (Jellyfish®) to remove these potential pollutants. The two systems are installed in an inline connection between the stormwater collection culverts/pipelines and the retention basin (a bypass pipeline is included for maintenance), as shown in the schematic in Appendix A.

The separator system works via gravity, with water directed into two inlet flumes which send the water into a central tube which creates a vortex effect, separating the heavier sediment particles into a sump and allowing the cleaned water to proceed out of the separator. The system is capable of a maximum flow rate of 80 l/s and will remove all particles >5 mm and has been designed to remove fines down to 50 microns. The system is capable of reducing total suspended solids by up to 80% (Ocean Protect, 2025).

The filter system also works via gravity to force stormwater through a series of filter cartridges designed to remove various pollutants during high rainfall events. The system also acts as a pollutant trap and captures floating debris. The system is designed for a maximum flow rate of 5 l/s per cartridge and is cable of the following median pollution removal efficiencies:

- Litter, and debris - 100%
- Total suspended solids (TSS) - 89%

[5] SWS may consider carting the washdown water to Copping Landfill in the future, which would require the alteration of that site's operating licence.

- Total phosphorus / total nitrogen - 59% / 51%
- Total copper / Total zinc: 90% / 70%
- Fine particles: Minimum 75% removal for particles less than 25 microns

The Cascade Separator® and Jellyfish® systems require minimum 6-monthly services, which include removal and rinsing of cartridges (Jellyfish only), removal of large floatable pollutants, and removal of accumulated sediment. The systems are also inspected on a monthly basis and cleaned out as required in between services.

The stormwater system has been sized to accommodate a 1 in 20 year storm event (5% AEP[6]) and to allow conveyance of a 1 in 100 year storm event (1% AEP). The stormwater collection system was installed when the WTS was upgraded, and there are no proposed changes to this system as part of the Project. The existing system is shown in Appendix A.

The stormwater retention basin has a maximum capacity of approximately 600 kl, the basin is not designed to receive sediment, with almost full removal designed to be achieved upstream through the two removal systems. The system has been designed, with the various grated pits, separator and filter system, to capture and remove litter and gross pollutants. With these measures in place the risk of litter or gross pollutants leaving the site entrained in stormwater is low.

There are no known uses of groundwater in the area (e.g. industrial or irrigation water) and the main operational areas of the Project Site are fully sealed. Any stormwater contaminants are not likely to be at concentrations that would significantly alter groundwater chemistry in the area if seepage were to occur.

The manufacturers service schedule of the Cascade Separator® and Jellyfish® systems will be maintained to ensure optimal functionality and to ensure stormwater quality in the retention basin is maintained, it is proposed to take regular 3-monthly samples of the basin.

Other facilities

The existing toilet and kitchen facilities onsite are plumbed to sewer and there is no proposed change to this part of the operation. The Project does not propose any new connection to sewer.

The Project will result in a slight increase in potable water consumption for the washdown of the depot building floor, hard stand areas, and for dust suppression. Rainwater collected from the site will also be available for reuse for these purposes.

3.2.3 Management, mitigation and monitoring

As the Project is already constructed, no construction management, mitigation or monitoring is required.

The following operational management, mitigation and monitoring is proposed.

Reference number	Management, mitigation or monitoring measures
Management and mitigation	
Water Quality MM 1	Stormwater drains, swales, the installed separator and filter systems, and the retention pond will be inspected on a monthly basis to ensure system integrity is maintained, and any issues rectified.

[6] Annual Exceedance Probability

Reference number	Management, mitigation or monitoring measures
Water Quality MM 2	The installed separator and filter systems will be serviced in line with manufacturers requirements, not exceeding 6 months between services as a maximum.
Monitoring	
Water Quality MON 1	Water quality monitoring will be undertaken quarterly at the retention pond and if available an upstream site (to be determined) in the first two years of operation to ensure the stormwater management system is working effectively. Duplicate samples will be collected and tested for the following parameters, which are generally useful indicators of overall stormwater quality, as reference in the State Stormwater Strategy (DPIPWE, 2010): · Total suspended solids (TSS) · Electrical conductivity · pH · Total phosphorus · Total nitrogen The results will be reviewed by a suitably qualified person to identify any trends over time, including the potential for environmental impact. The key performance indicator for the treated stormwater will be set at 30 mg/L for TSS, as set by the EPA Quarry Code of Practice 2017. If the TSS performance indicator is breached, a review of the efficacy of the stormwater management system will be undertaken and improvements made as required, including servicing of any filters.

3.2.4 Residual impacts

The Project has significant controls in place to prevent liquid emissions from impacting the environment, including a separate drainage and collection area for washdown water associated with waste handling (which is tankered offsite), and a stormwater management system designed for the site which includes a pollution-reducing separator and filter system.

With these wastewater controls in place, the Project is considered to present a negligible risk to the receiving environment, the Derwent Estuary, and its PEVs. No known uses of groundwater are noted in the area surrounding the Project and stormwater runoff is not expected to significantly alter groundwater quality regardless. Therefore, the Project is considered consistent with the requirements of the State Policy on Water Quality Management 1997.

3.3 Noise emissions

A noise assessment was undertaken for the Project by Pitt & Sherry, titled "Lutana Resource Recovery Centre Emissions Assessment" (Emissions Assessment) (2025a), the results of which are summarised in the following sections. The report is provided in full in Appendix B.

3.3.1 Existing environment

The Project Site surroundings are affected by noise from various existing commercial and industrial sources, including the existing waste transfer station, as well as moderate traffic noise from the nearby Brooker Highway. The Project Site sits within an old quarry area that provides some noise buffer to nearby sensitive receptors, the locations of which are shown in Figure 2-1.

There has been one noise complaint in the last five years, in February 2024, involving a person living in the nearby Lennox Avenue. The matter was investigated and found to be associated with early earthworks for the Lutana waste transfer station construction. The issue arose as early works had commenced in advance of community notification of the pending construction works. The matter was addressed by engagement with the affected residence and placing notification letters on the front gate of the site and by completing letterbox drops to residents in the surroundings areas. As this noise issue was related to construction works, it was an isolated not ongoing matter.

3.3.2 Potential impacts

Pitt & Sherry prepared a noise impact assessment for the Project, taking into consideration all industrial noise sources from the Project Site (Pitt & Sherry, 2025a) .

The first step in the assessment was determination of noise criteria for the Project. The Tasmanian *Environmental Protection Policy (Noise 2009)* (Noise EPP) has some general provisions for the regulation of noise from commercial and industrial sources, including requiring the use of best practice environmental management to reduce noise emissions (particularly dominant or intrusive characteristics) to the greatest extent that is reasonably practical and maintaining a reserve capacity in the acoustic environment such that combined noise does not prejudice the protection of environmental values. The Noise EPP also provides acoustic environmental indicator levels for various noise sensitive activities, which relate to total ambient noise not only noise from the industrial source being assessment (Pitt & Sherry, 2025a).

Regarding intrusive noise, a commonly used measure of the level of impact of noise from a new industrial activity is that if the noise level from the activity is more than 5 dB higher than the existing background noise level, L_{90}[7], then it is considered intrusive and would require management and mitigation to reduce the sound to an acceptable level. This measure has been adopted from the NSW Noise Policy for Industry (EPA NSW, 2017), which is commonly adopted for industrial settings such as the Project.

With consideration of the Project Specific Guidelines and the Noise EPP, Pitt & Sherry adopted noise criteria for the Project of background (L_{90}) plus 5 dB(A). To determine background noise levels for the Project, the noise assessment utilised noise logging data from a previous noise study undertaken for the waste transfer station in 2023 (Pitt & Sherry, 2025a); the noise logger locations are shown in Figure 3-3.

[7] L_{90} is defined as the noise level that is exceeded for 90% of the measurement time.

Figure 3-3 Noise logger locations (Pitt & Sherry, 2025a)

Using the background noise monitoring data, the following noise limits were set for the nearest sensitive receivers using the lowest measured background L_{90} + 5 dB(A) criteria[8]:

- Morning (5am to 7am): 37.8[9] + 5 = 42.8 dB(A)
- Daytime (7am to 6pm): 41.89 + 5 = 46.8 dB(A)

There are several sources of noise from the Project, including mobile machinery and vehicles, stationary machinery, and permanent fixtures such as the exhaust fans in the main depot building, all of which have the potential to impact on sensitive receivers surrounding the Project Site. Table 3-1 lists the noise generating equipment associated with the Project, including the sound power levels and heights above ground level. All sound power levels used are anticipated maximum sound power levels, incorporating a level of conservatism in the assessment (Pitt & Sherry, 2025a). The equipment in Table 3-1 was used in the noise impact assessment modelling for the Project at the locations shown in Figure 3-5 (see location codes from Table 3-1) (Pitt & Sherry, 2025a). Most of the equipment is existing as part of the waste transfer operation, with only the shredding equipment proposed to be added to the site for the Project.

[8] Only morning and daytime criteria required as the Site does not operate outside these hours.

[9] From Table 1 of Appendix B (Pitt & Sherry, 2025a)

Table 3-1 - Noise producing equipment and sound power levels

Location	Equipment	Quantity	New or existing	Height above ground level (m)	Sound power level $L_{eq,10min}$ dB(A)
S01	15T Excavator	1	Existing	1.5	82.5
S02	Komatsu WA180 Wheel Loader	1	Existing	1.5	92.7
S03	Telehandler	1	Existing	1.5	82.5
S04	Waste Collection Trucks (Incoming)	2	Existing	1.5	61.0
S05	Semi-Trailers (Outgoing)	1	Existing	1.5	61.0
S06	Roof Mounted Fan	6	Existing	9.6	88.3
S07	Wall Mounted Fan	4	Existing	2.0	100.1
S10	Komptech Terminator 6000S Shredder	1	New	2.0	109.2

Using the sound power level data (Table 3-1), the potential noise impacts of the Project were modelled using SoundPLAN environmental noise modelling software at a variety of sensitive receptor locations, as shown in Figure 3-5 (see sites R01 – R10) (Pitt & Sherry, 2025a) and compared against the adopted criteria. It should be noted that no tonal corrections were applied as 1/3 octave data was not available for all noise sources; the equipment is considered typically 'broadband' (Pitt & Sherry, 2025a).

There were three different scenarios modelled, as discussed below and shown in Figure 3-4:

- Scenario 1: A base case scenario with trucks collecting and unloading waste, an excavator operating within the depot, and a telehandler and front end loader operating between the depot and stockpile areas.
- Scenario 2A: Scenario 1 + Operation of shredder (equipment item S10) at Shredder Operation Area 'A'[10]
- Scenario 2B: Scenario 1 + Operation of shredder (equipment item S10) at Shredder Operation Area 'B'

[10] Note that the shredder will only operate at one of the two areas at a time.

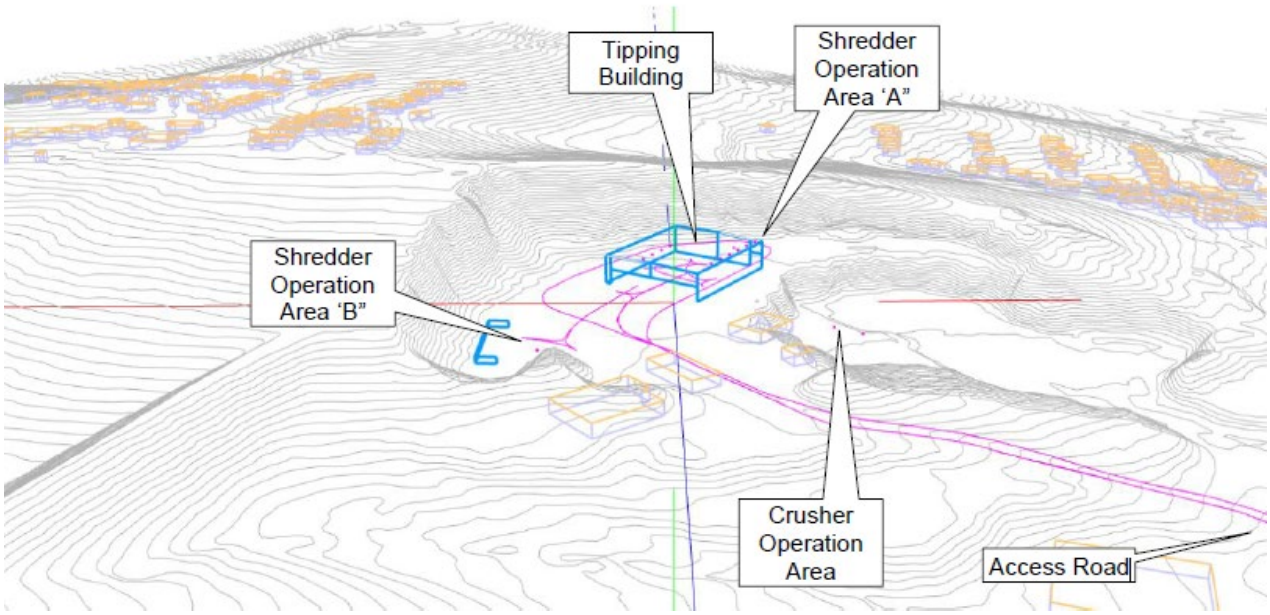


Figure 3-4 3D view of the modelled scenario areas

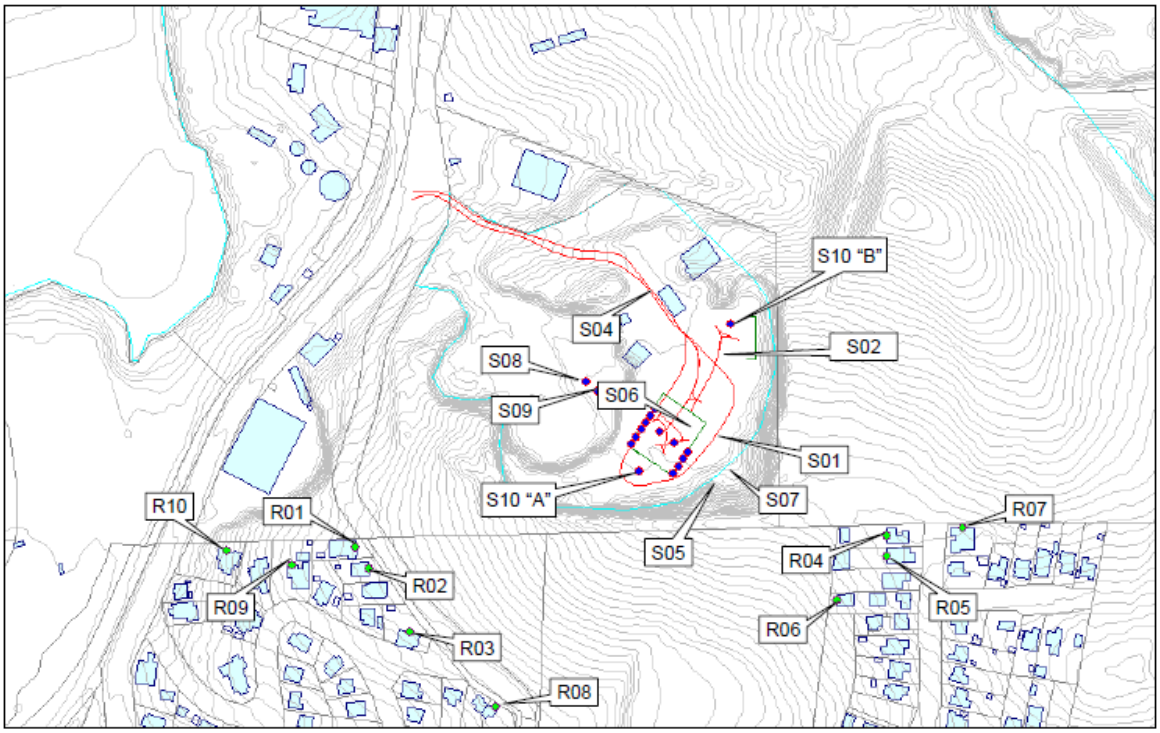


Figure 3-5 Noise generating equipment locations and sensitive receiver locations (Pitt & Sherry, 2025a)

The predicted $L_{eq\ 10\ min}$ noise levels from the Project at several of the nearest sensitive receptors are provided in Table 3-2. The tabulated results include a +5dB(A) correction for low frequency noise where required. It is noted that the low frequency correction was applied to Scenario 1, but not Scenarios 2A and 2B (because the shredders contribute more additional high frequency than low frequency noise) which is

why the final results as shown below indicate higher noise for the base case (Scenario 1) than Scenarios 2A and 2B.

The modelling results for each scenario are provided as contour maps in the Emissions Assessment (Pitt & Sherry, 2025a).

Table 3-2 - Predicted Leq 10 min noise levels at nearest sensitive receptors in dB(A) (Source: Pitt & Sherry 2025a)

Receiver		Scenario 1	Scenario 2A	Scenario 2B
R01	144 Bowen Rd	38.0	36.0	34.6
R02	142 Bowen Rd	38.0	35.9	34.9
R03	138 Bowen Rd	35.8	33.9	33.2
R04	116 Lennox Ave	42.2	38.9	37.8
R05	114 Lennox Ave	40.1	36.5	36.0
R06	110 Lennox Ave	40.7	37.0	36.4
R07	145 Lennox Ave	38.5	39.5	39.4
R08	132 Bowen Rd	29.0	32.7	30.6
R09	8 Cox Ave	32.9	31.5	29.4
R10	125 Derwent Park Rd	32.9	30.7	29.6

The results show the highest modelled noise levels ($L_{eq\ 10\ min}$) were at receiver R04 for Scenario 1. The adopted daytime noise limit of 46.8 dB(A) (7am to 6pm) (as described above) was not exceeded at any of the receiver locations (Pitt & Sherry, 2025a). There were also no predicted exceedances of the adopted morning noise limit of 42.8 dB(A) (5am to 7am) at any receiver.

The existing ambient noise levels at nearby sensitive receptors already exceed most of the Noise EPP acoustic indicator levels as a result of traffic and other industrial noise. During the day existing ambient noise levels at some nearby residences already exceed the Noise EPP acoustic indicator for 'moderate annoyance' in outdoor living areas of 50 dB(A) and in some cases also the 'severe annoyance' indicator of 55dB(A) (Pitt & Sherry, 2025a). The predicted noise levels from the modelling are generally more than 10dB(A) less than the existing ambient noise levels, so the change in ambient noise and the level of exceedance of the Noise EPP indicator level will be negligible (Pitt & Sherry, 2025a). For the morning period, the sleep disturbance indicator of 45 dB(A) is already exceeded on all days that the Project operates. Additional noise from the Project has the potential to increase the ambient noise by up to around 1dB(A) on weekday and Saturday mornings. Given the adopted criteria (background + 5 dB(A)) is not exceeded, this will not make a significant change to amenity of nearby residences (Pitt & Sherry, 2025a).

The Emissions Assessment identified several good practice noise management and mitigation measures proposed by Pitt & Sherry (2025a) to be followed, as outlined in Section 3.3.3 below.

3.3.3 Management, mitigation and monitoring

As the Project is already constructed, no construction management, mitigation or monitoring is required.

The following operational management, mitigation and monitoring is proposed.

Reference number	Management, mitigation or monitoring measures
Management and mitigation	
Noise MM1	All fixed and mobile plant will be maintained in good order and regularly serviced, including noise control devices such as mufflers.
Noise MM2	Speed limits will be set at 20 km/h within the Project Site.
Noise MM3	All site-based vehicles will be fitted with reversing alarms using a broadband tonality.
Noise MM4	A noise reducing strip will to be fitted to the main loader bucket to minimise impact noises.
Monitoring	

No additional monitoring to that outlined in the applicable broader monitoring measures outlined in Section 3 is proposed.

3.3.4 Residual impact

The noise assessment by Pitt & Sherry (2025a) has demonstrated that the area surrounding the Project Site already experiences a relatively high level of ambient noise (from industrial operations and traffic) and the Project will contribute a negligible impact on the amenity of the surrounding residents of Lutana.

Pitt & Sherry (2025a) conclude that noise from the Project is unlikely to be distinguishable from the existing ambient noise and will not result in loss of amenity at the nearest sensitive receptors. With best practice environmental management measures in place, as proposed, and given the results of the predictive noise modelling, the Project is considered to be consistent with the requirements of the Noise EPP.

3.4 Natural values

3.4.1 Existing environment

The Project Site occurs entirely on a brownfield site, all mapped as 'Urban areas' (FUR) on TASVEG 4.0 (LISTmap, 2025).

There are two records of the grey goshawk (Accipiter novaehollandiae) on the southern border of the Project Site and one 250 m to the south; this species is listed as endangered under the TSP Act. There is also a white-bellied sea eagle (listed as vulnerable under the TSP Act) record in the property to the south of the site. No other fauna records are present within or surrounding the Project Site. The site contains very little suitable habitat for fauna and is unlikely to support native species.

There are two threatened flora records to the south of the Project Site in the adjacent parkland area, the risdon peppermint (*Eucalyptus risdonii*), listed as rare under the TSP Act, and the spreading knawel (*Scleranthus fasciculatus*), listed as vulnerable. No other flora records are present within or surrounding the Project Site.

There are no raptor nests within 1 km of the Project Site, with the nearest nests approximately 2.1 km away across the river.

The Project is likely to attract pest species including vermin and feral cats, which are currently regularly controlled by pest technicians; this is discussed further in Section 3.5.

3.4.2 Potential impacts

No vegetation or habitat clearance is required for the Project, with all major infrastructure already built. There are therefore no direct impacts to native flora, fauna or vegetation communities that will occur as a result of the Project.

Lighting will be required for the operational area around the depot building during low light conditions, especially during dawn and dusk in the winter period. Unmitigated light spill can have detrimental effects to fauna species if they occur nearby, especially during sensitive seasons such as breeding or migration. Lights at the existing site are positioned to minimise light spill into neighbouring areas, which minimises the potential impacts on adjacent sensitive receivers and also to fauna species nearby. There is no breeding or nesting habitat within or immediately adjacent to the Project Site and there is very little risk of indirect impact via light spill.

There will be some additional traffic on local roads as a result of the Project (from an increase in truck movements), which will increase the risk of roadkill occurring. However given the highly industrialised and urbanised nature of Project Site and surrounds, and the general lack of native fauna habitat in the vicinity, the risk to native fauna is low and the Project does not significantly increase the risk to native species.

There may be a risk of attracting avifauna species to the Project Site with the increased throughput of organic materials, however these will likely be limited to common and introduced species (e.g. seagulls). Raptor species could interact with the site through scavenging or predation of vermin species; this will be controlled by managing scavenging opportunities of organic wastes through storage management and through pest and vermin control (covered in Section 3.5).

There are no geoconservation sites within proximity of the Project Site and thus no impacts.

3.4.3 Management, mitigation and monitoring

Given the highly urbanised nature of the Project Site, no specific management, mitigation or monitoring is proposed for natural values for the Project (noting that weed and post management is addressed separately in Section 3.5).

3.4.4 Residual impacts

There are unlikely to be any significant impacts to any natural values as a result of the Project. Management of water runoff is seen as the highest risk to natural values (associated with the aquatic environment) which is considered in Section 3.2.

3.5 Weeds, pests and pathogens

3.5.1 Existing environment

Given the lack of natural values within the Project Site and its urban location, a natural values assessment was not required for the Project and therefore no weed mapping has been completed to date.

Desktop assessment has identified a single record from within the Project Site itself, namely pampas grass (Cortaderia sp.), and several weed species records in the areas surrounding, including the following species, all of which are listed on the *Tasmanian Biosecurity Act 2019*.

- Blackberry (Rubus fruticosus)
- Boneseed (Chrysanthemoides monilifera subsp. monilifera)
- Gorse (Ulex europaeus)
- Fennel (Foeniculum vulgare)
- Montpellier broom (Genista monspessulana)

The large number of weed records in the area is not unexpected given the highly urbanised nature of the surroundings. As the majority of the operational area of the Project Site is sealed, no specific weed issues have arisen at the Project Site to date. Elevated areas around the Project Site fringe are likely to have weed populations, but these areas are rarely accessed.

There are no known plant pathogen issues currently onsite and no known flora species or vegetation communities at risk from a pathogen introduction such as root rot (*Phytophthora cinnamomi*).

Pest and vermin species are already present onsite with the current waste handling facility, and they are managed on a regular basis by a licenced pest technician.

3.5.2 Potential impacts

The operation of the Project has the potential to introduce weeds, pests or pathogens into or out of the Project Site through the movement of vehicles and machinery, and the transfer of waste material and recycled products between sites.

The Project Site and surrounds are known to contain weeds, including the species outlined above, which if disturbed could be spread to other sites and/or result in increases in local infestations. Although weed infestations already occur within and around the Project Site, the Project must avoid exacerbating or further spreading these infestations. As all vehicles accessing the site do so via sealed access roads, and travel on sealed internal roads once onsite, the risk of weed or pathogen introduction or spread is relatively low. Vehicles accessing the site must pass via the weighbridge where they are visually inspected for visible clods of dirt and mud. Any visibly dirty vehicles are denied access to the site and must access offsite washdown facilities before entry.

All organic materials, including all general waste and FOGO, will be transferred to the Copping Landfill, which is a controlled SWS site with its own weed, pest, and the pathogen controls. No other waste streams associated with the Project are likely to harbor weeds, pests, or pathogens.

The increased loads of general waste and FOGO may result in an increase in vermin and other pest species numbers, including feral cats. Additional pest control measures may be required on top of existing controls to minimise exacerbation of any existing issues.

3.5.3 Management, mitigation and monitoring

The following management, mitigation and monitoring measures are proposed for the operational phase of the Project.

Reference number	Management, mitigation or monitoring measures
Management and mitigation	
Weeds, pests and pathogens MM 1	The Operational Environmental Management Plan (OEMP) will include measures to manage weeds, pests and pathogens at the site including: · Weed control for areas of existing weed infestation at the Project Site. · Pest management protocols to control pests and vermin. · Hygiene protocols including vehicle inspections to ensure vehicles are free of visible dirt or weed propagules and control measures for material brought onto the site where required.
Monitoring	
No additional monitoring to that outlined in the applicable broader monitoring measures outlined in Section 3 is proposed.	

3.5.4 Residual impacts

The Project presents a relatively low risk of weed or pathogen introduction or spread. With weed and hygiene measures incorporated into the OEMP, the residual risk is very low.

The Project presents a moderate risk of pest introduction as vermin and pest species are likely to be attracted to the FOGO and general waste at the site. By containing these waste streams within the main building, this risk is substantially reduced. With the continued maintenance of pest species onsite by pest controllers, the residual impact of pests at the Project Site is considered to be low.

3.6 Waste

The Project is a waste processing and transfer facility; the receipt, handling, storage, processing and export of all waste materials is described in detail in Section 2 (Proposal Description).

The Project will generate very limited waste streams (aside from the incoming material as outlined above), including:

- Very small volumes of general and recyclable waste generated by site personnel, which will be added to the general waste and recyclable waste streams received onsite.
- Machinery and vehicles will be serviced both on and offsite as required by servicing contractors, who will remove all service waste offsite, this will eliminate this waste stream from the Project Site.

Any waste generated by the handling and process of incoming material, will be collected and fed into the relevant waste stream. This includes windblown waste around the Project Site that is likely to occur from time to time (despite the majority of waste likely to become windblown being handled within the depot building); this is managed by collection of windblown waste by staff patrols of the Project Site boundary, which are regularly scheduled by the operations team.

General refuse generated by processing of incoming materials will be fed into the general waste flow which is taken offsite to the Copping Landfill.

The Project is considered a Class A Resource Recovery Facility under the *Waste and Resource Recovery Act 2022*. The proponent therefore must adhere to the recording and reporting requirements under the Act and associated regulations.

The main requirement for the Project is ensuring a resource recovery movement record is maintained for each movement into and out of the facility. The resource recovery movement record is to contain:

- The source, origin and destination of material
- Weight of material in tonnes
- Type of material

As a Class A facility, the Project must also submit a Resource Recovery Monthly Return, as well as an Annual Return each year. The Project will use the existing weigh bridge for all tonnage calculations for reporting.

3.6.1 Management, mitigation and monitoring

The following management, mitigation and monitoring is proposed for the Project.

Reference number	Management, mitigation or monitoring measures
Management and mitigation	
Waste MM 1	Waste generated by site operators will be separated into general waste and recyclables and added to the relevant waste and recyclables streams being handled and exported from the Project Site.
Waste MM 2	Windblown waste will be regularly collected from the Project Site by operational staff patrols of the area, including the Project Site boundary fence.
Monitoring	

Reference number	Management, mitigation or monitoring measures
Waste MON 1	A resource recovery movement record will be maintained for each movement into and out of the facility. The resource recovery movement record will contain: · The source, origin and destination of material · Weight of material in tonnes · Type of material
Waste MON 2	The facility will submit Resource Recovery Monthly Returns and Annual Returns in accordance with the *Waste and Resource recovery Act 2002* and associated regulations.

3.6.2 Residual impacts

The Project will not generate significant volumes of waste and ensuring the small volumes of waste generated by site operations are appropriately collected, stored and disposed of effectively manages all waste streams generated by the Project.

The overall residual impact of the Project in relation to waste management is a positive one. By extracting recyclable and reusable materials from the existing waste stream, the Project helps to minimise the quantum of material sent to landfill and reduce reliance on virgin materials for downstream industries.

3.7 Environmentally hazardous substances

Environmentally hazardous substances present a risk to the environment and human health if used, stored or disposed of incorrectly. Spills of these materials to waterways, drainage lines and wetlands can present significant risks to aquatic flora and fauna, ranging from direct toxicity impacts to smothering effects (e.g. from hydrocarbons). Spills of these substances to ground can present similar risks if the water table is reached or they are washed into drainage lines during rains; these risks are outlined in detail in Section 3.2.

Environmentally hazardous substance storage and handling for the Project falls into two aspects; materials used by site operators in the course of undertaking the activity and materials handled as part of the incoming waste stream.

The existing operation stores environmentally hazardous materials onsite in the workshop building as shown in Figure 2-2. This includes various lubricants, hydraulic oils, cleaning chemicals, and paints. The workshop is sealed and bunded to contain any spills that may occur. Fuel for the operation is stored in a containerised bunded fuel cell that is located on the south-western corner of the depot building, as shown in Figure 2-2. This is refuelled as required by tanker. The Project does not propose any change to these existing arrangements.

The Project will also handle environmentally hazardous substances, including controlled wastes and dangerous goods, in the incoming waste streams. This will include asbestos (Waste Code N220) and waste tyres (Waste Code T140), both of which are classified as controlled wastes and will be handled in accordance with the processes described in Section 2. Although these are the only two controlled waste categories proposed to be received on a routine basis, the Project may also incidentally receive and handle other environmentally hazardous substances that arrive onsite as a component of incoming loads. This could include environmentally hazardous substances contained within E-waste or small quantities of other materials included within the general waste stream (e.g. containers with residues of paints or chemicals [Waste Code N220]).

E-waste stored at the facility presents a low risk of leachate generation due to its predominantly inert composition and short-term storage in skip bins prior to offsite recycling. Potential contaminants include trace heavy metals (e.g., lead, cadmium, mercury) and residual liquids from batteries or capacitors. If damaged and exposed to rainfall, these substances could leach into stormwater; however, the risk is mitigated by storage in skip bins, regular collection and the absence of onsite processing. E-waste will not be processed onsite and will be provided to a licenced third-party recycler.

Any environmentally hazardous liquids incidentally received will be discharged into the washdown water tank, for offsite disposal to a licenced wastewater facility. If general waste loads have obvious contamination of controlled wastes (e.g. tins of oils, paints or chemicals) the load will either be refused at the weighbridge and directed to Copping Landfill for appropriate disposal or, if already on the tipping floor, visible controlled wastes will be picked out and segregated for suitable disposal at the Copping Landfill C-Cell.

Any spills of environmentally hazardous substances will be captured in the washdown water drainage system installed in the depot building floor which drains to the washdown water storage tank shown in Figure 2-2 and in Appendix A. There is potential for spills to occur outside of the depot building (e.g. burst hydraulic lines or mishandled waste) which could potentially become entrained in stormwater if not managed effectively. Spills kits are kept onsite within the depot building to mitigate this risk.

3.7.1 Management, mitigation and monitoring

The following management, mitigation and monitoring measures are proposed for the operational phase of the Project.

Reference number	Management, mitigation or monitoring measures
Management and mitigation	
Environmentally hazardous substances MM 1	Hydrocarbon and chemical spill kits will be stored onsite wherever environmentally hazardous substances are likely to be stored or found incidentally. All spills of dangerous goods or environmentally hazardous materials will be cleaned up immediately and reported to the site supervisor.
Environmentally hazardous substances MM 2	All disposal of dangerous goods and environmentally hazardous materials will be undertaken in accordance with relevant Australian Standards and state regulations, including: · Australian Code for the Transport of Dangerous Goods by Road and Rail (Edition 7.7 2020) · *Dangerous Substances (Safe Handling) Act 2005* and associated regulations · *Dangerous Goods (Road and Rail Transport) Act 2010* and associated regulations · *Work Health and Safety Regulations 2012* · Australian Standard AS 1940:2017 The Storage and Handling of Flammable and Combustible Liquids.
Environmentally hazardous substances MM 3	Clean-up measures, reporting and notification procedures for equipment breakdowns and accidental releases will be incorporated into the Operational EMP. This will include incident response in the event of fire, chemical release, or an explosion.
Monitoring	
There is no specific monitoring proposed for environmentally hazardous substances during the operational phase.	

3.7.2 Residual impacts

The washdown water collection system within the depot building will minimise the likelihood of any environmentally hazardous substances reaching the open environment. Additionally, the site will be managed with sufficient bunding and spill kits to minimise any impacts to the environment if a spill was to occur outside of the depot area. Overall, the residual risk of the Project causing environmental harm through the handling of environmentally hazardous substances is considered low.

3.8 Site contamination

The Project Site was historically used as a rock/gravel quarry which handled only inert materials unlikely to cause contamination. There are no contamination records (including underground petroleum storage systems) identified for the Project Site or surrounds on The LIST (LISTmap, 2025).

The existing use of the Project Site as a waste transfer station may have resulted in some minor volumes of contaminated runoff reaching surface and groundwater, albeit in minor volumes. Given the latest round of upgrades have significantly improved capture of stormwater and created impervious surfaces to prevent seepage to groundwater, and no groundbreaking will occur to facilitate the Project, no contamination assessment was undertaken for the Project. During decommissioning this aspect would require further investigation.

3.9 Other off-site impacts

The main offsite impact resulting from the Project will be associated with increased traffic. The traffic impact assessment undertaken for the Project (see Appendix C) notes that due to the use of more efficient trucks, such as the new trailers developed specially for the Project, the Project is only likely to result in a 10% increase in truck movements per day (approximately 2 additional movements per hour) at full capacity. The report surmised that the Project would have a negligible impact on the safety and efficiency of the surrounding road network (Pitt & Sherry, 2025b).

The other potential offsite impact is wind-blown waste leaving the bounds of the site and reaching surrounding sensitive areas, including the Derwent Estuary. The use of the main depot building for the receipt, sorting, and loading of the general waste and FOGO streams will prevent the generation of most wind-blown waste. Regular monitoring, and manual removal, of wind-blown waste around the Project Site will reduce the chances of any waste leaving the site (refer Section 3.6.1). The stormwater system is designed to capture litter and gross pollutants to ensure they do not leave the site entrained in stormwater (refer Section 3.2).

There are no additional offsite impacts that would affect the amenity of residents or other sensitive uses.

3.10 Decommissioning and rehabilitation

In the event that activities onsite were to cease, the decommissioning and rehabilitation process for the Project Site would be expected to include the following actions:

- Removal of all aboveground infrastructure that forms part of the Project, this would include all sheds and buildings not wished to be retained for future use.
- Removal of all water management infrastructure not required for ongoing site management.
- Removal of all site roads not required for ongoing site management, including all concrete areas and any areas of bitumen.
- Installation of long-term sedimentation and erosion controls to stabilise the environment where appropriate.
- Ripping, contouring, and reseeding of all voids left at the Project Site. Reseeding would be undertaken in consultation with a qualified agricultural/ecological consultant.
- Treatment and removal of any established weed outbreaks.
- Development of a post-decommissioning monitoring plan that incorporates any ongoing monitoring required to ensure site stability and revegetation is occurring as planned.

3.10.1 Management, mitigation and monitoring

The following management measure is proposed for the Project.

Reference number	Management, mitigation or monitoring measures
Decommissioning and rehabilitation MM 1	A final Decommissioning and Rehabilitation Plan will be provided to the Director, EPA for approval within 12 months of the planned cessation of the Project Site as a whole.

3.11 Greenhouse gas emissions and climate change

Reporting of greenhouse gas (GHG) emissions is currently regulated under the *National Greenhouse and Energy Reporting Act 2007* (NGER Act), through the National Greenhouse and Energy Reporting Scheme (NGER Scheme). The NGER Scheme outlines thresholds for facilities and corporations which trigger reporting obligations under the NGER Act (Clean Energy Regulator, 2022). SWS trigger the requirement to report GHG emissions due to the Copping Landfill site. The existing WTS operation and Project do not meet the thresholds and will not require GHG reporting.

The Project will implement best practice environmental management in energy consumption by utilising energy efficient vehicles and machinery to operate the Project, including the six new purpose-built waste trailers recently purchased for the operation. The Project Site also supports the use of electric vehicles through the provision of charging stations in the main staff carpark.

Tasmania's Climate Change Action Plan 2023-25 (Department of State Growth, 2024) outlines the government's plan for action on climate change and is intended to help Tasmania reach its target to maintain net zero greenhouse gas emissions, or lower, from 2030. The Project will help to achieve several of the targets of the Tasmanian Climate Change Action Plan (Department of State Growth, 2024) through the recovery and recycling of wastes destined for landfill, which has several downstream effects, including a reduction in land required to be cleared for landfill airspace and a reduced production of goods through recycling, moving towards a circular economy. The Action Plan is supported by Emissions Reduction and Resilience Plans. The Project furthers the objectives of the Waste Emissions Reduction and Resilience Plan 2024 – 2029, specifically the focus on increasing recycling and recovery of high emission waste streams.

The potential impacts of climate change on the Project could include changed weather patterns, more intense storm events or more severe fire weather. These changes could increase the potential for pollution via airborne particulates or increased stormwater runoff. However, these potential impacts have been considered in the design of the facility and the proposed management measures in this EER including the management of airborne particulates (Section 3.1) and stormwater (Section 3.2).

4 Part D – Summary of proposed management, mitigation and monitoring measures

The following summary tables outline the management and mitigation measures committed to by the proponent for the Project.

Reference number	Management, mitigation or monitoring measure	Project phase	EER Section
Various MM 1	An Operational Environmental Management Plan (OEMP), capturing all relevant operational phase management measures as set out in the EER (and any resulting approval conditions) will be prepared and made available to the EPA upon request.	Operation	Section 3
Various MM 2	An online complaints register and contact phone number will continue to be maintained to capture any complaints received from the public. Complaints will be actioned, the complainant notified and a record kept of the resolution.	Operation	Section 3
Air Quality MM 1	No shredding will be undertaken when wind speed reaches 20 km/h at the onsite weather station.	Operation	Section 3.1.3
Air Quality MM 2	Sealed hardstand areas will be maintained and cleaned regularly to minimise the potential for dust generation.	Operation	Section 3.1.3
Air Quality MM 3	Vehicles carry loads with potential to generate airborne particulates entering or exiting the site will be covered.	Operation	Section 3.1.3
Air Quality MM 4	Any stockpiled material (e.g. shredded plaster) stored outdoors will be wet down as required to prevent wind-blown particulates.	Operation	Section 3.1.3
Air Quality MM 5	The shredder will be equipped with water sprays.	Operation	Section 3.1.3
Air Quality MM 6	Landscaping and vegetation will be maintained site-wide to minimise and wind-blown erosion.	Operation	Section 3.1.3
Water Quality MM 1	Stormwater drains, swales, the installed separator and filter systems, and the retention pond will be inspected	Operation	Section 3.2.3

Reference number	Management, mitigation or monitoring measure	Project phase	EER Section
	on a monthly basis to ensure system integrity is maintained, and any issues rectified.		
Water Quality MM 2	The installed separator and filter systems will be serviced in line with manufacturers requirements, not exceeding 6 months between services as a maximum.	Operation	Section 3.2.3
Noise MM1	All fixed and mobile plant will be maintained in good order and regularly serviced, including noise control devices such as mufflers.	Operation	Section 3.3.3
Noise MM2	Speed limits will be set at 20 km/h within the Project Site.	Operation	Section 3.3.3
Noise MM3	All site-based vehicles will be fitted with reversing alarms using a broadband tonality.	Operation	Section 3.3.3
Noise MM4	A noise reducing strip will to be fitted to the main loader bucket to minimise impact noises.	Operation	Section 3.3.3
Weeds, pests and pathogens MM 1	The Operational Environmental Management Plan (OEMP) will include measures to manage weeds, pests and pathogens at the site including: · Weed control for areas of existing weed infestation at the Project Site. · Pest management protocols to control pests and vermin. · Hygiene protocols including vehicle inspections to ensure vehicles are free of visible dirt or weed propagules and control measures for material brought onto the site where required.	Operation	Section 3.5.3
Waste MM 1	Waste generated by site operators will be separated into general waste and recyclables and added to the relevant waste and recyclables streams being handled and exported from the Project Site.	Operation	Section 3.6.1
Waste MM 2	Windblown waste will be regularly collected from the Project Site by operational staff patrols of the area, including the Project Site boundary fence.	Operation	Section 3.6.1
Environmentally hazardous substances MM 1	Hydrocarbon and chemical spill kits will be stored onsite wherever environmentally hazardous substances are likely to be stored or found incidentally. All spills of dangerous goods or environmentally hazardous materials will be cleaned up immediately and reported to the site supervisor onsite.	Operation	Section 3.7.1
Environmentally hazardous substances MM 2	All disposal of dangerous goods and environmentally hazardous materials will be undertaken in accordance with relevant Australian Standards and state regulations, including: · Australian Code for the Transport of Dangerous Goods by Road and Rail (Edition 7.7 2020)	Operation	Section 3.7.1

Reference number	Management, mitigation or monitoring measure	Project phase	EER Section
	· *Dangerous Substances (Safe Handling) Act 2005* and associated regulations · *Dangerous Goods (Road and Rail Transport) Act 2010* and associated regulations · *Work Health and Safety Regulations 2012* Australian Standard AS 1940:2017 The Storage and Handling of Flammable and Combustible Liquids.		
Environmentally hazardous substances MM 3	Clean-up measures, reporting and notification procedures for equipment breakdowns and accidental releases will be incorporated into the Operational EMP. This will include incident response in the event of fire, chemical release, or an explosion.	Operation	Section 3.7.1
Decommissioning and rehabilitation MM 1	A final Decommissioning and Rehabilitation Plan will be provided to the Director, EPA for approval within 12 months of the planned cessation of the Project Site as a whole.	Decommissioning	Section 3.10.1

The following summary table outlines the monitoring measures committed to by the proponent for the Project.

Reference number	Management, mitigation or monitoring measure	Project phase	EER Section
Various MON 1	Monitoring procedures for operational environmental controls will be documented in the OEMP and implemented during the operational phase, including as a minimum: · Daily visual monitoring of waste and visible water quality issues (including high sediment loads or surface sheen) during periods of high rainfall. · Annual audits of all environmental management measures, mitigation, and monitoring requirements. · Any non-conformance identified during inspections and audits will be documented, investigated, and resolved. · Audits will be made available to the EPA on request. Any non-conformance or incident with the potential for serious or material environmental harm will be reported to the Director, EPA within 24 hours.	Operational	Section 3
Air Quality MON 1	Visual monitoring of the site will be undertaken by the site manager daily, with any activity causing excessive or potentially nuisance dust or other particulate matter (as determined by the site manager) to be paused until wind intensity or direction changes, or adequate mitigation is applied.	Operational	Section 3.1.3
Water Quality MON 1	Water quality monitoring will be undertaken quarterly at the retention pond and if available an upstream site (to be determined) in the first two years of operation to ensure the stormwater management system is working effectively.	Operational	Section 3.2.3

Reference number	Management, mitigation or monitoring measure	Project phase	EER Section
	Duplicate samples will be collected and tested for the following parameters, which are generally useful indicators of overall stormwater quality, as reference in the State Stormwater Strategy (DPIPWE, 2010): · Total suspended solids (TSS) · Electrical conductivity · pH · Total phosphorus · Total nitrogen The results will be reviewed by a suitably qualified person to identify any trends over time, including the potential for environmental impact. The key performance indicator for the treated stormwater will be set at 30 mg/L for TSS, as set by the EPA Quarry Code of Practice 2017. If the TSS performance indicator is breached, a review of the efficacy of the stormwater management system will be undertaken and improvements made as required, including servicing of any filters.		

5 Part E – Public and stakeholder consultation

5.1 Engagement undertaken to date

To date the Proponent's engagement for the Project has focused on the following key stakeholders:

- Glenorchy City Council
- Government regulators (e.g. EPA)
- Local residents

The Council and EPA have been engaged largely through one-on-one meetings during the early phases of the Project.

During the construction phase of the Lutana WTS upgrade, SWS engaged with local residents by way of letterbox drops informing them of the proposed upgrade details and works schedule.

5.2 Engagement proposed to be undertaken

There is no additional engagement proposed at this stage of the Project.

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Appendix A Stormwater and Washdown Water Plan

Appendix B Air and Noise Emissions Report

Appendix C Traffic Impact Assessment

Appendix D Council advice

Era Advisory
Level 1, 125A Elizabeth St
Hobart 7000

(03) 6165 0443
enquiries@era-advisory.com.au
era-advisory.com.au

Environment Protection Authority

GPO Box 1550 HOBART TAS 7001 Australia

Enquiries: Callum Grant
Phone: 04 72 571 061
Email: Callum.Grant@epa.tas.gov.au
Web: www.epa.tas.gov.au
Our Ref: D26-34116

ENVIRONMENT PROTECTION AUTHORITY

18 February 2026

Nick Gifford
CEO, Southern Waste Solutions

By Email Only: nick.gifford@swstas.com.au

Dear Nick Gifford

LUTANA RESOURCE RECOVERY FACILITY (PLN 25/377)
SUFFICIENT INFORMATION RECEIVED, ADVERTISING TO COMMENCE

This letter is provided in response to your request on 16 February 2026 to the Board of the Environment Protection Authority (the Board), to accept the document titled *Lutana Resource Recovery Works EER Final_Rev2* dated 12 February, as a case for assessment for the above proposal.

Under section 27FA(3) of the *Environmental Management and Pollution Control Act* 1994 (EMPCA) the case for assessment has been accepted by the Board and is taken to be lodged under section 27F(1A).

Glenorchy City Council will now be directed to advertise the application for a period of 28 days. You will be contacted by Council regarding the details of this consultation when the statutory requirements for advertising the application under the *Land Use Planning and Approvals Act 1993* have been met.

You are required to facilitate the public consultation process by:

- Providing Glenorchy City Council with a copy of the full EER (main report plus appendices) in the format required by Council.
- Assisting with public requests to access a copy of the EER during the consultation period.

Once the public consultation period has ended, you may be required to provide additional information to address environmental issues raised during this period.

If you have any queries regarding the above, please contact the officer nominated at the head of this correspondence.

Yours sincerely

Amanda Locatelli
DIRECTOR ENVIRONMENTAL ASSESSMENTS
Delegate of the Board of the Environment Protection Authority

cc. Emilio Reale, General Manager, Glenorchy City Council, gccmail@gcc.tas.gov.au
Daniel Elson, ERA Advisory, daniel@era-advisory.com.au

Lutana Resource Recovery

Supporting planning report

era

Southern Waste Solutions

Final | 20 February 2026

Era Advisory acknowledge palawa as the Traditional Owners of lutruwita (Tasmania).

They are the original custodians of our land, sky and waters.

We respect their unique ability to care for country and deep spiritual connection to it.

We honour and pay our respect to Elders past and present, whose knowledge and wisdom has and will ensure the continuation of culture and traditional practices.

We acknowledge that their sovereignty has never been ceded.

Always was, always will be.

Era Advisory Pty Ltd

ABN 21 681 443 103

Level 1, 125A Elizabeth St Hobart 7000
(03) 6165 0443

enquiries@era-advisory.com.au
era-advisory.com.au

Client	Southern Waste Solutions
Document version	Final V2
Date	20 February 2026
Author	Patrick Carroll
Reviewer	Clare Hester
Job number	2425-037

Permit overview

Permit application details

Applicant	Era Advisory
Proponent	Southern Waste Solutions
Owner	· Glenorchy City Council · Hobart City Council
Address	129 Derwent Park Road Derwent Park TAS 7009
Lot description	· Folio of the Register 122420, Lot 1 · Folio of the Register 122420A, Lot 1 · Folio of the Register 122420B, Lot 1 · Folio of the Register 1382878, Lot 1 · Folio of the Register 1382878A, Lot 1 · Folio of the Register 1382878B, Lot 1
Description of proposal	An intensification of the existing use at the site (Recycling and Waste Disposal) to allow for resource recovery works, and development of a storage area.

Relevant Planning Provisions

Applicable planning scheme	Tasmanian Planning Scheme – Glenorchy
Zone(s)	General Industrial Zone
Codes	· Parking and Sustainable Transport Code · Road and Railway Assets Code
Discretions	· Clause 19.4.3 Landscaping (P1) · Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction (P1)

Contents

1 Introduction

1.1 Purpose

Era Advisory has been engaged by Southern Waste Solutions (SWS) to provide a supporting planning report for a proposed intensification of use and minor development at 129 Derwent Park Road, Derwent Park (the site).

The site is currently a waste transfer station, and this use will continue and is unaffected by this planning permit application. The proposal is primarily for an additional use at the site for resource recovery, which will help divert material from unnecessarily going to landfill. Minor development is also proposed to provide temporary storage for salvaged material.

This report considers the Project against the relevant planning scheme requirements, specifically identifying where the Project complies with the acceptable solution or relies on performance criteria.

1.2 Enquiries

Enquiries relating to this planning report should be directed to:

Patrick Carroll
Senior Planner
Era Advisory
ABN 21 681 443 103

enquiries@era-advisory.com.au
03 6165 0443

1.3 Planning authority

The relevant planning authority is Glenorchy City Council (Council).

1.4 Planning scheme

The application must be considered against the provisions of the *Tasmanian Planning Scheme – Glenorchy* (the planning scheme).

1.5 The proponent

The proponent is Copping Refuse Disposal Site Joint Authority.

Copping Refuse Disposal Site Joint Authority is an authority established under the *Local Government Act 1993*, and jointly owned by Clarence City Council, Kingborough Council, Sorell Council and Tasman Council.

The authority trades as Southern Waste Solutions and services half of Tasmania's population across the Break O'Day, Brighton, Clarence, Glamorgan Spring Bay, Glenorchy, Hobart, Huon Valley, Kingborough, Sorell, Southern Midlands, and Tasman municipalities.

Table 1 - Proponent details.

Name of proponent (legal entity)	Copping Refuse Disposal Site Joint Authority
Name of proponent (trading name)	Southern Waste Solutions
Registered address of proponent	129 Derwent Park Road Derwent Park TAS 7009
Postal address of proponent	PO Box 216 New Town TAS 7008
ABN	87 928 486 460
ACN	Not applicable
Contact person	Nick Gifford Chief Executive Officer Southern Waste Solutions
Phone	(03) 6273 9712
Email	info@swstas.com.au

1.6 Project site

The Project will be located at 129 Derwent Park Road, Derwent Park. The Project site consists of three land parcels, as listed in Table 2 and shown in Figure 1. Title documentation is provided in Appendix A.

In accordance with the requirements of Section 52(1B) of the *Land Use Planning and Approvals Act 1993*, landowner consent has been requested from Glenorchy City Council and Hobart City Council.

Table 2 - Titles comprising the Project site.

Address	Owner	Title reference
129 Derwent Park Road, Derwent Park	Glenorchy City Council	122420A/1
		132878A/1
	Hobart City Council	122420B/1
		132878B/1
	Glenorchy City Council Hobart City Council	122420/1
		132878/1

2 The site

2.1 Site description

The site is located at 129 Derwent Park Road, Derwent Park, as shown in Figure 1. The site is operated as a waste transfer station by SWS. Prior to being a waste transfer station, the site operated as a quarry.

As identified in Table 2, the site is jointly owned between Glenorchy City Council and the City of Hobart, with the site being subject to a long-term lease to SWS.

SWS is jointly owned by Clarence City Council, Kingborough Council, Sorell Council and Tasman Council, and is established as a joint authority under the *Local Government Act 1993*.

The site is zoned General Industrial under the planning scheme, as shown in Figure 7.

2.2 Surrounding area

The site is located at the southern end of the Derwent Park industrial precinct. This precinct includes heavy industrial activities such as the Nyrstar zinc smelter, International Catamarans (Incat), Impact Fertilisers, Cleanaway's recycling depot, and TasWater's sewage treatment plant. The precinct also includes several other smaller uses that are appropriate in the General Industrial Zone.

To the south of the site, there are residential properties, with the closest dwellings to the site being located on Bowen Road and Lennox Avenue. There is also a parkland immediately south of the site.

Figure 1 Aerial photography of the site, outlined in blue, and surrounding area (Source: LISTmap 30 September 2025)

2.3 Site photos

Images from the site are provided below.

Figure 2 Subject site viewed from the north

Figure 3 Subject site viewed from the south-west

Figure 4 Waste truck exiting the sunken truck lane of the depot building

Figure 5 Front end loader loading a garbage trailer within the existing depot building

3 The project

3.1 Background

SWS operates and manages the existing Lutana waste transfer station (WTS), which receives and compacts waste prior to transportation to the Copping Landfill. The Lutana WTS currently accepts approximately 70,000 tonnes of waste per year. Waste received at the WTS is predominately commercial and industrial waste, with some construction and demolition waste. The WTS also receives small volumes of municipal kerbside waste from Hobart City Council on a regular basis. The facility is not open to the public.

SWS have recently redeveloped the Lutana WTS, which was approved by Glenorchy City Council in April 2024 under planning permit PLN-23-350.01. The Lutana WTS redevelopment included capital upgrades to ensure the continued operation of the WTS, to improve operations at the site, reducing the impact of emissions on nearby sensitive receptors, and to allow the facility to effectively manage future volumes of waste.

Key components of the recent redevelopment included:

- a new waste transfer building
- a new ancillary office building
- sealing of internal access roads
- a new 20-space sealed car park
- infrastructure for stormwater management; and landscaping.

The redevelopment improved the performance of the site by enclosing operations in the new waste transfer building, which minimises the potential for windblown litter, noise and odour impacts.

3.2 Project description

Currently, all waste received at the site goes to landfill at SWS' facility at Copping.

The proposal is seeking approval for an intensification of the existing use at the site (Recycling and Waste Disposal) to allow for an increase in material being accepted at the site, up to 90,000 tonnes per year.

The proposal also seeks approval for resource recovery works, which will significantly reduce the volume of waste sent to landfill and provide an additional income stream for SWS. Waste recovery is proposed for a variety of materials, including metal, timber, plasterboard, plastics, and concrete, where these materials are removed from the waste received at Lutana WTS, processed and sent to external users who can re-use the recovered material. The proposal also includes the temporary storage and collection of food and organic waste (FOGO) for delivery to composting facilities.

As the proposal essentially transforms the existing waste transfer station into an integrated waste transfer and resource recovery centre, it is anticipated that the entire site would operate as a level 2 activity under the *Environmental Management and Pollution Control Act 1994* (EMPC Act). The Project is defined as a level 2 activity via several definitions:

- 3(b) Waste Treatment and Disposal: Waste Depots: the conduct of depots for the reception, storage, treatment or disposal of waste… and which are designed to receive, or are likely to receive, 100 tonnes or more of waste per year.
- 6(a) Materials Handling: Crushing, Grinding or Milling: processing (by crushing, grinding, milling or separating into different sizes by sieving, air elutriation or in any other manner) of
  - (i) chemicals or rubber at a rate of 200 tonnes or more per year; or
  - (ii) rock, ores or minerals at a rate in excess of 1,000 cubic metres per year.

Specifically, the Project:

- Will receive and process greater than 100 tonnes of waste per year (triggering 3(b)); and
- May involve rubber shredding at volumes greater than 200 tonnes per year (triggering 6(a)(i)).

As such, the planning permit application will require referral to the Board of the Environment Protection Authority (EPA Board), pursuant to section 25 of the EMPC Act.

Era Advisory have already commenced pre-application discussions with the Environment Protection Authority Tasmania (EPA), have lodged a Notice of Intent, and received Environmental Effects Report Guidelines.

Planning approval is sought for the following at the site:

- The use of a storage area measuring 50 m by 8 m for resource recovery.

  Within the storage area, bunkers will be constructed using moveable concrete blocks, as required for resource recovery. Each block measures 1 m x 0.5 m x 0.5 m, and will be continuously rearranged to suit the needs of the facility depending on the volumes and types of materials received. Blocks will be arranged in such a manner that bunkers will not exceed 3 m in height.
- The use of an existing storage shed at the site for resource recovery storage. This building was most recently used for Recycling and Waste Disposal storage as part of the previous waste transfer station.

The proposed development is shown in Figure 6 and the proposal plans in Appendix B.

A mobile shredder is also proposed on site, however, these are not considered development or works, as defined in the *Land Use Planning and Approvals Act 1993*, as they are not permanent structures and will be periodically moved around the site to locations where they are needed.

Consistent with what was submitted and approved under PLN-23-350.01, there will be approximately 13 staff on site at any time, and there is no change to staff numbers. There is also no change to approved operating hours.

3.3 Application documentation

The planning permit application includes the following documents that are provided as appendices to this report:

- Certificates of Titles for the subject site.
- Proposal plans prepared by Era Advisory.

Separately, Era Advisory provide an environmental effects report, prepared by Era Advisory. The environmental effects report includes a Traffic Impact Assessment, prepared by Pitt & Sherry.

Project site (the Land)

Existing infrastrucutre

Site entrance

Existing buildings

Containerised fuel cell

Jellyfish filter

Weighbridge

Carpark

Stormwater infrastructure

Existing sealed concrete

Cascade separator

Proposed infrastructure

Mobile shredder locations

Loadout Area

Proposed storage area

Lutana Resource Recovery Works

Project operational layout

era

Job No.	2425-037
Rev.	V.4
Date	16 Feb 2026
Size	A4

4 Assessment framework

4.1 Legislative framework

The application must be considered against the provisions of the planning scheme. In addition, the Project is a modification and intensification of an existing level 1 activity such that it is now considered a scheduled level 2 activity. Therefore, the application will be assessed under the *Environmental Management and Pollution Control Act 1994* (EMPC Act).

The assessment under *the Land Use Planning and Approvals Act 1993* (LUPA Act) and the EMPC Act are legislatively linked. In accordance with section 25(a)(b) of the EMPC Act, Council is required to refer this planning permit application to the EPA as soon as practicable, but in any event no later than 21 days after receipt of its lodgement.

Additionally:

- Council has 42 days instead of the standard 21-day period under section 57 of the LUPA Act to request further information. This is also taken to be a separate statutory period to the 42-day assessment period (refer to section 25(2)(d) of the EMPC Act).
- The public notification period does not commence until directed to by the EPA (refer to section 25(2)(b) of the EMPC Act).
- Public notification for a class 2B is for a 28-day period rather than the 14-day period applicable to Level 1 discretionary applications under the LUPA Act (refer to section 27G of the EMPC Act).
- Council's 42-day assessment period does not commence until the assessment by the EPA is complete and Council is notified of the decision (refer to section 25(2)(e) of the EMPC Act).

4.2 EPA assessment

The EPA has identified that in accordance with Section 27C of the EMPC Act, the class of assessment for the Project will be class 2B. As a permissible level 2 activity[1] the EPA is required to do its assessment in accordance with Division 1A of the EMPC Act and in consultation with Council. It is also required to do its assessment in accordance with section 74 of the EMPC Act (Environmental Impact Assessment Principles).

In practical terms, this means that the EPA is responsible for assessing the environmental impacts of the Project and whether, having regard to the information provided (the EER and supporting technical reports), the Project should proceed. Further, the EPA is responsible for assessing whether there are any restrictions or conditions under which the Project should proceed.

[1] A permissible level 2 activity is defined under section 25(9) of the EMPCA as one that is either discretionary or one that Council is bound to grant a permit for. In other words, it is an activity that is not otherwise prohibited by the applicable planning scheme.

The EPA issued EER Guidelines on 19 December 2024 to provide the framework for its assessment. The potential environmental impacts identified under the Guidelines, and which are matters that the EPA will assess, include the following:

- Air quality
- Water quality (surface, discharge and groundwater)
- Noise emissions
- Natural values
- Weeds, pests and pathogens
- Waste
- Environmentally hazardous substances
- Site contamination
- Other off-site impacts
- Decommissioning and rehabilitation
- Greenhouse gas emissions and climate change.

4.3 Planning authority assessment approach

As with all planning permit applications, Council's assessment of this Project is directed and confined by the relevant provisions under the planning scheme. This means that any issues raised through representations will be determined having regard to the specific requirements of the planning scheme.

Section 5 of this supporting planning report provides an appraisal of the Project against the relevant zone use and development standards of the planning scheme. Section 6 provides an appraisal against the applicable codes, highlighting whether code exemption provisions apply. The zone and code assessments include details on whether the Project meets the acceptable solution or relies on the performance criterion for each applicable standard.

Due to the provisions of section 25(2)(f)) of the EMPCA, the Council is not required to undertake an assessment of any matters being assessed by the EPA.

The planning scheme also provides specific exemptions from assessment under the codes which consider impacts on attenuation and potentially contaminated land, being the Attenuation Code and Potentially Contaminated Land Code. This is because the application is being assessed as a level 2 activity.

4.4 Statutory controls

The site is subject to the provisions of the *Tasmanian Planning Scheme – Glenorchy* (planning scheme).

As shown in Figure 7, the site is in the General Industrial zone.

The site is subject to the following overlays:

- Flood-prone areas
- Medium landslip hazard band

The site is not listed on the local or state heritage register. The site shares a boundary with 300 Risdon Road, Lutana (comprising Nyrstar), part of which is identified as a local heritage place under the Glenorchy Local Provisions Schedule. Nevertheless, there are no historic heritage requirements triggered by the application.

4.5 Specific provisions

The site is not subject to any specific area plan, or any site-specific qualifications.

4.6 Relevant codes

The following codes from the planning scheme are applicable to the application:

- C2.0 Parking and Sustainable Transport Code
- C3.0 Road and Railway Assets Code

4.7 Gas Industry Act 2019

Part of the site is subject to a gas infrastructure planning corridor, as declared under the *Gas Industry Act 2019*, and as shown in Figure 8.

While no development is proposed within the corridor, the site projects into the corridor. Pursuant to section 51(1) of that Act, the planning authority must refer to the application to the gas infrastructure licensee.

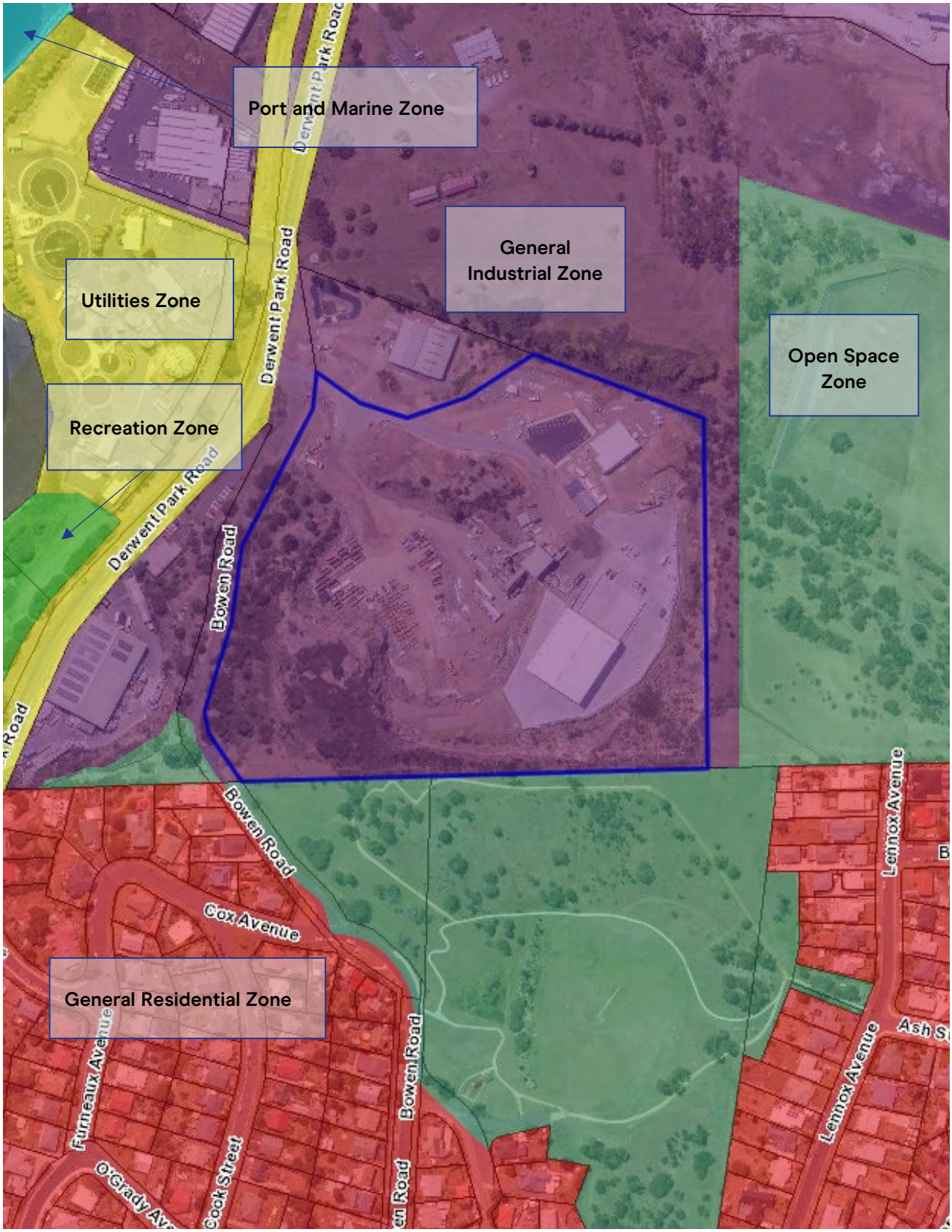


Figure 7 Zoning map of the subject site, outlined in blue (Source: LISTmap 30 September 2025)

Figure 8 Location of the subject site, outlined in blue, in relation to the gas infrastructure planning corridor, highlighted in light yellow (Source: LISTmap 30 September 2025)

5 Zoning assessment

5.1 Zoning

The site is in the General Industrial Zone, as shown in Figure 7.

5.2 Use class and status

Clause 6.2.1 of the planning scheme requires each proposed use or development to be categorised into one of the Use Classes in Table 6.2 of the planning scheme.

The proposed development is classed as 'Recycling and Waste Disposal', which is defined in Table 6.2 of the planning scheme as:

> *Use of land to collect, dismantle, store, dispose of, recycle or sell used or scrap material. Examples include a recycling depot, refuse disposal site, scrap yard, vehicle wrecking yard and waste transfer station.*

Recycling and Waste Disposal is a permitted use class in the General Industrial Zone.

The existing site operations are also in the Recycling and Waste Disposal Use Class, as the site currently operates as a Waste Transfer Station.

5.3 General Industrial Zone

5.3.1 Zone purpose

The purpose of the General Industrial Zone is:

19.1.1 *To provide for manufacturing, processing, repair, storage and distribution of goods and materials where there may be impacts on adjacent uses.*

19.1.2 *To provide for use or development that supports and does not adversely impact on industrial activity.*

As Recycling and Waste Disposal is a permitted use within the General Industrial Zone, the use is deemed to satisfy the zone purpose.

5.3.2 Applicable standards

Not all standards within the General Industrial Zone are applicable to the Project. Table 3 identifies the applicable standards. An assessment of the applicable standards is provided in the following sections.

Table 3 - Applicable standards in the General Industrial Zone.

Clause		Applicability
Use standards		
Discretionary uses	A1/P1	Not applicable. No discretionary uses are proposed.
Development standards		
19.4.1 Building height	A1/P1	Applicable
19.4.2 Setback	A1/P1	Applicable
19.4.3 Landscaping	A1/P1	Applicable
Subdivision standards		
19.5 Development standards for subdivision		Not applicable. No subdivision is proposed.

5.3.3 Building height

An assessment against Clause 19.4.1 of the planning scheme is provided below in Table 4.

Table 4 – Assessment against the building height standard in the General Industrial zone

Acceptable Solutions	Performance Criteria
Objective To provide for a building height that: (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties.	
A1 Building height must be not more than 20 m.	**P1** Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: (a) the bulk and form of the building; (b) separation from existing use on adjoining properties; and (c) any buffers created by natural or other features.

Planner Response

The only proposed buildings are the concrete retaining walls which have a proposed height of 3 m.

The acceptable solution (A1) is met.

5.3.4 Setback

An assessment against Clause 19.4.2 of the planning scheme is provided below in Table 5.

Table 5 – Assessment against the setback standard in the General Industrial zone

Acceptable Solutions	Performance Criteria
Objective	
That the building setback is appropriate for the site.	
A1 Buildings must have setback from a frontage of: (a) not less than 10 m; (b) not less than existing buildings on the site; or (c) not more or less than the maximum and minimum setbacks of the buildings on adjoining properties.	**P1** Buildings must have a setback from a frontage that provides adequate space for vehicle access, parking and landscaping, having regard to: (a) the topography of the site; (b) the setback of buildings on adjacent properties; and (c) the safety of road users.
Planner Response All proposed buildings are setback more than 10 m from the frontage of the site. **The acceptable solution (A1) is met.**	

5.3.5 Landscaping

An assessment against Clause 19.4.3 of the planning scheme is provided below in Table 6.

Table 6 – Assessment against the landscaping standard in the General Industrial zone

Acceptable Solutions	Performance Criteria
Objective	
That landscaping enhances the amenity and appearance of the streetscape where buildings are setback from the frontage.	
A1 If a building is set back from a road, landscaping treatment must be provided along the frontage of the site: (a) to a depth of not less than 6m; or (b) not less than the frontage of an existing building if it is a lesser distance.	**P1** If a building is setback from a road, landscaping treatment must be provided along the frontage of the site, having regard to: (a) the width of the setback; (b) the width of the frontage; (c) the topography of the site; (d) existing vegetation on the site; (e) the location, type and growth of the proposed vegetation; and (f) any relevant local area objectives contained within the relevant Local Provisions Schedule.
Planner Response No landscaping is proposed as part of this application. Reference is made to the landscaping proposed and conditioned for as part of the approval under PLN-23-350, which will be implemented at the site. This is considered to suitably meet the performance criteria considering the proposed development is: · Setback more than 15 m from the title boundaries and more than 170 m from the frontage · Not visible from nearby roads due to the topography and existing built form on site, and · Surrounded by existing vegetation on site.	

The landscaped frontage, required by the previously issued permit for the site, PLN-23-350, will enhance the amenity and appearance of the streetscape.

The performance criteria (P1) are satisfied.

6 Codes assessment

6.1 Applicable codes

Some of the planning scheme codes are applicable by way of overlay while others are applicable by way of textual application clause. A map showing applicable overlays at the site is included in Figure 9.

Beyond the applicable overlays, several codes also require consideration due to the nature of the works and the relevant application clauses.

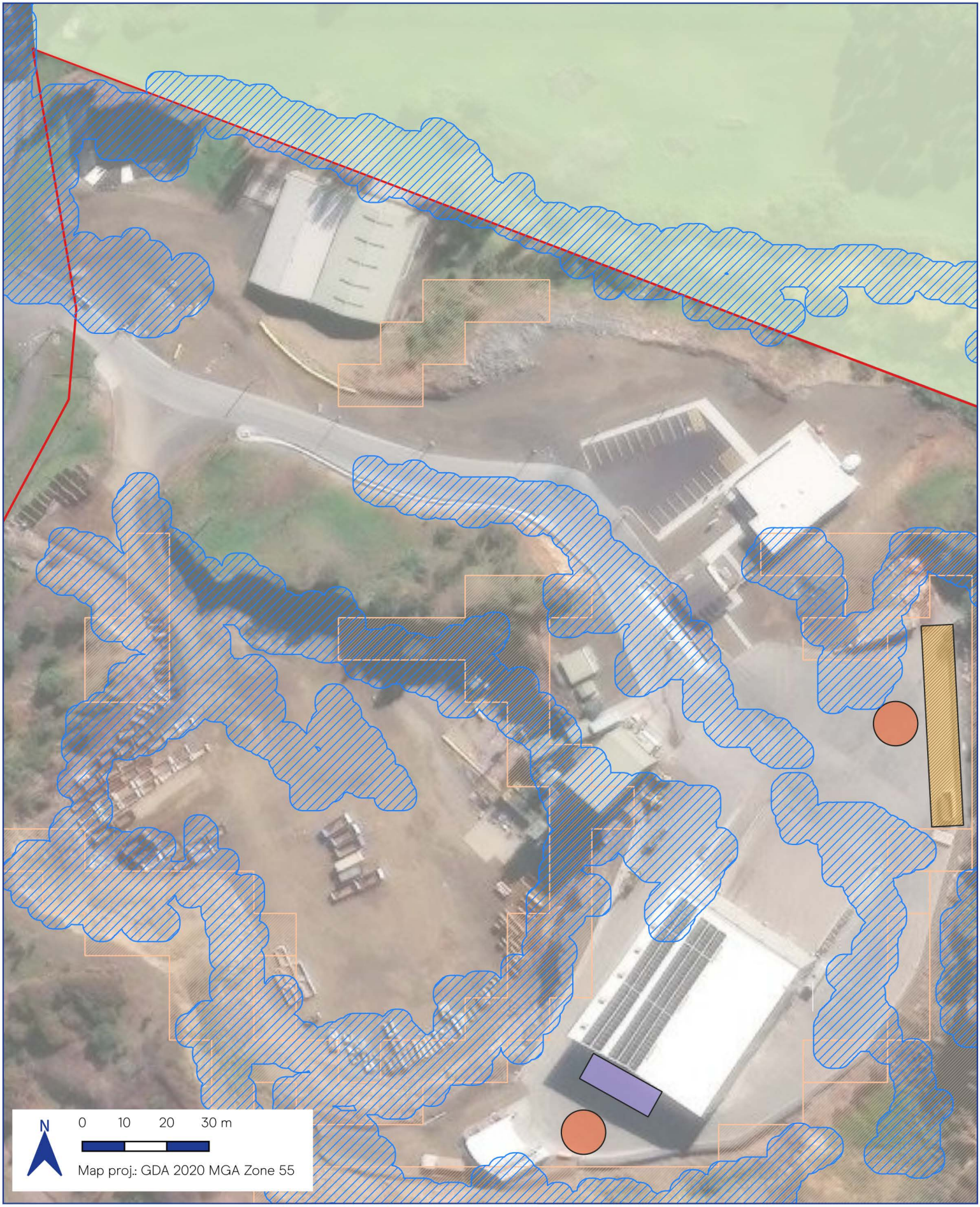
Some codes exempt the use and development, due to the waste transfer station and resource recovery works being a class 2B application under the EMPC Act which requires assessment by the EPA. These codes are:

- C9.0 Attenuation Code

The site is subject to the both the Flood Prone Hazard Area and Landslip Hazard Area overlays, noting that no use or development is proposed within either overlay, nor is there a change of use proposed. As such, those codes do not apply to this Project.

In summary, the relevant codes against which the Project requires consideration are:

- C2.0 Parking and Sustainable Transport Code
- C3.0 Road and Railway Assets Code



Project site (the Land).shp

TPS Code Overlay

Local heritage place

Flood-prone areas

Landslip hazard

Proposed infrastructure

Mobile shredder locations

Indicative storage area

Loadout Area

Lutana Resource Recovery Works

Tasmanian Planning Scheme Code Overlay

era

Job No.	2425-037
Rev.	V.5
Date	16 Feb 2016
Size	A4

6.2 Parking and Sustainable Transport Code

6.2.1 Application of the code

The Parking and Sustainable Code applies to all use and development.

6.2.2 Applicable standards

While the Parking and Sustainable Transport Code applies, no standards within the Parking and Sustainable Transport Code are applicable to the Project. Table 7 identifies the applicable standards below.

Table 7 - Applicable standards in the Parking and Sustainable Transport Code

Clause	Applicability
Use Standards	
Clause C2.5.1 Car parking numbers	Not applicable, pursuant to clause 5.6.2(c) of the planning scheme.[2]
Clause C2.5.2 Bicycle parking numbers	Not applicable. No bicycle parking spaces are proposed and there is no requirement under Table C2.1 for the Recycling and Waste Disposal use class.
Clause C2.5.3 Motorcycle parking numbers	Not applicable. Does not apply to Recycling and Waste Disposal.
Clause C2.5.4 Loading bays	Not applicable. Does not apply to Recycling and Waste Disposal.
Clause C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	Not applicable. Does not apply to Recycling and Waste Disposal.
Development Standards for Buildings and Works	
Clause C2.6.1 Construction of parking areas	Not applicable. No modification is proposed to existing parking, accessways, manoeuvring and circulation spaces are proposed.
Clause C2.6.2 Design and layout of parking areas	Not applicable. No modification is proposed to existing parking, accessways, manoeuvring and circulation spaces are proposed.
Clause C2.6.3 Number of accesses for vehicles	Not applicable. No modification to existing accesses is proposed.
Clause C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	Not applicable. Proposal is in the General Industrial zone.

[2] A standard in the planning scheme is an applicable standard if the standard deals with a matter that could affect, or be affected by, the proposed use or development.

PLN-23-350 proposed and obtained approval for 13 employees on site. Under this application, as there is no change to the number of employees, the size of the subject site, and the number of car parking spaces and nature of the use of the car park, clause 2.5.1 A1/P1 is not an applicable standard, and no assessment is required.

Clause C2.6.5 Pedestrian access	Not applicable. No modifications to existing access ways, parking aisles or pedestrian accessways are proposed.
Clause C2.6.6 Loading bays	Not applicable. No modifications to loading bays, access ways or circulation roads are proposed. The largest vehicle proposed to access the site will also not change.
Clause C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	Not applicable. Proposal is in the General Industrial zone.
Clause C2.6.8 Siting of parking and turning areas	Not applicable. Proposal is in the General Industrial zone.
Parking Precinct Plan	
Clause C2.7 parking precinct plan	Not applicable. No applicable parking precinct plan.

6.3 Road and Railway Assets Code

6.3.1 Application of the code

This code applies to a use or development that:

a. will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;

b. will require a new vehicle crossing, junction or level crossing; or

c. involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.

As such, the code applies to this Project.

6.3.2 Applicable standards

Not all standards in the Road and Railway Assets Code are applicable to the proposal. Table 8 identifies the applicable standards below.

Table 8 - Applicable standards in the Road and Railway Assets Code

Clause	Applicability
Use Standards	
Clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	Applicable.
Development Standards for Buildings and Works	
Clause C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	Not applicable. No habitable buildings are proposed.
Development Standards for Subdivision	
Clause C3.7 Development Standards for Subdivision	Not applicable. No subdivision proposed.

6.3.3 Traffic generation at a vehicle crossing, level crossing or new junction

An assessment against Clause C3.5.1 of the planning scheme is provided below in Table 9.

Table 9 - Assessment against the traffic generation at a vehicle crossing, level crossing or new junction standards in the Road and Railway Assets Code.

Acceptable Solutions	Performance Criteria
Objective	
To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.	
A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing.	**P1** Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.
A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.	
A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.	
A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.	
A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.	

Planner Response

An assessment against the acceptable solutions is provided below:

- A1.1: Not applicable. Derwent Park Road is not a category 1 road or limited access road.
- A1.2: Not applicable. No new junction, vehicle crossing or level crossing is proposed.
- A1.3: Not applicable. No new private level crossing is proposed.
- A1.4: There is a possibility that the site will generate an increase of heavy vehicles per day in excess of 10% of the existing volume, per Table C3.1. The acceptable solution cannot be met, therefore the proposal must be assessed against the performance criteria.
- A1.5: Not applicable. Derwent Park Road is not a major road, however, vehicles will continue to enter and exit the site in a forward direction.

An assessment against the performance criteria is provided in the Traffic Impact Assessment prepared by Pitt & Sherry. This states that the proposal can satisfy the requirements of P1 as:

- The increase in traffic will have a negligible impact on the safety and efficiency of the surrounding road network
- Derwent Park Road has been designed to accommodate heavy vehicles, which also already access the site
- The additional traffic will have a negligible impact on the operation of the site during the afternoon peak period
- The proposal will have environmental benefits as it will significantly reduce the amount of waste being sent to landfill

The performance criteria (P1) are satisfied.

6.4 Attenuation Code

6.4.1 Application of the code

The Attenuation Code ordinarily applies to any activity listed in Table C9.1 and Table C9.2, of which the use of the site would fall into. However, as the application is for an activity that is listed under Schedule 2 of the EMPC Act, it requires assessment by the EPA Board.

Pursuant to Clause C9.4.1(a) of the planning scheme, use and development assessed as a Level 2 Activity is exempt from requiring assessment under the provisions of the Attenuation Code.

6.5 Flood-Prone Areas Hazard Code

6.5.1 Application of the code

The Flood-Prone Areas Hazard Code applies to development of land within a flood-prone hazard area. No use or development is proposed within a flood-prone hazard area overlay.

As such the code does not apply.

6.6 Potentially Contaminated Land Code

6.6.1 Application of the code

The Potentially Contaminated Land Code applies to development on land that the planning authority knows to have been used for a potentially contaminating activity, or one that the planning authority reasonably suspects may be contaminated, by reference to an EPN issued in accordance with Part 5A of the EMPC Act, or advice from the Director of the EPA that contamination has likely migrated onto the land.

In 2023, it was the position of Council's Senior Statutory Planner and Environmental Health Officer that the site was not contaminated, and the code did not apply for the assessment for planning permit PLN-23-350.

It is therefore assumed that the same holds true for this planning permit application. As such, the code does not apply to this Project.

6.7 Landslip Hazard Code

6.7.1 Application of the code

The Landslip Hazard Code applies to use or development within a landslip hazard area. No use or development is proposed within the landslip hazard area overlay.

As such, the Landslip Hazard Code does not apply to this Project.

7 Conclusion

The planning permit application seeks approval for an intensification of use and minor associated development for Southern Waste Solutions' existing waste facility at 129 Derwent Park Road, Derwent Park.

The planning permit application seeks approval for an additional Recycling and Waste Disposal use, being resource recovery. The use involves breaking down waste received at the existing waste transfer station, so that it can be reused and diverted from landfill. Additionally, it is proposed that an existing storage shed at the site be used for resource recovery.

The proposal includes the use of a storage area measuring 50 m x 8 m for resource recovery; within the storage area, bunkers will be constructed using moveable concrete blocks, which will be continuously rearranged depending on volumes and types of materials received.

This report identifies that the Project is subject to the provisions of the planning scheme, specifically the General Industrial Zone. The Project is defined as a Recycling and Waste Disposal use, which is a permitted use in the zone.

The Project has also been considered against the following codes of the planning scheme:

- Parking and Sustainable Transport Code
- Road and Railway Asset Code

While the Landslip Hazard Area and Flood Prone Hazard Area overlays apply to the site, no use or development is proposed within those overlay areas. As such, those codes do not apply.

Council has previously advised that the Potentially Contaminated Land Code does not apply to this site.

An assessment against all relevant standards is outlined in Section 5 and Section 6 of this report. A total of four separate standards apply, and the Project relies on Council to exercise its discretion in relation to two of them.

The relevant standards and whether the Project complies with the acceptable solution or relies on the performance criteria is outlined in Table 10.

Table 10 - Summary of the applicable standards, and whether the Project relies on the acceptable solution (AS) or the performance criteria (PC).

Clause	Standard	AS or PC
General Industrial Zone		
Clause 19.4.1	Building height	Complies with A1
Clause 19.4.2	Setback	Complies with A1
Clause 19.4.3	Landscaping	Relies on P1

Clause	Standard	AS or PC
Road and Railway Assets Code		
Clause C3.5.1	Traffic generation at a vehicle crossing, level crossing or new junction	Relies on P1

The design and scale of the Project is considered appropriate within the zone, and specialist reports demonstrate the capability of the site to meet the relevant acceptable solutions and performance criteria of both the General Industrial zone and the applicable codes.

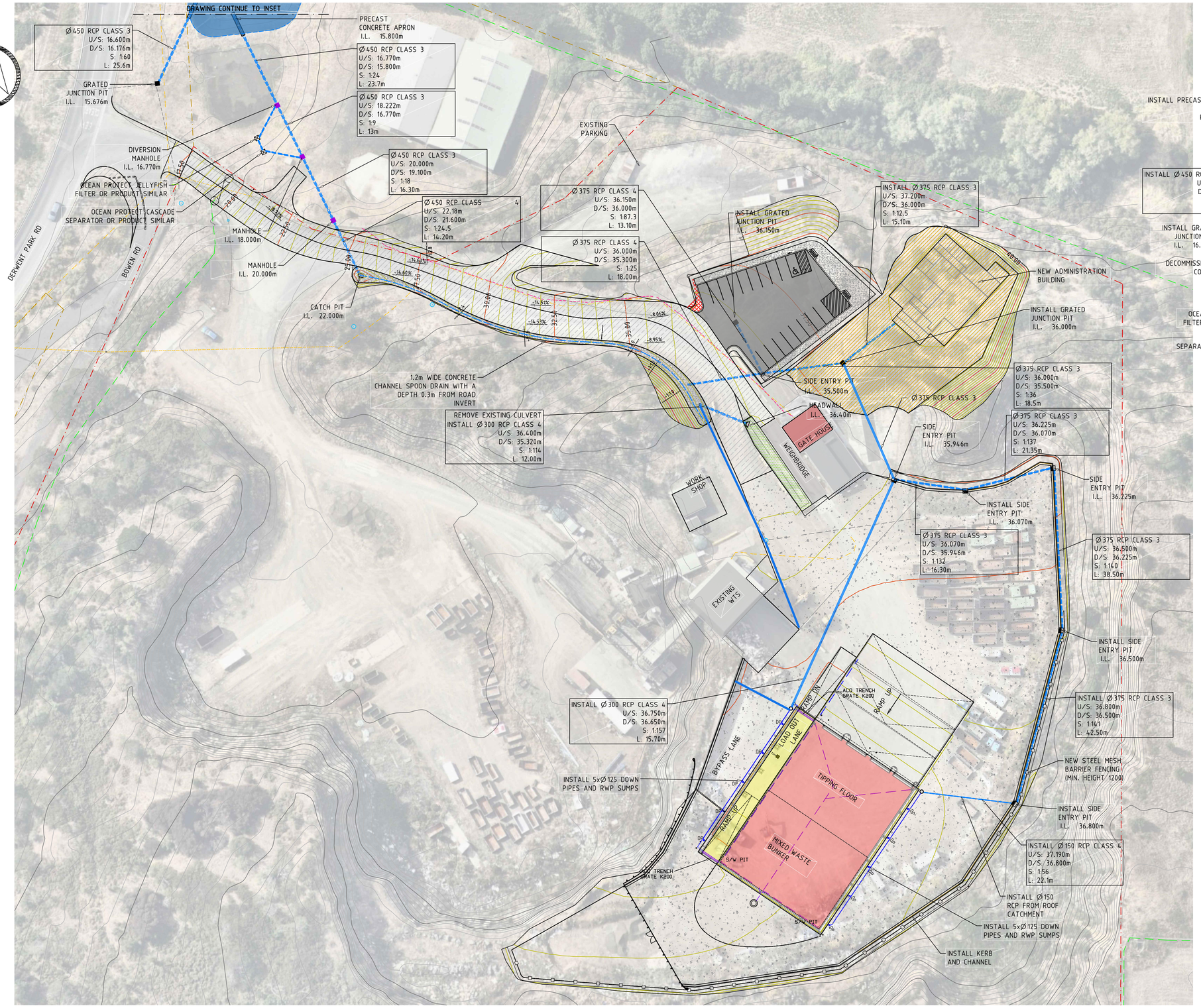
The application for the Project has been found to the meet the requirements of the *Tasmanian Planning Scheme – Glenorchy* and it is our opinion that the proposal should be approved.

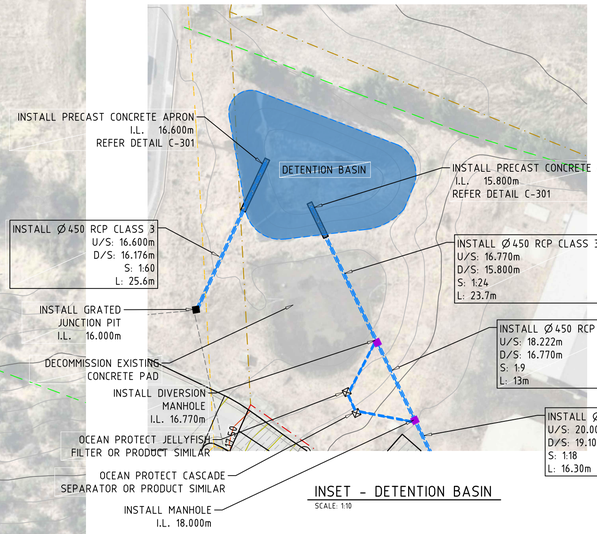
Appendix A Title documentation

Appendix B Proposal plans

ERA Advisory
Level 1, 125A Elizabeth St
Hobart 7000

(03) 6165 0443
enquiries@eraplanning.com.au
era-advisory.com.au





INSET - DETENTION BASIN

SCALE: 1:10

LEGEND:

- CADASTRAL BOUNDARY
- SITE BOUNDARY
- EXISTING FENCE LINE
- EXISTING UNDERGROUND POWER LINE
- EXISTING COMMUNICATION LINE
- EXISTING DRAINAGE LINE
- EXISTING OVERHEAD POWER LINE
- EXISTING BUILDING OUTLINE
- EXISTING RC WALL
- EXISTING RC WALL TO BE REMOVED
- EXISTING DETENTION BASIN
- NEW CONCRETE AREA
- NEW ROAD SEALED AREA
- NEW LANDSCAPE AREA
- NEW CONCRETE FOOTPATH
- NEW BUILDING AREA
- NEW DRAINAGE LINE
- NEW STORMWATER FLOW
- NEW STEEL MESH BARRIER FENCING
- NEW KERB AND CHANNEL
- NEW CONCRETE CHANNEL SPOON DRAIN
- NEW W-BEAM BARRIER
- NEW SIDE ENTRY PIT
- NEW GRATED SUMP
- NEW GRATED JUNCTION PIT
- NEW HEADWALL
- NEW DIVERSION MANHOLE
- NEW DOWN PIPE AND RWP SUMP
- NEW STORMWATER DOWN PIPE

NOTES:

REFER TO TASMANIAN MUNICIPAL STANDARDS DRAWING:
- TSD-R14-V3 FOR KERB AND CHANNEL TYPE KC
- TSD-SW07-V3 FOR SIDE ENTRY PIT TYPE 1
- TSD-SW15-V3 FOR GRATED JUNCTION PIT
- TSD-SW21-V3 FOR HEADWALL
- 3402-9/P23-5 FOR DIVERSION MANHOLE
- 3402-9/P22-4 FOR CATCH PIT
- CS1500-JF-SD FOR OCEAN PROTECT CASCADE SEPARATOR AND JELLYFISH FILTER

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-377
DATE RECEIVED: 20 February 2026

SURVEY REFERENCE: CLIENT
DATE: 04.09.2023
VERTICAL DATUM: AUSTRALIAN HEIGHT DATUM
HORIZONTAL DATUM: MGA 2020 ZONE 55

20m 0m 20m
1:500 @ A1

PCT SERVICES
Tel. 0409308336
www.pctservices.com.au
ABN 84667791791
Licence # LIC-15607558

CLIENT: SOUTHERN WASTE SOLUTIONS	PROJECT: LUTANA WASTE TRANSFER STATION	ISSUE: AS- CONSTRUCTED	
ADDRESS:	TITLE: STORMWATER PLAN LAYOUT	SCALE: 1:500 / TOTAL SHEETS: / SIZE: A1	
		PROJ. NO: TC3042 / SHEET NO: C-101 / REV: AB	

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-377

DATE RECEIVED: 20 February 2026

EXISTING DETENTION POND
ROAD RESERVE
SITE BOUNDARY
SITE ENTRANCE GATE
DERWENT PARK RD
LIMIT OF WORKS
NEW SEALED ROAD VERGE
INSTALL GIVE WAY SIGN R1-2
GIVE WAY
BOWEN RD
WIDENED RE-ALIGNED ENTRANCE ROAD
EXISTING PARKING
DUPE MAT AND VEGETATE ON COMPLETION OF SOV WHERE ACCESSIBLE
FORMALISED EXISTING STAFF PARKING 19 BAYS; (INCLUDING 1 DDA ACCESSIBLE)
NEW ADMINISTRATION BUILDING
NEW CONCRETE CHANNEL SPOON DRAIN
EXCAVATE TO ALLOW FOR MATERIAL IN TIPPING FLOOR FILL (1,000m³)
GATEHOUSE
WEIGHBRIDGE
NEW KERB
WORKSHOP
10000
10000
NEW LANDSCAPE AREA
EXISTING WTS
EXISTING TEMPORARY TIPPING FLOOR
EXISTING RC WALL
NEW KERB
TIE-IN TO EXISTING RC WALL
EXISTING RC WALL TO BE REMOVED
NEW W-BEAM BARRIER
RAMP DN
RAMP UP
6000
RAMP UP
BYPASS LANE
LOAD OUT LANE
TIPPING FLOOR
MIXED WASTE BUNKER
S/W PIT
S/W PIT
TRENCH GRATE K200
4500
35000
35000
21625
21625
NEW GABION WALL BY PRINCIPAL
EXISTING EARTHWORKS BUND TO BE REMOVED
NEW KERB
LOCALITY PLAN
SCALE 1:2000
EXISTING DETENTION BASIN
PROPOSED WIDENED RE-ALIGNED ENTRANCE ROAD
LIMIT OF WORKS
PROPOSED ADMIN BUILDING
PROPOSED WASTE TRANSFER SHED
DERWENT PARK RD
BOWEN RD
BOWEN RD
COX AVE
COX AVE
LUTANA WOODLANDS RESERVE
BIRCH RD
LENNOX AVE

20m 0m 20m 40m
1:500 @ A1

80m 0m 80m 160m
1:2000 @ A1

LEGEND:

- CADASTRAL BOUNDARY
- SITE BOUNDARY
- EXISTING FENCE LINE
- EXISTING UNDERGROUND POWER LINE
- EXISTING COMMUNICATION LINE
- EXISTING DRAINAGE LINE
- EXISTING OVERHEAD POWER LINE
- EXISTING BUILDING OUTLINE
- EXISTING RC WALL
- EXISTING RC WALL TO BE REMOVED
- NEW DRAINAGE LINE
- NEW STEEL MESH BARRIER FENCING
- NEW W-BEAM BARRIER
- NEW STORMWATER FLOW
- NEW KERB LINE
- NEW LANDSCAPE AREA
- CLEARED FLOOR LEVEL AREA
- NEW CONCRETE AREA
- NEW ROAD SEALED AREA
- NEW CONCRETE FOOTPATH
- NEW BUILDING AREA
- EXISTING ROAD SEAL TO BE REMOVED
- EXISTING DETENTION BASIN
- NEW SIDE ENTRY PIT
- NEW GRATED SUMP
- NEW GRATED JUNCTION PIT
- NEW HEADWALL
- NEW DOWN PIPE AND RWP SUMP
- NEW DIVERSION MANHOLE

SURVEY REFERENCE: CLIENT
DATE: 04.09.2023
VERTICAL DATUM: AUSTRALIAN HEIGHT DATUM
HORIZONTAL DATUM: MGA 2020 ZONE 55

PCT SERVICES
Tel. 0409308336
www.pctservices.com.au
ABN 84667791791
Licence # LIC-15607558

CLIENT: SOUTHERN WASTE SOLUTIONS	PROJECT: LUTANA WASTE TRANSFER STATION	ISSUE: AS- CONSTRUCTED	
		SCALE: 1:500	TOTAL SHEETS:
ADDRESS:	TITLE: GENERAL ARRAGEMENT	PROJ. NO: TC23042	SHEET NO: C-107
			REV: AB

INSTALL Ø300 RCP CLASS 4
U/S: 36.750m
D/S: 36.650m
S: 1:157
L: 15.70m

DN900 MANHOLE
IL: 36.60

150/100

NETCO 600 SERIES PIT CLASS B
GRATE ZSV-015 VORTEX PUMP

FFL 37.687m

FFL 37.727m

150/100

RAMP RL
36.375

ACO S200K TRENCH DRAIN WITH
CLASS D GRATED COVER

~0.50%

FFL 37.799m

FFL 38.279m

FFL 37.801m

150/100 125DP 150/100 125DP 150/100 125DP 150/100 125DP 150/100 125DP

~0.53%

~6.2%

FFL 36.675m

Netco 600 series pit Class B
Grate ZSV-015 Vortex Pump

GRATED SUMP
WITH CLASS D COVER

~6.2%

FFL 37.812m

NETCO NPT-600 TRAP

FFL 39.675m

DN100 SUBSOIL DRAINAGE PIPE
WITH GEOTEXTILE FILTER SOCK
FALL TO TRENCH DRAIN

NETCO NPT-600 TRAP

PIPE INVERT
IL 39.195

FFL 39.675m

DN100 SUBSOIL DRAINAGE PIPE
WITH GEOTEXTILE FILTER SOCK
FALL TO TRENCH DRAIN

B
C-308

150/60 GRAVITY SEWER

150/60 GRAVITY SEWER

FFL 38.326m

A
C-308

150/60 GRAVITY SEWER

FFL 39.675m

NETCO TNK-N8000 FRP BELOW GROUND TANK
WITH CLASS A ALUMINIUM ACCESS COVER
AND AUSTRAL TSP9060 SAFETY GRATE.
REFER TO DETAIL DRAWING "C-302"

150/60 GRAVITY SEWER

150d GRAVITY SEWER

~6.25%

~10.00%

~6.25%

NETCO NPT-600 TRAP
RL 38.30

PIPE INVERT
RL 39.195

NETCO NPT-600 TRAP

FFL 38.792m

125DP 150/100 125DP 150/100 125DP FFL 38.742m 150/100 125DP 150/100 125DP 150/100

FFL 38.677m

INSTALL Ø150 RCP CLASS 4
U/S: 37.190m
D/S: 36.800m
S: 1:56
L: 22.1m

0.8%

LEGEND:

- CADASTRAL BOUNDARY
- SITE BOUNDARY
- EXISTING FENCE LINE
- EXISTING UNDERGROUND POWER LINE
- EXISTING COMMUNICATION LINE
- EXISTING DRAINAGE LINE
- EXISTING OVERHEAD POWER LINE
- EXISTING BUILDING OUTLINE
- EXISTING RC WALL
- EXISTING RC WALL TO BE REMOVED
- NEW DRAINAGE LINE
- NEW STEEL MESH BARRIER FENCING
- NEW W-BEAM BARRIER
- NEW KERB LINE
- NEW SIDE ENTRY PIT
- NEW GRATED SUMP
- NEW HEADWALL
- NEW BOLLARDS
- DP NEW DOWN PIPE AND RWP SUMP
- NEW STORMWATER DOWN PIPE
- NEW SUBSOIL DRAINAGE PIPE
- NEW GRAVITY SEWER

4.0m 0m 4.0m
1:100 @ A1

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-377
DATE RECEIVED: 20 February 2026

SURVEY REFERENCE: CLIENT
DATE: 04.09.2023
VERTICAL DATUM: AUSTRALIAN HEIGHT DATUM
HORIZONTAL DATUM: MGA 2020 ZONE 55

PCT SERVICES
Tel. 0409308336
www.pctservices.com.au
ABN 84667791791
Licence # LIC-15607558

CLIENT: SOUTHERN WASTE SOLUTIONS	PROJECT: LUTANA WASTE TRANSFER STATION	ISSUE: AS- CONSTRUCTED	
		SCALE: 1:100	TOTAL SHEETS: / SIZE: A1
ADDRESS:	TITLE: DRAINAGE LAYOUT	PROJ. NO: TC23042	SHEET NO: C-108 / REV: AB

pitt&sherry

Lutana Resource Recovery Centre

Emissions Assessment

Prepared for
Southern Waste Solutions

Client representative
Nick Gifford

Date
5 December 2025

Rev 12

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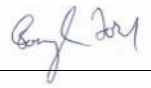
List of figures

Appendices

Prepared by — Alex Seen, Douglas Ford		**Date —** 09/09/2025
Reviewed by — Douglas Ford		**Date —** 09/09/2025
Authorised by — Andy Turner		**Date —** 09/09/2025

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Issued	A. Seen	D. Ford	A. Turner	21/09/2023
01	Layout drawing updated	A. Seen	D. Ford	A. Turner	27/09/2023
02	Concrete crusher added	A. Seen	D. Ford	A. Turner	23/10/2023
03	Odour assessment added	D. Ford	R. Casimaty	A. Turner	21/11/2023
04	Shredder, concrete crusher removed	A. Seen	D. Ford	A. Turner	08/12/2023
05	Minor text edits per council request	D. Ford	R. Casimaty	A. Turner	25/01/2024
06	Assumed materials mix updated	D. Ford	R. Casimaty	A. Turner	22/03/2024
07	Added fans to shed in noise model	A. Seen	D. Ford	A. Turner	21/05/2024
08	Shredder, concrete crusher put back. Revised for change of use application.	A. Seen	D. Ford	A. Turner	04/07/2025
09	Minor details edits	D. Ford	A. Seen	A. Turner	22/08/2025
10	Minor text edits	A. Seen	D. Ford	A. Turner	27/08/2025
11	Minor details edits	A. Seen	D. Ford	A. Turner	09/09/2025
12	Concrete crusher removed More information on shredder added	D. Ford	A. Seen	A. Turner	05/12/2025

Executive summary

This emissions assessment has been prepared to support an Environmental Effects Report for the change of use of the existing Derwent Park Waste Transfer Station (WTS), operated by Southern Waste Solutions, located at 129 Derwent Park Road, to become an integrated waste transfer station and resource recovery centre.

The facility directly adjoins the northern edge of a “General Residential” zone with further residential zones to the east in Glenorchy, and a number of “Light” and “General Industrial” zones in the area. These include the Derwent Park industrial area.

The WTS currently consolidates various incoming mixed solid waste from local council and private contractors prior to being transferred to a final waste disposal site or recycling facility. The proposed change of use will allow for sorting and processing of various materials for recycling and diversion away from landfill.

Existing noise levels at two of the nearest residences were assessed by on-site noise logging from the 6th to 17th and the 25th to 29th of September 2023. Noise from existing industrial businesses in the area and local traffic noise, resulted in a measured weekday ambient noise level of 56dB(A) during this period.

Noise levels from the site including the proposed new activities were modelled using SoundPLAN environmental noise modelling software. Predicted noise levels at the nearest sensitive receivers were below both the recorded ambient, and background noise levels + 5 dB(A) and EPP guideline levels for day and night-time activities. As such, noise from the centre is unlikely to be distinguishable from the existing noise environment and will not result in a loss of amenity for the nearest sensitive receivers.

Dust emissions are expected to be well below levels capable of causing nuisance to the nearest residences.

Odour emissions from the facility are also expected to be minimal, as the majority of the waste material being received generally has a relatively low overall average odour generation potential. Some odorous materials including general municipal waste and FOGO will be handled. To demonstrate that worst case odour emissions from the upgraded facility will not cause an adverse impact on nearby residents, odour emissions have been assessed using air dispersion modelling, carried out in accordance with the Tasmanian EPA’s *Atmospheric Dispersion Modelling Guidelines* and conservatively assuming that that the tipping building is full of material with a similar odour emissions rate to general municipal waste.

The results of this modelling show that the ground level odour concentration at the boundary of the facility is well below the limit of 2 odour units, required by the *Tasmanian Environmental Protection Policy (Air Quality).*

On the basis of this noise and air assessment, it may be concluded that the proposed Waste Transfer Station change of use to a Resource Recovery Centre, will not cause an unreasonable loss of amenity or environmental nuisance.

1. Introduction

This emissions assessment has been prepared to support an Environmental Effects Report for the change of use of the existing Derwent Park Waste Transfer Station (WTS), operated by Southern Waste Solutions, located at 129 Derwent Park Road, to become an integrated waste transfer station and resource recovery centre. A development application was approved in April 2024, by the Hobart City Council, for the recent upgrade of the WTS. The primary scope of the upgrade was the construction of a new building to allow waste transfer and consolidation operations to be moved indoors. In addition, the scope included development of a new office building, carpark and general improvements including sealing of access roads, storm water management and landscaping.

The change of use, is for the approval of resource recovery processing on site, aimed at separating materials that can be recycled and diverting them to appropriate off-site processing facilities, thus reducing the volume of waste sent to landfill. Recovery of a variety of materials including metals, timber, plastics and concrete is proposed. Additional plant required includes a shredder.

This attenuation report was originally prepared to support the development application for the WTS upgrade. It has now been updated to include potential noise, dust and odour emissions from the additional resource recovery activities that will be established on site.

The site adjoins the northern edge of a “General Residential” zone, with further residential zones to the east in Glenorchy. There are a number of “Light Industrial” and “General Industrial” zones in the area, including the Derwent Park Industrial Area to the north. The location of the site and the surrounding area is shown in Figure 1, below.

Figure 1: Aerial photo of WTS site (Blue) and surrounding area, including residential zones (red) and industrial zones (purple).

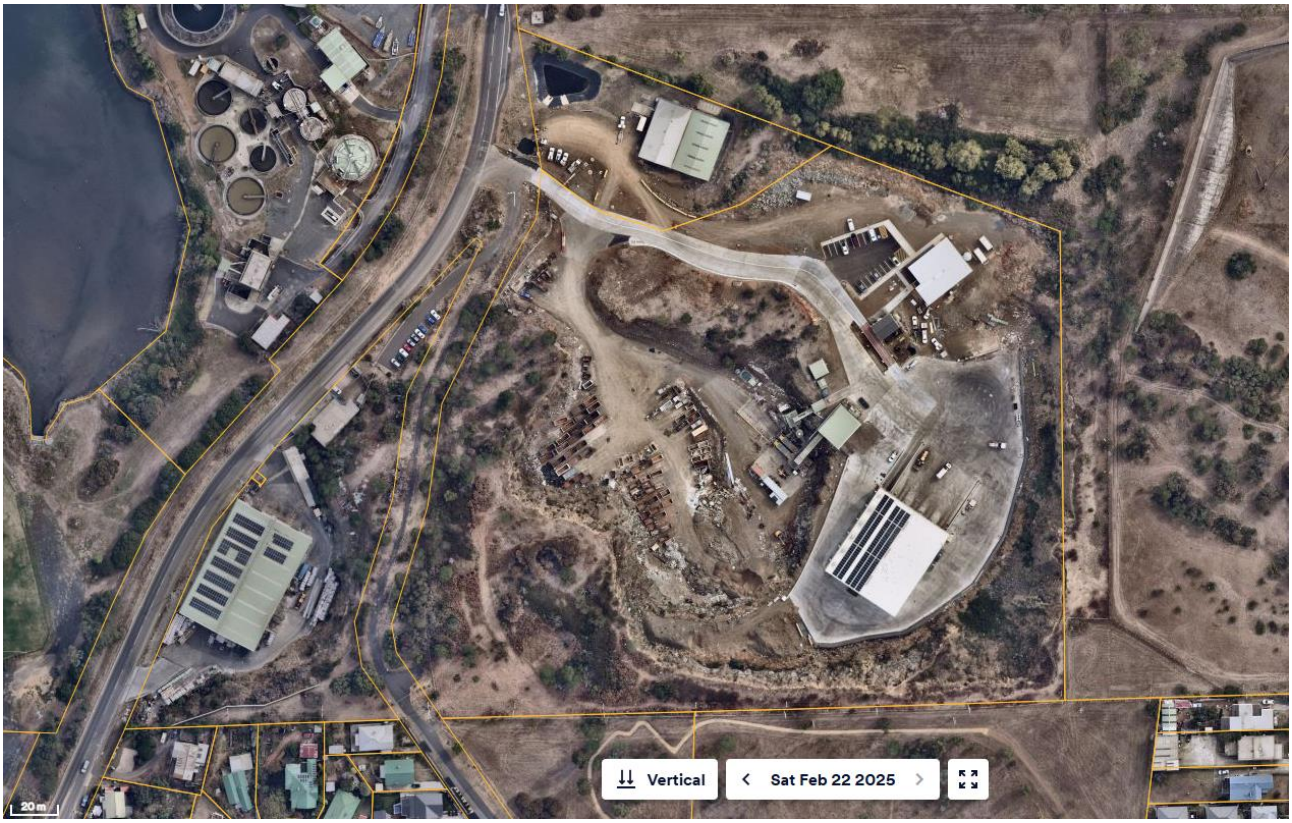


Figure 2: Recent Aerial Photo of the site (Image from nearMap)

2. Description of operations

The facility will continue to consolidate various incoming mixed solid waste from local council and private contractors prior to being transferred to the Copping landfill site or other final disposal site.

No major modifications are proposed to the recently constructed tipping building, where incoming loads are tipped, sorted, consolidated and temporarily stored, before being loaded for dispatch. Material handling on the floor and around the site will be carried out by a front-end loader. Waste that is not suitable for recovery, will be despatched by self-compacting garbage truck.

The facility is expected to receive up to 90,000 tonnes of waste per annum, including:

- Metals
- Mattresses
- Rubber and tyres
- Construction and demolition (C&D) waste including timber, plaster board, concrete and bricks
- Commercial and industrial (C&I) waste including cardboard, plastics and e-waste
- Food and organics (FOGO)
- Secure disposal (i.e. materials that cannot be sent to landfill for legal or safety reasons, such as old poker machines, expired drugs or surplus alcohol)
- General Waste

Co-mingled waste will be received on the tipping floor and then sorted either by an excavator with a claw / grab attachment. or manually by personnel. Some waste may be received pre-sorted. Sorted materials will be stored into piles within the building, or in a series of new external concrete bays, or in skip bins. All potentially odorous material including FOGO and general waste will be stored inside the building. FOGO and general waste will not be held on site for more than one to two days. The size of any material stockpile is not expected to exceed 2 trailer loads (total 170m^3) before removal. The height of the stockpile for materials stored on the upper level would not exceed 5m before removal.

Some categories of waste will be processed on site to aid efficient onward handling. This includes:

- Shredding of timber, plastics, rigid plastics, plaster board and other building materials
- Dismantling of mattresses (either manually or by an excavator operating inside the building
- Bricks and concrete will be sorted, stockpiled and dispatched without any further onsite processing.

Various existing structures, that will no longer be used, are to be decommissioned and demolished, including the former waste compaction system and clinical waste facility. The existing weighbridge will be retained.

A preliminary site layout, including the location of the proposed new activities is shown in Figure 3 below.

Current hours of operation will not be significantly changed and are 5am to 4pm (weekdays), 6am to 12pm (Saturdays) and 5am to 1:30pm (public holidays) with no operations on Sundays.

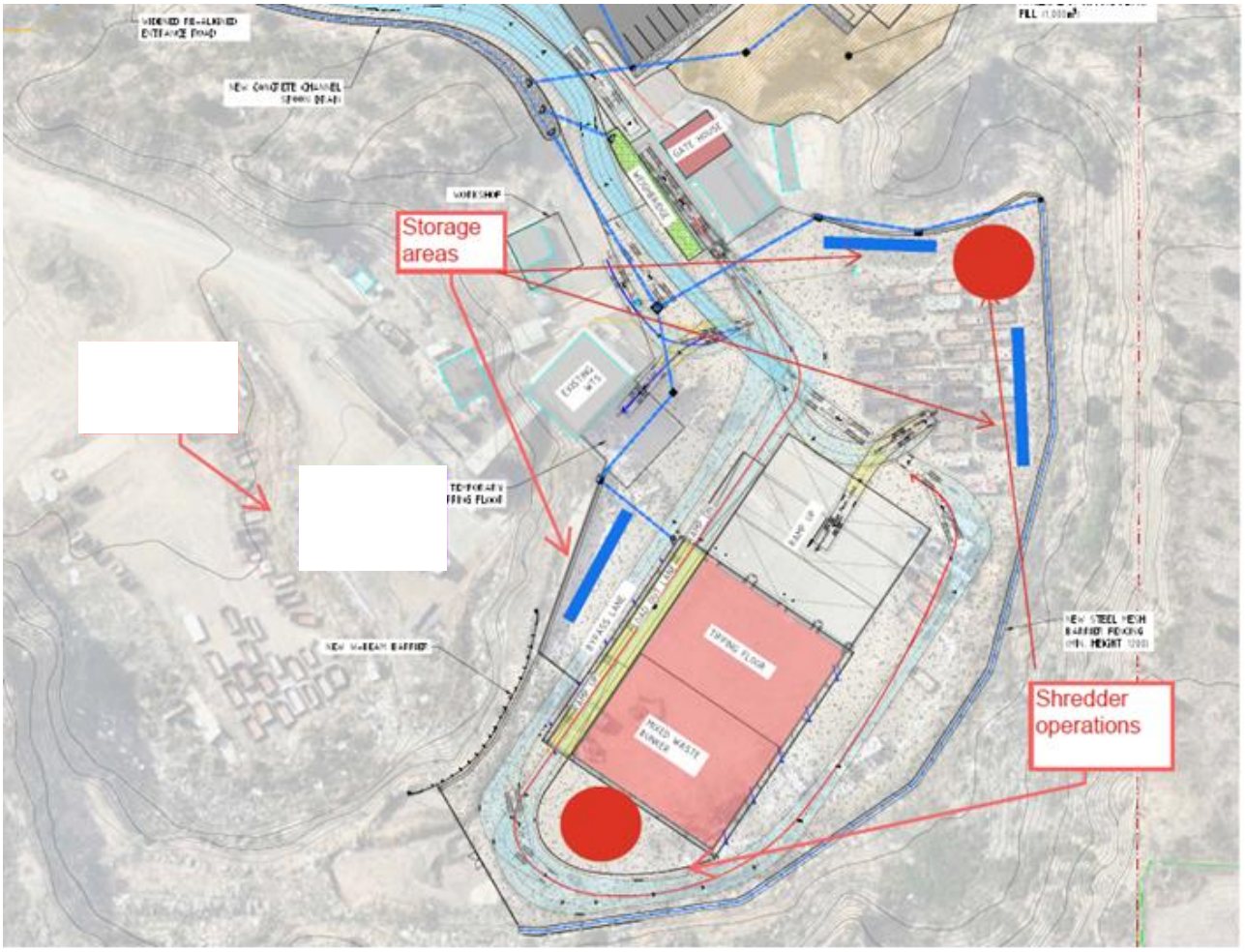


Figure 3: Preliminary Site Layout Indicating Location of New Activities.


Figure 4: Photos of the recently constructed main tipping floor building

3. Noise Assessment

3.1 Environmental Protection Policy (Noise)

The Tasmanian *Environmental Protection Policy (Noise)* 2009 (the EPP) has general provisions for the regulation of proposed commercial / industrial noise sources with the objective of protecting environmental values. In summary, it requires:

- Best practice environmental management to be employed to reduce noise emissions, to the greatest extent that is reasonably practical
- Dominant or intrusive noise characteristics of noise emissions to be reduced to the greatest extent that is reasonably practical; and
- That a "reserve capacity" in the acoustic environment is retained at any location, such that the combined noise from a number of activities does not prejudice the protection of environmental values at that location.

The EPP also provides acoustic environmental indicator levels for various noise sensitive activities, based on World Health Organisation research. These indicators relate to the total ambient noise levels at a sensitive receiver – not just the noise from the industrial source being assessed. Indicators relevant to this noise assessment include:

- Outdoor Living Areas (Serious annoyance, daytime and evening) — 55 dB(A) $L_{eq,16hours}$
- Outdoor Living Areas (Moderate annoyance, daytime and evening) — 50 dB(A) $L_{eq,16hours}$
- Outside Bedrooms (Sleep disturbance, windows open, night-time) — 45 dB(A) $L_{eq,8hours}$, 60 dB(A) L_{max}
- Inside Bedrooms (Sleep disturbance, night-time) — 30 dB(A) $L_{eq,8hours}$, 45 dB(A) L_{max}

L_{eq} is the "equivalent continuous noise level" which can be thought of as the average noise level over a specific period of time[1]. L_{max} is the maximum noise level recorded in a specific period of time.

Intrusiveness criteria

A commonly used measure of the level of impact of noise from a new industrial activity is that if the noise level from the new activity is more than 5 dB(A) higher than the existing background noise level, L_{90}, it is considered to be "Intrusive". This measure has been adopted in the NSW industrial noise policy and in various planning schemes, although it has not been specifically incorporated in Tasmanian state noise policy.

The background noise level is defined as the L_{90}, which is the noise level that is exceeded 90% of the time during a noise measurement period.

[1] Noise levels measured in decibels are averaged logarithmically.

3.2 Existing noise environment

Noise logging was carried out at two of the nearest residential dwellings to the site, as shown on Figure 1 above, in order to characterise the existing noise environment. One of these was at 144 Bowen Road, on the southern boundary of the site, between the 6th and 14th of September. The second logging location was at the northern end of Lennox Avenue, between the 14th and 17th of September and again between the 25th and 29th of September. Noise measurements were made using a Ngara noise logger, setup and operated in accordance with the DEPHA *Noise Measurement Procedures Manual, 2008*.

Weather conditions during the logging were obtained from the Bureau of Meteorology Hobart weather station on Ellerslie Road. The weather was generally fine with temperatures ranging from 2 to 23ºC. Wind speeds above 18km/h were recorded, for several periods on the 6th, 8th to 11th, 13th,15th and 27th to 29th of September. 13mm of rainfall was recorded on the 16th over a 21 hour period, with several other periods of minor rainfall, less than 1mm on other days.

Aggregated L_{Aeq}, L_{A90} and L_{Amax} noise logging results, excluding these periods of adverse weather are presented in Table 1 below. Figure 5 shows a plot of the entire logging period with periods of adverse weather shaded in blue.

Existing ambient noise in the area is affected by noise from various commercial, industrial and road traffic sources. Significant noise emissions were noted from the nearby Cleanaway recycling sorting facility. Industrial noise is generated by various facilities in the area, along with moderate levels of traffic noise from the Brooker Highway and local roads. More minor noise sources include residential activities and natural environmental noise from animals, birds and wind blowing through vegetation. On collection of the noise logger at Bowen Road a crane was observed operating at the nearby TasWater Sewage Treatment Plant, creating some additional noise on that day. Generally, the noise levels recorded follow a typical urban daily pattern, rising from around 5am to peak during the day then diminishing from about 6pm to quite low levels overnight.

The recorded evening and night-time noise levels on weekdays and Saturdays at Bowen Rd exceed the EPP guideline level for avoiding sleep disturbance, with weekday daytime noise levels at Bowen Road and Lennox Avenue exceeding the daytime guideline level for avoiding “serious annoyance” and all other noise levels exceeding the daytime level for avoiding “annoyance”.

Table 1: Unattended Noise Logging Results at Bowen Rd and Lennox Ave.

Time Period	Weekdays – dB(A)			Saturday – dB(A)		
	L_{eq}	L_{90}	L_{max}	L_{eq}	L_{90}	L_{max}
Bowen Road						
Morning (5am – 7am)	48.1	37.8	78.0	47.2	40.6	58.3
Day (7am – 6pm)	56.2	47.8	87.9	52.7	45.1	76.3
Evening (6pm – 10pm)	49.0	43.3	72.8	48.9	43.4	68.9
Night (10pm – 7am)	46.2	36.2	78.0	49.9	39.0	73.8
Lennox Avenue						
Morning (5am – 7am)	47.8	43.7	70.4	48.7	40.4	67.5
Day (7am – 6pm)	52.8	41.8	96.8	51.2	46.4	77.5
Evening (6pm – 10pm)	53.4	38.1	88.5	50.3	43.6	69.6
Night (10pm – 7am)	50.0	46.3	84.3	53.6	44.2	69.9

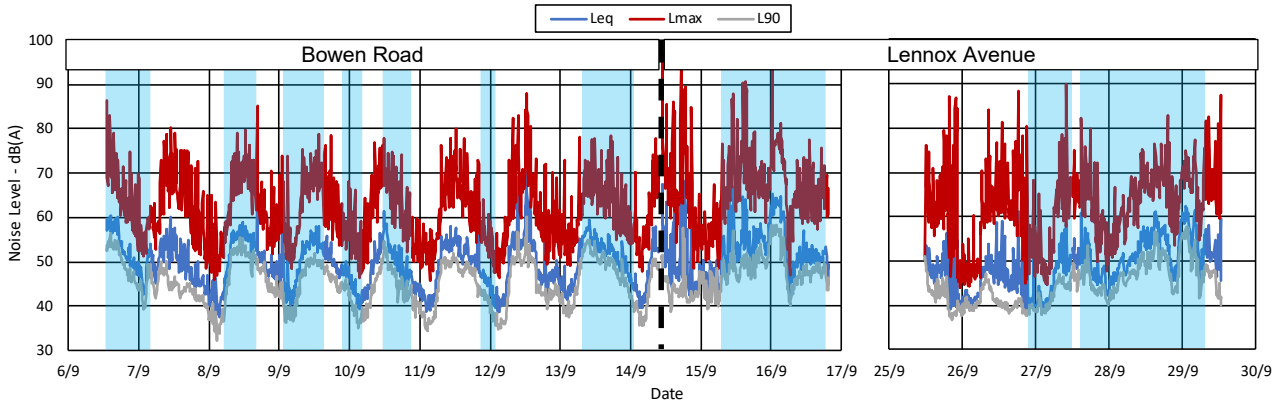


Figure 5: Noise Logging Results at 144 Bowen Road and Lennox Avenue. Periods of inclement weather shaded blue.

3.3 Project Assessment Criteria

No quantitative noise limits were specified for the proposed activity within the project specific guidelines. The guidelines require consideration of the existing background noise levels and the Tasmanian *Environmental Protection Policy (Noise)* 2009.

On this basis, limiting noise emissions from the site to background (L_{90}) + 5 dB(A) is recommended. Using the lowest noise monitoring $L_{90,}$ these limits would be:

- Morning, 5am to 7am: 37.8+ 5 = 42.8 dB(A)
- Daytime, 7am to 6pm: 41.8 + 5 = 46.8 dB(A)

3.4 Noise sources

Noise sources for the site include waste trucks offloading waste material, semi-trailers collecting consolidated waste, a Komatsu WA150 or WA180 wheel loader and a 15T excavator used for moving waste material on the tipping floor and loading outgoing waste into trucks, and a telehandler used for moving material and waste bins around on site.

Shredding of timber, plastics, plasterboard and similar materials will be done using a mobile *Komptech* shredder.

6 ventilation fans are mounted along the northern edge of the shed roof and 4 air intake fans mounted approximately 2 metres above ground level on the southern wall of the tipping building. Manufacturer's sound power data including single octave band spectra, has been used to characterise noise emissions for these fans.

Manufacturer's data was not available for the shredder, so sound power levels from similar sized mobile crushing equipment, measured on other sites has been used. Other mobile equipment has been characterised with reference sound power levels obtained from the SoundPLAN noise source reference library or pitt&sherry's in-house noise database of noise source measurements.

Noise source details are outlined in Table 2 below.

All sound power levels indicated are the anticipated maximum sound power level, that would be generated by each item of equipment while operating on site. This includes the effect of unloading material, reversing beepers and other related noise that would occur during operations.

Table 2: Equipment Sound Power Levels used in the Modelling

Equipment		Quantity	Height above Ground Level – m	Sound Power Level $L_{eq,10min}$– dB(A)
S01	15T Excavator	1	1.5	82.5
S02	Komatsu WA180 Wheel Loader	1	1.5	92.7
S03	Telehandler	1	1.5	82.5
S04	Waste Collection Trucks (Incoming)	2	1.5	61.0dB(A)/m
S05	Semi-Trailers (Outgoing)	1	1.5	61.0dB(A)/m
S06	Roof Mounted Fan	6	9.6	88.3
S07	Wall Mounted Fan	4	2.0	100.1
S08	Komptech Terminator 6000S Shredder	1	2.0	109.2

Truck volumes

Existing onsite truck movements were obtained from weighbridge data from between 2nd January 2022 and 7th August 2023. Average hourly truck movements for weekdays and Saturdays are shown in Figure 6 below. The peak level of truck movements recorded was 10 trucks per hour, resulting in an average of around 85 truck movements per weekday and 13 per Saturday). Weighbridge data recorded in 2025 averaged 80 trucks per hour. The traffic impact assessment prepared for the facility, allows for a 10% increase in vehicle movements. Noise modelling has been conducted, conservatively assuming 15 trucks per hour, which could result in 3 trucks moving on site simultaneously.

Trucks will not access the site outside of the facilities opening hours which are listed in section 2, above.

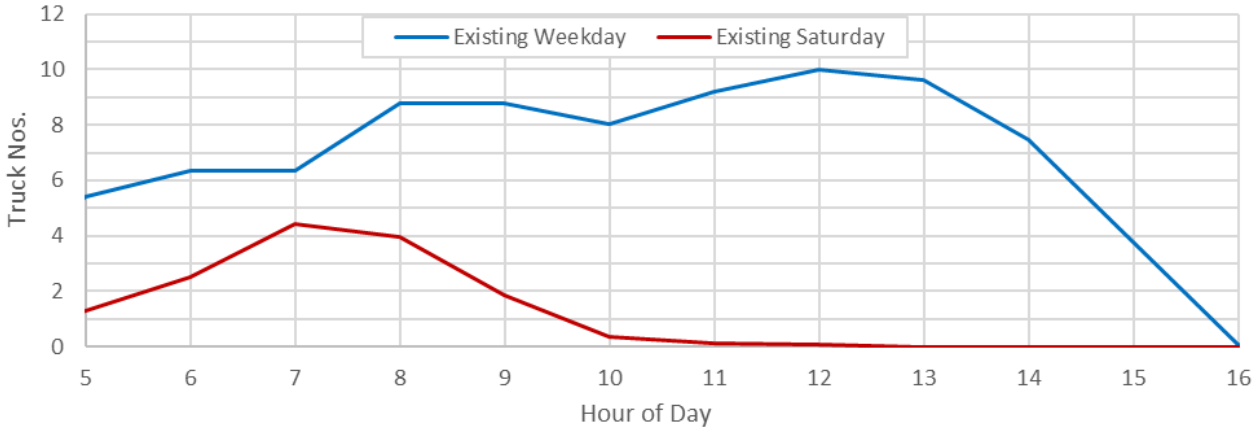


Figure 6: Average Weekday and Saturday truck numbers.

3.5 Methodology and assumptions

Noise modelling was carried out in accordance with the Tasmanian DEPHA *Noise Measurement Procedures Manual*, 2008. Noise level calculations were implemented using SoundPLAN 8.2 environmental noise modelling software. Modelling assumptions and settings include:

- The ISO 9613-2 noise calculation standard was used within SoundPLAN, as specified in the *Noise Measurement Procedures Manual*. This noise prediction standard incorporates “worst case” meteorological conditions for noise propagation, including a light breeze from source to receiver and a well-developed moderate inversion.
- Existing terrain topography was obtained from 2 metre elevation data sourced from the ELVIS online elevation database
- Existing buildings, roads and other permanent structures and features were included within the model. All building footprints were sourced from theList. Temporary structures and property fences were not included in the modelling.
- A ground absorption factor of G = 0 (100% reflective/hard) was used for water and industrial sites. A factor of G =

0.6 (60% absorbent/soft and 40% reflective/hard) was used for the remainder of the area, reflecting the combination of sealed and unsealed surfaces

- The tipping building was modelled using noise walls and a floating screen. Openings were made along the northern side, where the roller doors accessing the shed are located and on the southern side, at the exit to the loadout lane. This is a conservative representation, as the shed is fitted with fast acting roller doors which will normally be closed.
- The wheel loader and the telehandler will rarely both operate at full power for a full 10 minute period, so operation of both units is represented in the model by just the wheel loader (the louder of the two) operating at full power for the entire 10 minute period.
- It has been assumed that the wheel loader and telehandler will predominantly (80% of the time) be operated inside the shed. Time weighted corrections have been applied to the noise sources in the model, to reflect a $L_{eq,10min}$ result.

Several scenarios were modelled:

- Scenario 1: A base scenario with two waste collection trucks unloading waste, one semi-trailer collecting waste, the excavator operating within the shed and the telehandler and front wheel loader operating between the shed and the stockpiling bunkers.
- Scenario 2A: Operation of the shredder in position “A” in addition to Scenario 1.
- Scenario 2B: Operation of the shredder in position “B” in addition to Scenario 1.

Note that the shredder may also be used inside the tipping shed at times. This has not been modelled, as the resulting noise emissions will be significantly lower than the outside scenarios.

Figure 8, below shows the layout of the SoundPLAN noise model in plan view, including the locations of the noise sources, shown as blue dots for stationary noise sources and red lines for moving plant, and noise receiver locations as green dots. A 3D view of the model is shown in Figure 7.

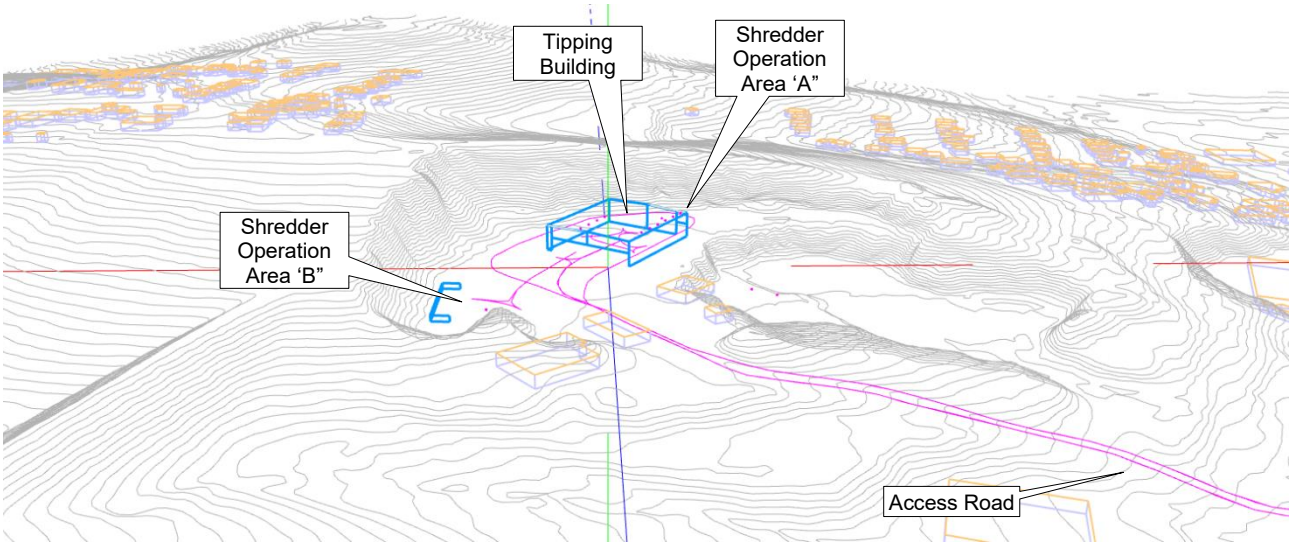


Figure 7: 3D View of SoundPLAN noise model, looking south.

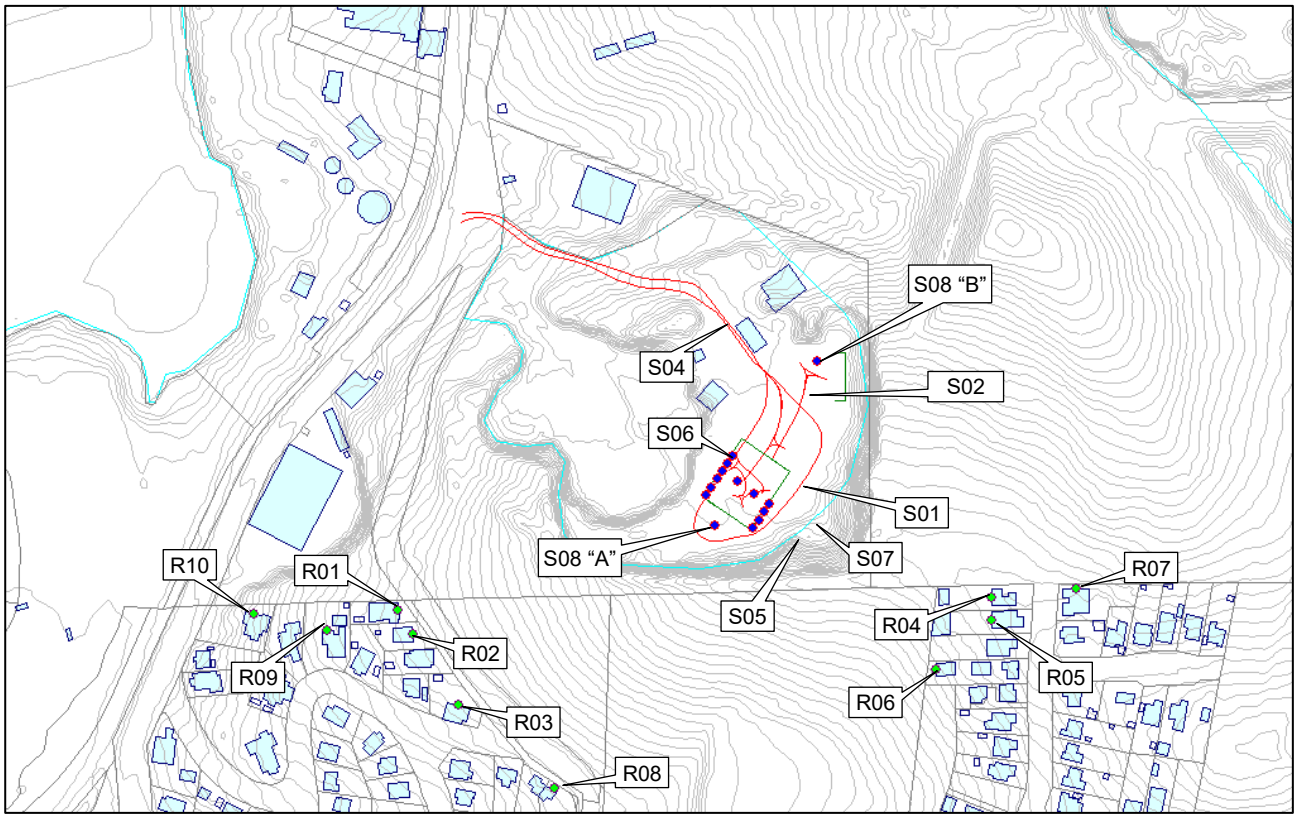


Figure 8: SoundPLAN Noise Model Layout with 2m ground contours.

3.6 Noise modelling results

The predicted $L_{eq,10min}$ noise levels from the facility at several of the nearest sensitive receivers (residences) are provided in Table 3 below. The results include a +5 dB(A) correction for low frequency noise where required, assessed using the one octave spectra results. Note that an effect of the low frequency correction test, is that Scenario 1 attracted a 5 dB(A) correction at most receivers, but Scenarios 2A and 2B did not, which is why the final results are quieter than Scenario 1, even though the raw results were louder. This is as a result of the shredders contributing more additional high frequency noise than low frequency noise.

Table 3: Predicted $L_{eq,10min}$ noise levels at nearest residences to WTS in dB(A)

Receiver		Scenario 1 Truck and Loader Operation	Scenario 2A Scenario 1 + Shredder at 'A'	Scenario 2B Scenario 1 + Shredder at 'B'
R01	144 Bowen Rd	38.0	36.0	34.6
R02	142 Bowen Rd	38.0	35.9	34.9
R03	138 Bowen Rd	35.8	33.9	33.2
R04	116 Lennox Av	42.2	38.9	37.8
R05	114 Lennox Av	40.1	36.5	36.0
R06	110 Lennox Av	40.7	37.0	36.4
R07	145 Lennox Av	38.5	39.5	39.4
R08	132 Bowen Rd	29.0	32.7	30.6
R09	8 Cox Av	32.9	31.5	29.4
R10	125 Derwent Park Rd	32.9	30.7	29.6

Daytime

The lowest daytime L_{90} from the two logging locations (both weekdays and Saturdays) was 41.8 dB(A) giving a L_{90} + 5 dB(A) of 46.8 dB(A). The predicted noise levels for all scenarios are well below this level.

5am to 7am

The lowest L_{90} + 5 dB(A) level logged for the 5am to 7am period was 42.8 dB(A). The results for Scenarios 1, 2A and 2B are below this level.

EPP

As noted above, during the day, the existing ambient noise levels at nearby residences already exceed the EPP acoustic indicator *Outdoor Living Areas - Moderate Annoyance* of 50 dB(A) or in some cases the *Outdoor Living Areas – Severe Annoyance,* indicator of 55dB(A), as a result of significant traffic and industrial activities in the area. The predicted noise levels from the modelling are more than 10 dB(A) less than the existing ambient noise levels, so the change in ambient noise and the level of exceedance of the EPP indicator level, will be negligible.

For the 5am to 7am period, the sleep disturbance indicator of 45 dB(A) is already exceeded on all days that the centre operates. The additional noise has the potential to increase the existing ambient noise level by up to around 1 dB(A) on weekday and Saturday mornings. Given that the background + 5 dB(A) criterion is not exceeded, this will not make a significant change to the level of amenity of nearby residences

Note that no tonal corrections have been applied as one-third octave data for all noise sources was not available. The equipment used is typically quite broadband and does not contain significant tonal characteristics. All noise levels are sufficiently below the assessment criteria to allow for a small tonal correction to be applied, if needed.

Noise level contour maps for Scenarios 1, and the worst case scenario with the shredder operating (Scenarios 2A) are presented in Figure 9 and 10, below. Note that the noise maps do not include the low frequency corrections. The 45dB(A) contour is shown in bold. Due to limitations in the contour plotting process, the values in Table 3 above, take precedence where there is any discrepancy between them and the noise maps values.

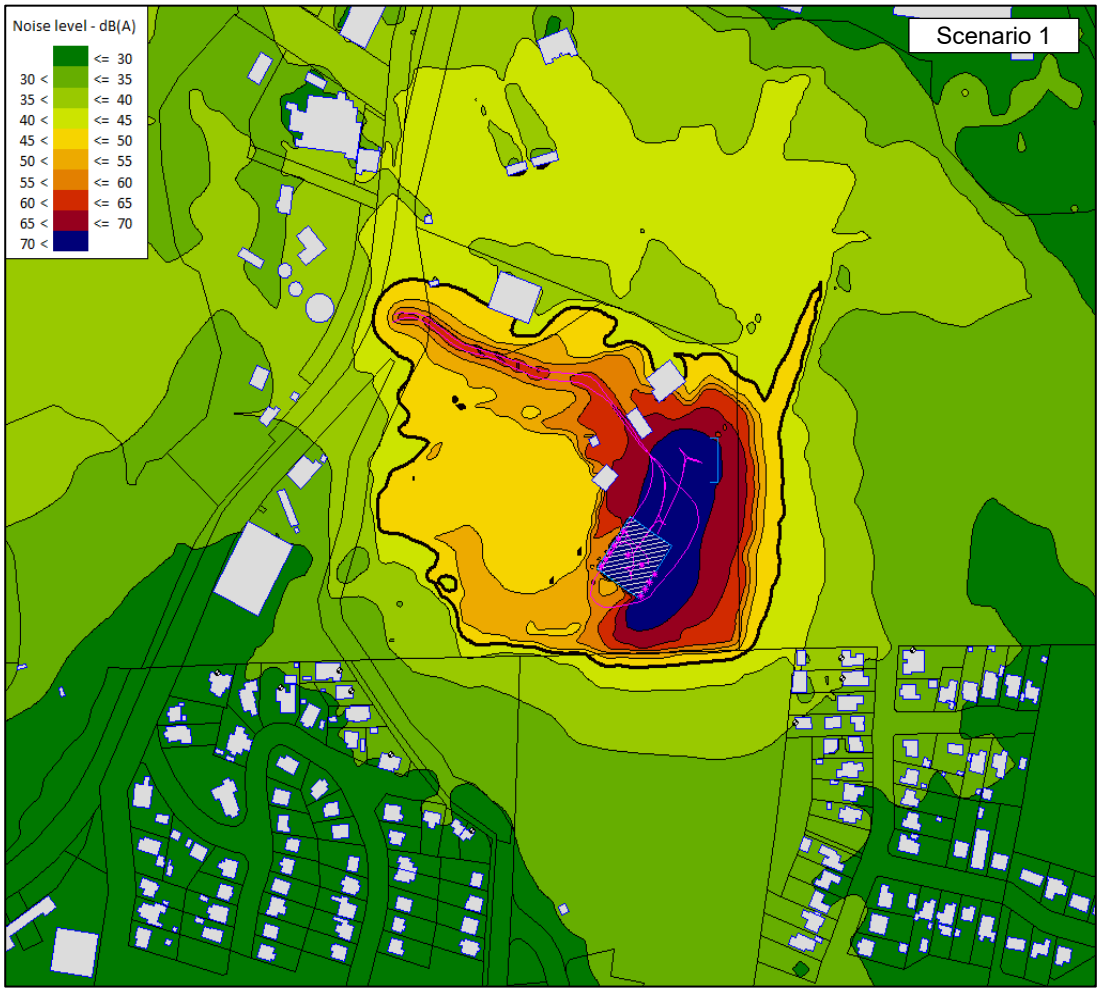


Figure 9: SoundPLAN Noise Contours for Scenario 1 - Truck and Loader Operation

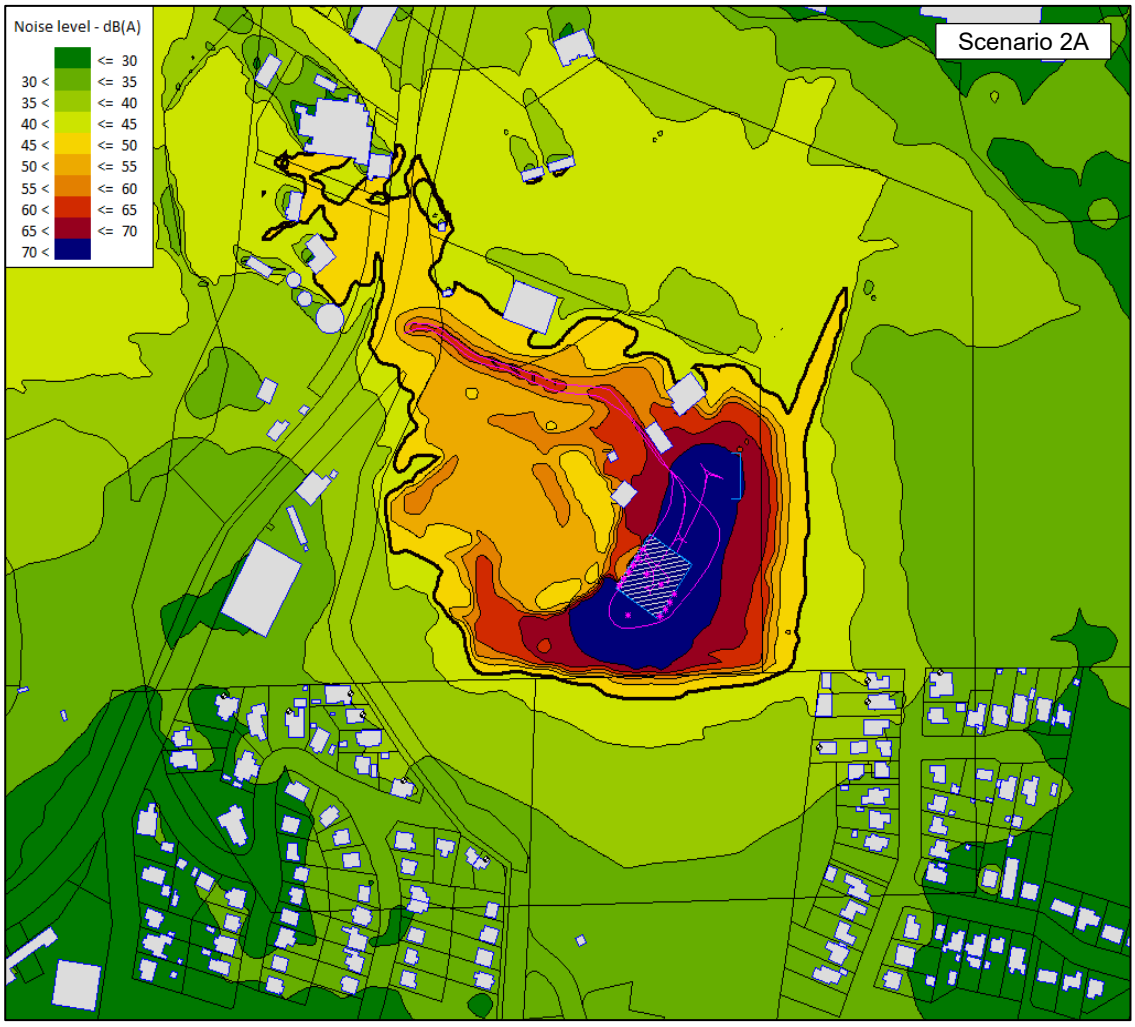


Figure 10: SoundPLAN Noise Contours for Scenario 2A - Truck and Loader Operation + Shredder at "A"

3.7 Noise mitigation measures

As the predicted noise levels are within acceptable limits, no specific noise mitigation measures are required. The following "good practise" noise mitigation measures will be adopted to ensure that noise emissions from the facility meet the calculated levels.

- All mobile plant and equipment should be maintained in good order at all times, especially noise control devices such as exhaust mufflers
- An on-site speed limit of 20km/h or similar should be observed to minimize vehicle noise
- All site-based vehicles will be fitted with reversing alarms that use broad band style reversing beacons
- Dropping of loads, such as skips etc should be avoided; and
- A rubber strip will be provided on the rim of the main loader bucket to enable it to "sweep" the tipping floor without causing undue noise.

4. Air Quality Assessment

The existing WTS and the proposed new resource recovery activities will have relatively limited impacts on air quality, with some potential to generate dust and odour emissions. There are no combustion sources or processes involving toxic chemicals on site. There are no recorded dust or odour complaints during the last five years, either made directly to SWS or received by SWS via the Hobart City Council.

Existing air quality at nearby residences is generally relatively good, although fine airborne particles generated by traffic, domestic wood heaters and industrial activities are present. The nearest EPA air quality monitoring station is at the State Hockey Centre in Newtown, about 2km to the south. During 2024, it recorded an average level of $PM_{2.5}$ particles in the air of 2.3 $\mu g/m^{3,}$ with no excursions over about 18 $\mu g/m^3$, which is considered "good".

Environmental Protection Policy (Air Quality)

The Tasmanian *Environmental Protection Policy (Air Quality) 2004* seeks to protect the ambient air environment in Tasmania by (in summary):

- Assessing air quality compliance with the National Environmental Protection Standards and where the standards are not met, pursuing a strategy to achieve compliance;
- Regulating industry so as to minimise the production of wastes from point sources that might be emitted into the atmosphere;
- Regulating industry to require the application of accepted modern technology to reduce emissions to the greatest extent practicable;
- Regulating polluters so as to maintain a reserve capacity in the airshed, to allow reasonable emissions from multiple activities, while still achieving acceptable standards of ambient air quality; and
- Providing specified methods for monitoring, measuring, modelling and managing emissions to air including products of combustion, solid particles, toxic gasses and vapours and odour.

Potential dust emissions and odour emissions are assessed in Sections 4.1 and 4.2 below. The dust assessment focuses on mitigation measures required to prevent significant emissions of dust leaving the site. The odour assessment assesses the potential level of odour emissions, in accordance with the methods specified in Section 14 and Schedule 3 of the EPP.

4.1 Dust Assessment

Shredder Operation

The shredder to be used is a Komptech *Terminator* 6000S mobile shredder, as shown in Figure 11 below. It will normally be used at the two outside locations indicated in Figure 3 above, but may also be used inside the tipping shed on occasion. It will typically be used to reduce the size of timber, plaster board, woody green waste, rigid plastics (such as old wheelie bins, old HDPE pipe etc) and mattresses (which typically contain wire and foam rubber) down to a target sizing of 100 to 250mm. This results in a more compact, easy to handle load for onward transport. None of these materials are expected to generate more than minor amounts fine particles or airborne dust. Plaster board being drier and more frangible, may generate some visible dust if large quantities are being shredded, in which case dust suppression measures such as a water spray will be used to contain any dust generated.

The shredder will be operated on a concrete slab, within a 6 to 8m exclusion zone. This area will be swept regularly to prevent the buildup of any debris from the shredding process. Some lower density materials may be susceptible to being blown by the wind, so shredding will not be undertaken if the onsite windspeed exceeds 20 kmh. It is also noted that the shredding locations are generally well sheltered from the wind by the old quarry walls and adjoining buildings. With these measures in place it is considered unlikely that shredded material will carried by the wind further than a few meters from the machine, and certainly will not reach the site boundary.

.

Figure 11: Komptech Terminator *6000S Shredder (Image from manufacturer's website)*

General Site Dust

Some dust may be generated by loaders and trucks handling fine dry materials especially in dry, windy weather, however most of the waste materials being handled will have large particle sizes, with few fine particles that are likely to become air borne. Also, the majority of all material handling activities will occur inside the tipping building. Since the completion of the recent upgrade, the main onsite access and outdoor waste handling areas have been fully sealed.

The transmission of any dust generated, is significantly moderated by the distance to the nearest residences, the topography of the terrain, with the facility being located within a former quarry with steep side walls, the presence of trees and other vegetation, and shielding by intervening commercial buildings etc.

Dust monitoring and control measures will be included in the site management plans. These will include:

- Visual monitoring of the site will be undertaken to ensure that any dust generation that starts to occur, is promptly addressed. Any outdoor processes observed to be generating excessive visible dust will be paused until effective dust control measures have been put in place. The site manager will be responsible for ensuring adequate monitoring is carried out and acted upon when required;
- Maintenance and housekeeping of outdoor hard-stands and roadways will be kept up, to ensure that the potential for vehicles to generate dust is minimised;
- All vehicle loads entering and exiting the site will be covered by tarpaulins or contained in fully enclosed trucks;
- Fine, dry materials (i.e. materials with small enough particle sizes, to have the potential to raise dust under windy conditions) will not be stored on site for extended periods, without applying dust prevention methods such as covering or wetting down with sprinklers etc;.
- Water for dust control purposes will be sourced from the Taswater mains;
- Landscaping and vegetation on the periphery of the site and areas will be maintained; and
- Staff, supervisors and contractors will be trained in on-site dust control measures.

With these measures in place, dust levels sufficient to cause a nuisance to staff working on site, or to nearby residents, are not expected to occur.

4.2 Odour assessment

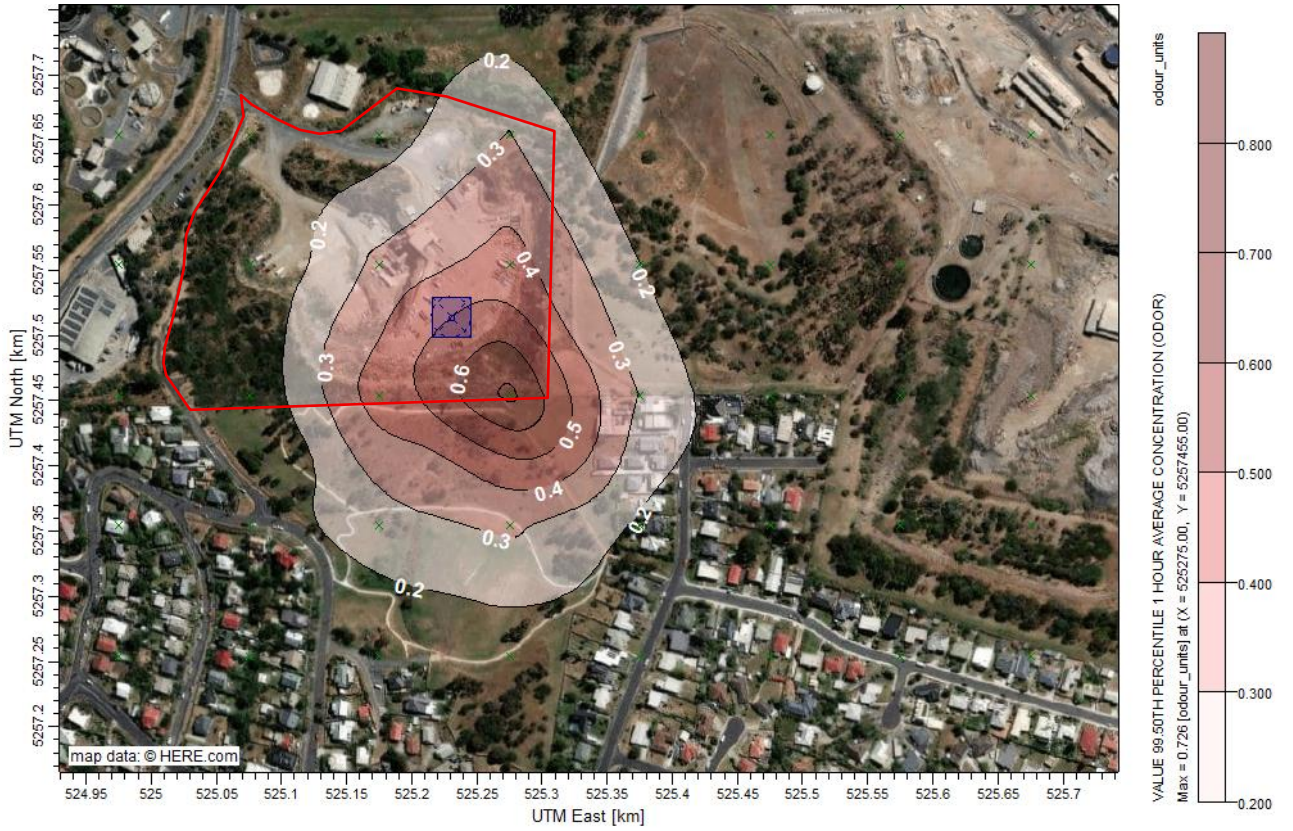
Odour emissions from the facility are expected to continue to be minimal, as the majority of the waste material being received will have a relatively low overall odour generation potential, as described in Section 2 above. Relatively small quantities of general municipal waste and FOGO which does have a significant odour generating potential will be handled.

Only very limited processing of incoming materials is undertaken on site, with no onsite processing of odorous materials. Most waste is only received, sorted, "bulked up" and loaded onto semi-trailers for dispatch, within 24 hours of arrival. All organic waste will be received and bulked up inside the tipping shed, further limiting any odour impacts to nearby residents. As described above, some materials are disassembled, or size reduced using a shredder. These are all inert materials without any significant odour generating potential.

To demonstrate that worst case odour emissions from the facility will not cause an adverse impact on nearby residents, odour emissions have been assessed using air dispersion modelling, carried out in accordance with the Tasmanian EPA's *Atmospheric Dispersion Modelling Guidelines,* October 2020. Air dispersion modelling allows the concentration of odour in the area surrounding the odour emissions source to be predicted, taking into account local weather conditions and topography. For this assessment it has conservatively been assumed that that the tipping building is full of material with a similar odour emissions rate to general municipal waste.

The results of this modelling are shown in Figure 12, below. The ground level odour concentration at the boundary of the facility is well below the limit of 2 odour units, required by the Tasmanian *Environmental Protection Policy (Air Quality).* On this basis it may be concluded that odour emissions from the upgraded facility, will not adversely impact on the amenity of nearby residents.

Full details of the odour modelling are provided in Appendix A.



Scenario: Normal Operations	**Pollutant:** Odour **Units:** ou	**Criterion:** TAS EPP (Air) 2ou **Maximum:** 0.8 ou (on boundary)
Location: Lutana Resource Recovery Centre	**Result:** 99.5th percentile **Averaging Time:** 1 hour	**Dispersion Model:** CALPUFF **Meteorology:** TAPM, CALMET

Figure 12: Predicted Ground Level Odour Concentrations (99.5th percentile, 1 hour averaged results in ou)

5. Conclusions

The predicted noise levels from the proposed Waste Recovery Centre, at nearby residences, are significantly less than the existing ambient noise levels and the background noise level + 5dB(A). As a result, the noise from the facility is unlikely to be distinguishable from the existing noise and will not result in a loss of amenity at the nearest sensitive receivers. The additional noise from the proposed activities will not cause the EPP guideline acoustic indicators for outdoor living or sleep disturbance to be exceeded.

Dust and odour emissions at levels sufficient to cause a nuisance to residents are not expected to occur.

On the basis of this noise and dust assessment, it may be concluded that the proposed change of use will not cause an unreasonable loss of amenity or environmental nuisance.

Odour Emissions Assessment Criteria and Methodology

Appendix A

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1. Assessment criteria and methodology

Criteria for the assessment of odour emissions are specified under Schedule 3 of the Tasmanian Environmental Protection Policy (Air Quality). Table 1 of Schedule 3 specifies a maximum ground level concentration of 2 Odour Units (ou) evaluated at or beyond the boundary of a facility. The odour concentration is required to be calculated by atmospheric dispersion modelling and the criteria assessed using a 1-hour averaging period and the 99.5th percentile result where local high quality meteorological and emissions data are available.

An odour unit is a unit of measurement for odour concentration, defined under AS/NZS 4323.3 Stationary source emissions – Determination of odour concentration by dynamic olfactometry. One ou corresponds to the typical human threshold of odour detection. Dynamic olfactometry involves establishing the threshold of detection by carrying out dilution trials. For example, a one cubic meter sample of odorous air with an odour concentration of 100,000ou would require 99,999 m^3 of odour free air (increasing the total volume of the sample to 100,000 m^3) to dilute the odour concentration to the 1 ou odour threshold.

This study uses TAPM, CALMET and CALPUFF environmental air dispersion modelling software to predict the dispersion of odour emitted from the STP. This software is widely used in Australia and internationally, for the prediction of the ground level concentration of air pollutants emitted from industrial sources. The modelling methodology used follows the Tasmanian EPA's Atmospheric Dispersion Modelling Guidelines, October 2020.

2. Meteorology

The distribution of wind speeds and directions experienced in the area of the plant greatly affects how emissions to air are diluted and distributed. As there is no weather station within several kms of the site, site specific meteorological data was modelled using TAPM and further refined for use in CALPUFF using CALMET. The year 2020 was selected for the assessment as the calendar year 2020 had a preponderance of "calms" and periods of very low wind speeds. Low wind speed conditions tend to result in higher ground level concentrations of odour, as odour dispersion and dilution does not occur as rapidly as it does in higher wind conditions. Selecting a year with lower than typical wind speeds enables a conservative assessment of the impact of emissions to air.

The predicted wind speed and direction distribution for the year 2020 at the site is shown in the wind rose in Figure 13 below. A wind rose graphs the percentage of the year that the winds blow from each sector (i.e. N, NNE, NE, ENE etc.) As a result of the site's position in the Derwent Valley and the proximity to the Derwent River, wind conditions on site are widely distributed in both strength and direction, although the prevailing wind direction is north westerly and wind from the southwest is rare. Lighter winds are also distributed across most directions, but more frequently from the north to northeast.

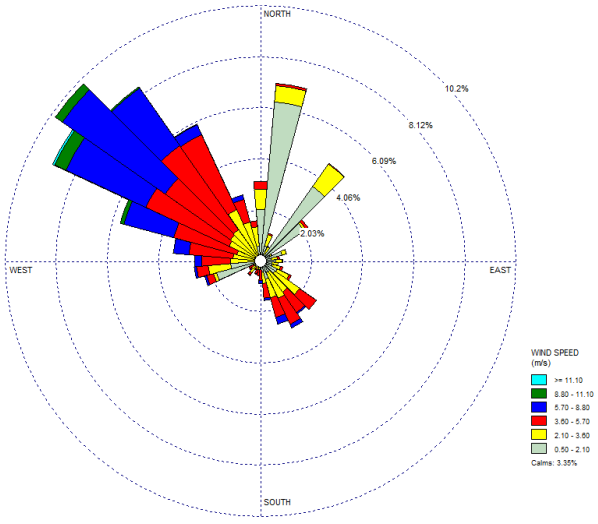

Figure 13: Wind Rose from the CALMET Weather data generated for the site

The wind rose compares well with the long term, 9am and 3pm wind roses from the Bureau of Meteorology (BOM) Hobart Ellerslie Road weather station, shown in Figure 14 below. While this is the nearest BOM weather station to the site that records wind observations, its location closer to the coast causes some differences in wind patterns including the greater frequency of SW winds.

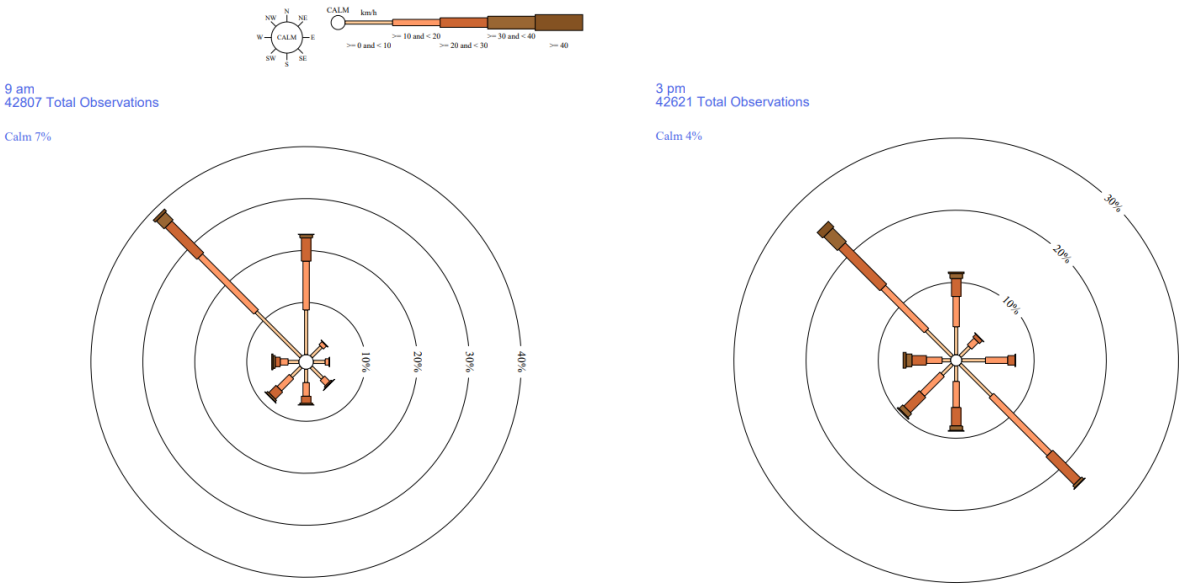

Figure 14: BOM Long Term Wind Roses for 9am and 3pm at Hobart (Ellerslie Road)

3. Odour source details

The CALPUFF model was set up to include an odour volume source corresponding to odour generated by waste being tipped, “bulked up” and transferred to dispatch trucks within the tipping shed.

Odour source details are listed in Table 4 below. The specific odour emissions rate (SOER) of 0.7 ou/s/m^2 used to characterise the rate of odour generation by material in the tipping shed is based on result published in an odour assessment for the Macs Reef Waste Transfer Station in NSW by SLR Consulting in 2011. It was derived from odour monitoring at a municipal waste landfill site. This is a conservative emissions rate as the presence of construction and demolition waste and commercial and industrial waste, lowers the overall average odour emissions intensity of the material, compared with a facility handling purely municipal solid waste.

Table 4: Odour Source Details

Source	Source Type	Nominal Area (m^2)	SOER ou/s/m2	OER ou/s	*Source Coordinates*	*Base Elevation (m)*	*Release Height Above Ground (m)*
Tipping Shed	Volume	900	0.7	630	525231E 5257514N	40	4

3.1 Modelling setup

The CALMET modelling domain is shown in Figure 15 below. The tipping shed odour source is shown as a purple square in the inset. Odour dispersion was calculated over a 2km x2 domain at a resolution of 100m. Also indicated is the terrain elevation. Additional modelling details are shown in Table 5.

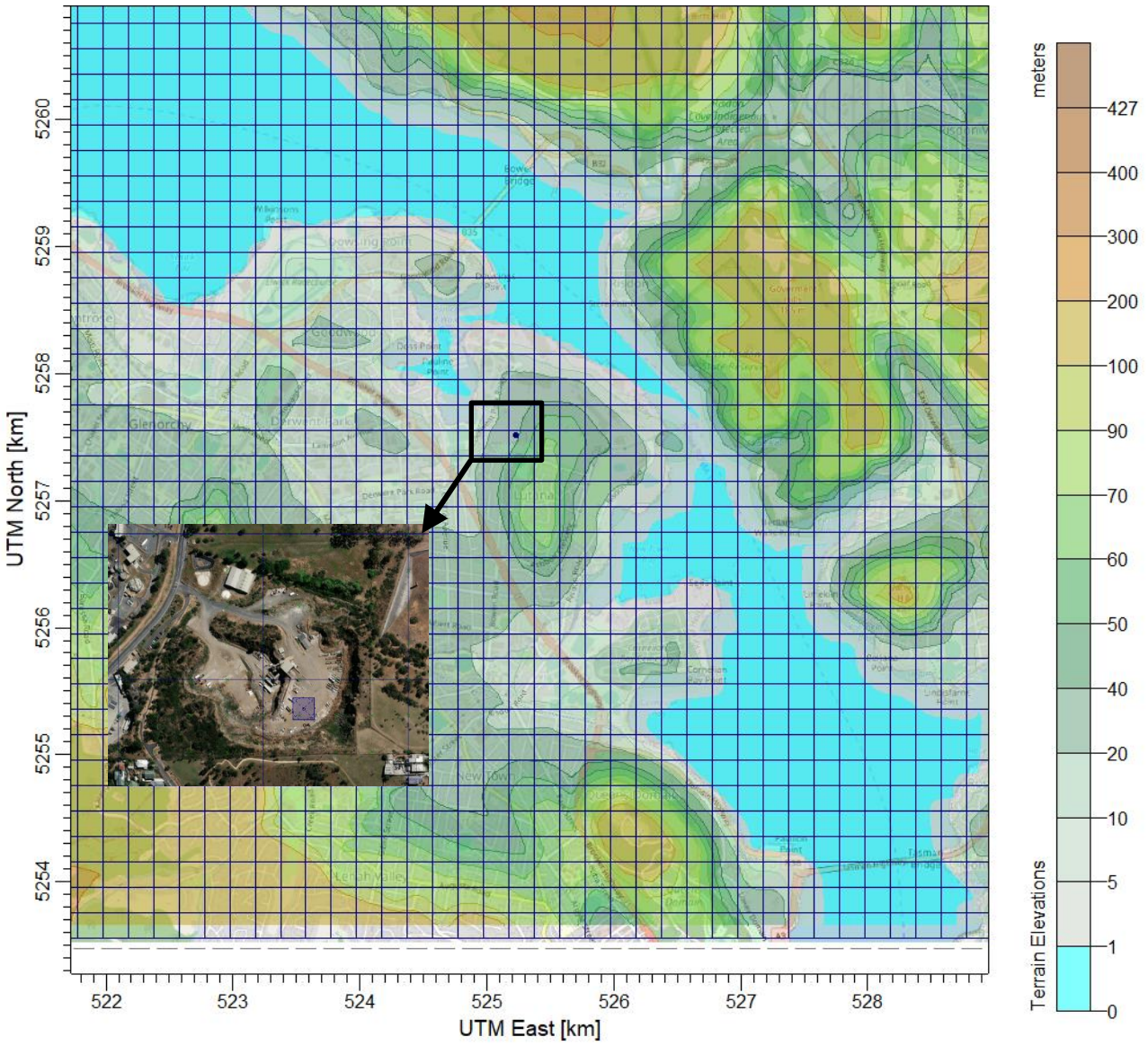

Figure 15: CALPUFF Modelling Domain showing Elevation, the Facility Boundary and Emission Sources.

Table 5: Additional Modelling Details

Parameter	***Value***
TAPM	
TAPM Version	4
Meteorological Data Period	1 January 2020 - 31 December 2020
Domain Centre	Latitude = S 42°50
	Longitude = E 147°18.5
Terrain Height	NASA STRM 9-Second (250 m)
Land use	RPDC 2003 TasSVLU (250m)
Sea surface temperature	Default database
Advance/experimental settings	Default
Number of Vertical Locations	30

Parameter	*Value*
Number of Easting Points	31
Number of Northing Points	31
Outer Grid Spacing	30,000 m × 30,000 m
Grids	4
Grid Resolutions	30km, 10km, 3 km, 1km
CALMET	
CALMET Version	6.5.0
Mode	No Observations
Domain Origin (SW Corner)	Easting: 521.2km
	Northing: 5,253.6km
Grid Resolution	200m x 200m
Domain Size	8km × 8km
Number of Vertical Levels	12
Vertical Levels (m)	20, 40, 60, 80, 100, 160, 320, 640, 1200, 2000, 3000, 4000
CALMET Settings	TERRAD = 5 km
	(All other settings left at default)
Terrain Data Source	NASA SRTM (90 m resolution)
Land use data source	Custom built using aerial photography from *TheList*
CALPUFF	
CALPUFF Version	7.2.1
Modelling Period	1 January 2020 -31 December 2020
Computation Grid Size	2km × 2km
Sampling Grid Resolution	100m x 100m
CALPUFF Settings	MDISP = 2 MPDF = 1 (All other settings left at default)

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Lutana Resource Recovery Centre
Emissions Assessment

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-377

DATE RECEIVED: 20 February 2026

Pitt & Sherry
(Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —
Melbourne
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Lutana Waste Transfer Station – Proposed Change of Use

Traffic Impact Assessment

Prepared for
Southern Waste Solutions

Client representative
Nick Gifford

Date
21 October 2025

Rev05

List of figures

List of tables

Appendices

Appendix A — SIDRA Intersection Results
Appendix B — Site Plan
Appendix C — Swept Path

Prepared by — Nicholas Ashlin		**Date —** 21 October 2025
Reviewed by — Ross Mannering		**Date —** 21 October 2025
Authorised by — Ross Mannering		**Date —** 21 October 2025

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
A	Draft TIA	WC	NA	RC	26/06/2025
00	TIA	NA	RM	RM	09/07/2025
01	TIA – Updates	NA	RM	RM	01/08/2025
02	TIA – Minor updates	NA	RM	RM	22/08/2025
03	TIA – Minor updates	NA	RM	RM	27/08/2025
04	TIA – Minor updates	NA	RM	RM	16/09/2025
05	TIA – Minor update	NA	RM	RM	21/10/2025

1. Introduction

1.1 Background

Southern Waste Solutions (SWS) operates and manages the existing Lutana waste transfer station (WTS), which receives and compacts waste prior to transportation to the Copping Landfill. The Lutana WTS currently accepts approximately 70,000 tonnes of waste per year. Waste received at the WTS is predominately commercial and industrial waste, with some construction and demolition waste. The WTS also receives small volumes of municipal kerbside waste from Hobart City Council on a regular basis. Lutana WTS accepts small volumes of asbestos but does not accept any other controlled wastes. The facility is not open to the public.

SWS have recently redeveloped the Lutana WTS, which was approved by the Glenorchy City Council in April 2024 under planning permit PLN-23-350.01. The Lutana WTS redevelopment included capital upgrades to ensure the continued operation of the WTS and to allow the facility to effectively manage future volumes of waste. The key components of the redevelopment included a new waste transfer building, a new office building, sealing of internal access roads and a new 20-space sealed car park; infrastructure for stormwater management and some landscaping were also included in the site upgrade.

The redevelopment improved the performance of the site by enclosing operations in the new waste transfer building, which minimises the potential for windblown litter, noise and odour impacts.

The proposal is seeking approval for a change in use at the site to allow for resource recovery and associated minor development works, which will significantly reduce the volume of waste sent to landfill and provide an additional income stream for SWS. Waste recovery is proposed for a variety of materials, including metal, timber, plastics, and concrete. The proposal also includes amenities for the collection of food and organic waste (FOGO) for delivery to composting facilities.

As the proposal essentially transforms the existing waste transfer station into an integrated waste transfer and resource recovery centre (WTRRC), it is anticipated that the entire site would operate as a level 2 activity under the Environmental Management and Pollution Control Act 1994 (EMPC Act).

SWS have engaged pitt&sherry to develop a Traffic Impact Assessment (TIA) for the change of use. This TIA has been prepared with reference to the *Department of State Growth publication Traffic Impact Assessment* (TIA) *Guidelines* and will address the *Tasmanian State Planning Provisions* (the Planning Scheme).

2. Existing conditions

2.1 Site location

The Lutana WTS is located at 129 Derwent Park Road, Derwent Park. It is situated east of the Brooker Highway in the Glenorchy City Council's (Council) municipal area. The site is accessed via a 19m wide access driveway off Derwent Park Road.

The site is located approximately 2.5km east of the Glenorchy CBD and 500m north of the Brooker Highway/ Derwent Park Road intersection. The Prince of Wales Bay Marina is located 500m north-west of the site and accessed off Derwent Park Road.

The site has a zoning of General Industrial under the Planning Scheme. Surrounding zones include General Industrial to the north and east and Open Space to the south. Industrial facilities to the north and east of the site include PFD Food Services, Incat Tasmania, Impact Fertilisers, Nyrstar and Betta Milk.

Figure 1 shows the location and land classification zoning of the site in the local context.

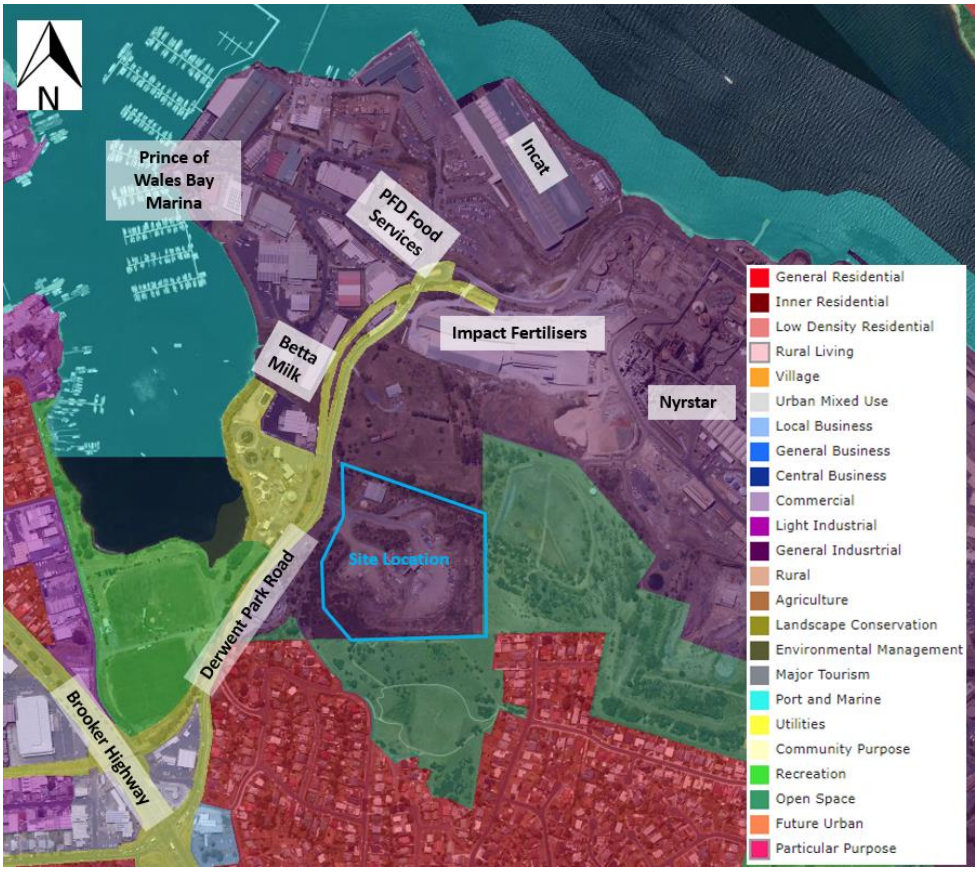

Figure 1: Site Location (Aerial Image Source: https://maps.thelist.tas.gov.au)

2.2 Existing operation

It is understood that the site currently is receiving approximately 70,000 tonnes of waste per year.

2.2.1 Operating hours

Lutana WTS is used by waste disposal businesses and is not open to the general public. The opening hours for the site are as follows:

- 5:00am to 4:00pm on weekdays
- 5:00am to 2:00pm on Saturdays; and
- 5:00am to 2:00pm on public holidays.

It is noted that operation on Saturdays and public holidays is limited with only small volumes of traffic. The site is not operational on Sunday.

2.2.2 Existing trucks movements on site

SWS advised that truck traffic occurs between 5:00am and 4:00pm on weekdays and consists of predominantly 8.8m rubbish trucks from Veolia, JJ Richards and Sons, City of Hobart and Glenorchy City Council. The Lutana WTS processes the waste which is then transferred to Copping Landfill everyday using 19m semi-trailers. The semi-trailers typically comprise approximately 15% of all truck movements at the site.

SWS provided weighbridge data for the site between April and June 2025 (inclusive). Based on the provided data, the site has been generating approximately 80 trucks per weekday (160 truck movements). The traffic generation on Saturdays and public holidays is significantly lower. Historic data provided by SWS also shows that the highest truck traffic generation for the site is between 8:00am and 1:00pm.

It is understood that since the last production increase, the site has not increased its capacity and as such the number of truck movements generated by the site has not changed. For reference, the site generated roughly 85 trucks per weekday (170 truck movements) during the same period in 2023.

2.2.3 Existing light vehicles (staff) movements on site

Site staff arrive at approximately 5:00am and depart at approximately 4:00pm from Monday to Saturday. The site has approximately 13 staff on site during operational hours.

The network AM peak hour occurs later than the SWS staff start time and the network PM peak hour coincides with the finish time of the site staff.

2.3 Surrounding road network

2.3.1 Derwent Park Road (east of the Brooker Highway)

Derwent Park Road (shown in Figure 2 and Figure 3) is a Council owned arterial road[1]. It is configured with one lane in each direction and has a width of 8.3m between kerbs in the vicinity of the site. While the road terminates in a cul-de-sac to the north, it also connects the Brooker Highway with the industrial and residential land uses. Derwent Park Road runs in a north-south direction.

[1] Road hierarchy sourced from theLIST “road centreline” layer.

Derwent Park Road has a posted speed limit of 60km/h and carries approximately 7,800[2] vehicles a day to the east of the Brooker Highway.

Figure 2: Derwent Park Road (facing north)

Figure 3: Derwent Park Road (facing south)

2.4 Site access

The site access (shown in Figure 4 and Figure 5) is off Derwent Park Road and has a width of 19m.

Figure 4: Site Access (facing west)

Figure 5: Site Access (facing east)

2.5 Surrounding intersections

The signalised Brooker Highway/ Derwent Park Road junction is located approximately 650m south of the site. The left turn movements at this intersection are via give-way controlled slip lanes while the remaining traffic movements into and out of Derwent Park Road are controlled by the traffic signals.

The Brooker Highway/ Derwent Park Road intersection carries approximately 63,000[2] vehicles a day. These are 2023 traffic volumes and are likely to have experienced a small increase in 2025.

[2] Traffic data sourced from the previous TIA undertaken in 2023.

2.6 Traffic volumes and existing traffic operation

2.6.1 Traffic data

Based on the previous TIA, it was determined from the survey that the AM peak hour on Derwent Park Road east of Brooker Highway occurs between 7:45am and 8:45am and the PM peak hour occurs between 3:15pm and 4:15pm.

A summary of the AM and PM peak hour traffic volumes at the Derwent Park Road/ site access junction in 2023 are shown in Figure 6 and Figure 7.

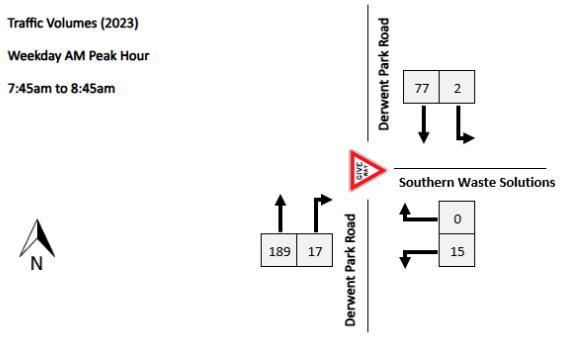

Figure 6: 2023 Traffic Volumes - AM Peak hour

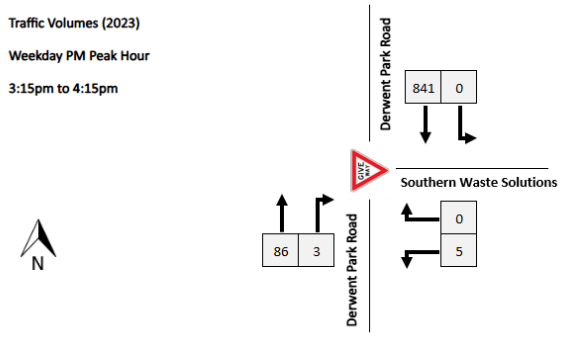

Figure 7: 2023 Traffic Volumes - PM Peak hour

2.6.2 Traffic volumes

It is understood that the traffic generated by the site has not increased since 2023. On this basis, a conservative compounding growth rate of 2% has been applied to the Derwent Park Road/ site access junction to represent traffic volumes in 2025.

A summary of the expected existing AM and PM peak hour traffic volumes are shown in Figure 8 and Figure 9.

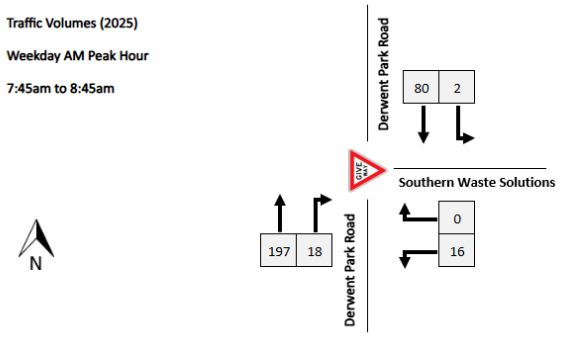

Figure 8: Traffic Volumes - Existing Thursday AM Peak

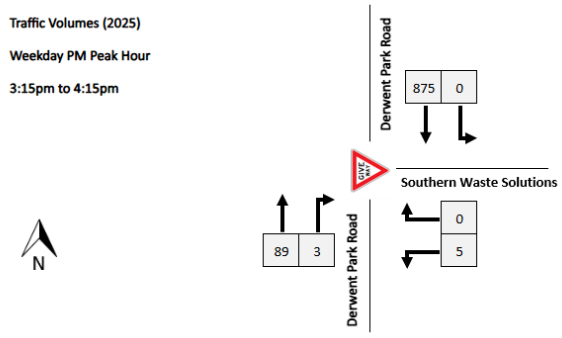

Figure 9: Traffic Volumes - Existing Thursday PM Peak

2.6.3 Existing traffic operation

Traffic modelling software

The existing operation of the Derwent Park Road/ site access junction has been modelled using SIDRA INTERSECTION 9.1 traffic modelling software.

In this instance, SIDRA INTERSECTION rates the performance of the site access to Derwent Park Road based on the vehicle delay and the corresponding Level of Service (LOS). It is generally accepted that LOS D or better is an acceptable level of operation. Table 1 shows the criteria that SIDRA INTERSECTION adopts in assessing the LOS.

Table 1: SIDRA INTERSECTION level of service criteria

LOS	Delay per Vehicle (secs)		
	Signals	**Roundabout**	**Sign Control**
A	10 or less	10 or less	10 or less
B	10 to 20	10 to 20	10 to 15
C	20 to 35	20 to 35	15 to 25
D	35 to 55	35 to 50	25 to 35
E	55 to 80	50 to 70	35 to 50
F	Greater than 80	Greater than 70	Greater than 50

Existing junction operation

The operation of the site is shown in Table 2. Detailed results of the SIDRA Analysis are provided in Appendix A.

Table 2: SIDRA INTERSECTION modelling results – existing

Peak	Leg	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)	LOS
AM	South: Derwent Park Road	0.1	0.7	1.7	LOS A
	East: Site Access	0.0	7.1	0.8	LOS A
	North: Derwent Park Road	0.0	0.2	0.0	LOS A
	All Vehicles	**0.1**	**0.9**	**1.7**	**LOS A**
PM	South: Derwent Park Road	0.0	1.8	1.3	LOS A
	East: Site Access	0.0	16.5	0.5	LOS C
	North: Derwent Park Road	0.5	0.3	0.0	LOS A
	All Vehicles	**0.5**	**0.5**	**1.3**	**LOS A**

Based on the above results and observations made during site visits undertaken by pitt&sherry's staff, it was noted that during the AM peak hour of Derwent Park Road, all approaches at the Derwent Park Road/ site access junction operate well with minimal queues and delays.

During the PM peak hour, significant queueing was observed to form back from the Brooker Highway/ Derwent Park Road junction, occasionally reaching the site access. This is a result of concurrent finishing times by employees working in the industrial area to the north of the site. As a result, it was noted that the small number of right-turning vehicles from Derwent Park Road to the site would be subject to increased delays.

From the modelling results presented above, all legs at the access and intersection operate at an acceptable level of service with minimal queues and delays.

The modelling results for the AM peak are consistent with observations made during the site visit.

The modelling results for the PM peak are not consistent with observations made on site due to the queue from the Brooker Highway/ Derwent Park Road intersection extending beyond the site access and that there is a “Keep Clear” marking at the site access. From observations made on site, the queue quickly dissipated at the site access.

The Derwent Park Road/ site access junction is performing at an acceptable Level of Service.

2.7 Crash history

Crash data in the vicinity of the development has been sourced from State Growth. The crash data shows that 6 crashes have occurred in the previous 5-year period (2020-2025). Crash sites are shown in Figure 10, below.

Figure 10: 5-year crash history in the vicinity of the Lutana Resource Recovery Station

Of the 6 crashes, one was a minor crash, one required first aid, and four were property damage only. A summary of the crash types is shown in Table 3, below.

Table 3: Crash history

Crash Type	Number of crashes
121 – Right through	1
140 – U-turn	1
169 – Other on path	1
171 – Left off carriageway into object or parked vehicle	1
174 – Out of control on carriageway	1
000 – Unclassified	1
Total	6

Based on the above, the crash history and resulting severity of crashes are typical of urban intersections and there do not appear to be any repeated crash patterns of concern that indicate the need for safety upgrades.

2.8 Public transport

It is noted that the closest bus stop to the site is located approximately 650m south of the site, on O'Grady Avenue, near the Brooker Highway. Bus route No. 561 and 562 generally operate at this bus stop every hour, between 7:30am and 6:50pm, from Monday to Saturday. Bus route No. 561 generally arrives at this bus stop at two-hour interval on Sundays and public holidays.

2.9 Pedestrian and cycling infrastructure

Derwent Park Road in the vicinity of the site provides a footpath on one side of the road.

No on-road/ off-road cycling infrastructure has been identified in the vicinity of the site.

3. Development proposal

3.1 Overview

As discussed in the proposal, the proposed activity is a change in the existing use of the Lutana WTS from a simple transfer station into an integrated waste transfer and recovery centre (the Project). The purpose of the Project is to recover useful and saleable resources from waste material.

The Project is primarily a change in use and does not require substantial development at the site. The only new infrastructure proposed is a dedicated outdoor segregation area, consisting of new concrete bunkers to be installed on the existing concrete pad outside the existing building. Skip bins will also be stored in this area.

The Project proposed to receive up to 90,000 tonnes of waste per year, an increase on the existing ~70,000 tonnes per year received. Of this volume, reusable resources will be extracted and the remainder will be transferred to the Copping Landfill as general waste.

The following waste streams are proposed to be received, segregated and (in some cases also) processed at this facility:

- Metals
- Mattresses
- Rubber and tyres
- Construction and demolition (C&D) waste (including timber, plaster, concrete and bricks)
- Commercial and industrial (C&I) waste (including cardboard, plastics, e-waste etc)
- Food and organics waste (FOGO)
- Asbestos
- Secure disposal; and
- General Waste.

Co-mingled waste will be received by truck onto the waste transfer building floor and then either sorted by machine or a personnel pick station. Alternatively, some waste will be received pre-sorted, which will be financially incentivised by SWS. Following sorting, the recovered material will then be processed by mobile plant (if required) and then either stored in a series of new concrete bays and skip bins adjacent to the waste transfer building or stored inside the building itself prior to transport to customers. All potentially odorous material (FOGO and general waste) will be stored in the building.

Waste that is not suitable for recovery will be collected in high volume side tippers and transferred to the Copping Landfill (as currently occurs).

Various different handling procedures are proposed for the various waste streams.

3.2 Staffing and operation

The WTRRC will operate 5:00am to 4:00pm on weekdays, 6:00am to 12:00pm on Saturdays and 5:00am to 1:30pm on public holidays. The site will be closed on Sundays.

3.2.1 Workers

On weekdays, two workers will arrive on site in light vehicles just before 5:00am and leave the site following close at 4:00pm. Administration staff will travel to site later in the morning, before 8:00am, and leave the site following close at 4:00pm. Accounting for movements during opening hours (i.e. some workers leaving and returning during lunch breaks), up to 40 light vehicle movements per day could be anticipated. This aligns with the current daily number of light vehicle movements and thus there is expected to be no intensification of light vehicle use.

3.2.2 Deliveries

Truck movements will occur sporadically each day during opening hours. It is anticipated that the number of truck movements could increase by up to 34%, i.e. an increase in up to 27 trucks per weekday, but is more likely to only increase by ~10%, with the expected use of more efficient freight vehicles. Further information on this is outlined in Section 4.1 of this report. On weekdays, approximately 10 trucks (20 truck movements) per hour could be anticipated consistently across the day.

3.3 Equipment

The following equipment will continue to be used for the Project:

- Front-end loader (1-2)
- Forklift
- Excavator with grab/claw attachment; and
- Delivery trucks x 6.

The Project also proposes the use of new equipment, namely:

- A mobile shredder machine to process wood, plastics, and building materials; and
- A mobile crusher, mobile screener and trommel may also be used in the future as recycling capability develops and new markets open. These items are being included in this application to facilitate this future opportunity.

There is appropriate room on site for the storage of this equipment. Furthermore, it is envisaged that forklifts, excavators and delivery trucks will continue to operate safely and efficiently in accordance with current site operational procedures.

3.4 Parking, access and circulation

As aforementioned, parking, access and circulation will remain unchanged from the current site arrangement. Sufficient car and truck parking is currently provided for the proposed vehicles. Access and circulation are suitable for the current and proposed vehicle types.

4. Transport assessment

4.1 Traffic impact assessment

As discussed, the change in use is anticipated to result in an increase in waste per year, from 70,000 tonnes to 90,000 tonnes. SWS envisage this will result in a 10% increase in truck movements, which assumes an increase in freight efficiency (i.e. larger trucks on average are used to move waste to and from the site).

SWS have also provided information on the destination of freight trips based on waste stream. Where previously freight movements from the site were all destined for Copping Landfill, trips are now destined as follows:

- Metals – Northern Tasmania
- Mattresses – Interstate/ Northern Tasmania
- Rubber and tyres – Copping
- Construction and demolition (C&D) waste (including timber, plaster, concrete and bricks) – Copping (or other sites)
- Commercial and industrial (C&I) waste (including cardboard, plastics, e-waste etc) – Derwent Park & Glenorchy
- Food and organics waste (FOGO) – Copping
- Asbestos – Copping
- Secure disposal – Copping; and
- General Waste – Copping.

As such, most if not all, freight vehicles will turn right into the site from Derwent Park Road during ingress and turn left out of the site onto Derwent Park Road during egress. At the Brooker Highway/ Derwent Park Road intersection, freight vehicles will travel both to/from the north and south.

Conservatively, based on the increase in waste, the proposed slight reduction in operating hours, and no increase in freight efficiency, the increase in waste collected per year could result in an increase in trucks per day of 34%, or approximately 54 movements (~5 movements per hour). There is not anticipated to be an increase in light vehicles travelling to/ from the site. An increase of five traffic movements per hour, or one vehicle every 12 minutes, is expected to have a negligible impact on the operation of the surrounding road network, accounting for a < 2% increase in traffic at the Derwent Park Road/ site access junction during the AM and PM peak hours. On this basis, the proposed upgrade is expected to have a very minor impact on Derwent Park Road and the surrounding road network (i.e., the intersection of Brooker Highway/ Derwent Park Road) and is not expected to compromise the function or safety of Derwent Park Road or the surrounding road network.

It is noted that a 10% increase in truck movements, as envisaged by SWS, would result in an additional 16 trucks per day, or fewer than 2 additional truck movements per hour. This would also have a very minimal impact on the operation of the surrounding road network.

5. Planning Scheme Assessment

An assessment has been completed against the Tasmanian Planning Scheme Parking and Sustainable Transport Code, and Road and Railways Assets Code, below.

5.1 C2 Use Standards – Parking and Sustainable Transport Code

C2.5.1 Car parking numbers

Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if: a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; b) the site is contained within a parking precinct plan and subject to Clause C2.7; c) the site is subject to Clause C2.5.5; or d) it relates to an intensification of an existing use or development or a change of use where: i. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or ii. the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1	**Complies with Acceptable Solution A1** As the development does not include any intensification of the light vehicle use, for which a sufficient number of onsite car parking spaces are already provided, the development complies with Acceptable Solution A1.

C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1. **Performance Criteria P1.1** The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: a) the availability of off-street public car parking spaces within reasonable walking distance of the site; b) the ability of multiple users to share spaces because of: i. variations in car parking demand over time; or ii. efficiencies gained by consolidation of car parking spaces; c) the availability and frequency of public transport within reasonable walking distance of the site; d) the availability and frequency of other transport alternatives; e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping; f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; g) the effect on streetscape; and h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development. **Performance Criteria P1.2** The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to: a) the nature and intensity of the use and car parking required; b) the size of the dwelling and the number of bedrooms; and c) the pattern of parking in the surrounding area.	

C2.5.2 Bicycle parking numbers	
Objective: That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 Bicycle parking spaces must:	**Not applicable** Bicycle parking is not required to be provided for this development.

a) be provided on the site or within 50m of the site; and b) be no less than the number specified in Table C2.1. **Performance Criteria P1** Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.	

C2.5.3 Motorcycle parking numbers

Objective:

That the appropriate level of motorcycle parking is provided to meet the needs of the use.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 The number of on-site motorcycle parking spaces for all uses must: a) be no less than the number specified in Table C2.4; and b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained. **Performance Criteria P1** Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: a) the nature of the proposed use and development; b) the topography of the site; c) the location of existing buildings on the site; d) any constraints imposed by existing development; and e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area.	**Not applicable** C2.2.2 states that C2.5.3 is not applicable for Recycling and Waste Disposal.

C2.5.4 Loading bays

Objective:

That adequate access for goods delivery and collection is provided, and to avoid unreasonable loss of amenity and adverse impacts on traffic flows.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1	**Not Applicable**

A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy. **Performance Criteria P1** Adequate space for loading and unloading of vehicles must be provided, having regard to: a) the type of vehicles associated with the use; b) the nature of the use; c) the frequency of loading and unloading; d) the location of the site; e) the nature of traffic in the surrounding area; f) the area and dimensions of the site; and g) the topography of the site; h) the location of existing buildings on the site; and i) any constraints imposed by existing development.	C2.2.3 states that C2.5.4 is not applicable for Recycling and Waste Disposal.

C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

Objective:

To:

a) facilitate the reuse of existing non-residential buildings within the General Residential Zone and Inner Residential Zone; and

b) to not cause an unreasonable impact on residential amenity by the car parking generated by that reuse.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, on-site car parking is not required for: a) Food Services uses up to 100m² floor area or 30 seats, whichever is the greater; and b) General Retail and Hire uses up to 100m² floor area, provided the use complies with the hours of operation specified in the relevant Acceptable Solution for the relevant zone. **Performance Criteria P1** Within existing non-residential buildings in the General Residential Zone and Inner Residential Zone, the number of on-site car parking spaces must be sufficient to meet the reasonable needs of users and must not cause an unreasonable impact on residential amenity, having regard to: a) car parking demand generated by the proposed use during its proposed hours of operation; b) the availability of on-street and public car parking in the surrounding area;	**Not applicable** C2.2.4 states that C2.5.5 is not applicable for Recycling and Waste Disposal.

c) the availability and frequency of public transport within a 400m walking distance of the site; d) the availability and likely use of other modes of transport; e) the availability and suitability of alternative arrangements for car parking provision; f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces; g) any car parking deficiency or surplus associated with the existing use of the land; h) any relevant parking plan for the area adopted by council; i) any existing on-street car parking restrictions; and j) the proportion of residential properties without off-street parking within a 100m radius of the subject site.	

5.2 C2 Development Standards – Parking and Sustainable Transport Code

C2.6.1 Construction of parking areas	
Objective: That parking areas are constructed to an appropriate standard.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 All parking, access ways, manoeuvring and circulation spaces must: a) be constructed with a durable all weather pavement; b) be drained to the public stormwater system, or contain stormwater on the site; and c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement. **Performance Criteria P1** All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:	**Not applicable** No modifications to existing parking, access ways, manoeuvring and circulation spaces are proposed as part of the change in use.

a) the nature of the use; b) the topography of the land; c) the drainage system available; d) the likelihood of transporting sediment or debris from the site onto a road or public place; e) the likelihood of generating dust; and f) the nature of the proposed surfacing.	

C2.6.2 Design and layout of parking areas

Objective:

That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1 Parking, access ways, manoeuvring and circulation spaces must either: a) comply with the following: i. have a gradient in accordance with *Australian Standard AS 2890 - Parking facilities, Parts 1-6;* ii. provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; iii. have an access width not less than the requirements in Table C2.2; iv. have car parking space dimensions which satisfy the requirements in Table C2.3; v. have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces; vi. have a vertical clearance of not less than 2.1m above the parking surface level; and vii. excluding a single dwelling, be delineated by line marking or other clear physical means; or b) comply with *Australian Standard AS 2890-Parking facilities, Parts 1-6.* **Acceptable Solution A1.2** Parking spaces provided for use by persons with a disability must satisfy the following: a) be located as close as practicable to the main entry point to the building; b) be incorporated into the overall car park design; and	**Not applicable** No modifications to existing parking, access ways, manoeuvring and circulation spaces are proposed as part of the change in use.

c) be designed and constructed in accordance with *Australian/ New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.* **Performance Criteria P1** All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: a) the characteristics of the site; b) the proposed slope, dimensions and layout; c) useability in all weather conditions; d) vehicle and pedestrian traffic safety; e) the nature and use of the development; f) the expected number and type of vehicles; g) the likely use of the parking areas by persons with a disability; h) the nature of traffic in the surrounding area; i) the proposed means of parking delineation; and j) the provisions of *Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.*	

C2.6.3 Number of accesses for vehicles

Objective:

That:

a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;

b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and

c) the number of accesses minimise impacts on the streetscape.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 The number of accesses provided for each frontage must: a) be no more than 1; or b) no more than the existing number of accesses, whichever is the greater. **Performance Criteria P1** The number of accesses for each frontage must be minimised, having regard to: a) any loss of on-street parking; and b) pedestrian safety and amenity; c) traffic safety; d) residential amenity on adjoining land; and	**Not applicable** No modifications to accesses are proposed as part of the change in use.

e) the impact on the streetscape.	
Acceptable Solution A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed. **Performance Criteria P2** Within the Central Business Zone or in a pedestrian priority street, any new accesses must: a) not have an adverse impact on: i. pedestrian safety and amenity; or ii. traffic safety; and b) be compatible with the streetscape.	
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	
Objective: That parking and vehicle circulation roads and pedestrian paths within the General Business Zone and Central Business Zone, which are used outside daylight hours, are provided with lighting to a standard which: a) enables easy and efficient use; b) promotes the safety of users; c) minimises opportunities for crime or anti-social behaviour; and d) prevents unreasonable light overspill impacts.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 “Basis of Design” and Clause 3.6 “Car Parks” in *Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.* **Performance Criteria P1** In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roadways and pedestrian paths, which are used outside daylight hours must be provided with lighting, having regard to: a) enabling easy and efficient use of the area; b) minimising potential for conflicts involving pedestrians, cyclists and vehicles; c) minimising opportunities for crime or anti-social behaviour though the creation of concealment spaces; d) any unreasonable impact on the amenity of adjoining properties through light overspill; and e) the hours of operation of the use.	**Not applicable**
C2.6.5 Pedestrian access	

Objective:

That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1 Uses that require 10 or more car parking spaces must: a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by: i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and b) be signed and line marked at points where pedestrians cross access ways or parking aisles. **Acceptable Solution A1.2** In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building. **Performance Criteria P1** Safe and convenient pedestrian access must be provided within parking areas, having regard to: a) the characteristics of the site; b) the nature of the use; c) the number of parking spaces; d) the frequency of vehicle movements; e) the needs of persons with a disability; f) the location and number of footpath crossings; g) vehicle and pedestrian traffic safety; h) the location of any access ways or parking aisles; and i) any protective devices proposed for pedestrian safety.	**Not applicable** No modifications to existing access ways, parking aisles or pedestrian access ways are proposed as part of the change in use.

C2.6.6 Loading bays

Objective:

That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 The area and dimensions of loading bays and access way areas must be designed in accordance with *Australian Standard AS 2890.2–2002, Parking facilities,*	**Not applicable** No modifications to loading bays are proposed as part of the change in use.

Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site. **Performance Criteria P1** Loading bays must have an area and dimensions suitable for the use, having regard to: a) the types of vehicles likely to use the site; b) the nature of the use; c) the frequency of loading and unloading; d) the area and dimensions of the site; e) the topography of the site; f) the location of existing buildings on the site; and g) any constraints imposed by existing development.	
Acceptable Solution A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with *Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.* **Performance Criteria P2** Access for commercial vehicles to and from the site must be safe, having regard to: a) the types of vehicles associated with the use; b) the nature of the use; c) the frequency of loading and unloading; d) the area and dimensions of the site; e) the location of the site and nature of traffic in the area of the site; f) the effectiveness or efficiency of the surrounding road network; and g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.	**Not applicable** No modifications to existing access ways or circulation roads are proposed as part of the change in use. The largest vehicle proposed to access the site will also not change.

C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone

Objective:

That parking for bicycles are safe, secure and convenient, within the General Business Zone and Central Business Zone.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must: a) be accessible from a road, cycle path, bicycle lane, shared path or access way; b) be located within 50m from an entrance; c) be visible from the main entrance or otherwise signed; and	**Not applicable**

d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of *Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements.* **Performance Criteria P1** Bicycle parking must be provided in a safe, secure and convenient location, having regard to: a) the accessibility to the site; b) the characteristics of the site; c) the nature of the proposed use; d) the number of employees; e) the users of the site and the likelihood of travel by bicycle; f) the location and visibility of proposed parking for bicycles; g) whether there are other parking areas on the site; and h) the opportunity for sharing bicycle parking on nearby sites.	
Acceptable Solution A2 Bicycle parking spaces must: a) have dimensions not less than: i. 1.7m in length; ii. 1.2m in height; and iii. 0.7m in width at the handlebars; b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and *c)* include a rail or hoop to lock a bicycle that satisfies *Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.* **Performance Criteria P2** Bicycle parking spaces and access must be convenient, safe, secure and efficient to use, having regard to: a) the characteristics of the site; b) the space available; c) the safety of cyclists; and d) the provisions of *Australian Standard AS 2890.3-2015 Parking facilities -- Part 3: Bicycle parking.*	**Not applicable**
C2.6.8 Siting of parking and turning areas	
Objective:	

That the siting of vehicle parking and access facilities in an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone does not cause an unreasonable visual impact on streetscape character or loss of amenity to adjoining properties.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line. **Performance Criteria P1** Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas, may be located in front of the building line where this is the only practical solution and does not cause an unreasonable loss of amenity to adjoining properties, having regard to: a) topographical or other site constraints; b) availability of space behind the building line; c) availability of space for vehicle access to the side or rear of the property; d) the gradient between the front and the rear of existing or proposed buildings; e) the length of access or shared access required to service the car parking; f) the location of the access driveway at least 2.5m from a window of a habitable room of a dwelling; g) the visual impact of the vehicle parking and access on the site; h) the streetscape character and amenity; i) the nature of the zone in which the site is located and its preferred uses; and j) opportunities for passive surveillance of the road.	**Not applicable**
Acceptable Solution A2 Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must: a) have no new vehicle accesses, unless an existing access is removed; b) retain an active street frontage; and c) not result in parked cars being visible from public places in the adjacent roads. **Performance Criteria P2**	**Not applicable**

Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must be designed to screen the views of cars from public places in the adjacent roads, without blank walls facing onto a road, having regard to: a) the streetscape; b) any unreasonable loss of amenity of the occupants of adjoining properties; and c) maintaining opportunities for active uses on a street frontage in a pedestrian priority street.	

5.3 C3 Use Standards – Road and Railway Assets Code

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective:

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: a) A new junction b) A new vehicle crossing; or c) A new level crossing. **Acceptable Solution A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **Acceptable Solution A1.3** For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority. **Acceptable Solution A1.4** Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: a) The amounts in Table C3.1; or b) Allowed by a licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road. **Acceptable Solution A1.5**	**Acceptable Solution A1.1, A1.2, A1.3 and A1.5 are not applicable** As Derwent Park Road is not a category 1 road, Acceptable Solution A1.1 is not applicable. As no new access is proposed, Acceptable Solution A1.2 is not applicable. As no new private level crossing is proposed, Acceptable Solution A1.3 is not applicable. As Derwent Park Road is not a major road, Acceptable Solution A1.5 is not applicable. However, vehicles can enter and leave the site in a forward direction. **Satisfies Performance Criteria P1 in place of Acceptable Solution A1.4** As there is a possibility that the site generates an increase of heavy vehicles per day in excess of 10% of the existing volume, it will not comply with Table C3.1 of the Planning Scheme. It can, however, satisfy Performance Criteria P1 as follows: a) The increase in traffic generated by the use will have a negligible impact on the over all safety and efficiency of the surrounding road network b) Heavy vehicles currently access the site, and operate at a high volume on the surrounding road network c) Derwent Park Road has been designed to accommodate heavy vehicles d) Derwent Park Road is subject to a 60km/h speed limit, which is considered appropriate for the road. Traffic generally flows with limited delay outside of the PM peak period. The additional traffic will have

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
Vehicular traffic must be able to enter and leave a major road in a forward direction. **Performance Criteria P1** Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: a) any increase in traffic caused by the use; b) the nature of the traffic generated by the use; c) the nature of the road; d) the speed limit and traffic flow of the road; e) any alternative access to a road; f) the need for the use; g) any traffic impact assessment; and h) any advice received from the rail or road authority.	negligible impact on the operation of the site during the PM peak period e) No alternative access is provided f) The use will significantly reduce the amount of waste sent to landfill, which is beneficial for the environment g) This TIA confirms that the impact on the surrounding road network will be negligible to the current safety and efficiency of the surrounding road network; and h) Advice is yet to be received from Glenorchy City Council.

5.4 C3 Development Standards – Road and Railway Assets Code

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	
Objective: To minimise the effects of noise, vibration, light and air emissions on sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
Acceptable Solution/ Performance Criteria	**Comment**
Acceptable Solution A1 Unless within a building area on a sealed plan approved under this planning scheme, habitable buildings for a sensitive use within a road or railway attenuation area, must be: a) within a row of existing habitable buildings for sensitive uses and no closer to the existing or future major road or rail network than the adjoining habitable building; b) an extension which extends no closer to the existing or future major road or rail network than: i. the existing habitable building; or ii. an adjoining habitable building for a sensitive use; or c) located or designed so that external noise levels are not more than the level in Table C3.2 measured in accordance with Part D of the *Noise Measurement Procedures Manual, 2nd edition, July 2008*.	**Not applicable**

Performance Criteria P1 Habitable buildings for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise adverse effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to: a) the topography of the site; b) the proposed setback; c) any buffers created by natural or other features; d) the location of existing or proposed buildings on the site; e) the frequency of use of the rail network; f) the speed limit and traffic volume of the road; g) any noise, vibration, light and air emissions from the rail network or road; h) the nature of the road; i) the nature of the development; j) the need for the development; k) any traffic impact assessment; l) any mitigating measures proposed; m) any recommendations from a suitably qualified person for mitigation of noise; and n) any advice received from the rail or road authority.	

C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area

Objective:

To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1 A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area. **Performance Criteria P1** A lot, or a lot proposed in a plan of subdivision, intended for sensitive uses within a road or railway attenuation area, must be sited, designed or screened to minimise the effects of noise, vibration, light and air emissions from the existing or future major road or rail network, having regard to: a) the topography of the site; b) any buffers created by natural or other features; c) the location of existing or proposed buildings on the site; d) the frequency of use of the rail network; e) the speed limit and traffic volume of the road;	**Not applicable**

f) any noise, vibration, light and air emissions from the rail network or road; g) the nature of the road; h) the nature of the intended uses; i) the layout of the subdivision; j) the need for the subdivision; k) any traffic impact assessment; l) any mitigating measures proposed; m) any recommendations from a suitably qualified person for mitigation of noise; and n) any advice received from the rail or road authority.	

6. Conclusion

An assessment of the traffic impacts associated with the proposed Lutana WTRRC has been undertaken in accordance with the Department of State Growth's *Framework for Undertaking Traffic Impact Assessments*. The analysis and discussion presented in this report concludes that the change of use will have negligible impact on the safety and efficiency of the surrounding road network.

Important information about your report

In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the Client for the purpose set out in the Report. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of the Client or such third parties.

The services undertaken by pitt&sherry in connection with preparing the Report were limited to those specifically detailed in the report and are subject to the restrictions, limitations and exclusions set out in the Report. The Report's accuracy is limited to the time period and circumstances existing at the time the Report was prepared. The opinions, conclusions and any recommendations in the Report are based on conditions encountered and information reviewed at the date of preparation of the Report. pitt&sherry has no responsibility or obligation to update the Report to account for events or changes occurring after the date that the report was prepared. If such events or changes occurred after the date that the report was prepared render the Report inaccurate, in whole or in part, pitt&sherry accepts no responsibility, and disclaims any liability whatsoever for any injury, loss or damage suffered by anyone arising from or in connection with their use of, reliance upon, or decisions or actions based on the Report, in whole or in part, for whatever purpose.

SIDRA Intersection Results

Appendix A

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MOVEMENT SUMMARY

Site: 101 [Derwent Park Road/ Site Access - AM Peak (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

07:45-08:45
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Derwent Park Road															
2	T1	All MCs	199	30.0	199	30.0	0.134	0.0	LOS A	0.2	1.6	0.05	0.06	0.05	59.0
3	R2	All MCs	18	100.0	18	100.0	0.134	8.0	LOS A	0.2	1.6	0.05	0.06	0.05	52.5
Approach			217	35.8	217	35.8	0.134	0.7	NA	0.2	1.6	0.05	0.06	0.05	58.4
East: Site Access															
4	L2	All MCs	16	100.0	16	100.0	0.012	7.1	LOS A	0.1	0.7	0.23	0.52	0.23	47.5
Approach			16	100.0	16	100.0	0.012	7.1	LOS A	0.1	0.7	0.23	0.52	0.23	47.5
North: Derwent Park Road															
7	L2	All MCs	2	100.0	2	100.0	0.049	6.7	LOS A	0.0	0.0	0.00	0.01	0.00	52.8
8	T1	All MCs	81	30.0	81	30.0	0.049	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.7
Approach			83	31.8	83	31.8	0.049	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.5
All Vehicles			316	37.9	316	37.9	0.134	0.9	NA	0.2	1.6	0.05	0.07	0.05	58.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Organisation: PITT & SHERRY CONSULTING ENGINEERS | Licence: PLUS / FLOATING | Processed: Thursday, 21 September 2023 1:30:09 AM
Project: C:\Users\llyu\pitt&sherry\P.23.0896 - Lutana Transfer Station Upgrade - Project Site Documents\20 Investigation and Design\Traffic \P.23.0896 - Traffic model.pptx.sip9

MOVEMENT SUMMARY

Site: 101 [Derwent Park Road/ Site Access - PM Peak (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.1.200

3:15-4:15
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Derwent Park Road															
2	T1	All MCs	91	30.0	91	30.0	0.069	0.0	LOS A	0.2	1.7	0.17	0.20	0.17	57.4
3	R2	All MCs	5	50.0	5	50.0	0.069	51.6	LOS F	0.2	1.7	0.17	0.20	0.17	53.2
Approach			96	31.1	96	31.1	0.069	2.8	NA	0.2	1.7	0.17	0.20	0.17	57.2
East: Site Access															
4	L2	All MCs	7	50.0	7	50.0	0.023	16.8	LOS C	0.1	0.7	0.79	0.88	0.79	44.3
Approach			7	50.0	7	50.0	0.023	16.8	LOS C	0.1	0.7	0.79	0.88	0.79	44.3
North: Derwent Park Road															
7	L2	All MCs	1	50.0	1	50.0	0.520	6.3	LOS A	0.0	0.0	0.00	0.00	0.00	54.8
8	T1	All MCs	885	30.0	885	30.0	0.520	0.3	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach			886	30.0	886	30.0	0.520	0.3	NA	0.0	0.0	0.00	0.00	0.00	59.5
All Vehicles			989	30.3	989	30.3	0.520	0.6	NA	0.2	1.7	0.02	0.03	0.02	59.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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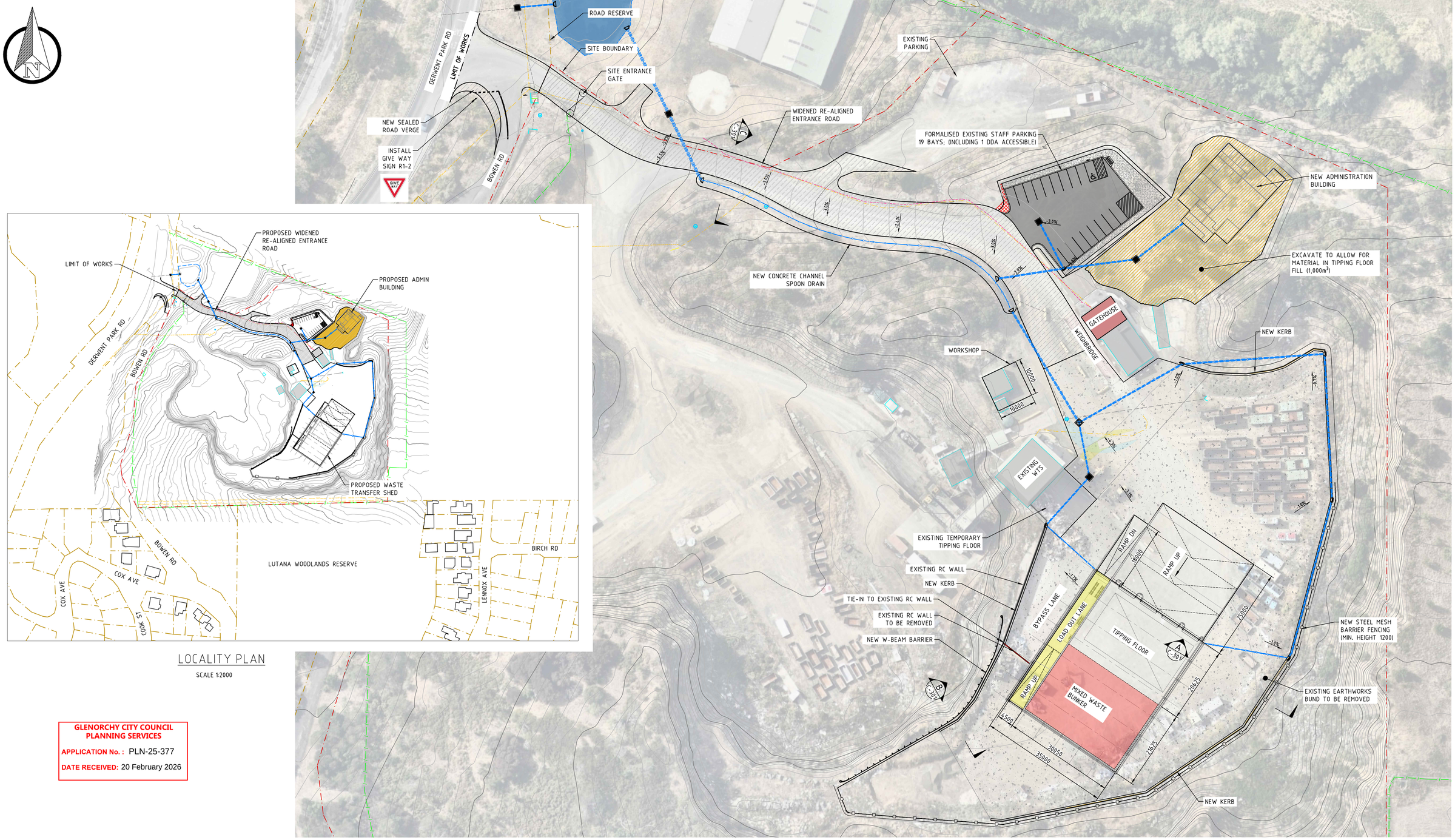
Project: C:\Users\llyu\pitt&sherry\P.23.0896 - Lutana Transfer Station Upgrade - Project Site Documents\20 Investigation and Design\Traffic \P.23.0896 - Traffic model.pptx.sip9

Site Plan

Appendix B

pitt&sherry



LOCALITY PLAN

SCALE 1:2000

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-377
DATE RECEIVED: 20 February 2026

SURVEY REFERENCE: CLIENT
DATE: 04.09.2023
VERTICAL DATUM: AUSTRALIAN HEIGHT DATUM
HORIZONTAL DATUM: MGA 2020 ZONE 50

LEGEND:

- CADASTRAL BOUNDARY
- SITE BOUNDARY
- EXISTING FENCE LINE
- EXISTING UNDERGROUND POWER LINE
- EXISTING COMMUNICATION LINE
- EXISTING DRAINAGE LINE
- EXISTING OVERHEAD POWER LINE
- EXISTING BUILDING OUTLINE
- EXISTING RC WALL
- EXISTING RC WALL TO BE REMOVED
- NEW DRAINAGE LINE
- NEW STEEL MESH BARRIER FENCING
- NEW W-BEAM BARRIER
- NEW STORMWATER FLOW
- NEW KERB LINE
- CLEARED FLOOR LEVEL AREA
- NEW CONCRETE AREA
- NEW ROAD SEALED AREA
- NEW CONCRETE FOOTPATH
- NEW BUILDING AREA
- EXISTING ROAD SEAL TO BE REMOVED
- NEW DETENTION BASIN
- NEW SIDE ENTRY PIT
- NEW GRATED SUMP
- NEW GRATED JUNCTION PIT
- NEW HEADWALL

PLAN LAYOUT

SCALE: 1:500

80m 0m 80m 160m
1:2000 @ A1

20m 0m 20m 40m
1:500 @ A1

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

talis consultants
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Client: Southern Waste Solutions

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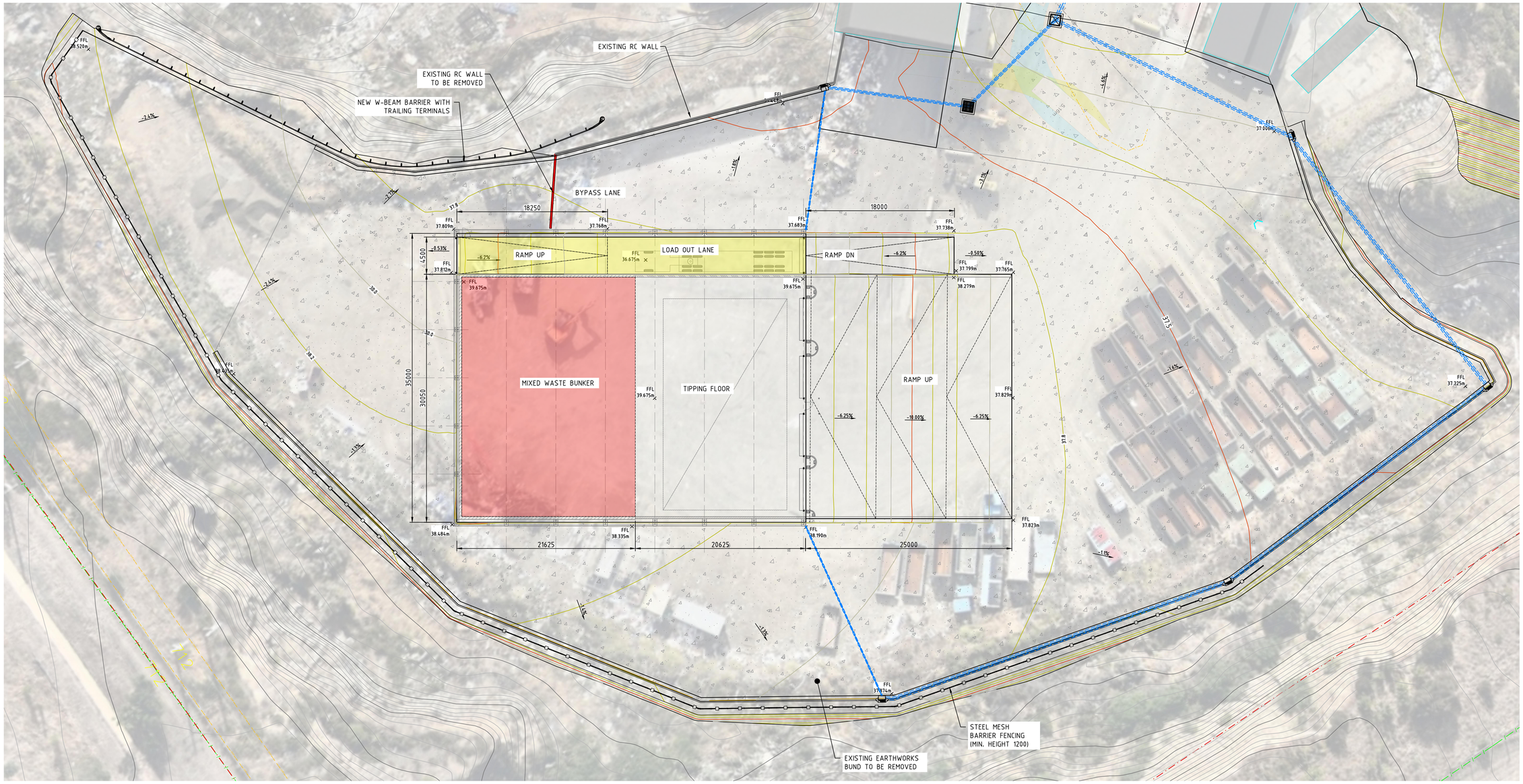
No.	Date	Dr	Ch	Amendment / Issue	App.
F	30.01.2024	VS	AB	REVISED AS PER TIA AND CLIENT	
E	22.01.2024	YJ	SH	STORMWATER LAYOUT ADDED	
D	30.11.2023	AB	SH	ISSUED FOR DEVELOPMENT APPROVAL	SH
C	01.11.2023	YJ	AB	50% DESIGN	
B	24.10.2023	VS	AB	DA ISSUE	
A	19.10.2023	VS	AB	PRELIMINARY ISSUE	

Project: LUTANA WASTE TRANSFER STATION

Title: CONCEPT PLAN LAYOUT

Scale: 1:500 @ A1 | Date: 19.10.2023
Drawn: AB | Checked: AB | Approved:
Job No: TC23042 | Drg. No: C-101 | Rev: F
Filename: TC23042-C.DWG

PARKING & ADMIN LAYOUT
REFER DRW C-103



GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-377
DATE RECEIVED: 20 February 2026

SURVEY REFERENCE: CLIENT
DATE: 04.09.2023
VERTICAL DATUM: AUSTRALIAN HEIGHT DATUM
HORIZONTAL DATUM: MGA 2020 ZONE 50

LEGEND:

- CADASTRAL BOUNDARY
- SITE BOUNDARY
- EXISTING FENCE LINE
- EXISTING UNDERGROUND POWER LINE
- EXISTING COMMUNICATION LINE
- EXISTING DRAINAGE LINE
- EXISTING OVERHEAD POWER LINE
- EXISTING BUILDING OUTLINE
- EXISTING RC WALL
- EXISTING RC WALL TO BE REMOVED
- NEW CONCRETE AREA
- NEW BUILDING AREA
- NEW DRAINAGE LINE
- NEW STEEL MESH BARRIER FENCING
- NEW W-BEAM BARRIER
- NEW STORMWATER FLOW
- NEW KERB LINE
- NEW SIDE ENTRY PIT
- NEW GRATED SUMP
- NEW GRATED JUNCTION PIT
- NEW HEADWALL

PRELIMINARY ONLY
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10m 0m 10m 20m
1:250 @ A1

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Client: Southern Waste Solutions

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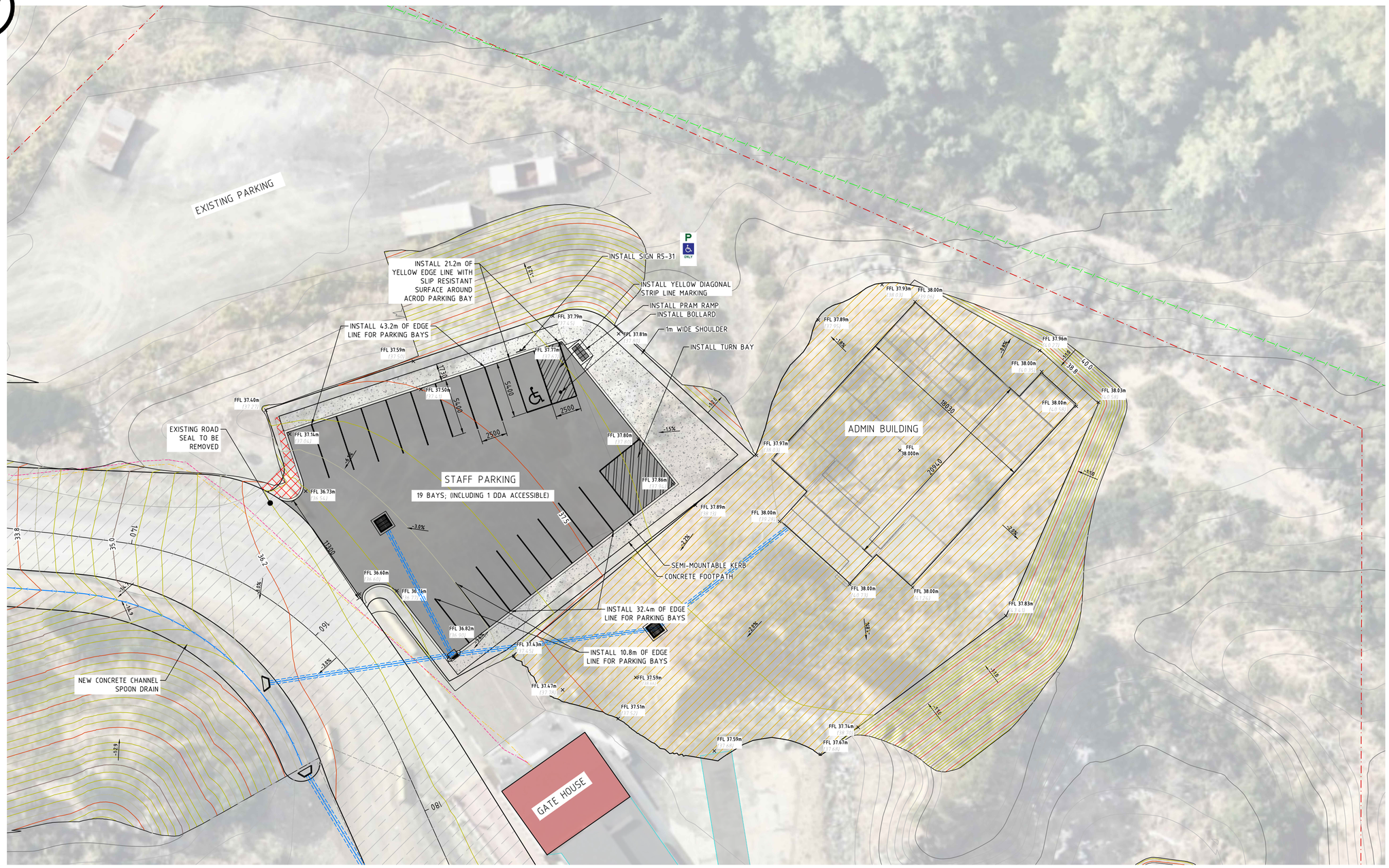
No.	Date	By	Ch	Amendment / Issue	App.
E	30.01.2024	AB	SH	REVISED AS PER TIA AND CLIENT	SH
D	22.01.2024	YJ	SH	STORMWATER LAYOUT ADDED	
C	30.11.2023	AB	SH	ISSUED FOR DEVELOPMENT APPROVAL	SH
B	01.11.2023	YJ	AB	50% DESIGN	
A	19.10.2023	VS	AB	PRELIMINARY ISSUE	

Project: LUTANA WASTE TRANSFER STATION

Title: WASTE TRANSFER SHED FINISHED LEVELS LAYOUT

Scale: 1:250 @ A1 | Date: 19.10.2023
Drawn: AB | Checked: AB | Approved:
Job No: TC23042 | Drg. No: C-102 | Rev: E
Filename: TC23042-C.DWG

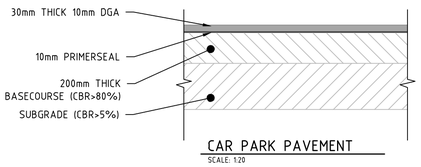


GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-377

DATE RECEIVED: 20 February 2026

SURVEY REFERENCE: CLIENT
DATE: 04.09.2023
VERTICAL DATUM: AUSTRALIAN HEIGHT DATUM
HORIZONTAL DATUM: MGA 2020 ZONE 50



CAR PARK PAVEMENT
SCALE: 1:20

LEGEND:

- CADASTRAL BOUNDARY
- SITE BOUNDARY
- EXISTING FENCE LINE
- EXISTING UNDERGROUND POWER LINE
- EXISTING COMMUNICATION LINE
- EXISTING DRAINAGE LINE
- EXISTING OVERHEAD POWER LINE
- NEW CARPARK AREA
- CLEARED FLOOR LEVEL AREA
- NEW ROAD SEALED AREA
- NEW CONCRETE FOOTPATH
- NEW BUILDING AREA
- EXISTING ROAD SEAL TO BE REMOVED
- NEW STORMWATER FLOW
- NEW KERB LINE
- NEW SIDE ENTRY PIT
- NEW GRATED SUMP
- NEW GRATED JUNCTION PIT
- NEW HEADWALL

PRELIMINARY ONLY
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8.0m 0m 8.0m 16.0m
1:200 @ A1

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Client: Southern Waste Solutions

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No.	Date	By	Ch	Amendment / Issue	App.
D	30.01.2024	VS	AB	REVISED AS PER TIA AND CLIENT	SH
C	22.01.2024	YJ	SH	STORMWATER LAYOUT ADDED	
B	30.11.2023	AB	SH	ISSUED FOR DEVELOPMENT APPROVAL	SH
A	01.11.2023	YJ	AB	50% DESIGN	

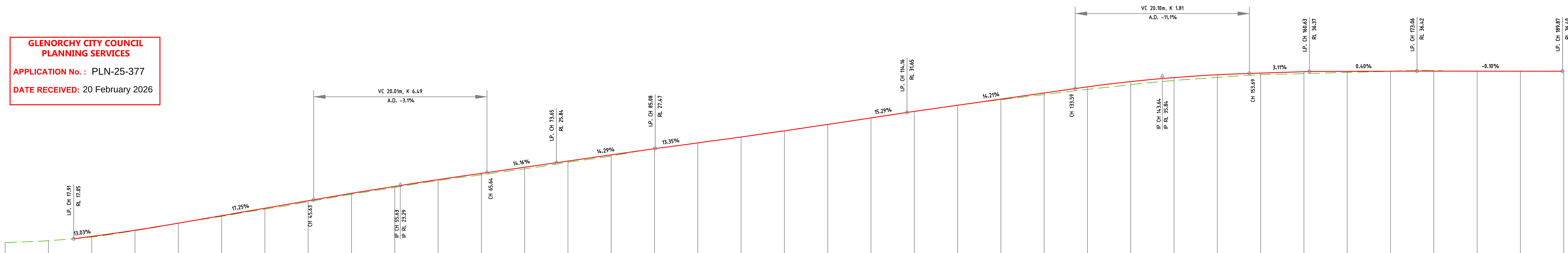
Project: LUTANA WASTE TRANSFER STATION

Title: STAFF PARKING & ADMIN BUILDING FINISHED LEVELS LAYOUT

Scale: 1:200 @ A1	Date: 19.10.2023		
Drawn: AB	Checked: AB	Approved:	
Job No: TC23042	Drg. No: C-103	Rev: D	
Filename: TC23042-C.DWG			

FILENAME: \\SERVER\TALIS\SECTIONS\CIVIL\PROJECTS\TC2023\TC23042 - LUTANA DETAILED DESIGN\DRAWINGS\1_DRAWINGS\TC23042-C.DWG

VERT EXAG 1:1
Datum 15.000

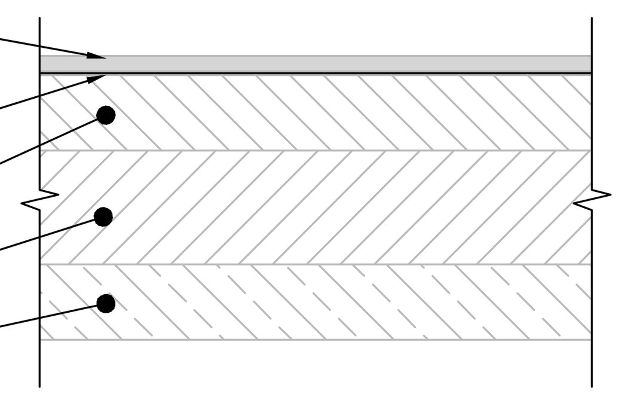


DESIGN LEVELS	16.838	17.259	17.994	18.852	19.637	20.475	21.331	22.203	22.987	23.781	24.438	24.920	25.127
EXISTING LEVELS	16.838	17.259	17.994	18.852	19.637	20.475	21.331	22.203	22.987	23.781	24.438	24.920	25.127
DEPTH OF DESIGN LEVELS TO EXISTING LEVELS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CHAINAGE	15.000	20.000	25.000	30.000	35.000	40.000	45.000	50.000	55.000	60.000	65.000	68.462	70.000

DESIGN LEVELS	25.899	26.607	27.395	27.462	28.129	28.804	29.525	30.277	31.003	31.163	31.772	32.473	33.120
EXISTING LEVELS	25.899	26.607	27.395	27.462	28.129	28.804	29.525	30.277	31.003	31.163	31.772	32.473	33.120
DEPTH OF DESIGN LEVELS TO EXISTING LEVELS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CHAINAGE	75.000	80.000	84.503	85.000	90.000	95.000	100.000	105.000	110.000	110.940	115.000	120.000	125.000

DESIGN LEVELS	33.714	34.313	34.851	35.340	35.700	36.016	36.126	36.279	36.412	36.487	36.400	36.400
EXISTING LEVELS	33.714	34.313	34.851	35.340	35.700	36.016	36.126	36.279	36.412	36.487	36.400	36.400
DEPTH OF DESIGN LEVELS TO EXISTING LEVELS	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CHAINAGE	130.000	135.000	140.000	145.000	150.000	155.000	160.000	165.000	170.000	175.000	180.000	185.000

ROAD WIDNING LONG SECTION



ROAD PAVEMENT TYPE 1
SCALE: 1:20

NOTES:

1. PAVEMENT LAYERS TO BE COMPACTED TO:
   SUBGRADE - 92% OF MMDD
   SUBBASE - 94% OF MMDD
   BASECOURSE - 98% OF MMDD

LEGEND:

- CADASTRAL BOUNDARY
- SITE BOUNDARY
- EXISTING FENCE LINE
- EXISTING UNDERGROUND POWER LINE
- EXISTING COMMUNICATION LINE
- EXISTING DRAINAGE LINE
- EXISTING OVERHEAD POWER LINE
- NEW DETENTION BASIN
- NEW ROAD SEALED AREA
- NEW CONCRETE FOOTPATH
- NEW BUILDING AREA
- EXISTING ROAD SEAL TO BE REMOVED
- NEW STORMWATER FLOW
- NEW KERB LINE
- NEW SIDE ENTRY PIT
- NEW GRATED SUMP
- NEW GRATED JUNCTION PIT
- NEW HEADWALL

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

1:200 @ A1 VERT
1:200 @ A1 HORIZ
8m 0m 8m 16m

SURVEY REFERENCE: CLIENT
DATE: 04.09.2023
VERTICAL DATUM: AUSTRALIAN HEIGHT DATUM
HORIZONTAL DATUM: MGA 2020 ZONE 50

talis consultants
www.talisconsultants.com.au T: 1300 251 070

Client: Southern Waste Solutions

NOTES
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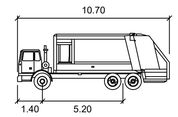
No.	Date	Drawn	Checked	Amendment / Issue	App.
D	30.01.2024	AB	SH	REVISED AS PER TIA AND CLIENT	SH
C	22.01.2024	YJ	SH	STORMWATER LAYOUT ADDED	SH
B	30.11.2023	AB	SH	ISSUED FOR DEVELOPMENT APPROVAL	SH
A	01.11.2023	YJ	AB	50% DESIGN	

Project: LUTANA WASTE TRANSFER STATION

Title: ENTRANCE ROAD PLAN AND PROFILE

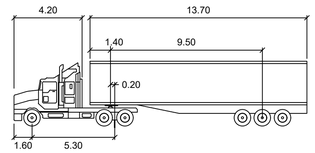
Scale: 1:200 @ A1 Date: 19.10.2023
Drawn: AB Checked: AB Approved:
Job No: TC23042 Drg. No: C-104 Rev: D
Filename: TC23042-C.DWG

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-377
DATE RECEIVED: 20 February 2026



Remondis Large Rear Load

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 4.0
Steering Angle	: 33.4



PM S 19M

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

LEGEND:

- CADASTRAL BOUNDARY
- SITE BOUNDARY
- EXISTING FENCE LINE
- SEMITRAILER SWEPT PATH
- DROP OFF VEHICLE SWEPT PATH
- EXISTING UNDERGROUND POWER LINE
- EXISTING COMMUNICATION LINE
- EXISTING DRAINAGE LINE
- EXISTING OVERHEAD POWER LINE
- EXISTING BUILDING OUTLINE
- EXISTING RC WALL
- EXISTING RC WALL TO BE REMOVED
- NEW DETENTION BASIN
- NEW CONCRETE AREA
- NEW ROAD SEALED AREA
- NEW CONCRETE FOOTPATH
- NEW BUILDING AREA
- NEW DRAINAGE LINE
- NEW STEEL MESH BARRIER FENCING
- NEW W-BEAM BARRIER
- NEW STORMWATER FLOW
- NEW KERB LINE

SURVEY REFERENCE: CLIENT
DATE: 04.09.2023
VERTICAL DATUM: AUSTRALIAN HEIGHT DATUM
HORIZONTAL DATUM: MGA 2020 ZONE 50

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

20m 0m 20m 40m
1:500 @ A1

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Client: Southern Waste Solutions

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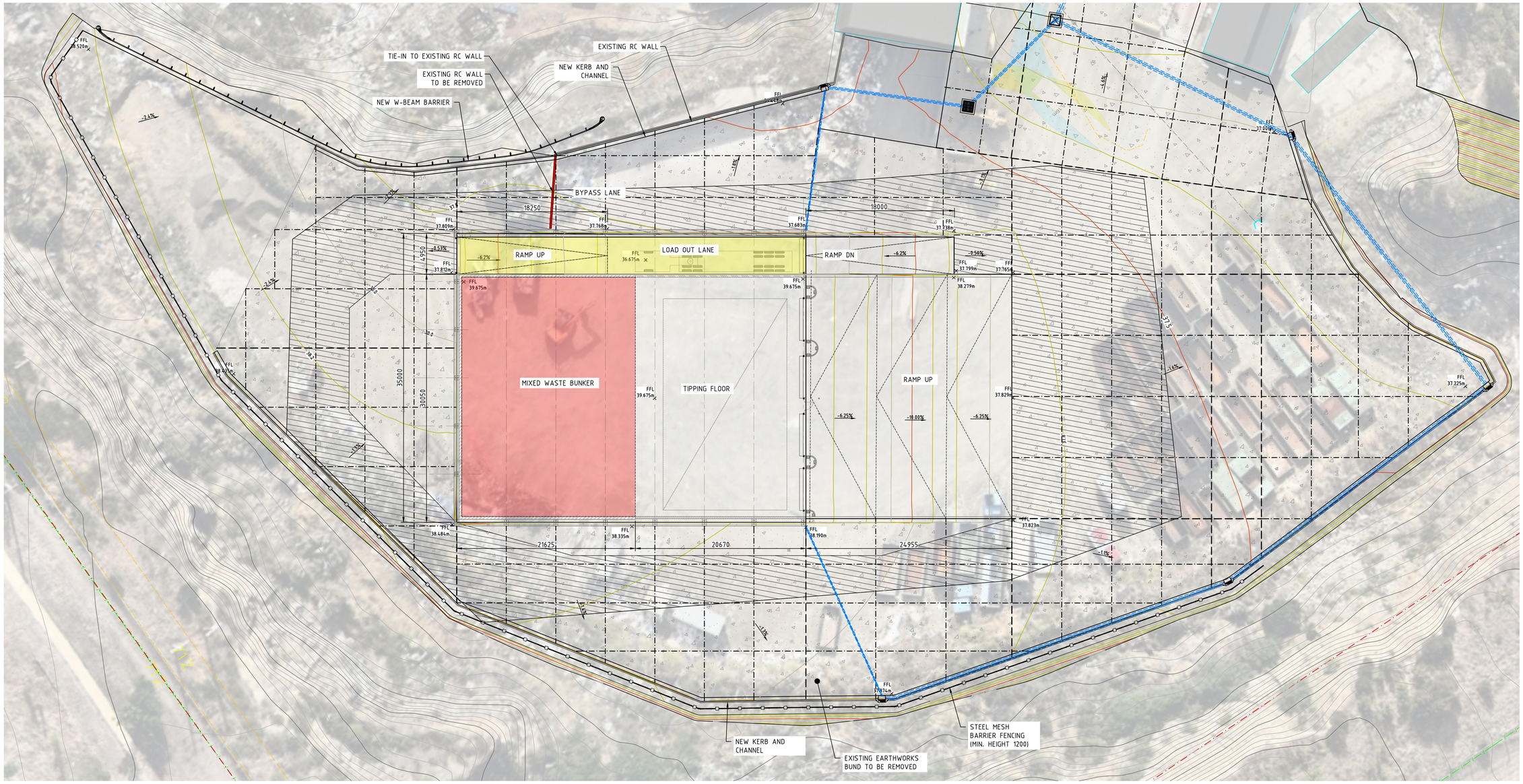
B	30.11.2023	AB	SH	ISSUED FOR DEVELOPMENT APPROVAL	SH
A	01.11.2023	YJ	AB	50% DESIGN	

Project: LUTANA WASTE TRANSFER STATION

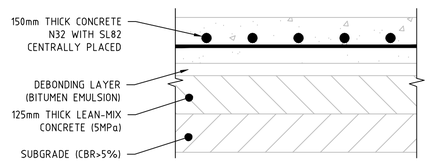
Title: SWEPT PATHS

Scale: 1:500 @ A1	Date: 19.10.2023		
Drawn: AB	Checked: AB	Approved:	
Job No: TC23042	Drg. No: C-105	Rev: D	
Filename: TC23042-C.DWG			

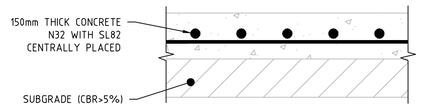
PARKING & ADMIN LAYOUT
REFER DRW C-103



GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-25-377
DATE RECEIVED: 20 February 2026



PAVEMENT TYPE 1 - TRAFFICKED AREAS
SCALE: 1:20



PAVEMENT TYPE 2 - UNTRAFFICKED AREAS
SCALE: 1:20

LEGEND:

- CADASTRAL BOUNDARY
- SITE BOUNDARY
- EXISTING FENCE LINE
- EXISTING UNDERGROUND POWER LINE
- EXISTING COMMUNICATION LINE
- EXISTING DRAINAGE LINE
- EXISTING OVERHEAD POWER LINE
- EXISTING BUILDING OUTLINE
- EXISTING RC WALL
- EXISTING RC WALL TO BE REMOVED
- NEW PAVEMENT TYPE 1
- NEW PAVEMENT TYPE 2
- NEW BUILDING AREA
- NEW DRAINAGE LINE
- NEW STEEL MESH BARRIER FENCING
- NEW W-BEAM BARRIER
- NEW STORMWATER FLOW
- NEW KERB LINE
- FORMED CONSTRUCTION JOINT TO DETAIL
- SAW CUT JOINT TO DETAIL
- NEW SIDE ENTRY PIT
- NEW GRATED SUMP
- NEW GRATED JUNCTION PIT
- NEW HEADWALL

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

10m 0m 10m 20m
1:250 @ A1

SURVEY REFERENCE: CLIENT
DATE: 04.09.2023
VERTICAL DATUM: AUSTRALIAN HEIGHT DATUM
HORIZONTAL DATUM: MGA 2020 ZONE 50

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www.talisconsultants.com.au T: 1300 251 070

Client: Southern Waste Solutions

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C	30.11.2023	AB	SH	ISSUED FOR DEVELOPMENT APPROVAL	SH
B	01.11.2023	YJ	AB	50% DESIGN	
A	19.10.2023	VS	AB	PRELIMINARY ISSUE	

Project: LUTANA WASTE TRANSFER STATION

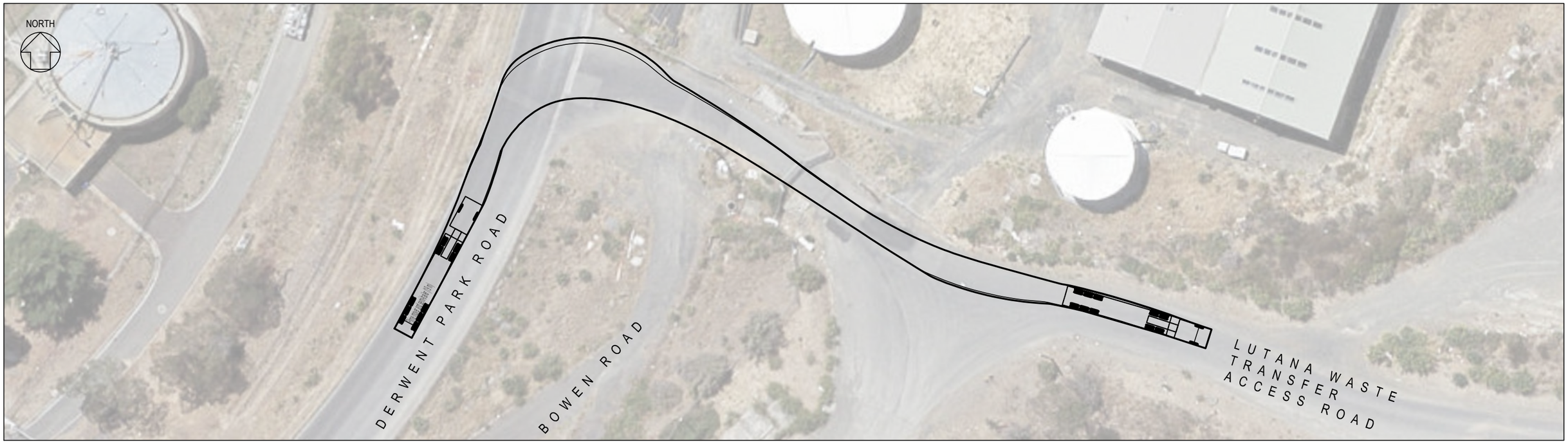
Title: PAVEMENT TYPES

Scale: 1:250 @ A1 | Date: 19.10.2023
Drawn: AB | Checked: AB | Approved:
Job No: TC23042 | Drg. No: C-106 | Rev: E
Filename: TC23042-C.DWG

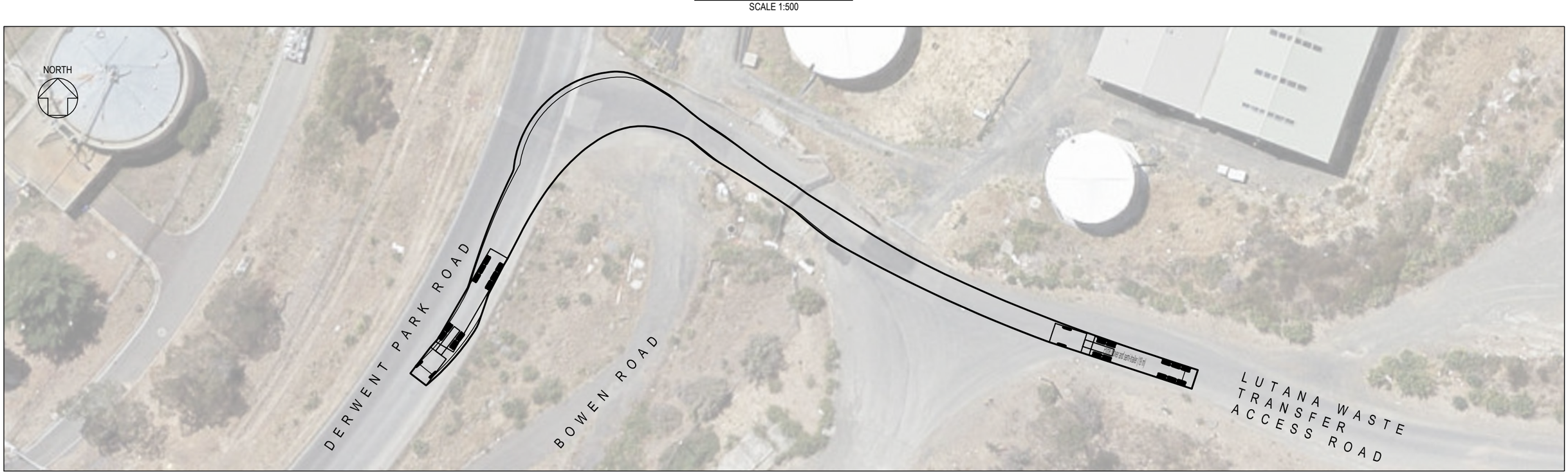
Swept Path

Appendix C

pitt&sherry



19m SEMI-TRAILER INGRESS
SCALE 1:500



19m SEMI-TRAILER EGRESS
SCALE 1:500

REFERENCE FILES ATTACHED:

DRAWING REVISION HISTORY

No.	DESCRIPTION	DRAWN	DESIGNED	REVIEWED	DATE

APPROVED

ORIGINAL COPY ON FILE "e" SIGNED BY

SIGNED

DATE

SCALE (PLOTTED FULL SIZE) AS SHOWN (A3)

SHEET SIZE A3

5 0 5 10 15 20

SCALE IN METRES - 1:500

pitt&sherry
HOBART OFFICE
199 Macquarie Street
Hobart
Tasmania 7000
Ph.(03) 6210 1400
Fax. (03) 6223 1299
www.pittsh.com.au
ABN 67 140 184 309

CLIENT: SOUTHERN WASTE SOLUTIONS

PROJECT: LUTANA PRODUCTION INCREASE

STATUS: **PRELIMINARY**

DRAWING TITLE: GENERAL ARRANGEMENT INGRESS AND EGRESS

DATUMS: AHD / MGA

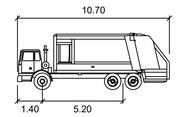
CLIENT No. -

DRAWING No. HB18585-P1

REVISION -

Jan. 18, 19 - 11:01:28 Name: HB18585-P1.dwg Updated By: Ivan Brito

P&S FORM DRG-A3 REV - 8



Remondis Large Rear Load

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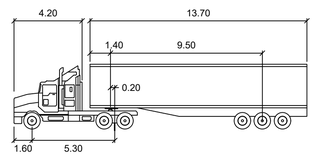

PM S 19M

	meters		
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Tractor Track	: 2.50	Articulating Angle	: 70.0
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- SITE BOUNDARY
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SURVEY REFERENCE: CLIENT
DATE: 04.09.2023
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HORIZONTAL DATUM: MGA 2020 ZONE 50

PRELIMINARY ONLY
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20m 0m 20m 40m
1:500 @ A1

talis consultants
www.talisconsultants.com.au T: 1300 251 070

Client: Southern Waste Solutions

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A	01.11.2023	YJ	AB	50% DESIGN	

Project: LUTANA WASTE TRANSFER STATION

Title: SWEPT PATHS

Scale: 1:500 @ A1	Date: 19.10.2023		
Drawn: AB	Checked: AB	Approved:	
Job No: TC23042	Drg. No: C-105	Rev: D	
Filename: TC23042-C.DWG			

pitt&sherry

Lutana Waste Transfer Station – Proposed Change of Use

Traffic Impact Assessment

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-25-377

DATE RECEIVED: 20 February 2026

Pitt & Sherry (Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport

APPLICATION REQUIREMENTS

An application does not become valid until all items below are met:

- ☐ Completed Planning Permit Application Form;
- ☐ Full copy of current Certificate Title including the folio text, folio plans and schedule of easements (if any);
- ☐ One (1) copy of plans drawn to scale (refer to separate Information Checklist for information to be shown on the plans);
- ☐ Full description of the proposed use/development; and
- ☐ Application Fees Paid

GLENORCHY CITY COUNCIL

Planning Application Form

374 Main Road Glenorchy
P.O. Box 103 GLENORCHY

Phone (03) 6216 6800

gccmail@gcc.tas.gov.au
www.gcc.tas.gov.au

You may also need to provide:

- ☐ Stormwater Concept Servicing plan showing how the stormwater will be managed and be connected to public infrastructure in accordance with Council's Stormwater Management policy
- ☐ Landscape plan
- ☐ Detailed documentation if the place is listed on the Tasmanian Heritage Register, noting that Council will refer any Applications for work to these places to the Tasmanian Heritage Council.
- ☐ Detailed documentation if the place is heritage listed at the local level (GLE-C6.0 Local Historic Heritage Code)

TYPE OF APPLICATION BEING APPLIED FOR

PRELIMINARY ASSESSMENT	Select if: your application is eligible for a *No Permit Required* assessment.	○
REGULAR ASSESSMENT	Select if: you are lodging an application for a planning permit	◉

APPLICANT

Company	Era Advisory Pty Ltd on behalf of Copping Refuse Disposal Site Joint Authority
Contact Name	(trading as Southern Waste Solutions) Patrick Carroll
Phone	03 6165 0443
Email	enquiries@era-advisory.com.au
Address	
L1, 125A Elizabeth Street, Hobart 7000	

PROPERTY OWNER(S)

Name (s)	Glenorchy City Council and Hobart City Council
If property is owned by Council/The Crown, ensure the Owner s declaration on the final page is fully completed.	
Phone	03 6216 6800 03 6238 2711
Email	gccmail@gcc.tas.gov.au coh@hobartcity.com.au
Address	
PO Box 103, GLENORCHY TAS 7010 GPO Box 503, HOBART TAS 7001	

APPLICATION SITE

		PID	
Street Address	129 Derwent Park Road		
Suburb	Derwent Park	Site Area (m^2)	

PROPOSED USE / DEVELOPMENT	Estimated Cost of Works	$ 15,000

Provide a summary of the purpose of the development, and activities proposed to be carried out on the site.
A full description of the proposal in a covering letter or as a planning report should be attached with this Application.

An intensification of the existing use at the site (Recycling and Waste Disposal) to allow for resource recovery works, and development of three concrete storage bunkers.

PRE-APPLICATION MEETING

Has a meeting been held with Council Planning staff in relation to this application?		Yes ○ No ●
*If **YES**, please provide details:*	Name of Council's Planning Officer, Development Engineer and/or Heritage Officer	Early discussions with Paul Garnsey & Helen Ayers
	Date of Meeting	April 2025

STAGING

Is the proposal to be carried out in more than one stage?	Yes ○ No ●

*Note to applicant: if answering **YES** to the question above, ensure stages are marked on plans and provide details of the number and order of staging below.*

SUBDIVISION

Is a subdivision or boundary adjustment proposed?	Yes ○ No ●
How many lots are to be created?	
Is public open space proposed in accordance with Local Government (Building and Miscellaneous Provisions) Act 1993 and Council's Public Open Space policy?	Yes ○ No ●

PRESENT USE OF THE LAND/BUILDINGS

If vacant, give last known use.

Recycling and Waste Disposal

SIGNS

Does the proposal involve the display of advertising signs?	Yes ○ No ●

*Note to applicant: if answering **YES** to the question above, ensure plans include dimensions of sign (height, width, total height above ground), content of the sign, where the sign will be located on the site, how it will be attached or supported, and details of any proposed illumination.*

FLOOR AREA OF NEW BUILDINGS / EXTENSIONS / CHANGES OF USE		
State the gross floor area of proposed building/extension, or the area of land affected by the change of use (if any)	☐ *Hectares* ☐ m^2	

MATERIALS		COLOUR
Walls	Concrete retaining walls on storage bunkers	
Roof	Nil	
Boundary fences, walls etc	Nil	

SURFACING MATERIALS	
Driveway area/ Access Road	No change
Total Parking Area(s)	No change

ACCESSIBILITY	
Does the proposal involve <u>new</u> or <u>altered</u> access to a road? *If YES, ensure the location & width of existing and/or proposed accesses are marked on plans*	Yes ○ No ◉

VEHICLES VISITING OR DELIVERING TO OR FROM SITE

TYPE	NUMBER	TRIPS PER DAY	TYPE	NUMBER	TRIPS PER DAY
Car			Commercial Vehicle		

PARKING ON SITE

TYPE	EXISTING	PROPOSED	TYPE	EXISTING	PROPOSED
Standard	20	20	Special (long/wide)		

SERVICES	
How will sewage be disposed of?	Existing infrastructure - no change
How will surface water be disposed of?	Existing infrastructure - no change
What arrangements will be made for refuse storage and collection?	Use and development of new storage bunkers. Use of existing storage shed
Are there any special water supply requirements?	No

EMPLOYMENT *(please indicate if these numbers are estimates only)*	
How many people are employed on the site now?	
How many people are proposed to be employed?	

HOURS OF OPERATION		
What are the proposed maximum hours of operation?	AM	PM
Weekdays	5am	4pm
Saturdays	6am	12pm
Sundays		
Public Holidays	5am	1.30pm

STORAGE	
Will goods be stored outside?	Yes ◉ No ○
Is provision made for loading/unloading on site?	Yes ◉ No ○
*Note to applicant: if answering **YES** to either question above, ensure storage and unloading areas are marked on plans.*	

TREES	
Does the proposal involve the removal of trees or shrubs?	Yes ○ No ◉
*Note to applicant: if answering **YES** to the question above, state the number and identify the precise position and species on the plans.*	

PRIVACY NOTICE

Council collects personal information to carry out its operations as a Tasmanian Local Government. This personal information may be used for other purposes permitted by law. The information may be shared with contractors and agents of the Council for this purpose, law enforcement agencies, courts and other organisations.

You do not have to provide your personal information but if full information is not provided the Council may be unable to action your application or request.

You can find out more about how the Council manages personal information and how you can request access or corrections to it in the Council's Privacy Policy available on the Council website or on request.

APPLICANT'S DECLARATION

This section MUST be completed before an Application will be accepted.

I/we hereby apply for a planning permit to carry out the use and/or development described in this application and the accompanying plans.

a) Where the General Manager's consent is also required under s.14 of the *Urban Drainage Act 2013*, by making this application I/we also apply for that consent.

b) I/we declare that the information contained in the form and any attached plans and documents is correct.

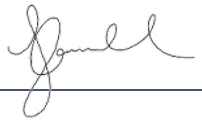
c) I/we own the land, or have notified the owner/s of the land of the intention to make this application in accordance with Section 52 of the *Land Use Planning and Approvals Act 1993*.

d) By providing Council with the plans and documents attached to this application ("Documents"), I/we:

i. warrant to Council I/we own all copyright in the Documents or am a licensee of the copyright owner with the right to grant the following authority;

ii. authorise Council to copy the Documents, attach copies to Agendas for any relevant Council meetings and release copies to the public; and

iii. acknowledge Council is relying on my/our warranty and authorisation and may seek recovery of any damages suffered by it if my/our warranty and/or authority is incorrect.

Signed by the Applicant:		**Date:**	19 December 2025

LAND OWNED BY COUNCIL OR THE CROWN

Is the land owned by Council or the Crown (i.e. government land)?	Yes ◉ No ○

If the answer above is YES:

a) The form must be signed by the Minister of the Crown responsible for the administration of the land or by the General Manager of the Council; and

b) be accompanied by the written permission of that Minister or General Manager to the making of the application. A copy of the delegation must be provided.

I/we hereby give my/our permission for the lodgement of this application.

Signed by the Owner(s):		**Date:**	

If completing the following section by hand, please ensure legibility. The use of ALL CAPITALS is preferred.

Name/s – please print	
Title/s (if the owner is a company)	

Written permission to the making of the Application is provided with this form:	Yes ○ No ○
A copy of the delegation is provided:	Yes ○ No ○

City of Hobart General Manager Consent

APPLICANT'S DECLARATION

This section MUST be completed before an Application will be accepted.

I/we hereby apply for a planning permit to carry out the use and/or development described in this application and the accompanying plans.

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ii. authorise Council to copy the Documents, attach copies to Agendas for any relevant Council meetings and release copies to the public; and

iii. acknowledge Council is relying on my/our warranty and authorisation and may seek recovery of any damages suffered by it if my/our warranty and/or authority is incorrect.

Signed by the Applicant:		**Date:**	19 Dec 2025

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I/we hereby give my/our permission for the lodgement of this application.

Signed by the Owner(s):		**Date:**	3/12/2025

If completing the following section by hand, please ensure legibility. The use of ALL CAPITALS is preferred.

Name/s – please print	Michael Stretton
Title/s (if the owner is a company)	Chief Executive Officer
Written permission to the making of the Application is provided with this form:	Yes ◯ No ◯
A copy of the delegation is provided:	Yes ◯ No ◯

125A Elizabeth St
Nipaluna (Hobart) TAS 7000
(03) 6165 0443

enquiries@era-advisory.com.au
era-advisory.com.au
ABN: 21 681 443 103

20 February 2026
Our reference: 2425-037
Your reference: PLN-25-377

Emilio Reale
Chief Executive Officer
Glenorchy City Council
PO Box 103
GLENORCHY TAS 7010

By email: gccmail@gcc.tas.gov.au

Dear Mr Reale,

PLN-25-377 – 129 Derwent Park Road, Derwent Park
Response to request for further information

Era Advisory continues to act for Southern Waste Solutions in relation to the above planning application for resource recovery at 129 Derwent Park Road.

Table 1 provides our response to Council's request for further information, pursuant to section 54 of the *Land Use Planning and Approvals Act 1993*.

Table 1 - Era Advisory response to Council RFI.

Council request for information	Era Advisory response
No plans or elevations have been provided regarding the admin building (if new). Documents are also inconsistent if the admin building is proposed or new and to the extent of associated works. · Plans should be clear as to the extent of works, what is proposed and new, and be consistent with other reports and documentation submitted.	The admin building is existing, and approved by Council under PLN-23-350.01 Other than the moveable concrete blocks for the storage bunkers, no other development is proposed as part of this application. The plans have been updated for clarity.
A site plan showing: · The exact location of the proposed bunkers along with a construction diagram. · Consistency with other plans and documentation. as to current and proposed locations. · Confirmation of the proposed storage bin locations. · All proposed works within the context of the site.	An updated site plan has been prepared and submitted. · A proposed storage area, measuring 50 m by 8 m, has been defined on the site plan. · The bunkers will be constructed using movable concrete blocks, each measuring 0.5 m by 0.5 m by 1 m. The bunkers will be continuously rearranged depending on the needs of the site, and within the defined storage area as required. · The concrete blocks will be arranged in such a manner that bunkers will not exceed 3 m in height.

Council request for information	Era Advisory response
	· The proposed storage area does not encroach on any planning scheme overlays. All other infrastructure is existing, and no other works are proposed.
An explanation of why the noise levels in Scenario 2B have decreased given the introduction of the mobile shredder and the type of activity proposed, as these will be conducted outside. · In relation to the noise data provided for the proposed mobile crushers, confirmation whether the activity of crushing/operating was taken into account.	Pursuant to section 25(2) of the *Environmental Management and Pollution Control Act 1994*, the planning authority is not required to assess any matter assessed by the EPA. Further, pursuant to section 25(8), the planning authority is not permitted to impose any conditions that are inconsistent with, or which extends the operation of, any conditions or restrictions which the Board of the EPA requires to be contained in the permit. As the activity is a level 2 activity, the EPA is responsible for assessing and regulating noise impacts. It is further noted that no mobile crushers are proposed. Notwithstanding, a similar query was raised by the EPA, and has been answered to their satisfaction. That is, as discussed in the supporting noise report prepared by Pitt & Sherry, Scenario 2A does not attract a 5 dB(A) Low frequency correction (i.e. LC-LA >15 dB(A)); while in Scenario 2, LC-LA is < 15 dB(A). The addition of a shredder in Scenario 2A simply provides a little more additional Higher Frequency than Lower Frequency, sufficient to tip the difference below 15 dB(A).
Confirmation that only one (1) mobile crusher will be operated on site at any given time.	No mobile crushers are proposed. One mobile shredder will be operating at the site at any given time.
Consistency and clarification regarding staff increase, hours of operations, etc. · For example, the Environmental Effects Report states there will be a "slight increase" in staff numbers, while the planning report states there will be no change (and relies on this to argue that C2.0 Parking and Sustainable Transport Code does not apply).	Consistent with what was submitted and approved under PLN-23-350.01, there will be approximately 13 staff on site at any time, and the existing car park has 20 spaces. There will not be an increase in staffing numbers or hours of operation from what is already approved. The application documentation has been updated to clarify this.

An updated set of documentation has been provided. It is also noted that the Environmental Effects Report has been updated and provided to the EPA.

We trust this answers your request to the planning authority's satisfaction.

Should you have any questions, please do not hesitate in contacting us at enquiries@era-advisory.com.au or on 03 6165 0443.

Yours sincerely,

Patrick Carroll
Senior Planner