

# VINEGAR HILL SAND PIT AND STORAGE YARD, LADY BARRON

## DEVELOPMENT APPLICATION SUPPORTING INFORMATION



**APPLICANT: GARY MORRISON**

**TABLE OF CONTENTS**

**PREFACE ..... 5**

**PART A – PROPONENT INFORMATION ..... 6**

**PART B - PROJECT DESCRIPTION..... 7**

    B.1    PROPOSED ACTIVITY ..... 7

    B.2    LOCATION AND PLANNING CONTEXT ..... 9

    B.3    RATIONALE FOR PROPOSAL AND ALTERNATIVES ..... 10

    B.4    DESCRIPTION OF EXISTING SITE AND SURROUNDS ..... 10

    B.4    SITE LAYOUT AND INFRASTRUCTURE ..... 18

    B.5    EXTRACTION PLAN..... 19

        B.5.1    EXTRACTION PLAN ..... 19

        B.5.2    EXTRACTION METHODS ..... 19

    B.6    QUARRY CODE OF PRACTICE ..... 20

        B.6.1    PURPOSE ..... 20

        B.6.2    ADOPTION OF THE CODE BY PROPONENT ..... 20

        B.6.3    COMPLAINTS REGISTER ..... 20

    B.7    ENVIRONMENTAL LEGISLATION, STANDARDS, COES OF PRACTICE AND GUIDELINES ..... 21

        B.7.1    LEGISLATION AND REGULATIONS ..... 21

        B.7.2    STATE POLICIES ..... 21

        B.7.3    ENVIRONMENT PROTECTION POLICIES ..... 21

        B.7.4    RELEVANT GUIDELINES ..... 22

**PART C – PLANNING SCHEME INFORMATION .....23**

    C.1    CATEGORISATION OF USE/DEVELOPMENT ..... 23

    C.2    ZONING ..... 23

        C.2.1    ZONE ..... 23

        C.2.2    ZONE PURPOSE ..... 23

**C.2.3 USE STANDARDS ..... 28**

**C.2.4 DEVELOPMENT STANDARDS FOR BUILDINGS AND WORKS ..... 30**

C.3 CODES..... 33

C.3.1 APPLICABLE CODES ..... 34

**PART D – CONCLUSION.....49**

**PART E – ATTACHMENTS.....50**

ATTACHMENT 1 LAND TITLE..... 51

ATTACHMENT 2 TRUCK ACCESS TO RURAL PROPERTIES 'TYPE A' (DRAWING: TSD-R05-V2.... 52

ATTACHMENT 3 SCENIC AND ECOLOGICAL ASSESSMENTS – CT199735/1, VINEGAR HILL .. 53

**FIGURES**

- Figure 1 Location of Vinegar Hill Sand Pit and Storage Yard
- Figure 2 Location of Vinegar Hill Sand Pit and Storage Yard on The Land
- Figure 3A Proposed Mining Areas – Sand (to Year 3)
- Figure 3B Proposed Mining Areas – Sand (to Year 5)
- Figure 4 Stockpile and Material Handling Pad (storage Yard)
- Figure 5A Zones – TPS - Flinders
- Figure 5A Code Overlays – TPS - Flinders
- Figure 6 Geology (1:250,000 – MRT) around the development area
- Figure 7 Drainage (natural and artificial) from The Land
- Figure 8 Residences near to the Development Area

**DEFINITION OF TERMS/ABBREVIATIONS**

|                           |  |
|---------------------------|--|
| DA                        | Development Application  |
| Development               | The Extractive Industry which includes the sand extraction pit, the haul roads associated with the pit and storage yard, and the storage yard where material will be stockpiled (some will be screened). |
| DNRE                      | Department of Natural Resources and Environment  |
| DPIPWE (now DNRE)         | Department of Primary Industries, Parks, Water and Environment (now DNRE)  |
| EMPCA                     | <i>Environmental Management and Pollution Control Act 1994</i>   |
| EMPCS                     | Environmental Management and Pollution Control System objectives to be found in Schedule 1 of EMPCA  |
| FC                        | Flinders Council   |
| (the) Land                | CT199735/1 which is further refined by the Development layout depicted in <b>Figure 2</b> .  |
| LUPAA                     | <i>Land Use Planning and Approvals Act 1993</i>  |
| ML                        | Mining Lease 2116 P/M (proposed – application pending)   |
| MRT                       | Mineral Resources Tasmania   |
| Pit                       | The sand extraction pit area associated with the Development where up to 4,999 cubic metres per annum (equivalent is approximately 7,498.5 tonnes per annum) can be extracted                            |
| QCP                       | <i>Tasmanian Quarry Code of Practice 2017</i>  |
| RMPS                      | Resource Management and Planning System objectives to be found in Schedule 1 of EMPCA  |
| Storage Yard              | The storage yard area associated with the Development, where sand will be stockpiled and some screened (up to 1,000 cubic metres per annum; equivalent is approximately 1,500 tonnes)                    |
| SWL                       | Sound power level (SWL) or acoustic power level is a logarithmic measure of the power of a sound relative to a reference value.  |
| Tasmanian Planning Scheme | Tasmanian Planning Scheme – Flinders   |
| (the) Scheme              | Tasmanian Planning Scheme – Flinders island  |

Van Diemen Consulting Pty Ltd

PO Box 1  
New Town, Tasmania

T: 0438 588 695 E: [rwbarnes73@gmail.com](mailto:rwbarnes73@gmail.com)

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#### Document Status

| REV | Author             | Review                   | Date      |
|-----|--------------------|--------------------------|-----------|
| 1   | R Barnes C McCoull | R Barnes                 | 15-5-2022 |
| 1   | R Barnes C McCoull | G Morrison               | 16-5-2022 |
| 1   | R Barnes C McCoull | Flinders Council for RFI | 10-6-2022 |
| 2   | R Barnes C McCoull | R Barnes                 | 12-6-2022 |
| 2   | R Barnes C McCoull | G Morrison               | 18-6-2022 |
|     |                    |                          |           |
|     |                    |                          |           |

## PREFACE

### FUNCTION OF THE DEVELOPMENT APPLICATION SUPPORTING INFORMATION

The documentation has been prepared to support a Development Application by Gary Morrison for the establishment of a sand extraction pit and storage yard on land located at 2279 Lady Barron Road, Flinders Island.

The pit is to be connected to the storage yard area where sand will be hauled to, stockpiled and some screened (up to 1,000 cubic metres per annum; equivalent is approximately 1,500 tonnes) to remove rocks and/or organic material. Up to 4,999 cubic metres (equivalent is approximately 7,498.5 tonnes) per annum may be extracted and removed from the Land. The volumes to be extracted and material handled (screening) make the activity a Level 1 per EMPCA.

The environmental management information supplied in this DA is in accordance with the *Extractive Industry Environmental Effects Report Guidelines (2020)*<sup>1</sup> issued by the Tasmanian Environment Protection Authority.

An application for a Mining Lease has been submitted to Mineral Resources Tasmania which has been allocated the number 2117P/M.

The document contains the following components –

- |        |  |
|--------|--|
| Part A | <i>Information about the proponent</i> of the development including details of their name and contact details and the activity location.   |
| Part B | <i>Proposal Description</i> including details of the volume extracted, extraction process, machinery, and equipment to be used and timeframe for the activity.   |
| Part C | <i>Planning information</i> for use by the Planning Authority, in this case the Flinders Council, in assessing the development and use against the requirements of the Tasmanian Planning Scheme - Flinders. |
| Part D | <i>Conclusion</i> about the development.   |
| Part E | <i>Attachments</i> referenced in the DA.   |

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<sup>1</sup> Environment Protection Authority (2020) *Extractive Industry Environmental Effects Report*, Environment Protection Authority, Hobart, Tasmania. Attachment 5.

**PART A – PROPONENT INFORMATION**

|   |  |
|---|--|
| <b>Name of proponent</b>                | Gary Morrison  |
| <b>Postal address of proponent</b>      | 2279 Lady Barron Road, Lady Barron TAS 7256  |
| <b>Contact person's details</b>         | Gary Morrison<br>2279 Lady Barron Road, Lady Barron TAS 7255<br>0418 363 877<br><a href="mailto:gary_morrison@bigpond.com">gary_morrison@bigpond.com</a>           |
| <b>Consultant engaged to prepare DA</b> | Van Diemen Consulting Pty Ltd<br>Dr Richard Barnes<br>PO Box 1 New Town TAS 7008<br>0438 588 695<br><a href="mailto:rwbarnes73@gmail.com">rwbarnes73@gmail.com</a> |

**PART B - PROJECT DESCRIPTION****B.1 PROPOSED ACTIVITY**

|   |  |
|---|--|
| <p><b>New activity</b><br/>Figures 1 to 4</p>       | <p>The application is for a new activity; an Extractive Industry at Lady Barron Road, Lady Barron.</p> <p>The following Certificates of Title apply –</p> <ul style="list-style-type: none"> <li>• 199735/1.</li> </ul>  |
| <p><b>Material to be extracted</b></p>              | <p>The material to be extracted is white aeolian sands of Quaternary age.</p> <p>Material will be extracted by ripping and excavation with an excavator. Some sands will be screened at the Storage Yard to remove rocks and/or organic material.</p> <p>The activity has a lifespan of at least 30 years if full production levels are achieved every year from the commencement of the activity.</p>   |
| <p><b>Maximum extraction quantity</b></p>           | <p>4,999 cubic metres per annum (equivalent is approximately 7,498.5 tonnes per annum). The loose bulk density ratio is approximately 1.5.</p>   |
| <p><b>Maximum Extraction Area</b><br/>Figure 3A</p> | <p>The Maximum Extraction Area from where sand will be excavated is approximately 3.4 hectares.</p> <p>The maximum elevation of the area affected by extraction is 55m AHD.</p>  |
| <p><b>Maximum processing quantity</b></p>           | <p>Vibratory screening of up to 1,000 cubic metres per annum (1,500 tonnes) for some of the sand to remove rocks and organic material (e.g., plant roots).</p>   |
| <p><b>Material extraction and processing</b></p>    | <p>Extraction and processing would be undertaken in the following manner:</p> <ul style="list-style-type: none"> <li>• Stripping of vegetation (regrowth wattle on previously cleared and converted land for a vineyard)</li> <li>• Clearing and stockpiling of topsoil with an excavator or dozer</li> <li>• Load and cart sand to the Storage Yard (<b>Figures 2 and 4</b>) where it will be stockpiled and some screened. Sand may be directly carted from the pit to the delivery destination without interim storage at the Storage Yard</li> <li>• Load sand into trucks with a wheel loader and then deliver</li> </ul> |
| <p><b>Transport</b><br/>Figure 2</p>                | <p>All traffic would enter and exit from Lady Barron Road, with no trucks traversing the Lady Barron township (except local deliveries to the township).</p> <p>The local road network is suitable for the traffic movements and size of vehicles and there are adequate sight distances at the proposed Lady Barron Road access.</p>  |



| <b>Stockpiling</b><br>Figure 4   | Sand screened or unscreened will be stored at the Storage Yard.  |  |          |                            |  |  |                     |                                    |
|--|--|--|----------|----------------------------|--|--|---------------------|------------------------------------|
| <b>Major equipment</b>   | <p>The equipment likely to be used at some stage (i.e., not all the below listed equipment would be used concurrently) of the Development is as follows (with approximate SWL provided):</p> <ul style="list-style-type: none"> <li>• Vibratory screen, likely Chieftain 1700 – (SWL: 120 (L<sub>Aeq</sub>))</li> <li>• CASE excavator CX240B (SWL: 102 (L<sub>Aeq</sub>))</li> <li>• Dozer D7 (SWL: 109 (L<sub>Aeq</sub>))</li> <li>• Front-wheel loader (SWL: 98 (L<sub>Aeq</sub>))</li> <li>• Water pump (petrol driven) (SWL: 91-95 (L<sub>Aeq</sub>))</li> <li>• Transport trucks (medium combination truck) – approx. SWL: 90-100 (L<sub>Aeq</sub>)</li> <li>• Light vehicles</li> <li>• 15,000L capacity water cart truck (road dampening)</li> </ul>   |  |          |                            |  |  |                     |                                    |
| <b>Infrastructure</b><br>Figures 2, 3A-B and 4   | <p>An existing property internal track will be used to access the Pit. Maintenance activities will continue for culverts, table drains and the track surface (e.g., pothole filling).</p> <p>A Storage Yard will be established where stockpiling of sand (some screened) will occur. Two car parking spaces will be provided at the Storage Yard.</p> <p>Drains, and culverts will be maintained to manage surface water flows. The existing sediment pond downslope of the Quarry will be enlarged.</p>  |  |          |                            |  |  |                     |                                    |
| <b>Proposal timeline</b>   | It is anticipated that the activity will commence in the first quarter of the 2022-23 financial year (i.e., July to September 2022).   |  |          |                            |  |  |                     |                                    |
| <b>Operating hours</b>   | <p>To reduce the likelihood of noise emissions causing environmental harm, particularly with the use of a vibratory screen at the Storage Yard, specific activities associated with the Development will be limited to defined operating hours. These are described below.</p> <table border="1" data-bbox="483 1543 1388 1862"> <thead> <tr> <th data-bbox="483 1543 857 1606">Activity</th> <th data-bbox="857 1543 1388 1606">Days and Hours of Activity</th> </tr> </thead> <tbody> <tr> <td data-bbox="483 1606 857 1801"> Clearing vegetation, ripping, excavating, loading and the carting of sand from Pit to Storage Yard </td> <td data-bbox="857 1606 1388 1801"> Monday to Friday, 0700 to 1900 hrs<br/> Saturday, 0800 to 1600 hrs<br/> No activity on Sunday and public holidays (those gazetted statewide) </td> </tr> <tr> <td data-bbox="483 1801 857 1862"> Vibratory screening </td> <td data-bbox="857 1801 1388 1862"> Monday to Friday, 0900 to 1700 hrs </td> </tr> </tbody> </table> |  | Activity | Days and Hours of Activity | Clearing vegetation, ripping, excavating, loading and the carting of sand from Pit to Storage Yard | Monday to Friday, 0700 to 1900 hrs<br>Saturday, 0800 to 1600 hrs<br>No activity on Sunday and public holidays (those gazetted statewide) | Vibratory screening | Monday to Friday, 0900 to 1700 hrs |
| Activity   | Days and Hours of Activity   |  |          |                            |  |  |                     |                                    |
| Clearing vegetation, ripping, excavating, loading and the carting of sand from Pit to Storage Yard | Monday to Friday, 0700 to 1900 hrs<br>Saturday, 0800 to 1600 hrs<br>No activity on Sunday and public holidays (those gazetted statewide)   |  |          |                            |  |  |                     |                                    |
| Vibratory screening  | Monday to Friday, 0900 to 1700 hrs   |  |          |                            |  |  |                     |                                    |

|   |   |   |
|---|---|---|
|   | Loading and carting of product for delivery | <p>Monday to Friday, 0800 to 1700 hrs</p> <p>Saturday, 0800 to 1600 hrs</p> <p>No activity on Sunday and public holidays (those gazetted statewide)</p> |
| <p>Given the very low volume of material per annum that can be removed from the Pit and that it is to be operated by the property owner, most (at least 90%) truck movements will be within daylight hours.</p> |   |   |

## B.2 LOCATION AND PLANNING CONTEXT

|   |   |
|---|---|
| <p><b>Location and Access</b></p> <p>Figures 1 and 2</p>        | <p>The application is for the Development; an Extractive Industry at Lady Barron Road, Lady Barron TAS 7255.</p> <p>Access is from Lady Barron Road.</p>  |
| <p><b>The Land</b></p> <p>Figures 1 and 2</p>                   | <p>CT199735/1 which is further refined by the Development layout depicted in <b>Figure 2</b>.</p> <p>The physical extraction of sand, including vegetation removal, will occur in that portion of the Land described as the Maximum Extraction Area depicted in <b>Figure 3A</b>.</p> |
| <p><b>Land Title</b></p> <p>Figure 1</p>                        | <p>The following Certificates of Title apply –</p> <ul style="list-style-type: none"> <li>• 199735/1</li> </ul>   |
| <p><b>Planning Scheme</b></p>                                   | <p>Tasmanian Planning Scheme – Flinders</p>   |
| <p><b>Land zoning and overlays</b></p> <p>Figures 5A and 5B</p> | <p>Zoning</p> <ul style="list-style-type: none"> <li>• Rural Zone</li> </ul> <p>Overlays intersected by part or all the Development –</p> <ul style="list-style-type: none"> <li>• Scenic Protection Area</li> </ul>  |
| <p><b>Use Class and Permissibility</b></p>                      | <p>The activity is consistent with the <i>Extractive Industry</i><sup>2</sup> Use Class. Extractive Industry is a Permitted Use in the Rural Zone.</p> <p>The volumes to be extracted and material handled (screening) make the activity a Level 1 per EMPCA.</p>                     |

<sup>2</sup> means use of land for extracting or removing material from the ground, other than Resource Development, and includes the treatment or processing of those materials by crushing, grinding, milling, or screening on, or adjoining the land from which it is extracted. Examples include mining, quarrying, and sand mining.

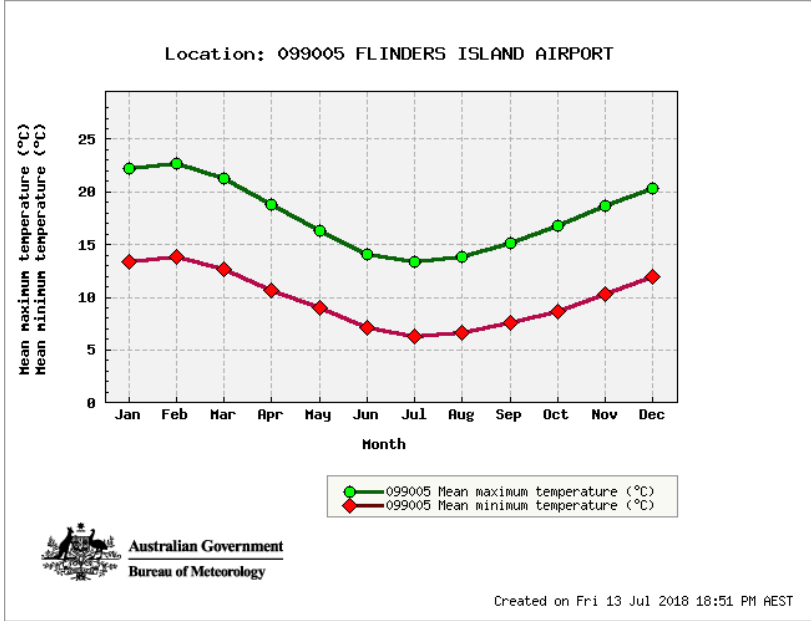
|                               |                                       |
|-------------------------------|---------------------------------------|
| <b>Mining Lease</b><br>Figure | 2116P/M                               |
| <b>Mining Lease area</b>      | 109.5 hectares                        |
| <b>Maximum Disturbed Area</b> | 3 hectares excluding roads and tracks |

### B.3 RATIONALE FOR PROPOSAL AND ALTERNATIVES

|                     |   |
|---------------------|---|
| <b>Rationale</b>    | <p>The sand is of high quality suitable for use in construction (including concrete production), road works, and for infrastructure associated with agricultural operations (e.g., cattle laneways, around sheds).</p> <p>The sand generally overlaps in its occurrence with the area previously cleared and converted to establish a dam and vineyard. The failed vineyard operation has become derelict and regrown with wattles. To limit the impact to native vegetation, the extraction area (i.e., Maximum Extraction Area) is limited to that area previously cleared and converted.</p> |
| <b>Alternatives</b> | No alternatives were considered because the sand resource is spatially constrained to the area identified.  |

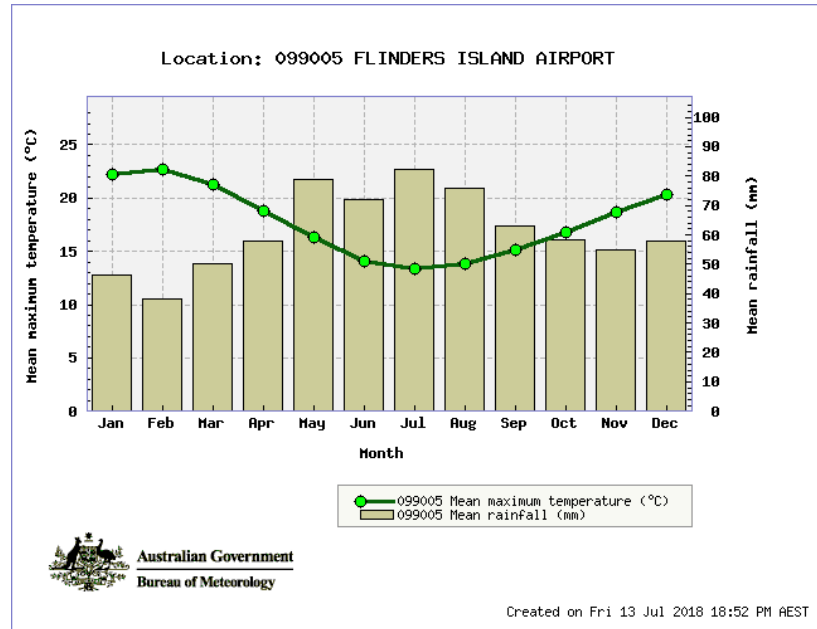
### B.4 DESCRIPTION OF EXISTING SITE AND SURROUNDS

|  |  |
|--|--|
| <b>Land Use</b>                                | <p>The current land use is a mixture of native vegetation, previously cleared land (ex-vineyard and dam), water infrastructure (Taswater easements that contain pipelines and a holding tank for Lady Barron township) and a gravel pit.</p> <p>The land is subject to fuel reduction burns conducted by the Tasmanian Fire Service (the most recent in 2016) to provide fire protection to the Lady Barron township.</p> <p>Surrounding land use is agriculture (mainly livestock grazing), a waste transfer station operated by the Flinders Council, water treatment plant operated by TasWater, an airstrip/landing facility (Murray Holloway Airfield – grass runway), Lady Barron Aerodrome to the north and residential/rural residential use (e.g., Vinegar Hill Drive and Moonbird Road) and the nearby Lady Barron township.</p> |
| <b>Topography and watercourses</b><br>Figure 2 | <p>The main portion of the Land where extraction activities are to occur is formed by a gentle north-south oriented slope.</p> <p>The maximum elevation of the area affected by extraction is 55m AHD.</p>   |

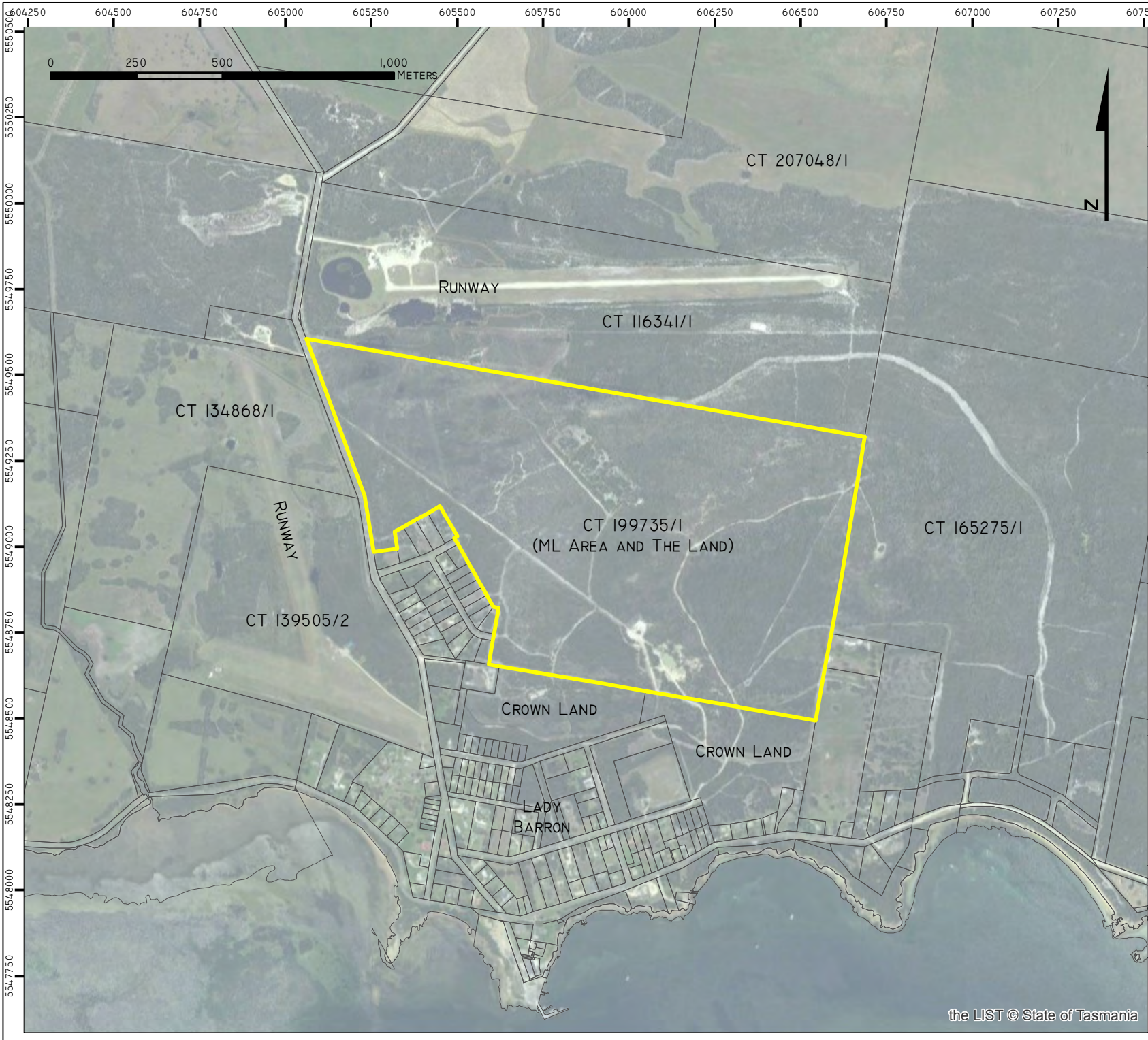
|                                    | <p>There are no defined watercourses within the Land. The sands to be extracted are well drained.</p>  |                               |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
|------------------------------------|--|-------------------------------|-------------------------------|-------------------------------|-----|------|------|-----|------|------|-----|------|------|-----|------|------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|------|-----|------|------|
| <p><b>Geology</b><br/>Figure 6</p> | <p>The undifferentiated white aeolian sand deposits are of Quaternary age. There is a sporadic skeletal topsoil (a sporadic sandy peat) which was extensively disturbed by the previous clearance and conversion of the native vegetation to a vineyard.</p>   |                               |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| <p><b>Land Capability</b></p>      | <p>The Land Capability is not recorded by DPIPWE however the sands are likely to qualify as Class 6 given their apparent very low nutrient content, sparse to absent covering topsoil and no available irrigation supply.</p>  |                               |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| <p><b>Climate</b></p>              | <p>The station details for the Flinders Island Airport weather station are -</p> <ul style="list-style-type: none"> <li>• <b>Site number:</b> 099005</li> <li>• <b>Latitude:</b> 40.09 °S <b>Longitude:</b> 148.00 °E</li> <li>• <b>Elevation:</b> 9 m</li> </ul> <p>The Development occurs in a region with cool winters and warm summers (Graph 1), with most precipitation occurring in the winter and spring period (Graph 2).</p> <p><b>Graph 1. Mean minimum and maximum temperature for Flinders Island Airport</b><br/>Source: Bureau of Meteorology 2018</p>  <table border="1"> <caption>Mean minimum and maximum temperature for Flinders Island Airport (°C)</caption> <thead> <tr> <th>Month</th> <th>Mean maximum temperature (°C)</th> <th>Mean minimum temperature (°C)</th> </tr> </thead> <tbody> <tr><td>Jan</td><td>22.5</td><td>13.5</td></tr> <tr><td>Feb</td><td>22.5</td><td>14.0</td></tr> <tr><td>Mar</td><td>21.5</td><td>13.0</td></tr> <tr><td>Apr</td><td>19.0</td><td>11.0</td></tr> <tr><td>May</td><td>16.5</td><td>9.0</td></tr> <tr><td>Jun</td><td>14.5</td><td>7.0</td></tr> <tr><td>Jul</td><td>13.5</td><td>6.5</td></tr> <tr><td>Aug</td><td>14.0</td><td>6.5</td></tr> <tr><td>Sep</td><td>15.5</td><td>7.5</td></tr> <tr><td>Oct</td><td>17.0</td><td>8.5</td></tr> <tr><td>Nov</td><td>18.5</td><td>10.5</td></tr> <tr><td>Dec</td><td>20.5</td><td>12.5</td></tr> </tbody> </table> <p>Australian Government<br/>Bureau of Meteorology</p> <p>Created on Fri 13 Jul 2018 18:51 PM AEST</p> | Month                         | Mean maximum temperature (°C) | Mean minimum temperature (°C) | Jan | 22.5 | 13.5 | Feb | 22.5 | 14.0 | Mar | 21.5 | 13.0 | Apr | 19.0 | 11.0 | May | 16.5 | 9.0 | Jun | 14.5 | 7.0 | Jul | 13.5 | 6.5 | Aug | 14.0 | 6.5 | Sep | 15.5 | 7.5 | Oct | 17.0 | 8.5 | Nov | 18.5 | 10.5 | Dec | 20.5 | 12.5 |
| Month                              | Mean maximum temperature (°C)  | Mean minimum temperature (°C) |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| Jan                                | 22.5   | 13.5                          |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| Feb                                | 22.5   | 14.0                          |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| Mar                                | 21.5   | 13.0                          |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| Apr                                | 19.0   | 11.0                          |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| May                                | 16.5   | 9.0                           |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| Jun                                | 14.5   | 7.0                           |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| Jul                                | 13.5   | 6.5                           |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| Aug                                | 14.0   | 6.5                           |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| Sep                                | 15.5   | 7.5                           |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| Oct                                | 17.0   | 8.5                           |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| Nov                                | 18.5   | 10.5                          |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |
| Dec                                | 20.5   | 12.5                          |                               |                               |     |      |      |     |      |      |     |      |      |     |      |      |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |     |     |      |      |     |      |      |

**Graph 2. Mean annual rainfall and mean maximum temperature for Flinders Island Airport**

Source: Bureau of Meteorology 2018







14.1.1 - March 2023

FIFD PTY LTD

DA - SAND EXTRACTION  
PIT AND STORAGE YARD

FIGURE I: LOCATION OF  
VINEGAR HILL SAND PIT  
AND STORAGE YARD

TASMAP:  
FISHER  
5954

LGA:  
FLINDERS

- MINING LEASE
- LAND TITLES (THE LIST)

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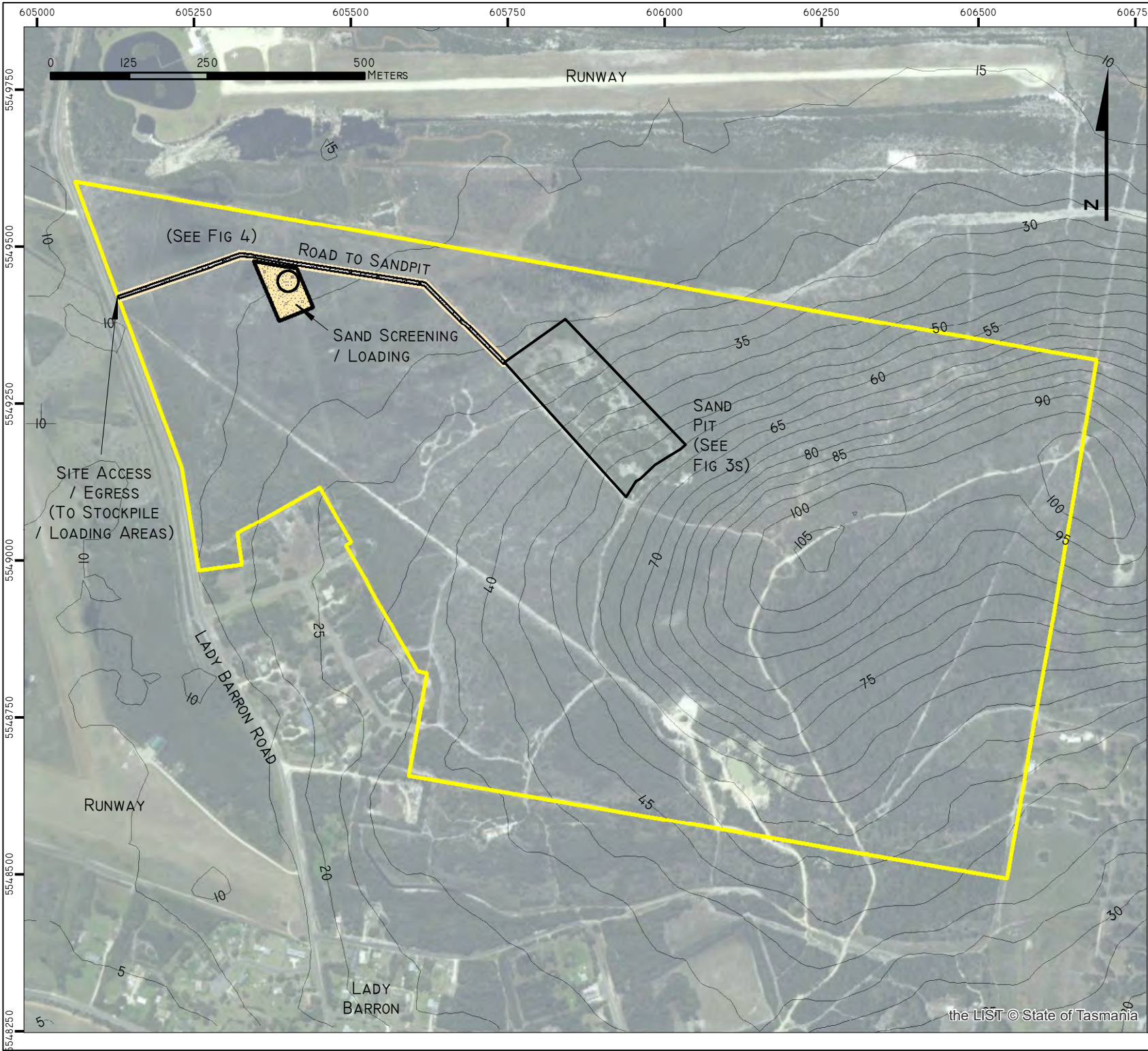


DATUM: GDA94  
GRID: MGA ZONE 55  
SCALE: @A4 - NA

CLIENT:  
FIFD PTY LTD

DATE: 14 MAY 2022





14.1.1 - March 2023

FIFD PTY LTD

DA - SAND EXTRACTION  
PIT AND STORAGE YARD

FIGURE 2: LOCATION OF  
VINEGAR HILL SAND PIT  
AND STORAGE YARD ON  
THE LAND

TASMAP:  
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5954

LGA:  
FLINDERS

 MINING LEASE

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DATE: 15 MAY 2022





14.1.1 - March 2023

FIFD PTY LTD

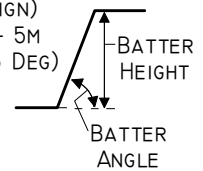
DA - SAND EXTRACTION  
PIT AND STORAGE YARD

FIGURE 3A: PROPOSED  
MINING AREAS - SAND  
(TO YEAR 3)

TASMAP:  
FISHER  
5954

LGA:  
FLINDERS

FINAL DESIGN  
BENCHING (APPROX DESIGN)  
BATTER FACE HEIGHTS - 5M  
AT 3:1 FINAL ANGLE (71.5 DEG)



NOTE:  
EXTRACTION VOLUME  
4999 M3 PA

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GRID: MGA ZONE 55  
SCALE: @A4 - NA

CLIENT:  
FIFD PTY LTD

DATE: 16 MAY 2022





14.1.1 - March 2023

FIFD PTY LTD

DA - SAND EXTRACTION  
PIT AND STORAGE YARD

FIGURE 3B: PROPOSED  
MINING AREAS - SAND  
(TO YEAR 5)

TASMAP:  
FISHER  
5954

LGA:  
FLINDERS

FINAL DESIGN  
BENCHING (APPROX DESIGN)  
BATTER FACE HEIGHTS - 5M  
AT 3:1 FINAL ANGLE (71.5 DEG)

NOTE:  
EXTRACTION VOLUME  
4999 M3 PA

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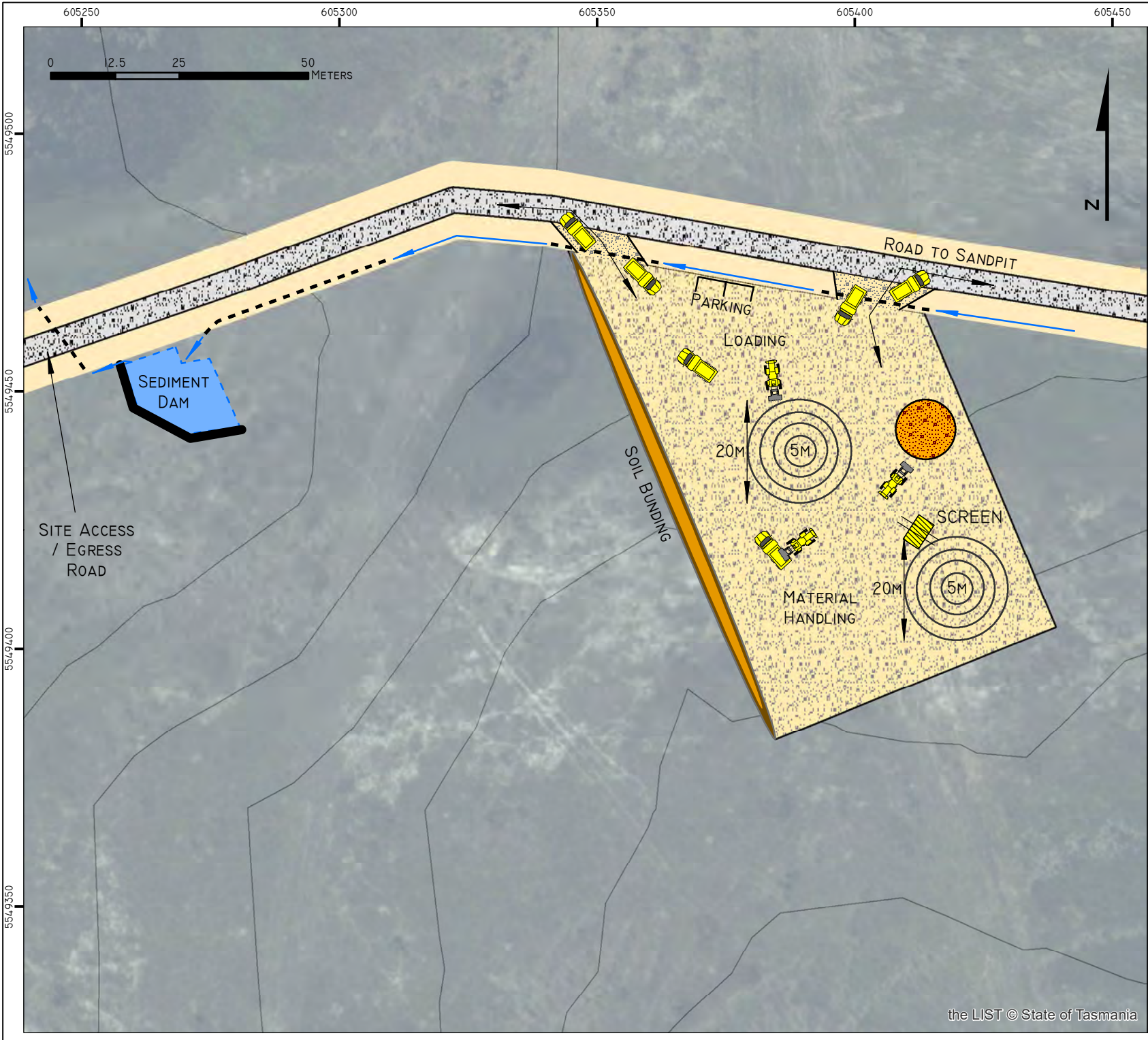


DATUM: GDA94  
GRID: MGA ZONE 55  
SCALE: @A4 - NA

CLIENT:  
FIFD PTY LTD

DATE: 17 MAY 2022





14.1.1 - March 2023

FIFD PTY LTD

DA - SAND EXTRACTION  
PIT AND STORAGE YARD

FIGURE 4: STOCKPILE AND  
MATERIAL HANDLING PADS

TASMAP:  
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5954

LGA:  
FLINDERS

 MINING LEASE

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DATUM: GDA94  
GRID: MGA ZONE 55  
SCALE: @A4 - NA

CLIENT:  
FIFD PTY LTD

DATE: 18 MAY 2022

## B.4 SITE LAYOUT AND INFRASTRUCTURE

The layout of the Pit to Year 5 is shown in **Figures 3A and 3B**, with the Maximum Extraction Area shown in **Figure 3B**.

### Pit Management

Vegetation will be removed and mulched/stored as areas are needed for sand extraction. The area open will be minimised to reduce the likelihood of erosion (wind and water), visual impacts and the potential colonisation of bare ground by undesirable plant species. The vegetation is regrowth coast wattle and small shrubs so only low volumes of vegetative material will be generated as the Pit is progressively cleared to be worked.

Topsoil (negligible to absent for most of the Pit area) will be salvaged and stored separately in bunds around the Pit to ensure it remains 'clean' for use in future rehabilitation works. The soils are skeletal in parts, so the necessary storage capacity required for the topsoil and overburden is expected to be very low. The topsoil will be grassed using a pasture grass mix comparable to that in adjacent pastures – this will enable the bund to be used for stock grazing and also maintain the biological functionality of the topsoil before it is used for rehabilitation.

### Access and haul road

A haul road will be installed from the Pit to the Storage Yard (**Figures 2 and 4**). It will be constructed in accordance with the Forest Practices Code.

The access is onto Lady Barron Road which is sealed. The access will be constructed per the Standard Drawing TRUCK ACCESS TO RURAL PROPERTIES 'TYPE A' (Drawing: TSD-R05-v2) in **Attachment 2**. A seal (2 coat spray seal) will be applied from the current seal on Lady Barron Road in 25m of the new unsealed road.

Line of sight distances are more than 180 m in both directions given the section of road is relatively straight and flat.

The traffic generated is seasonal, with most truck movements occurring in the spring to autumn months when construction related materials are most needed. For example, concrete production and works for road repairs (e.g., internal farm laneways) are far less likely to occur in the cooler wetter winter months, and wet early spring months.

Based on the full extraction per annum, 4,999 cubic metres, this equates to approximately 7,498.5 tonnes at a conversion ratio of 1.5. Based on delivery loads of 15 tonne per load, this equates to approximately 500 truckloads per annum. There would be a maximum of 10 truckloads delivered per day (20 traffic movements per day) with an average of 5 truckloads per day.

The loading and carting of product is proposed to occur on Monday to Friday, 0800 to 1700 hrs, Saturday, 0800 to 1600 hrs and no activity on Sunday and public holidays (those gazetted statewide). Based on the maximum number of truckloads per day with 15 tonnes per load, carting could occur on approximately 50 days per annum.

## Storage Yard

A Storage Yard will be constructed to receive sand from the Pit (**Figure 4**). It will be stored at the Storage Yard and some (up to 1,000 cubic metres per annum) will be screened to remove occasional rocks and organic material (if necessary) in areas where these may be encountered. The Storage Yard may operate on days when the Pit is not being operated, and vice versa, because the loading and carting of product is independent of its extraction from the Pit. Two car spaces will be provided at the Storage Yard.

## Sediment pond and associated drainage

Drains, and culverts will be installed on the road to manage surface water flows. Drains will be installed around the Pit and Storage Yard where necessary to direct surface waters that may be polluted by sediment to a sediment pond (see **Figures 3B and 4**) for treatment prior to discharge to the environment. The free draining nature of the sands being extracted, and area generally (see Figure 6 for geology), means that there is scant existing surface drainage (see Figure 7) so water discharged to the environment from the ponds should dissipate quickly.

## Amenities

No amenities are proposed.

## B.5 EXTRACTION PLAN

### B.5.1 EXTRACTION PLAN

The extraction program to Year 5 is shown in **Figures 3A and 3B**. The Mine Plan is for 5 years after which a new plan will need to be approved by Mineral Resources Tasmania. The extraction of sand will occur in the area identified as the Maximum Quarry Area as shown in **Figure 3B**, and it is that area that approval is sought for the sand to be removed under the LUPAA issued permit.

The life of the Development is at least 30 years given the volume of resource available.

### B.5.2 EXTRACTION METHODS

The operation includes the following activities:

- Vegetation removal. Some vegetation will be mulched, and stockpiled adjacent to the Pit for future rehabilitation works,
- Surface site preparation by topsoil (negligible to absent sandy peat) removal and stockpiling for future rehabilitation works,
- Excavation of sands, and transport to the Storage Yard,
- Screening (mechanised/vibratory) of some sand to remove rocks and/or organic material,
- Stockpiling of material (unscreened and screened) in the Storage Yard,
- loading trucks with wheel loader from the Storage Yard, and the
- transport of materials by truck.

## B.6 QUARRY CODE OF PRACTICE

The Quarry Code of Practice (QCP) was developed by the Environment Protection Authority to further the objectives of Tasmania's Resource Management and Planning System, which seeks to provide for sustainable development of Tasmania's resources.

The QCP comprises elements for both the proposed use and development of land for extractive purposes as well as ongoing environmental management. The sections of the code are not in themselves legally enforceable. They are intended to encourage operators to achieve good environmental performance without the need to resort to legislative enforcement mechanisms.

### B.6.1 PURPOSE

The QCP is not a Code of Practice for the purposes of Sections 23A(4) and 102(2)(d) of EMPCA, which refer to Codes of Practice made and approved in accordance with EMPCA regulations. Rather, the QCP documents acceptable environmental guidelines for quarrying to:

- promote industry self-regulation,
- provide information for planning authorities on the assessment and control of quarries under LUPAA and EMPCA,
- provide the basis for uniform planning scheme standards,
- further the objectives of Tasmania's Resource Management and Planning System, which seeks to provide sustainable development of Tasmania's resources,
- assist in compliance with the *Mineral Resources Development Act 1995* (MRDA) and provide an assessment standard for mining leases,
- increase general community awareness about environmental management within the industry, and
- assist operators in the operation and rehabilitation of quarries.

### B.6.2 ADOPTION OF THE CODE BY PROPONENT

The acceptable standards of the QCP will be adopted by the proponent where they are relevant to the activity and alternative arrangements not described in this document. For example, operating hours are outside those recommended in the QCP.

Standard measures to be adopted from the QCP include for example, drainage control measures, sediment pond sizing and location, and stripping and stockpiling of topsoil for future use in rehabilitation (to native vegetation like the surrounds).

### B.6.3 COMPLAINTS REGISTER

In accordance with the principles of the QCP, an on-site complaints response procedure (Complaints Register) will be established and used. Complaints of relevance to the Development will be recorded in the Complaints Register. Details of investigation and actions undertaken in relation to each complaint will also be recorded in the register. The Register would be provided to the Council upon request.

## **B.7 ENVIRONMENTAL LEGISLATION, STANDARDS, COES OF PRACTICE AND GUIDELINES**

The Proponent will conduct the Development in compliance with relevant legislation, policies, codes of practice, and standards.

### **B.7.1 LEGISLATION AND REGULATIONS**

Legislation includes –

- *Environmental Management and Pollution Control Act 1994 (EMPCA)*
- *Land Use Planning and Approvals Act 1993*
- *Mineral Resources Development Act 1995*
- *Road and Jetties Act 1935*
- *State Policies and Projects Act 1993*
- *Local Government (Highways) Act 1982*
- *Nature Conservation Act 2002*
- *Forest Practices Act 1985 and Forest Practices Regulations 2017*

Relevant regulations made under EMPCA include –

- *Environmental Management and Pollution Control (General) Regulations 2017*
- *Environmental Management and Pollution Control (Noise) Regulations 2016*

### **B.7.2 STATE POLICIES**

State Policies (made under the *State Policies and Projects Act 1993*) include –

- *State Policy on Water Quality Management 1997*
- *State Coastal Policy 1996*
- *State Policy of the Protection of Agricultural land 2009*

### **B.7.3 ENVIRONMENT PROTECTION POLICIES**

Relevant Environment Protection Policies (EPP's)

EPPs are designed specifically to give effect to the objectives of EMPCA and define environmental objectives with programs to achieve them. The following EPPs have been made:

- *Environment Protection Policy (Air Quality) 2004*
- *Environment Protection Policy (Noise) 2009*



**B.7.4 RELEVANT GUIDELINES**

Guidelines relevant to the Development include –

| <b>Document/Name</b>  | <b>Focus/Content</b>  | <b>Publisher</b>     |
|---|---|----------------------|
| Tasmanian Quarry Code of Practice, 3 <sup>rd</sup> Edition, May 2017  | Provides detailed guidelines for the quarry industry covering planning through to site rehabilitation.  | Tasmanian EPA (2017) |
| Decommissioning & Rehabilitation Plan (DRP)<br>A guideline for the Tasmanian mining industry                | A guideline for the preparation of a decommissioning and rehabilitation plan for the Tasmanian mining industry.   | Tasmanian EPA (2011) |
| Bunding and Spill Management Guidelines   | Provides guidance on best practice environmental management to operators of activities likely to store and handle environmentally hazardous substances.                         | Tasmanian EPA (2015) |
| Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania. | These guidelines establish a standard for washdown and a guide to prescribing its application where codes of practice or other environmental management plans are not in place. | DPIPWE (2015)        |

## PART C – PLANNING SCHEME INFORMATION

### C.1 CATEGORISATION OF USE/DEVELOPMENT

The Development is consistent with the definition of *Extractive Industry* in the Scheme –

‘... use of land for extracting or removing material from the ground, other than Resource Development, and includes the treatment or processing of those materials by crushing, grinding, milling or screening on, or adjoining the land from which it is extracted. Examples include mining, quarrying, and sand mining.’

### C.2 ZONING

#### C.2.1 ZONE

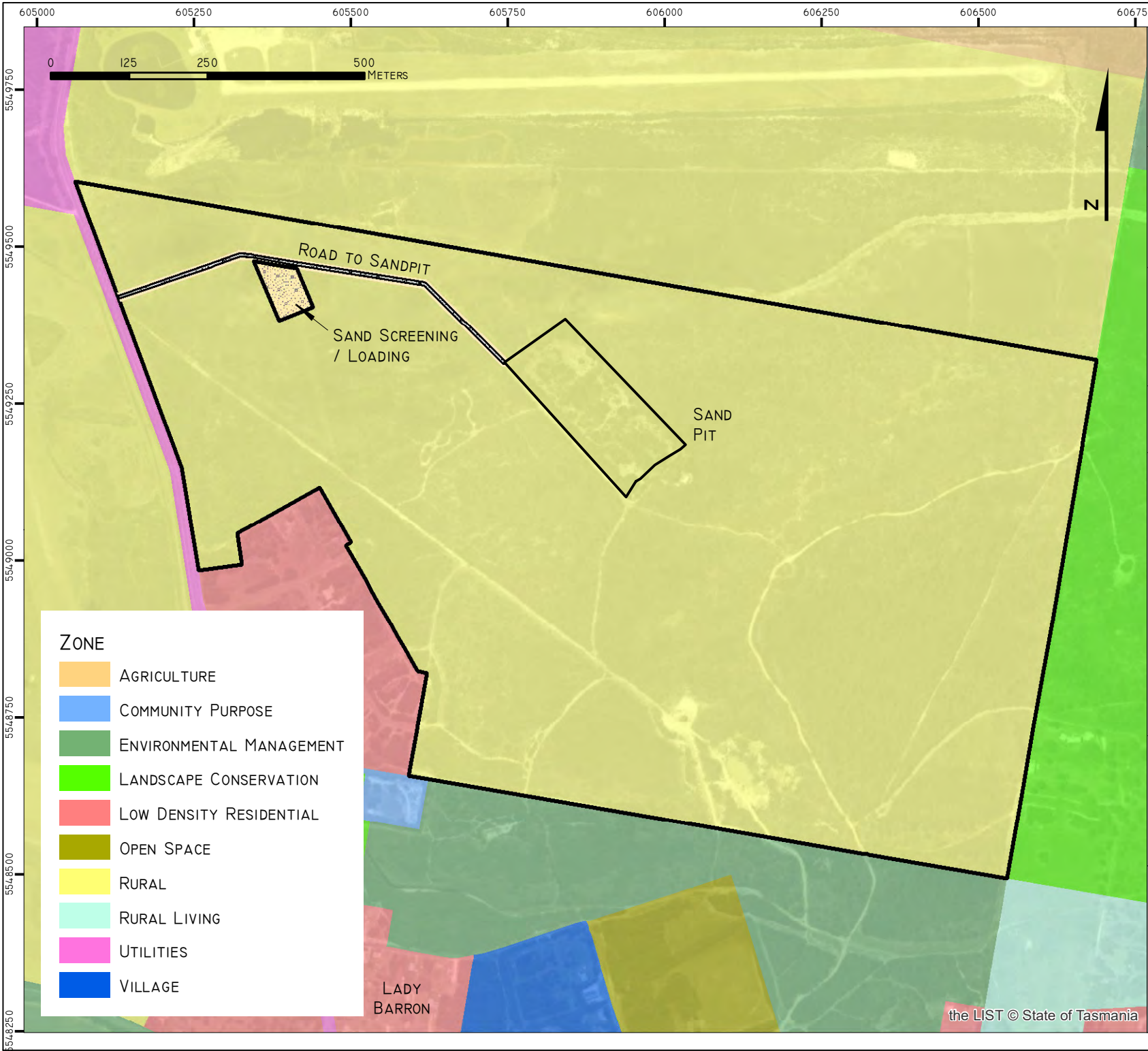
The land upon which the Development occurs is within the Rural Zone of the Scheme (**Figure 5A**). Extractive Industry is a Permitted use in the Rural zone.

#### C.2.2 ZONE PURPOSE

The purpose of the Rural Zone is:

|        |   |
|--------|---|
| 20.1.1 | To provide for a range of use or development in a rural location: <ul style="list-style-type: none"> <li>(a) where agricultural use is limited or marginal due to topographical, environmental or other site or regional characteristics;</li> <li>(b) that requires a rural location for operational reasons;</li> <li>(c) is compatible with agricultural use if occurring on agricultural land;</li> <li>(d) minimises adverse impacts on surrounding uses.</li> </ul> |
| 20.1.2 | To minimise conversion of agricultural land for non-agricultural use.   |
| 20.1.3 | To ensure that use or development is of a scale and intensity that is appropriate for a rural location and does not compromise the function of surrounding settlements.   |





14.1.1 - March 2023

FIFD PTY LTD

DA - SAND EXTRACTION  
PIT AND STORAGE YARD

FIGURE 5A: ZONE MAP  
MAP - TASMANIAN PLANNING  
SCHEME - FLINDERS

TASMAP:  
FISHER  
5954

LGA:  
FLINDERS

 MINING LEASE

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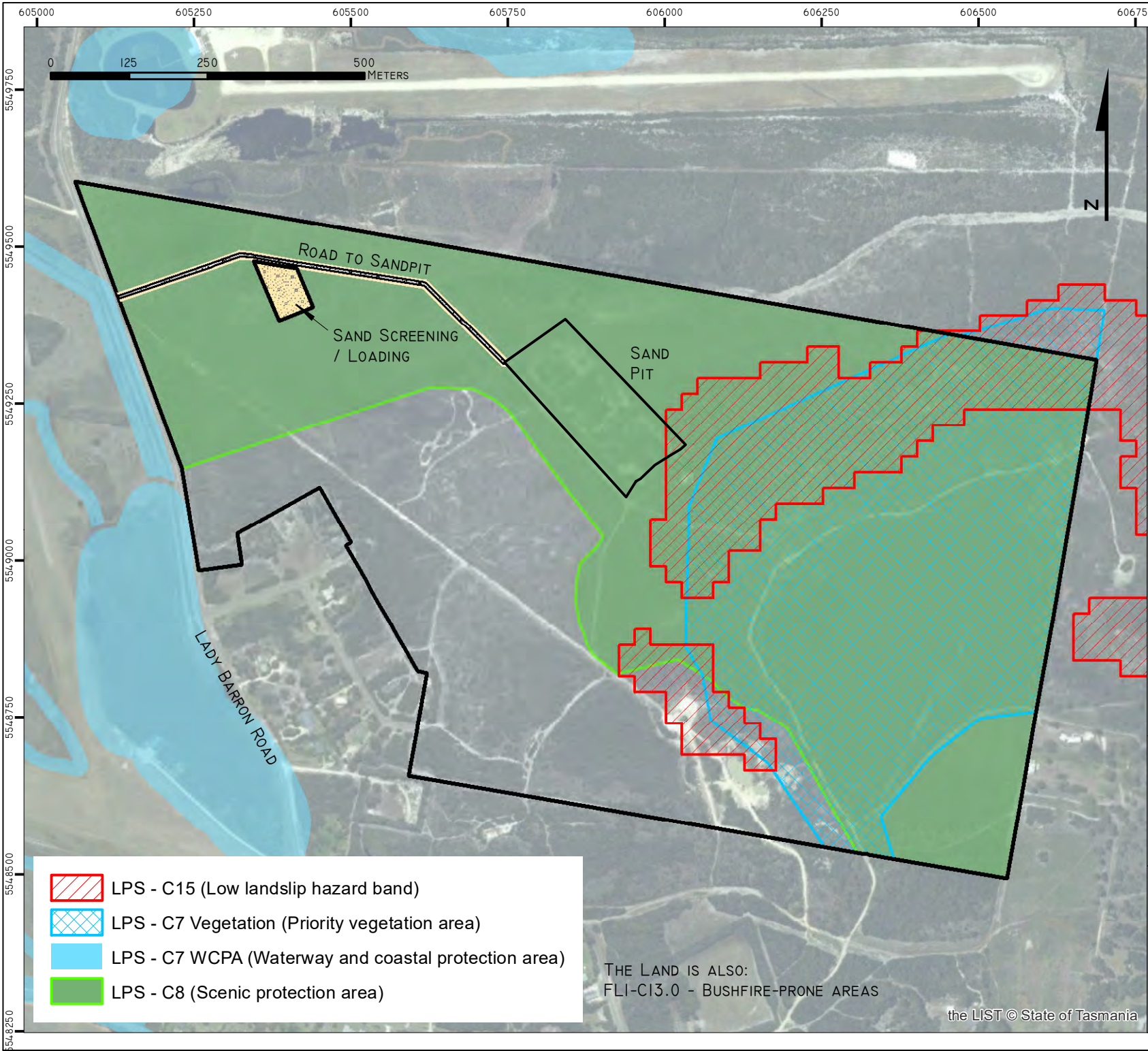


DATUM: GDA94  
GRID: MGA ZONE 55  
SCALE: @A4 - NA

CLIENT:  
FIFD PTY LTD

DATE: 25 MAY 2022





14.1.1 - March 2023

FIFD PTY LTD

DA - SAND EXTRACTION  
PIT AND STORAGE YARD

FIGURE 5B: CODE OVERLAYS  
MAP - TASMANIAN PLANNING  
SCHEME - FLINDERS

TASMAP:  
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 MINING LEASE

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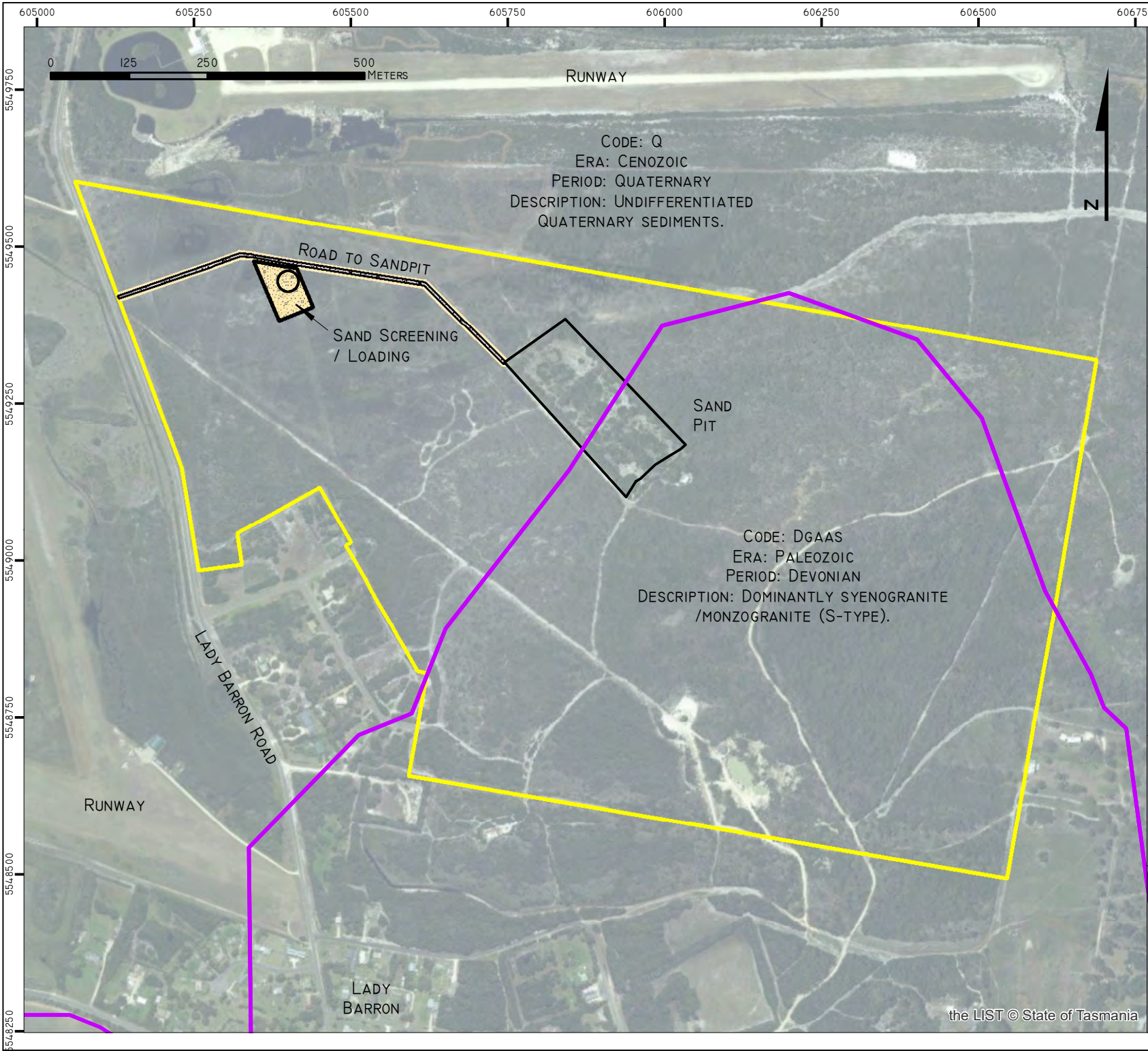
CLIENT:  
FIFD PTY LTD

DATE: ~~26~~ MAY 2022

-  LPS - C15 (Low landslip hazard band)
-  LPS - C7 Vegetation (Priority vegetation area)
-  LPS - C7 WCPA (Waterway and coastal protection area)
-  LPS - C8 (Scenic protection area)

THE LAND IS ALSO:  
FLI-C13.0 - BUSHFIRE-PRONE AREAS





14.1.1 - March 2023



FIFD PTY LTD

DA - SAND EXTRACTION  
PIT AND STORAGE YARD

FIGURE 6: GEOLOGY  
(1:250,000 - MRT)  
AROUND THE DEVELOPMENT AREA

TASMAP:  
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5954

LGA:  
FLINDERS

-  GEOLOGY (1:250,000)
-  MINING LEASE

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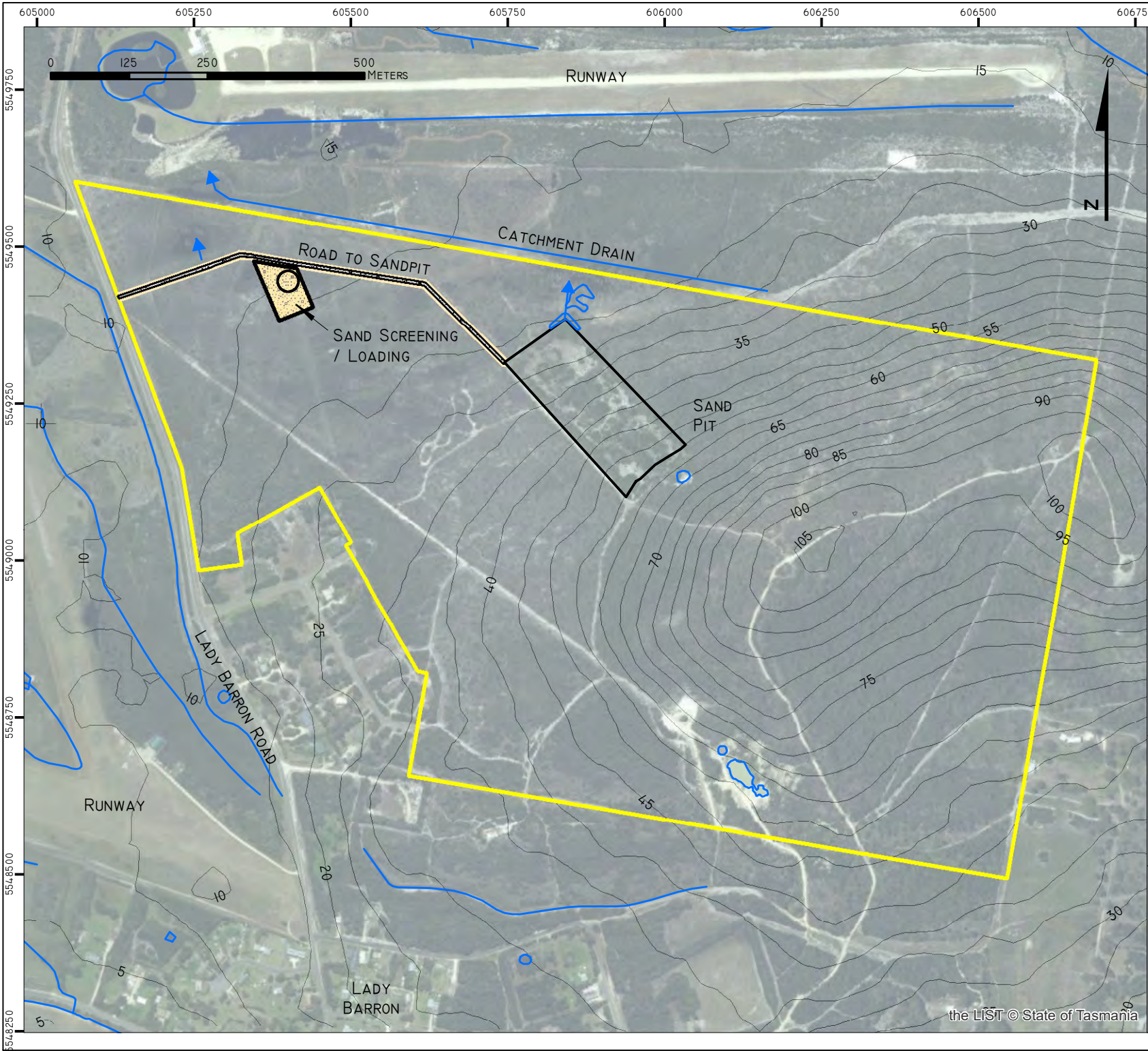


DATUM: GDA94  
GRID: MGA ZONE 55  
SCALE: @A4 - NA

CLIENT:  
FIFD PTY LTD

DATE: 27 MAY 2022





14.1.1 - March 2023

FIFD PTY LTD

DA - SAND EXTRACTION  
PIT AND STORAGE YARD

FIGURE 7: DRAINAGE FROM  
THE LAND

TASMAP:  
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LGA:  
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SCALE: @A4 - NA

CLIENT:  
FIFD PTY LTD

DATE: ~~28~~ MAY 2022

**C.2.3 Use Standards**

The following Use Standards were considered.

20.3.1 Discretionary use

| Objective:   | <p>That the location, scale and intensity of a use listed as Discretionary:</p> <ul style="list-style-type: none"> <li>(a) is required for operational reasons;</li> <li>(b) does not unreasonably confine or restrain the operation of uses on adjoining properties;</li> <li>(c) is compatible with agricultural use and sited to minimise conversion of agricultural land; and</li> <li>(d) is appropriate for a rural location and does not compromise the function of surrounding settlements.</li> </ul>  | <p><b>Assessment of Development against Provision</b></p>  |
|--|---|--|
| Acceptable Solution  | Performance Criterion   |  |
| <p><b>A1</b></p> <p>A use listed as Discretionary, excluding Residential, is for an alteration or extension to an existing use, if:</p> <ul style="list-style-type: none"> <li>(a) the gross floor area does not increase by more than 30% from that existing at the effective date; and</li> <li>(b) the development area does not increase by more than 30% from that existing at the effective date.</li> </ul> | <p><b>P1</b></p> <p>A use listed as Discretionary, excluding Residential, must require a rural location for operational reasons, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature, scale and intensity of the use;</li> <li>(b) the importance or significance of the proposed use for the local community;</li> <li>(c) whether the use supports an existing agricultural use;</li> <li>(d) whether the use requires close proximity to infrastructure or natural resources; and</li> <li>(e) whether the use requires separation from other uses to minimise impacts.</li> </ul> | <p>Provision not relevant, Extractive Industry is a Permitted Use in the Use Class Table for the Zone.</p> <p><b>No assessment required.</b></p> |

|  |   |  |
|--|---|--|
| <p><b>A2</b><br/>No Acceptable Solution.</p> | <p><b>P2</b><br/>A use listed as Discretionary must not confine or restrain existing use on adjoining properties, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the location of the proposed use;</li> <li>(b) the nature, scale and intensity of the use;</li> <li>(c) the likelihood and nature of any adverse impacts on adjoining uses;</li> <li>(d) whether the proposed use is required to support a use for security or operational reasons; and</li> <li>(e) any off site impacts from adjoining uses.</li> </ul>  |  |
| <p><b>A3</b><br/>No Acceptable Solution.</p> | <p><b>P3</b><br/>A use listed as Discretionary, located on agricultural land, must minimise conversion of agricultural land to non-agricultural use and be compatible with agricultural use, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature, scale and intensity of the use;</li> <li>(b) the local or regional significance of the agricultural land; and</li> <li>(c) whether agricultural use on adjoining properties will be confined or restrained.</li> </ul>  |  |
| <p><b>A4</b><br/>No Acceptable Solution.</p> | <p><b>P4</b><br/>A use listed as Discretionary, excluding Residential, must be appropriate for a rural location, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature, scale and intensity of the proposed use;</li> <li>(b) whether the use will compromise or distort the activity centre hierarchy;</li> <li>(c) whether the use could reasonably be located on land zoned for that purpose;</li> <li>(d) the capacity of the local road network to accommodate the traffic generated by the use; and</li> <li>(e) whether the use requires a rural location to minimise impacts from the use, such as noise, dust and lighting.</li> </ul> |  |

## C.2.4 Development Standards for Buildings and Works

### 20.4.1 Building height

|   |  |  |
|---|--|--|
| Objective:  | To provide for a building height that:<br>(a) is necessary for the operation of the use; and<br>(b) minimises adverse impacts on adjoining properties.   | <b>Assessment of Development against Provision</b>                                   |
| <b>Acceptable Solution</b>                              | <b>Performance Criterion</b>   |  |
| <b>A1</b><br>Building height must be not more than 12m. | <b>P1</b><br>Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to:<br>(a) the proposed height of the building;<br>(b) the bulk and form of the building;<br>(c) the separation from existing uses on adjoining properties; and<br>(d) any buffers created by natural or other features. | Provision not relevant, no buildings are proposed.<br><b>No assessment required.</b> |

### 20.4.2 Setbacks

|  |   |  |  |
|--|---|--|--|
| Objective:   | That the siting of buildings minimises potential conflict with use on adjoining sites.  |  | <b>Assessment of Development against Provision</b>                                   |
| <b>Acceptable Solution</b>   | <b>Performance Criterion</b>  |  |  |
| <b>A1</b><br>Buildings must have a setback from all boundaries of: | <b>P1</b><br>Buildings must be sited to provide adequate vehicle access and not cause an unreasonable impact on existing use on adjoining properties, having regard to: |  | Provision not relevant, no buildings are proposed.<br><b>No assessment required.</b> |

Vinegar Hill Sand Pit and Storage Yard – Development Application Supporting Information

|  |   |  |
|--|---|--|
| <p>(a) not less than 5m; or</p> <p>(b) if the setback of an existing building is within 5m, not less than the existing building.</p>   | <p>(a) the bulk and form of the building;</p> <p>(b) the nature of existing use on the adjoining properties;</p> <p>(c) separation from existing use on the adjoining properties; and</p> <p>(d) any buffers created by natural or other features.</p>  |  |
| <p><b>A2</b></p> <p>Buildings for a sensitive use must be separated from an Agriculture Zone a distance of:</p> <p>(a) not less than 200m; or</p> <p>(b) if an existing building for a sensitive use on the site is within 200m of that boundary, not less than the existing building.</p> | <p><b>P2</b></p> <p>Buildings for a sensitive use must be sited so as not to conflict or interfere with an agricultural use within the Agriculture Zone, having regard to:</p> <p>(a) the size, shape and topography of the site;</p> <p>(b) the prevailing setbacks of any existing buildings for sensitive uses on adjoining properties;</p> <p>(c) the location of existing buildings on the site;</p> <p>(d) the existing and potential use of adjoining properties;</p> <p>(e) any proposed attenuation measures; and</p> <p>(f) any buffers created by natural or other features.</p> | <p>Provision not relevant, no sensitive use is proposed.</p> <p><b>No assessment required.</b></p> |

20.4.3 Access for new dwellings

|                                   |  |  |   |
|-----------------------------------|--|--|---|
| Objective:                        | That new dwellings have appropriate vehicular access to a road maintained by a road authority. |  | <p><b>Assessment of Development against Provision</b></p> |
| <p><b>Acceptable Solution</b></p> | <p><b>Performance Criterion</b></p>  |  |   |
| <p><b>A1</b></p>                  | <p><b>P1</b></p>   |  | <p>Provision not relevant, no dwelling is proposed.</p>   |



|   |   |                                       |
|---|---|---------------------------------------|
| <p>New dwellings must be located on lots that have frontage with access to a road maintained by a road authority.</p> | <p>New dwellings must have legal access, by right of carriageway, to a road maintained by a road authority that is appropriate, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the number of users of the access;</li> <li>(b) the length of the access;</li> <li>(c) the suitability of the access for use by the occupants of the dwelling;</li> <li>(d) the suitability of the access for emergency services vehicles;</li> <li>(e) the topography of the site;</li> <li>(f) the construction and maintenance of the access;</li> <li>(g) the construction, maintenance and usage of the road; and</li> <li>(h) any advice from a road authority.</li> </ul> | <p><b>No assessment required.</b></p> |
|---|---|---------------------------------------|

### C.3 CODES

**Table 1** provides a summary of which Codes apply to the Development.

The location of overlays associated with Codes relative to the Development are presented in **Figure 5B**.

**Table 1. Development applicable Codes in the *Tasmanian Planning Scheme – Flinders***

| Code Number and Name                                    | Application to the Development  |
|---|---|
| C1.0 Signs  | Not applicable; no signage proposed.  |
| <b>C2.0 Parking and Sustainable Transport</b>           | <b>Applies</b>  |
| <b>C3.0 Road and Railway Assets</b>                     | <b>Applies</b>  |
| C4.0 Electricity Transmission Infrastructure Protection | Not applicable; use and development not within the stipulated buffer areas  |
| C5.0 Telecommunications                                 | Not applicable; no telecommunications infrastructure is proposed.   |
| C6.0 Local Historic Heritage                            | Not applicable; use or development of land is not: <ul style="list-style-type: none"> <li>a) within a Heritage Precinct;</li> <li>b) a local heritage place; or</li> <li>c) a place of identified archaeological significance.</li> </ul> |
| C7.0 Natural Assets                                     | Exempt; the activity is development assessed as a Level 2 Activity by the Environmental Protection Authority.   |
| <b>C8.0 Scenic Protection</b>                           | <b>Applies</b>  |
| <b>C9.0 Attenuation</b>                                 | <b>Applies</b>  |
| C10.0 Coastal Erosion Hazard                            | Not applicable; use and development not within a coastal erosion hazard area.   |
| C11.0 Coastal Inundation Hazard                         | Not applicable; use and development not within a coastal inundation hazard area.  |
| C12.0 Flood-Prone Areas Hazard                          | Not applicable; sensitive use or conversion of a building into a habitable building are not proposed.   |
| C13.0 Bushfire-Prone Areas                              | Not applicable; not a hazardous or vulnerable use and subdivision not proposed.   |

|                                     |   |
|-------------------------------------|---|
| C14.0 Potentially Contaminated Land | Not applicable; sensitive use is not proposed.  |
| C15.0 Landslip Hazard               | Not applicable; Development doesn't intersect overlay.  |
| C16.0 Safeguarding of Airports      | Not applicable; use and development is not a sensitive use within an airport noise exposure area; and development within an airport obstacle limitation area. |

### C.3.1 APPLICABLE CODES

As noted in **Table 1**, the following Codes apply –

- C2.0 Parking and Sustainable Transport Code
- C3.0 Road and Railway Assets Code
- C8.0 Scenic Protection
- C9.0 Attenuation

#### **C2.0 Parking and Sustainable Transport Code**

The purpose of the Parking and Sustainable Transport Code is:

- C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.
- C2.1.2 To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
- C2.1.3 To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
- C2.1.4 To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.
- C2.1.5 To ensure that parking spaces and accesses meet appropriate standards.
- C2.1.6 To provide for parking precincts and pedestrian priority streets.

Unless stated otherwise in a particular purpose zone, or sub-clause C2.2.2, C2.2.3 or C2.2.4, this code applies to all use and development.

**Clause 2.5.3, 2.5.4 and 2.5.5** do not apply as the Use Class is **Extractive Industry**.

**Use Standards**

Clause C2.5.1 Car parking numbers

|  |   |  |
|--|---|--|
| Objective:   | That an appropriate level of car parking spaces are provided to meet the needs of the use   |  |
|  | <b>Acceptable Solution</b>  | <b>Comments in relation to Development</b> |
| <p><b>A1</b></p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</li> <li>(c) the site is subject to Clause C2.5.5; or</li> <li>(d) it relates to an intensification of an existing use or development or a change of use where:             <ul style="list-style-type: none"> <li>(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</li> <li>(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:                 <p style="margin-left: 20px;"><math>N = A + (C - B)</math></p> <p style="margin-left: 20px;">N = Number of on-site car parking spaces required</p> <p style="margin-left: 20px;">A = Number of existing on-site car parking spaces</p> <p style="margin-left: 20px;">B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p style="margin-left: 20px;">C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p> </li> </ul> </li> </ul> | <p><b>Complies.</b></p> <p>One car parking space (max. 2 employees including the owner/operator) meets the parking requirements for Extractive Industry in Table C2.1. However, two car parking spaces will be provided at the Storage Yard (see <b>Figure B-4</b>). This is in case a visitor or regulatory authority attends the site and needs to safely park their vehicle.</p> |  |

C2.5.2 Bicycle parking numbers

|            |  |  |
|------------|--|--|
| Objective: | That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.   |  |
|            | <b>Acceptable Solution</b>   | <b>Comments in relation to Development</b>   |
| <b>A1</b>  | Bicycle parking spaces must: <ul style="list-style-type: none"> <li>(a) be provided on the site or within 50m of the site; and</li> <li>(b) be no less than the number specified in Table C2.1.</li> </ul> | <b>Provision not relevant.</b><br>There are no bicycle parking requirements for Extractive Industry in Table C2.1. |

**Development Standards**C2.6.1 Construction of parking areas

|            |  |   |
|------------|--|---|
| Objective: | That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.   |   |
|            | <b>Performance Criterion</b>   | <b>Comments in relation to Development</b>  |
| <b>P1</b>  | 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: <ul style="list-style-type: none"> <li>(a) the nature of the use;</li> <li>(b) the topography of the land;</li> <li>(c) the drainage system available;</li> <li>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</li> <li>(e) the likelihood of generating dust; and</li> <li>(f) the nature of the proposed surfacing.</li> </ul> | <b>Complies with P1.</b><br>The Storage Yard will be formed of a compacted hard base material (such as sand, rock and/or gravel) to provide a suitable surface for the movement of trucks and machinery, and storage of sands extracted from the pit.<br>Car spaces will be delineated with markers at each corner of each space and a sign advising that it is the vehicle (car or ute) parking area.<br>The low relief topography of the land where the Storage Yard is to be installed is conducive to minimising earthworks and controlling drainage via spoon drains and the final treatment of surface waters for sediment removal by a suitably sized sediment pond.<br>Sediment will not be transported off the site because a sediment pond will be installed and maintained for the life of the Development. Perimeter drains and internal Storage Yard drains will assist with draining and directing surface flows to the sediment pond for sediment removal.<br>The sands being extracted are not dust generating. The hardstand surface and unsealed road access may generate dust, but this can be managed by the application of water when conditions are dry or windy. There is a large distance between the Storage Yard, Pit, and haul road and the nearest sensitive use. |

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.  |   |
|            | <b>Performance Criterion</b>   | <b>Comments in relation to Development</b>  |
| <b>P1</b>  | <p>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the characteristics of the site;</li> <li>(b) the proposed slope, dimensions and layout;</li> <li>(c) useability in all weather conditions;</li> <li>(d) vehicle and pedestrian traffic safety;</li> <li>(e) the nature and use of the development;</li> <li>(f) the expected number and type of vehicles;</li> <li>(g) the likely use of the parking areas by persons with a disability;</li> <li>(h) the nature of traffic in the surrounding area;</li> <li>(i) the proposed means of parking delineation; and</li> <li>(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: Offstreet commercial vehicle facilities.</li> </ul> | <p><b>Complies with P1.</b></p> <p>The road/track connecting Pit and Storage Yard will be formed of gravel over compacted road base to provide a suitable all-weather surface for the movement of trucks and machinery.</p> <p>The low relief topography of the land where the Storage Yard is proposed to be installed is conducive to minimising earthworks and controlling drainage via spoon drains and a sediment pond.</p> <p>Traffic generation rates onto Lady Barron Road are low.</p> <p>Only truck drivers familiar with the site will be used to collect and deliver lime sands. The site is not open to the public so there would be no</p> <p>The access is onto Lady Barron Road which is the main arterial road connecting Whitemark and Lady Barron.</p> <p>A parking space at the Storage Yard will be delineated with signage and road markers. Informal parking areas will be delineated by signage only.</p> <p>The Australian Standard <i>AS 2890.1:2004 Parking facilities, Part 1: Off-street car parking</i> and <i>AS 2890.2 -2002 Parking facilities, Part 2: Offstreet commercial vehicle facilities</i> are not particularly relevant as the Development is not open to the public, there are no pedestrians (other than employees) and the Development is a private use on private land where the employees will be familiar with the site. It is standard practice to have car spaces informally arranged and marked by markers and signage rather than for example formal line markings and tyre stops.</p> |

C2.6.3 Number of accesses for vehicles

|            |   |  |
|------------|---|--|
| Objective: | <p>That:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</li> <li>(c) the number of accesses minimise impacts on the streetscape.</li> </ul> |  |
|            | <b>Acceptable Solution</b>  | <b>Comments in relation to Development</b> |

|  |  |
|--|--|
| <p><b>A1</b></p> <p>The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses,</p> <p>whichever is the greater.</p> | <p><b>Complies.</b></p> <p>The access will be the only access from the frontage of CT 199735/1 meaning that there is no more than 1.</p> |
| <p><b>A2</b></p> <p>Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.</p>  | <p><b>Provision not relevant.</b></p> <p>The Development is not within the Central Business Zone.</p>                                    |

#### C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone

|   |  |   |
|---|--|---|
| Objective:  | <p>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:</p> <p>(a) enables easy and efficient use;</p> <p>(b) promotes the safety of users;</p> <p>(c) minimises opportunities for crime or anti-social behaviour; and</p> <p>(d) prevents unreasonable light overspill impacts.</p> |   |
| <p><b>Acceptable Solution</b></p>   |  | <p><b>Comments in relation to Development</b></p> |
| <p><b>A1</b></p> <p>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.</p> | <p><b>Provision not relevant.</b></p> <p>There are no relevant zones present.</p>  |   |

#### C2.6.5 Pedestrian access

|  |   |   |
|--|---|---|
| Objective:   | That pedestrian access within parking areas is provided in a safe and convenient manner.  |   |
| <p><b>Acceptable Solution</b></p>  |   | <p><b>Comments in relation to Development</b></p> |
| <p><b>A1.1</b></p> <p>Uses that require 10 or more car parking spaces must:</p> <p>(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:</p> | <p><b>Provision not relevant.</b></p> <p>There is no requirement to provide 10 or more car parking spaces nor a parking area containing accessible car parking spaces for use by persons with a disability.</p> |   |

|   |  |
|---|--|
| <p>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p> <p>A1.2</p> <p>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.</p> |  |
|---|--|

**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.  |   |
|            | <b>Acceptable Solution</b>   | <b>Comments in relation to Development</b>  |
| <b>A1</b>  | 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, Part 2: Offstreet commercial vehicle facilities, for the type of vehicles likely to use the site.                   | <p><b>Provisions not relevant.</b></p> <p>There is no requirement to provide loading bays.</p> <p>The design of the Storage Yard enables trucks to enter on one side of the area and exit on the other in a forward direction.</p> <p>Trucks and vehicles can enter and exit the access onto Lady Barron Road in a forward direction.</p> |
| <b>A2</b>  |  |   |
|            | 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 Offstreet commercial vehicle facilities. |   |

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

|            |   |  |
|------------|---|--|
| Objective: | That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods. |  |
|            | <b>Acceptable Solution</b>  | <b>Comments in relation to Development</b> |
|            |   |  |



|  |  |
|--|--|
| <p><b>A1</b></p> <p>Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:</p> <ul style="list-style-type: none"> <li>(a) be accessible from a road, cycle path, bicycle lane, shared path or access way;</li> <li>(b) be located within 50m from an entrance;</li> <li>(c) be visible from the main entrance or otherwise signed; and</li> <li>(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.</li> </ul> | <p><b>Provisions not relevant.</b></p> <p>The Development is not in the applicable zone.</p> |
| <p><b>A2</b></p> <p>Bicycle parking spaces must:</p> <ul style="list-style-type: none"> <li>(a) have dimensions not less than: <ul style="list-style-type: none"> <li>(i) 1.7m in length;</li> <li>(ii) 1.2m in height; and</li> <li>(iii) 0.7m in width at the handlebars;</li> </ul> </li> <li>(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</li> <li>(c) include a rail or hoop to lock a bicycle that satisfies Australian Standard AS 2890.3-2015 Parking facilities Part 3: Bicycle parking.</li> </ul>                               |  |

Clause C2.6.8 Siting of parking and turning areas

|  |   |  |
|--|---|--|
| <p>Objective:</p>  | <p>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.</p> |  |
| <p><b>Acceptable Solution</b></p>  |   | <p><b>Comments in relation to Development</b></p>  |
| <p><b>A1</b></p> <p>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.</p> |   | <p><b>Provision not relevant.</b></p> <p>The Development is not in the Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone, or Central Business Zone.</p> |
| <p><b>A2</b></p> <p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <ul style="list-style-type: none"> <li>(a) have no new vehicle accesses, unless an existing access is removed;</li> <li>(b) retain an active street frontage; and</li> </ul>  |   |  |

|   |  |
|---|--|
| (c) not result in parked cars being visible from public places in the adjacent roads. |  |
|---|--|

**C3.0 Road and Rail Assets Code**

The purpose of this provision is to:

C3.1.1 To protect the safety and efficiency of the road and railway networks; and

C3.1.2 To reduce conflicts between sensitive uses and major roads and the rail network.

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.

**Use Standards**

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. |  |
| <b>Performance Criterion</b> | <b>Comments in relation to Development</b>  |  |

|   |   |
|---|---|
| <p><b>P1</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>(a) any increase in traffic caused by the use;</li> <li>(b) the nature of the traffic generated by the use;</li> <li>(c) the nature of the road;</li> <li>(d) the speed limit and traffic flow of the road;</li> <li>(e) any alternative access to a road;</li> <li>(f) the need for the use;</li> <li>(g) any traffic impact assessment; and</li> <li>(h) any advice received from the rail or road authority.</li> </ul> | <p><b>Complies with P1.</b></p> <p>Lady Barron Road is sealed. The access will be reconstructed per the Standard Drawing TRUCK ACCESS TO RURAL PROPERTIES 'TYPE A' (Drawing: TSD-R05-v2) in <b>Attachment 2</b>.</p> <p>A seal (2 coat spray seal) will be applied from the current seal on Lady Barron Road in 25m of the property internal unsealed road.</p> <p>Line of sight distances are more than 180 m in both directions given the section of road is relatively straight and flat.</p> <p>The traffic generated is seasonal, with most truck movements occurring in the spring to autumn months when construction related materials are most needed. For example, concrete production and works for road repairs (e.g., internal farm laneways) are far less likely to occur in the cooler wetter winter months, and wet early spring months.</p> |
|---|---|

## Development Standards

### 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.   |   |
|            | <b>Performance Criterion</b>   | <b>Comments in relation to Development</b>  |
|            | <p><b>A1</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(b) an extension which extends no closer to the existing or future major road or rail network than: <ul style="list-style-type: none"> <li>(i) the existing habitable building; or</li> <li>(ii) an adjoining habitable building for a sensitive use; or</li> </ul> </li> <li>(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 <i>Noise Measurement Procedures Manual, 2nd edition, July 2008</i>.</li> </ul> | <p><b>Provision not relevant.</b></p> <p>No habitable buildings for sensitive use are proposed.</p> |

## C8.0 Scenic Protection Code

The purpose of this provision is to:

C8.1.1 To recognise and protect landscapes that are identified as important for their scenic values.

This code applies to development on land within a scenic protection area or scenic road corridor and only if within the following zones:

- (a) Rural Living Zone;
- (b) Rural Zone;
- (c) Agriculture Zone;
- (d) Landscape Conservation Zone;
- (e) Environmental Management Zone; or
- (f) Open Space Zone.

### Development Standards

#### C8.6.1 Development within a scenic protection area

|            |   |   |
|------------|---|---|
| Objective: | That: <ul style="list-style-type: none"> <li>(a) destruction of vegetation does not cause an unreasonable reduction of the scenic value of a scenic protection area; and</li> <li>(b) buildings and works do not cause an unreasonable reduction of the scenic value of a scenic protection area.</li> </ul>  |   |
|            | <b>Performance Criterion</b>  | <b>Comments in relation to Development</b>  |
|            | <p><b>P1.1</b></p> <p>Destruction of vegetation within a scenic protection area must not cause an unreasonable impact on the scenic value of a scenic protection area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the nature of the vegetation to be removed;</li> <li>(b) the area of vegetation to be removed;</li> <li>(c) the topography of the site;</li> <li>(d) any visual impact on a skyline;</li> <li>(e) the nature of the reduction of the scenic value; and</li> <li>(f) the purpose of any management objectives identified in the relevant Local Provisions Schedule.</li> </ul> | <p><b>Complies with P1.</b></p> <p>Scenic information and imagery about Vinegar Hill is provided in <b>Attachment 3</b>.</p> <p>The vegetation to be removed is regrowth wattle from previously clearing activities which had installed a failed vineyard – the sands were being targeted by the vineyard activity, hence the shape of the clearing and regrowth area. The vegetation’s natural values are very low – see <b>Attachment 3</b>.</p> <p>The Maximum Extraction Area from where sand will be excavated is approximately 3.4 hectares. As sands are extracted areas will be rehabilitated with native trees and shrubs – see <b>Figure 3B</b> for how rehabilitation will follow extraction.</p> <p>The site is a gentle north-south oriented slope (see <b>Figure 2</b>). The maximum elevation of the area affected by extraction is 55m AHD.</p> <p>No impact will occur on the skyline.</p> |

|  |   |
|--|---|
| <p><b>P1.2</b></p> <p>Buildings or works within a scenic protection area must not cause an unreasonable reduction of the scenic value of a scenic protection area, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) the location of, and materials used in construction of, driveways or access tracks;</li> <li>(c) proposed reflectance and colour of external finishes;</li> <li>(d) design and proposed location of the buildings or works;</li> <li>(e) the extent of any cut or fill required;</li> <li>(f) any visual impact on a skyline;</li> <li>(g) any existing or proposed screening; and</li> <li>(h) the purpose of any management objectives identified in the relevant Local Provisions Schedule.</li> </ul> | <p><b>Complies with P1.2</b></p> <p>Scenic information and imagery about Vinegar Hill is provided in <b>Attachment 3</b>.</p> <p>Earth-based materials will be used to construct the internal haul road and Storage Yard.</p> <p>The site is a gentle north-south oriented slope (see <b>Figure 2</b>).</p> <p>The Maximum Extraction Area from where sand will be excavated is approximately 3.4 hectares. As sands are extracted areas will be rehabilitated with native trees and shrubs – see <b>Figure 3B</b> for how rehabilitation will follow extraction.</p> <p>No buildings are proposed so the reflectance and colour of external finishes is not relevant.</p> <p>No impact will occur on the skyline.</p> <p>There will be cut involved in the extraction process, but it will be controlled by minimising the extent open and without rehabilitation – to reduce the extent of sand without vegetation.</p> <p>Screening vegetation (other than that needing to be removed for the establishment of the reconstructed access) along Lady Barron Road is to be unaffected by the Development.</p> <p>The management objectives of the location won't be compromised by the small scale and intensity of the Development, and .</p> |
|--|---|

### C8.6.2 Development within a scenic road corridor

|            |   |  |
|------------|---|--|
| Objective: | <p>That:</p> <ul style="list-style-type: none"> <li>(a) destruction of native vegetation or exotic vegetation does not cause an unreasonable loss of scenic value of scenic road corridors; and</li> <li>(b) buildings and works do not cause an unreasonable loss of the scenic value of scenic road corridors.</li> </ul> |  |
|            | <b>Performance Criterion</b>  | <b>Comments in relation to Development</b>   |
|            | <p><b>A1</b></p> <p>Destruction of exotic trees with a height more than 10m, native vegetation, or hedgerows within a scenic road corridor must not be visible from the scenic road.</p>  | <p><b>Provision not relevant.</b></p> <p>No scenic road corridor is intersected by the Activity.</p> |
|            | <p><b>A2</b></p> <p>Buildings or works within a scenic road corridor must not be visible from the scenic road.</p>  |  |

## C9.0 Attenuation Code

The purpose of this provision is to:

- C9.1.1 To minimise adverse impacts on the health, safety and amenity of sensitive use from activities which have the potential to cause emissions.
- C9.1.2 To minimise the likelihood for sensitive use to conflict with, interfere with, or constrain, activities which have the potential to cause emissions.

This code applies to:

- (a) activities listed in Tables C9.1 and C9.2;
- (b) sensitive uses; and
- (c) subdivision if it creates a lot where a sensitive use could be established, within an attenuation area.

## Use Standards

### C9.5.1 Activities with potential to cause emissions

|            |   |   |
|------------|---|---|
| Objective: | That an activity with potential to cause emissions is located so that it does not cause an unreasonable impact on an existing sensitive use.  |   |
|            | <b>Performance Criterion</b>  | <b>Comments in relation to Development</b>  |
|            | <p><b>P1</b></p> <p>An activity listed in Tables C9.1 or C9.2 must not cause:</p> <p>(a) an unreasonable loss of amenity or unreasonable impacts on health and safety of a sensitive use which is existing, or has a planning permit; or</p> <p>(b) unreasonable impacts on land within the relevant attenuation area that is in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone, having regard to:</p> <p>i. operational characteristics of the activity;</p> <p>ii. scale and intensity of the activity;</p> | <p><b>Complies with P1.</b></p> <p>The extraction of sand is more than 300m from any existing sensitive use (<b>Figure 8</b>) so the Code doesn't apply.</p> <p>The Storage Yard where stockpiling, loading and occasional (limited) screening of sand will occur is within 500m of the nearest relevant zone described in (b): Low Density Residential.</p> <p>The Low Density Residential zone is to the south of the Development, and that zone is already exposed to the noise, even intermittent, to two operational airstrips, and Lady Barron Road.</p> <p>The screening of sand (vibratory) is the relevant aspect of the Code.</p> <p>The screening of sand is limited to the hours of Monday to Friday, 0900 to 1700 hrs, and the nearest sensitive use (dwelling) is 355m to the south (<b>Figure 8</b>). Other operating hours are provided in the table below.</p> <p>The Level 1 activity may generate up to 20 truck movements per day, with 5 on average – this is a very low traffic generating activity, and a very small extractive industry activity overall.</p> |

|  |   |
|--|---|
| <ul style="list-style-type: none"> <li>iii. degree of hazard or pollution that may be emitted from the activity;</li> <li>iv. hours of operation of the activity;</li> <li>v. nature of likely emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste;</li> <li>vi. existing emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; and</li> <li>vii. measures to eliminate, mitigate or manage emissions from the activity.</li> </ul> | <p>Screening sand won't generate dust as the sand doesn't contain a dust fraction – screening is purely to remove any organic material or stones that may be in some of the material. The distance from the screening location to the zone would be sufficient to mitigate noise levels to acceptable levels given the operating hours (day time hours only, during the week).</p> <p>Standard best-practice measures to minimise the risk of dust from road use outlined in the QCP will be applied.</p> <p>The Development is unlikely to cause –</p> <ul style="list-style-type: none"> <li>• any unreasonable loss of amenity or unreasonable impacts on health and safety of a sensitive use which is existing, or has a planning permit, and</li> <li>• any unreasonable impacts on land within the Low Density Residential Zone</li> </ul> |
|--|---|

Operating hours for the Development which are designed to minimise the risk of environmental nuisance to sensitive uses and zones.

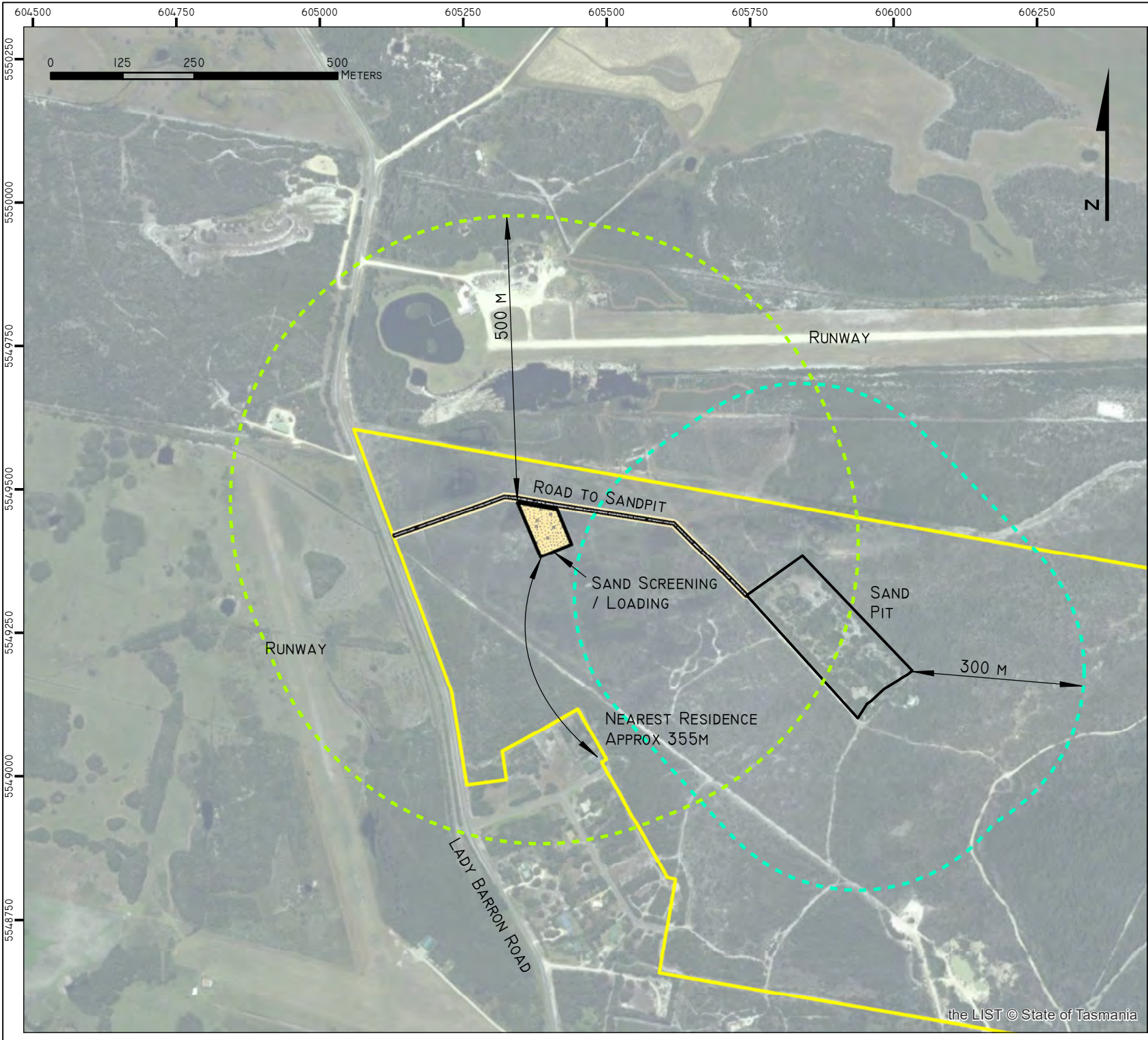
| Activity  | Days and Hours of Activity   |
|---|--|
| Clearing, ripping, carting of sand from Pit to Storage Yard | Monday to Friday, 0700 to 1900 hrs<br>Saturday, 0800 to 1600 hrs<br>No activity on Sunday and public holidays (those gazetted statewide) |
| Vibratory screening   | Monday to Friday, 0900 to 1700 hrs   |
| Loading and carting of product for delivery                 | Monday to Friday, 0800 to 1700 hrs<br>Saturday, 0800 to 1600 hrs<br>No activity on Sunday and public holidays (those gazetted statewide) |

#### C9.5.2 Sensitive use within an attenuation area

|   |   |  |
|---|---|--|
| Objective:  | That sensitive use located within an attenuation area does not interfere with or constrain the operation of an existing activity listed in Tables C9.1 or C9.2. |  |
| <b>Performance Criterion</b>  | <b>Comments in relation to Development</b>  |  |
| <b>P1</b><br>Sensitive use within an attenuation area, must not interfere with or constrain an existing activity listed in Tables C9.1 or C9.2, having regard to: <ul style="list-style-type: none"> <li>(a) the nature of the activity with potential to cause emissions including:</li> </ul> | <b>Provision not relevant.</b><br><br>No sensitive use is proposed.   |  |

|  |  |
|--|--|
| <ul style="list-style-type: none"><li>(i) operational characteristics of the activity;</li><li>(ii) scale and intensity of the activity; and</li><li>(iii) degree of hazard or pollution that may be emitted from the activity;</li><li>(b) the nature of the sensitive use;</li><li>(c) the extent of encroachment by the sensitive use into the attenuation area;</li><li>(d) measures in the design, layout and construction of the development for the sensitive use to eliminate, mitigate or manage effects of emissions of the activity;</li><li>(e) any advice from the Director, Environment Protection Authority; and</li><li>(f) any advice from the Director of Mines.</li></ul> |  |
|--|--|





14.1.1 - March 2023

FIFD PTY LTD

DA - SAND EXTRACTION  
PIT AND STORAGE YARD

FIGURE 8: RESIDENCES  
NEAR TO THE DEVELOPMENT  
AREA

TASMAP:  
FISHER  
5954

LGA:  
FLINDERS

 MINING LEASE

BASE DATA BY TASMAP. © STATE OF TASMANIA  
BASE IMAGE BY TASMAP. © STATE OF TASMANIA

 **an Diemen CONSULTING**  
PO Box 1 NEW TOWN TAS 7008



DATUM: GDA94  
GRID: MGA ZONE 55  
SCALE: @A4 - NA

CLIENT:  
FIFD PTY LTD

DATE: 18 MAY 2022

## PART D – CONCLUSION

Vinegar Hill sand pit and its associated haul road and storage yard are proposed to be established on land at Lady Barron (accessed off Lady Barron Road) in the Flinders Island Municipality. The Proponent seeks approval, via a permit granted under the *Land Use Planning and Approvals Act 1993*, to establish and operate the Development.

The maximum extraction limit is to be 4,999 cubic metres per annum, with up to 1,000 cubic metres screened to remove occasional organic material and/or rocks.

The potential environmental impacts from the activity, including noise, dust, and sediment discharge in uncontrolled stormwater discharge can be managed to avoid environmental nuisance and harm.

The Quarry Code of Practice (2017) will be applied by the Proponent in operating the sand pit and storage yard.

It is concluded that:

1. the RMPS and EMPCS objectives have been duly and properly pursued while sourcing and compiling information on the proposal,
2. the potential environmental impacts from the activity have been identified in accordance with the relevant provisions of the Scheme, the Tasmanian EPA *Extractive Industry Environmental Effects Report Guidelines*<sup>3</sup>, and the Environmental Impact Assessment Principles at s74 of the *Environmental Management and Pollution Control Act 1994*,
3. avoidance and mitigation measures to address the identified potential environmental impacts have been prepared in accordance with the Quarry Code of Practice and other industry best practice guidelines and procedures, and
4. the activity is capable of being managed in an environmentally acceptable manner such that it is unlikely that the objectives of the *Environmental Management and Pollution Control Act 1994* (the RMPS and EMPCS objectives) would be compromised.

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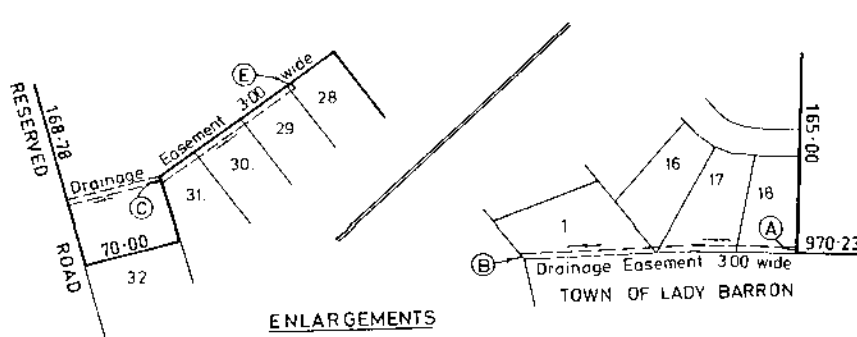
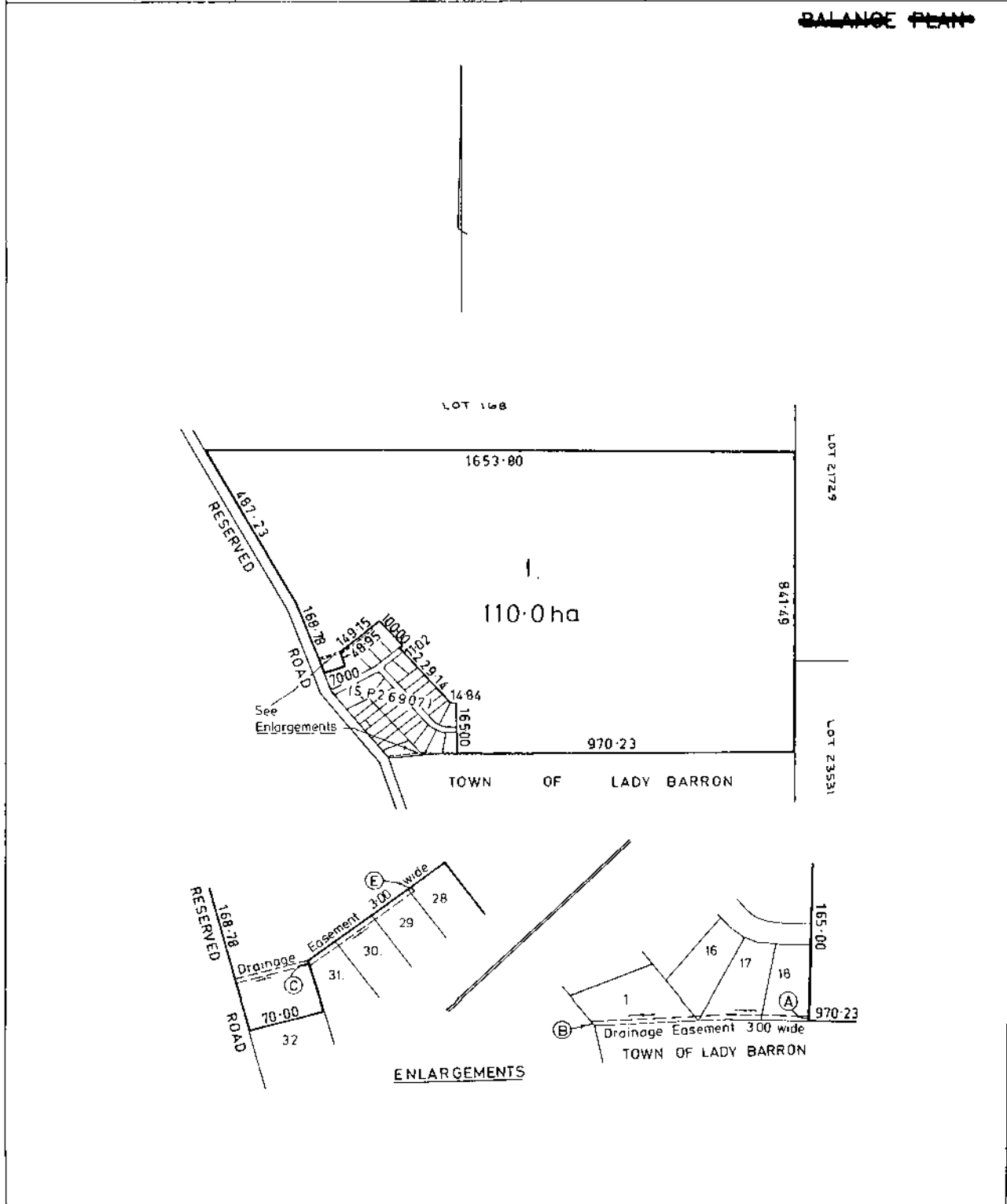
<sup>3</sup> Environment Protection Authority (2020) *Extractive Industry Environmental Effects Report*, Environment Protection Authority, Hobart, Tasmania.

**PART E – ATTACHMENTS**

**ATTACHMENT 1      LAND TITLE**

|  |                   |   |   |                                       |  |
|--|-------------------|---|---|---------------------------------------|--|
| OWNER                                      |                   | <p align="center"><b>PLAN OF TITLE</b></p> <p>LOCATION</p> <p align="center">FLINDERS-COOMA</p> <p>FIRST SURVEY PLAN No. 21-20 L.D.</p> <p>COMPILED BY L.T.O</p> <p>SCALE 1: 10000      LENGTHS IN METRES</p> |   | Registered Number                     |  |
| FOLIO REFERENCE C.T. 4278/39               |                   |   |   | <p align="center"><b>P.199735</b></p> |  |
| GRANTEE                                    |                   |   |   | APPROVED 11 APR 1997                  |  |
|  |                   |   |   | <p>Recorder of Titles</p>             |  |
| MAPSHEET MUNICIPAL CODE No. 110 (6054-125) | LAST UPI No DOKB2 | LAST PLAN No. 21-20 L O   | ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN |                                       |  |

**BALANCE PLAN**



A 113

SEARCH OF TORRENS TITLE

|                  |                              |
|------------------|------------------------------|
| VOLUME<br>199735 | FOLIO<br>1                   |
| EDITION<br>5     | DATE OF ISSUE<br>20-May-2014 |

SEARCH DATE : 13-Feb-2022

SEARCH TIME : 01.46 PM

DESCRIPTION OF LAND

Parish of COOMA, Land District of FLINDERS  
 Lot 1 on Plan 199735  
 Derivation : Part of Lot 22903 Gtd. to J. Wood  
 Prior CT 4278/39

SCHEDULE 1

M303372 TRANSFER to FIFD PTY LTD Registered 17-May-2011 at  
 12.02 PM

SCHEDULE 2

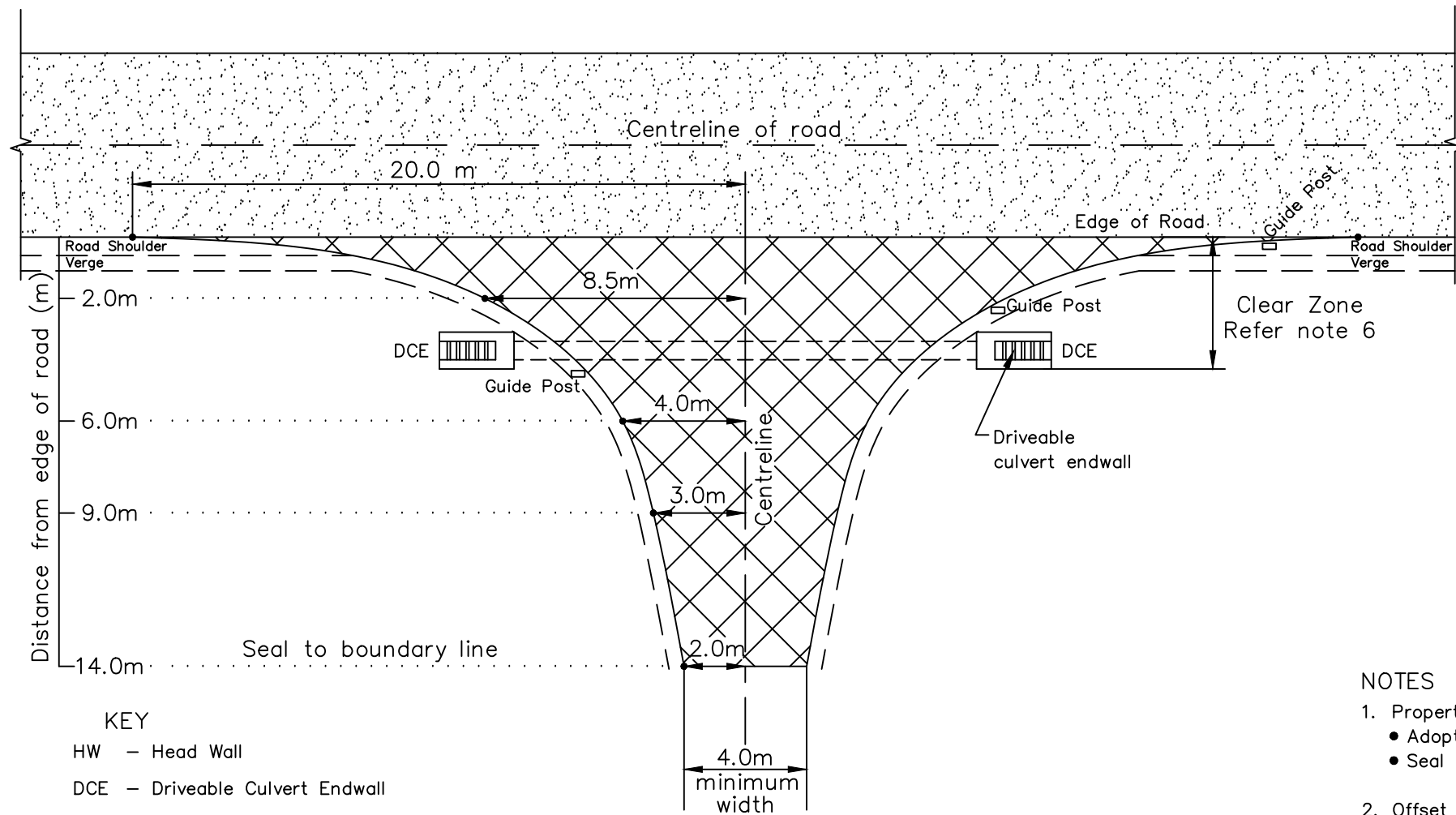
Reservations and conditions in the Crown Grant if any  
 BENEFITING EASEMENT: Right of Drainage over the drainage  
 easement marked A.B. and E.C. on Plan No. 199735  
 BURDENING EASEMENT: Right of Drainage [appurtenant to Lots 28  
 to 31 on Sealed Plan No. 26907) over the Drainage  
 Easement passing through the said land within  
 described  
 D128355 MORTGAGE to Westpac Banking Corporation Registered  
 20-May-2014 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

182640 PLAN Lodged by PAGE SEAGER on 21-Jan-2022 BP: 182640  
 E266330 APPLICATION: TASMANIAN WATER & SEWERAGE CORPORATION  
 PTY LTD under the Land Acquisition Act 1993 of  
 Lodged by PAGE SEAGER on 21-Jan-2022 BP: 182640  
 E292592 DISCHARGE OF MORTGAGE D128355 Lodged by DOBSON  
 MITCHELL on 09-Feb-2022 BP: E292592

**ATTACHMENT 2 TRUCK ACCESS TO RURAL PROPERTIES 'TYPE A' (DRAWING: TSD-R05-V2)**





**KEY**  
 HW - Head Wall  
 DCE - Driveable Culvert Endwall

| DRIVEWAY TYPE 'A' CATERS FOR: | LENGTH |
|-------------------------------|--------|
| Long Rigid Trucks             | 12.5m  |
| Long Mini B-Doubles           | 19.0m  |
| Truck + Trailer Combinations  | 19.0m  |

**STANDARD OBJECTIVES**

1. Maximise road safety.
2. Reduce the extent of debris being tracked onto the roadway.
3. Provide vehicle standing area clear of the road edge.
4. Contain stormwater runoff within the road table drains.

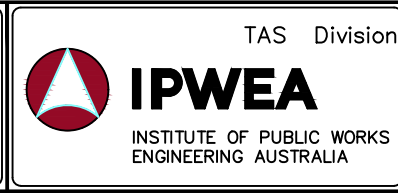
**NOTES**

1. Property Access Seal Types:
  - Adopt the seal type on the adjacent road (Asphalt / Hot Sprayed bituminous surfacing).
  - Seal is not required for property access off unsealed roads.
2. Offset property entrance gate to provide adequate vehicle standing area clear of road edge, as required.
3. Install guideposts at :
  - culvert end walls.
  - the start of the access ('nearside' lane approach only).
4. Pipe Culvert.
  - Pipe size, type, class, cover and grade shall be determined by consideration of the drainage catchment, rainfall I.F.D. data and road grade for an A.R.I. of 5 years (min).
  - Minimum pipe size - 300 dia.
  - Minimum grade - 1 in 100 (1%).
5. References.
  - DIER drawing No.3402-2/P35-2.
6. Refer to Department of State Growth Hazard Management Guide - Figures 6 and 7 for clear zone determination. Headwalls inside clear zone are to be driveable

SCALES: AS SHOWN  
 (All scales are correct at A3)  
 XRef File: TSD-R05-v2.dwg

REFERENCES

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**STANDARD DRAWING**  
**TRUCK ACCESS TO RURAL PROPERTIES 'TYPE A'**  
 GPO Box 1521, Hobart Tasmania 7001 | 326 Macquarie Street, Hobart Tasmania 7000  
 T: 03 6233 5966 F: 03 6233 5986 Email: [admin@lgat.tas.gov.au](mailto:admin@lgat.tas.gov.au) ISSUE DATE: 28-04-2020 DWG No. TSD-R05-v2

**ATTACHMENT 3      SCENIC AND ECOLOGICAL ASSESSMENTS – CT199735/1, VINEGAR HILL**