



Meander Valley Council
Working Together

AGENDA

ORDINARY COUNCIL MEETING

Tuesday, 13 May 2025

Time 3.00pm

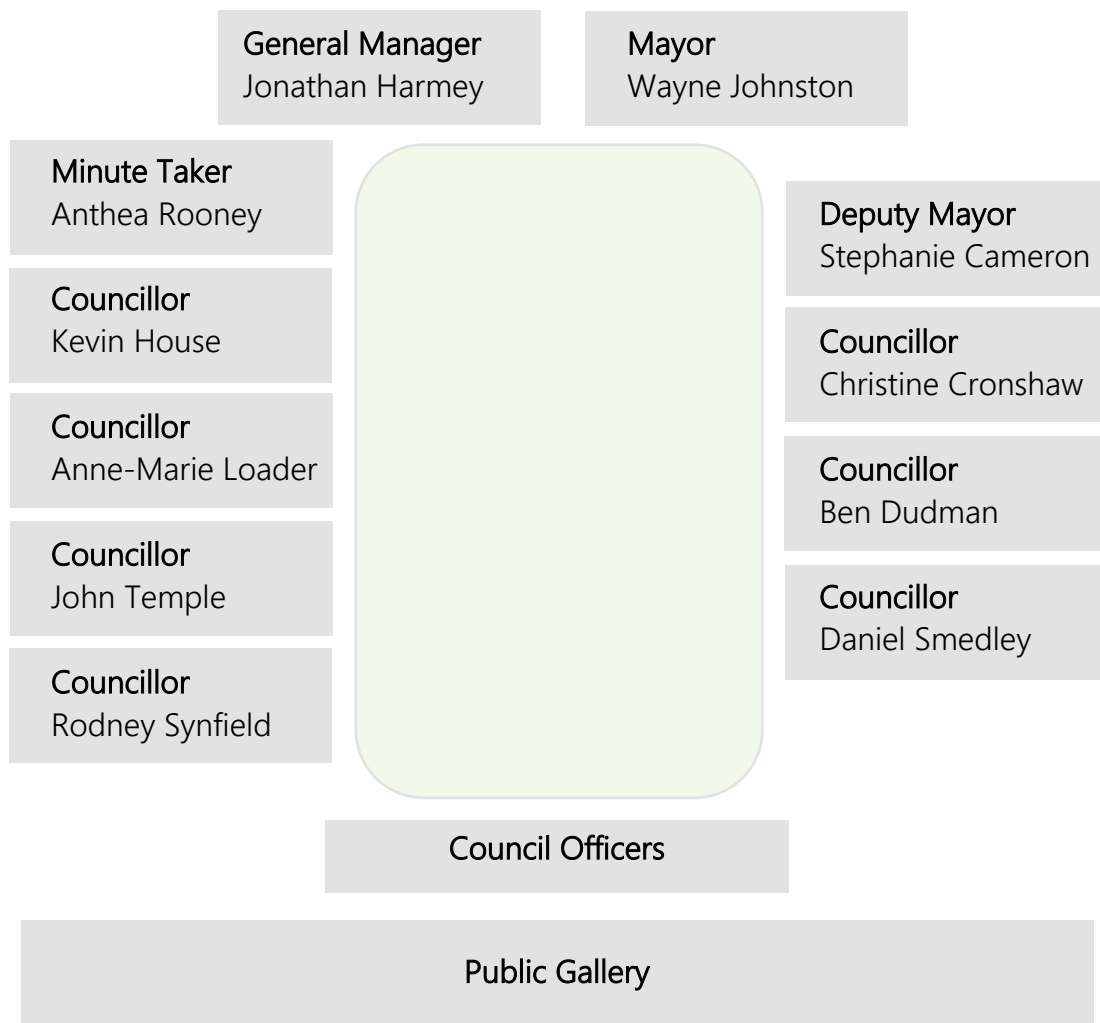
Location Council Chambers
26 Lyall Street
Westbury, Tasmania

Telephone (03) 6393 5300

The Way We Work Together Our Agreed Behaviours

1. We work as a team, value each other's contribution and are accountable for our work.
2. We support each other's roles to deliver the best outcomes for our customers and community.
3. We are supported, trusted and empowered to do our work.
4. We value open and transparent communication to keep each other well informed.
5. We operate in an environment where people feel connected.

Council Chambers Seating Plan



Going to a Council Meeting

Members of the community are encouraged to engage with Council's monthly meetings. You can submit questions online or attend in person.

The Council's website offers handy fact sheets with information about what to expect at a Council Meeting, including how to participate in Public Question Time.

In accordance with Policy No. 98: Council Meeting Administration, this Meeting will be recorded and live streamed to the general public. By attending the Meeting in person, you are consenting to personal information being recorded and published.

No unauthorized filming or recording of the Meeting is allowed.

Hard copies of Agendas and Minutes are also available to view at the Council's office.

Learn More

Click here to find fact sheets about attending a Council Meeting, or to submit a question online for a future Meeting.

A copy of the latest Agenda and Minutes are available to view at the Council's office in Westbury.

Click here to view Agendas and Minutes online or listen to audio of Meetings.

After the Meeting, you will find Minutes, Audio and Live Stream Recordings online. The recordings will remain available to the public for six months.

You can also contact the Office of the General Manager by telephone on (03) 6393 5317, or email ogm@mvc.tas.gov.au to ask any questions, to submit a question or learn more about opportunities to speak at a Council Meeting.

Public Access to Chambers

Where there is a need to manage demand, seating will be prioritised as follows:

For Planning Decisions

Applicants and representors have first priority. A representor is a community member who writes to the Council to object to or support a planning application (statutory timeframes apply for becoming a representor during the planning process).

For All Decisions

Members of the media are welcome to take up any seats not in use by the public or email ogm@mvc.tas.gov.au to request specific information about a Council decision.

Attendees are requested to consider the health and wellbeing of others in attendance.

If you are symptomatic or in an infectious state, then you are requested to stay away from the Meeting or follow good practices to minimise risk to others. This includes measures such as social distancing, wearing of face-masks and the use of hand sanitisers.

Conduct at Council Meetings

Visitors are reminded that Council Meetings are a place of work for staff and Councillors.

The Council is committed to meeting its responsibilities as an employer and as host of this important public forum, by ensuring that all present meet expectations of mutually respectful and orderly conduct.

It is a condition of entry to the Council Chambers that you cooperate with any directions or requests from the Chairperson or the Council's Officers.

The Chairperson is responsible for maintaining order at Council Meetings. The General Manager is responsible for health, wellbeing and safety of all present. The Chairperson or General Manager may require a person to leave the Council's premises following any behaviour that falls short of these expectations. It is an offence to hinder or disrupt a Council Meeting.

Access and Inclusion

The Council supports and accommodates inclusion for all who seek participation in Council Meetings, as far as is practicable.

Any person with a disability or other specific needs is encouraged to contact the Council prior to the Meeting on (03) 6393 5317 or via email to ogm@mvc.tas.gov.au to discuss how the Council can best assist you with access.

Council Meeting Processes

During Council Meetings, the following, processes occur:

All motions are passed by simple majority unless otherwise stated in the Agenda Item.

Councillors abstaining from voting at a Council Meeting are recorded as a negative vote (*Local Government (Meeting Procedures) Regulations 2015*).

Councillors are able to move amended, alternate or procedural motions during debate.

Councillors' Questions Without Notice will not be recorded in the Minutes unless they are Taken on Notice.

Members of the Public are able to ask two questions during Questions Without Notice.

Certificate of Qualified Advice

The General Manager must ensure any advice, information or recommendation is given to Council by a person with the necessary qualifications or experience: section 65, *Local Government Act 1993*.

Council must not decide on any matter without receiving qualified advice or a certification from the General Manager.

Accordingly, I certify that, where required:

- (i) the advice of a qualified person was obtained in preparation of this Agenda; and
- (ii) this advice was taken into account in providing general advice to the Meander Valley Council; and
- (iii) A copy of any such advice (or a written transcript or summary of oral advice) is included with the Agenda item.

A handwritten signature in black ink, appearing to read 'Jonathan Harmey', with a long horizontal flourish extending to the right.

Jonathan Harmey
General Manager

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1. Opening of Meeting and Apologies

2. Acknowledgment of Country

I begin today by acknowledging the Pallitore and Panninher past peoples, the Traditional Owners and Custodians of the land on which we gather today and I pay my respects to Elders past and present. I extend that respect to all Aboriginal and Torres Strait Islander peoples here today.

3. Confirmation of Minutes

Local Government (Meeting Procedures) Regulations 2015 – Regulation 35(1)(b)

Recommendation

That Council receives and confirms the Minutes of the last Ordinary Council Meeting held on 8 April 2025.

4. Declarations of Interest

Local Government Act 1993 – section 48

(A councillor must declare any interest that the councillor has in a matter before any discussion on that matter commences).

5. Council Workshop Report

Local Government (Meeting Procedure) Regulations 2015 – Regulation 8(2)

Topics Discussed – 29 April 2025

Planning Applications for May Council Meetings

Councillors received a review of Planning Applications to be presented to the May Council Meeting.

External Presentation – Visit Northern Tasmania

Councillors received a presentation from Visit Northern Tasmania's Chair and Chief Executive Officer.

Lease – Prospect Vale Sports Park

Councillors discussed conditions of the proposed lease.

2025-26 Dog Registration Fees and Charges

Councillors reviewed the recommended dog registration fees and charges for the 2025-26 financial year.

2025-26 Environmental Health Fees and Charges

Councillors reviewed the recommended environmental health fees and charges for the 2025-26 financial year.

Budget Estimates and Capital Works Program Overview

Councillors received a briefing on the Council's finances.

2025-26 Capital Works Program

Councillors were presented with and discussed the Draft 2025-26 Capital Works Program.

Christmas Decorations in Meander Valley 2025

Councillors provided guidance on public Christmas decorations in the municipality.

Proposed Weighbridge Pricing Model – Deloraine

Councillors provided feedback on the proposed pricing model at the Deloraine Waste Depot.

Availability of Parking on Emu Bay Road in Deloraine

Councillors discussed parking issues in Deloraine following the submission of Questions With Notice.



Return of Confidential Documentation

Councillors discussed current and future arrangements for return of confidential documents.

6. Mayor and Councillors' Reports

Councillors' Official Activities and Engagements Since Last Meeting

Mayor Wayne Johnston

Attended or participated in the following events:

- 7 May 2025 – Northern Tasmanian Regional Land Use Strategy Regional Strategic Directions – Local Government Workshop
- 9 May 2025 – ExtracTas Bioscience 50th Anniversary event

Deputy Mayor Stephanie Cameron

Attended or participated in the following events:

- 25 April 2025 – Deloraine ANZAC Day Morning Service

Councillor Ben Dudman

Attended or participated in the following events:

- 25 April 2025 – Westbury ANZAC Day Morning Service

Councillor Kevin House

Attended or participated in the following events:

- 8 April 2025 – Carrick Hall Committee Meeting
- 25 April 2025 – Carrick ANZAC Day Dawn Service
- 25 April 2025 – Deloraine ANZAC Day Morning Service

Councillor Anne-Marie Loader

Attended or participated in the following events:

- 9 April 2025 – Great Western Tiers Tourism Association Meeting
- 25 April 2025 – Carrick ANZAC Day Dawn Service
- 25 April 2025 – Mole Creek ANZAC Day Morning Service
- 26 April 2025 – *Hop to Harvest* Festival
- 3 May 2025 – Agfest

Councillor John Temple

Attended or participated in the following events:

- 25 April 2025 – Westbury ANZAC Day Dawn Service
- 25 April 2025 – Hagley ANZAC Day Morning Service

Councillors' Announcements and Acknowledgements

7. Petitions

For further information about Petitions, refer to the Local Government Act 1993: sections 57-60A

No new Petitions or Actions on Previous Petitions have been received as part of this Agenda

8. Community Representations

Community representations are an opportunity for community members or groups to request up to three minutes to address Council on a topic of particular interest.

Requests received at least 14 days prior to a Council Meeting will be considered by the Chairperson. For further information, contact the Office of the General Manager on (03) 6393 5317 or email ogm@mvc.tas.gov.au.

No Community Representations have been received as part of this Agenda

9. Public Question Time

Members of the public may ask questions in person or using the form available on the Council's website.

During the Meeting, a minimum of 15 minutes is available and is set aside for members of the public to ask Questions With or Without Notice. Council will accept up to two Questions With Notice and two Questions Without Notice per person, per Meeting.

[Click here](#) to submit an online question for a future Meeting.

Refer to pages 3 and 4 of this Agenda for more information about attending a Council Meeting.

9.1. Public Questions With Notice

Local Government (Meeting Procedures) Regulations 2015 – Regulation 31(1)

(Questions With Notice must be in writing and should be received by the General Manager at least seven days before the relevant Council Meeting).

Question

Liz Nichols – ABX Mine Concerns – asked at the Council Meeting held on 8 April 2025

[With regard to the environmental effects (dust) of the proposed mine and DL130]

- 1. In light of the public health services formal recognition that respirable dust from DL130 poses potential health risks and that no base line dust data currently exists and real time dust monitoring is not proposed in the preliminary dust management plan, how can the Council satisfy its responsibility under section 20 of the Local Government Act 1993 to protect community health and well-being by considering the DL proposal prior to the final and approved dust management plan being made available?*
- 2. Will the Council seek further clarification on the schedule and calibration of water quality monitoring, trigger points, chemical treatment regimens and escalation plans to ensure no long-term damage to our sensitive aquatic ecosystems occur as a consequence of the DL130 mine?*

Krista Palfreyman (Director Development and Regulatory Services) advised that the application for the proposed mine (DL130) is a Level 2 activity pursuant to the *Environmental Management and Pollution Control Act 1994*. As such, the assessment of both the environmental effects (dust) and aquatic ecosystems is regulated by the Environment Protection Authority (EPA). These questions should be directed to the EPA.

Question

Stephen Huth – ABX Mining Concerns

[With regard to the zoning of land for the proposed ABX Mine site]

1. *Why is this forico land being considered for mining where it will generate absolutely no benefit to the State, when it could in fact remain as forico land where it can produce and supply soft timber to the building industry which is currently experiencing a timber shortage and as such it can remain viable land and it will generate growth and capital for the State of Tasmania?*

Krista Palfreyman (Director Development and Regulatory Services) advised the the Council cannot control who submits a planning application on what land. Rather, Council when acting as a Planning Authority, is required to assess any planning application pursuant to the *Land Use Planning and Approvals Act 1993* and in accordance with the Tasmanian Planning Scheme (State Planning Provisions and the Meander Valley Local Provision Schedule).

[With consideration to Porters Bridge and River Roads and trucks utilising the road]

2. *How can the Meander Valley Council planners give their tick of approval in their assessment of Porters Bridge Road when it could be impacted by a potential extra 84 trips per day by trucks with dog trailer combinations without a full road upgrade?*

Krista Palfreyman (Director Development and Regulatory Services) advised the application is being assessed in accordance with the Tasmanian Planning Scheme (State Planning Provisions and the Meander Valley Local Provision Schedule). The intensification of traffic on Porters Bridge Road is considered as part of the assessment of the application.

9.2. Public Questions Without Notice

Local Government (Meeting Procedures) Regulations 2015 – Regulation 31(2)(b)

(Members of the public who ask Questions Without Notice at a Meeting will have both the question and any answer provided recorded in the Minutes. If the Council's Officers are unable to answer the question asked at the Meeting, the question and a response will be provided in the next Council Meeting Agenda).

10. Councillor Question Time

10.1. Councillors' Questions With Notice

Local Government (Meeting Procedures) Regulations 2015 – Regulation 30

(Questions With Notice must be in writing and should be received by the General Manager at least seven days before the relevant Council Meeting).

No Councillors' Questions With Notice have been received as part of this Agenda

10.2. Councillors' Questions Without Notice

Local Government (Meeting Procedures) Regulations 2015 – Regulation 29

(Councillors who ask Questions Without Notice at a Meeting will have the question answered at the Meeting. Questions and responses will not be recorded in the Minutes of the Meeting. If the Council's Officers are unable to answer the question asked at the Meeting, the question and a response will be provided in the next Council Meeting Agenda).

11. Councillor Notices of Motion

Local Government (Meeting Procedures) Regulations 2015 – Regulation 16

No Notices of Motion have been received as part of this Agenda

Council as a Planning Authority

In planning matters, Council acts as a Planning Authority under the *Land Use Planning and Approvals Act 1993*. The following applies to all Planning Authority reports:

- Strategy** The Council has an Annual Plan target to process Planning Applications in accordance with delegated authority and statutory timeframes.
- Policy** Not Applicable.
- Legislation** The Council must process and determine applications under the *Land Use Planning and Approvals Act 1993* (LUPA) and its Planning Scheme. Each application is made in accordance with LUPA, section 57.
- Consultation** The *Agency Consultation* section of each Planning Authority report outlines the external authorities consulted during the application process.
- Community consultation in planning matters is a legislated process. *The Public Response – Summary of Representations* section of each Planning Authority report outlines all complying submissions received from the community in response to the application.
- Budget and Finance** Where a Planning Authority decision is subject to later appeal to the Tasmanian Civil and Administrative Tribunal (Resource and Planning Stream), the Council may be liable for costs associated with defending its decision.
- Risk Management** Risk is managed by all decision-makers carefully considering qualified advice and inclusion of appropriate conditions on planning permits as required.
- Alternative Motions** Council may approve an application with amended conditions or Council may refuse an application.
- Regardless of whether Council seeks to approve or refuse an application, a motion must be carried stating its decision and outlining reasons. A lost motion is not adequate for determination of a planning matter.

12. Planning Authority Reports

12.1. PA\24\0052 - 328 and 340 Porters Bridge Road, Reedy Marsh

Proposal	Level 2 Activity – Extractive Industry (Quarry – Bauxite)
Report Author	Brenton Josey Town Planner
Authorised By	Krista Palfreyman Director Development and Regulatory Services
Decision Due	14 May 2025
Decision Sought	It is recommended that Council approves this application. <i>See section titled Planner's Recommendation for further details.</i>

Applicant's Proposal

Applicant	Pitt & Sherry obo ABx Group Limited
Property	328 Porters Bridge Road, Reedy Marsh (CTs 214055/1, 229773/1, 148606/1) and Crown Road Reserves (x2) and 340 Porters Bridge Road, Reedy Marsh (CT 31918/1).
Description	<p>The applicant seeks planning permission for use and development of a Level 2 Extractive Industry (Quarry – Bauxite) producing 50,000m³ per annum of bauxite products. Further details on the application are in the attachment <i>Planner's Advice – Applicable Standards</i>.</p> <p><i>Documents submitted by the Applicant are attached, titled Application Documents.</i></p> <p>Following the advertising period for public submissions, the applicant has submitted a Temporary Traffic Management Plan (TTMP) for the proposed use and development. The TTMP has been proposed as an interim measure to consider limited campaigns prior to Porters Bridge Road being upgraded. The TTMP nominates the implementation of a traffic shuttle flow system to control vehicle movements for the portion of Porters Bridge Road approximately 1.3km south of the site.</p> <p>The TTMP is not considered to be a substantial change to the application nor invoke any new discretion. Therefore, the TTMP can be considered as part of the assessment. The TTMP can be found within the attachment <i>Amended Plans – Temporary Traffic Management Plan</i>.</p>

Further details on TTMP are provided in the attachment *Planner's Advice – Applicable Standards*.

Figure 1 below is a locality map showing the subject titles and mining lease. Figure 2 identifies the relevant titles that are part of the subject site. Figure 3 is the site plan shown in the application documents. Figures 4-7 are photographs of the site.

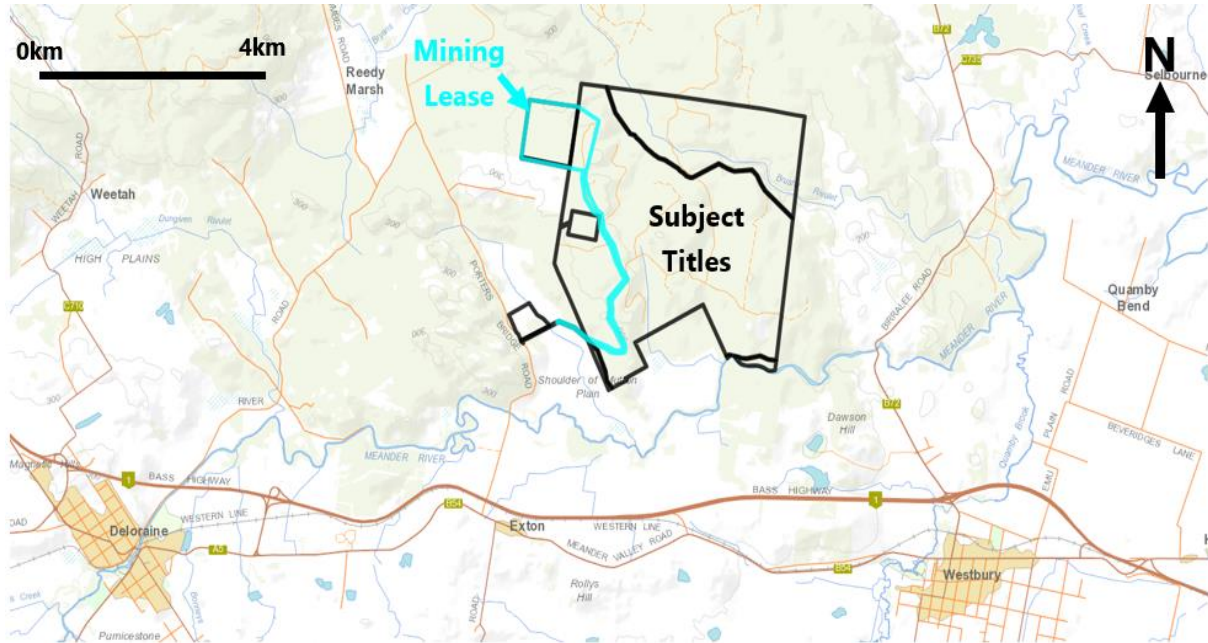


Figure 1: Locality map (Source: Listmap)

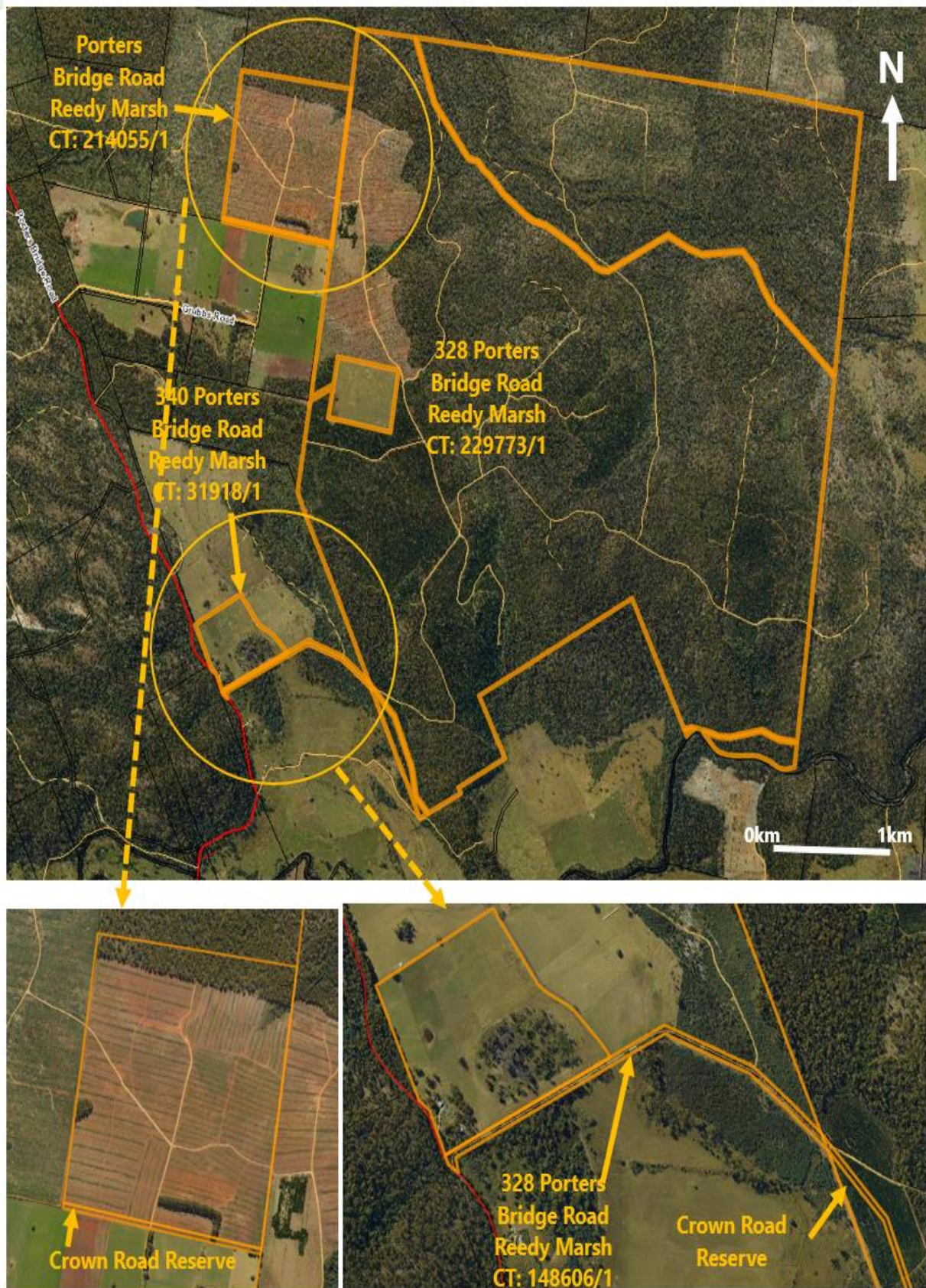


Figure 2: Parcels of land subject of the application (Source: Listmap)

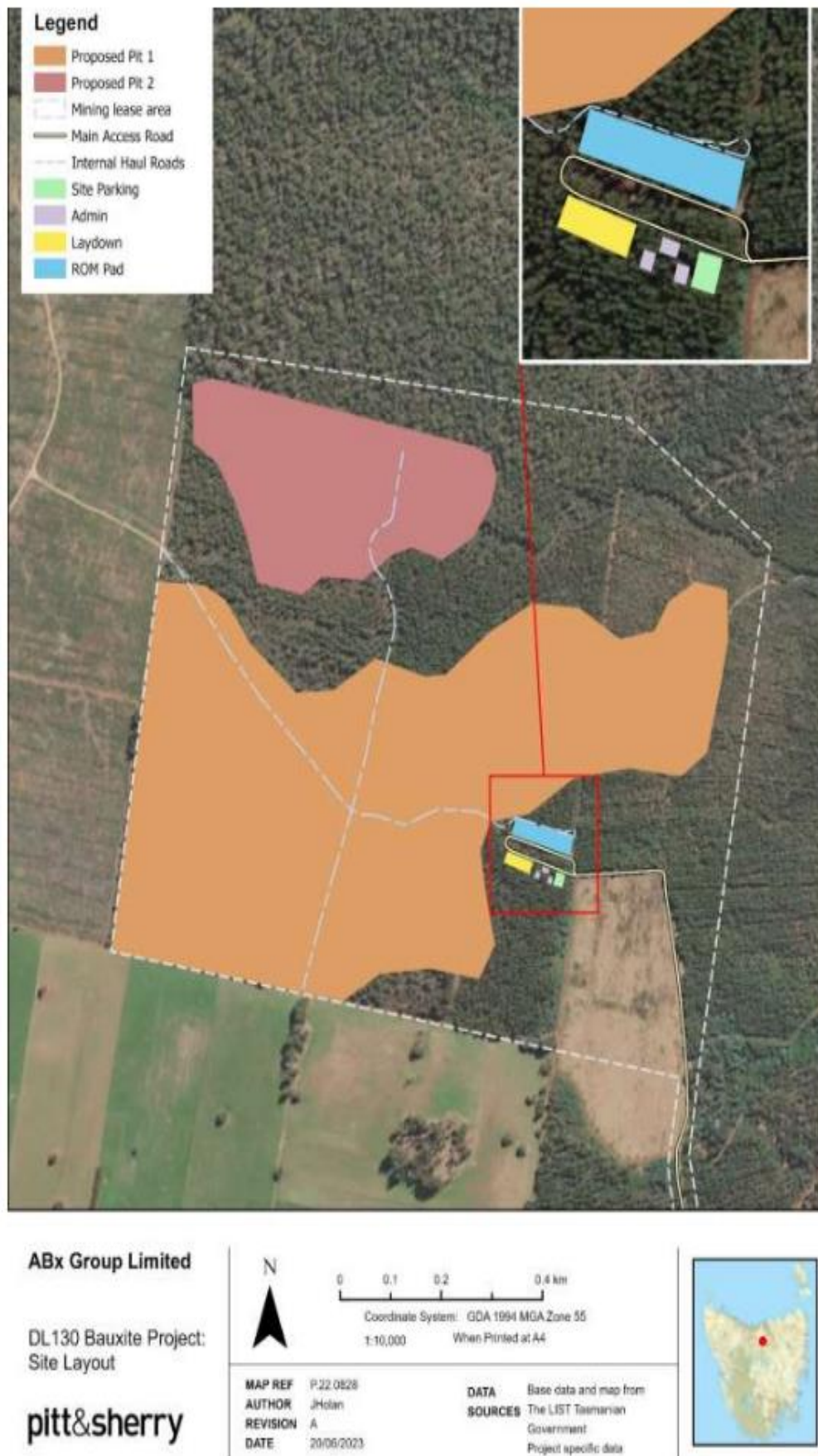


Figure 3: Proposal plan (Source: Application Documents)



Figure 4: Photograph looking north across the area of extractive activities



Figure 5: Photograph looking west north across the area of extractive activities



Figure 6: Photograph of existing private haul road in the nominated access strip between Porters Bridge Road and the area of extractive activities



Figure 7: Photograph of site access onto Porters Bridge Road

Planner's Report

Planning Scheme	Tasmanian Planning Scheme – Meander Valley (the Planning Scheme)
Zoning	Rural Zone and Agriculture Zone
Applicable Overlay	Nil
Existing Land Use	328 Porters Bridge Road – Resource development (forestry) 340 Porters Bridge Road – Residential (single dwelling) and Resource development (grazing)

Summary of Planner's Assessment

Generally, Extractive Industry is classed as permitted in the Rural Zone and is classed as discretionary in the Agriculture Zone.

Discretions

For this application, five discretions are triggered. This means Council has discretion to approve or refuse the application based on its assessment of:

Clause	Performance Criteria	Standard
21.3.1	P1	Discretionary use
21.3.2	P1	Discretionary use
C2.6.2	P1	Design and layout of parking areas
C3.5.1	P1	Traffic generation at vehicle crossing, level crossing or new junction
C14.6.1	P1	Excavation works, excluding land subject to the <i>Macquarie Point Development Corporation Act 2012</i>

Before exercising a discretion, Council must consider the relevant Performance Criteria, as set out in the Planning Scheme.

See Attachment titled Planner's Advice - Performance Criteria for further discussion.

Performance Criteria and Applicable Standards

This proposal is assessed as satisfying the relevant Performance Criteria and compliant with all Applicable Standards of the Scheme.

See Attachments titled Planner's Advice – Performance Criteria and Planner's Advice – Applicable Standards for further discussion.

Public Response

86 responses (representations) were received from the public. All are objections.

See Attachment titled Public Response – Summary of Representations for further information, including the Planner's Advice given in response.

Agency Consultation

Department of State Growth

The application was referred to the Department of State Growth. The Department of State Growth provided a response stating:

Following a review of the related documents, the impacts on the Meander Valley Road intersection would be insignificant. Furthermore, the proposed development would be consistent with other mining activities utilising the Porters Bridge Road and Meander Valley Road intersection.

See Attachment titled Agency Consultation – Department of State Growth

Internal Referrals

Infrastructure Services

The Council's Infrastructure Services Department has reviewed the application and provided the following comments:

Porters Bridge Road is classified as a Local Road in Meander Valley Council's road hierarchy. The roadway is characterised by sections of relatively narrow seal widths, limited shoulder width, limited line marking, undulating geometry, limited sight distances around curves with hazards present close to the edge of travel paths. It already carries an elevated percentage of heavy vehicle movements due to the close proximity of existing quarries. Whilst sections of the road's geometric alignment and overall width have limitations in comparison to the requirements of the current Tasmanian Standard Drawings, the road currently operates at an acceptable capacity with the current traffic composition as is demonstrated by the 5-year crash history. There are some minor improvements to signage and vegetation removal that are currently planned to be completed by the Council's Works Department to further improve safety along Porters Bridge Road.

Since receipt of this application in August 2023, the Council (acting as the Road Authority) has informed the applicant of its concerns with the traffic generation associated with the proposed development and the submitted Traffic Impact Assessment (TIA), including the conclusions within. The applicant's TIA has undergone several iterations to answer questions put forward by the Road Authority, however, there were some aspects of the TIA where the views of the applicant and the road authority differed and that position has not changed.

With such a significant increase in heavy vehicle movements being proposed the road authority is concerned regarding the increase in potential conflict between vehicles travelling in opposing directions on Porters Bridge Road, particularly the section between the access to 190 Porters Bridge Road and the proposal's site access.

The Council has engaged Richard Burk (Traffic & Civil Services) to undertake a third party review of the applicant's TIA, and to conduct an assessment on the condition of Porters Bridge Road.

The findings of the review have informed the Council's assessment of the proposal and associated recommended notes and conditions to upgrade the road to a Rural Road Sealed S4 standard which have been included in the planner's recommendation. With their inclusion, it is the Road Authority's view that concerns over safety and efficiency of the road can be mitigated. The Road Authority also remains committed to undertaking the necessary studies and works on its road network to ensure appropriate levels of safety and efficiency are provided.

The concept of a TTMP that has been submitted by the applicant can be considered an interim measure that should address Council's concerns with the safety and efficiency of the use of Porters Bridge Road. Any implementation of the proposed TTMP is subject to the limitations recommended in Condition 1 and 2, until a point in time when the road has been upgraded to the S4 standard. Any TTMP proposed under the condition is subject to review and approval.

Environmental Health

Nil

Planner's Recommendation to Council

Council must note the qualified advice received before making any decision, then ensure that reasons for its decision are based on the Planning Scheme. Reasons for the decision are also published in the Minutes.

For further information, see Local Government Act 1993, section 65, Local Government (Meeting Procedures) Regulations 2015, section 25(2) and Land Use and Approvals Act 1993, section 57.

Recommendation

This application by Pitt & Sherry obo ABx Group Limited, for a Level 2 Activity – Extractive Industry (Quarry – Bauxite) on land located at 328 Porters Bridge Road, Reedy Marsh (CTs 214055/1, 229773/1 and 148606/1), Crown road reserve (x2) and 340 Porters Bridge Road, Reedy Marsh (CT 31918/1) is recommended for approval generally in accordance with the Endorsed Plans and recommended Permit Conditions and Permit Notes.

Endorsed Plan

- a. Pitt & Sherry; Dated 22 May 2024; Report to Support a Planning Permit Application; Rev03; and
- b. Pitt & Sherry; Dated 23 August 2023; Site History Review; Rev00.

Permit Conditions

PART A

Part 5 Agreement – Infrastructure Contributions

1. Prior to the permit taking effect, an agreement pursuant to section 71 of the *Land Use Planning and Approvals Act 1993* must be entered into between the Meander Valley Council, the land owner/s of CTs 229773/1, 241055/1 and 148606/1 (the **Owner**) and the operator of the extractive industry (the **Operator**), to provide for the following matters:
 - a) Infrastructure contribution: payment to the Council by the Owner and/or Operator (ie. they are jointly and severally liable) of a one-off reasonable, equitable, proportional financial contribution that is, equal to and applied by the Council exclusively towards, the Council's reasonable costs of the design and construction of upgrades to the section of Porters Bridge Road between Meander Valley Road and the site access (the **Road**), that are necessary to ensure that the Road can safely bear the additional heavy vehicle movements generated by the approved use and development. Payment of the one-off financial contribution must be made prior to the design and construction works being undertaken by the Council; and
 - b) Maintenance contribution: payment to the Council by the Operator of an annual, ongoing maintenance contribution for the Road, payable for the life of the permit, with the contribution figure to:
 - i. reflect a reasonable, equitable and proportional contribution towards the Council's increased costs of maintaining the Road in light of the additional heavy vehicle movements generated by the approved use and development; and
 - ii. be calculated having regard to the amount of material transported from the site in each financial year; and
 - c) TTMP Procedure: developing a Temporary Traffic Management Plan Procedure (**TTMP Procedure**) that temporarily limits the number of heavy vehicle movements on the Road associated with the transport of material from the site, until such time as the Road is upgraded by the Council in accordance with the agreement.

Once executed, the agreement must be lodged with the Recorder and registered on the title to the Lots in accordance with section 78 of the *Land Use Planning and Approvals Act 1993*.

The applicant must bear all costs associated with the preparation, execution and registration of the agreement.

2. The agreement, pursuant to section 71 of the *Land Use Planning and Approvals Act 1993*, required by Condition 1 of this permit must, without limitation, provide for the following matters:
- a) Use of the Road to transport materials quarried from the site will be limited until the Council has completed the necessary upgrades as follows:
 - i. full operating volumes cannot be transported along the Road unless and until the Council has completed the necessary upgrades; however,
 - ii. reduced volumes can be transported over the Road prior to completion of the necessary upgrades, subject to and in compliance with the TTMP Procedure.
 - b) Subject to the payment of the infrastructure contribution in full, the Council will design and construct the necessary upgrades to the Road within a two-year period from the date this permit is granted.
 - c) The TTMP Procedure: if the Operator wishes to transport quarried material on the Road prior to the necessary upgrades to the Road being completed, it may only do so subject to the following:
 - i. payment of a financial contribution to the Council equal to the Council's reasonable costs of completing the design work for the necessary upgrades to the road; or
 - ii. the Operator prepares and submits, to the satisfaction of the Council's Director Infrastructure Services, a TTMP Procedure which includes but is not limited to:
 - A. the type and number of vehicle movements for the restricted cartage campaign;
 - B. details on the method of traffic management for the restricted cartage campaign; and
 - C. stakeholder engagement including notification periods and the extent of the notification area.
 - d) The TTMP Procedure is restricted to:
 - i. a maximum of 78 heavy vehicles movements at the site access per day for each restricted cartage campaign;
 - ii. a maximum period of 28 consecutive calendar days for each restricted cartage campaign;
 - iii. a minimum period of 90 consecutive calendar days between each restricted cartage campaign;
 - iv. a maximum of two restricted cartage campaigns within any consecutive 12-month period; and
 - v. a maximum of four restricted cartage campaigns in total prior to the Council constructing the necessary upgrades to the Road, unless additional restricted cartage campaigns are approved by the Council's Director Infrastructure Services.

Financial Contributions for Design and Construction Works

- e) The Owner and/or Operator (ie. they are jointly and severally liable) must pay to the Council a financial contribution in an amount that is reasonable, equitable and proportional, equal to the reasonable costs of the Council designing and constructing the Road generally in accordance with an S4 Rural Road Sealed Standard of the Local Government Association Tasmania (LGAT) Standard Drawings. This includes (but is not limited to):
- i. 6m seal width;
 - ii. road shoulders;
 - iii. pavement strengthening;
 - iv. sub-surface and road side drainage;
 - v. line marking; and
 - vi. road signage.

Maintenance Levy

- f) The Operator must pay to the Council an annual road maintenance contribution for the costs of maintenance of the Road including any operations conducted under the TTMP Procedure. The maintenance contribution is to be calculated and levied as per the following:
- i. within 30 days of the end of each financial year (ie. 30 June) the operator must deliver to the Council's General Manager a report setting out the total volume (expressed in both cubic metres and tonnes) of materials transported from the site in the immediately preceding financial year;
 - ii. following receipt of the report referred to in clause f) i., the Council will calculate the maintenance contribution payable by the Operator to the Council for the relevant financial year;
 - iii. within 30 days of receipt of the information in accordance with clause f) i., the Council will issue the Operator with an invoice for the maintenance contribution calculated in accordance with clause e) ii. for the relevant financial year.
 - iv. the Operator must pay all invoices issued in accordance with clause f) iii. within 30 days of receipt of the invoice.
 - v. the amount of the maintenance contribution will be calculated using the following formula:

$$C = V \times R$$

Where

'V' is the total volume of materials (expressed in tonnes) transported from the site in the immediately preceding financial year;

'R' is the rate (which to reiterate, will reflect a reasonable, equitable and proportional contribution towards the increased costs of maintaining the Road in light of the additional heavy vehicle movements generated by the approved use and development); and

'C' is the amount of the maintenance contribution payable for the immediately preceding financial year.

- vi. the 'R' value referred to in the formula will be reviewed and adjusted on 1 June each year to reflect increases to the CPI.

Vehicle Access

3. Detailed engineering design documentation for the upgrade to the existing vehicle access onto Porters Bridge Road, must be submitted and approved to the satisfaction of the Council's Director Infrastructure Services. The detailed engineering design documentation must be prepared by a suitably qualified civil engineer or other person approved by the Council's Director Infrastructure Services. The design documentation must incorporate the following:
 - a) the upgrade of the existing vehicle access is generally in accordance with the requirements of LGAT Tasmania Standard Drawings R05 taking into consideration the following:
 - i. alignment of the vehicle access with Porters Bridge Road;
 - ii. ensuring that longitudinal grades are aligned to industry best practice for heavy vehicle movements;
 - b) the identification of any vegetation required to be trimmed or removed to achieve sight distances to comply with AS2890.1 (if applicable);
 - c) the vehicle access is sealed for a minimum distance of 14m from the edge of the carriageway (Refer to Note 1); and
 - d) traffic advisory signage.
4. The vehicle access onto Porters Bridge Road must be upgraded in accordance with the approved engineering design documentation (Refer to Note 2) and:
 - a) must be completed to the satisfaction of the Council's Director Infrastructure Services; and
 - b) certification by a suitably qualified person is submitted to the Council stating that the vehicle access has been upgraded and sight distances achieved in accordance with the approved engineering design documentation.
5. Sight distances at the vehicle access must be maintained in accordance with AS2890.1 for the life of the use to the satisfaction of the Council's Director Infrastructure Services.

Vehicle Parking Areas

6. The areas set aside for parking vehicles and access ways must be designed and constructed to the satisfaction of the Council's Town Planner and must:
 - a) provide a minimum of six car parking spaces;
 - b) be designed and constructed to comply with Australian Standard AS2890, Off-street car parking and AS 2890 Off-street Commercial Vehicle Facilities (where applicable); and

- c) be line-marked or otherwise delineated to indicate each car space and access ways.

Plans to be Submitted

- 7. Plans must be submitted to the Council for approval to the satisfaction of the Council's Town Planner. When approved, these plans will be endorsed and will then form part of the permit. The following plans must be drawn to scale with dimensions and submitted:
 - a) a site plan detailing the following:
 - i. parking areas and access ways in accordance with Condition 6;
 - ii. the location of any buildings or structures proposed;
 - b) floor plan of any buildings or structures proposed; and
 - c) elevations of any buildings or structures proposed.

Prior to the Commencement of Works

- 8. Prior to the commencement of works the following must be completed to the satisfaction of the Council:
 - a) Engineering design documentation approved in accordance with Condition 3.
 - b) Plans submitted and endorsed in accordance with Condition 7.

Prior to the Commencement of the Use

- 9. Prior to the commencement of the use of the extractive industry, the following must be completed to the satisfaction of the Council:
 - a) The vehicle access onto Porters Bridge Road is to be upgraded in accordance with Condition 4.
 - b) The parking areas and vehicle access ways are completed in accordance with Conditions 6 and 7.

Compliance with section 71 Agreement

- 10. The Operator must comply with its obligations under the Agreement pursuant to section 71 of the *Land Use Planning and Approvals Act 1993* required to be entered into by this permit.

Limitations on Heavy Vehicle Movements

- 11. Heavy vehicles associated with the operation must:
 - a) exit the site turning left on to Porters Bridge Road and travel south along Porters Bridge Road; and
 - b) enter the site with a right turn off Porters Bridge Road having travelled north from Meander Valley Road along Porters Bridge Road to the site entrance.
- 12. The northern extent of Porters Bridge Road and River Road is prohibited for use by heavy vehicles associated with the operation.

13. The Operator is permitted to undertake a maximum of 78 heavy vehicle movements on to Porters Bridge Road per day, consisting of 39 movements from the site and 39 movements to the site associated with the transportation of material. Service vehicles are excluded.

Contaminated Land Management

14. The excavation works associated with the use and development must be carried out in accordance with the recommendation of section 7 of the endorsed *Site History Review* completed by a suitably qualified and certified site contamination specialist unless provided for otherwise by the conditions contained below in Schedule 2 of Permit Part B (EPA Board's conditions).

Hazardous Chemicals or Explosives

15. The on-site storage of hazardous chemicals and explosives are prohibited where it would cause the use to be a hazardous use pursuant to the Bushfire-Prone Areas Code of the Tasmanian Planning Scheme (State Planning Provisions) where:
 - a) hazardous chemicals of a manifest quantity are stored on a site (Refer to Note 3); or
 - b) explosives are stored on a site and where classified as an explosive location or large explosive location as specified in the *Explosive Act 2012*.

Environment Protection Authority

16. The person responsible for the activity must comply with the conditions contained in Schedule 2 of Permit Part B, which the Board of the Environment Protection Authority (EPA) requires the planning authority to include in the permit, pursuant to section 25(5) of the *Environmental Management and Pollution Control Act 1994*.

Permit Notes

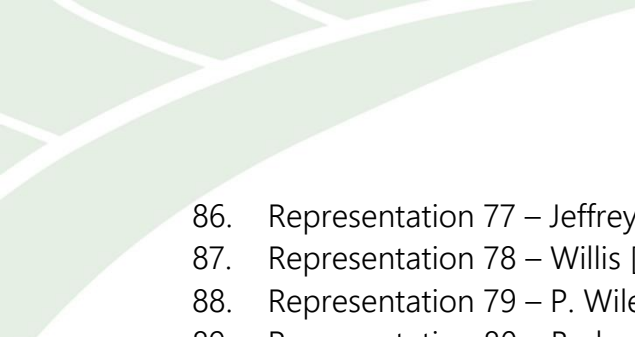
1. The seal type should be appropriate so that debris does not migrate onto Porters Bridge Road.
2. All works in the road reserve to construct the new vehicle crossing must be completed by a suitably qualified contractor using appropriate work health and safety and traffic management processes. Prior to any construction being undertaken in the road reserve, separate consent is required by the Road Authority. An Application for Works in Road Reservation form is enclosed. It is strongly recommended that the property owner contact the Council to discuss the proposed property access before engaging a contractor for these works. All enquiries should be directed to the Council's Infrastructure Department on 6393 5312.
3. Manifest quantities is defined by the *Work Health and Safety Regulations 2022*.

4. This permit requires an agreement to be entered into pursuant to section 71 of the *Land Use Planning and Approvals Act 1993*, and therefore, will not take effect until the day that the agreement is executed by all parties (see the *Land Use Planning and Approvals Act 1993*, section 53(6)).
5. An application for a Plumbing Permit will be required if the operation has an on-site wastewater system servicing the amenities. Please note that an on-site wastewater design report by a suitably qualified person is required to accompany the application.
6. Any proposed use of heavy vehicles, that exceed the restrictions for General Access Vehicles, outside of the prescribed Heavy Vehicle Access Routes, will be subject to a separate National Heavy Vehicle Regulator (NHVR) permit approval. Details relating to Heavy vehicle access maps for Tasmanian roads can be located on Tasmanian Department of State Growth website. It is noted that Porters Bridge Road does not form part of the Heavy Vehicle Access route.
7. Any other proposed development or use (including amendments to this proposal) may require separate planning approval. For further information, contact the Council.
8. This permit takes effect after:
 - a) The 14-day appeal period expires; or
 - b) Any appeal to the Tasmanian Civil and Administrative Tribunal (TASCAT) is determined or abandoned; or
 - c) Any other required approvals under this or any other Act are granted.
9. Planning appeals can be lodged with TASCAT Registrar within 14 days of the Council serving notice of its decision on the applicant. For further information, visit the TASCAT website.
10. This permit is valid for two years only from the date of approval. It will lapse if the development is not substantially commenced. The Council has discretion to grant an extension by request.
11. All permits issued by the permit authority are public documents. Members of the public may view this permit (including the endorsed documents) at the Council Offices on request.
12. If any Aboriginal relics are uncovered during works:
 - a) All works to cease within delineated area, sufficient to protect unearthed or possible relics from destruction;
 - b) Presence of a relic must be reported to Aboriginal Heritage Tasmania; and
 - c) Relevant approval processes for State and Federal Government agencies will apply.

Attachments

1. Public Response Summary of Representations [12.1.1 - 19 pages]
2. Planner's Advice – Applicable Standards [12.1.2 - 36 pages]
3. Planner's Advice – Performance Criteria [12.1.3 - 28 pages]
4. Representation 1 – Noordanus [12.1.4 - 1 page]
5. Representation 2 – T. Ulbrich [12.1.5 - 5 pages]
6. Representation 2 – T. Ulbrich - Revised [12.1.6 - 5 pages]
7. Representation 3 – Croll [12.1.7 - 1 page]
8. Representation 3 – Croll - Additional [12.1.8 - 8 pages]
9. Representation 4 – Adams [12.1.9 - 2 pages]
10. Representation 5 – Nagorcka [12.1.10 - 1 page]
11. Representation 6 – Huth [12.1.11 - 1 page]
12. Representation 6 – Huth - Additional [12.1.12 - 2 pages]
13. Representation 7 – Croxford [12.1.13 - 2 pages]
14. Representation 8 – McCauley [12.1.14 - 1 page]
15. Representation 9 – Lloyd [12.1.15 - 3 pages]
16. Representation 10 – Dann [12.1.16 - 1 page]
17. Representation 11 – M. Ulbrich [12.1.17 - 1 page]
18. Representation 12 – Hoffmann [12.1.18 - 2 pages]
19. Representation 13 – File [12.1.19 - 1 page]
20. Representation 14 – Deane [12.1.20 - 2 pages]
21. Representation 15 – Manners [12.1.21 - 1 page]
22. Representation 16 – Berry [12.1.22 - 1 page]
23. Representation 17 – Mackenzie [12.1.23 - 5 pages]
24. Representation 18 – Hendley [12.1.24 - 3 pages]
25. Representation 19 – Crowley [12.1.25 - 1 page]
26. Representation 20 – Cook [12.1.26 - 1 page]
27. Representation 21 – Nichols [12.1.27 - 3 pages]
28. Representation 22 – Wilson [12.1.28 - 1 page]
29. Representation 23 – Kataros [12.1.29 - 3 pages]
30. Representation 24 – Dunleavy [12.1.30 - 6 pages]
31. Representation 25 – Pieczywek [12.1.31 - 1 page]
32. Representation 26 – Watkins [12.1.32 - 3 pages]
33. Representation 27 – Biggs [12.1.33 - 3 pages]
34. Representation 28 – Beer [12.1.34 - 1 page]
35. Representation 29 – Brazendale [12.1.35 - 1 page]
36. Representation 30 – Hawkes [12.1.36 - 2 pages]
37. Representation 31 – Sessink [12.1.37 - 3 pages]
38. Representation 32 – G. Pennicott 1 [12.1.38 - 3 pages]
39. Representation 33 – G. Pennicott 2 [12.1.39 - 3 pages]
40. Representation 34 – Yates [12.1.40 - 1 page]
41. Representation 35 – Hansen [12.1.41 - 1 page]
42. Representation 36 – Pedley [12.1.42 - 1 page]

43. Representation 37 – Bartholomew [12.1.43 - 2 pages]
44. Representation 38 – Ebbelaar [12.1.44 - 2 pages]
45. Representation 39 – McGee [12.1.45 - 1 page]
46. Representation 40 – Whyte [12.1.46 - 5 pages]
47. Representation 41 – Wayment [12.1.47 - 4 pages]
48. Representation 42 – Somsuk [12.1.48 - 1 page]
49. Representation 43 – Wadley [12.1.49 - 1 page]
50. Representation 44 – K. Challis [12.1.50 - 1 page]
51. Representation 45 – Westley [12.1.51 - 23 pages]
52. Representation 46 – Lloyd [12.1.52 - 7 pages]
53. Representation 47 – Scicluna [12.1.53 - 9 pages]
54. Representation 48 – Lang and Taylor [12.1.54 - 4 pages]
55. Representation 49 – Booth [12.1.55 - 4 pages]
56. Representation 50 – R. Badcock [12.1.56 - 1 page]
57. Representation 51 – Rowe [12.1.57 - 4 pages]
58. Representation 52 – Henderson [12.1.58 - 4 pages]
59. Representation 53 – Fraser [12.1.59 - 2 pages]
60. Representation 54 – Maddox [12.1.60 - 6 pages]
61. Representation 55 – A. and M. Mackinnon [12.1.61 - 2 pages]
62. Representation 56 – Morley [12.1.62 - 1 page]
63. Representation 57 – Kachina and Griffiths [12.1.63 - 3 pages]
64. Representation 58 – McNicol [12.1.64 - 2 pages]
65. Representation 59 – Linda Wasserfall [12.1.65 - 6 pages]
66. Representation 60 – Plumpton [12.1.66 - 9 pages]
67. Representation 61 – T. Badcock [12.1.67 - 4 pages]
68. Representation 62 – Owens, Martin and McGlone [12.1.68 - 7 pages]
69. Representation 63 – Woodward [12.1.69 - 5 pages]
70. Representation 64 – Poulton [12.1.70 - 3 pages]
71. Representation 65 – Graham [12.1.71 - 4 pages]
72. Representation 66 – Howard [12.1.72 - 3 pages]
73. Representation 67 – van Amstel [12.1.73 - 13 pages]
74. Representation 68 – Higgins [12.1.74 - 3 pages]
75. Representation 69 – Moore [12.1.75 - 2 pages]
76. Representation 70 – Elkin [12.1.76 - 2 pages]
77. Representation 71 – Eyles [12.1.77 - 2 pages]
78. Representation 72 – C. Challis [12.1.78 - 2 pages]
79. Representation 73 – Brown [12.1.79 - 4 pages]
80. Representation 74 – A. and R. Mackinnon [12.1.80 - 2 pages]
81. Representation 75 – Ricketts [12.1.81 - 320 pages]
82. Representation 76 – Leigh Wasserfall [12.1.82 - 75 pages]
83. Representation 76 – Leigh Wasserfall – Addition 1 [12.1.83 - 2 pages]
84. Representation 76 – Leigh Wasserfall – Addition 2 [12.1.84 - 1 page]
85. Representation 76 – Leigh Wasserfall – Addition 3 [12.1.85 - 2 pages]

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86. Representation 77 – Jeffrey [**12.1.86** - 2 pages]
 87. Representation 78 – Willis [**12.1.87** - 4 pages]
 88. Representation 79 – P. Wileman [**12.1.88** - 2 pages]
 89. Representation 80 – Barlog [**12.1.89** - 4 pages]
 90. Representation 81 – Mitchelson [**12.1.90** - 3 pages]
 91. Representation 82 – Lane [**12.1.91** - 2 pages]
 92. Representation 83 – Hughes [**12.1.92** - 3 pages]
 93. Representation 84 – McGovern [**12.1.93** - 2 pages]
 94. Representation 85 – Francis [**12.1.94** - 4 pages]
 95. Representation 86 – D. Wileman [**12.1.95** - 2 pages]
 96. Agency Consultation – Department of State Growth [**12.1.96** - 1 page]
 97. Application Documents [**12.1.97** - 615 pages]
 98. Traffic & Civil Services – Peer Review of Traffic Impact Assessment [**12.1.98** - 6 pages]
 99. Traffic & Civil Services – Bauxite Quarry Impact Review [**12.1.99** - 58 pages]
 100. Amended Plans – Temporary Traffic Management Plan [**12.1.100** - 12 pages]
 101. Environmental Protection Authority – Decision Documents [**12.1.101** - 102 pages]

12.1.1 Public Response Summary Of Representations

Public Response

Summary of Representations

In accordance with section 27G(1)(a) of the *Environmental Management Pollution Control Act 1994* (the EMPC Act), the Director of the Environment Protection Authority Tasmania (the EPA) directed Council to advertise the application and call for public submissions. The EPA advised Council in accordance with Section 27G(2) of the EMPC Act, that a 14 day period be made available for public submissions, as the class of assessment is 2A as per Section 27 of the EPMC Act.

Council have advertised the application as directed by the EPA for the statutory 14-day period, from 1 June to 18 June 2024.

Advertisements were placed in The Examiner Newspaper, on Council's website, on the EPA website and the property sign posted.

A summary of concerns raised by the public about this planning application is provided below. 86 responses ("representations") were received during the advertised period.

This summary is an overview only and should be read in conjunction with the full responses (see attached). In some instances, personal information may be redacted from individual responses.

Council offers any person who has submitted a formal representation the opportunity to speak about it before a decision is made at the Council Meeting.

Representations: 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 26, 27, 29, 30, 31, 32, 33, 34, 35, 37, 42, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 57, 58, 59, 61, 62, 63, 64, 65, 66, 67, 68, 70, 72, 73, 75, 77, 78, 79, 80, 82, 84, 85, 86.

Concern: Traffic		Planner's Response
a)	The applicant's Traffic Impact Assessment (TIA) findings are insufficient including the conclusion of no road upgrades are required for the proposal. The proposal will generate a 5-fold increase in heavy vehicles over the 20 year project life. This will lead to a significant increase risk of a high or extreme consequence crash which is directly attributable to the mining operation.	Throughout the assessment process Council has informed the applicant of its concerns with the submitted TIA, including the conclusions within. The applicant's TIA has undergone several iterations to answer questions put forward by Council. However, there were some parts of the TIA where the applicant and Council differed in views and the applicant has not changed their evaluation and conclusions. The applicant is not required to agree with Council's views. Council has engaged Richard Burk of Traffic & Civil Services (TCS) to undertake a third party review of the applicant's TIA, and to conduct an Impact Review of the proposal, including assessment on the condition of Porters Bridge

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	<p>The evaluation of sight distances is insufficient, absence of any comment on sight distance other than at the site access and Meander River bridge despite several curves between.</p> <p>Numbers are not accurate nor do they account for the other quarries on Porters Bridge Road.</p> <p>There are other inaccurate statements such as the speed limit at the junction with Meander Valley Road.</p> <p>TIA is an inadequate mechanism for risk assessment on roads.</p>	<p>Road. Refer to the attachments <i>Traffic & Civil Services – Peer review of TIA & Traffic and Civil Services – Bauxite Quarry Impact Review</i>.</p> <p>The findings of TCS have informed Council's assessment of the proposal and associated recommended conditions.</p> <p>Further details on the assessment can be found in the attachment <i>Planner's Response – Performance Criteria</i>, specifically in the response to Performance Criteria C3.5.1 - Traffic generation at a vehicle crossing, level crossing or new junction.</p> <p>The applicant's TIA will not be an endorsed document of the planning permit.</p> <p>Regarding the comments on a TIA not being an appropriate means of risk assessment, a TIA is nominated in the assessment of Performance Criteria P1 of clause C3.5.1. The Planning Scheme defines what is required for a TIA. The Planning Authority does not have a sufficient head of power to require another means of traffic risk assessment.</p>
b)	<p>Porters Bridge Road is not fit for purpose.</p> <ul style="list-style-type: none"> - Road was never built with the use of truck and trailers in mind. - Road is not wide enough. - No space to pull over to allow truck to pass. When pulling over there is the risk of crashing into bank or drains. - Verges are not always present and where they are present, are not driveable. - Proposal will cause a large increase in the risk of a crash with severe 	<p>Requirement for upgrades to Porters Bridge Road</p> <p>The applicant has submitted a TIA as part of the application.</p> <p>Council has engaged Richard Burk of Traffic & Civil Services (TCS) to undertake a third party review of the applicant's TIA, and to conduct an Impact Review of the proposal, including assessment on the condition of Porters Bridge Road. Refer to the attachments <i>Traffic & Civil Services – Peer review of TIA & Traffic and Civil Services – Bauxite Quarry Impact Review</i>.</p> <p>The findings of TCS have informed Council's assessment of the proposal and associated recommended conditions.</p>

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	<p>consequences (life-long disability or death). Truck and dog trailers will travel into the opposing travel lanes at curves.</p> <ul style="list-style-type: none"> - The operation will track mud and debris onto the road. - The bridge at Meander River is one lane, while the bridge overpass of the Bass Highway is narrow for passing vehicles. - Several representations raised the issue of near misses with both light and heavy vehicles. 	<p>The TCS review determined the findings of the applicant's TIA were insufficient.</p> <p>The information from TCS concluded the current road is fit for the current traffic loads, pending the completion of some minor works including signage and vegetation removal. Council will undertake these necessary improvements in the coming months.</p> <p>The TCS review determined that should the proposal be approved, upgrades are required to Porters Bridge Road between the intersection of Meander Valley Road and the site access. The required upgrades are generally in accordance with the S4 Rural Road Sealed Standard nominated in the Local Government Association Tasmanian – Tasmania Standard Drawings (Version 3 – December 2020) (LGAT-TSDs). This includes widening the sealed pavement to 6m, establishment of road shoulders, pavement strengthening, sight distance improvements and roadside drainage.</p>
c)	<p>The traffic movements will endanger, motorists (cars and motorbikes), heavy vehicle drivers, pedestrians, cyclists.</p> <p>School bus pick-ups and drop-offs occur along the road.</p> <p>Several representations raised the issue of near misses when using the road as via foot or bicycle.</p>	<p>Timing of upgrades to Porters Bridge Road</p> <p>The road upgrades will be undertaken by Council. However, the applicant will be required to make a financial infrastructure contribution for the upgrades prior to the design and construction work commencing. The road upgrades are likely to require a timeframe of 24 months. This time is required to complete design work, secure a contractor and complete the works.</p> <p>The applicant has proposed initial campaigns are undertaken prior to the completion of the road upgrades via the use of a Temporary Traffic Management Plan (TTMP). Greater detail on this proposal is outlined in the attachment <i>Planner's Advice – Applicable Standards</i>. This arrangement would use a shuttle flow (a portion of the road is restricted to alternating one way traffic movements) for managing the risk of road users while the site is operating. TCS have reviewed</p>

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		<p>the TTMP concept and consider it would be appropriate with certain limitations and requirements. The shuttle flow arrangement is an appropriate means of minimising adverse effects on the safety and efficiency of the road network for the time it would take to complete road upgrades, where the use of the TTMP is restricted to the requirements of the recommended conditions of the planning permit approval.</p> <p>Further details on the assessment can be found in the attachment <i>Planner's Response – Performance Criteria</i>.</p> <p>Site access onto Porters Bridge Road</p> <p>Prior to the commencement of the extractive industry use, the operator will be required to upgrade the site access onto Porters Bridge Road as per the recommended conditions of the planning permit. Requirements will include installation of signage at the vehicle access, achievement of sight distances in accordance with AS2890.1.</p> <p>It is noted the operator will also need to apply for and receive the approval of the EPA as per the Permit Conditions – Environmental issued by the Board of the EPA. It is considered the requirement for sight distance improvements which may result in impacts to the Eucalyptus Ovata vegetation community at the site access, do not conflict nor are inconsistent with the EPA's conditions of approval. One condition requires EPA approval prior to impacts to the Eucalyptus Ovata vegetation community at the site access (Condition FF1).</p> <p>Further detail on the above is provided in the attachment <i>Planner's Advice – Performance Criteria</i>.</p>
d)	Rail alternative should be established.	The proposal does not nominate a rail line. The application can only be assessed as proposed.

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		There are not sufficient grounds to impose a requirement to establish rail transportation.
e)	<p>Traffic noise and emissions will diminish quality of life.</p> <p>Vehicle movements on Meander Valley Road through Exton and Westbury.</p> <p>Will generate unreasonable impacts on residents, diminishing amenity. Will compromise the safety of motorists.</p> <p>Incompatible with the Council's streetscape renewal program.</p> <p>Heavy vehicles access route does not nominate all of Meander Valley Road west of Westbury, yet proponent nominates the use of the road. Furthermore heavy vehicles are already using this road.</p> <p>Heavy vehicles should be restricted to a right turn only at Meander Valley Road and use Bowerbank Link Road and the Bass Highway.</p> <p>Turning lanes should be installed at the Porters Bridge Road and Meander Valley Road intersection.</p> <p>The intersection at William Street and Meander Valley Road already has problems.</p>	<p>An evaluation of traffic noise and emissions and their impact on sensitive (e.g. residential) uses is not an applicable consideration in the Performance Criteria for traffic generation (P1 of standard C3.5.1) nor any other applicable standard.</p> <p>Concerns with impacts from the noise and emissions of heavy vehicle movements on Meander Valley Road are a matter for the Department of State Growth (DSG), the regulating authority for State Roads.</p> <p>The application was referred to the DSG who did not raise any concerns with vehicle movements at the intersection of Porters Bridge Road and Meander Valley Road. Furthermore, no concerns were raised by the DSG about vehicle movements on any part of DSG's road network.</p> <p>The application nominates vehicle movements on Meander Valley Road will be determined by the product destination. It is understood product leaving the site may be taken to several destinations in the state including ports (Bell Bay, Burnie) and local product manufacturers (fertilizer production).</p> <p>DSG in conjunction with the National Heavy Vehicle Regulator, publish the Heavy Vehicle Access Routes for the various types and sizes of heavy vehicles which do not comply with the restrictions for General Access. Heavy vehicles which can comply with the General Access limitations including total length and weight, are unrestricted.</p> <p>It is noted the current Heavy Vehicle Access Routes do not include Porters Bridge Road and is restricted for the section of Meander Valley Road west of William Street to the western junction of Deviation Road and Meander Valley Road. Hence the operator will be required to</p>

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		<p>comply with the General Access requirements for their heavy vehicle movements, unless otherwise approved.</p> <p>Council does not have the jurisdiction to apply additional restrictions to traffic movements on Meander Valley Road. DSG in conjunction with the National Heavy Vehicle Regulator are also responsible for compliance and permitting associated with Heavy Vehicle Access Routes.</p> <p>Streetscape renewal programs are not a matter relevant to the assessment of this planning permit application.</p>
f)	<p>Use of River Road.</p> <p>In the event of a blockage on Porters Bridge Road, heavy vehicles will access the site via an alternative unapproved route.</p>	<p>The applicant has nominated all heavy vehicle movements from the site will be via a left turn at the site access (a south direction).</p> <p>If the application is approved it is recommended the planning permit include a condition restricting heavy vehicle movements to and from the site must only be via the section of Porters Bridge Road south of the site access.</p>
g)	<p>Use of other roads and junctions outside of the municipality including West Tamar Highway and Batman Highway.</p>	<p>Meander Valley Council is not the responsible entity for roads outside of the municipal boundaries. Furthermore many of the roads proposed to be used for this proposal are under the jurisdiction of the DSG.</p>
h)	<p>Costs to Council.</p> <p>The proposal would accelerate the degradation of the road and dramatically increase road maintenance costs.</p> <p>Road must be upgraded and ABX's cost, not rate payers.</p>	<p>Upgrades</p> <p>The proposal will change the volumes of traffic, including proportion of heavy vehicles using Porters Bridge Road. As determined by the TCS review, the change is sufficient to require upgrades to Porters Bridge Road between Meander Valley Road and the proposal's site access.</p> <p>However the required upgrades to the section of Porters Bridge Road are not all due to the proposal. Every road in the municipality has an asset lifespan. As the end of asset life approaches, Council evaluates to what standard a road should be for the next asset lifespan. This</p>

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	<p>includes evaluating traffic type and volumes the road currently experiences and is likely to experience in the future (growth factor applied).</p> <p>The road is currently fit for purpose for the traffic types and volumes experienced (pending some minor works – vegetation removal signage). It is acknowledged by Council that at the end of the road's asset life, the road would be improved through widening, pavement strengthening and safety improvements, to make the road fit for purpose for the next asset lifespan. Generally this would be to an S3 Rural Road Sealed Standard as per the LGAT-TSDs.</p> <p>However, this proposal triggers a requirement for the section of road to be to a higher standard than what would be required at the road asset's end of life, generally S4 Rural Road Sealed Standard as per the LGAT-TSDs. Furthermore the road asset is not at the end of its life, with the proposal bringing forward the need for road upgrades.</p> <p>If approved it is recommended the operator will be required to pay a proportion of costs to the upgrade of the road in the form of a financial infrastructure contribution. The determination of the proportion will be documented in a Part 5 (Section 71 LUPA Act) agreement reached between Council and the permit holder.</p> <p>The payment of funds by the permit holder would be required prior to Council commencing the work so as to ensure Council is not left with all of the costs of the upgrades.</p> <p>Maintenance</p> <p>It is recognised by Council that heavy vehicle movements have the potential to damage and degrade road assets.</p> <p>Due to the number and frequency of heavy vehicle movements associated with the proposal, it is likely road assets will be damaged</p>
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12.1.1 Public Response Summary Of Representations

		<p>and degraded at a rate faster than what would occur if the proposal did not occur.</p> <p>Recognising that other uses also have heavy vehicle movements associated with them, Council will require the proponent to financially contribute to road maintenance. The financial contribution will be linked to the amount of product exported from the site per annum, derived from the reporting provided to Mineral Resources Tasmania.</p> <p>The determination of the financial contribution per tonne of material exported, will be documented in a Part 5 (Section 71 LUPA Act) agreement reached between Council and the permit holder, and is recommended as a condition of approval, if the application is approved.</p>
i)	Risk of prosecution or fines for Council and individual Council officers for injuries and death on Council roads.	Not a matter relevant to the planning permit assessment.

Representations: 2, 3, 4, 5, 6, 7, 8, 9, 10, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 37, 40, 41, 44, 45, 46, 47, 48, 49, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 62, 63, 65, 67, 68, 70, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 85, 86.

Concern: Environment		Planner's Response
a)	Impacts to critically endangered Eucalyptus ovata forest vegetation at the vehicle access.	<p>To facilitate improvements to the site access, it is very likely vegetation trimming and or removal will be required including in the road reserve and the adjoining property (340 Porters Bridge Road).</p> <p>Impacts to vegetation require planning permit approval, when the vegetation is within a priority vegetation area.</p> <p>The Planning Scheme defines priority vegetation area <i>as land shown on an overlay map in the relevant Local Provisions Schedule, as within a priority vegetation area.</i></p>

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	<p>In this case, the area of Eucalyptus ovata forest mapped in the natural values assessment is not mapped as a priority vegetation area in the Planning Scheme's overlay. Therefore the Planning Authority has no jurisdiction regarding the impacts to the vegetation.</p> <p>The EPA's Environmental Assessment Report discusses their restrictions on vegetation impacts in this area including associated conditioning.</p> <p>It is considered the requirement for sight distance improvements which may result in impacts to the Eucalyptus Ovata vegetation community at the site access, does not conflict nor are inconsistent with the EPA's conditions of approval. One condition requires EPA approval prior to impacts to the Eucalyptus Ovata vegetation community at the site access (Condition FF1).</p> <p>Impacts to Matters of National Environmental Significance (MNES)</p> <p>Impacts to Matters of National Environmental Significance, are regulated under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Commonwealth). Matters relating to compliance with the Act are for the relevant administering authority Australian Department of Climate Change, Energy, the Environment and Water. Proponents are responsible for completing checks and obtaining any necessary approvals prior to conducting works.</p> <p>Concerns with impacts to MNES is not in the jurisdiction of the Planning Authority. It is not normal practice for a Council to refer a matter to the relevant administering authority. Should a person have concerns, they should make their own enquiries with the relevant administering authority.</p>
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12.1.1 Public Response Summary Of Representations

b)	Impacts to vegetation on the site (aside from site access at Porters Bridge Road).	<p>As noted above, the Planning Scheme can only assess impacts to vegetation that is mapped as a priority vegetation area. It is acknowledged that parts of the site do contain areas mapped as priority vegetation areas and waterway protection areas. Assessment of impacts to priority vegetation areas and waterway protection areas are as per C7.0 Natural Assets Code in the Planning Scheme.</p> <p>However, Code C7.0 nominates circumstances where the assessment of impacts to priority vegetation areas and waterway protection areas are exempt from the assessment of the planning permit application. One exemption is when the impacts are part of a Level 2 activity.</p> <p>As such assessment of the proposal's impacts on flora, fauna and waterways, are matters that are not within the jurisdiction of the Planning Authority.</p> <p>Regarding Roadkill, while a planning matter for this application, Council will be installing advisory signage on Porters Bridge Road that persons to travel at a reduced speed at dawn and dusk to reduce the potential for harm to wildlife.</p>
c)	The proposal adjoins the Brushy Rivulet Conservation Area. The proposal will impact flora on the site and the adjoining Conservation Area.	
d)	<p>Timing of surveys was not appropriate or sufficient. Different flora are present at different times of year.</p> <p>Eagles nests and devils dens that exist were not identified in the Natural Values Report.</p> <p>Council should commission an independent wildlife survey.</p>	
e)	Report is misleading, the images are old and do not show the site's current vegetation recovery.	
f)	<p>Impacts to waterways from polluted runoff, particularly from the storm sediment basins proposed. Concerns about the impact to Brushy Rivulet.</p> <p>Concerns about the impact to people who fish in the waterways near the site.</p>	
g)	Impact to groundwater and aquifers including lowering of water table and potential for groundwater contamination from acid mine drainage.	
h)	<p>Impacts to fauna</p> <ul style="list-style-type: none"> - Direct loss of habitat. 	

12.1.1 Public Response Summary Of Representations

	<ul style="list-style-type: none"> - Increased likelihood of becoming a road kill victim. Operating hours will be put species at risk due to vehicle movements at dawn and dusk times. - Displacement due to noise and dust. - Movement pathways interrupted. 	
i)	Increased risk of weed and disease spread. Such as <i>Phytophthora cinnamomic</i> .	

Representations: 10, 23, 31, 47, 54

Concern: Land degradation		Planner's Response
a)	<p>Proposal will lead to soil erosion, loss of topsoil, land contamination. The post-mining landform will be more fire prone and less productive. It will be more susceptible to natural disasters.</p> <p>Rehabilitation will be ineffective.</p>	<p>Not a matter within the jurisdiction of the Planning Authority as the proposal is a Level 2 activity.</p> <p>The EPA will be responsible for regulating rehabilitation outcomes.</p>

Representations: 2, 9, 18, 23, 32, 33, 34, 37, 48, 49, 51, 52, 55, 57, 58, 61, 63, 66, 67, 68, 72, 74, 75, 77, 78, 79, 80, 81, 86.

Concern: Land use		Planner's Response
a)	The proposal is located on Prime Agricultural Land and is a threat to a productive land.	<p>The Planning Scheme defines Prime Agricultural Land as means <i>agricultural land classified as class 1, 2 or 3 land using the class definitions and methodology from the Land Capability Handbook, Guidelines for Classification of Agricultural Land in Tasmania, 2nd edition, 1999.</i></p> <p>The location of Prime Agricultural Land for the purposes of the planning permit assessment are informed by the Land Capability layer available on the ListMap. For this proposal, the mapped</p>

12.1.1 Public Response Summary Of Representations

		<p>areas of Prime Agricultural Land in the Land Capability layer are within the Rural Zone. Extractive Industry Use is a permitted use in the Rural Zone. The Planning Scheme does not nominate the assessment of impacts from a use and development to Prime Agricultural Land in the Rural Zone.</p> <p>Consideration of impacts to Prime Agricultural Land is only applicable in the Agriculture Zone. The parts of the site in the Agriculture Zone are not Prime Agricultural Land. In addition, the areas of the proposal in the Agriculture Zone are already heavily disturbed due to an existing heavy vehicle access track.</p>
b)	Site is incorrectly zoned as Rural, should be zoned as Agriculture.	Suitability of the designated zoning of the subject site is not a matter for consideration during the assessment of this planning permit application. The site is partially within the Rural Zone and partially within the Agriculture Zone.
c)	The proposal does not align to the purpose or objectives of the zones.	Compliance with the zone purpose statements and standard's objectives is achieved by virtue of satisfying the applicable standards within the zone.

Representations: 2, 3, 4, 6, 7, 8, 10, 11, 15, 16, 18, 21, 22, 23, 24, 25, 26, 27, 28, 31, 32, 33, 37, 41, 44, 45, 46, 47, 49, 51, 52, 53, 54, 55, 57, 58, 59, 61, 62, 65, 66, 67, 68, 69, 72, 74, 75, 77, 78, 79, 80, 81, 82, 83, 86.

Concern: Air Emissions		Planner's Response
a)	<p>Release of harmful pollutants and dust.</p> <p>Bauxite material is toxic, project could further compromise existing health issues for humans, livestock and fauna.</p>	Not a matter within the jurisdiction of the Planning Authority as the proposal is a Level 2 activity. The EPA have set limits on emission levels in their conditions of approval.
b)	Emissions cannot be managed. Recent events of high winds and floods mean the proposed control mechanisms could fail.	

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	Water suppression of dust will be insufficient.	
c)	Impacts to drinking water due to dust settling on rooves and being washed into rain water tanks.	Not a matter within the jurisdiction of the Planning Authority as the proposal is a Level 2 activity.
d)	Town water connections should be provided to all residents of Reedy Marsh.	Not a matter within the jurisdiction of the Planning Authority. Decisions on town water serviced areas are the responsibility of TasWater.
e)	Impacts to private food supply due to toxic dust landing on productive land. This will impact home veggie gardens and pastures used for livestock grazing.	Not a matter within the jurisdiction of the Planning Authority as the proposal is a Level 2 activity.

Representations: 1, 2, 3, 4, 10, 11, 21, 22, 23, 24, 26, 27, 28, 29, 32, 33, 35, 45, 46, 47, 53, 55, 56, 58, 59, 65, 67.

Concern: Noise Emissions		Planner's Response
a)	Noise emissions from vehicles, generators and crusher onsite.	Not a matter within the jurisdiction of the Planning Authority as the proposal is a Level 2 activity. The EPA have set limits on emission levels in their conditions of approval.
b)	Cumulative impact of other existing operations in the area lead to unreasonable impacts.	Not a matter within the jurisdiction of the Planning Authority as the proposal is a Level 2 activity.

Representations: 10, 19, 37, 58, 75.

Concern: Climate change		Planner's Response
a)	<p>The carbon emissions of the proposal have not been thoroughly evaluated. The proposal will include vehicle emissions and deforestation.</p> <p>The carbon emissions and deforestation mean the proposal is unable to comply</p>	<p>The Planning Scheme does not directly evaluate the carbon emissions of a proposal.</p> <p>The purpose of the Planning Scheme as set out in Clause 2.1.1 is <i>to further the objectives of the Resource Management and Planning System and the planning process set out in Parts 1 and 2 of Schedule 1 of the LUPA Act and be consistent with</i></p>

12.1.1 Public Response Summary Of Representations

	with the objectives of the Resource Management and Planning System as set out in the LUPA Act.	<i>State Policies in force under the State Policies and Projects Act 1993</i> (Tasmanian Planning Scheme). This proposal is assessed as satisfying the relevant Performance Criteria and compliant with all Applicable Standards of the Planning Scheme. This includes the implementation of recommended conditions on the proposal. As such, it is considered that the objectives of the RMPS are furthered.
b)	A better outcome would be to invest in recycling of aluminium rather than digging up more bauxite.	Noted, not a matter relevant to the jurisdiction of the Planning Authority.

Representations: 2, 3, 6, 8, 10, 11, 12, 14, 16, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 37, 39, 40, 41, 45, 46, 47, 48, 49, 51, 52, 54, 55, 56, 58, 59, 61, 63, 65, 70, 72, 73, 74, 75, 81, 82, 83.

Concern: Detrimental impact to residents and the wider community		Planner's Response
a)	Proposal will compromise the quality of life of Meander Valley residents. The proposal is damaging to health and wellbeing.	The proposal is in the Rural and Agriculture Zone. The area of material extraction is 3.5km from the Rural Living area to the west and 3.5km from the Particular Purpose Zone – MEA-P1.0 – Natural Living to the northwest, and is 5.8km from the township of Exton to the south. The areas between the site and these residential settlements are a mixture of Rural, Agriculture and Environmental Management Zones, zones where residential use is sparse and limited. For this proposal, there is no standalone clause in the Planning Scheme that directly evaluates the impact a proposal has on a person's quality of life. However, the Planning Scheme standards applicable to this proposal do consider matters such as person's safety on the roads, an aspect that could influence a person's view on their quality of life. The purpose of the Planning Scheme is to further the objectives of the Resource Management and Planning System and the
b)	Drawcard of Rural Living in the Deloraine area will be compromised.	
c)	Loss of property amenity due to impacts from: <ul style="list-style-type: none"> - Dust - Noise - Seeing the quarry. - Traffic 	

12.1.1 Public Response Summary Of Representations

		<p>planning process set out in Parts 1 and 2 of Schedule 1 of the LUPA Act and be consistent with State Policies in force under the <i>State Policies and Projects Act 1993</i>.</p> <p>This proposal is assessed as satisfying the relevant Performance Criteria and compliant with all Applicable Standards of the Planning Scheme. This includes the implementation of recommended conditions on the proposal.</p> <p>Therefore, the proposal is deemed to further the objectives of the Resource Management and Planning System and the planning process set out in Parts 1 and 2 of Schedule 1 of the LUPA Act and be consistent with State Policies in force under the <i>State Policies and Projects Act 1993</i>.</p> <p>The proposal may be considered to have other impacts on the quality of life that are not within the jurisdiction of the Planning Authority as the proposal is a Level 2 activity.</p>
d)	<p>The presence of a mine will generate negative views of the area which lead to reduced property values.</p> <p>Reduced amenity of the property due to the mine will lead to reduced property values.</p>	<p>Assessment of impacts to property values from a proposal is not within the jurisdiction of the Planning Authority.</p>
e)	<p>Visual amenity of the road diminished.</p> <p>Porters Bridge Road has scenic values that will be diminished by the removal of vegetation for site access.</p>	<p>The site and extent of Porters Bridge Road where road upgrades are required, are not subject to the Scenic Protection Area or Scenic Road Corridor overlays (C8.0 Scenic Protection Code).</p> <p>There are no applicable planning assessment criteria for this proposal which consider impacts to visual amenity of users of Porters Bridge Road.</p>
f)	<p>The short-term benefits do not justify the long-term damage.</p>	<p>The concerns are noted, however they are not a matter relevant to the jurisdiction of the Planning Authority.</p>
g)		

12.1.1 Public Response Summary Of Representations

	<p>Not in the best interests of the community.</p> <p>Compromises tourism appeal, will lead to loss of customers for a range of businesses.</p> <p>Strain on public infrastructure, unlikely to employ locals, loss of agricultural land.</p> <p>The proposal is unethical and reckless management of the region and its precious resources and assets.</p>	<p>This proposal is assessed as satisfying the relevant Performance Criteria and compliant with all Applicable Standards of the Planning Scheme. This includes the implementation of recommended conditions on the proposal.</p> <p>The proposal is deemed to further the objectives of the Resource Management and Planning System and the planning process set out in Parts 1 and 2 of Schedule 1 of the LUPA Act and be consistent with State Policies in force under the <i>State Policies and Projects Act 1993</i>.</p>
h)	Support should be given to alternatives such as ecotourism, sustainable agriculture and sustainable development.	Council is required to assess the application as proposed.
i)	Profits go to private landowners.	This is not a relevant matter in the assessment of the planning permit application.

Representations: 2, 3, 4, 6, 14, 15, 18, 19, 21, 24, 26, 27, 30, 32, 33, 34, 35, 40, 44, 45, 46, 47, 49, 51, 52, 54, 55, 57, 61, 62, 63, 67, 70, 72, 73, 74, 75, 76, 77, 78, 79, 80, 82, 83, 86.

Concern: ABx		Planner's Response
a)	<p>History of operation at Bald Hill Mine at Campbelltown in the Northern Midlands municipality.</p> <ul style="list-style-type: none"> - Failure to pay for road upgrade required by the conditions of the Planning Permit. - Emissions caused nuisance to nearby residents. - Rehabilitation performance is unsatisfactory. - Number of people employed was not what 	The operating history of an applicant is not a relevant matter in the assessment of this planning permit application.

12.1.1 Public Response Summary Of Representations

	they claimed it be, one local cleaner hired.	
b)	Financial history and current accounts.	The financial history and current accounts of the applicant is not a relevant matter in the assessment of the planning permit application.
c)	The proposal will be for Rare Earths.	<p>The applicant has not informed the Planning Authority of any changes to the materials to be extracted. Should the operator wish to make changes to the proposal, they must discuss these with the Planning Authority so a determination can be made if an amended or new planning permit is required.</p> <p>Approvals or changes to existing approvals required by other regulating authorities for a change in the type of material extracted are outside the jurisdiction of the Planning Authority.</p>
d)	The proposal will lead to a larger project.	Anything outside of the scope of the current proposal will require either an amended or new planning permit. Approvals required by other regulating authorities are outside the jurisdiction of the Planning Authority.
e)	<p>Operator has previously attempted and failed to establish an operation in the area. Operator is not welcome in the area.</p> <p>The applicant has not consulted with the community ahead of the submission of the application.</p>	<p>This not a matter relevant to the assessment of the planning permit.</p> <p>The Planning Authority encourages applicants to undertake consultation prior to lodging a planning permit application. The Planning Authority cannot require a proponent to consult with the community.</p>

Representations: 47, 54.

Concern: Regulatory compliance		Planner's Response
a)	The operator will not comply with the restrictions of the permit.	Where a person believes a planning permit has or is not being complied, it is encouraged to raise the concern with the Planning Authority. As many of the limits imposed on a Level 2 activity

12.1.1 Public Response Summary Of Representations

		<p>are not within the jurisdiction of the Planning Authority but rather within the jurisdiction of the EPA, concerns should also be raised with the EPA.</p> <p>Concerns regarding driver behaviour on roads is a matter that should be raised with Tasmania Police.</p> <p>Concerns regarding compliance with heavy vehicle access routes should be raised with the National Heavy Vehicle Regulator.</p>
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Representations: 24

Concern: Cultural Heritage (Loggers Hut).		Planner's Response
a)	Impacts to Logger's Hut near the southern boundary of the site is likely to be impacted by the proposal.	<p>Noted, this is not a matter relevant to the jurisdiction of the Planning Authority.</p> <p>The site is not listed on the Tasmania Heritage Register, nor is the site listed under any local Heritage provisions.</p>

Representations: 2, 4, 10, 16, 18, 26, 27, 36, 47, 49, 51, 52, 61, 62, 67, 70, 75.

Concern: Length of representation period		Planner's Response
a)	The representation period was too short.	<p>The representation period was set by the EPA.</p> <p>The EPA determined the Class of Assessment as Class 2A which required a statutory public advertising period of 14 days. The advertising period was completed in conjunction with the advertising of the planning permit application.</p> <p>The Planning Authority does not have the jurisdiction to change the EPA's nominated advertising period.</p>
b)	Insufficient notice was provided, people should have been made aware of the proposal before it was advertised.	<p>It is not normal practice for the Planning Authority to alert people ahead of the advertising of an upcoming proposal.</p> <p>The Planning Authority encourages applicants to undertake consultation prior to lodging a</p>

12.1.1 Public Response Summary Of Representations

		<p>planning permit application. The Planning Authority cannot require a proponent to consult with the community prior to lodging the application or before the planning permit is advertised.</p> <p>The EPA website does provide some details about applications for Level 2 activities that have been submitted. This information is available to the public ahead of the public advertising period.</p>
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Representations: 38, 39, 43, 62, 71, 79, 81, 83, 86.

Concern: General objection		Planner's Response
a)	Representation objecting to the proposal without any specific reasons.	Noted.

Note: The planning application was advertised in the Examiner Newspaper, Council's website and the EPA's website for a statutory period of 14 days from 1 June 2024 to 18 June. A planning notice was also placed on the property.

Planner's Advice: Applicable Standards

Background

Land subject to application

The planning permit application nominates the use and development of an Extractive Industry (Quarry – Bauxite) at 328 Porters Bridge Road, Reedy Marsh ('the site' - refer to Figure 1).

The site includes the following property titles:

Table 1: Parcels of land subject of the application.

Title	Address	Zone	Area (ha)	Current use
214055/1	Porters Bridge Road	Rural	87.09	Resource development (forestry)
229773/1	328 Porters Bridge Road	Rural	1637	Resource development (forestry)
148606/1	328 Porters Bridge Road	Agriculture	2.716	Resource development (forestry)
Crown Land Road Reserve	-	Rural	1.757	Nil
Crown Land Road Reserve	-	Rural	1.446	Nil
31918/1	340 Porters Bridge Road (for vegetation clearing)	Agriculture	23.78	Single dwelling, Resource development (grazing)

12.1.2 Planner's Advice - Applicable Standards

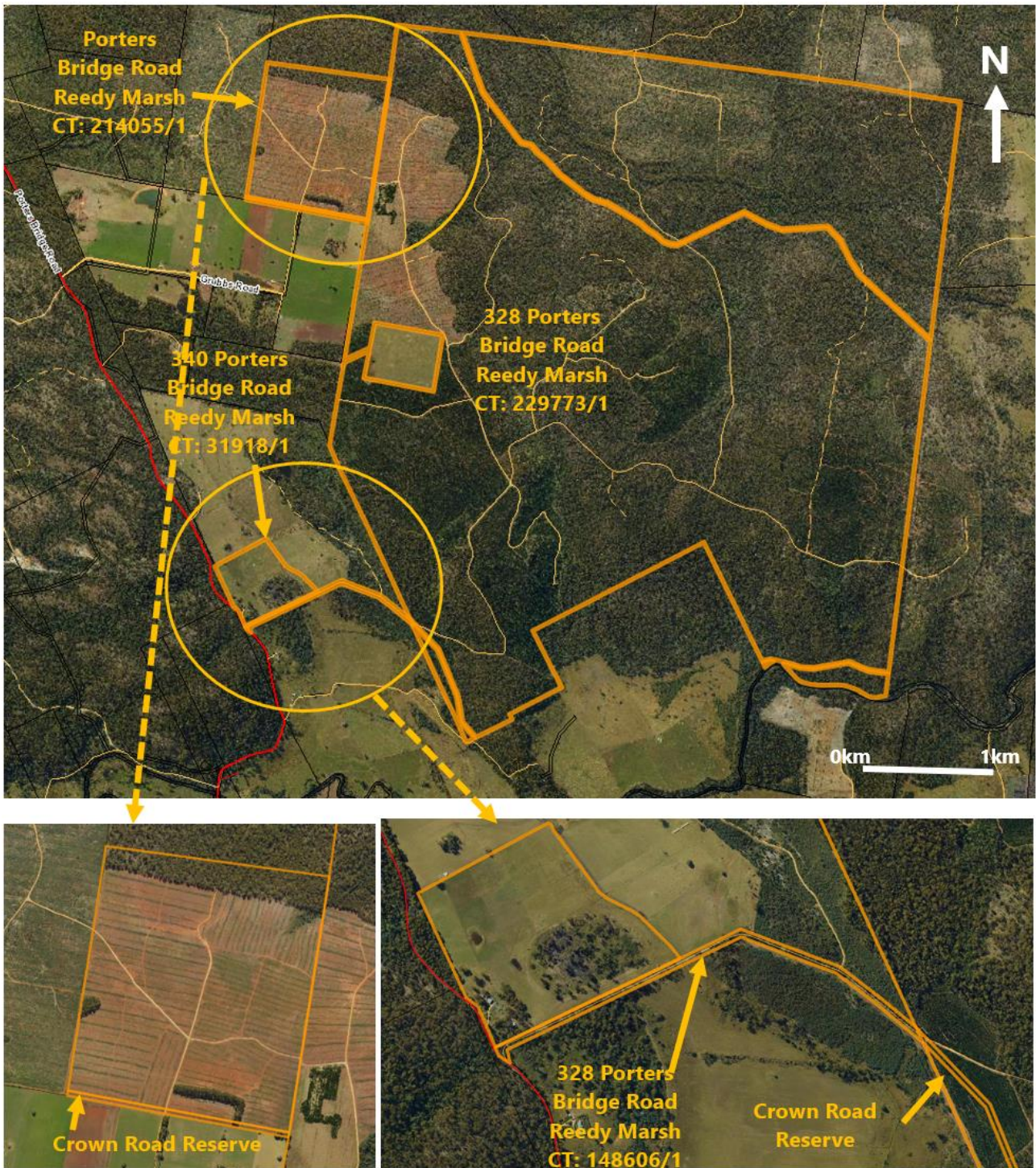


Figure 1: Parcels of land subject of the application. (Source: ListMap).

The site is located approximately 10km northeast of the township of Deloraine. The site access is onto Porters Bridge Road. The site access is 3.3km from the junction of Porters Bridge Road and Meander Valley Road. Figure 2 identifies the location of the site on a locality map.

12.1.2 Planner's Advice - Applicable Standards

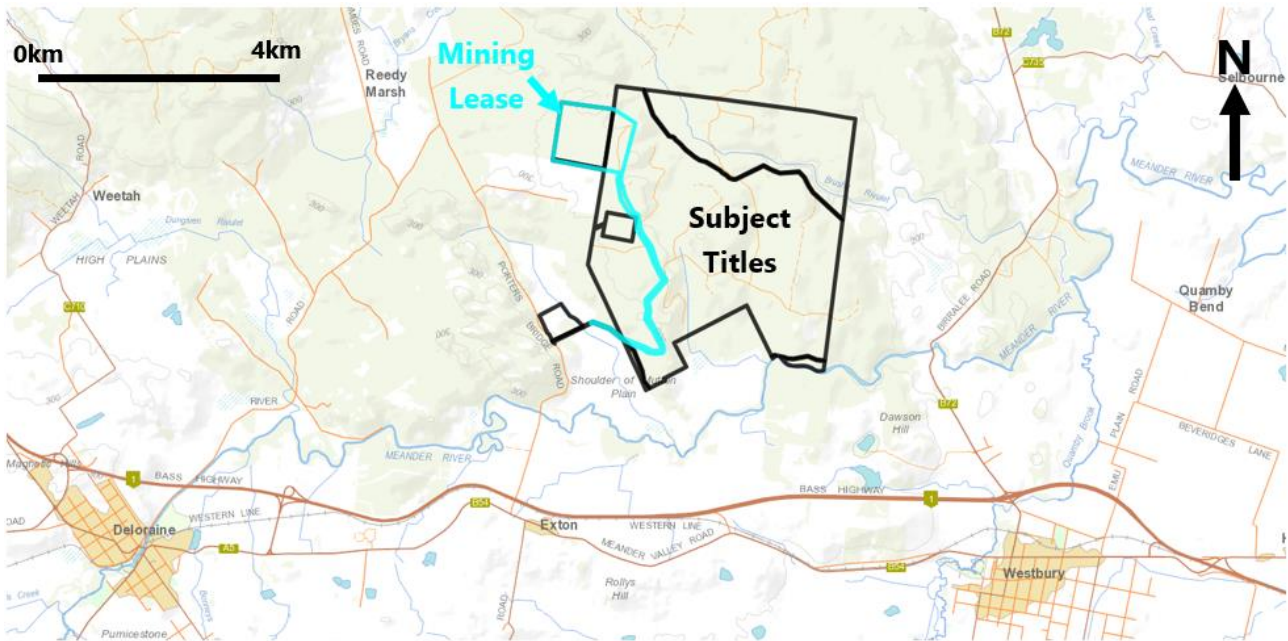


Figure 2: Locality map (Source: ListMap).

The subject titles have an area of approximately 1754ha. The nominated area for material extraction and transport on private roads is approximately 150ha. Part of the 150ha area is the access strip from Porters Bridge Road, that extends for approximately 5.5km, and varies between 20-80m in width. The access strip connects to the remaining area where material extraction activities and site infrastructure will be located.

The area where material extraction will occur is mostly managed softwood plantation (*Pinus radiata*), operated by forestry management company Forico and is mapped as Private Timber Reserve. The area was harvested and replanted in the second half of 2022. This area is mostly confined to CT: 214055/1, but does extend onto the Crown Road Reserve to the south and CT: 229773/1 to the east.

The access strip consists of an existing formed heavy vehicle road, used as part of the existing forestry activities. Travelling from the material extraction area, the access strip is across CT: 229773/1, crosses a small section of Crown Road Reserve and crosses CT: 148606/1 where it then enters onto Porters Bridge Road.

The application also nominates trimming and removal of vegetation on 340 Porters Bridge Road (CT: 31918/1) for sight distance improvements.

The site has a varied topography. Travelling from the site access at Porters Bridge Road, the lowest point is approximately 220m AHD, 600m east of the access. From here the gradient rises at approximately 8% to 300m AHD, where after it varies between 300m AHD and 320m AHD. The area of material extraction and infrastructure generally has a gradient between 1% and 10%.

Proposed Use and Development

Description of operation

The proposal is for the extraction of a maximum 50,000m³ (56,000 tonnes) of bauxite ore per annum. Up to 40,000m³ of the extracted material will be screened onsite and up to 1,000m³ crushed onsite. Products will include bauxite ore, low-grade bauxite and clay.

Extraction of material will be by excavators in 30 m wide panels, which will be progressed in a series of 1-2 m benches to an average depth of 7 m below the existing ground surface. The topography will be slightly lowered, due to the extracted material, but the intention is for the landform to have the same shape.

The proposal nominates a maximum disturbed area of 2ha within the active 'stage' of extraction, with disturbed areas being progressively rehabilitated. A further 10ha of land is required for other aspects of the activity e.g. stormwater infrastructure (drains, sediment basins etc.), the laydown area, roadways, administration / ablution blocks, screening / crushing area, stockpiling and grading / blending areas.

The project is nominated to have an operation life up to 20 years. Operations are nominated to be on a campaign basis, 3-4 months in duration each year.

Operating hours will be:

- 7am to 5pm Monday to Friday
- 8am to 4pm on Saturdays.
- Nil operations on Sundays and public holidays that are observed Statewide (Easter Tuesday excepted).

12.1.2 Planner's Advice - Applicable Standards

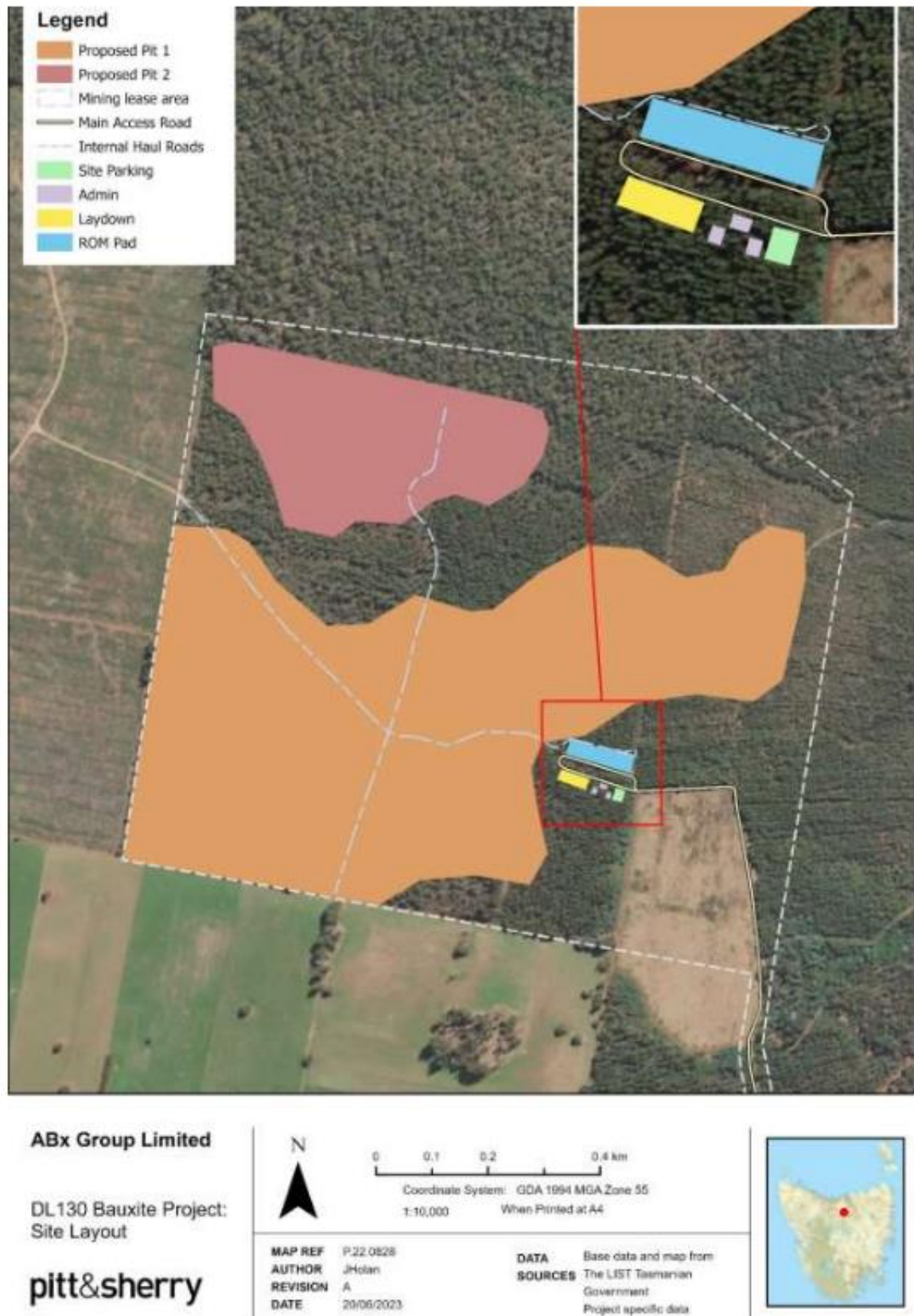


Figure 3: Proposal plan. (Source: Application documents).

Transport of product

Product will leave the site via a left turn onto Porters Bridge Road. Vehicles will then travel along Porters Bridge Road before turning onto Meander Valley Road. The application nominates vehicle movements on Meander Valley Road will be determined by the product destination. It is understood product leaving the site may be taken to several destinations in the state including ports (Bell Bay, Burnie) and local product manufacturers (fertilizer production).

The activity will generate peak vehicle movements of 112 per day.

- 78 heavy vehicle movements for cartage (39 loaded, 39 unloaded) (38 t capacity)
- 24 light vehicle movements (12 arrive, 12 depart)
- 10 service vehicles (a mixture of light and heavy vehicles).

Council is the Road Authority for Porters Bridge Road. Department of State Growth (DSG) is the Road Authority for Meander Valley Road and other roads such as the Bass Highway and Birralelee Road.

DSG in conjunction with the National Heavy Vehicle Regulator, publish the Heavy Vehicle Access Routes for the various types and sizes of heavy vehicles which do not comply with the restrictions for General Access. Heavy vehicles which can comply with the General Access limitations including total length and weight, are unrestricted.

It is noted the current Heavy Vehicle Access Routes do not include Porters Bridge Road and is restricted for the section of Meander Valley Road west of William Street to the western junction of Deviation Road and Meander Valley Road. Hence the operator will be required to comply with the General Access requirements for their heavy vehicle movements, unless otherwise approved.

Council does not have the jurisdiction to apply additional restrictions to traffic movements on Meander Valley Road. DSG in conjunction with the National Heavy Vehicle Regulator are also responsible for compliance and permitting associated with Heavy Vehicle Access Routes.

Temporary Traffic Management Plan

Since receipt of the application in August 2023, Council has raised concerns with the applicant regarding the traffic type and volumes generated by the proposal, in the context of the current condition of Porters Bridge Road. Council's concerns included the raised potential generated by this proposal for conflict between vehicles travelling in opposing direction on Porters Bridge Road, particularly the section between the access to 190 Porters Bridge Road and the proposal's site access.

The application received 86 representations, the majority raising concerns with the safety of the existing traffic flows (including for vehicles, pedestrians, cyclists etc.), the current condition of the road network and the additional traffic generated by this proposal, particularly the number of heavy vehicles.

12.1.2 Planner's Advice - Applicable Standards

In March 2025 the applicant proposed a Temporary Traffic Management Plan (TTMP). The TTMP proposes a shuttle flow arrangement for the 1.3km leading to the site access when travelling north (the portion of Porters Bridge Road 2km and 3.3km from the junction with Meander Valley Road).



Figure 4: Extent of shuttle flow proposal (Source: Applicant's TTMP).

The shuttle flow proposes to restrict vehicle movements to one direction at a time using portable traffic control devices. Vehicle speeds through the shuttle flow would be restricted to 60km/hr. The average delay for a 1.3km shuttle length with travel speed of 60km/hr would be 97 seconds. The longest delay is deemed to be 190 seconds.

The shuttle flow is proposed to allow the operator to conduct limited mining campaigns. The hours of operation of the shuttle flow will correspond to the operating hours of the mine, that is when loaded and unloaded heavy vehicle movements to and from the site are occurring. The

12.1.2 Planner's Advice - Applicable Standards

TTMP would allow the operator the ability to conduct the export of some material extracted, prior to the completion of the required upgrades to Porters Bridge Road.

A draft TTMP is provided in the attachment *Amended Plans – Temporary Traffic Management Plan*. The draft TTMP will not be endorsed for two reasons. Firstly, the Road Authority is not satisfied with the details of the TTMP as further edits are required. Secondly, the document was received after the application was advertised (see below Planning Authority's ability to consider the TTMP for more discussion on this).

However, the Road Authority is not opposed to the concept and considers the implementation of a shuttle flow is achievable. Further detail on the assessment of the TTMP concept and the associated permit conditions are in the attachment *Planner's Advice – Performance Criteria*.

Planning Authority's ability to consider the TTMP

Having regard to the findings of the Tasmanian Supreme Court Case of *Tomaszewski v Hobart City Council* [2020] TASSC 48, the Planning Authority can consider information submitted after the advertising period has ended. In order to consider the information there are key principles from the case which must be met. The first is the TTMP must not result in a substantially different planning permit application. The TTMP is not considered to substantially change the planning application as:

- It does not intensify or increase the scale of the use and development proposed. The number of vehicle movements will remain as per the maximum numbers described in the application.
- The additional information does not trigger a new discretion, rather it provides further information in response to the concerns raised in the representations for the Planning Authority to consider in their assessment of the application.
- Is not considered to unreasonably adversely impact anyone who does not already have appeal rights.

Secondly, having regard to the findings of *Tomaszewski v Hobart City Council* [2020] TASSC 48, an application cannot be advertised more than once. In general a planning application can never be readvertised.

Lastly, the plans or documents submitted after the completion of advertising, cannot be endorsed documents in the approved planning permit. Rather any such documents or plans can only be endorsed post approval via the requirements of a planning permit condition.

It is the assessing officer's view that TTMP can be considered in the assessment of the application.

Regulatory matters

Mining lease

A mining lease application (MLA) is currently with Mineral Resources Tasmania (MRT). The relevant MLA is 2142P/M. It is noted the MLA does not cover the total area of use and development, namely the last 700m of the access strip to Porters Bridge Road. Whilst noted, this has no bearing on the planning permit application.

12.1.2 Planner's Advice - Applicable Standards

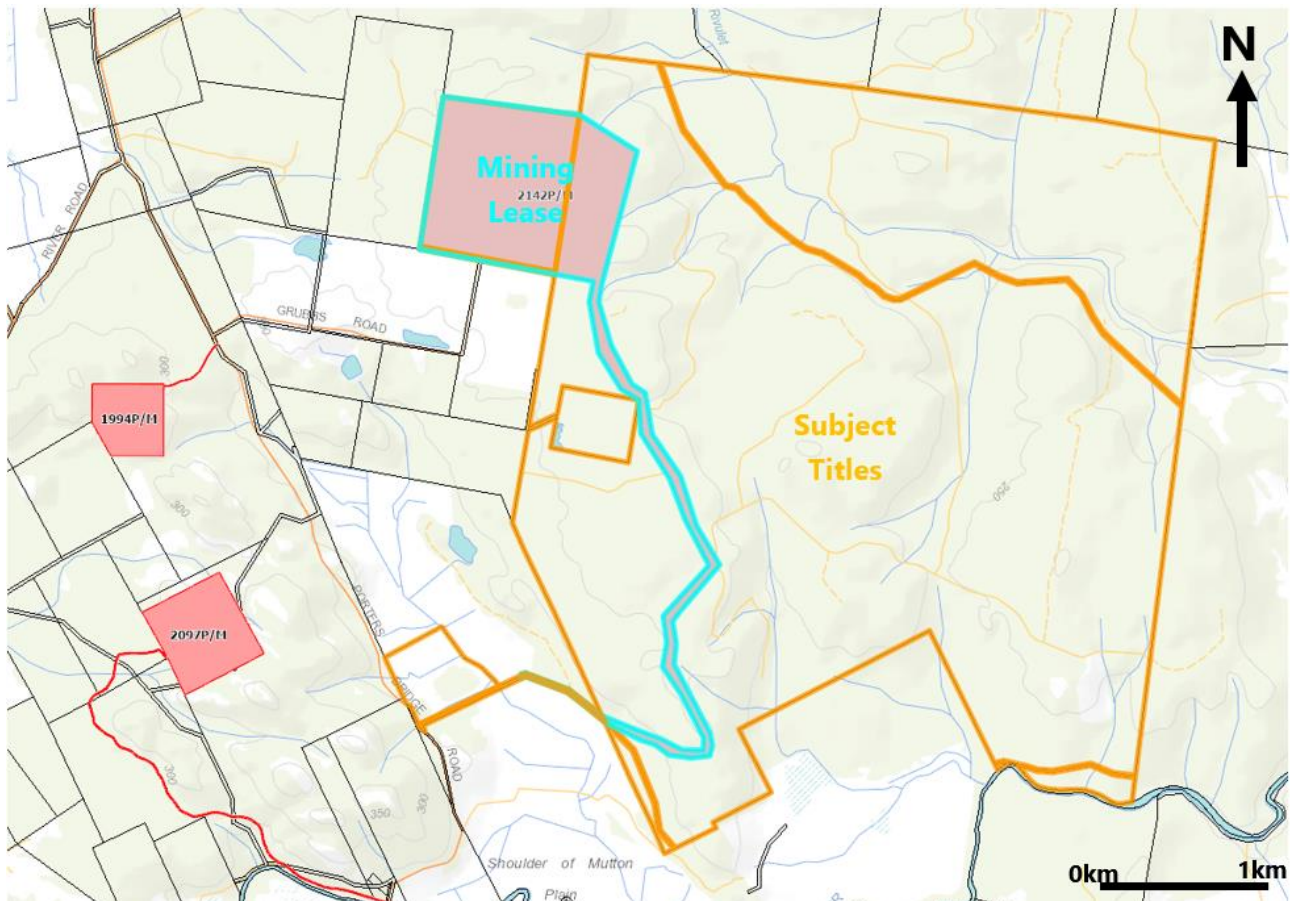


Figure 5: Mining lease application 2142P/M in the context of the subject titles. (Source: ListMap).

Environment Protection Authority Tasmania approval

The proposal is identified in the planning permit application as a Level 2 Activity in accordance with Schedule 2 of the *Environmental Management and Pollution Control Act 1994* (the EMPC Act).

Section 25(1) of the EMPC Act required Council to refer the planning permit application to the Board of the Environment Protection Authority (EPA Board) for assessment under the EMPC Act.

The EPA determined the Class of Assessment as Class 2A which required a statutory public advertising period of 14 days. The advertising period was completed in conjunction with the advertising of the planning permit application.

The 86 representations received by the Planning Authority were forwarded to the EPA. As the proposal is a Level 2 Activity, parts of the Planning Authority jurisdictions are undertaken by the administering authority of the EMPC Act, the EPA Board.

The EPA's Board approved the proposal. Council was notified of EPA's approval on Friday 7 March 2025.

The notification of the EPA's decision commenced Council's 42 day decision timeframe under the *Land Use Planning and Approvals Act 1993* (the LUPA Act). An extension to the LUPA Act decision period was agreed to on 21 March 2025. The decision due date is 14 May 2025.

Planning control

As per Section 51 (3) of the LUPA Act, Council must process and determine the application in accordance with the version of the planning scheme in effect at the time of the application is validly made. This is the Tasmanian Planning Scheme – Meander Valley (version 5 – effective 10 May 2023 to 23 January 2024).

Crown consent

The proposal nominates use and development on Crown Land (road reserves not containing a made road). As per Section 52 of the LUPA Act, Crown consent was provided by Crown Land Services (the relevant administering body) for the making of the planning permit application. It is the operator's responsibility to ensure any necessary Crown Land lease or licences are obtained before commencing operation.

Consent of the Road Authority

Meander Valley Council is the Road Authority for Porters Bridge Road. As the application nominated works in a Road Reserve for the site access, the consent of the General Manager or delegate is required for the making of the application as per Section 52 of the LUPA Act. The consent was provided. Note prior to any works occurring in the Road Reserve, the operator must apply for and obtain a Works in the Road Reserve Permit.

Zoning and surrounding land uses

The site includes land in the Agriculture and Rural Zones. The area of material extraction and the majority of the access strip is in the Rural Zone. The 1.3km of access strip from Porters Bridge Road is in the Agriculture Zone, as is 340 Porters Bridge Road (where sight distance improvements may be required).

To the north of the site, the land is Environmental Management Zone. This Zone aligns to the Brushy Rivulet Conservation Area, managed by the Parks and Wildlife Service on behalf of the Crown. To the immediate, east, west and south of the site, land is either Rural Zone or Agriculture Zone.

The area of material extraction is approximately 3.5km from the Rural Living Zone to the west, 3.5km from the Natural Living Particular Purpose Zone to the northwest, and 5.5km from the Village Zoned area of Exton to the south

Adjoining areas consist of a mosaic of cleared areas used for Resource Development and areas of standing vegetation. Approximately 2km and 2.5km to the southwest of this proposal are two existing Level 2 Extractive Industry quarries targeting stone material.

12.1.2 Planner's Advice - Applicable Standards

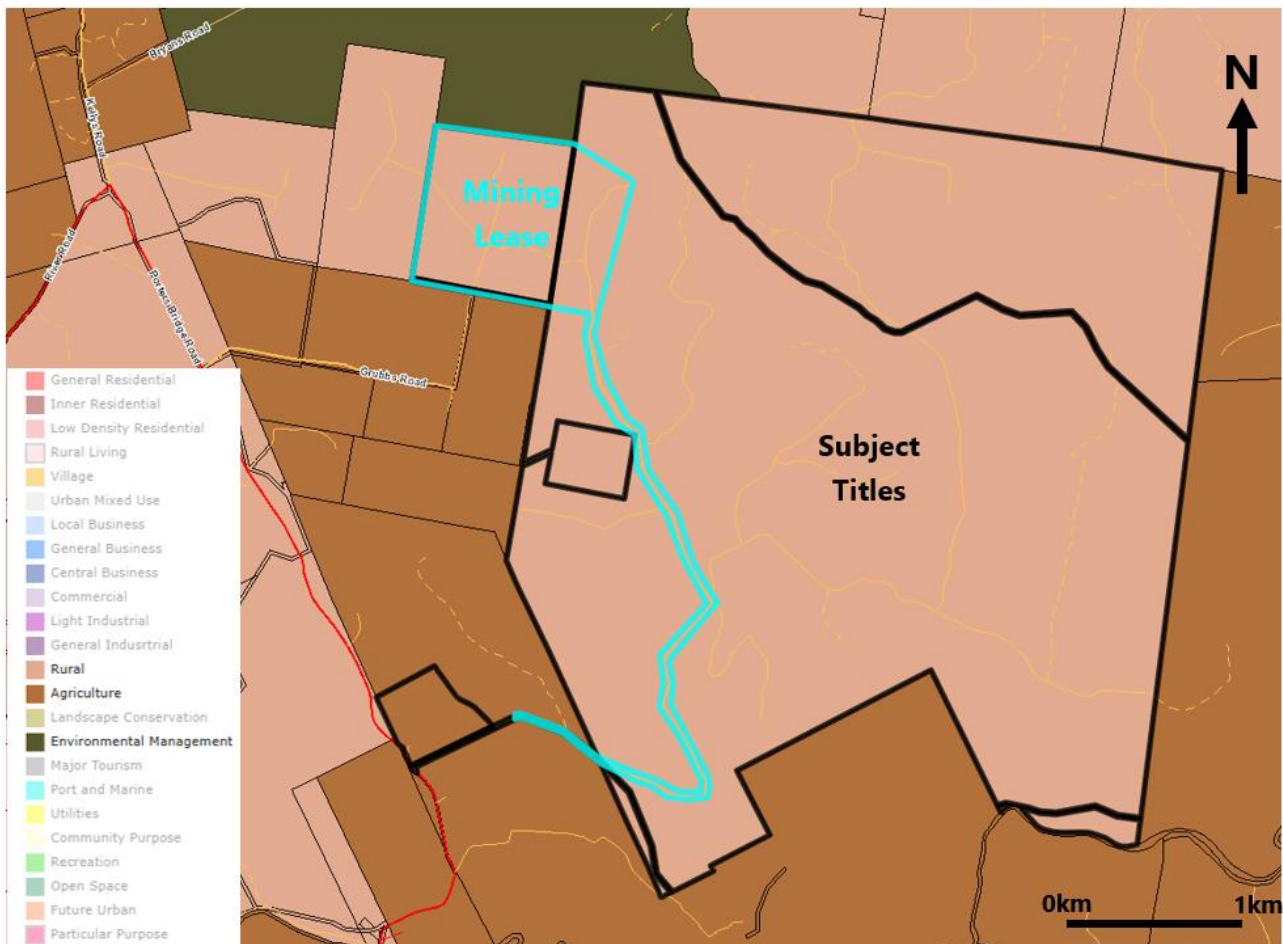


Figure 6: Zoning map for subject titles and adjoining land (Source: ListMap).

Planning scheme overlays

Planning scheme overlays mapped on the site include:

- Waterway protection area
- Priority vegetation area
- Bushfire prone area
- Landslip hazard band (low).

The Waterway protection area and Priority vegetation area are both addressed in C7.0 Natural Assets Code. This Code contains an exemption from assessment by the Planning Authority where part of a Level 2 activity. Vegetation on 340 Porters Bridge Road, outside of the Level 2 activity, is not a Priority vegetation area as per the definitions in the Planning Scheme.

The C13.0 Bushfire-Prone Areas Code and C15.0 Landslip Hazard Code are not applicable to the proposal.

12.1.2 Planner's Advice - Applicable Standards

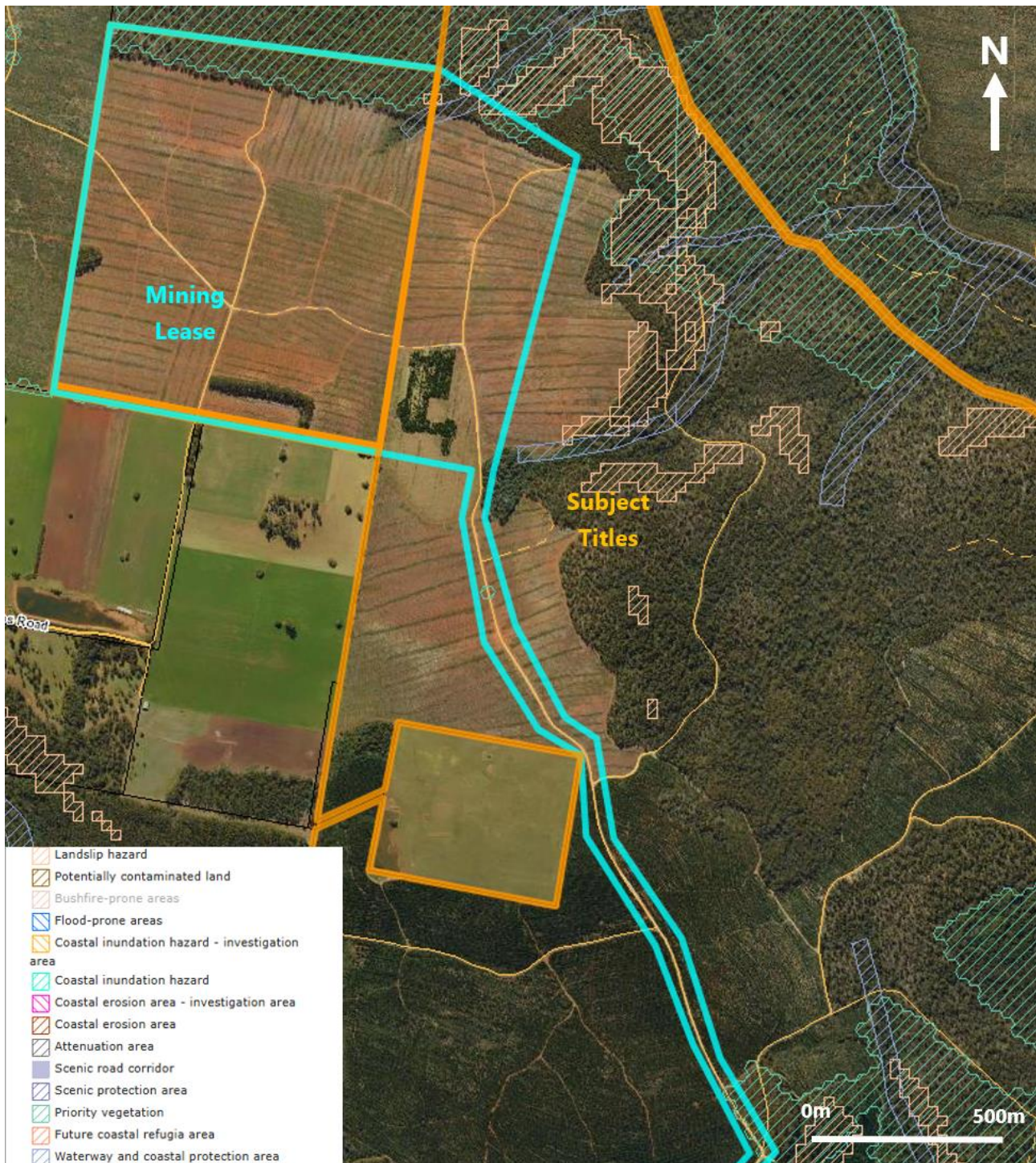


Figure 7: Planning scheme overlays for northern half of the subject land (Source: Listmap).

12.1.2 Planner's Advice - Applicable Standards

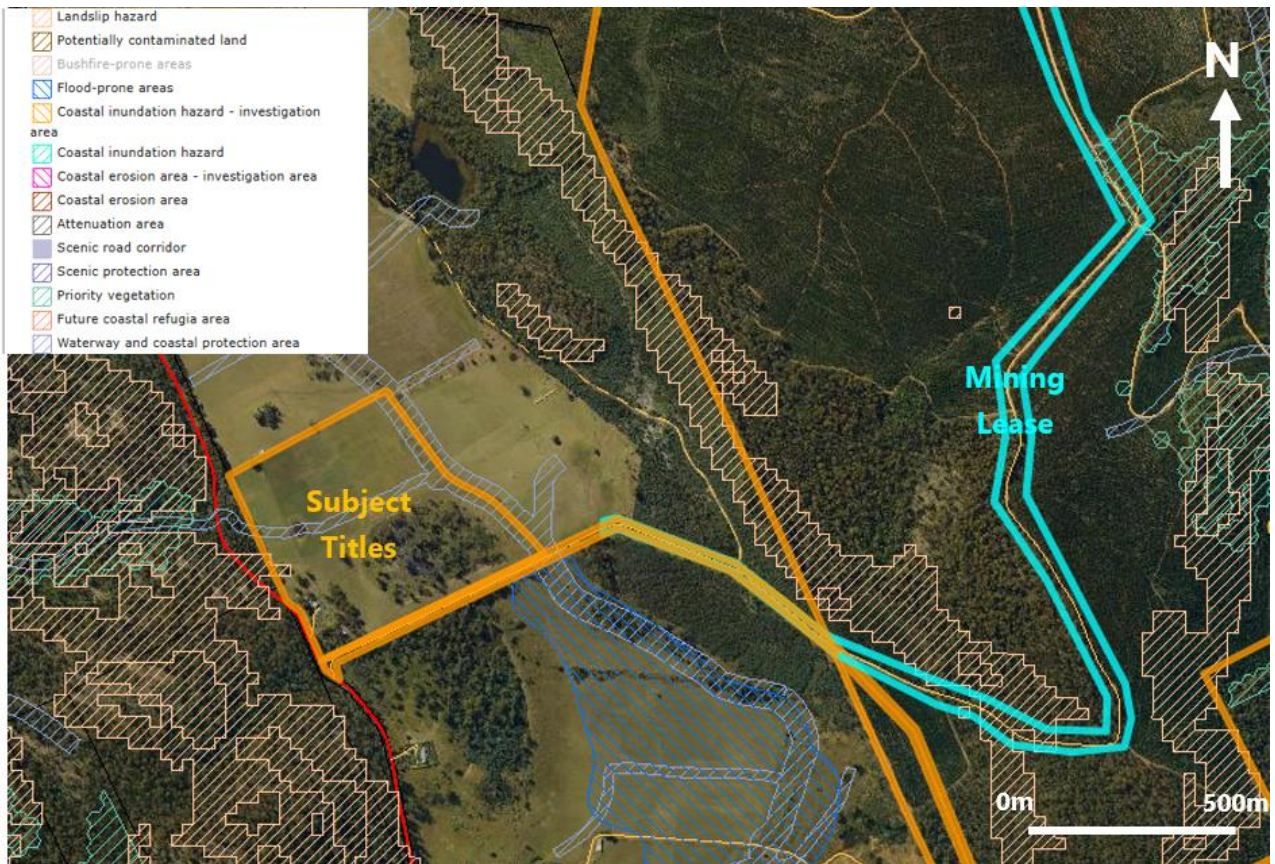


Figure 8: Planning scheme overlays for southern half of the subject land (Source: Listmap).

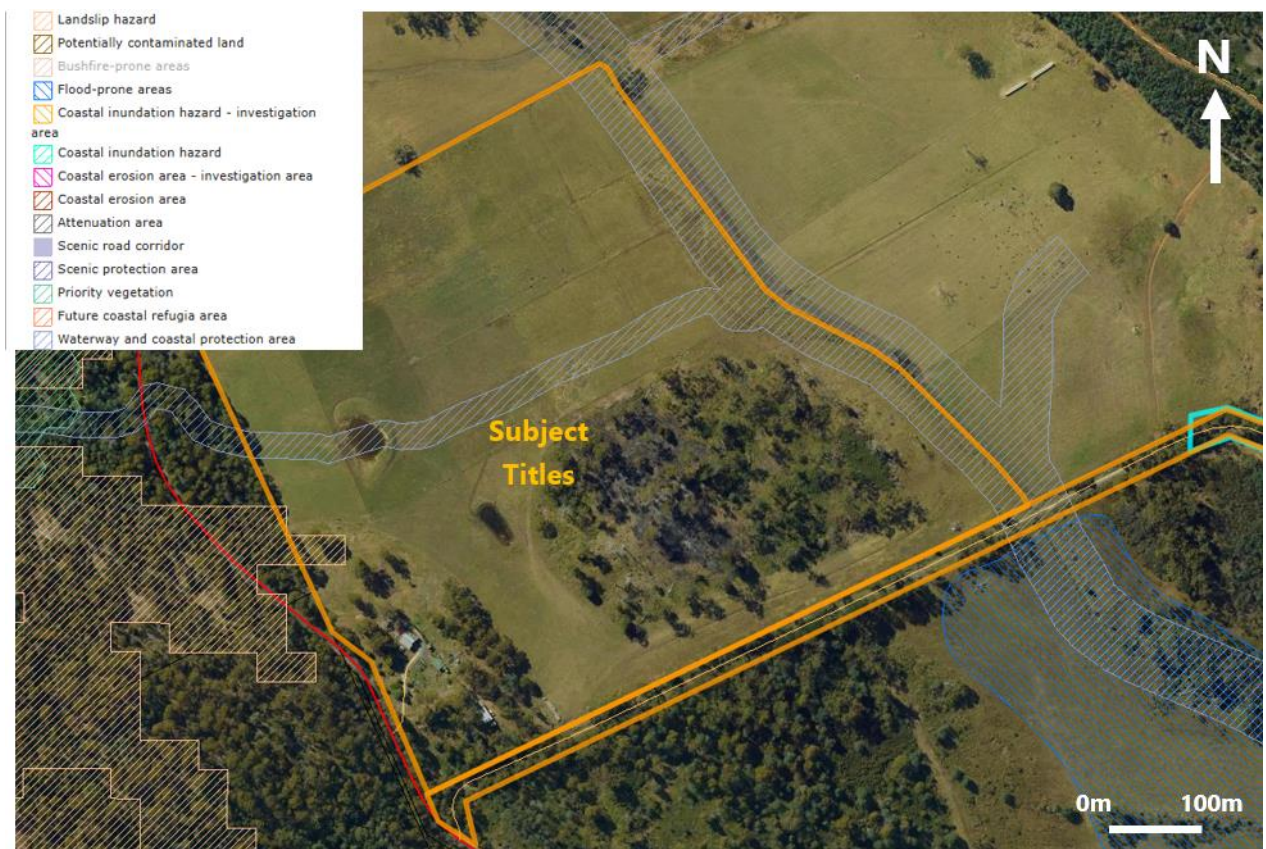


Figure 9: Planning scheme overlays at the site access (Source: Listmap).

12.1.2 Planner's Advice - Applicable Standards



Figure 10: Photo of existing site access point proposed to be used for the use and development.



Figure 11: Photo of existing internal access road, near the site access, proposed to be used for the use and development.

12.1.2 Planner's Advice - Applicable Standards



Figure 12: Photo of existing internal access road, closer to the area of material extraction, proposed to be used for the use and development.



Figure 13: Photo looking west across the area proposed for material extraction and site infrastructure.



Figure 14: Photo looking north across the area proposed for material extraction and site infrastructure.

Porters Bridge Road

A significant focus of the assessment of this proposal considered the impact the proposal would have on the safety and efficiency of Porters Bridge Road. Council is the Road Authority for Porters Bridge Road.

The applicant has submitted a Traffic Impact Assessment (TIA) as part of the application.

Council engaged Richard Burk of Traffic & Civil Services (TCS) to conduct a third party review of the applicant's TIA, and to conduct an Impact Review including assessment on the condition of Porters Bridge Road. The TCS review determined the findings of the applicant's TIA were insufficient.

The TCS review finds the current road is fit for the current traffic volumes (including mix of heavy and light vehicles), pending the completion of some minor works including signage and vegetation removal.

The TCS review determined that upgrades are required to sections of Porters Bridge Road between Meander Valley Road and the site access, if the proposal is approved. The required upgrades are generally in accordance with the S4 Rural Road Sealed Standard nominated in the Local Government Association Tasmania – Tasmanian Standard Drawings (Version 3 – December 2020) (LGAT-TSDs). This includes widening the sealed pavement to 6m, pavement strengthening, establishment of gravel shoulders, sight distance improvements and roadside drainage.

Further details on the assessment can be found in the attachment *Planner's Advice – Performance Criteria*, in the response to Performance Criteria C3.5.1.

Responsibility for road upgrades

As the proposal significantly intensifies the volume of heavy vehicles on Porters Bridge Road, Porters Bridge Road will be required to be upgraded should the application be approved. The responsibility of who completes the work is discussed below.

Clause 4.2.4 of the Planning Scheme provides an exemption from requiring a planning permit for road works, for anyone that can meet the requirements of the exemption.

4.0 Exemptions

Scheme Standard

4.2 Exempt infrastructure use or development

4.2.4 Road works

Maintenance and repair of roads and upgrading by or on behalf of the road authority which may extend up to 3m outside the road reserve including:

- (a) widening or narrowing of existing carriageways;*
- (b) making, placing or upgrading kerbs, gutters, footpaths, shoulders, roadsides, traffic control devices, line markings, street lighting, safety barriers, signs, fencing and landscaping, unless the Local Historic Heritage Code applies and requires a permit for the use or development; or*
- (c) repair of bridges, or replacement of bridges of similar size in the same or adjacent location.*

The assessing officer in consultation with the Road Authority, has a concern that should the proponent do the work, it would not comply with the exemption. This view is formed as the upgrade of the road is only a requirement because of the proposal and otherwise would not be required. Therefore, the scenario of the operator upgrading the road, is work that is not on behalf of the Road Authority. As such, Council will be required to complete the road upgrade works. It is considered reasonable that the proponent contributes via an infrastructure contribution for the required upgrades as per Part 5 of the LUPA Act and that Council should not undertake the road upgrades until such time as the proponent has paid the required funds to Council.

The recommended conditions of approval require a proportion of the costs of road upgrades be paid by the operator. The proportion of costs to be paid by the operator will be outlined in the Part 5 Agreement, once the costs of the upgrade are determined.

A proportioning of costs to the operator is reflective of the lifespan of road assets. The relevant section of Porters Bridge Road is approaching the end of its asset life. At the end of the asset

12.1.2 Planner's Advice - Applicable Standards

life Council would evaluate to what standard the road should be for the next period of asset life. If not for this proposal, Council's Road Authority would upgrade the road to generally an S3 Rural Road Sealed Standard as per the LGAT TSDs. Therefore, it is likely the proportion of costs borne by the operator will reflect the additional costs of achieving generally an S4 Rural Road Sealed Standard as per the LGAT TSDs. The proportion in costs will also reflect the earlier replacement of the road prior to the asset's end of life.

Further details on the assessment can be found in the attachment *Planner's Advice – Performance Criteria*, in the response to Performance Criteria C3.5.1.

Summary of Planner's Advice

This application was assessed against the requirements of the LUPA Act and Planning Scheme.

This application was assessed against the Exemptions, General Provisions Standards, as well as the Applicable Standards for the Zones and any relevant Codes.

All Standards applied in this assessment are taken from the Planning Scheme, effective at the time the application was validly made.

This application is assessed as compliant with the relevant Acceptable Solutions, except where "Relies on Performance Criteria" is indicated (see tables below).

Council has discretion to approve or refuse the application based on its assessment of the Performance Criteria, where they apply. Before exercising discretion, Council must consider the relevant Performance Criteria, as set out in the Planning Scheme.

For the purposes of clause 6.2.1 of the Planning Scheme, the proposed use and development is categorised into the Extractive Industry Use Class. Use of land for Extractive Industry is listed as a 'Permitted' use within Table 20.2 of the Planning Scheme and 'Discretionary' use within Table 21.2 of the Planning Scheme.

For a more detailed discussion of any aspects of this application reliant on Performance Criteria, see the attachment titled "Planner's Advice - Performance Criteria".

20.0 Rural Zone

<i>Scheme Standard</i>	<i>Planner's Assessment</i>	<i>Assessed Outcome</i>
20.3.1	<i>Discretionary uses</i>	
A1-A4	CT: 229773/1, CT: 214055/1 & Crown Road Reserves, are in the Rural Zone. Extractive Industry is a permitted use in the Rural Zone. These clauses apply only to discretionary uses.	Not Applicable
20.4.1	<i>Building Height</i>	
A1	Buildings are confined to CT: 214055/1. The proposal incorporates demountable buildings to accommodate administration and staff amenity. All buildings will be less than 12m in height.	Complies with Acceptable Solution
20.4.2	<i>Setbacks</i>	
A1	Buildings are confined to CT: 214055/1. The proposal incorporates demountable buildings to accommodate administration and staff amenity. All buildings will be greater than 5m from boundaries.	Complies with Acceptable Solution
A2	No buildings are for a sensitive use. Buildings are associated with the Extractive Industry use.	Not Applicable
20.4.3	<i>Access for new dwellings</i>	
A1	The proposal is not a new dwelling.	Not Applicable
21.5.1	<i>Lot design</i>	
A1-A2	The application is not for subdivision.	Not Applicable

21.0 Agricultural Zone

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
21.3.1	<i>Discretionary uses</i>	
A1	CT: 148606/1 & CT: 31918/1 are in the Agriculture Zone. Extractive Industry is a discretionary use in the Agriculture Zone. No Acceptable Solution available.	Relies on Performance Criteria
A2	CT: 148606/1 & CT: 31918/1 are in the Agriculture Zone. Extractive Industry is a discretionary use in the Agriculture Zone. No Acceptable Solution available.	Relies on Performance Criteria
A3	CT: 148606/1 & CT: 31918/1 are in the Agriculture Zone. Prime Agricultural Land is defined in the Planning Scheme as meaning <i>agricultural land classified as class 1, 2 or 3 land using the class definitions and methodology from the Land Capability Handbook, Guidelines for Classification of Agricultural Land in Tasmania, 2nd edition, 1999.</i> Mapping available to Council (ListMap) show no areas of the two titles are mapped as Class 1, 2 or 3.	Not Applicable
A4	Clause not applicable. Not for a residential use.	Not Applicable
21.4.1	<i>Building Height</i>	
A1	No buildings are proposed on the area within the Agriculture Zone, only use of existing vehicle tracks in the Agriculture Zone areas.	Not Applicable
21.4.2	<i>Setbacks</i>	
A1-A2	No buildings are proposed on the area within the Agriculture Zone, only use of existing vehicle tracks in the Agriculture Zone areas.	Not Applicable

21.0 Agricultural Zone

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
21.4.3	<i>Access for new dwellings</i>	
A1	The proposal is not a new dwelling.	Not Applicable
21.5.1	<i>Lot design</i>	
A1-A2	The application is not for subdivision.	Not Applicable

C1.0 Signs Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
C1.2	<i>Application of this Code</i> The proposal includes directional road signage. Table C1.3 provides the sign type definitions. The applicable sign type is regulatory sign.	Code Applicable
C1.4	<i>Development Exempt from this Code</i> C1.4.1 – A sign listed in Table C1.4 is exempt from this code provided it complies with the relevant requirements. Table C1.4 lists regulatory signs, with no requirements. The signage is therefore exempt.	Exempt

C2.0 Parking and Sustainable Transport Code

<i>Scheme Standard</i>	<i>Planner's Assessment</i>	<i>Assessed Outcome</i>
C2.5.1	<i>Car parking numbers</i>	
A1	Table C2.1 sets the requirement as 1 space per 2 employees for Extractive Industry use. Application identifies a maximum of 12 employees onsite. 6 spaces required. 6 spaces nominated in the parking area.	Complies with Acceptable Solution
C2.5.2	<i>Bicycle parking numbers</i>	
A1	Table C2.1 does not set a requirement for bicycle parking for Extractive Industry use.	Not Applicable
C2.5.3	<i>Motorcycle parking numbers</i>	
A1	Clause C2.2.2 identifies that Clause C2.5.3 does not apply to Extractive Industry use.	Not Applicable
C2.5.4	<i>Loading bays</i>	
A1	Clause C2.2.3 identifies that Clause C2.5.4 does not apply to Extractive Industry use.	Not Applicable
C2.5.5	<i>Number of car parking spaces within the General Residential Zone and Inner Residential Zone</i>	
A1	Clause C2.2.4 identifies that Clause C2.5.5 does not apply to Extractive Industry use.	Not Applicable
C2.6.1	<i>Construction of parking areas</i>	
A1	<p>Parking areas will be constructed of durable surface providing all weather access.</p> <p>Stormwater runoff from these areas will be drained to the site's stormwater system.</p> <p>The requirement to have a sealed surface or equivalent material to restrict abrasion from traffic and minimise entry of water to the</p>	Complies with Acceptable Solution

C2.0 Parking and Sustainable Transport Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
	pavement is not applicable in the Agriculture and Rural Zones.	
C2.6.2	<i>Design and layout of parking areas</i>	
A1.1	The plans provided by the applicant do not provide a detailed carparking layout. As a result it cannot be confirmed if the application complies with either sub-clause (a) or (b) of the Acceptable Solution.	Relies on Performance Criteria
A1.2	Nil parking spaces identified as accessible.	
C2.6.3	<i>Number of accesses for vehicles</i>	
A1	Single site access off Porters Bridge Road.	Complies with Acceptable Solution
A2	The clause applies to an access within the Central Business Zone or a pedestrian priority street. Neither are applicable to the site access.	Not Applicable
C2.6.4	<i>Lighting of parking areas within the General Business Zone and Central Business Zone</i>	
A1	The clause applies to the General Business Zone and Central Business Zone. The use and development is in the Agriculture Zone and Rural Zone.	Not Applicable
C2.6.5	<i>Pedestrian access</i>	
A1.1	Clause applies to uses that require 10 or more parking spaces. The required number of parking spaces is 6. The required number is not 10 or more.	Complies with Acceptable Solution
A1.2	Nil parking spaces are nominated as accessible.	

C2.0 Parking and Sustainable Transport Code

<i>Scheme Standard</i>	<i>Planner's Assessment</i>	<i>Assessed Outcome</i>
C2.6.6	<i>Loading bays</i>	
A1-A2	The Planning Scheme does not require that the use has a loading bay. The plans do not nominate a loading bay.	Not Applicable
C2.6.7	<i>Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</i>	
A1-A2	The clause applies within the General Business Zone and Central Business Zone. The development is in the Agriculture Zone and Rural Zone.	Not Applicable
C2.6.8	<i>Siting of parking and turning areas</i>	
A1-A2	The clause is not applicable to development in the Agriculture Zone and Rural Zone.	Not Applicable
C2.7.1	<i>Parking precinct plan</i>	
A1	The site is not within a parking precinct plan.	Not Applicable

C3.0 Road and Railway Assets Code

**Scheme
Standard****Planner's Assessment****Assessed Outcome****C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction**

A1.1 Not Applicable – The site access enters onto Porters Bridge Road. The Road Authority for Porters Bridge Road is Meander Valley Council. Porters Bridge Road is not a Category 1 or limited access road.

A1.2 Not Applicable - The application does not include a new junction, vehicle crossing or level crossing to serve the use and development.

A1.3 Not Applicable – Rail network does not cross the site.

A1.4 **Does not comply** – The vehicle access is existing. Table C3.1 sets the applicable amount of acceptable increase in annual average daily traffic (AADT) to and from the site (total of ingress and egress).

Porters Bridge Road is not major road therefore the applicable Acceptable Solution limits are:

Vehicles up to 5.5m long	Vehicles longer than 5.5m long
20% or 40 vehicle movements per day, whichever is the greater.	20% or 5 vehicle movements per day, whichever is the greater.

The applicant has not provided any data to detail the existing type and number of vehicle movements at the existing vehicle access. Council has no records of the number of vehicle movements at the existing vehicle access.

Therefore, the assumed number of existing vehicle movements at the vehicle access is zero (0).

**Relies on Performance
Criteria**

C3.0 Road and Railway Assets Code

Scheme Standard

Planner's Assessment

Assessed Outcome

Compliance with the Acceptable Solution is determined by the AADT. AADT means the number of vehicles per day averaged over all days in a calendar year.

The applicant has not provided the AADT values. Rather the applicant has advised the peak vehicle movements in any single day. Peak daily vehicle movements at the site access will be:

- 24 Vehicles up to 5.5m long
- 78 Vehicles longer than 5.5m long

The application also identifies there will be a maximum of 10 service vehicle movements in any day. These were not attributed to either vehicle size category. Conservatively, the service vehicles are included in the vehicles longer than 5.5m long.

- 24 Vehicles up to 5.5m long
- 88 Vehicles longer than 5.5m long

The application advises the extractive industry will be carried out on a campaign basis of 3-4 months each year.

To determine the AADT, first the daily peak number must be multiplied by the operating days during a 4 month period.

A 4 month period consists of 123 days.

The site will operate a maximum of 6 days a week. Therefore the operating days in the 123 day period is 105.4 days.

To determine the total number of vehicle movements required for each campaign and therefore in a year, the daily peak is multiplied by the number of operating days.

Vehicles up to 5.5m long

C3.0 Road and Railway Assets Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
	<p>- 105.4 days x 24 vehicles = 2529.6 vehicle movements</p> <p>Vehicles longer than 5.5m long</p> <p>- 105.4 days x 88 vehicles = 9275.2 vehicle movements</p> <p>To convert these values to AADT, the total number of vehicle movements is divided by the number of days in the year.</p> <p>Vehicles up to 5.5m long</p> <p>- 2529.6 vehicle movements / 365 days = 6.93 AADT</p> <p>Vehicles longer than 5.5m long</p> <p>- 9275.2 vehicle movements / 365 days = 25.4 AADT</p> <p>Vehicles up to 5.5m long complies as the AADT total is less than 40 vehicle movements per day.</p> <p>Vehicles longer than 5.5m long does not comply as the AADT is greater than 5 vehicle movements per day.</p>	
A1.5	<p>Not Applicable – The Planning Scheme defines a major road as a category 1, 2 or 3 road as defined in the State Road Hierarchy, and any other road described in any other major roads list in the relevant Local Provisions Schedule.</p> <p>Porters Bridge Road is not a Category 1, 2 or 3 road as defined in the State Road Hierarchy. The Local Provisions Schedule does not nominate Porters Bridge Road as a major road.</p>	
C3.6.1	<i>Habitable buildings for sensitive uses within a road or railway attenuation area</i>	
A1	The development is not a new habitable building for a sensitive use.	Not Applicable

C3.0 Road and Railway Assets Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
C3.7.1	<i>Subdivision for sensitive uses within a road or railway attenuation area</i>	
A1	The development is not a subdivision.	Not Applicable

C7.0 Natural Assets Code

**Scheme
Standard**

Planner's Assessment

Assessed Outcome

C7.2 *Application of this Code*

Areas mapped as waterway protection area and priority vegetation area existing on the site.

Code Applies

These areas have been assessed by the EPA as part of the assessment of the Level 2 Activity.

The map of the Level 2 Activity Area does not include 340 Porters Bridge Road or the Porters Bridge Road Reserve.

Additional vegetation areas are located on 340 Porters Bridge Road and in the Road Reserve and may be impacted by the proposal due to improvements to the site access.

As the areas were not considered in the Level 2 Activity assessment, a determination must be made as to whether they require assessment under the Planning Scheme.

The Planning Scheme defines priority vegetation area as meaning *land shown on an overlay map in the relevant Local Provisions Schedule, as within a priority vegetation area.*

The area of vegetation in the Road Reserve and on 340 Porters Bridge Road is not mapped as a priority vegetation area on the overlay map in the Local Provisions Schedule (refer to Figure 9 above).

Therefore, the Planning Authority does not have any jurisdiction regarding impacts to the vegetation in the Road Reserve or on 340 Porters Bridge Road.

It is the responsibility of the operator to comply with any other regulatory requirements including the EPA's conditions of approval and Commonwealth Laws before undertaking any impacts to the vegetation.

C7.0 Natural Assets Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
C7.4	<i>Use or Development Exempt from this Code</i>	
	(b) development assessed as a Level 2 Activity. As the areas within the waterway protection area and priority vegetation areas are assessed as part of the Level 2 Activity, it is exempt from the Code.	Exempt

C9.0 Attenuation Code

**Scheme
Standard****Planner's Assessment****Assessed Outcome****C9.2 *Application of this Code***

C9.2.1 (a) Use and development is a Level 2 Quarry or Extractive pit.

Code Applies

C9.4 *Use or Development Exempt from this Code*

C9.4.1 (a) Use or development assessed as a Level 2 Activity.

Exempt

The use and development is a Level 2 Activity and therefore is exempt from the Code.

C12.0 Flood-Prone Areas Hazard Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
C12.2	<i>Application of this Code</i> No part of the use or development is within a flood-prone hazard area as defined in the Planning Scheme.	Code not applicable

C13.0 Bushfire-Prone Areas Code

<i>Scheme Standard</i>	Planner's Assessment	Assessed Outcome
C13.2	Application of this Code	
	Site is mapped as bushfire prone area.	Code not applicable
	The application is not for a subdivision.	
	The use is not a vulnerable use.	
	The use is not a hazardous use. A hazardous use is defined as:	
	(a) hazardous chemicals of a manifest quantity are stored on a site; or	
	(b) explosives are stored on a site and where classified as an explosives location or large explosives location as specified in the Explosives Act 2012.	
	A hazardous use is not proposed in the application.	

C14.0 Potentially Contaminated Land Code

<i>Scheme Standard</i>	<i>Planner's Assessment</i>	<i>Assessed Outcome</i>
C14.2	<i>Application of this Code</i>	
	<p>(d)(i) A report lodged with the application identified the land as having been used, or may have been used, for a potentially contaminating activity.</p> <p>The application documents include a site history assessment. The applicant has identified the use of herbicides and pesticides part of forestry activities conducted on the site mean the site is potentially contaminated land.</p>	Code applies
C14.2.1	<i>Suitability for intended use</i>	
A1	Use is not a sensitive use or a use listed in Table C14.1.	Not Applicable
C14.6.1	<i>Excavation works, excluding land subject to the Macquarie Point Development Corporation Act 2012</i>	
A1	Development will involve more than 250m ³ of site disturbance.	Relies on Performance Criteria
C14.7.1	<i>Subdivision for sensitive use</i>	
A1	Application is not for subdivision.	Not Applicable

C15.0 Landslip Hazard Code

<i>Scheme Standard</i>	<i>Planner's Assessment</i>	<i>Assessed Outcome</i>
C15.2	<i>Application of this Code</i>	
	Part of the site is mapped as low landslip hazard area.	Code applies
C15.4	<i>Use or Development Exempt from this Code</i>	
	<p>Use Exempt -</p> <p>(a) use of land within a low or medium landslip hazard band, excluding for a critical use, hazardous use or vulnerable use;</p> <p>Extractive industries is only a hazardous use where it involves the storage of a hazardous chemical of a manifest quantity. The application does not identify the use as a hazardous use.</p> <p>Development Exempt -</p> <p>(e) development, including subdivision, on land within a low landslip hazard band, if it does not involve significant works;</p> <p>The area of landslip is mapped on a 200m extent of the access strip, approximately 1.7km from Porters Bridge Road. The access strip is an existing access roadway (established by previous land uses). No development is proposed in the area mapped as landslip hazard area.</p>	Exempt

21.0 Agricultural Zone

Planning Scheme Provision	21.3.1 Discretionary uses
	<p>Objective</p> <p><i>That uses listed as Discretionary:</i></p> <ul style="list-style-type: none"> (a) <i>support agricultural use; and</i> (b) <i>protect land for agricultural use by minimising the conversion of land to non-agricultural use.</i>
	<p>Performance Criteria P1</p> <p><i>A use listed as Discretionary, excluding Residential or Resource Development, must be required to locate on the site, for operational or security reasons or the need to contain or minimise impacts arising from the operation such as noise, dust, hours of operation or traffic movements, having regard to:</i></p> <ul style="list-style-type: none"> (a) <i>access to a specific naturally occurring resource on the site or on land in the vicinity of the site;</i> (b) <i>access to infrastructure only available on the site or on land in the vicinity of the site;</i> (c) <i>access to a product or material related to an agricultural use;</i> (d) <i>service or support for an agricultural use on the site or on land in the vicinity of the site;</i> (e) <i>the diversification or value adding of an agricultural use on the site or in the vicinity of the site; and</i> (f) <i>provision of essential Emergency Services or Utilities.</i>

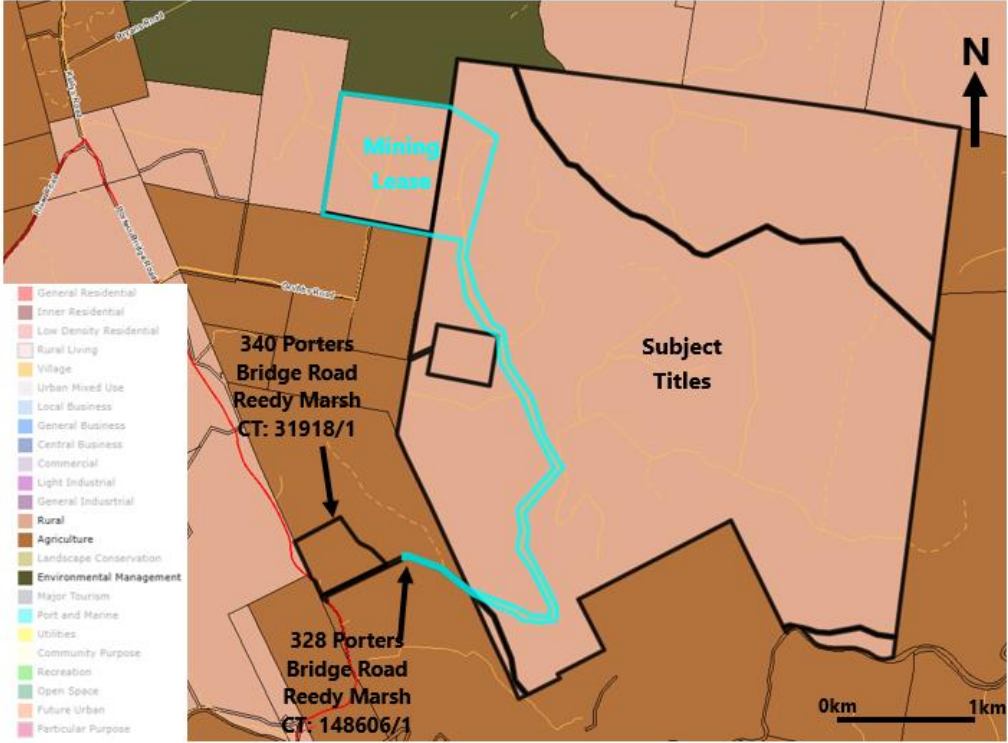
Summary of Planner's Advice

The development is assessed as satisfying Performance Criteria P1, and is consistent with the objective.

Details of the planner's assessment against the provision are set out below.

Scheme Provision	Planner's Assessment
21.3.1 Performance Criteria P1	<p>The proposed use and development is located across multiple property titles in the Rural and Agriculture Zones. Titles in the Agriculture Zone, are 328 Porters Bridge Road CT: 148606/1 and 340 Porters Bridge Road CT:31819/1.</p>

12.1.3 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
	 <p data-bbox="475 1066 1347 1099"><i>Figure 1: Zoning map showing the two titles in the Agriculture Zone (Source: ListMap).</i></p> <p data-bbox="384 1117 1439 1238">CT: 148606/1 is 2.745ha in area and provides the link between the site access onto Porters Bridge Road and the Titles where material extraction will occur. The other titles are in the Rural Zone.</p> <p data-bbox="384 1261 1439 1382">CT: 148606/1 contains an existing vehicle access road used as part of forestry activities. The definition of agricultural use in the planning scheme includes forestry.</p> <p data-bbox="384 1404 1439 1485">The Extractive Industry use of the same access road would not prohibit the continued use of the access road as part of an agricultural use.</p> <p data-bbox="384 1507 1439 1843">For the most part the existing vehicle access road will be used. Some additional disturbance will be required to improve the usability of the site access including the trimming and removal of vegetation for sight distance. These activities are likely to extend onto 340 Porters Bridge Road (CT:31918/1) for the purposes of vegetation removal to provide sight distances at the site's access onto Porters Bridge Road. The total area of additional disturbance is minimal. The vegetated status of the areas to be disturbed mean the area does not appear to currently provide an agricultural use</p> <p data-bbox="384 1865 1439 2022">The Performance Criteria requires a finding that the Extractive Industry Use, must be required to be located on the site, for operational or security reasons or the need to contain or minimise impacts arising from the operation such as noise, dust, hours of operation or traffic movements.</p>

12.1.3 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
21.3.1 Performance Criteria P1(a)	The use of the land facilitates access to natural resource that is proposed to be extracted. The land provides the vehicle pathway to access the area of material extraction from the public road network.
21.3.1 Performance Criteria P1(b)	The land in the Agriculture Zone will provide the Extractive Industry Use with a pathway to the public road network in the vicinity of the site. The vehicle access pathway is existing and removes the need to disturb other Agricultural land to facilitate vehicle access from the proposal's area of material extraction to the public road network.
21.3.1 Performance Criteria P1(c)	The use of the land facilitates access to bauxite. Bauxite has a range of uses which include as a component of fertilizers that are used in Agricultural activities. Bauxite is also used in concrete production, concrete is regularly used as part of the construction of agricultural buildings.
21.3.1 Performance Criteria P1(d)	The products made with the extracted material have the potential to be used in Agricultural Uses in the vicinity of the site such as pasture fertilizer or the use of construction of agricultural buildings.
21.3.1 Performance Criteria P1(e)	It is understood that currently the access road is used only for forestry activities (an Agricultural use). The proposal will utilise the same access road. The commencement of the Extractive Industry use will not mean the agricultural use must stop. The proposal diversifies the use of the access road.
21.3.1 Performance Criteria P1(f)	The use is Extractive Industry and not Emergency Services or Utilities. The use of the land in the Agriculture Zone provides a link between the area of material extraction and the public road network.
21.3.1 Performance Criteria P1 Conclusion	The use of land in the Agriculture Zone is required for operational reasons. The use allows material to be moved from the area of material extraction, where the natural resource occurs, to the public road network onto to distribution locations or local manufacturers. The use of the nominated land in the Agriculture Zone aligns to an existing access road in use for forestry. The use of this existing access road removes the need to disturb other land used for Agricultural purposes. Furthermore the use of the road for this proposal would not restrict the continued use of the road for forestry. The proposed use and development satisfies the Performance Criteria.

Planning Scheme Provision	21.3.1 Discretionary uses
	<p>Objective</p> <p><i>That uses listed as Discretionary:</i></p> <ul style="list-style-type: none"> (a) <i>support agricultural use; and</i> (b) <i>protect land for agricultural use by minimising the conversion of land to non-agricultural use.</i>
	<p>Performance Criteria P2</p> <p><i>A use listed as Discretionary, excluding Residential, must minimise the conversion of agricultural land to non-agricultural use, having regard to:</i></p> <ul style="list-style-type: none"> (a) <i>the area of land being converted to non-agricultural use;</i> (b) <i>whether the use precludes the land from being returned to an agricultural use</i> (c) <i>whether the use confines or restrains existing or potential agricultural use on the site or adjoining sites.</i>

Summary of Planner's Advice

The development is assessed as satisfying Performance Criteria P2, and is consistent with the objective.

Details of the planner's assessment against the provision are set out below.

Scheme Provision	Planner's Assessment
21.3.1 Performance Criteria P2	<p>The proposed use and development is located across multiple property titles in the Rural and Agriculture Zones. Titles in the Agriculture Zone, are 328 Porters Bridge Road CT: 148606/1 and 340 Porters Bridge Road CT:31819/1 (refer to Figure 1 in response to P1).</p> <p>CT: 148606/1 is 2.745ha in area and provides the link between the site access onto Porters Bridge Road and the Titles where material extraction will occur. The other titles are in the Rural Zone.</p> <p>CT: 148606/1 contains an existing vehicle access road used as part of forestry activities. The definition of agricultural use in the planning scheme includes forestry.</p> <p>The Extractive Industry use of the same access road would not prohibit the continued use of the access road as part of an agricultural use.</p> <p>For the most part the existing vehicle access road will be used. Some additional disturbance will be required to improve the usability of the site access including the trimming and removal of vegetation for sight distance.</p>

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Scheme Provision	Planner's Assessment
	<p>These activities are likely to extend onto 340 Porters Bridge Road (CT:31918/1) for the purposes of vegetation removal to provide sight distances at the site's access onto Porters Bridge Road. The total area of additional disturbance is minimal. The vegetated status of the areas to be disturbed mean the area does not appear to currently provide an agricultural use</p> <p>The Performance Criteria requires a determination that the proposal minimises the conversion of agricultural land to non-agricultural use.</p>
<p>21.3.1 Performance Criteria P2(a)</p>	<p>The parcel of land CT: 148606/1 is 2.745ha. The vehicle access road on this parcel is existing. The vehicle access road serves an agricultural use, forestry. Whilst Extractive Industry is not an agricultural use, the proposal does not prevent the ongoing use of the vehicle access road for an agricultural use. Hence it is considered the proposal does not convert the existing vehicle access road to a non-agricultural use.</p> <p>Some minor additional disturbance of land will be required to complete the necessary improvements to the site access for the Extractive Industry use. This area is negligible in the context of the total area of Agriculture Zone land in the area. Most of the disturbance will likely be from improvements to sight distances via the removal of vegetation. Furthermore the area of works is not currently subject to an agricultural use and the improvements to the site access would benefit the use of the site access for forestry activities.</p>
<p>21.3.1 Performance Criteria P2(b)</p>	<p>The use of the access road for the Extractive Industry use is not considered to preclude the ongoing use of the vehicle access road for forestry, an agricultural use. The access road may also benefit other agricultural uses such as providing access for transportation of livestock or agricultural machinery. It could also provide a laneway for the movement of stock. Formed vehicle access roads are a common component of many agricultural uses.</p>
<p>21.3.1 Performance Criteria P2(c)</p>	<p>The proposal has little to no bearing on existing or potential agricultural uses of the site. The vehicle access road is existing. Therefore the limitations to other potential agricultural uses already exists. The proposal will not change this scenario.</p> <p>The additional areas required for improvements to the site access, including sight distance improvements are not currently used for an agricultural use. It is very unlikely the additional areas would be used for an agricultural use due to their position.</p> <p>The movement of vehicles associated with the extractive industry use does not unreasonably confine or restrain existing or potential agricultural use on</p>

12.1.3 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
	adjoining sites. There is the potential vehicle movements could startle stock, however once familiar with passing traffic, stock are unlikely to take any notice or react.
21.3.1 Performance Criteria P2 Conclusion	<p>The application minimises the conversion of agricultural land to a non-agricultural use.</p> <p>The proposed use and development satisfies the Performance Criteria.</p>

C2.0 Parking and Sustainable Transport Code

Planning Scheme Provision	C2.6.2 Design and layout of parking areas
	<p>Objective</p> <p><i>That parking areas are designed and laid out to provide convenient, safe and efficient parking.</i></p>
	<p>Performance Criteria P1</p> <p><i>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</i></p> <ul style="list-style-type: none"> (a) <i>the characteristics of the site;</i> (b) <i>the proposed slope, dimensions and layout;</i> (c) <i>useability in all weather conditions;</i> (d) <i>vehicle and pedestrian safety;</i> (e) <i>the nature and use of the development;</i> (f) <i>the expected number and type of vehicles;</i> (g) <i>the likely use of the parking areas by persons with a disability;</i> (h) <i>the nature of traffic in the surrounding area;</i> (i) <i>the proposed means of parking delineation; and</i> (j) <i>the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off--street commercial vehicle facilities.</i>

Summary of Planner's Advice

The development is assessed as satisfying Performance Criteria P1, and is consistent with the objective.

Details of the planner's assessment against the provision are set out below.

Scheme Provision	Planner's Assessment
C2.6.2 Performance Criteria P1	<p>The application did not provide a detailed parking area layout as part of the application documents. Therefore the proposal could not be deemed to comply with the Acceptable Solution.</p> <p>The application including Traffic Impact Statement identifies that a parking layout configuration can be achieved which accords with the requirements of the Australian Standard.</p>
C2.6.2 Performance	<p>The total site area is approximately 150ha. The site includes a 5.5km access strip from Porters Bridge Road which leads to the area of material extraction.</p>

12.1.3 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
Criteria P1(a)	<p>This access strip contains an existing access road that services forestry activities. The access road is generally 4-5m wide with shoulder space.</p>  <p>05 05 2025</p> <p><i>Figure 2: Photo of typical existing internal access road, proposed to be used for the use and development.</i></p>  <p>05 05 2025</p> <p><i>Figure 3: Photo of area where use and development is proposed.</i></p>

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Scheme Provision	Planner's Assessment
	The area of extraction is mostly rectangular in shape and covers an area of approximately 124ha. Site parking areas will be provided in this area and will require the construction of new parking space and access ways.
C2.6.2 Performance Criteria P1(b)	Submitted plans show a general position of internal roads and parking areas. No details of the slope or dimensions or layout were provided. The gradient in the area generally ranges from 1-10%. There are suitable areas within the site where access and carparking areas could be achieved which comply with the gradients nominated in the applicable Australian Standards for both light and heavy vehicles.
C2.6.2 Performance Criteria P1(c)	It is expected most activities on site will be carried out during the drier months of the year due to the properties of bauxite. However there are no evident hazards which would mean the access and parking areas constructed in accordance with the requirements of the Australian Standard would not be usable in all weather conditions
C2.6.2 Performance Criteria P1(d)	There is sufficient area available to locate the parking areas to provide for a safe environment for drivers and pedestrians alike. The use requires 6 light vehicle parking spaces, separate pedestrian access is not required. The majority of persons on site will be employees familiar with the traffic arrangements onsite whereby mitigating the chance of a traffic incident.
C2.6.2 Performance Criteria P1(e)	The use and development is for an Extractive Industry (Quarry – Bauxite) producing 50,000m ³ of Bauxite products per annum. Operations onsite will occur in campaign styles, typically for 3-4 months in a year.
C2.6.2 Performance Criteria P1(f)	Peak vehicle movements on site each day will be 112. Of this: <ul style="list-style-type: none"> - 24 light vehicles - 78 heavy vehicles - 10 service vehicles (a mixture of light and heavy vehicles). <p>Light vehicle movements will be associated with the arrival of staff at the start of the day and departure of staff at the end of the day.</p> <p>Cartage of material will be via heavy vehicles in a Truck and Dog trailer configuration. A maximum of 39 loads will depart the site each day.</p> <p>Service vehicles will including refuelling trucks and delivery vehicles.</p>

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Scheme Provision	Planner's Assessment
C2.6.2 Performance Criteria P1(g)	There is a very low potential for use of the parking areas onsite to be used by a person with disability. However this is sufficient area available to provide parking areas in accordance with accessible parking requirements.
C2.6.2 Performance Criteria P1(h)	<p>Traffic movements in the surrounding area a mixture of light and heavy vehicles. Uses in the area include, residential, agricultural (including forestry) and two quarries.</p> <p>The access strip of the site overlaps an existing vehicle road used mostly by vehicles associated with forestry activities.</p>
C2.6.2 Performance Criteria P1(i)	A recommended condition of approval is the completion of parking and accessways in accordance with the Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off--street commercial vehicle facilities (where applicable). This will include the requirement for delineation and line marking of the parking areas and access ways.
C2.6.2 Performance Criteria P1(j)	It is considered the parking areas and access ways can achieve the applicable requirements of the Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off--street commercial vehicle facilities.
C2.6.2 Performance Criteria P1 Conclusion	<p>It is considered that with the implementation of the recommended conditions and notes all parking, access ways, manoeuvring and circulation spaces will be designed and readily identifiable to provide convenient, safe and efficient parking.</p> <p>The conditions of the permit will require the submission prior to the commencement of works of plans to the satisfaction of Council's Town Planner, which show the design of parking areas and accessways in accordance with the applicable requirements of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 - 2002 Parking facilities, Part 2: Off--street commercial vehicle facilities. The plans will be endorsed and form part of planning permit.</p> <p>The conditions of the permit will require the completion of the parking areas prior to the commencement of use of the extractive industry.</p> <p>The proposed use and development satisfies the Performance Criteria.</p>

C3.0 Road and Railway Assets Code

Planning Scheme Provision	C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction
	<p>Objective</p> <p><i>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.</i></p>
	<p>Performance Criteria P1</p> <p><i>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:</i></p> <ul style="list-style-type: none"> (a) <i>any increase in traffic caused by the use;</i> (b) <i>the nature of the traffic generated by the use;</i> (c) <i>the nature of the road;</i> (d) <i>the speed limit and traffic flow of the road;</i> (e) <i>any alternative access to a road;</i> (f) <i>the need for the use;</i> (g) <i>any traffic impact assessment; and</i> (h) <i>any advice received from the rail or road authority.</i>

Summary of Planner's Advice

The development is assessed as satisfying Performance Criteria P1, and is consistent with the objective.

Details of the planner's assessment against the provision are set out below.

Scheme Provision	Planner's Assessment
C3.5.1 Performance Criteria P1	<p>The proposed use and development will increase the number of movements by vehicles at the existing vehicle crossing onto Porters Bridge Road (the site access). The increase is greater than that permitted by this clause's Acceptable Solution A1. Further detail on this is provided in the attachment <i>Planner's Advice – Applicable Standards</i>.</p> <p>The Performance Criteria requires a determination that vehicular traffic to and from the site must minimise any adverse effects on the safety of the vehicle crossing, or safety or efficiency of the road network.</p> <p>The proposed use and development is for an extractive industry producing a maximum of 50,000m³ of bauxite products. Material will be transported via heavy vehicles (the application nominates truck and dog trailer combination) from the site. The application nominates product from the site will be</p>

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Scheme Provision	Planner's Assessment
	<p>transported to different destinations across the State including ports (Burnie, Bell Bay) and local manufacturers (fertilizer production).</p> <p>For all access routes, the proposal will rely upon the 3.3km extent of Porters Bridge Road from the site access, south, to the intersection with Meander Valley Road.</p> <p>Porters Bridge Road is a local highway maintainable by Council pursuant to section 21 of the <i>Local Government (Highways) Act 1982</i> (LG Highways Act), and is recorded as such on the municipal map maintained by Council's General Manager in accordance with Section 208 of the <i>Local Government Act 1993</i> (LG Act). Meander Valley Council is the relevant Road Authority for Porters Bridge Road. Porters Bridge Road is not designated as a major road in the Planning Scheme.</p> <p>At the intersection at the southern end of Porters Bridge Road, the road network enters Meander Valley Road. Meander Valley Road is a State Road under the jurisdiction of the Department of State Growth (DSG).</p> <p>Beyond Meander Valley Road, vehicles will likely travel on the Bass Highway and/or Birralelee Road, all of which are DSG roads.</p> <p>Heavy Vehicle Access Routes</p> <p>DSG in conjunction with the National Heavy Vehicle Regulator, publish the Heavy Vehicle Access Routes for the various types and sizes of heavy vehicles which do not comply with the restrictions for General Access. Heavy vehicles which can comply with the General Access limitations, including total length and weight, are unrestricted.</p> <p>It is noted the current Heavy Vehicle Access Routes do not include Porters Bridge Road and is restricted for the section of Meander Valley Road west of William Street to the western junction of Deviation Road and Meander Valley Road. Hence the operator will be required to comply with the General Access requirements for their heavy vehicle movements, unless otherwise approved.</p> <p>Council does not have the jurisdiction to apply additional restrictions to traffic movements on Meander Valley Road. DSG in conjunction with the National Heavy Vehicle Regulator are also responsible for compliance and permitting associated with Heavy Vehicle Access Routes.</p> <p>Traffic Impact Assessments</p> <p>The application includes a Traffic Impact Assessment (TIA) prepared by Pitt and Sherry (dated 30 April 2024 Rev04).</p>

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	<p>Council has engaged Richard Burk of Traffic & Civil Services (TCS) to undertake a third party review of the applicant's TIA, and to conduct an Impact Review of the proposal, including assessment on the condition of Porters Bridge Road. Refer to the attachments <i>Traffic & Civil Services – Peer review of TIA & Traffic and Civil Services – Bauxite Quarry Impact Review</i>.</p> <p>The findings of TCS have informed Council's assessment of the proposal and associated recommended conditions.</p>
<p>C3.5.1 Performance Criteria P1(a)</p>	<p>The application nominates the use will generate peak daily traffic movements of 112 at the site access on Porters Bridge Road. This consists of:</p> <ul style="list-style-type: none"> - 24 light vehicles (passenger vehicles) - 78 heavy vehicles (truck and dog trailer combination) - 10 service vehicles (a mixture of light and heavy vehicles). <p>The 24 light vehicle movements are associated with the arrival and departure of the 12 staff each operating day.</p> <p>The 78 heavy vehicle movements are by truck and dog trailer combination, with 39 unloaded movements to the site, and 39 loaded movements from the site each operating day.</p> <p>The 10 service vehicles are for 5 arrival and 5 departure movements for items such as refuelling, deliveries and visits by specialised personnel (equipment servicing and repairs).</p> <p>The application nominates the site will be operated on a campaign basis. That is the extractive activities will most likely occur over a 3-4 month period, to extract the maximum 50,000 cubic metres per annum.</p> <p>Over the duration of a campaign, it is estimated there would be a total of:</p> <ul style="list-style-type: none"> - 2530 light vehicle movements. - 8229 heavy vehicle movements. - 1050 service vehicle movements. <p>The load capacity of truck and dog trailer combination is estimated to be 19.9m³. The maximum amount of product to be produced of 50,000m³ divided by the 19.9m³ load capacity of the nominated heavy vehicle, produces 2513 loaded trips, or 5026 total trips (loaded and return unloaded).</p> <p>It is acknowledged the 5026 and 8229 numbers differ markedly. However, reasons for this difference include, load capacity is unlikely to be achieved on every load, and not every day of the campaign will achieve the peak number of movements (it is likely many days will have fewer than 78 heavy vehicle</p>


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	<p>movements). For the purposes of this assessment the higher number of 8229 is considered and represents the most likely maximum.</p> <p>As an Annual Average Daily Traffic (AADT) value the proposal will generate additional vehicle movements of:</p> <ul style="list-style-type: none">- 6.93 light vehicles- 22.55 heavy vehicles- 2.88 service vehicles <p>Traffic count data provided by the applicant nominates an AADT count of 110 vehicles, 19 (17%) of which are heavy vehicles.</p> <p>Using these numbers means the proposal at the peak of operations, daily traffic counts are estimated to be 222, with a potential 107 (48%) of these as heavy vehicle movements. The 107 figure is the existing 19 movements plus the 78 heavy vehicles and 10 service vehicles (conservative assumption that all service vehicles may be heavy vehicles).</p> <p>Council recently completed traffic counts on Porters Bridge Road over a period of 7 days, in two locations, one counter south of the access to 190 Porters Bridge Road and one counter north of the vehicle access to 190 Porters Bridge Road. The below table details the pre-development traffic volumes recorded during the traffic count and likely post-development traffic volumes.</p> <table><tr><th></th><th>Avg. per day</th><th>Light Vehicles</th><th>Heavy Vehicles</th><th>% Heavy Vehicles</th></tr><tr><td colspan="5">Pre-development</td></tr><tr><td>South of 190 Porters Bridge</td><td>172</td><td>102</td><td>70</td><td>40.7%</td></tr><tr><td>North of 190 Porters Bridge</td><td>70</td><td>60</td><td>10</td><td>14.3%</td></tr><tr><td colspan="5">Post-development</td></tr><tr><td>South of 190 Porters Bridge</td><td>284</td><td>126</td><td>158</td><td>55.6%</td></tr><tr><td>North of 190 Porters Bridge</td><td>182</td><td>84</td><td>98</td><td>53.9%</td></tr></table>		Avg. per day	Light Vehicles	Heavy Vehicles	% Heavy Vehicles	Pre-development					South of 190 Porters Bridge	172	102	70	40.7%	North of 190 Porters Bridge	70	60	10	14.3%	Post-development					South of 190 Porters Bridge	284	126	158	55.6%	North of 190 Porters Bridge	182	84	98	53.9%
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	<p>*Note Service vehicles associated with the ABx operation are conservatively assumed to all be heavy vehicles.</p> <p>These numbers show a significant increase in the volume of heavy vehicles travelling between the site access to 190 Porters Bridge Road and the proposal's site access.</p> <p>Commentary in the third party TIA and review of the applicant's TIA consider the traffic volumes in the applicant's TIA are an under-estimate.</p> <p>Meander Valley Road and Porters Bridge Road intersection</p> <p>At the intersection, the applicant's TIA identifies Meander Valley Road as having a daily average traffic count of 1830 vehicles per day, of which 11% are heavy vehicles. Traffic count data available via DSG nominates for Meander Valley Road, 500m east of the Bowerbank Link round-about, an AADT of 1799 vehicles, 16% of which are heavy vehicles. There is no data point available for the Exton locality.</p>
<p>C3.5.1 Performance Criteria P1(b)</p>	<p>As outlined in the response to sub-clause (a) the use will generate both light and heavy vehicle movements. Light vehicle movements will be primarily associated with daily staff arrival and departure, and represent approximately 20% of daily traffic to and from the site. The remainder of vehicle movements will be heavy vehicle movements associated with the transport of product from the site and service vehicles.</p> <p>The site will operate</p> <ul style="list-style-type: none"> - 7am to 5pm Monday to Friday - 8am to 4pm on Saturdays. - Nil operations on Sundays and public holidays that are observed Statewide (Easter Tuesday excepted). <p>Regarding light vehicle movements these are expected to occur in the hour before and hour after operational hours aligning with staff arrival and departure from the site.</p> <p>Heavy vehicle movements are likely to be spread across the hours of operation, with the expected peak number of movements to be 8 in any hour.</p>
<p>C3.5.1 Performance Criteria P1(c)</p>	<p>Road users</p> <p>The relevant road users of Porters Bridge Road currently include:</p> <ul style="list-style-type: none"> - Motorcyclists, light and heavy vehicles related to land uses such as residences, visitor accommodation operations, agricultural uses and Extractive Industries; and

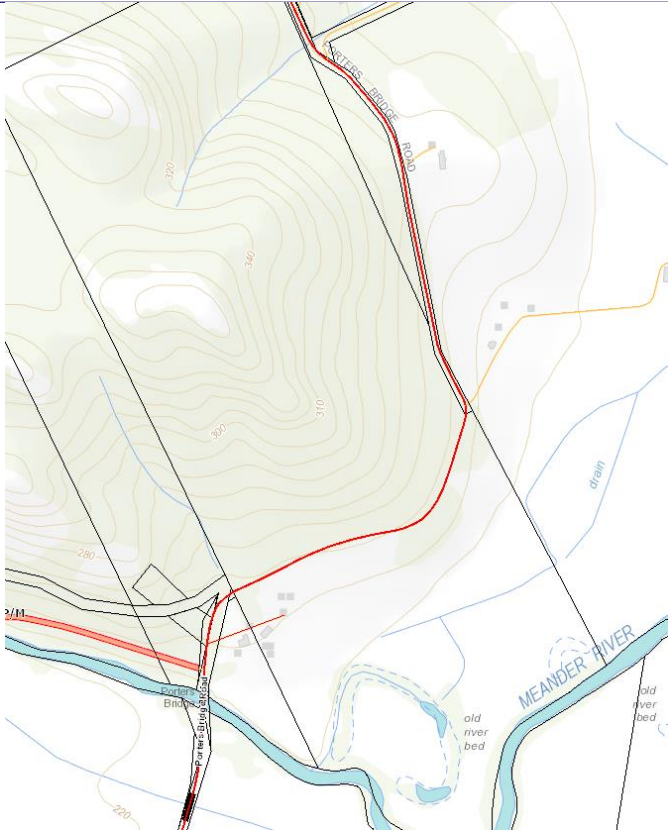
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	<ul style="list-style-type: none">- Pedestrians and cyclists. <p>Site access</p> <p>The site access is existing and is currently used by forestry trucks. The site access is approximately 19m wide at the junction with Porters Bridge Road. The site access is at an angle of approximately 25 degrees to the road, resulting in a south facing direction. The access has a weathered seal and steepens as it approaches the edge of the carriageway. Due to the position of the existing site access, vehicle movements are predominantly right turn to enter and left turn to exit. There are no turning lanes on Porters Bridge Road.</p>  <p><i>Figure 4: Photograph of site access onto Porters Bridge Road.</i></p> <p>Porters Bridge Road (site access and 3.3km to the Meander Valley Road intersection)</p> <p>Meander Valley Council is the Road Authority for Porters Bridge Road.</p> <p>Porters Bridge is generally in a north-south alignment and extends from Meander Valley Road for approximately 7km to River Road.</p> <p>Porters Bridge Road is a two-way through road that caters for a range of light and heavy vehicles. Vehicle accesses along the Porters Bridge Road service a range of uses including residential dwellings, agricultural uses and two existing quarries.</p>

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	<p>The extent of Porters Bridge Road between Meander Valley Road and the site access to 190 Porters Bridge (1.9km) has the following features</p> <ul style="list-style-type: none"> - Generally a sealed width of >5.5m. - The Bass Highway overpass has a trafficable width of 7.5m with load bearing for 26m B-Double (SM 1600 Design Loading). - Slab linked culvert structure with 7m trafficable width. - Meander River Bridge with trafficable width of 5m, bridge is signed as one lane bridge due to the restricted width. Load bearing of 26m B-Double (SM 1600 Design Loading). - Generally a 15m Road Reserve width. <p>The extent of Porters Bridge Road between the site access to 190 Porters Bridge and the proposal's site access is characterised as a narrow sealed road with a minimum width of 4.8m with suspected thin pavement. Substantial pavement widening and strengthening would be required to achieve Local Government Association of Tasmania Tasmanian Standard Drawings (LGAT-TSD) S4 sealed rural road standard.</p> <p>Overall the third party TIA determined the relevant section of Porters Bridge Road is characteristically to the S3 Rural Road Sealed Standard as per the LGAT TSDs, with localised restrictions in width.</p> <p>The segment of Porters Bridge Road which crosses 190A Porters Bridge Road Reedy Marsh (CT: 158998/1) is not within a mapped Road Reserve. Where there is no mapped Road Reserve, the Road Reserve is set as per Section 9 of the <i>Highways Act 1951</i>.</p> <p><i>Section 9. Boundary of highway</i></p> <p><i>(1) In the absence of evidence to the contrary, a made highway shall be deemed to extend to a distance of 2.5 metres on both sides of the made way, including the earthworks thereof.</i></p> <p><i>(2) For the purposes of this section, earthworks includes all bridges, drains, culverts, retaining walls, embankments, cuttings, and other works constructed in connection with the highway or necessary for its maintenance.</i></p>

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	 <p><i>Figure 5: Cadastre map showing no mapped road reserve for the section of Porters Bridge Road across 190A Porters Bridge Road REEDY MARSH (CT: 158998/1).</i></p> <p>Assessment by TCS of Porters Bridge Road between Meander Valley Road and the site access</p> <p>The TCS report concluded, via a risk based assessment, the current road condition is appropriate for the current traffic volumes, pending the completion of some minor vegetation trimming/removal and installation of signage.</p> <p>Porters Bridge Road north of the site access and River Road</p> <p>The proposal does not nominate the transport of product material north of the site access or via River Road. There is the potential for light vehicles to travel on this section of road particularly such as staff travelling to and from the site.</p> <p>Meander Valley Road</p> <p>DSG is the Road Authority for Meander Valley Road.</p> <p>Meander Valley Road is classified as a Category 5 road in the State Road Hierarchy and spans from Deloraine to Travellers Rest where it connects to</p>

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	<p>the Bass Highway. It is a two-way road with a single lane in each direction and operates primarily in an east-west direction.</p> <p>Meander Valley Road is an arterial road that caters for a range of light and heavy vehicles. Many properties have vehicle accesses along Meander Valley Road. These vehicle accesses service a range of uses including residential dwellings, agricultural uses and other uses.</p>
<p>C3.5.1 Performance Criteria P1(d)</p>	<p>For Porters Bridge Road, the default sealed rural road speed limit of 100km/hr applies. However the actual achievable travel speed is less and is estimated at 70km/hr across the section of Porters Bridge Road between the bridge across Meander River through to the site access.</p> <p>For Meander Valley Road, at the intersection with Porters Bridge Road and the extent through Exton, has a signposted speed limit of 60km/hr. Outside of townships the speed limit is generally 100km/hr on Meander Valley Road.</p> <p>The TCS report identified the existing and projected traffic activity levels on Porters Bridge Road and extent of Meander Valley Road relevant to the proposal, are in the low range in terms of impact on traffic capacity.</p>
<p>C3.5.1 Performance Criteria P1(e)</p>	<p>Two other access points further north on Porters Bridge Road were considered as potential alternatives by the applicant. The applicant advises the nominated site access was selected as it is existing and currently caters for vehicles like those that will be part of the extractive industry use. The applicant advises the decision on site access position was also influenced by the selected site access having connection with an existing internal haul road, that is in better condition compared to those further north.</p> <p>Whilst there may be alternative accesses, Council is required to assess the application as proposed. Any change in the site access location would be a substantial change to the application and therefore not permissible.</p>
<p>C3.5.1 Performance Criteria P1(f)</p>	<p>The proponent has identified the use is required to meet market demand for bauxite in products manufactured in Tasmania and interstate. Bauxite as a material is used in cement production and superphosphate fertilizers.</p> <p>Extractive Industry use is a permitted use in the Rural Zone. The activity will for the most part be within the Rural Zone.</p>
<p>C3.5.1 Performance Criteria P1(g)</p>	<p>The applicant has provided a TIA. The applicant's TIA has evaluated the site access including undertaking turning paths.</p> <p>Regarding the site access the TIA states:</p>

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	<p><i>Based on swept path assessment undertaken for the Porters Bridge Road/ site access junction, Truck & Dog Trailer Combinations are able to navigate the intersection in a forward direction. When turning out of the site access, Truck & Dog Trailer Combinations require most of the width of Porters Bridge Road. However, this is considered adequate given the traffic volume along Porters Bridge Road combined with the sight distance anticipated at the site access following vegetation trimming (as discussed in Section 4.2.2 of this report).</i></p> <p><i>Should Truck & Dog Trailer Combinations enter and exit the site access concurrently, entering trucks will need to wait 40m south of the site access until the exiting truck has completed its manoeuvre. This will be communicated via a Traffic Management Plan which is circulated to all persons travelling to and from the site, including visitors as required. This is considered suitable and relatively low risk given the anticipated available sight distance, truck driver site familiarity and low risk of such an occurrence. It is also noted that the entering truck may need to traverse the verge, but this is also considered suitable given the low frequency of this occurring (page 25).</i></p> <p>The applicant's TIA includes an evaluation of Porters Bridge Road's current road design (including width and stopping sight distances [SSD]) and condition, crash history and traffic volumes. The evaluation of Porters Bridge Road concludes.</p> <p><i>Overall, the road width along Porters Bridge Road currently does not comply with the LGAT Standards Drawings (TSD-R02-v3) requirements for a road carrying similar vehicle volumes and heavy vehicle percentage. The Stopping sight distance (SSD) along the road also does not comply with contemporary requirements. However, given the existing operation and available crash history along the road, the road is considered to operate safely and efficiently (page 6).</i></p> <p>The applicant's TIA has evaluated the impact and risk of the traffic generated by the proposal, including for 30 years post development (2053). The TIA's Road safety assessment has considered the likelihood of a crash occurring and the potential severity of that crash before and during the use, to generate a level of risk. This assessment results in some recommendations, including vegetation trimming, signage, installation of barriers, line-marking and road surface repair (filling potholes). It also nominates ongoing monitoring and addressing pavement and verge issues as they arise. The TIA nominates the responsibility for many of the actions as the Road Authority. The recommendations of the TIA do not include widening or strengthening of pavement on Porters Bridge Road.</p>

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	<p>The TIA generally finds that with completion of the minor works nominated, the residual level of risk is low or negligible and the safety and efficiency of the road network will not be compromised by the proposal.</p> <p><i>While the additional traffic generated by the proposed development may impact the amenity of the road with consideration to vehicle travel speeds and the need to pass heavy vehicles more often, the generated traffic volumes are low (one movement every two to three minutes during development peak periods along Porters Bridge Road) and subject to the recommendations presented within this report in Table 9 being implemented, is not anticipated to significantly impact the safety or operation of the surrounding road network (page 42).</i></p> <p>Regarding the site access onto Porters Bridge Road the TIA nominates:</p> <p><i>The existing site access should be resealed for a minimum of 30m directly off Porters Bridge Road to allow continued safe ingress and egress to the site for the extent of the mine life. The resealed access should comply with the requirements of AS 2890.2 which includes a sealed width of minimum 19m at its intersection with Porters Bridge Road and a maximum grade of 5% extending along the minimum sealed width of 30m. The seal should be designed taking into consideration the pavement requirements to withstand the pressures of heavy vehicles (page 23).</i></p> <p>Temporary Traffic Management Plan</p> <p>Following the advertising period, the applicant submitted a Temporary Traffic Management Plan (TTMP). The TTMP proposed the implementation of a shuttle flow arrangement during initial product transport periods.</p> <p>The TTMP nominates:</p> <ul style="list-style-type: none"> - Applying to the extent of Porters Bridge Road south of the site access for 1.3km. - Using a traffic light system to alternate periods for vehicle travel from each direction. - Being in effect for three periods over three years, for a duration (ranging from 5-8 weeks) and quantity of material (ranging from 22,000 to 36,000 tonnes) to be transported from the site. <p>The shuttle flow would:</p> <ul style="list-style-type: none"> - Require reduced speeds on approach, with a signposted speed limit of 60km/hr in the shuttle flow extent. - Use portable traffic signal systems (PTSSs) with a 10 second green period, 4 second yellow period and 81 second red period. Traffic

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	<p>Controller/s will also be present to operate/ manually modify the operation of the PTSSs as necessary and communicate via UHF radios with users of any property accesses within the shuttle flow extent.</p> <p>The objectives of the TTMP are:</p> <ul style="list-style-type: none"> - <i>To limit the likelihood of conflict between vehicles travelling in opposing directions in narrow sections of Porters Bridge Road, south of the proposed site access; and</i> - <i>To not substantially increase the time it takes for vehicles to travel along Porters Bridge Road.</i>
<p>C3.5.1 Performance Criteria P1(h)</p>	<p>Council has engaged Richard Burk of Traffic & Civil Services (TCS) to undertake a third party review of the applicant's TIA, and to conduct an Impact Review of the proposal, including assessment on the condition of Porters Bridge Road. Refer to the attachments <i>Traffic & Civil Services – Peer review of TIA & Traffic and Civil Services – Bauxite Quarry Impact Review</i>.</p> <p>The findings of TCS have informed Council's assessment of the proposal and associated recommended conditions. TCS have also reviewed the proposed TTMP.</p> <p>Regarding the site access, the comments from TCS identifies the existing site access is substandard in terms of layout, with the current approach angle approximately 25 degrees. This is outside the Austroads Guidelines of 70-90-degree range. It is TCS's view the applicant's proposal to seal the approach is not sufficient to overcome traffic safety issues with the junction layout and more substantial improvements are required.</p> <p>Regarding Porters Bridge Road should the proposal proceed as described in the application documents, the review by TCS determined that upgrades are required to Porters Bridge Road. These upgrades are a result of the increase in heavy vehicle movements. Additional heavy vehicle movements due to the proposal increases the risk of conflict between different road users, as there is a higher likelihood of light vehicles needing to pass heavy vehicles and heavy vehicles passing other heavy vehicles. The road is not considered safe and efficient with the proposal without the necessary road upgrades.</p> <p>There is particular concern with the section of road between the access to 190 Porters Bridge Road and the site access, where in parts the sealed road width narrows to 4.8m.</p> <p>The TCS review determined road upgrades to the extent of Porters Bridge Road used by the proposal generally to the S4 Rural Road Sealed Standard nominated in the Local Government Association Tasmania – Tasmania</p>

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	<p>Standard Drawings (Version 3 – December 2020) (LGAT-TSDs). are required because of the increase in heavy vehicles on the road as a result of this proposal.</p> <p>For the extent between the Meander Valley Road and the access to 190 Porters Bridge Road, to reach the required standard only some minor works are required to improve sealed pavement width and road shoulders. Within this section, it is suitable for the Bass Highway overpass and one-lane bridge over Meander River to remain in their current condition.</p> <p>For the extent between 190 Porters Bridge Road and the site access, more significant works are required for the road to achieve a standard that is generally in accordance with the S4 Rural Road Sealed Standard nominated in the LGAT-TSDs. For this section of road, more extensive work is required to achieve curve width, sealed pavement width and associated shoulders. Pavement strengthening will likely also be required, subject to further assessment.</p> <p>The TCS review nominates no provisions are intended for pedestrians as the road has a rural access function in a rural area remote from pedestrian activity (page 13).</p> <p>The TCS review determined there is no reason to disallow the proposal pending the completion of the upgrades prior to the commencement of use of the road by cartage vehicles. Pavement widening, strengthening and delineation will be required for safe and efficient operation of the substandard section given the high proportion & volume of heavy vehicles.</p> <p>Maintenance Levy</p> <p>Heavy vehicles place more significant loads on road pavement, whereby contributing more to the degradation of the road surface. Roads with higher rates of heavy vehicle movements tend to require more maintenance work. A proposed condition of approval is the implementation of a maintenance levy which is based upon the volume and weight of material transported on the section of Porters Bridge Road.</p> <p>Temporary Traffic Management Plan (TTMP)</p> <p>TCS has also reviewed the TTMP on behalf of Council. The feedback from TCS has highlighted that it is critical any shuttle flow covers the section of Porters Bridge Road north of the 190 Porters Bridge Road site access that has the narrowest sealed road width of 4.8m. It is considered that the safety and efficiency of the road network can be maintained through the</p>

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	<p>implementation of the TTMP when conducted in accordance with the limitations imposed by Council.</p> <p>The TTMP as a means of managing safety and efficiency long term is not appropriate as it has been demonstrated a road upgrade is required for the increased in volume of heavy vehicle traffic associated with the proposal. This is because long-term operation under a TTMP is considered to unreasonably compromise the efficiency of the road.</p> <p>Short durations of a TTMP within a timeframe that aligns to the completion of road upgrades is a reasonable approach which balances both safety and efficiency. It is important the campaigns are not too frequent to not unreasonably compromise the efficiency of the road.</p> <p>The potential for compromising efficiency of the road network is addressed through the proposed restrictions placed on the TTMP including:</p> <ul style="list-style-type: none"> - Operation for a maximum duration of 28 consecutive calendar days. - A minimum 90 day period between campaigns. - A maximum of 78 heavy vehicle movements a day. <p>The TTMP will be required to comply with all other conditions including the EPA's conditions such as the hours of operation.</p> <p>Meander Valley Road – Road Authority Comments</p> <p>The application was referred to the Department of State Growth. Their response advised:</p> <p><i>Following a review of the related documents, the impacts on the Meander Valley Road intersection would be insignificant. Furthermore, the proposed development would be consistent with other mining activities utilising the Porters Bridge Road and Meander Valley Road intersection.</i></p>
<p>C3.5.1 Performance Criteria P1 Conclusion</p>	<p>With the implementation of the recommended conditions and notes, vehicular traffic to and from the site will minimise any adverse effects on the safety of the vehicle crossing and the safety or efficiency of the road network.</p> <p>Site access</p> <p>The recommended conditions of the permit will require the upgrade of the site access to be generally in accordance with the LGAT TSD-R05. The upgrades will include the finished surface, installation of advisory signage and achievement of sight distances as per AS2890.1.</p> <p>Engineering design documentation will be required to be submitted to Council for approval by Council's Director Infrastructure Services prior to</p>

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	<p>commencing any works. The upgrades to the vehicle access will be required prior to the commencement of the extractive industry use.</p> <p>Road Upgrades.</p> <p>The permit conditions will require the completion of upgrades to Porters Bridge Road between Meander Valley Road and the site access. The upgrades will be required to be generally in accordance with the S4 Rural Road Sealed Standard as per the LGAT TSDs.</p> <p>Council to undertake the works</p> <p>The planning scheme provides an exemption (clause 4.2.4) from a planning permit where the works are by or on behalf of Council. The required road upgrades are not considered to be for Council's purpose, but rather are exclusively for the proposed use and development. That is the road upgrades would not be required without this use and development. As such the exemption clause 4.2.4 in the planning scheme cannot be relied upon to allow the proponent to complete the road upgrades.</p> <p>Financial contribution for road upgrades</p> <p>The costs of the work will be proportioned between Council and the Operator. The proportion method is a fair and equitable approach which recognises that in the years ahead, it is likely Porters Bridge Road will be at the end of its asset life. At the end of the asset life Council would likely undertake works to make some improvements to the road to achieve greater compliance with the S3 Rural Road Sealed Standard as per the LGAT TSDs. The proportion of costs to the Operator will likely represent:</p> <ul style="list-style-type: none"> - The additional works to be generally in accordance with the S4 standard compared to the S3 standard; and - The lost value resulting from the shortening of the asset life by the earlier completion of road upgrades. <p>The permit conditions are structured to ensure Council receives the necessary contributions from the Operator prior to Council undertaking the design and construction works. The conditions also restrict transport on the road network until the road upgrades are completed.</p> <p>The appropriate means of collection of the financial infrastructure contributions is via a Part 5 Agreement under the <i>Land Use Planning and Approvals Act 1993</i> (the LUPA Act). Section 73A of the LUPA Act allows payments and contributions for infrastructure to be collected by Council.</p>

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	<p>Maintenance Levy</p> <p>The conditions of the approval include the collection of an annual maintenance levy paid by the Operator. The maintenance levy is determined by the volume of material that is transported from the site each year. An invoice will be issued and payment required within set timeframes. Maintenance of the road is critical to the ongoing safety and efficiency of the road network. Due to the high volume of heavy vehicle movements generated by this proposal there is the potential for accelerated degradation of the relevant section of Porters Bridge Road. It is equitable and reasonable that where the operation relies upon use of Porters Bridge Road, a financial contribution is made which is derived from the volume of material transported each year.</p> <p>This too will be built into the Part 5 Agreement to allow for an informed determination of what maintenance levy should be for this proposal. Further evaluation including in-situ assessments of the road corridor are required to inform what this amount will be.</p> <p>Temporary Traffic Management Plan</p> <p>The Road Authority in consultation with TCS has evaluated the TTMP proposal from the applicant. The road upgrade is expected to take 24 months.</p> <p>Until such time as the road is upgraded, the operation cannot operate at maximum cartage capacity. It is reasonable that prior to road upgrades being completed, the operator can operate for restricted periods under a TTMP.</p> <p>It is viewed that in the absence of an upgraded road, a TTMP is an appropriate mechanism for managing the safety and efficiency for a limited time. That limited time reflects the period of time it would take Council to deliver the upgraded road.</p> <p>The proposed use and development satisfies the Performance Criteria.</p>

C14.0 Potentially Contaminated Land Code

Planning Scheme Provision	C14.6.1 Excavation works, excluding land subject to the <i>Macquarie Point Development Corporation Act 2012</i>
	<p>Objective</p> <p><i>That works involving excavation of potentially contaminated land, excluding on land subject to the Macquarie Point Development Corporation Act 2012, do not adversely impact on human health or the environment.</i></p>
	<p>Performance Criteria P1</p> <p><i>Excavation, excluding on land subject to the Macquarie Point Development Corporation Act 2012, must not have an adverse impact on human health or the environment, having regard to:</i></p> <ul style="list-style-type: none"> <i>(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated;</i> <i>(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or</i> <i>(c) an environmental site assessment, including a plan to manage contamination and associated risk to human health and the environment, that includes:</i> <ul style="list-style-type: none"> <i>(i) any specific remediation and protection measures required to be implemented before excavation commences; and</i> <i>(ii) a statement that the excavation does not adversely impact on human health or the environment.</i>

Summary of Planner's Advice

The development is assessed as satisfying Performance Criteria P1, and is consistent with the objective.

Details of the planner's assessment against the provision are set out below.

Scheme Provision	Planner's Assessment
C14.6.1 Performance Criteria P1	<p>The application including a Site History Review (dated 23 August 2023) (the assessment). The assessment and report was authorised by Fiona Keserue-Ponte a suitably qualified and certified site contamination specialist (Certified Environmental Practitioner Scheme – CEnvP Scheme).</p> <p>A environmental site assessment has been completed and identified contamination risks associated with past activities on the site include:</p> <ul style="list-style-type: none"> • Hydrocarbons from fuel or oil spills, or leakage from the use of mobile equipment during forestry activities: Although spills and leaks may have

12.1.3 Planner's Advice - Performance Criteria

Scheme Provision	Planner's Assessment
	<p>occurred, any fuel or oil contamination would likely be surficial and localised as fuel or oils are not typically stored in plantation areas; and</p> <ul style="list-style-type: none"> • Herbicides associated with treatment and prevention of weeds prior to plantation: herbicides are likely to have been applied in early 2022, prior to replanting. Most herbicides (though not all) biodegrade within months and typically within a year of application. <p>The Performance Criteria requires that one of the sub-clauses are satisfied.</p> <p>The assessment found fuel and oil contaminated soils from spills or leaks are unlikely to be encountered, and if encountered would be very localised.</p> <p>The assessment found herbicide contaminated topsoils from forestry activities have a likely presence of low residual concentrations of the more persistent herbicides.</p>
<p>C14.6.1 Performance Criteria P1 Conclusion</p>	<p>The suitably qualified person has determined the excavation works associated with the proposed development satisfies P1(c) under clause C14.6.1 the Planning Scheme, if the soil management measures outlined under Section 7 Recommendations of the assessment are followed.</p> <p>Section 7 includes recommendations including, but not limited to:</p> <ul style="list-style-type: none"> - soil testing; - management of topsoils; and - the requirements of the Construction Environmental Management Plan and Operation Environmental Management Plan. <p>Adherence to the recommendations of the Site History Review is a recommended condition of approval and therefore, the proposed use and development satisfies the Performance Criteria.</p>

12.1.4 Representation 1 - Noordanus

From: [REDACTED]
Sent: Sunday, 9 June 2024 11:45 AM
To: Meander Valley Council Email
Subject: Bauxite mine objection June 2024

To the Managing Directory and anyone else it may concern,

I am a long term resident of Reedy Marsh.

My property is impacted by noise on a regular basis by the operations of the gravel pit.

I object to any further mining activity in the Reedy Marsh area. Specifically in this instance I object to the Bauxite mine proposal.

Yours Sincerely,

Paul Noordanus
[REDACTED]

[REDACTED]

12.1.5 Representation 2 - T. Ulbrich

From: [REDACTED]
Sent: Tuesday, 11 June 2024 10:23 AM
To: Planning @ Meander Valley Council
Subject: Objection to Pitt & Sherry obo ABx Group Limited PA\24\0052 DL130 Bauxite Project
Attachments: [Objection to Pitt & Sherry obo ABx Group Limited - PA240052.pdf](#)

Objection to Pitt & Sherry obo ABx Group Limited PA\24\0052 DL130 Bauxite Project

Recently the council sought residents' views about the future for our Meander Valley. I am asking the council and the EPA to recognise that the proposed introduction of this bauxite mine into the community of Reedy Marsh is inconsistent with priorities like **community wellbeing, safety, environmental sustainability and economic security**.

My family and I have lived in Reedy Marsh for twenty two years. Four generations of us live in the Meander Valley and regard the lifestyle we enjoy here as one of the most fortunate in the world. We are committed to preserving it for future generations.

The Reedy Marsh area is characterised by small land holders who manage the land for farming, bushland conservation and small scale tourism. Reedy Marsh is enjoyed by the wider community. Locals run, walk cycle along our road ways and similar formal regional events regularly occur along Porters Bridge and River Road. The natural beauty here and quiet roadways make Reedy Marsh a precious asset.

There is opportunity to consolidate and build upon the environmental opportunities here but the proposed mining operation is entirely inconsistent with the future we need in the Meander Valley. Such a shift from small scale agriculture to extractive industry is a short sighted grab for resources, with serious short and long term negative consequences. Extractive industry is, by definition, not regenerative. No environmental remediation, in some future date, can negate this fact.

In the very brief time we've been given to examine this proposal I have formed serious concerns. I am not satisfied that a number of key areas have been sufficiently addressed. There are gaps in information and contradictory statements. I know I would need more time, and access to greater expertise to identify all of the issues that need further attention. At the moment they are as follows, but are not limited to...

Noise pollution eg the operating hours (six days a week) are not conducive to rural living in this quiet area and impact both human and animal life in ways not being considered. The qualitative impact of the noise of mining activity cannot be simply measured in decibels.

Air pollution eg I suffer a lung condition that is highly sensitive to dust particles in the air. We also collect rain water for drinking. Open cut mining will inevitably impact upon the air quality of the area.

Water pollution eg It seems insufficient considerations are being given to the precious waterway of Brushy Rivulet and ground waters of the area as well as flow on effects to the Meander River.

Road safety for humans and fauna eg the operating hours are in contradiction to the EPA recommendations and the increased and inappropriate nature of the vehicles on these roadways shows blatant disregard for life in the area. I bicycle this road regularly and drive it with my grandchildren. It is a road I use with extreme caution knowing it already has serious issues for safety. Also we regularly see a pair of wedge tailed eagles over our home. We stop to pull road kill to the side of roadway to minimise risks to them and other animals of prey. Will the trucks stop to do this? How can this be safe?

Locking up land that could be used for sustainable agriculture and natural habitat eg this proposal means that for 20-30 years (+?) the viable use of this land will rest upon the fluctuations of the global mineral market. Instead it could be serving the community as small scale farming or natural bushland which has much higher value for our local economy. We are aware that our neighbours are recording Tasmanian Devils passing through their property. Our own land is registered with Land for Wildlife. We ought to be expanding and preserving habitat not destroying it.

12.1.5 Representation 2 - T. Ulbrich

The visual impact eg Reedy Marsh is enjoyed for the natural beauty, a unique remnant forest region north of Deloraine. An open cut mine is a serious, ugly disruption to the character of this place which is enjoyed by people visiting the area. This would negatively affect tourism and general recreation.

The serious impact on direct neighbours eg as a community we care about the well-being of one another and I stand beside my local residents to support their quality of life and continuity of care for this area.

The loss of cultural identity eg as a community we are proud of the way that bushland is valued alongside of rural life. We deal directly with one another, not via a co-operation of directors. There are layers of history held in the stories of families in this region, not on the stock exchange.

The costs to us as rate and tax payers to prop up the profitability of a company via inevitable infrastructure and environmental damage. Abx boasts of its remediation of the site at Campbeltown. A closer examination of their conduct shows that the company had a sizeable debt forgiven by Tasmanian taxpayers. We will be maintaining the roads and bridges of this damaging, inefficient use of the public transport infrastructure. A broader look at who pays and who profits is required.

The future cost to the health of our community eg already this proposal is causing our community a great deal of stress. The process has been underhand. I lodged an objection for exploration license EL 16/2012 (which was denied) in 2012 and now I learn from a neighbour that the process has proceeded to this stage with 18 days of community consultation. The idea that we will continue to have environmental, social and psychological damages forced upon us is not the democratic society I believe we aspire to.

Much more time and resources would need to be allocated to fully appreciate the risks and broader costs associated with this proposal but it is absolutely clear to me that even considering such a huge change in our community is inconsistent with the future we want for our Meander Valley. As our elected representatives I ask you to assert that ABx's proposal is not in alignment with the interests of Reedy Marsh residents and reject it immediately. Furthermore I would suggest council needs to consult constituents as to whether this applies more widely in our Meander Valley and take action to assert this position.

Yours respectfully
Tara Ulbrich



Tara U
forest dweller · textile maker



*"Everyday wear something you have made or mended, eat something you've harvested or prepared,
AND tend your shelter."*

**Objection to Pitt & Sherry obo ABx Group Limited
PA\24\0052
DL130 Bauxite Project**

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There is opportunity to consolidate and build upon the environmental opportunities here but the proposed mining operation is entirely inconsistent with the future we need in the Meander Valley. Such a shift from small scale agriculture to extractive industry is a short sighted grab for resources, with serious short and long term negative consequences. Extractive industry is, by definition, not regenerative. No environmental remediation, in some future date, can negate this fact.

In the very brief time we've been given to examine this proposal I have formed serious concerns. I am not satisfied that a number of key areas have been sufficiently addressed. There are gaps in information and contradictory statements. I know I would need more time, and access to greater expertise to identify all of the issues that need further attention. At the moment they are as follows, but are not limited to...

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Road safety for humans and fauna eg the operating hours are in contradiction to the EPA recommendations and the increased and inappropriate nature of the vehicles on these roadways shows blatant disregard for life in the area. I bicycle this road regularly and drive it with my grandchildren. It is a road I use with extreme caution knowing it already has serious issues for safety. Also we regularly see a pair of wedge tailed eagles over our home. We stop to pull road kill to the side of roadway to minimise risks to them and other animals of prey. Will the trucks stop to do this? How can this be safe?

Locking up land that could be used for sustainable agriculture and natural habitat eg this proposal means that for 20-30 years (+?) the viable use of this land will rest upon the fluctuations of the global mineral market. Instead it could be serving the community as small scale farming or natural bushland which has much higher value for our local economy. We are aware that our neighbours are recording Tasmanian Devils passing through their property. Our own land is registered with Land for Wildlife. We ought to be expanding and preserving habitat not destroying it.

The visual impact eg Reedy Marsh is enjoyed for the natural beauty, a unique remnant forest region north of Deloraine. An open cut mine is a serious, ugly disruption to the character of this place which is enjoyed by people visiting the area. This would negatively affect tourism and general recreation.

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The costs to us as rate and tax payers to prop up the profitability of a company via inevitable infrastructure and environmental damage. Abx boasts of its remediation of the site at Campbeltown. A closer examination of their conduct shows that the company had a sizeable debt forgiven by Tasmanian taxpayers. We will be maintaining the roads and bridges of this damaging, inefficient use of the public transport infrastructure. A broader look at who pays and who profits is required.

The future cost to the health of our community eg already this proposal is causing our community a great deal of stress. The process has been underhand. I lodged an objection for exploration license EL 16/2012 (which was denied) in 2012 and now I learn from a neighbour that the process has proceeded to this stage with 18 days of community consultation. The idea that we will continue to have

12.1.5 Representation 2 - T. Ulbrich

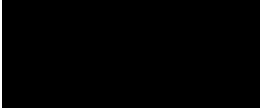
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environmental, social and psychological damages forced upon us is not the democratic society I believe we aspire to.

Much more time and resources would need to be allocated to fully appreciate the risks and broader costs associated with this proposal but it is absolutely clear to me that even considering such a huge change in our community is inconsistent with the future we want for our Meander Valley. As our elected representatives I ask you to assert that ABx's proposal is not in alignment with the interests of Reedy Marsh residents and reject it immediately. Furthermore I would suggest council needs to consult constituents as to whether this applies more widely in our Meander Valley and take action to assert this position.

Yours respectfully
Tara Ulbrich



12.1.6 Representation 2 - T. Ulbrich - Revised

From: [REDACTED]
Sent: Tuesday, 11 June 2024 12:54 PM
To: Planning @ Meander Valley Council
Subject: Re: Your email has been received - important correction
Attachments: [Objection to Pitt & Sherry obo ABx Group Limited - PA240052.pdf](#)

**Please note important correction to my previous submission
I have revised it in this pdf**

NOTE CHANGE :

Objection to Pitt & Sherry obo ABx Group Limited PA\24\0052 DL130 Bauxite Project

Recently the council sought residents' views about the future for our Meander Valley. I am asking the council and the EPA to recognise that the proposed introduction of this bauxite mine into the community of Reedy Marsh is inconsistent with priorities like **community wellbeing, safety, environmental sustainability and economic security**.

My family and I have lived in Reedy Marsh for twenty two years. Four generations of us live in the Meander Valley and regard the lifestyle we enjoy here as one of the most fortunate in the world. We are committed to preserving it for future generations.

The Reedy Marsh area is characterised by small land holders who manage the land for farming, bushland conservation and small scale tourism. Reedy Marsh is enjoyed by the wider community. Locals run, walk cycle along our road ways and similar formal regional events regularly occur along Porters Bridge and River Road. The natural beauty here and quiet roadways make Reedy Marsh a precious asset.

There is opportunity to consolidate and build upon the environmental opportunities here but the proposed mining operation is entirely inconsistent with the future we need in the Meander Valley. Such a shift from small scale agriculture to extractive industry is a short sighted grab for resources, with serious short and long term negative consequences. Extractive industry is, by definition, not regenerative. No environmental remediation, in some future date, can negate this fact.

In the very brief time we've been given to examine this proposal I have formed serious concerns. I am not satisfied that a number of key areas have been sufficiently addressed. There are gaps in information and contradictory statements. I know I would need more time, and access to greater expertise to identify all of the issues that need further attention. At the moment they are as follows, but are not limited to...

Noise pollution eg the operating hours (six days a week) are not conducive to rural living in this quiet area and impact both human and animal life in ways not being considered. The qualitative impact of the noise of mining activity cannot be simply measured in decibels.

Air pollution eg I suffer a lung condition that is highly sensitive to dust particles in the air. We also collect rain water for drinking. Open cut mining will inevitably impact upon the air quality of the area.

Water pollution eg It seems insufficient considerations are being given to the precious waterway of Brushy Rivulet and ground waters of the area as well as flow on effects to the Meander River.

Road safety for humans and fauna eg the operating hours are in contradiction to the EPA recommendations and the increased and inappropriate nature of the vehicles on these roadways shows blatant disregard for life in the area. I bicycle this road regularly and drive it with my grandchildren. It is a road I use with extreme caution knowing it already has serious issues for safety. Also we regularly see a pair of wedge tailed eagles over our home. We stop to pull road kill to the side of roadway to minimise risks to them and other animals of prey. Will the trucks stop to do this? How can this be safe?

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Locking up land that could be used for sustainable agriculture and natural habitat eg this proposal means that for 20-30 years (+?) the viable use of this land will rest upon the fluctuations of the global mineral market. Instead it could be serving the community as small scale farming or natural bushland which has much higher value for our local economy. We are aware that our neighbours are recording Tasmanian Devils passing through their property. Our own land is registered with Land for Wildlife. We ought to be expanding and preserving habitat not destroying it.

The visual impact eg Reedy Marsh is enjoyed for the natural beauty, a unique remnant forest region north of Deloraine. An open cut mine is a serious, ugly disruption to the character of this place which is enjoyed by people visiting the area. This would negatively affect tourism and general recreation.

The serious impact on direct neighbours eg as a community we care about the well-being of one another and I stand beside my local residents to support their quality of life and continuity of care for this area.

The loss of cultural identity eg as a community we are proud of the way that bushland is valued alongside of rural life. We deal directly with one another, not via a co-operation of directors. There are layers of history held in the stories of families in this region, not on the stock exchange.

The costs to us as rate and tax payers to prop up the profitability of a company via inevitable infrastructure and environmental damage. Abx boasts of its remediation of the site at Campbelltown. A closer examination of their conduct shows that the company had a sizeable debt forgiven by Tasmanian taxpayers. We will be maintaining the roads and bridges of this damaging, inefficient use of the public transport infrastructure. A broader look at who pays and who profits is required.

The future cost to the health of our community eg already this proposal is causing our community a great deal of stress. The process has been underhand. I lodged an objection for exploration license EL 16/2012 (which was **withdrawn**) in 2012 and now I learn from a neighbour that the process has proceeded to this stage with 18 days of community consultation. The idea that we will continue to have environmental, social and psychological damages forced upon us is not the democratic society I believe we aspire to.

Much more time and resources would need to be allocated to fully appreciate the risks and broader costs associated with this proposal but it is absolutely clear to me that even considering such a huge change in our community is inconsistent with the future we want for our Meander Valley. As our elected representatives I ask you to assert that ABx's proposal is not in alignment with the interests of Reedy Marsh residents and reject it immediately. Furthermore I would suggest council needs to consult constituents as to whether this applies more widely in our Meander Valley and take action to assert this position.

Yours respectfully
Tara Ulbrich



forest dweller · textile maker



*"Everyday wear something you have made or mended, eat something you've harvested or prepared,
AND tend your shelter."*

**Objection to Pitt & Sherry obo ABx Group Limited
PA\24\0052
DL130 Bauxite Project**

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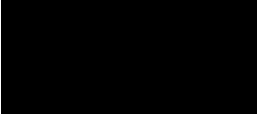
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Yours respectfully
Tara Ulbrich



12.1.7 Representation 3 - Croll

From: [REDACTED]
Sent: Tuesday, 11 June 2024 11:56 AM
To: Meander Valley Council Email
Subject: As a resident, 21 Johns Rd Reedy Marsh, I am writing to voice my strong objection to the proposed bauxite mine in Reedy Marsh.

Dear MVC,

As a resident, 21 Johns Rd Reedy Marsh, I am writing to voice my strong objection to the proposed bauxite mine in Reedy Marsh.

My objections are numerous but include.

1. The impact of air pollution, water toxicity, degradation of land and noise pollution.
 1. I am especially concerned with the impact of these pollutants on:
 1. Local flora and fauna.
 2. Local vegetable farming & small farming endeavours.
 3. Residents of Reedy Marsh.
 4. Tourism and local business.
 2. The increase of traffic on roads ill equipped to handle heavy trucks.
 3. The exploitation of land adjacent to a conservation area.
 4. The impact of all the above on the surrounding regions of Exton, Deloraine & Westbury.

Other concerns include:

5. A lack of community consultation.
6. The complete disregard to the impact on climate change.
7. The claim by the company that they only mine where welcomed by the community. This community does not welcome them.

I will be attending the council meeting on 11 June 2024 to voice my objection in person and will actively campaign against this mine into the future on social media, through letter writing, the use of posters, direct phone contact & in any other way possible. I cannot stress strongly enough how deeply felt my objections are to this proposal.

Kind Regards,
Scott Croll

[REDACTED]

12.1.8 Representation 3 - Croll - Additional

From: "Scott Croll" [REDACTED]
Sent: Tue, 18 Jun 2024 13:33:18 +1000
To: "Jonathan Harmey" <jonathan.harmey@mvc.tas.gov.au>; "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>; "Meander Valley Council Email" <mail@mvc.tas.gov.au>
Subject: Objections to the proposed bauxite mine on Porters Bridge Rd.
Attachments: Objection to proposed Bauxite Mine Scott Croll 21 Johns Rd Reedy Marsh..pdf, Studies On The Impact Of Bauxite Mining Activities On Environment.pdf

Dear Planning,
Attached; please find my objections to the proposed bauxite mine on Porters Bridge Rd.
Sincerely,
Scott Croll
[REDACTED]

Scott Croll



Jonathan Harmey, General Manager
and The Planning Section
Meander Valley Council
Lyll Street, Westbury 7303
By email to: jonathan.harmey@mvc.tas.gov.au
By email to: planning@mvc.tas.gov.au
By email to: mail@mvc.tas.gov.au

Submission Regarding Proposed Bauxite Mine 328 & 330 Porters Bridge Rd, Reedy Marsh.

Page 1: Objections regarding impact on infrastructure.

Page 2: Objections regarding impact on environment.

Infrastructure.

I am objecting to the proposed mine based on the impact it will have on infrastructure within the Reedy Marsh, Exton, Westbury and Deloraine region.

- I object to any expansion of Porters Ridge Rd due to the impact on local flora and fauna. As it stands the road takes a very picturesque route through the Reedy Marsh Conservation Area; idyllic for both locals and tourists.
- Porters Bridge Rd is inadequate to cope with the mine's proposed increase in traffic and type of heavy traffic. The reasons are:
 1. Dangers to residents. I travel this road on a regular basis to and back from Exton, Westbury and Launceston as do many other locals.
 2. Dangers to local school children catching the school bus to and from school. In the event of an accident involving the school bus, council would be liable not just in a moral and ethical sense, but also in a financial sense which would impact on ratepayers.
 3. Dangers to wildlife.
 4. Dangers to small farm animals.

Due to the lack of time allocated to this submission I was unable to investigate Campbell Towns experience with ABx. Given time I would have approached Northern Midlands Council and residents in Campbell Town to find out their experience with ABx. I am told that the experience was not good.

I object to the insufficient time allowed for submissions and objections and the subsequent lack of community consultation and lack of transparency in this process. I believe this will make it difficult for some residents to file an objection and some may not even hear about this issue prior to the close of submissions on the 18th June. This seems to be a deliberate tactic to avoid protests regarding this proposal.

12.1.8 Representation 3 - Croll - Additional

Environment.

I am objecting to the proposed bauxite mine at 328-330 Porters Bridge Rd on environmental grounds.

These objections include but are not limited to:

- Destruction of land and environment.
- The toxic impact on water.
- The negative impact on wildlife.
- The negative impact on residents.
- The negative impact on tourism.

Reedy Marsh is an area of exceptional beauty and quiet. It is a retreat not only for residents but for tourists and wildlife. It has an extremely diverse habitat and supports and shelters a diversity of wildlife. In this world where this is becoming rarer and rarer; areas of exceptional beauty should not only be protected, but cherished.

I believe the bauxite mine will impact on the Reedy Marsh area through:

1. The increase of noise pollution. The use of heavy machinery and heavy transport will create a soundscape which will have a deleterious effect on local residents and animals. For residents this could lead to mental health issues and substantially decrease their standard of living. I also believe this will have a significant impact on tourism and the financial wellbeing of those affected. Potentially driving some tourist related businesses to close.
2. Bauxite mining has extreme effects on the environment. There are many studies that can be found online that go into this in great depth. I have attached one such study to my submission. It states:

"The major threats of this activity are dust pollution, vegetation loss, forest fragmentation and biodiversity loss, negative impact on water resources, generation of wastelands and social impact. The study revealed that the...mining activity has initiated serious environmental degradation in the region. Though mining initially provided job opportunities for limited inhabitants and generated revenue to Government, it would last only for a short period. However, the damage caused to the local ecology as a result of the changed land use is permanent."

If more time had been allowed to submit objections to this proposed mine a greater analyses of the impact of bauxite mining could have been provided, however it seems that time has been restricted to make protest more difficult.

In summary my objections are the clearance and destruction of land, the loss of vegetation and trees, the creation and secretion of dust and fine particles into the air, the release of toxic chemicals and waste into the environment, the contamination of water and the substantial ill-effects of noise pollution.

Yours Sincerely,

Scott Croll

2

Studies On The Impact Of Bauxite Mining Activities On Environment In Kolhapur District

Rohan J. Lad¹ and Jay S. Samant²

¹Department of Environmental Science, Shivaji University, Kolhapur

²Development Research, Awareness and Action Institute, Kolhapur

Abstract: -

The Western Ghats, one of the 34 global biodiversity hotspots, retain more than 30 % of all plant, fish, herpetofauna, and mammal species found in India. This ecologically sensitive and fragile region in Kolhapur district has now been subjected to developmental activities such as dams, mining, road construction, sugar industries, etc. Bauxite mining is one such major open cast mining activity which has significant negative impact on the local environment. The major threats of this activity are dust pollution, vegetation loss, forest fragmentation and biodiversity loss, negative impact on water resources, generation of wastelands and social impact. The study revealed that the legal and illegal mining activity has initiated serious environmental degradation in the region. Though mining initially provided job opportunities for limited inhabitants and generated revenue to Government, it would last only for a short period. However, the damage caused to the local ecology as a result of the changed land use is permanent.

Keywords: - Western Ghats, Bauxite mining, Environment

Introduction:

Since prehistoric times minerals have been extracted from the earth and the history of society and industrial development has been linked with man's ability to harness and use the resources available to him. Minerals are indispensable inputs in economic sectors such as aerospace industry, agriculture, construction and civil engineering, defence, energy, information and communication technologies, health and transport (Christman, 2010). Mining is the extraction of valuable minerals or other geological materials from the earth, from an ore body. The nature of mining processes creates a potential negative impact on the environment both during the mining operations and for years after the mine is closed. Accordingly, mining inevitably alters the environment and so has an environmental impact. The degree of impact can vary from more or less undetectable to highly disturbing and depends on the mineral worked, the method of working, and the location and size of the mine (Bell and Donnelly, 2006).

India being a country rich in minerals has more than 20,000 mineral deposits all over. For example in 2010-2011 the country produced 84 minerals, valued at ₹2,00,609 crore. Mining and quarrying sector accounted for 2.26 per cent of the total Gross Domestic Product (GDP) (at constant prices) in 2010-11 at ₹1,10,482 Crore. However, the contribution of the sector to GDP has stood at about 2.2-2.5 per cent in the last decade. The number of reporting mines in India was 2,628 in 2010-11 as opposed to 2,999 in 2009-10. The royalty collected from non-coal minerals in the country was ₹4,470 Crore in 2010-11 (Bhushan, 2011).

The Western Ghats (WG) are one of the 34 'hotspots' of global biodiversity supporting a variety of rare and endemic species of plants and animals which are threatened due to human activity. The height of the crest of the Northern Western Ghats in Maharashtra is around 900-1000m above Mean Sea Level (MSL), reaching to 1400m at some places (e.g. Mahabaleshwar). The plateau region in the northern sector of the Western Ghats and the Konkan lies approximately between 15°60' E - 20°75'N and is composed largely of Deccan flood basalts, except in the southernmost tip of Konkan. Many of the plateaus in the region have undergone heavy weathering and have well formed soil layers supporting woody or forest growth. Most plateaus have rocky surface exposed as a result of lateritisation. In some parts the laterite cap has eroded exposing the basalt in the form of rocky plateaus. The distinctness of rock outcrops from the surrounding is a major factor which leads to exclusivity of the unique plant diversity on them (Watve, 2010). Hence, they have been described as "terrestrial habitat islands" and the microhabitats on them as "islands upon islands" (Porembski et al. 2000). Now the Western Ghats are under a tremendous pressure. Activities such as deforestation, shifting cultivation, dam construction, mining, industries, hunting, roads, and unplanned tourism are having a negative impact on the eco-sensitive Western Ghats. Given the environmental sensitivity and ecological significance of the Western Ghats region and the complex interstate nature of its geography, the Ministry of Environment & Forests constituted Western Ghats Ecology Expert Panel (WGEEP) headed by eminent ecologist Prof. Madhav Gadgil in March 2010. The panel was asked to identify the Ecological Sensitive Areas (ESAs) along the Western Ghats and suggest

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how to manage them (Gadgil et al.; 2011). On the basis of careful and extensive compilation of information, and wide-ranging field visits, consultations and analysis, the WGEEP designated the entire Western Ghats into three categories as Ecologically Sensitive Area (ESA) and assigned three levels i.e., Ecologically Sensitive Zone (ESZ) I, ESZ II and ESZ III of Ecological sensitivity to different regions of it (WGEEP, 2011). Subsequently MoEF formed a high level working group under Dr. K. Kasturirangan to take the individual states opinion about ESZs and its implementation.

Kolhapur district forms an important part of the Western Ghats. Out of the many developmental activities ongoing in the Western Ghats region of Kolhapur district, mining for bauxite is one of the major activity which has direct relevance to ecology of the region. The present study is an attempt to find out the direct and indirect effects of bauxite mining activity on environment in the ecosensitive region of Western Ghats in the district.

Material and methods

Study area

Kolhapur district is situated in the extreme southern part of Maharashtra State. It lies between 15° 43' and 17° 17' north latitudes and 73° 40' and 74° 42' east longitudes. The Sahyadri hill ranges to the west and Varna river to the north, and hilly boundaries of Goa and Karnataka in the south and Karnataka Deccan plains in the east define the borders of Kolhapur district. The district has an area of 7,685.00 sq.kms. and population of 3,523,162 people (Census 2001). The bauxite deposits in Kolhapur district are much more uniform and extensive so as to be called blanket type. The study area includes 8 ongoing, 4 potential and 1 abandoned bauxite mining sites in the Kolhapur District (Figure 1, Table 1).

Sr. No.	Bauxite mining sites	Total Rainfall (2003-2012) in mm			MSL in m	Mining Area in Ha
		Max	Min	Mean		
1	Mine Site 1, Taluka.- Shahuwadi	3450.5	1620.6	2199.3	1022	776.78
2	Mine Site 2, Udgiri, Tal.- Shahuwadi, Kolhapur	3450.5	1620.6	2199.3	909	254.51
3	Girgaon, Taluka-Shahuwadi	3450.5	1620.6	2199.3	990	140.20
4	Burambal Taluka-Shahuwadi	3450.5	1620.6	2199.3	1002	243.72
5	Dhangarwadi, Taluka-Shahuwadi	3450.5	1620.6	2199.3	1015	122.60
6	Durgmanwadi, Taluka-Radhanagari,	5424.0	2834.0	4068.1	989	204.56
7	Kasarsada, Village Bhogoli, Taluka-Chandgad	3586.0	2054.0	2883.4	1040.0	210.99
8	Minche Budruk, Taluka-Bhudargad	2758.4	1277.4	1751.1	1004.0	98.00

Table 1:-A detailed profile of the Bauxite mines in the study area

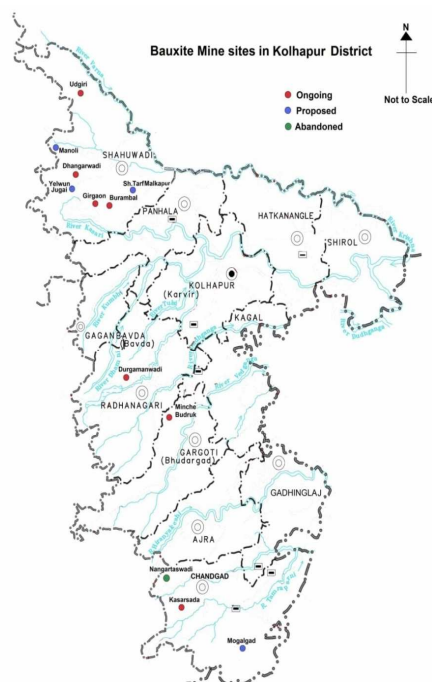


Figure 1:- Location map bauxite mining sites in the Kolhapur district

Methodology:-

The paper is part of Ph.D. dissertation and is based on field observations, interaction with locals and communication with Government officials and mine owners. Extensive site specific photo documentation was done and Google images were studied to identify the actual environmental impacts of bauxite mining. Secondary data was collected from relevant sources such as Dept. of mines, Collector Office, Kolhapur, Department of Geology and Mining (DGM). Extensive review of literature was also carried out.

Results and discussion:-

It is evident from the study that the current mining activity is grossly detrimental to the environment in the ecosensitive Western Ghats. The major threats of mining are dust pollution, vegetation loss, forest fragmentation and biodiversity loss, negative impact on water resources, generation of wastelands and social impact.

Dust pollution:-

It was observed that the entire bauxite mining area and all roads leading to mines, ones denuded of forest have become dusty due to increased dust pollution. Blasting, drilling and transportation activities are found to be the major source of dust pollution. The intensity of movement of ore transporting vehicles varied from one site to other. This continuous movement of heavy vehicles such as dumpers and trucks generate large amount of dust which settles on the surrounding vegetation which has caused stunted growth and even death of some trees (Plate 1, figure 1). The mandatory sprinkling of water on the roads and mining sites to prevent dust pollution is either insufficient or lacking. During summer months, due to scarcity of water in the region, this problem becomes more serious. Presence of all weather asphalt road leading to bauxite mines at sites namely Durgamanwadi and Kasarsada, the level of dust pollution is reduced to some extent.

Loss of vegetation, forest fragmentation and biodiversity loss:-

Bauxite ore is often confined to the top of different chains of plateaus located between 700m to 1100 m above MSL (Table 1). These outcrops are frequently termed by developmental agencies as “wastelands”, a terminology that reflects relatively barren and unproductive landscape. However these habitats are “special habitats”, which harbour a variety of flora and fauna. Watve (2010) recorded 360 species of Phanerogams (angiosperms and Pteridophytes) from rocky plateaus sites in Maharashtra of which 146 were endemic. It was observed that many plateaus in the study area have undergone profound weathering and have formed soil layers which support woody or forest growth. In some parts the laterite capping has eroded to expose the basalt again in the form of rocky outcrops. Bauxite ore usually occurs 5 to 8m below the upper lateritic layer which is also called as ‘overburden’. To access these deposits the above ground vegetation needs to be completely removed in the ‘opencast’ type of mining operation practiced in bauxite mining. Large scale deforestation was observed at all bauxite mines in the study area. The vegetation adjoining the bauxite mines was also found to be affected due to the dumping of overburden on it.

The natural vegetation in and around the mine sites, plateaus, slopes or nearby areas is diverse and consists of evergreen, semi-evergreen, and moist and dry deciduous and sub tropical hill forest. The Chandoli National Park boundary in the north is adjoining the Udgiri bauxite mine while the Radhanagari Wildlife Sanctuary borders the bauxite mine at Durgamanwadi. It was also found that a number of reserved forests are within the 10 km buffer of each bauxite mine. Much of the un-mined land with the respective companies has good vegetation

cover adjoining to the forest. Most importantly the bauxite mines located at Udgiri, Girgaon, Burambal, Dhangarwadi and Durgamanwadi are located along the dense patches of forests which act as a narrow wildlife corridor between two very important Protected Areas in the northern Western Ghats i.e. Chandoli National Park and Radhanagari Wildlife Sanctuary. The proposed Sahyadri Tiger Reserve also falls under this area. Also most mines fall in Eco Sensitive Zone (ESZ) I category as per the WGEEP (2011) recommendations. The Committee has also suggested no new mining lease and total phase out of ongoing mining by 2016 in this zone (WGEEP,2011).

The roads leading to bauxite mines often go through the dense forest (Plate 1, figure 2). Before the mining activity the roads were narrow and used by the locals. With the bauxite mining activity now the roads have become much wider adding to increased deforestation and forest fragmentation. The road leading to Udgiri bauxite mining site is nearly 30 Km in length from the State highway and passes through very dense forest. At Dhangarwadi bauxite mine a completely new road is under construction which is not even useful for the locals. The truck and dumper transport has caused canopy opening of forests which is affecting the local movements of wildlife. The noise generated by blasting and movement of heavy machinery and transport of ore by roads through the pristine forest has caused serious disturbance to the behaviour of wildlife. Road kills due to accidents is common especially during night time.

Impact on water resources:-

All bauxite mines in the study area are located at high altitudes which receive high annual rainfall in the range of 1000 to 5500 mm. The details of location of mine sites and site wise maximum, minimum and mean rainfall are given in table 1. Several springs, streams and rivulets originate and flow through these bauxite mining sites. Near all mining sites, within a radius of 10 Km distance, there are more than one dams which may be a medium or major irrigation project. The details of streams/rivers and dam projects in the upper catchments are provided in table 2.

Name of the mining site	Dams within 10 Km radius border from bauxite mine	Stream/River
Udgiri	Warna dam-major dam(N) ; Kansa-Minor dam(S) ; Kandvan-Medium dam(S)	Kansa river origin, several streams of Warna river
Girgaon	Kasari-medium dam(NW) ; Paleshwar-medium dam(N)	Several streams of Kasari and Shali river
Burambal	Kasari-medium dam(NW) ; Paleshwar-medium dam(N)	Several streams of Kasari and Shali river
Dhangarwadi	Kasari-medium dam(SW) ; Paleshwar-medium dam(SE) ; Kasarde-minor dam(NE)	Several streams of Shali and Kadavi river
Durgamanwadi	Radhanagari-major dam(S) ; Tulshi-major dam(NE) ; Kumbhi-medium dam(NW) ; Dhamni(under progress)(N)	Several stream of Dhamni river and Radhanagari dam
Minche Budruk	Dudhganga-major dam(W)	Several streams of Dudhganga river and Morvholoda Nala
Kasarsada	Phatakadi-medium dam	Several streams of Ghataprabha and Tamraparni river

Table 2:- Dams and stream/river in the 10 Km radius border from the bauxite mine

Proceeding of International Conference SWRDM-2012

The bauxite mining activity taking place in the upper catchment of the rivers is seriously affecting the water resources in the study area. It was observed that at all sites the mining activity has highly negative impact on both the groundwater as well as surface water. Bauxite mining and associated activities like blasting, removal of ore, movement of heavy vehicles has adverse impact on small springs and streams which supply water to the main river thus disturbing the flow rate of river. The overburden stored on nearby slopes also contributes to the increased level of soil erosion. Often the retaining walls, if constructed, are not of proper height and strength (Plate 1, figure 3). It was observed that the turbidity in these streams and rivers, especially during the rainy season, is very high on account of intense soil erosion. This has led to increased run-off, degradation of aquatic habitats and contamination of drinking water supplies. Rathore and Wright (1993) concluded that increased runoff, erosion and sedimentation, increased concentrations of chemical constituents and decreased quality of aquatic habitat are negative effects of surface mining. As the study area receives high rainfall the mobility of pollutants from ore deposits may increase to a large extent. Impacts to water include the build-up of sediments that may contaminate with heavy metals or other toxic products. The use of water for ancillary activities such as dust suppression on roads, plantation and domestic consumption puts an additional pressure on the scarce water resource.

Generation of wastelands:-

The bauxite mining activity has led to formation of large areas of wastelands in the ecosensitive Western Ghats (Plate 1, figure 4). Most mines lacked the mandatory operation standards and restoration efforts and have failed to ensure proper mining on scientific basis. The plantation carried out by some companies is only patchy, demonstrative and superficial which is often carried out with the exotic species. The phased reclamation and restoration management plan has remained on the paper with very little of its implementation. This has caused a high negative impact on the biodiversity, land use, hydrology, soil conservation and aesthetics of the region.

Social impacts:-

It is often claimed by the mining companies that mining provides employment to the locals. However, it was observed that the employment potential of the mining was much less than claimed and very few locals are actually benefited. Most mines had workers from other areas which has caused influx of labours from outside. This migration has caused increased pressure on the locally available natural resources such as water, fuel wood etc. Also the areas have experienced large number of truck accidents, even fatal causing serious discontent and agitations among the locals. Repeatedly this becomes a law and order problem.

Conclusion:-

The bauxite mining activity in the in the eco-fragile Western Ghats on many counts is detrimental to the environment. There is lack of strong and effective measures for the reclamation and restoration of mined land by the respective companies. Mining being a temporary economic activity leaves long term socio-economic and environmental footprints. Though it provides employment to some locals it is only for a short period of time till the deposits last. The real beneficiaries are outsiders and the company owners. There are incidents of illegal mining operations in the region. The Western Ghats region in which the bauxite mines fall is very ecosensitive as per WGEEP but now it is considered as a "World Heritage Site" by UNESCO. The already abandoned mine in the district (i.e. Nagartaswadi) without restoration is an example of how mining should not be done. Therefore attempts to be made to close all ongoing mines at the earliest by sound scientific measures and restored to the near natural conditions as per the mandatory norms. No new mining activity should be allowed in the ecologically fragile and vulnerable region.

References:-

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12.1.8 Representation 3 - Croll - Additional

Proceeding of International Conference SWRDM-2012

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Rathore C.S and Wright R.,(1993), Monitoring environmental impacts of surface coal mining, International Journal of Remote sensing, Vol.14, 1021-1042

Samant J.S., Kurane A.H., Mohite S A.,(2011), The Maharashtra Ecologically Sensitive Zone in South Maharashtra(MESZ-S), A proposal submitted to the WGEEP 2011

Watve Aparna., Rocky plateaus, special focus on the Western Ghats and Konkan (2010), Prepared for submission to the WGEEP 2010

Plate 1

1) Negative impact of dust pollution on vegetation at Ud giri (Kolhapur)



2) Disturbance to Wildlife due to truck transport through dense forest at Chandgad (Kolhapur)



3) Absence of retaining walls, enhancing soil erosion. Girgaon



4) Generation of Wasteland due to abandoned mine at Nangartaswadi



12.1.9 Representation 4 - Adams

From: [REDACTED]
Sent: Tuesday, 11 June 2024 12:32 PM
To: Planning @ Meander Valley Council
Subject: Objection to PA/24/0052 DL130 Bauxite Project

Robyn Adams
[REDACTED]

The General Manager
Meander Valley Council
PO Box 102
Westbury 7303

PA/24/0052
DL130 Bauxite Project

I have recently become aware of a mining application in my area by Abx Group and I wish to express my objection to Meander Valley Council approving this application.

The first and principal objection I have to this proposal of Abx Group is the existing record of operations in Tasmania to date. This company had an operation in the Midlands Council area from 2015 where the following concerns have been identified.

1. They were not a profitable, ongoing concern.
2. They incurred debts relating to the transportation of mined materials which were not honoured totalling \$2.5 million.
3. They failed to meet a condition of the approval which provided that Abx upgrade the road infrastructure.
4. Royalties were paid to the landowner rather than the Crown.

Abx Group has red flags all over it before they even begin any potential operations in the Meander Valley Council area.

The second objection I would like to express relates to the inconsistencies noted between the application made to Council and the description of operations listed on their website to inform investors and shareholders.

1. The application relates to bauxite mining yet the website for Abx promotes the extraction of rare earth elements (REE). Bauxite is not an REE.
2. There are stockpiles of bauxite on the mainland with established road/rail networks to export ports which make them more competitive.
3. Information supplied by Abx to the Australian Stock Exchange indicates that they pay their Directors and Key Management staff more than the income they generate. The majority of their income is from government sources which are tax incentives and Research and Development Grants.
4. Abx states that they, "Only operate where welcomed...", yet the community has already objected to their 2012 application. The only way in which they would be welcome in Reedy Marsh is if Meander Valley Council approves this operation against the objections raised by its constituents.

The third objection relates to the natural and environment values of living in Reedy Marsh, which will be diminished by any extractive mining operations.

1. The presence of threatened and endangered fauna including but not restricted to Tasmanian Devil, Grey Goshawk, Wedge Tailed Eagle, Spotted Tailed Quoll.
2. The present lack of human-made ambient noise.
3. The reliance of rainwater tanks which risk contamination by dust and heavy metal airborne particulates.
4. Access to Larcombes Rd is via River Rd from Deloraine and via Porters Bridge from Exton. Both roads are narrow and without substantial shoulders where I might safely allow the passage of heavy vehicles.
5. Porters Bridge is not fit for the purpose of an extra 76 heavy vehicles per day.

My objections to this Abx Group application are not limited to those I have outlined above. I regard the timeframe given for objections as inadequate and I respectfully request that Meander Valley Council extend the period allowed for expressing such objections. We need more time to allow for independent expert evaluations to be made on our behalf and thus be awarded due process.

Yours sincerely

12.1.9 Representation 4 - Adams

Robyn Adams

Abbie Massey

From: [REDACTED]
Sent: Tuesday, 11 June 2024 12:58 PM
To: Planning @ Meander Valley Council
Subject: Bauxite project

To: General Manager, Meander Valley Council
11 June 2024

Ref. PA/24/0052 Bauxite Mine at Reedy Marsh DL 130

I have serious concerns regarding the amount of traffic on Porters Bridge road and the removal of native vegetation necessary to widen it for large trucks. Maintenance of the road will be a major financial impost on Meander Valley Council. There are also particular dangers for native wildlife - especially diurnal species such as pademelons, bennetts wallaby and a strong population of native hens, especially given the farmland/bush interface. Roadkill in turn results in the deaths of scavenging species such as devils, quolls, eagles and ravens.

Yours sincerely,
Ron Nagorcka

[REDACTED]

Sent from my iPad

Abbie Massey

From: [REDACTED]
Sent: Tuesday, 11 June 2024 1:08 PM
To: Planning @ Meander Valley Council
Subject: PA/24/0052 DL130 Bauxite Project

To whom it may concern,

My name is Steve Huth and I live at 505 Larcombes Road, Reedy Marsh, Tas 7304

I write to you today to raise my concerns about the application,

PA/24/0052 and application documents Part I, Part II, Part III, Part IV.
Applied to Meander Valley Council by Pitt & Sherry obo ABx Group Limited.
For the mining/quarrying of,
328 & 330 Porters Bridge Road, Reedy Marsh TAS, 7304.

I STRONGLY OBJECT TO THIS PROPOSAL!

These are my reasons for objecting but they are not limited to these.

- Local wildlife including the endangered Swift Parrot and Masked Owl, the threatened Spotted Tail Quoll, Tasmanian Devils, Platypus and Bennets Wallaby will be severely effected due to loss of habitat, increased traffic(78 trips a day in and out via trucks), Local waterways becoming contaminated and air quality deteriorating.
- Road infrastructure, with increased truck use and knowing how narrow our local roads are, I believe this will endanger local commuters, school buses and the truck drivers themselves.
- If road upgrades are to be put in place, we the tax payers would be footing the bill, this does not sit well with me.
- I solely rely on rainwater consumption and I believe over time our water supply will become contaminated with air pollutants from the mining process.
- I am semi self sufficient relying on home grown produce for consumption, I believe the food I grow will also become contaminated.
- I believe over time if this bauxite mine goes ahead our air quality with deteriorate due to air pollutants in particular aluminium dust which is highly toxic to humans, fauna and flora.
- I am concerned as the proposed mine site borders the Brushy Lagoon Rivulet with runoff more than likely ending up in Brushy Lagoon itself, these pollutants are likely to also contaminate the Meander River itself.
- REEDY MARSH IS AN IMPORTANT CONSERVATION AREA!
- ABx have a very poor record with mining in Tasmania. Are you prepared to gamble with this company and trust that they will leave the Reedy Marsh proposed site area in a better condition than what they found it once they have paid their Board Members and share holders?

I really hope you listen to all of our concerns within our amazing community here in Reedy Marsh.

We may only be a small community but we love where we live and we are all passionate about maintaining our way of life for not only us but for our important and delicate wildlife and forest.

The ABx Limited corporate policy clearly states, WE ONLY OPERATE WHERE WELCOMED, I can without any hesitation state through talking to neighbours, going to meetings and reading our group emails, that ABx Limited ARE NOT WELCOME to impact our beautiful Reedy Marsh haven in any way, shape or form.

Thank you for your time.

Warm regards

Steve Huth
[REDACTED]

12.1.12 Representation 6 - Huth - Additional

From: [REDACTED]
Sent: Wed, 12 Jun 2024 12:38:39 +1000
To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Objection PA/24/0052 ABx Limited Bauxite Project Application

Stephen Huth
[REDACTED]

The General Manager
Meander Valley Council
PO Box 102
Westbury 7303
PA/24/0052
DL130 Bauxite Project

I have recently become aware of a mining application in my area by Abx Group and I wish to express my objection to Meander Valley Council approving this application.

The first and principal objection I have to this proposal of Abx Group is the existing record of operations in Tasmania to date. This company had an operation in the Midlands Council area from 2015 where the following concerns have been identified.

1. They were not a profitable, ongoing concern.
2. They incurred debts relating to the transportation of mined materials which were not honoured totalling \$2.5 million.(Government bail out?)
3. They failed to meet a condition of the approval which provided that Abx upgrade the road infrastructure.
4. Royalties were paid to the landowner rather than the Crown.

-ABx have a very poor record with mining in Tasmania. Are you prepared to gamble with this company and trust that they will leave the Reedy Marsh proposed site area in a better condition than what they found it once they have paid their Board Members and share holders?

The second objection I would like to express relates to the inconsistencies noted between the application made to Council and the description of operations listed on their website to inform investors and shareholders.

1. The application relates to bauxite mining yet the website for Abx promotes the extraction of rare earth elements (REE). Bauxite is not an REE.
2. There are stockpiles of bauxite on the mainland with established road/rail networks to export ports which make them more competitive.
3. Information supplied by Abx to the Australian Stock Exchange indicates that they pay their Directors and Key Management staff more than the income they generate. The majority of their income is from government sources which are tax incentives and Research and Development Grants.

The third objection relates to the natural and environment values of living in Reedy Marsh, which will be diminished by any extractive mining operations.

1. Local wildlife including the endangered Swift Parrot and Masked Owl, the threatened Spotted Tail Quoll, Tasmanian Devils, Platypus and Bennets Wallaby will

12.1.12 Representation 6 - Huth - Additional

be severely effected due to loss of habitat & increased traffic(78 trips a day in and out via trucks),

2. Local waterways becoming contaminated and air quality deteriorating.

3. Road infrastructure, with increased truck use and knowing how narrow our local roads are, I believe this will endanger local commuters, school buses and the truck drivers themselves.

If road upgrades are to be put in place, we the tax payers would be footing the bill, this does not sit well with me.

4. I solely rely on rainwater consumption and I believe over time our water supply will become contaminated with air pollutants from the mining process.

5. I am semi self sufficient relying on home grown produce for consumption, I believe the food I grow will also become contaminated.

6. I believe over time if this bauxite mine goes ahead our air quality will deteriorate due to air pollutants in particular aluminium dust which is highly toxic to humans, fauna and flora.

7. I am concerned as the proposed mine site borders the Brushy Lagoon Rivulet with runoff more than likely ending up in Brushy Lagoon itself, these pollutants are likely to also contaminate the Meander River itself.

8. REEDY MARSH IS AN IMPORTANT CONSERVATION AREA!

I really hope you listen to all of our concerns within our amazing community here in Reedy Marsh.

We may only be a small community but we love where we live and we are all passionate about maintaining our way of life for not only us but for our important and delicate wildlife and forest.

The ABx Limited corporate policy clearly states, WE ONLY OPERATE WHERE WELCOMED, I can without any hesitation state through talking to neighbours, going to meetings and reading our group emails, that ABx Limited ARE NOT WELCOME to impact our beautiful Reedy Marsh haven in any way, shape or form.

Yours sincerely

Stephen Huth

Abbie Massey

From: [REDACTED]
Sent: Tuesday, 11 June 2024 3:00 PM
To: Planning @ Meander Valley Council
Cc: [REDACTED]
Subject: DL130 Bauxite Project, Reedy Marsh

The General Manager

References:

- A. PA.24.0052-ReducedPart-1-2Part-1
- B. ABx Group Limited, DL 130 Bauxite Project, Reedy Marsh – EER
- C. ABx Group Limited, DL 130 Bauxite Project, Reedy Marsh - EER Guidelines

I have concerns regarding the proposed DL130 Bauxite Project at Reedy Marsh. My concerns are about both the environmental impact of dust from extraction and the impact on our waterways, and also the traffic impact assessment.

Details

I have the following environment impact concerns about the “DL130 Bauxite Project. Report to Support a Planning Permit Application” from Ref A

1. The operation is described on p10 as “a shallow quarrying operation and simple screening process” via “shallow surface extraction”. A community concern is the dust generated by this process and the potential for it impact agricultural areas downwind, and also contamination of rain water supplies.

The EER (Ref B) Section 3.1.2 states “The Project Area is surrounded by bush and vegetated farmland on rolling terrain. This will provide significant attenuation of any dust emissions generated on site.” It also states “winds of varying strengths occur from all directions relatively frequently”. Given this, it is not clear why the 3 km radius is used for the Figure 9. Noting that the Meander River is only 4 km from the proposed pit there is risk of environmental impact on the river.

The Guidelines (Ref C) state that “identifying plausible worst case scenarios” is required and the EER does not appear to do so. Given that climate change is resulting in more extreme weather conditions and the extended duration of the project, the risks are a concern to the community.

2. On the ERR (Ref B) Section 3.1.3, part of the management on the dust is that “Excavation of topsoil will not be undertaken during periods of extended dry, windy weather”. However there is no definition of what quantifies as “extended dry, windy weather”.
3. Section 3.2.1 of the EER (Ref B) states “The Pits are located approximately 200 m from an unnamed tributary running off Brushy Rivulet”. During extreme weather conditions does this suggest that run off from the mine could get into the water ways.
4. Sections 3.2.1 and 3.2.3 provide slightly contradictory information about mitigating impact on ground water. In 3.2.1 it states “In Pit 2, the maximum bauxite depths are between 6 and 14 mbgl. Consequently, the deeper bauxite may not be accessible without intersecting the ‘wet’ clay as it is generally located 6 m below the surface.”

In Section 3.2.3 it states “ABx is committed to applying a precautionary approach and will assume that the ‘wet clay’ is groundwater. The proposed mining plan is to extract bauxite only to within one vertical metre

12.1.13 Representation 7 - Croxford

of the modelled top of the 'groundwater', which is assessed to limit the potential for interception of groundwater."

If the wet clay is estimated to be at 6m, and to represent groundwater, then the one metre buffer would imply that mining should only occur to a depth of 5m.

Has there been any independent auditing of the report assumptions, especially with respect to the 3km environmental impact limit? With respect to the management of the impacts, what controls will be in place to ensure that excavation will not be undertaken during dry, windy weather and that extraction will be stopped at 1m from the top of the wet clay (indication of ground water)?

I have the following concerns about the Traffic Impact Assessment (TIA) in Ref A

5. On p5 "Porters Bridge Road is expected to carry approximately 110 vehicles per day², of which 17% are heavy vehicles." This would suggest that 19 heavy vehicles per day. However later on p12 it states that "78 truck movements per day are anticipated during campaigns", and on p14 it states "The overall traffic volumes on Porters Bridge Road and Meander Valley Road in the vicinity of the proposed mine site are expected to increase by 112 vehicles per day during the mining stage of the proposed bauxite mine."

This appears to indicate that predicted traffic volumes are set to double in terms of vehicles per day, with a dramatically higher proportion of heavy vehicles

6. On p6 "Overall, the road width along Porters Bridge Road currently does not comply with the LGAT Standards Drawings (TSDR02-v3) requirements for a road carrying similar vehicle volumes and heavy vehicle percentage. The SSD along the road also does not comply with contemporary requirements." Whilst the TIA states that "given the existing operation and available crash history along the road, the road is considered to operate safely and efficiently" my concern is that the dramatic increase in heavy traffic would suggest that any assessment based on "existing operation" should not be extended to apply to the planned operations.

Given that Porters Bridge Road does not comply with requirements for similar vehicle volumes and heavy vehicle percentage, if traffic volumes doubled and heavy vehicle percentage increase, it should not be assumed historical safe operations indicate safe and efficient operations with the increased traffic.

7. Section 2.6 on traffic volumes indicate 2 heavy vehicles entering and leaving during peak periods, assuming no development. In Section 4.1.2 it states "It has been assumed that Truck & Dog Trailer Combinations will access and egress the site consistently throughout the day from 7:00am to 5:00pm." Assuming the 78 truck movements are spread evenly through the 10 hours of operation, that will add approx. 8 truck movements to each of the morning and evening peaks. This is confirmed with figure 15 in Section 4.1.5, showing 8 heavy vehicles in and 4 out during the AM peak.

Based on figures in the TIA, it suggests that heavy vehicle movements entering or leaving Meander Valley Road during peak periods could increase from 2 to 10 (or 12), a five-fold or six-fold increase.

In summary, the dramatic increase in vehicle movements and heavy vehicle movements in particular on a road that does not comply with contemporary requirements is not consistent with protecting the safety and efficiency of the road. In addition, with the large increase of heavy vehicle movements may require expenditure for repairing and upgrading the road.

Thank you for your consideration of the above concerns.

Mark Croxford



Abbie Massey

From: [REDACTED]
Sent: Wednesday, 12 June 2024 8:59 AM
To: Planning @ Meander Valley Council
Subject: PA\24\0052 DL130 Bauxite Project

I urge you to please consider carefully your decision to support the planning application for a Bauxite mine in beautiful Reedy Marsh



Source: <https://www.alcircle.com/news/ghana-president-akufo-addo-assures-bauxite-mining-in-atewa-forest-wont-affect-environment-46078>

My most pressing concerns:

The cost to our community through Council revenue for preparation and maintaining a suitable access road for heavy vehicles;

The destruction of native plants on Council land and subsequent impact on wildlife including threatened species in that area;

The negative impact and out of date thinking and poor reputation which would accompany any Council that approves a mine in a native forested area;

The negative impact on property values of having a mine operating in our local area;

The possible negative health impacts from toxic mineral dust being disseminated and settling on flora, fauna and residential rainwater collection surfaces;

There exists significant community opposition to approval of this project. Please consider the views of your constituents and the ABx commitment to only operating "where welcomed".

Jane McCauley

[REDACTED]



Sarah Lloyd OAM



To: General Manager, Meander Valley Council
26 Lyall Street, Westbury 7303
planning@mvc.tas.gov.au

12 June 2024

Re: Application: PA\24\0052

Property: 328 & 330 Porters Bridge Road, Reedy Marsh (CT: 214055/1, CT: 229773/1, CT: 148606/1) and Crown Land parcels, with vegetation clearance on 340 Porters Bridge Road, Reedy Marsh (CT: 31918/1)

Dear Mr Harmey,

Thank you for the opportunity to object to the proposed development at Reedy Marsh.

My reasons for objecting include:

1. The activity will occur on Prime Agricultural Land which is currently used as a pine plantation.
2. It will have an adverse impact on the natural values of the area
3. Porters Bridge Road and River Road are not up to the standard required to accommodate more traffic. The increase of heavy vehicles and general traffic will lead to the degradation of the roads, which will put more pressure on the resources of Meander Valley Council. It will also increase the risk of accidents.

1. Prime Agricultural Land

The proposed destruction of Prime Agricultural Land (PAL) is in breach of the State Policy on The Protection of Prime Agricultural Land.

PAL is a limited and dwindling resource in Tasmania, and is especially being reduced by increased large scale housing developments in and around country towns and in peri-urban and semi-rural areas.

The subject land is currently used for plantation forestry. Its removal will stymie attempts to have a plantation estate in Tasmania which would hopefully mean the cessation of forestry activities in Tasmania's public native forests.

2. Natural Values (summary PA.2024.0052 ReducedPart1-2Part2 p. 12 [59])

Eucalyptus ovata forest and woodland (TASVEG code: DOV) occurs in the south of the property. DOV is listed under the EPBC Act: Tasmanian Forests and Woodlands dominated by Black Gum or Brookers Gum (*Eucalyptus ovata* / *E. brookeriana*). *Eucalyptus ovata* forest and woodland (DOV) is also located on the access road in the south of the Property.

12.1.15 Representation 9 - Lloyd

There are no protocols mentioned in the application to prevent damage or loss of this threatened vegetation community.

One plant species, *Pimelea curviflora* var *gracilis*, is listed under the Threatened Species Protection Act 1995. It is located on the access road in the south of the property. There are no protocols mentioned in the application to prevent damage or loss of this threatened vegetation community.

According to the Natural Values summary, there are no listed fauna species occurring on the property itself, however, the area is likely to be used by the threatened species listed in the summary including

Sarcophilus harrisii (Tasmanian devil)

Dasyurus maculatus subsp. *maculatus* (Spotted-tailed quoll)

Dasyurus viverrinus (Eastern quoll)

Perameles gunnii (Eastern barred bandicoot)

Aquila audax subsp. *fleayi* (Tasmanian wedge-tailed eagle)

Haliaeetus leucogaster (White-bellied sea-eagle)

Lathamus discolor (Swift parrot)

Tyto novaehollandiae (Masked owl)

Littoria raniformis (Green and gold frog)

Increased traffic along Porters Bridge Road and River Road is likely to lead to more roadkill, especially pademelons, bennet's wallaby and Tasmanian Native Hens, which will increase the risk to scavenging animals, especially the threatened and vulnerable species listed above, i.e. Tasmanian Devil, Spotted-tailed Quoll, Eastern Quoll, Wedge-tailed Eagle and White-bellied Sea-Eagle.

Old growth eucalypt forest was present on the subject land before the Regional Forest Agreement in 1996. It was subsequently removed for eucalypt plantation and more recently, for pine plantation, almost certainly both subsidised by the government under various schemes. The plantation the land supports is an important component of the plantation estate and should not be removed for a mine.

It is also of concern that the mine area encroaches on the Brushy Rivulet Conservation Reserve, an area that contains a threatened vegetation community and is known to support foraging habitat of the endangered Swift Parrot and provides foraging and potentially nesting habitat of the endangered Tasmanian Masked Owl. Comprehensive surveys at the appropriate time of the year should be done to determine the presence of these and other threatened species.

As the Historical aerial imagery reveals (3.2 summary p. 15) forestry activities including clearing of native forest for plantation establishment to the east, west and south of the subject land, which leaves the Brushy Rivulet Conservation Reserve as one of the few remaining relatively untouched parcels of forest in a very large area. This is extremely important for the maintenance of Tasmania's native fauna, especially endemic bird species that are known to be declining but have not yet been listed under the EPBC or TSPA. These include Dusky Robin, Strong-billed Honeyeater and Black-headed Honeyeater.

3. Porters Bridge Road (see ReducedPart-1-2 Part 2)

4.1.6 (page 19)

12.1.15 Representation 9 - Lloyd

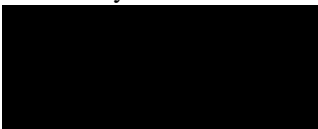
The application states that the existing road width along Porters Bridge Road currently does not comply with the LGAT Standards Drawings (TSD-R02-v3) requirements and the SSD along the road also does not comply with contemporary requirements. Given that there is projected to be an increase in traffic from 110 to 222 vehicles each day for up to 20 years, it seems clear that there will be an increased likelihood of safety issues generated by the proposed development.

For many years Porters Bridge Road has been a quiet country road through forest and farmland, used mostly by residents of Reedy Marsh or visitors to the rural community. As a past long-term resident of Reedy Marsh and a frequent visitor to family and friends in the area, I am very familiar with both roads, especially more recently, Porters Bridge Road. During several visits to Reedy Marsh earlier this year, I was extremely cautious on the narrow road with numerous blind corners, for fear of encountering one of the large trucks carrying material from the quarry. On one occasion I was nearly forced off the road in an area where the road is particularly narrow. This development will put additional pressure on the limited resources of MVC (and therefore ratepayers) to upgrade the road to the standard required to accommodate constant heavy traffic in what is essentially a rural residential area.

I strongly disagree with the statement that one movement every two to three minutes during peak periods could be considered '**still low volumes, with minimal impact on Porters Bridge Road**'.

Yours sincerely,

Sarah Lloyd OAM



Abbie Massey

From: [REDACTED]
Sent: Wednesday, 12 June 2024 1:39 PM
To: Planning @ Meander Valley Council
Subject: Planned Bauxite Mine

Categories: Registered

Attn: The General Manager.
Meander Valley Council
PA\24\0052
DL 130 Bauxite Project

I am writing to lodge my objection to the proposed Bauxite mine in Reedy Marsh. Apart from the scandalous lack of consultation within the community I find it curious this was not brought to the community's attention sooner.

If ever there was an inappropriate area to commence a mining operation of this nature, Reedy Marsh would have to be at the top of the list. It is a rural area full of families and unique wildlife. The environmental impacts of bauxite mining are well documented. Bauxite tailings present a severe threat to ecosystems, waterways and the water table.

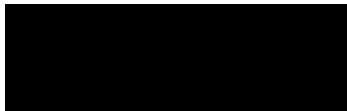
I regularly drive through the area of the proposed mine site and have on numerous occasions spotted Tasmanian Devils, Quolls and Eagles there. This mine would have a drastic and negative affect on their environment.

If this mine was to go ahead there is no doubt it would adversely affect the lives of many local families and put at risk the health of individuals from dust, noise, soil degradation and an increased danger on inadequate roads from trucks.

It will contribute to deforestation, put further pressure on threatened wildlife and risk poisoning the water table for generations to come. It will ruin what so many people have come here to find. And for what? A little bit of money.

12/06/2024

Yours sincerely
Max Dann



12/6/24

To The General Manager,

**Objection to Pitt & Sherry obo ABx Group Limited
PA\24\0052
DL130 Bauxite Project**

I wish to advise you, as a resident of Reedy Marsh for twenty two years, that I am in opposition to the proposal for a bauxite mine to be opened and operate in our region.

I am seriously concerned that the life I have established in Reedy Marsh is under threat. The quiet beauty of the bush land surrounds has been a home and haven for myself, my wife, family and friends. Reedy Marsh is a retreat from the intense pressures of work. It provides a sanctuary where I can connect with nature and a peaceful life. The proposal of a bauxite mine operating in my backyard is ugly, noisy, dirty and disgustingly preposterous given the current critical state of our local environment. Let the bauxite be extracted from existing mines. There is a surplus already and Tasmanian operations have proven to be uneconomic and ruinous to the environment.

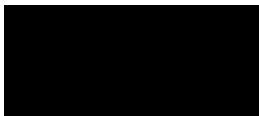
This proposal would have detrimental and far reaching impact on the environment and quality of life for residents living in Reedy Marsh, and surrounding regions.

The following issues need to be considered further when assessing the proposal for a bauxite mine in Reedy Marsh.

- Operational noise pollution will be a concern for residents in the region.
- Regional air pollution from dust and fallout contamination of surrounding areas from the mining operation.
- Contamination of waterways in the region via run off from the mining site. Note that the mine site is in the Meander Valley and adjacent to both the flood plains south of Exton and the waterways feeding into Brushy Lagoon.
- Road safety in the region - both Porters Bridge Road and River Road would be impacted by the traffic generated by the operation of this mine. The movement of bauxite ore on the narrow and winding roads will present a serious hazard to local traffic. The additional traffic generated by heavily ore-loaded trucks will necessitate significant road development and ongoing maintenance costs to ensure road safety.

I have other concerns but these are the present primary issues that stand out from the proposal. Please keep me informed as the assessment process continues.

Yours respectfully
Mark Ulbrich

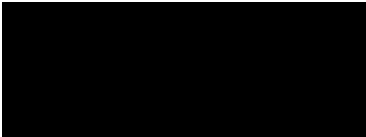


12.1.18 Representation 12 - Hoffmann

From: [REDACTED]
Sent: Wednesday, 12 June 2024 3:37 PM
To: Planning @ Meander Valley Council
Subject: Objection to proposed development PA\24\0052

Follow Up Flag: Follow up
Flag Status: Flagged

Neil Hoffmann



To: General Manager, Meander Valley Council
26 Lyall Street, Westbury 7303
planning@mvc.tas.gov.au
12 June 2024

Re: Application: PA\24\0052
Property: 328 & 330 Porters Bridge Road, Reedy Marsh (CT: 214055/1, CT: 229773/1, CT: 148606/1) and Crown Land parcels, with vegetation clearance on 340 Porters Bridge Road, Reedy Marsh (CT: 31918/1)

Dear Mr Harmey,

Thank you for the opportunity to object to the proposed development at Reedy Marsh. As a long-term resident of Reedy Marsh, I am very concerned about the proposed bauxite mine on 328 and 330 Porters Bridge Road, especially because of the inadequacy of both Porters Bridge Road and River Road to accommodate more traffic, especially heavy vehicles.

The development application states that the existing road width along Porters Bridge Road does not comply with local government standards. There is a projected increase in traffic from 110 to 220 vehicles each day, and this will continue for up to 20 years. The increase of heavy vehicles and general traffic will lead to the degradation of the roads, which will put more pressure on the financial resources of Meander Valley Council – and therefore the ratepayers. It will also increase the risk of accidents. I disagree with the statement that one movement every two to three minutes during peak periods could be considered ‘still low volumes, with minimal impact on Porters Bridge Road’.

I have lived in Reedy Marsh for over 40 years and run Reedy Marsh Pottery, a successful small ceramics business making and selling tableware and sculptural work. Once a year I open my studio to visitors, and my work can be viewed throughout the year by appointment. Driving through farmland and forest on a relatively quiet country road is an important part of the experience for visitors to my studio. I am therefore extremely concerned that the increase in traffic as a result of this mine will endanger visitors to my studio, not to mention myself and members of my family who are frequent users of the road.

12.1.18 Representation 12 - Hoffmann

Yours sincerely,
Neil Hoffmann

A solid black rectangular box used to redact the signature of Neil Hoffmann.

From: [REDACTED]
Sent: Thursday, 13 June 2024 5:15 PM
To: Planning @ Meander Valley Council
Subject: Pitt & Sherry obo ABx Group Limited - PA\24\0052

NB This submission is to replace email comments forwarded by the Mayor and General Manager which I never intended to become a submission to be in the public domain. Brenton in the Planning Team is aware of this. The following is my actual submission.

Friday 14th June 2024

To whom it may concern,

I would like to raise an objection to the planning application **Pitt & Sherry obo ABx Group Limited - PA\24\0052**.

I am deeply concerned about the possibility of this open cast Bauxite mine being given the go ahead. My main concern is how noise levels would rise in Westbury considerably should the project go ahead.

The report to support the Planning Permit Application says there will be an expected 78 additional heavy truck movements each day on Meander Valley Road going through the heart of Westbury. This will be six days per week. The report says this would be large Truck and Dog Trailer combinations.

For a heritage, residential area this is of great concern.

It's also worth noting that allowing this to go ahead would not marry with the ethos of the Council's own Streetscape Renewal Project.

I would strongly urge the planning team to reject this application.

Many thanks,

Oliver File

[REDACTED]
[REDACTED]

Abbie Massey

From: [REDACTED]
Sent: Friday, 14 June 2024 11:24 AM
To: Planning @ Meander Valley Council
Subject: Objection to Abx Group, DL 130 Project, Reedy Marsh PA/24/0052
Attachments: ABx Reedy Marsh objection.docx

Categories: Registered

General Manager, Meander Valley Council
**Objection to Abx Group, DL 130 Project, Reedy Marsh
PA/24/0052**

Is this really a good idea for Reedy Marsh and Meander Valley?

The proposed bauxite mine is ***a very big issue for the environmentally sensitive and beautiful Meander Valley area*** – for the people living there, the many visitors and the obvious natural values. The project, however, does not appear to really be of major importance for the proponents, Abx. - who classify bauxite mining in their reports as ***“legacy business” compared to their current areas of focus with regard to rare earth and fluoride projects.***

They forecast supply from this project, DL130, of only *90,000 to 120,000 tonnes* of bauxite over a five year period, but, in 2022, for their Sunrise project in Queensland they forecast a much more significant ***500,000 tonnes*** in the first year building up to full capacity of ***1.5 million tonnes per year.*** ***Is the return from DL130 really worth opening the first mine in the area?***

It appears that the mine near Campbell Town did not last very long compared to expectations, did not generate much employment, and cost taxpayers a very significant amount. ***Why would better results be expected for Reedy Marsh*** where the product to be extracted seems to be similar?

Abx in general at present seems to be very optimistic about Rare Earth Elements and their presence at Deep Leads adjacent to the DL130 lease. It may be more important to be looking into what might be the effect of increased rare earth elements extraction in this region.

We ask that Council weigh up the great importance of the environmental aspects of the Reedy Marsh area that are endangered, compared to the relatively minor financial gains, if any, that the proposed bauxite mine will bring. ***The benefits of the bauxite mine certainly do not seem sufficient to justify the disharmony that is becoming apparent in the Meander Valley region over this project.***

Diane and Roy Deane
[REDACTED]

General Manager, Meander Valley Council

Objection to Abx Group, DL 130 Project, Reedy Marsh

PA/24/0052

Is this really a good idea for Reedy Marsh and Meander Valley?

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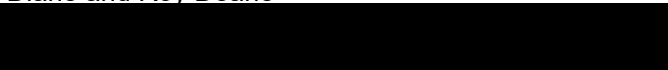
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It appears that the mine near Campbell Town did not last very long compared to expectations, did not generate much employment, and cost taxpayers a very significant amount. **Why would better results be expected for Reedy Marsh** where the product to be extracted seems to be similar?

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We ask that Council weigh up the great importance of the environmental aspects of the Reedy Marsh area that are endangered, compared to the relatively minor financial gains, if any, that the proposed bauxite mine will bring. **The benefits of the bauxite mine certainly do not seem sufficient to justify the disharmony that is becoming apparent in the Meander Valley region over this project.**

Diane and Roy Deane



Abbie Massey

From: [REDACTED]
Sent: Friday, 14 June 2024 12:29 PM
To: Planning @ Meander Valley Council
Subject: representation against PA\24\0052 Bauxite operation Porters Bridge Road

To whom it may concern

Having read the Planning Application:

APPLICANT:	Pitt & Sherry obo ABx Group Limited - PA\24\0052
PROPERTY ADDRESS:	328 & 330 Porters Bridge Road, REEDY MARSH(CT: 214055/1, CT: 229773/1, CT: 148606/1) and Crown Land parcels, with vegetation clearance on 340 Porters Bridge Road REEDY MARSH (CT: 31918/1)
DEVELOPMENT:	Level 2 Activity – Extractive Industry (Quarry) – discretionary use, traffic generation

I am making a submission against the application on the following grounds:

- **Up to 78 movements of Truck and Dog Trailers** weighing up to 60 tonnes a day along roads that are not up to standard (Porters Bridge Road) or have not been assessed as suitable for Truck and Dog trailers (Meander Valley road from Bass Highway turnoff to Westbury).
 - It was NOT made clear in the traffic report whether one of the routes described meant coming off the Bass Highway before Westbury at the eastern turnoff and thus coming right through Westbury or that trucks would come off at the turn off near Tasmanian Alkaloids.
 - If trucks come off the Bass Highway at the eastern end of Westbury and come through the village what damage to road surface which is at best fairly average in condition and to historical buildings which line the MVR.
 - How would this work with MVC's streetscaping project along that stretch???
 - Already as a resident of Westbury I see Truck and Dog Trailer combinations belonging to Cresswells and Walters coming into Westbury from Exton along the route that IS NOT approved for this type of truck use!!
- **Dust.**
 - There has been no mention in the report of dust that will be caused by the Bauxite extraction and how that will be suppressed.
 - all the households in that area rely on tank water. There is no mains water or bores in that area.
- **Total lack of community consultation by ABx**
 - It seems to be a familiar pattern. Large companies NOT consulting with the local community and using the so called planning scheme to further enhance their profits without regard to the people who have to live in the area.

Yours Sincerely
Sean Manners

[REDACTED]

12/6/24

Objections to Pitt & Sherry obo ABx Group Limited
PA\24\0052
DL130 Bauxite Project

13 JUN 2024		MVC
BT	dept.	DES
OD	✓	
PA\24\0052		

I would like to respond to the proposed bauxite mine to take place in Reedy Marsh. I have lived in Deloraine for over 20 years, and it is with much dismay I heard of this proposition. I cannot understand why the council would consider this project due to the destruction it will cause to the wildlife and flora both safety and habitat.

On a personal level I have great grandchildren who catch a school bus and are collected along the Biralee Road. I am greatly concerned about their safety with the extra heavy vehicle traffic posing a real danger.

My daughter will be greatly impacted by this as they collect water and the pollution this open cut mine causes will be a serious problem for them.

We came to live in the Meander Valley environs to live a healthy lifestyle and invest in our future only to be confronted with the loss of value of our homes and pollution. In the long term if the council gives permission for this to go ahead it will destroy the local community as businesses in Deloraine rely on tourism and who would want to come and visit a polluted town and have to cope with driving on roads that have heavy vehicle traffic six days a week?

I am also disappointed that the council agreed to such a short time for constituents input to this proposal, considering the long and lasting effects that will take place surely a more comprehensive written information should have been sent to householders and a more reasonable time given to respond.

With respect



Diane Berry



12.1.23 Representation 17 - Mackenzie

Index No. 17205/18399			
Doc No.			
RCVD	14 JUN 2024		MVC
Action Officer	BJ	Dept.	DES
EO		OD	✓

PA12410052

14th June 2024
Mayor Johnston, Deputy Mayor Cameron,
All Councillors
and General Manager Harmey
Meander Valley Council
Lyall Street Westbury Tas 7303

Submission re: The Pitt and Sherry Planning Application obo Abx Group, Bauxite Extraction, 328 & 330 Porters Bridge Rd, Reedy Marsh.

Dear Mayor, Deputy Mayor, Councillors and General Manager.

I don't have any comment on the mine/quarry operations per se.

My submission is in regard to the transport of the bauxite ore by truck, on the public roads involved. The routes and roads include the following (information from Pitt & Sherry planning application).

Porters Bridge Rd to Meander Valley Rd Junction.

Then alternative routes of:

- A) **Eastbound**- Meander Valley Rd to William St Westbury then via Birralelee Rd, Frankford Main Rd, West Tamar Highway, Batman Highway, East Tamar Highway to Bell Bay Port
- B) **Eastbound** – Meander Valley Rd to William St Westbury, Bass Highway to Launceston then East Tamar Highway to Bell Bay Port.
- C) **Westbound**- Meander Valley Rd to Bass Highway (westbound) to Port of Burnie.

The information below draws on my experience researching transport safety, including information assistance to all levels of government, in total for a span of 47 years.

And from previously being Crime and Safety project Officer for Launceston City, which included developing a Safety Plan for Launceston LGA.

I have also been involved in research and advocacy for Work Related Road Safety (Occupational Health and safety of drivers) for over thirty years.

Similarly with Truck Safety research and advocacy for over thirty years.

This year I have been part of a working group developing national policy on Work Related Road Safety for ACRS, the national peak body on road safety (non-government).

Summary of Safety Issues Involved:

The problem with the transport haulage involved with this planned quarry/mining is that it will involve substantial increases in numbers of truck movements on roads that are not adequately safe.

All the road routes mentioned in the planning application (as detailed above) are safety deficient, and that has been acknowledged by government RCA (road controlling authorities).

And are not planned to be safety upgraded in the near future.

That is apart from Porter's Bridge Rd- which though clearly safety deficient- may not have been assessed by safety audit or other means by Meander Valley Council?

Increasing the truck numbers would automatically increase the risk of crashes on these roads, for both the haulage contractors for the quarry/mine, and for all other road users who interact with these trucks.

Increasing truck numbers substantially on roads that are already safety deficient, would create the following risks:

Increased risk of crashes and critical incidents (near misses), and risk of deaths and/or serious injury (including lifelong disability) to the truck drivers and all roads users who interact with the trucks.

Risk of Prosecution of council and individual Council officers being charged and prosecuted, and personally fined (most likely the general manager and/or head of engineering/infrastructure)

Substantial legal costs that would impact on ratepayers.

Reputational damage to Council.

Additional details

Any such increase in truck movements, should not be approved without a proper assessment of all risks and hazards involved, then a risk control plan would need to be created and implemented using the hierarchy of risk controls, given that the operation of trucks comes under both Workplace Safety management Law, and National Heavy Vehicle Law (NHVL). It also comes under traffic laws, but they have been and still are fairly weak on matters such as are involved in this situation.

Similarly as I mentioned to council at a previous meeting, TIAs at least in this state, are very inadequate mechanisms for risks assessment on roads. (That needs to change, but is a separate aspect of safety).

12.1.23 Representation 17 - Mackenzie

MVC could only conduct a risk and hazard assessment for the roads for which it is an RCA, which would include Porters Bridge Road, Meander Valley Rd, and William St/Birralee Rd between the junction with Meander Valley Rd and the Bass Highway.

MVC could upgrade the section of Porters Bridge Rd that is involved, but that would be at substantial costs to ratepayers (unless grant funds were found), and it would mean re-prioritising those roadworks above other needs that may have been waiting for funds for some time.

Similarly with Meander Valley Rd, but the increased risks at the junction with William St/Birralee Rd would be difficult and expensive to deal with.

It's worth noting that Meander Valley Rd had safety deficiencies and was by-passed, which reduced traffic and truck numbers significantly. Adding significant truck numbers from the quarry/mine would be a retrograde safety step, which would be further exacerbated once construction traffic on the Northern Correctional Centre commences in (?) the near future.

If MVC approves these substantial increases in truck movements for the bauxite haulage, it would automatically increase road safety risk for all users of the roads involved.

Conversely, reducing trucking movements, reduces risk by reducing exposure. (*ref National Transport Commission, Transport for NSW and Australian Trucking Association*).

Trucking movements that take place on roads that have inadequate infrastructure safety features, not in line with the "**Safe System**" approach – automatically increases risk for all users of the road (s) involved.

The "**Safe System**" was agreed to by all Australian jurisdictions in 2004 (*various Austroads, ARRB and other official documents*).

Increasing trucking movements on any road that already has identified higher crash, death and injury risk levels, further adds to that risk.

If council, as a planning authority, and an RCA (Road Control Authority), makes a decision to permit increased trucking movements on any road (s) under its control, it is required under law (OH&S, NHVL law, and possibly traffic law) to undertake a full risk management plan. That would include risk and hazard assessment and reduction, using the "hierarchy of risk control" methodology (*ref Safework Australia, WorkSafe Tas and other documents*).

The problems here include that the local road ie Porter's Bridge Road is safety inadequate for the substantial truck movements planned.

12.1.23 Representation 17 - Mackenzie

Any additional truck movements on the Meander Valley Highway- towards Deloraine or towards and through Westbury would increase risk, on a road that was bypassed because of safety risks (DIER documents).

The Bass Highway towards Burnie has had long officially acknowledged safety risks.

As has Birralelee Rd- and the connection with West Tamar Highway and associated junctions.

As has also the Bass Highway to the connection with Southern Outlet, plus the route through Launceston

Again, adding substantial numbers of additional truck movements increases risk for all road users (noting that around 70% of crashes between trucks and other vehicles have long been said by researchers to be initiated by the errors of other vehicles in their interactions with trucks).

Of course MVC has no control over what risk control actions might be taken by the other RCAs involved ie LCC and WTC and Latrobe.

But certainly MVC does not want more trucks through Launceston, and did not get funding for an Eastern Bypass. WTC have previously expressed concerns about safety particularly Exeter junction and Batman Highway junctions.

Under Chain of Responsibility Laws and NHVL, MVC would be considered responsible due to council approving the operation of the mine and therefore the trucking operations.

The National Heavy Vehicle Regulator has only recently instituted a new section to investigate what they call "off-road" factors, which would include this situation.

Whether they would act against MVC at the early prevention stage or at a later date (ie post-crash) is a question I can't answer, without checking with NHVR.

In addition, Workplace Safety Laws could be enacted, although WorkSafe Tas, would likely act post-crash involvement of a bauxite truck.

My suggestion is that MVC take all this into account, and very thoroughly check the legal situations through your legal representatives, who check with the authorities I have mentioned, and/or with expert organisations such as ARRB or MUARC.

With respect I greatly doubt any MVC staff member would have adequate knowledge of all the changes that have happened in recent years (and are still changing). I suggest it would be seriously unfair for staff to have to take any recommendations on approval or non-approval of the quarry and related truck movements without having access to proper legal advice. I can't over-stress that need.

12.1.23 Representation 17 - Mackenzie

Finally, I suggest that the best option for this mine situation, would be for the Abx group to negotiate with other landholders, and install a feeder railway, conveyor system, or aerial bucketway, from the mine to an intermodal interchange facility at Exton, or nearby, for rail haulage from Exton, to either of Bell Bay or Burnie Ports, as indicated in their documents to MVC. Those two moves would eliminate the road safety issues.

I would be very happy to talk to any of you individually or as a group discussion and with Engineering staff and or General Manager.

I really hope this information is of assistance to you in your considerations of the planning approval process for this mine.

Yours sincerely

Peter Mackenzie

From: [REDACTED]
Sent: Saturday, 15 June 2024 4:53 PM
To: Planning @ Meander Valley Council
Subject: PA\24\0052 DL130 Bauxite Project

**The General Manager
Meander Valley Council
PO Box 102
WESTBURY TAS 7303**

PA\24\0052

DL130 Bauxite Project

I wish to object to proposed Reedy Marsh DL130 Bauxite Project PA\24\0052.

My reasons are:

The timeframe for review is short, there has not to my knowledge, been any public consultation by the proponents with stakeholders /nearby residents. And hence there is no social licence.

Porters Bridge Road will not be fit for purpose, that is to carry a large volume of heavy vehicles. Should the road fail, then it is likely that ratepayers will be up for the cost.

Before the project is considered, would the MVC not be required to undertake an engineering assessment of the road and associated bridges.

I understand that clearing of remnant Critically Endangered Eucalyptus along Porters Bridge Road may need to be carried out, in order to create meet standards relating to safe site distance standards. Has approval for such clearing of endangered species been obtained?

12.1.24 Representation 18 - Hendley

I have a concern that the proposal is a threat to Prime Agricultural Land, and this may be in breach of the State Policy on The Protection of Prime Agricultural Land. Prime Agricultural Land.

The proposed Reedy Marsh DL130 Bauxite Project PA\24\0052 may well cause the removal of a strip of natural forest directly adjoining the Brushy Rivulet Conservation Area. Such clearing of land would affect the buffer to the Conservation area, and increase the risk of its integrity.

Recent environmental conditions (strong winds, flooding) make it near impossible for the 'managed' mining waste (toxic dust & run-off) to be kept on-site. Local flora, fauna and nearby riverine systems will almost certainly be contaminated.

I am also concerned about the impacts of drainage and pollution from the site on the nearby relatively pristine stream of Brushy Rivulet and its biota, including the iconic platypus, as well as the impacts of altered subsurface drainage on the Brushy Rivulet Conservation Area.

Residential drinking water (collected roof run-off) and private food supply (gardens, orchards, poultry) will be affected by wind-blown toxic dust (Aluminium is toxic to flora). The area has recently (and will continue to) receive high velocity winds. I feel that the practice of dust suppression by water will be insufficient to avoid these risks to human health.

One major concern is road safety. Families, commuters and people going about their everyday lives travel on associated roads. Heavy vehicles, large volumes of same, must have an affect on users of such an evidently sub standard road.

Yours sincerely

Peter Hendley



Dated this day the 16/06/2024

12.1.24 Representation 18 - Hendley

Abbie Massey

From: [REDACTED]
Sent: Sunday, 16 June 2024 9:38 AM
To: Planning @ Meander Valley Council
Subject: PA\24\0052 Reedy Marsh Quarry

I am emailing in regards to the proposed quarry mine that is to be built in Reedy Marsh.

I strongly oppose this project. I have no faith that the business will undertake all aspects of the job satisfactorily, and the surrounding waterways, flora and fauna will be severely impacted. After the news of Australia's contaminated drinking water how can something like this go ahead? We are fortunate enough to live in an area with clean water, but I doubt that will be the case for long if this project goes ahead.

The extra truck traffic will impact residents of the area, not to mention the extra pollution into the environment.

Aluminium is one of the best materials to recycle. We need to progress to more sustainable methods, not extracting more out of the ground.

MVC has a beautiful area that is maintained well. Please continue to look after it for the benefit of the residents and all the natural spaces within by denying this project application. We are relying on you to do the right thing.

Thank you.
Thompson Crowley

Abbie Massey

From: [REDACTED]
Sent: Sunday, 16 June 2024 10:18 AM
To: Planning @ Meander Valley Council
Subject: Pitt & Sherry obo ABx Group Limited - PA\24\0052

Sunday 16th June

To whom it may concern,

I would like to raise an objection to the planning application **Pitt & Sherry obo ABx Group Limited - PA\24\0052**.

My primary concern is how noise and pollution levels would rise in Westbury should the project go ahead.

The report to support the Planning Permit Application says there will be an expected 78 additional heavy truck movements on Meander Valley Road going through the heart of Westbury.

This will be six days per week. The report says this would be large Truck and Dog Trailer combinations.

This would have a detrimental effect on the local community.

The increase in industrial traffic also seems at odds with the Council's own Streetscape Renewal Project.

A significant increase in heavy vehicle movements is unlikely to make parts of Westbury an attractive location for visitors to stop and spend time.

Yours,

David Cook

[REDACTED]

Abbie Massey

From: [REDACTED]
Sent: Sunday, 16 June 2024 10:42 AM
To: Planning @ Meander Valley Council
Subject: Objection to Application PA\20\0052: DL 130 Bauxite Mine
Attachments: Bauxite Mine Council Letter_Nichols_16062024_to send.pdf

To whom it may concern,

Please refer to the attached letter outlining our serious objections to the planning application PA\24\0052: DL 130 Bauxite Mine, currently before council.

We would request that you please send an acknowledgement that you have received this objection.

Yours sincerely,

Liz, Shaun, Dyllan and Caleigh Nichols



12.1.27 Representation 21 - Nichols

FAIRVIEW
SHAUN AND LIZ
NICHOLS

15/06/2024

Meander Valley Council
26 Lyall Street, Westbury
Tasmania, 7303

To whom it may concern,

We are writing with significant concern and strenuous objection to the proposed bauxite mine proposed by ABx Pty Ltd, application [PA\24\0052](#).

As a family and farm owners residing in Reedy Marsh with beef and thoroughbred breeding agricultural enterprises, we have significant concerns regarding the environmental safety of the mine not limited to noise pollution, dust generation and potential ground water contamination. Our farm operates from springs and bore water. Any reduction in the quality or path of this water and air quality to our farm would have a significant and detrimental impact on the health of our family, our animals and ultimately our agricultural businesses.

The region additionally supports a wide range of native animals including endangered Tasmanian devils, the common wombat which is endangered in many regions of Tasmania (as a consequence of fatal mange), quolls, wedge tailed eagles and many species of owls. Any further environmental disruption of this area would have a detrimental impact on the biodiversity and habitat of the area.

Of further and significant concern is the proposed traffic implications detailed in the application. Porters Bridge Road is a narrow road with several blind corners, very little verge, frequent flooding during winter and vegetation to the edge of the road.

In our past experience with gravel and log trucks along the road there have been many near misses and incidences where we have been met by large trucks taking up the entirety of the road on corners. There have been several incidences where trucks moving to the verge to pass cars have become bogged, instances of trucks pulling out in front of cars and in one incident

12.1.27 Representation 21 - Nichols

my husband towing our horse float was forced off the road and was nearly impacted by the trailer of a semi-trailer log truck, putting both human and animal health at risk.

The proposed increase in traffic movements is completely unacceptable. The road is not designed for the weight and number of trucks proposed which will create further subsiding of the road. In addition, our families safety on this road is paramount and we do not accept empty promises that truck movements will be conducted safely and with consideration for other road users. Using an empty promise of a safe driving culture as a means of justifying unacceptable risk is not a safeguard and should not be accepted by our councilors.

Additionally, we question the reputation of ABx Pty Ltd and would encourage you as our representative council to do the same. In reaching out to colleagues that live near the ABx mine at Campbell town, we have been told that the company has had absolutely no regard for their environmental impact in the region carting uncovered loads of Bauxite, creating significant toxic dust impact to residents near the mine and along the transport routes taken by the trucks. Our contact described the driving behaviour of the drivers as “cowboys”.

In their application to council prior to development of the Campbell town mine, ABx made specific commitments to numbers of locals employed, road upgrades and positive impacts to the community, none of which were honoured. Our local contact indicated that the company only employed one local resident as a cleaner, all other staff was externally sourced. Road upgrade commitments went unfulfilled and the bauxite extracted from the mine was apparently unprofitable and left unshipped for a significant period of time.

Our sources suggest that this companies profitability is gained from the receival of funding grants as opposed to the actual sale of the bauxite. We consider these aspects to be of extreme concern and morally wrong to cause significant detrimental environmental and social impacts for no actual societal benefit.

We implore you to reject the application of ABx Pty Ltd. We, as rate payers and long- term residents of Meander Valley believe we have a right to a safe and healthy environment to live, travel and operate our business in. We do NOT accept the detrimental impacts of this mine to our business, family and community. We do NOT trust that ABx will have any positive benefits to our community and we do NOT trust that this business operates in a morally conscionable manner, we do NOT accept the premise of their traffic impact assessment. We do NOT give ABx a social licence to operate in our region. We have an expectation that you will hear and act on our behalf to reject the mining application of ABx Pty Ltd.

Sincerely,

Shaun, Liz, Dyllan and Caleigh Nichols

Abbie Massey

From: [REDACTED]
Sent: Sunday, 16 June 2024 1:37 PM
To: Planning @ Meander Valley Council
Subject: DL130 Bauxite Project

The General Manager
Meander Valley Council
PO Box 102
WESTBURY TAS 7303

PA\24\0052
DL130 Bauxite Project

16 June 2024

Peter Wilson
[REDACTED]

For those of us who call Ready Marsh home, I, like others have our own individual reservations as to the potential impact this ABx open cut mining proposal could have on our way of life. There is not a straight out feeling of "Not in my backyard" to this proposal throughout our community, but more one of how this open cut mine could potentially effect them and their families.

Speaking for myself and in no specific order are the following issues that concern me:

Potential hazardous waste contamination of the surrounding environment with its unique and threatened species of plants and diversified wildlife habitat

Potential water pollution that would endanger the lives of Platypus, fish and other aquatic life and the impact on the downstream usage of river water by farmers, graziers and others

Potential costs to Council and therefor Rate Payers in ongoing road maintenance costs due to the massive increase in heavy vehicle transportation of the mined product

Potential impact on all local residents as well as wildlife of increased noise levels generated by an open cut mining operation

Potential of dust generated by all open cut mining operations being wind blown all over our community, including my own home, built at 270m and only about 6Km from this mine

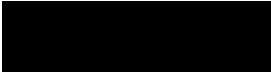
In my opinion, there is not one single positive to be achieved from this ABx open cut mining proposal, not now, not ever. Meander Valley Council MUST NOT PERMIT this ABx Bauxite Project to proceed.

Regards,

Peter Wilson

12.1.29 Representation 23 - Katakos

Ioakim Katakos



14 June 2024

To the General Manager
Meander Valley Council

PA\24\0052
DL130 Bauxite Project

Dear Sir

I oppose the proposed Bauxite mine in the strongest possible terms. Because of longer and short term toxicity of the bauxite being dispersed onto plants, soil and water and affecting the whole district in every way. This mine will eventually destroy the integrity of the whole district because of the above issues.

It is inconceivable how a bauxite mine entailing environmental issues can exist very close to residential, agricultural and forestry district which also the town of Deloraine is in very close proximity with about 2500 residents.

Toxicity risk to the environment

It is well known that Bauxite ore is highly toxic to the environment. Heavy metals like cadmium are present in Bauxite ore as a neurotoxin. Specifically, I have an eagle's nest located on my land and an E. Ovata section which is threatened and recognised by forestry Tasmania. It is also known that there are Tasmanian Devils, Quolls, Wombats, Bettongs, Masked Owls and Hawks on my property and surrounding properties.

Also, surface water would be affected, and soil and any other kind of agriculture.

Dispersion of bauxite as dust would be a major issue, permeating its way into water, soil, all plants and all animals. The dust dispersion would be easily spread and difficult to manage. The proposed open cut mine carries very high risk of dust dispersion as opposed to subterranean mining. This would be a constant factor in the open cut process just from the mining pit itself.

Machinery operated would contribute to dust dispersal on the mine itself. Also, trucks would further exacerbate dispersion of dust by loads not fully covered, dust lodging into the wheels and spreading on the road route. Dust dispersal from trucks is very difficult to manage.

12.1.29 Representation 23 - Katakos

Schools and child care centres in the district would also be affected by dust inhalation. It is well known that children in schools are not allowed to go outside on days where there is high dust content from mining. For eg coal mining near Singleton, NSW, which affects a very wide area, approx 20km radius.

I understand that there are proposed measures in place to control or treat potential toxicity in the environment. This fact is overridden by the proximity of agriculture and forestry operations and residential area in Deloraine. Therefore I find that objectionable.

Enclosed please find a link to a study on toxicity and dust dispersal.

<https://www.cmswire.com/digital-experience/how-bauxite-mining-destroys-nature-and-communities/>

Noise

By the nature of the district being a rural area, noise travels far and would be easily heard by movement of trucks transporting the ore, which would be novel to the district. Even by proposed DB of noise levels. We can currently hear the quarry operations. The proposed mine machinery such as screeners, loaders, generators, truck movement and potential blasting would exponentially increase noise.

Waste

As mentioned above, even though there are measures in place it is objectionable due to close proximity of agriculture and forestry.

There is no guarantee that proposed or assumed impermeability of the clay layer will limit spread of leaching into ground water by the nature of the clay layer not being totally impermeable into the water table.

Roads

The increase in heavy truck traffic will eventually degrade the roads used and the cost of maintenance and repair will be carried over to the rate payers in the district. This will be an extra financial burden to rate payers without any benefit to us.

The proposed movement of trucks limited to a speed that is safer to wildlife and therefore reduced roadkill is questionable since who will police the limited speed of the trucks.

Again, dust would be spread along the route by uncovered loads and bauxite ore stuck in truck tyres, as well as the frame of the truck itself.

Tourism, cyclists, Craft Fair

The medium to long term effects of this proposed mine would totally change the nature of the district and would impact tourism, road users including cyclists, and craft fairs. By nature of the mine and known environmental effects as mentioned above would be a deterrent to all visitors, which would greatly impact local business.

12.1.29 Representation 23 - Katakos

Conclusion

In conclusion, there is no tangible benefit to the district due to environmental effects of the proposed mine, due to close proximity of agriculture, forestry operations and residential area of Deloraine. I strongly oppose the construction of the bauxite mine and it is inconceivable how it is even contemplated and potentially accepted by council and EPA.

Yours faithfully

Ioakim Katakos

Abbie Massey

From: [REDACTED]
Sent: Sunday, 16 June 2024 6:19 PM
To: Planning @ Meander Valley Council
Subject: PA\24\0052 - Pitt & Sherry obo ABx Group Limited - Letter of Objection.
Attachments: Letter of Objection to PA\24\0052 Kerry Dunleavy.pdf

Good evening,

Please find attached Letter of Objection regarding PA\24\0052 for your information and attention.

Yours sincerely,

Kerry Dunleavy

[REDACTED]

12.1.30 Representation 24 - Dunleavy



June 15, 2024

The General Manager
Meander Valley Council
PO Box 102
WESTBURY TAS 7303

Dear Sir,

RE: Pitt & Sherry obo ABx Group Limited - PA\24\0052
DL 130 Bauxite Project

I, as a resident and rate payer of Reedy Marsh, have recently been made aware of an application for a Level 2 Activity - Extractive Industry (Quarry) located near my home and I write to you today to notify the Meander Valley Council of my objection to this application due to the following reasons.

The first objection I have to this proposal is regarding the ABx Group's past operating practices. The following concerns have been identified in regard to their operation in the Northern Midlands Council area. The concerns that I have regarding this issue are:

1. The ABx Group were responsible for the Bald Hill Mine which was not a profitable operation.
2. Debts to the amount of \$2.5 million relating to the transportation of the materials mined were not honoured by the company.
3. The ABx Group failed to meet a condition of their approval with regard to upgrading the road infrastructure.
4. Royalties were paid to the landowner rather than the Crown.

The second objection I have to this proposal is regarding discrepancies in the ABx Group's application to the Meander Valley Council which is both misleading and deceiving. The concerns that I have regarding this issue are:

1. The application states that it is for a bauxite quarry. You will note that various documents submitted to the EPA by the ABx Group state that the project is a bauxite mine, bauxite project, bauxite and rare earth element mine. The ABx's Tenement reference No. 2142P\M states that the product category of the mining lease is: Category 1 - Metallic Minerals, Atomic Substances, Category 3 - Construction Minerals. Their intentions are for more than just the bauxite quarry as stated in their application to Council.
2. In the application ABx states that there are no historical cultural heritage sites in the proposed development area. They have stated on their EPA documentation that there is in fact a loggers hut north of the southern boundary of the mine area which is likely to be of local significance. A map of where the logger's hut is located shows that it is within the mine boundary. They also state that this logger's hut is likely to be directly impacted by the bauxite mine.
3. In regards to the Road and Railway Assets code, ABx state that their Traffic Impact Assessment complies with the applicable standards but in their Traffic Impact Assessment document they state that the overall width along Porters Bridge Road does not comply with standards. Also the stopping sight distance also does not comply with contemporary requirements. They also state that due to

12.1.30 Representation 24 - Dunleavy

the dense vegetation along the road combined with the horizontal and vertical geometry of the road, there are multiple locations in which stopping sight distance is limited.

The third objection I have to this proposal is regarding the inconsistencies noted between ABx's application to Council and the information and strategies they are portraying on their website to their shareholders, investors, and potential investors, media, and the Australian Securities Exchange with regard to the DL 130 Bauxite Project. Concerns that I have regarding this issue are:

1. Information supplied to the Australian Securities Exchange to promote the ABx Group states that it is their intention is to expand the Deep Leads (Reedy Marsh) project out to 100 km² radius, targeting rare earth extraction.
2. The ABx Group's website promotes their Bauxite project as a rare earth element mine and secondly a bauxite mine.
3. The ABx Group's main strategy regarding the Reedy Marsh DL 130 site is to focus on rare earth extraction.
4. The ABx Group's ethos is "We only operate where welcomed" but in 2012 the community objected to the ABx Group's previous 2012 application for a project in the same location and this was mirrored by the Council's decision in not approving that application. They are clearly going against the company's own principles and values by submitting this application in an area where they are clearly not welcome. ABx Group are also misleading and deceiving their shareholders and investors by not adhering to the company's values and operating principles.

The fourth objection I have to this proposal is regarding the safety of Porters Bridge Road. The concerns that I have regarding this issue are:

1. The width of Porters Bridge Road does not comply with standards required to handle the trucks that the ABX Group will be using for the transportation of their materials.
2. Due to the width of Porter's Bridge Road not being suitable it should also be noted that there are minimal verge's for oncoming vehicles to pull into safely, with a maximum verge space of 0.5 m available in minimal areas. These verges are unsuitable for being driven onto and therefore this is a major safety issue.
3. The section of road that the ABx Group's trucks plan to exit from and on other sections along Porter's Bridge Road, does not comply to standards with regard to stopping sight distance. ABx has noted this on their Traffic Impact Statement. ABx also state that the horizontal and vertical geometry of the road limits the stopping sight distance. I find this to be a major safety issue to all vehicles, cyclists, walkers travelling on this road.
4. With regard to those who live on and travel along Porter's Bridge Road, I have major concerns about our safety on this road. As a local Reedy Marsh resident I travel along this road often. There are children riding their bikes to school along this road. There are people exercising by either running or walking along this road. Cyclists and runners often use this loop road for training and events. We have wildlife that is regularly seen along this road including Tasmanian devils, wedge tail eagles, quolls, wombats, pademelons, echidnas and wallabies. Endangered masked owls and swift parrots have also been spotted on occasion. I believe with the extra traffic from the ABx Group's trucks on this road and the concerns raised in my above mentioned points, it increases the risk of a major accident and/or fatality happening on Porter's Bridge Road.
5. I note on ABx's Traffic Impact Assessment that they consider the road 'safe'. ABx deems that due to Porter's Bridge Road's low crash history and existing traffic that the road is considered to operate safely and efficiently even though it does not comply with stopping sight distance and road width standards. ABx's lack of consideration regarding the safety of those who travel on Porter's Bridge

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Road and their inability to offer any road infrastructure solutions is another major concern. Also of concern is their previous history of not upgrading the road infrastructure in the Bald Hill mine area as promised. The Northern Midlands Council and ratepayers were left to foot the bill for this upgrade.

6. I also have concerns regarding ABx's extra truck traffic that would be going through the township of Exton. Having these large double trailered trucks driving through the middle of their township would increase noise pollution and air pollution and therefore would affect the health and wellbeing of residents, especially those residents who live on Meander Valley Road.
7. There is also the issue of where will ABx's trucks be diverted if Porter's Bridge Road is inaccessible for any reason e.g. flooding, vehicle accident etc. These trucks would have to be diverted along River Road and through the township of Deloraine which would also entail driving past Train Park where many children and families gather. If a child was to run out onto the road, which happens quite often, a heavily laden double-trailered truck would not be able to brake in time to avoid an accident. The trucks being diverted through River Road would also pose a risk for local school children and school buses that travel regularly along this road.

The fifth objection that I have to this application is regarding the impact that this mine will have on the local flora and fauna of the mine site area and surrounds. The mine neighbours the Brushy Rivulet Forest Reserve which is Crown land that holds significant environmental value. The concerns that I have are:

1. Wildlife and birdlife including Tasmanian devils, wedge tail eagles, masked owls, swift parrots, eastern quolls, spotted tail quolls, bettongs, pademelons, platypuses, wallabies and possums all live within close proximity of the mine. There is also a strip of forest that is on the mine site in which these animals reside. There are eight recorded wedge tail eagle nests within close proximity of the proposed mine and their transport route. The proposal of a mine site in this area puts their habitat at a major risk and will cause wildlife numbers in the Brushy Rivulet Forest Reserve and surrounding areas to be severely impacted. The extra traffic on the nearby Porters Bridge Road will increase the risk of wildlife road fatalities.
2. ABx's open mining pits risk contaminating the local environment and will cause disruption to invaluable ecosystems. Rare Earth extraction can produce wastewater ponds filled with acids and radioactive material that runs the risk of leaking into groundwater and nearby waterways. Dust from this mine will also be toxic due to the presence of heavy metal contaminants. There are many protected waterways within the Reedy Marsh area including the Brushy Rivulet Forest Reserve. The mine site itself contains one of these protected waterways. The Meander river is also within close proximity. This is a major concern as wildlife, amphibians all rely on these waterways for feeding and hydration. If these waterways were contaminated by either toxic dust or toxic run off it would put the biodiversity and delicate ecosystems of the Reedy Marsh area at great risk.
3. Brushy Lagoon is nearby to the proposed mining site. Any toxic dust or water contamination caused by the mine would negatively affect the biodiversity and ecosystem of the lagoon. Fish, amphibians, wildlife and birdlife would be severely impacted and their population numbers would decrease.
4. Within the proposed mine site and surrounding land there are priority vegetation areas. Wildlife, birdlife and amphibians rely on this vegetation for their habitats. The proposed mine will have a negative effect on this vegetation as toxic dust can infect trees and other plant species which will not only kill the tree but also affect the ability for the forest to regenerate.

The sixth objection I have to this application is regarding how the ABx mine will affect the Reedy Marsh and surrounding residents lifestyle and quality of life, including my own. These concerns are:

1. The majority of Reedy Marsh residents like myself, rely on potable water as a main water source. Bauxite dust and other toxins from the proposed ABx mine would have a detrimental effect on the quality of our water supply which as a result would render this main source of water in the area as

12.1.30 Representation 24 - Dunleavy

toxic and unsuitable for human consumption. This water is also used for fruit and vegetable growing and would therefore render this produce unsafe for human consumption. Growing fresh fruit and vegetables and having contaminant free clean water is an important part of my lifestyle here in Reedy Marsh and one of the reasons that I chose to live in the Meander Valley region.

2. The air quality in Reedy Marsh is one of the cleanest in Tasmania. Having a bauxite mine nearby with toxic dust and contaminants being released into the atmosphere will have a detrimental effect on the air quality of the region. These contaminants have been proven to cause health problems including cancers of the lung, blood and liver as well as respiratory issues.
3. Airborne pollutants from the proposed mine site will also contaminate our fruit and vegetable gardens rendering them unsuitable for human consumption. I have an organic garden on my property and all of the hard work that my partner and I have done to achieve this will all be in vain if this mine goes ahead. What good is a produce garden if the produce isn't safe for consumption.
4. Many residents in the Reedy Marsh and surrounding areas, including myself, have beehives on their properties. Bees rely on collecting nectar, pollen and resins gathered from flowers and plants including those of native species. This collecting radius can be up to 5km from the hive. They also rely on a clean water source. As toxic pollutants from the proposed mine site will be present in the air, in our water catchment and on the flora from which they gather their nectar their survival is at risk. Also any honey made by the bees in their hive will contain contaminants and be unfit for consumption by both the bees and humans.
5. Noise pollution from the proposed mine is also a concern. With machinery running 6 days a week, Monday to Friday 7am - 5pm and on Saturday's 8am - 4pm the residents will only have one day of reprieve from the noise pollution of the mine which is unacceptable.
6. Local wildlife who reside near properties in the Reedy Marsh area also rely on local dams and water catchments for hydration and habitat. I have a family of Tasmanian native hens who reside around the dam on my property. I also have other birdlife, including black cockatoos, wildlife, and amphibians that rely on the water from this dam for survival. My partner and I have also sighted Tasmanian devils, spotted quolls, and a masked owl on our property. If this mine is approved then the waterways and dams will be contaminated from the toxic dust produced by this mine and will therefore put these endangered and valued birds and animals lives at risk.
7. The agricultural industry is very strong in the Reedy Marsh area. Farmers livelihoods will be at risk if the mine is approved. Livestock will be affected by short and long term exposure to the toxic dust generated by this proposed mine through the air that they breathe, the water they drink and the grass that they eat. Also farmers use local waterways and the Meander river for irrigation on their properties. The presence of contaminants in the water would have a major effect on their crops.
8. There are residents of Reedy Marsh and surrounding townships who have accommodation business'. Having a bauxite and rare earth mine within close proximity to these business' will impact on their earnings and tourist trade once the area gains the reputation of being a 'mining town'.
9. The township of Deloraine and its tourism of which it relies heavily upon, will be impacted as well if this mine goes ahead. The reputation of the beautiful Meander Valley region would be tarnished by the knowledge there being a bauxite and rare earth element mine within the area.
10. Activities and events that the region is involved with will also be impacted by the knowledge that there is a mine nearby. These events include the annual craft fair, the car show, dragon boat racing, annual cycling events, art shows, theatre productions and festivals. People attending these events and activities often require local accommodation. Who would want to visit or stay in a place where there is a bauxite and rare earth mine located nearby?

12.1.30 Representation 24 - Dunleavy

11. The Meander River is one of the main draw cards for tourism in the area. It is used for canoeing, trout fishing, platypus tours, and there is a popular swimming hole and picnic area located at Egmont Reserve which is located down river from the proposed mine. Tourism, in regard to this will be negatively impacted by the knowledge that the river is contaminated due to dust and run-off from the nearby Bauxite and rare earth mine. This also impacts Meander Valley local residents who also enjoy participating in activities on and around the river and its banks.
12. Brushy Lagoon is a popular trout fishing destination for not only locals but tourism operators and visiting tourists. This area is also popular with Meander Valley residents. The Brushy lagoon is at a high risk of being contaminated by the dust that the mine will produce.
13. Property values within the Reedy Marsh and surrounding areas will depreciate if this mine is approved. When my partner and I purchased our property we felt secure in knowing that this would make not only a beautiful home and lifestyle for us but also a future nest egg for my children. If this mine goes ahead this will most definitely affect our lifestyle and plans for the future. With it being public knowledge that the ABx Group has continued interests in the Reedy Marsh and surrounding areas the impact on property values and saleability has already been negatively affected, especially to the homes and properties in close proximity to the proposed mine site. My partner and I are one of these homeowners.

My objections to the ABx Group's application are not limited to those that I have outlined above. In summary the ABx Group's mine proposal is not beneficial to the Meander Valley region. This mine will have a negative affect on the quality of life of the residents including myself and my partner, flora and fauna, waterways, and future progress of the Reedy Marsh and surrounding areas. The ABx Group Limited are not welcome here. I appeal to the Meander Valley Council to take the above mentioned objections into consideration when making the final decision on the ABx Group Limited's mining application.

Yours sincerely,

Kerry Dunleavy

Abbie Massey

From: [REDACTED]
Sent: Sunday, 16 June 2024 6:29 PM
To: Planning @ Meander Valley Council
Subject: objecting to bauxite mine planning in Reedy Marsh 7304 Tas

Dear Sir/Madam

We (me and my partner) would like to express our deepest concern about the proposal to open a bauxite mine in Reedy Marsh. It is devastating news. We came to Tasmania knowing that it has got (especially Reedy Marsh) pure lands, air, and unique fauna and flora. That was why we decided to build our future here in Reedy Marsh and the news about the possibility of mining bauxite in Reedy Marsh is terrifying because it has been known widely from previous experience of communities who live nearby bauxite mining that the process of mining bauxite is quite destructive to environment and really toxic to human health. The dust from the mine travels in the air and its very toxic, carcinogenic, radioactive, poisonous, causing many health problems. Many of us here living in Reedy Marsh have rain water tanks. The mining dust with no doubt will get into these tanks with the rain and this is our drinking water. Animals will suffer from it too. Please don't let destroy their and our lives, peace and health here for money gain of one company. We are deeply concerned and there are many of us residents of Reedy Marsh who are concerned, disappointed and feel cheated on not even knowing sooner that this project was in planning . We do not wish to have the bauxite mine here. I trust you will see and understand the validity of our concerns about serious risks/hazards to human ,flora and fauna health and existance. We all pray you make the right decision.

--

Kind Regards

Beata Pieczywek

[REDACTED]

Abbie Massey

From: [REDACTED]
Sent: Saturday, 15 June 2024 3:41 PM
To: Meander Valley Council Email
Subject: att The General Manager
Attachments: objection letter cindy watkins.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Attention for The General Manager
Please find attached letter of objection to PA/24/0052
Regards
Cindy Watkins



Sent with [Proton Mail](#) secure email.

12.1.32 Representation 26 - Watkins

Cindy Watkins



15 June 2024

The General Manager
Meander Valley Council
Po Box 102
Westbury Tas 7303

PA/24/0052
DL130 Bauxite Projects

This letter is to express my objection to the mining application by ABX Group in Reedy Marsh.

There are many things that raise concern for me about this application. My first concerns and objections are.

- ABX Group do not have a good track record in Tasmania. They incurred debts relating to transportation of mined materials which were not honoured totalling \$2.5 million.
- They failed to meet a condition of the approval which provided that ABX upgraded road infrastructure.
- Royalties were paid to the landowner rather than the crown.
- They were not a profitable, ongoing concern.
- They did not complete the rehabilitation at the mine at Campbell Town.

My next Objection relates to the inconsistencies noted between the application made to council and the description of operations listed on their website to inform investors and shareholders.

- ABX states they “only operate where welcomed...” yet the community objected to their 2012 application.
- There are stockpiles of bauxite on the mainland with established road/rail networks to export ports which make them more competitive.
- The application relates to bauxite, yet the website for ABX promotes the extraction of rare earth elements which bauxite is not.

12.1.32 Representation 26 - Watkins

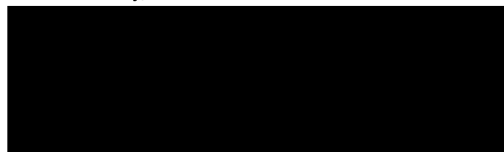
My third objection is in relation to the natural and environmental values of living in Reedy Marsh. These things will be impacted by any extractive mining operations.

- There are many threatened and endangered fauna including but not restricted to, Tasmanian Devil, Wedge Tailed Eagle, Grey Goshawk, Spotted Quoll in the area.
- The present lack of man-made ambient noise.
- The pollution of air quality and the risk of contamination of our water supply by dust and heavy metal airborne particles.
- The large increase of trucks on River Road and Porters Bridge Road. These roads are both narrow and without substantial shoulders. There is very little room to safely allow passage of heavy vehicles especially when meeting other vehicles going the other way.
- Porters Bridge Road is not fit for the purposed extra traffic of 76 heavy vehicles per day.
- Porters Bridge Road and River Road are the only access to Reedy Marsh and are frequently used by push bikers, walkers, and runners. Substantial increase in heavy vehicles will increase risk to local people enjoying these activities. These roads are also our only means of escape in the event of fires and floods making there condition and accessibility very important.
- Extra traffic on Porters Bridge and River Road would also increase the chances of roadkill of threaded and endangered fauna.
- The contamination of water ways and conservation areas close to the mine.
- The potential to negatively affect the value of our property.

My Objections are not limited to those I have outlined above.

I regard the time frame given for objections as inadequate and respectfully request that Meander Valley Council extend the period allowed for expressing such objections. We need more time to allow for independent expert evaluations to be made on our behalf and thus be awarded due process.

Your Sincerely,



Cindy Watkins

Abbie Massey

From: [REDACTED]
Sent: Saturday, 15 June 2024 4:42 PM
To: Meander Valley Council Email
Subject: DL 130 Bauxite projects
Attachments: 20240615171703701.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Attention the general manger

Please find attached my letter to express my objections to the mining application by ABX Group in Reedy Marsh

Kind Regards

Stephen Biggs

12.1.33 Representation 27 - Biggs

Stephen Biggs



15 June 2024

The General Manager
Meander Valley Council
Po Box 102
Westbury Tas 7303

PA/24/0052
DL130 Bauxite Projects

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- They failed to meet a condition of the approval which provided that ABX upgraded road infrastructure.
- Royalties were paid to the landowner rather than the crown.
- They were not a profitable, ongoing concern.
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My next Objection relates to the inconsistencies noted between the application made to council and the description of operations listed on their website to inform investors and shareholders.

- ABX states they “only operate where welcomed...” yet the community objected to their 2012 application.
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12.1.33 Representation 27 - Biggs

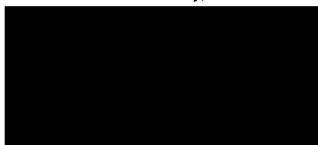
My third objection is in relation to the natural and environmental values of living in Reedy Marsh. These things will be impacted by any extractive mining operations.

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- The pollution of air quality and the risk of contamination of our water supply by dust and heavy metal airborne particles.
- The large increase of trucks on River Road and Porters Bridge Road. These roads are both narrow and without substantial shoulders. There is very little room to safely allow passage of heavy vehicles especially when meeting other vehicles going the other way.
- Porters Bridge Road is not fit for the purposed extra traffic of 76 heavy vehicles per day.
- Porters Bridge Road and River Road are the only access to Reedy Marsh and are frequently used by push bikers, walkers, and runners. Substantial increase in heavy vehicles will increase risk to local people enjoying these activities. These roads are also our only means of escape in the event of fires and floods making there condition and accessibility very important.
- Extra traffic on Porters Bridge and River Road would also increase the chances of roadkill of threaded and endangered fauna.
- The contamination of water ways and conservation areas close to the mine.
- The potential to negatively affect the value of our property.

My Objections are not limited to those I have outlined above.

I regard the time frame given for objections as inadequate and respectfully request that Meander Valley Council extend the period allowed for expressing such objections. We need more time to allow for independent expert evaluations to be made on our behalf and thus be awarded due process.

Your Sincerely,



Stephen Biggs

12.1.34 Representation 28 - Beer

The General Manager
Meander Valley Council
Po Box 102
WESTBURY TAS 7303

PA\24\0052
DL130 Bauxite Project

13/06/2024

Rebecca Beer



Dear Sir,

I have lived in Reedy Marsh for the past 17 years as a tenant and ratepayer, and love the peace & quiet of the area, the bush, the fact that it is 5 minutes to Deloraine, the wildlife and finding such a beautiful area to call home, and all that goes with it. It is where I have chosen to settle after living in the Meander Valley municipality for most of my life.

I am very concerned about the proposal of a bauxite mine/quarry in Reedy Marsh and wish to lodge an objection. Some of my reasons for objecting, but not limited to are:

Environment Pollution – air/dust, water, flora, fauna and noise

- Air Quality/dust – aluminium dust is highly toxic, and dust will still travel even when some is suppressed by water.
- Water Quality – dust and run off from the mine site can affect tank water, ground water, plus streams & other waterways.
- Flora – toxic dust settling on trees, eucalypt ovate (swift parrot habitat in area)
- Fauna – a lot of wildlife in the bush, it is quite possible this will displace the eagles, grey goshawks, devils, wombats, platypus, frogs, etc
- Noise – regular traffic noise will increase with heavy vehicle traffic movement (6 days a week) plus blasting and constant quarry/mine noise which carries in the bush. Current quarry noise in the area is just bearable.

ABX is not welcome here and they will upset many residents who love the area for its peace and quiet, and many other reasons why they live here. My concerns about the above issues and many more are very real if the proposal goes ahead, therefore please take note of my objections.

Yours sincerely



Rebecca Beer

Index No.		18399.	
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RCV'D	17 JUN 2024		MVC
Action Officer	BJ	Dept.	DS
EO		OD	✓

PA12410052

12.1.35 Representation 29 - Brazendale

The General Manager
Meander Valley Council
Po Box 102
WESTBURY TAS 7303

PA\24\0052
DL130 Bauxite Project

13/06/2024

Simon Brazendale



Dear Sir,

I am very concerned about this proposal and wish to lodge an objection to the proposed bauxite quarry/mine at Reedy Marsh.

As a long time resident of the Meander Valley Municipality, I have lived in Reedy Marsh for the last 14 years as a tenant and ratepayer. The bush out that way is a special place to live, peaceful, mostly quiet, teeming with wildlife and a place of refuge for many people and animals. I am proud to say I live in this beautiful area, but if the above proposal goes through Reedy Marsh will change.

The gravel quarries in the area cause enough disturbance to the ambience of the area without the added negatives of a full scale mine in Reedy Marsh.

Some of my reasons for objecting, but not limited to are:

- The roads in the area are narrow and windy, and not suitable for high heavy vehicle traffic – a lot of safety concerns.
- River Road through to Porters Bridge Road is well used by the community and various other groups – running, walking, cycling, vintage cars, motorcycles, etc. With heavy trucks regularly on the road this would no longer be safe or possible, tourism of the town will suffer.
- Parts of the road are a school bus route.
- A lot of wildlife in the area, more trucks equals more roadkill.
- I presume a lot of ratepayer money will go to repairing & maintaining the roads due to the damage by the quarry/mine heavy vehicle traffic.
- The traffic noise from the extra road traffic and the noise from the mine would make the area no longer peaceful and pleasant to live in. This is one of the reasons we bought property in the area.

ABX are NOT welcome here and I believe our community will be very much worse off in many ways if this project goes ahead, and I strongly object.

Yours sincerely



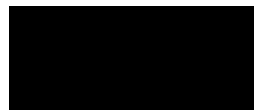
Simon Brazendale

Index No.		18399	
Doc No.			
RCV'D	17 JUN 2024		MVC
Action Officer	BJ	Dept.	DES
EO		OD	✓

PA124/0052

12.1.36 Representation 30 - Hawkes

Judith Hawkes



16th June 2024

The General Manager
Meander Valley Council
PO BOX 102
Westbury 7303
Tasmania

PA/24/0052

DL130 Bauxite Project

I wish to express my objection to the proposed establishment of a bauxite mine in Reedy Marsh by ABx Group.

My principal objection relates to the environmental and natural values of living in Reedy Marsh. I live here to enjoy the peaceful, quiet surrounds and its wildlife. Since moving here in 1992, much has changed in Reedy Marsh. Logging has destroyed large areas, there are an increasing number of trucks on the road and the scenic roadside amenity in many places has been destroyed. I believe that the establishment of any extractive mining operations will further diminish the values of living in Reedy Marsh. The presence of endangered species such as the Tasmanian Devil, Grey Goshawk, Wedge Tailed Eagle and Spotted Tailed Quoll will be further threatened. In addition, the number of wombats I see in my area has significantly decreased over just the past 2 years, due to mange, a skin disease caused by mites. These animals are also under threat and, with the presence of any mining operations would be in threat further, due to decreased habitat and the destruction of more land.

I am also concerned about the noise and dust pollution, and the increased number of trucks on the road. Both Porters Bridge Road and River Road are not wide enough, nor maintained well enough, to accommodate more trucks. Both roads are used by walkers, cyclists, the local school bus and general residents. Who will be paying for the road improvements required for additional truck usage? Who will guarantee my safety on the road?

My current home was custom designed as a Bed & Breakfast establishment. In the near future, I plan to sell the property and I consider that any further industrial works in the area will decrease the value of my home. Why would a potential purchaser want to purchase a tourism-based establishment, with the noise, dust, habitat, and road issues previously outlined?

12.1.36 Representation 30 - Hawkes

ABx Group had an operation in the Midland Council area from 2015. I understand that they promised jobs, yet only one cleaner was employed. Their corporate policy is to endorse “best practices on agricultural land, strive ... to leave land and environment better than (they) find it”. The mine in Campbell Town has not been completely rehabilitated and remaining areas have been turned into a quarry. I also understand that they incurred debts totalling \$2.5 million. They failed to meet a condition of approval that road infrastructure be upgraded. On their website, they state that “We only operate where welcomed”. Our local community objected to their 2012 application and I do not welcome their current proposal for mining in Reedy Marsh. If the Meander Valley Council approves the application, it will be against the objections raised by its residents.

My objections to the ABx Group’s application are not limited to those I have outlined above. I believe that the Meander Valley Council should be working for its rate payers to provide an environment beneficial to its residents. I implore the Council to consider all objections to the ABx Group’s submission seriously and, consequently, decline their application.

Yours sincerely,

Judith Hawkes

Abbie Massey

From: Patricia Sessink [REDACTED]
Sent: Monday, 17 June 2024 10:31 AM
To: Planning @ Meander Valley Council
Subject: submission relating to the applicant Pitt & Sherry obo ABx Group Limited -PA\24\0052
Attachments: Submission to Meander Valley Council.docx

Dear Jonathan Harmey,

Please find attached my submission with objection against the proposed planning permit to start a bauxite mining project at Reedy marsh.

Kind regards

Patricia Sessink

Patricia Sessink

[REDACTED]

12.1.37 Representation 31 - Sessink

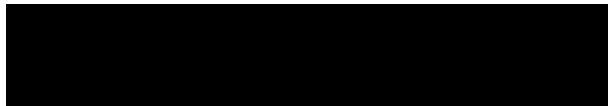
To Jonathan Harmey
General Manager Meander Valley Council
PO Box 102
Westbury, Tasmania 7303

Date: 16 June 2024

PUBLIC SUBMISSION

Representative Details:

Name: Patricia Sessink
Address:
Phone number
Email



Application Details:

Application Number: PA\24\0052
Applicant: Pitt & Sherry obo ABx Group Limited
Application Address: 328 & 330 Porters Bridge Road, Reedy Marsh and
Crown Land Parcels, with vegetation clearance on
340 Porters Bridge Road, Reedy Marsh
Description of Application: Level 2 activity- Extractive industry (Quarry)-
Discretionary use, traffic generation

My Concerns about the Proposal:

I strongly OBJECT to the above proposed bauxite mine that could be operational for 20 years.

I oppose as I feel this project will have devastating impacts to the environment.

Bauxite mining is particular devastating as it is "strip mining". You will have to strip of the topsoil, meaning stripping away the natural habitat, the natural vegetation, stripping of the biodiversity, the wildlife, to get access to the bauxite. You will destroy the naturally built ecosystem, which you cannot replace. Studies in Western Australia have shown that areas where mining has occurred, rehabilitation to re-establish a forest habitat will never be the same as the original environment, it will never perform as before there was mining activity.

Clearing the top soil also has impact on the surrounding vegetation. It will become very dry and bare. Bare land is prone to issues like drought, land cracks, and a lot of dust. The land will become infertile, which will have an impact on the livelihoods of people, not to mention the land will become more fire-prone. (Western Australian Bauxite mining in the spotlight, Robert Davies,

12.1.37 Representation 31 - Sessink

Mining Magazine May 2023). May I also mention that Brushy Rivulet Conservation Area is just north of the proposed site.

I have great concerns about the bauxite tailings (the waste materials that remain after the extraction of minerals). Due to their alkalinity and salinity they present a real threat to wildlife and ecosystems. Dust and particular matter released during mining can have adverse effects on the respiratory systems of nearby humans and animals. And not to speak of affecting the quality of water due to waste-water contamination.

Another mayor concern will be the increased traffic and trucks (and the dust from their movements) not only on Porter's Bridge road but also on Meander Valley road. The increased 78 truck and dog trailer movements each day will be significant, and will have a great impact living on these roads. Currently already a busy road with lots of heavy vehicles taking this "back road", which has a significant effect on entering Meander Valley Road from driveways from residents and not to mention the noise these heavy vehicles make. We do not want to become a heavy vehicle thoroughfare, which could result in more accidents, more road-kill and more traffic gasses/pollution.

In summary I strongly object to the proposed bauxite mining sites, the acute and long term impact associated with land clearing and removal of top soil, destruction of fauna and flora, exposure to dust and chemicals, increased road and traffic presence, noise pollution on site and off site with transport, visual pollution, water and air pollution. Not to forget the mental stress associated with the daily nuisance.

Kind Regards

Patricia Sessink

12.1.38 Representation 32 - G Pennicott 1

From: "Geraldine Pennicott" [REDACTED]
Sent: Tue, 18 Jun 2024 08:35:52 +1000
To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: PA/ 24/0052 DL 130 Bauxite Project Opposition letter G Pennicott
Attachments: General Manager MVC Objection to Bauxite Project GKI.docx

Attention General Manager,
Please find enclosed my corrected opposition letter.
Kind Regards,
Geraldine Pennicott
[REDACTED]

12.1.38 Representation 32 - G Pennicott 1

General Manager,
Meander Valley Council,
P.O. Box 102,
WESTBURY,7303.
Email: planning@mvc.tas.gov.au
PA/24/0052
DL 130 Bauxite Project

Dear General Manager,

I am writing to you to urge Meander Valley Council to reject this proposed project.

WHO AM I:

My husband and I came to Meander Valley Council almost forty two years ago

- made a valuable contribution to education and arts/crafts industries in this municipality and on this island state
- created a hand built home and raised two children at Silver Wattle Drive for amenity, lifestyle, well being and protection of flora and fauna (we have a land for wildlife covenant, regularly monitored by Tasmanian Land Conservancy to protect vulnerable and endangered plants and animals)
- NOT a NIMBY as I support a minimum security Northern Prison at the Ashley site and the Walters Quarry at Porters Bridge largely because of the economic benefits to the Meander Valley
- regularly walk, ride (bicycle) and drive River Road, Porters Bridge Road and Meander Valley Road.

WHY I AM OPPOSED TO THIS PROJECT:

- few jobs proposed
- profits to company and landowner (FORICO) and not to Meander Valley
- recent past track record of ABx Group Limited project near Campbell Town
- ABx Group Limited reputation ("...only operate where welcome and we apply best practices to restore any disturbed land to a better condition than we found it..."- this has certainly not happened at their recent activities at Campbell Town
- Ratepayers of Meander Valley Municipality will have to fund the significant damage that will be caused to road infrastructure of Porters Bridge, Meander Valley and Birralees Roads
- there will be a noticeable and unacceptable increase in roadkill of vulnerable and endangered wildlife due to the significant increase in heavy vehicle traffic on road infrastructure not designed or maintained for b double trucks
- noise and air pollution
- the land SHOULD be used for Agriculture like the neighbouring properties

12.1.38 Representation 32 - G Pennicott 1

SUMMARY:

There are limited positive impacts of this project

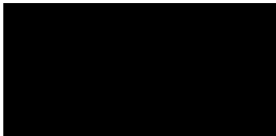
- revenue/profits to company and land owner like at the Campbell Town operation

There will be very serious negative impacts to Meander Valley because of the proposed project

- Air, land, water and noise pollution
- Loss of amenity
- Impacts on lifestyle and health and wellbeing of residents in vicinity of site and transport routes and residents of Meander Valley more generally
- Economic costs for residents of Meander Valley for repairs to road infrastructure, environmental and waterway damage and property value decline
- Reputational damage as a tourism destination
- Increased decline in populations of vulnerable and endangered flora and fauna

Thank you for the opportunity to “have a say”.

Regards,



17/06/2024

12.1.39 Representation 33 - G Pennicott 2

From: [REDACTED]
Sent: Tue, 18 Jun 2024 08:24:37 +1000
To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: PA/24/0052 DL 130 Bauxite Project Opposition letter from GJ Pennicott
Attachments: General Manager MVC Objection to Bauxite Project GJP.docx

Attention General Manager of MVC,

I am resending my opposition letter as the previous one (yesterday 17/06/2024) contained an error referring to Cresswells Quarry instead of Walters Quarry. This version has the correct Quarry.

Regards,

Graeme Pennicott

[REDACTED]

18/06/2024

12.1.39 Representation 33 - G Pennicott 2

General Manager,
Meander Valley Council,
P.O. Box 102,
WESTBURY,7303.
Email: planning@mvc.tas.gov.au
PA/24/0052
DL 130 Bauxite Project

Dear General Manager,

I am writing to you to urge Meander Valley Council to reject this proposed project.

WHO AM I:

My wife and I came to Meander Valley Council almost forty two years ago

- made a valuable contribution to education, arts, recreation and tourism industries in this municipality and on this island state
- created a hand built home and raised two children at Silver Wattle Drive for amenity, lifestyle, well being and protection of flora and fauna (we have a land for wildlife covenant, regularly monitored by Tasmanian Land Conservancy to protect vulnerable and endangered plants and animals)
- NOT a NIMBY as I support a minimum security Northern Prison at the Ashley site and the Walters Quarry at Porters Bridge largely because of the economic benefits to the Meander Valley
- regularly walk, ride (bicycle) and drive River Road, Porters Bridge Road, Meander Valley Road and Birralelee Road

WHY I AM OPPOSED TO THIS PROJECT:

- few jobs proposed
- profits to company and landowner (FORICO) and not to Meander Valley
- recent past track record of ABx Group Limited project at pantukina/Campbell Town
- ABx Group Limited reputation ("...only operate where welcome and we apply best practices to restore any disturbed land to a better condition than we found it..."- this has certainly not happened at their recent activities at pantukina/Campbell Town
- Ratepayers of Meander Valley Municipality will have to fund the significant damage that will be caused to road infrastructure of Porters Bridge, Meander Valley and Birralelee Roads
- there will be a noticeable and unacceptable increase in roadkill of vulnerable and endangered wildlife due to the significant increase in heavy vehicle traffic on road infrastructure not designed or maintained for b double trucks
- noise and air pollution
- the land SHOULD be used for Agriculture like the neighbouring properties

12.1.39 Representation 33 - G Pennicott 2

SUMMARY:

There are limited positive impacts of this project

- revenue/profits to company and land owner like at the pantukina/Campbell Town operation

There will be very serious negative impacts to Meander Valley because of the proposed project

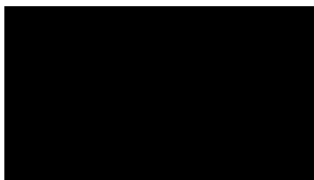
- Air, land, water and noise pollution
- Loss of amenity
- Impacts on lifestyle and health and wellbeing of residents in vicinity of site and transport routes and residents of Meander Valley more generally
- Economic costs for residents of Meander Valley for repairs to road infrastructure, environmental and waterway damage and property value decline
- Reputational damage as a tourism destination
- Increased decline in populations of vulnerable and endangered flora and fauna

If the proponents of this proposal were ethical they would have consulted with our community to gain a social licence as they appear to be “green washing” in their propaganda ‘... we only operate where welcomed...’. Walters Quarry and the Northern Prison had the decency to consult with our community unlike this proponent.

Thank you for the opportunity to “have a say”.

Regards,

Graeme Pennicott



17/06/2024

Abbie Massey

From: [REDACTED]
Sent: Monday, 17 June 2024 12:38 PM
To: Planning @ Meander Valley Council
Subject: I strongly object to the Proposed Bauxite Mine in Reedy Marsh

**The General Manager
Meander Valley Council
PO Box 102
WESTBURY TAS 7303
PA\24\0052
DL130 Bauxite Project**

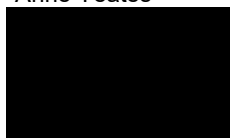
I strongly object to the proposed Reedy Marsh DL130 Bauxite Project PA\24\0052. This mine has no social licence to develop this project considering the complete lack of adequate community consultation. Aside from the fact that it will be a pollutant to water quality and is a totally inappropriate industry in the local rural agricultural region.

One of my major concerns is that Porters Bridge Road is not fit for purpose to carry the marked increase in heavy vehicles. It is already collapsing and the movement of heavy vehicles, along with this substandard road, will cause significant cost to the ratepayers. This road is totally inadequate to deal with the massive increase of the traffic of the heavy trucks and trailers. There is not enough room for them to pass in many sections of the road which has several blind corners. This will be a great risk to the local traffic and the many bike riders that use this road. Also some sections of the road do not have adequate verges to allow traffic to pull over to allow trucks to pass. Council must realise how huge the cost will be to bring the road up to an adequate standard to cope, which we cannot afford at all.

Also the proposed road access onto Porters Bridge Road which, although existing, currently meets no standards and would require the destruction of Critically Endangered Eucalyptus ovata forest to meet a safe sight distance standard at the junction with Porters Bridge Road. This will be a massive threat to local fauna and flora which includes rare and endangered species.

I demand that you do not approve this outrageous Development Application.

Anne Yeates



The General Manager
Meander Valley Council.

Objection - The proposed bauxite mining in
Reedy Marsh.

To the General Manager,

Firstly I was alarmed by the fact that I knew
nothing about this proposed mining that has been
passed by Council without any notice to
Rate payers.

I live in Deloraine and am concerned about
the proximity of the proposed Quarry.

My other concerns are

1. The noise from works being carried out at
the mining site.
2. Rate payers having to pay for any road works,
up grades and maintenance from the use
of over 70 daily truck runs.
3. The noise from these trucks and concern
that they may come through Deloraine
if there are issues with Porters Bridge Rd,
ie - Flooding.
4. The Environmental damage to the area
and to Wildlife.
5. The Contamination of the waterways/
Wildlife that live in that environment.
6. Reading about the Bald Hill mine and about
ABx, they cannot be trusted.

There wont be jobs for people here as they state,
only 1 person (a cleaner) was employed at
the last mine.

They cannot be trusted to tell the truth.
Please think carefully about going
ahead with this.

Regards
Kirsten Hansen

Abbie Massey

From: [REDACTED]
Sent: Monday, 17 June 2024 1:17 PM
To: Planning @ Meander Valley Council
Subject: Mining reedy marsh

Andrew and Judith Pedley. 746Selbourne rd hagley. 17/6/24. I would like to see more time for the community to look at the prose and cons of this mining project. Regards Andrew Sent from my iPhone

12.1.43 Representation 37 - Bartholomew

Abbie Massey

From: [REDACTED]
Sent: Monday, 17 June 2024 1:49 PM
To: Planning @ Meander Valley Council
Subject: PA\24\0052 DL130 Bauxite Project submission
Attachments: Bauxite project objection.docx

To whom it concerns,

Please find my submission to Council attached.

Yours Sincerely,

Lisa Bartholomew

[REDACTED]

12.1.43 Representation 37 - Bartholomew

The General Manager
Meander Valley Council
PO Box 102
WESTBURY TAS 7303

17 June 2024

PA\24\0052
DL130 Bauxite Project

I am writing to object to the proposed Reedy Marsh DL130 Bauxite Project PA\24\0052. I object to this project based on (but not limited to) the following issues:

The location of this proposed quarry will destroy prime agricultural land (a limited and finite resource) which is in breach of the state policy on the protection of prime agricultural land.

The proposal indicates the likely removal of a strip of natural forest directly adjoining the Brushy Rivulet Conservation Area, which currently supports threatened species. Land clearance is a nationally listed threatening process, and moreover is one of the top global contributors to climate change. Meander Valley Council should be protecting forest cover wherever possible to do its bit towards achieving nett zero emissions by 2050.

Recently experienced weather events, including strong winds, and flooding, make it nearly impossible for mining waste (toxic dust & run-off) to be kept on-site. Local flora, fauna and nearby riverine systems will inevitably be contaminated, despite promises and claims to the contrary.

I am concerned about the impacts of drainage and pollution from the site on the nearby relatively pristine stream of Brushy Rivulet and its ecosystems, including the platypus, as well as the impacts of altered subsurface drainage on the Brushy Rivulet Conservation Area.

The proposed road access onto Porters Bridge Road which, although existing, currently meets no standards and would require the destruction of critically endangered Eucalyptus Ovata forest to meet a safe sight distance standard at the junction with Porters Bridge Road.

There are also other concerns such as the impact of heavy vehicle movements on narrow substandard roads, and the impact of noise and (despite the assurances that dust will be minimal) on nearby residents that will inevitably diminish their peaceful lifestyle and wellbeing.

For these reasons, I urge the council to reject this development application.

Yours Sincerely

Lisa Bartholomew



Abbie Massey

From: [REDACTED]
Sent: Monday, 17 June 2024 2:22 PM
To: Planning @ Meander Valley Council
Subject: Bauxite Mine on Porters Bridge Road
Attachments: Letter to GM re Bauxite Mine on Porters Bridge Road (17th June 2024).pdf

Dear General Manager and Planning Team,

Please find attached communications regarding my opposition to the Bauxite Mine project on Porters Bridge Rd.

Regards

Sarah

--

Sarah Ebbelaar

[REDACTED]

12.1.44 Representation 38 - Ebbelaar

The General Manager
Meander Valley Council
PO Box 102
WESTBURY TAS 7303
planning@mvc.tas.gov.au

17th June 2024

PA\24\0052
DL130 Bauxite Project

Dear General Manager,

I am writing regarding the approval for a Bauxite Mine on Porters Bridge Road and would like to put forward my objection and opposition to this project proceeding.

Please let me know if you would like me to provide further detail.

Regards

Andrew and Sarah Ebbelaar



Abbie Massey

From: [REDACTED]
Sent: Monday, 17 June 2024 2:24 PM
To: Planning @ Meander Valley Council
Subject: Bauxite project

Dear General Manager,

This letter is to express my objections to the proposed bauxite project in reedy marsh.

I believe this is a short-sighted plan that does not consider the flora and fauna of the area, including the human residents!

Let's be a sensible local government area and value what is truly important in our amazing natural resources and conserve them - not exploit them.

Thank you,

Bonnie McGee 17/6/24

[REDACTED]

Get [Outlook for Android](#)

Abbie Massey

From: [REDACTED]
Sent: Monday, 17 June 2024 4:25 PM
To: Planning @ Meander Valley Council
Subject: PA\24\0052 – ABx DL130 Bauxite Project - Submission for Lyndell Whyte
Attachments: PA240052 – ABx DL130 Bauxite Project - Submission for Lyndell Whyte.pdf

Good afternoon,

Please find attached my submission on the above project.

Kind regards,
Lyndell Whyte

12.1.46 Representation 40 - Whyte

The General Manager
Meander Valley Council
PO Box 102
WESTBURY TAS 7303

RE: PA\24\0052 – ABx DL130 Bauxite Project

Dear sir,

I am writing to make clear my objection to the proposed bauxite development on Porters Bridge Road, Reedy Marsh.

I have based my objections primarily on, but not limited to, the following:

1. **Failure to adequately consider community concerns** - One of the significant failings of this entire assessment process is that there is no facility to capture and evaluate the potential negative impacts on the local community as a whole. For example there is no graph which can show the potential lost income to local businesses when guests choose to go elsewhere rather than stay in proximity to a mine. The flow-on effects of this project while apparently intangible will have real world consequences for residents of the area, and yet there is no capacity to explore these in this current submission format.
2. **Failure to adequately consult the community** - The degree of community consultation has been woefully insufficient. Numerous Reedy Marsh residents have indicated they had been neither contacted nor consulted about the development. Instead the proponents, ignoring the varied options outlined in the [EPA's Guidance on Community Engagement](#) which included community and group meetings, displays and more, opted instead for a low tech and inefficient letterbox drop (EER page 69). I live three kilometres from Deloraine and do not even have a letter box. With this in mind did this distribution include a PO Box drop as well? How many residents were targeted? What was the format of the notification? The lack of detail in this instance is concerning. The proponent's focus on discussions with Forico, the government and the council, the 'top-line' stakeholders, most of whom do not live in the area, indicates they have taken a very narrow view of who is a stakeholder, and reflects an utter disregard for the local community and the people who will need to deal with the many impacts of this "quarry" on a daily basis. In addition, the ABx submission and media reports (The Examiner June 16, 2024) show the proponents have been considering this site and preparing their case for more than two years, yet Reedy Marsh residents have been given just 18 days to examine all of the implications and the extensive, detailed documentation in full. The ABx application indicates they "only operate where welcome" but in this case I would argue that, based the lack of communication with the community, they are not in a position to know whether they are welcome or not. Currently they DO NOT have the social license to establish here.

3. Failure to consider DL130 in a holistic way, its interaction with the surrounding environment and wildlife and the full gamut of potential negative ecological impacts -

a) The proposed site borders a recognised conservation area ie the Brushy Rivulet Conservation Area, but there has been insufficient consideration given to the potential impacts the extraction process will have on this vulnerable area. The approach of this application is that any negative impacts will seemingly cease at the boundary. ABx cannot guarantee that activities will remain within the bounds and not impact the fauna and flora of the area, and therefore this development should be refused solely on those grounds. We are in an era where every place of significance, every refuge and every safe haven must be preserved and nurtured, not constantly challenged on all fronts by unnecessary development.

b) Section 3.3 of the EER and its accompanying appendix explore only noise impacts on human residents of the area and do not entertain any potential disruption to wildlife communities caused by noise produced in the daily operations of the "quarry". The impacts of anthropogenic noise on wildlife communities can be significant and include: "changing spatial distribution and deterring wildlife from important feeding and breeding areas, or interfering with crucial biological functions such as foraging performance... predator avoidance, prey detection and conspecific communication. Furthermore, there are direct physiological costs associated with exposure to noise from reduced sleep to increasing stress hormone levels... These varied impacts may lead to negative consequences for individual fitness, population levels and community structure..." (Kok et.al, 2023, <https://www.frontiersin.org/articles/10.3389/fevo.2023.1130075/full>). Section 3 of the EPA Environmental Effects Report Guidelines for this project requires proponents to "Describe the potential impacts of noise generated by the activity". They do not specify the species to which these impacts apply. Therefore the EER cannot be considered comprehensive or thorough enough to base a final approval upon as its scope is limited and does not examine the full impacts of the development.

c) Images of the site contained in the EER are more than two years old and fail to reflect the current state of the proposed "quarry" which is more heavily vegetated now, offering significantly more potential habitat for wildlife communities. These images provide a false impression of the site and its current and future capacity to serve as a wildlife refuge and corridor as does the implication that the site is degraded and therefore of no value, natural or otherwise. The image below was taken in mid-June 2024.



12.1.46 Representation 40 - Whyte

d) Section 2.8.8 of the ABx EER indicates the lack of threatened fauna species, however Section 4 of the EPA's Environmental Effects Report Guidelines also asks proponents to "provide details and results of any flora or fauna surveys undertaken on the site" and refers to [Guidelines for Natural Values Surveys - Terrestrial Development Proposals](#). These guidelines factor in surveys of non-threatened species such as wombats, ringtail possums and microbats. Did the proponents receive advice from the PCAB that such a survey was not necessary? Section 2.8.8 also requires proponents to "detail any proposed clearing or disturbance of native vegetation or potential habitat for native fauna as part of the proposal". It does not limit this disturbance to threatened species, but the proponents have sought to focus solely on a select few species rather than the wider wildlife community, opting for a very limited interpretation of disturbance. In short they have cherry-picked the species defined as representational of the site as these are the least abundant and therefore could be classed as being least affected.

f) The EER fails to afford adequate weight to role the site plays as part of a functioning ecosystem, ignoring its contribution to the landscape overall, a contribution which will be significantly impacted by the ABx operations. This is particularly relevant when considering the site in terms of the aforementioned refuges and corridors, but equally so as home to prey animals of several threatened species such as devils and wedge-tailed eagles. The report acknowledges that while these species may not be immediate residents, the greater area is used for foraging by quolls, masked owls, Eastern barred bandicoots, devils and more. The Natural Values assessment discounts the site as potential habitat for eagles due to the presence of a defunct nest, no new nests within one kilometre and the nearest nest 1.7km away. However, research from Western Australia (Cherriman, 2009, <https://www.simoncherriman.com.au/wp-content/uploads/2019/02/HONOURS-THESIS.pdf>) puts the range of the eagle at around 36 square kilometres. In Tasmania it is estimated to be between 10 and 20 square kilometres anecdotally. It is therefore conceivable that this site may be used for eagle foraging. Overall, the EER ignores the importance of DL130 as a foraging site for these species, claiming that for devils and quolls, simply a lack of den sites makes impacts on these species "unlikely" but overlooks the loss of potential prey. In the case of the Eastern barred bandicoot, the proponents conclude "DL130 is unlikely to have a significant impact on this species within the broader context of existing forestry activities". However, there is a vast difference between forestry and the kind of activity that will be undertaken on this site during mining so this assumption is impossible to support. Similarly the claim that "disturbance of potential nesting habitat of the masked owl will not occur as no potential habitat will be cleared" is equally spurious as clearing is only one of many ways to negatively impact habitat. Again the interpretation of what is disturbance is so narrow it is virtually irrelevant in this context. As a result, management and mitigation measures are limited in scope, scale and species and the statement "no species are anticipated to be deleteriously impacted by DL130" an utterly unprovable assumption.

4. Failure to consider the far-reaching implications for the watershed and ancillary water supplies

a) A full hydrological survey does not appear to have been done and thus the assumptions made in ABx's EER cannot be completely substantiated nor the management measures proposed demonstrated as sufficient to counter the potential threats posed by a toxic

12.1.46 Representation 40 - Whyte

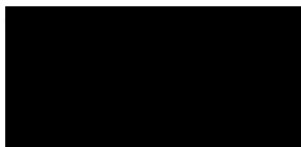
substance leaching into waterways or these same waterways clogged with soil and other detritus from the site. The EER indicates that there are numerous waterways which could be impacted directly by the development, including one which flows into Brushy Rivulet which in turn flows into Brushy Lagoon where fish are caught and consumed by recreational fishers on a regular basis. Are authorities 100 per cent confident that no contaminants will flow into this or other waterways? If the answer is no then this application should be rejected. In addition, random and unproven statements such as that which appears in 3.2.1 are also cause for concern. There is no evidence that "Overland flow of surface water during rain events would primarily be sheet flow that quickly infiltrates into the ground." They are assumptions that cannot be categorically proven and yet are put forward as fact. Then there are those assumptions which are based on completely incorrect information. Detail provided by TasWater on page 21 of the EPA's guidelines states the only impact to drinking water will be from stormwater runoff. However, this relates only to those receiving town water, ignoring the fact many residents of Reedy Marsh rely on rainwater and tank water for drinking water which could be contaminated by dust from the site settling on roofs and rainwater receptacles.

As mentioned previously these are just some of the many concerns surrounding this application and indeed this project.

I urge the council to reject the proposal based on the fact it is an inappropriate and unsustainable project which will permanently and deleteriously impact the area.

Thank you for the opportunity to comment on this matter.

Kind regards,



Lyndell Whyte



June 17, 2024

Abbie Massey

From: [REDACTED]
Sent: Monday, 17 June 2024 4:35 PM
To: Planning @ Meander Valley Council
Subject: Feedback for Meander Valley Council on the proposed bauxite mine in Reedy Marsh
Attachments: GetDocSays_Bauxite_Mindmap.jpg

Feedback for Meander Valley Council on the proposed bauxite mine in Reedy Marsh

Lifestyle

Like most people in Reedy Marsh we bought and developed a property here so that we could live in, cherish and develop a peaceful, healthy, supportive and environmentally friendly community. This proposed development threatens all the reasons we have bought land and live here. Why would our family buy 6.5 hectares on the Meander River in Reedy Marsh, build a house and devote 75% of our property to wildlife if we knew that our wildlife and lifestyle was going to be trashed by a bauxite mine? If allowed by Meander Valley Council this development will trash our investment, our lifestyle and possibly our health.

Wildlife

Wedge-tailed Eagles

Wedge-tailed Eagles are an endangered species with under 1,000 known to exist in the wild¹.

They are highly sensitive to:

- Disturbance by machinery or non-native animals (like humans) which will scare them off and even cause them to abandon their nests²
- Trees in their environment being destroyed
- Prey being polluted or poisoned

These factors may explain why so few nests were found in the survey reported in Appendix A. They are probably also the reason that the Environmental Consultants who wrote Appendix A highlighted a section on page 28 in red type saying that “a new aerial and/or ground search will be required within the modelled potential nesting habitat within a minimum of 500 m from the proposed operational areas (and likely within 1 km line-of-sight of such areas) prior to works commencing.” This might give us a clue to Wedge-tailed Eagle nesting in the area if they have not already been scared off by current landowners, land clearing and ABx exploration.

It is crucial that a thorough independent survey is conducted before MVC approves development.

Endangered animals

Like many residents of Reedy Marsh we regularly conduct wildlife research for numerous organisations like NRM North, ACF, Nature Trackers, Birdlife Australia, EDO. The endangered animals that live on our property and that we document include Spotted Quolls, Tasmanian Devils, Wombats, Hairstreak butterflies, Bandicoots, Potoroos, numerous birds and Wedge-tailed Eagles. Many of these animals regularly move over the surrounding countryside so just because they are safe on the 75% of our property that we have devoted to them does not mean that they are safe if a mine is developed nearby. For example young Tasmanian Devils leave mum & dad when they are a few months old and roam the countryside to find a home for themselves... they can't do this freely if the countryside near their birthsite has been trashed.

Wildlife summary

As a community we cannot ignore or increase the threats these animals face from the destruction of their environment, direct contact with machinery or exposure to bauxite dust.

The proposed bauxite mine is totally unacceptable in our community.

Pollution

Bauxite dust and pollution

The countries with the most widely documented side effects from bauxite (which is the principal ore of alumina (AL₂O₃) mining is Malaysia and Australia. There are 4 key issues.³

A rough flow chart of the effects of bauxite dust in Malaysia is attached.

1. Bauxite mining produces radioactive dust which is cancerous

Mining of Bauxite produces dust. This dust consisting of toxic chemicals plus the natural emissions of radiation products as **radium, thorium, and beryllium**.

- Radium is highly radioactive, when ingested, 80% of the ingested radium leaves the body through the faeces, while the other 20% goes into the bloodstream, mostly accumulating in the bones.
- Exposure to radium, internal or external, can cause cancer and other disorders.
- Exposure to airborne thorium and radium can lead to increased risk of cancers of the lung, pancreas, and blood, as lungs and other internal organs can be penetrated by alpha radiation. Exposure to thorium internally leads to increased risk of liver disease.

2. Sodium Hydroxide is harmful for the respiratory system

According to [OSHA](#), sodium hydroxide (NaOH), which is the primary waste in red bauxite dust sludge, is harmful to human beings after prolonged contact, say 15 years. Direct contact may cause skin irritation, or inflammation of the respiratory system such as blistering of the throat, mouth or nose.

3. Toxicity from bauxite mining causes other diseases

Prolonged toxicity may cause encephalopathy, osteoporosis, anemia, and possibly Parkinson diseases. An Australian researcher in Australia where bauxite mining is largely developed proved that red sludge causes lung cancer and uterus deformation in rat experiments. The common symptoms of toxicity on humans are dizziness, vertigo, nausea, fainting, or comatose if breathing or taking in a large dosage.

4. Bauxite mining causes pollution in rivers and seas

The Meander River, which runs around three sides of our property, will also be damaged due to the poisonous chemicals from the dust turning into sludge. Fish can die and even become extinct.

"It affects all forms of life, from the planktons to the top carnivores in the area, even the marine mammals," the Malay Mail quoted [Dr. Harinder](#), who is also a marine expert at the [Malaysia National Oceanographic Data Centre](#), as saying.

These dust sediments will clog the gills of the fish. Marine life will start dying until we eventually create a dead zone.

Summary

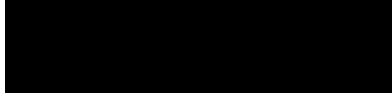
- This proposed bauxite mine development is totally unacceptable for Reedy Marsh residents who have moved here to escape exactly the kind of issues the mine will raise. We care for local wildlife, we grow our own vegetables and for our drinking water we are 100% reliant on rainwater.
- If the ABx mine goes ahead, our water tanks will be filled by rainwater that may well include bauxite and that has definitely run over bauxite dust-covered roofs before flowing into our tanks.
- Likewise, our vegetable gardens will be polluted by bauxite dust and bauxite-infused water (from rainwater tanks or the Meander River) so the vegetables will be poisonous to both us and the wildlife that forages in our garden.
- The health implications for us are shocking and unacceptable.
- It is inconceivable to us that Meander Valley Council could agree to this development given the risks to wildlife, our vegetables, our lifestyle, our only water source and our health.

If there are insufficient reasons to block the mine development as things stand we recommend that MVC:

- Do an independent and thorough wildlife survey **before giving approval** to the mine.

- Extend Deloraine town water supply to all of Reedy Marsh **before giving approval** so as to mitigate the health effects of bauxite dust and rain borne diseases on Reedy Marsh residents.

Yours with thanks,
Ralph and Jill Wayment



References

¹ <https://www.threatenedspecieslink.tas.gov.au/Pages/Wedge-tailed-Eagle.aspx>

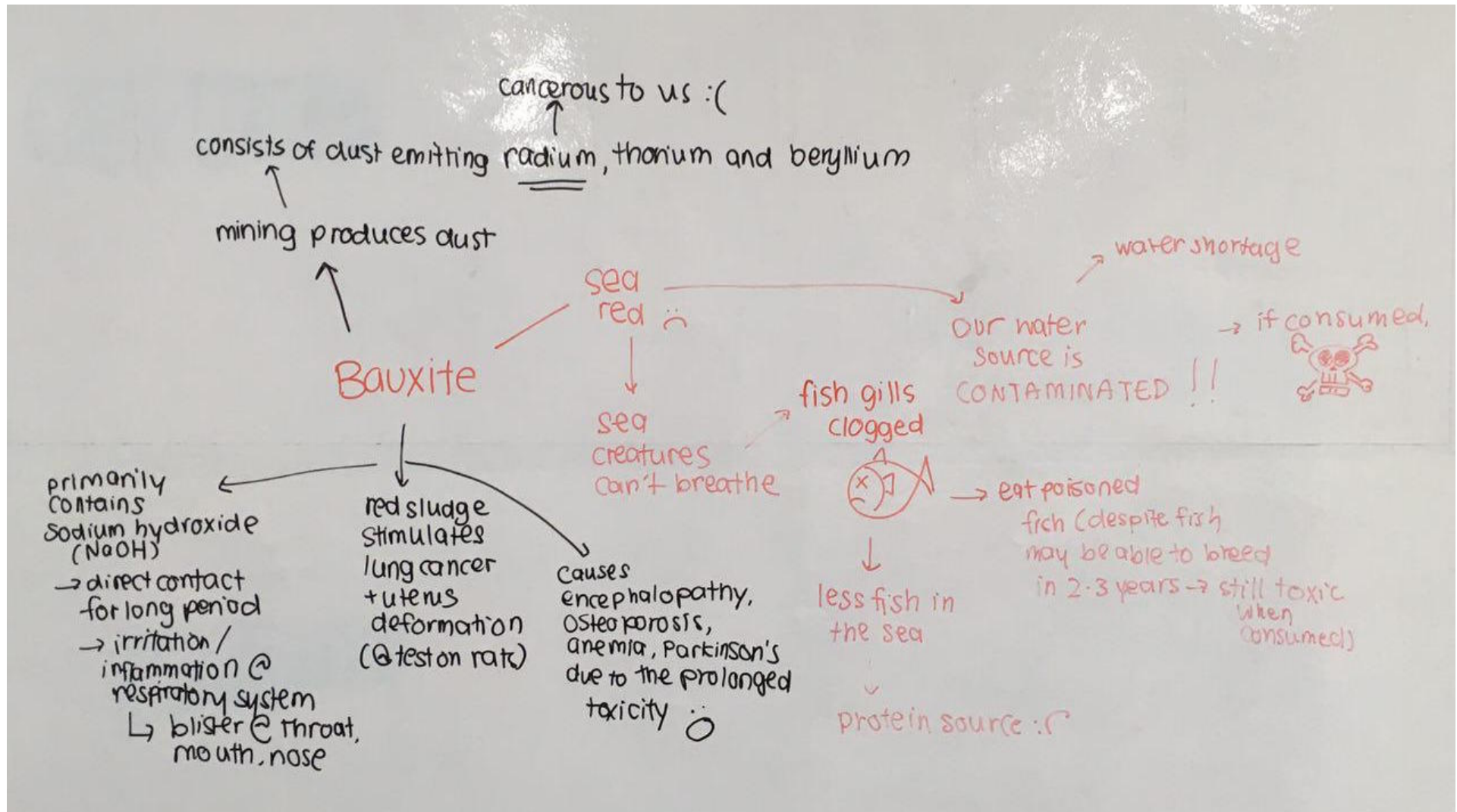
² Appendix A: NATURAL VALUES ASSESSMENT OF PROPOSED BAUXITE MINE, DL-130, REEDY MARSH, TASMANIA <https://www.threatenedspecieslink.tas.gov.au/Pages/Wedge-tailed-Eagle.aspx>

³ <https://www.getdoc.com/4-things-bauxite/>

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Ralph Wayment





12.1.48 Representation 42 - Somsuk

From: [REDACTED]
Sent: Mon, 17 Jun 2024 17:27:54 +1000
To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: Bauxite Mine

The General Manager
Meander Valley Council
PA/24/0052
DL 130 Bauxite Project

Dear Sir,

I write to object to the proposed Bauxite Mine in Reedy Marsh and the plan to allow up to 72 trucks a day to traverse up and down Porters Bridge road.

I am an Aged Care worker and I frequently need to drive on Porters Bridge road. It is frightening enough avoiding the quarry trucks presently operating along the road. Thankfully there are a limited amount of them.

But to allow up to 72 trucks per day, over an 8 hour day works out to 9 trucks per hour going back and forth.

This is preposterous and dangerous. The road is too narrow and in disrepair - particularly along the winding stretches leading down to the bridge area.

I have already had two close almost collisions with trucks on that road. I cannot imagine how I will manage to survive manoeuvring around dozens more trucks on such an inadequate and poorly kept road.

The quarry trucks have already contributed to the worsening of the road surface. But what worries me even more is how narrow many parts of the road are - barely enough in some sections for two cars, let alone a large truck, or two large trucks passing each other. Please stop this proposal for the safety of myself and everybody else who needs to use this small and narrow road to get home safely.

Yours faithfully,

Rodsukon Somsuk

17/06/2024

[REDACTED]

12.1.49 Representation 43 - Wadley

From: "Jo Wadley" [REDACTED]
Sent: Mon, 17 Jun 2024 18:17:04 +1000
To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: DL130 Bauxite Project

The General Manager
Meander Valley Council
PO Box 102
WESTBURY TAS 7303

17th June 2024

PA\24\0052

DL130 Bauxite Project

Dear General Manager,

We are writing regarding the approval for a Bauxite Mine on Porters Bridge Road and would like to put forward our objection and opposition to this project proceeding.

Please let me know if you would like us to provide further detail.

Regards

Mark and Josephine Wadley

12.1.50 Representation 44 - K. Challis

From: "kellie challis" [REDACTED]
Sent: Mon, 17 Jun 2024 19:17:21 +1000
To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: PA/24/0052 DL 130 Bauxite Project

The General Manager
Meander Valley Council
PO Box 102
Westbury, Tas 7303

I am writing to object to the proposed Reedy Marsh DL 130 Bauxite Project PA/24/0052

I am a 4th generation Reedy Marsh farmer, my maiden name is Larcombe, hence Larcombes road and I reside only approximately 2 kilometres from the proposed mining site.

The proposed site was previously owned by my Great Auntie Zeta Clarke nee Larcombe and was used for running sheep and cattle.

I strongly feel that the proponents have no social licence to develop this project based on (but no limited to) the following issues.

Porters Bridge Road is not suitable for the purpose to carry the marked increase in heavy vehicles. It is already collapsing and the movement of heavy vehicles along with this substandard road will cause significant cost to the ratepayers. I myself have had 2 near misses on this section of road. One was a tanker carrying fish waste for fertiliser coming from Exton that did not see me and was travelling very fast on the 1 lane bridge and locked up his brakes to avoid me. The other incident was on the blind corner with a truck that was on the wrong side of the road and I ended up in the ditch. The road is narrow, has constant frost during winter and not suitable.

The proposed road access onto Porters Bridge Road which, although existing, currently meets no standards and would require the destruction of critically Endangered Eucalyptus Ovata forest to meet a safe distance standard at the junction with Porters Bridge Road.

The proposed Reedy Marsh DL 130 Bauxite Project PA/24/0052 proposed the likely removal of a strip of natural forest directly adjoining the Brushy Rivulet Conservation Area. Land clearance is a nationally listed threatening process.

Recent environmental conditions (strong winds, flooding) make it near impossible for the "managed" mining waste (toxic dust and run-off) to be kept onsite, local flora, fauna and nearby riverine systems will be contaminated.

I am also concerned about the impacts of draining and pollution from the site on the pristine stream of the Brushy Rivulet and its biota including platypus, as well as the impacts of altered subsurface drainage on the Brushy Rivulet Conservation Area.

Residential drinking water (collected roof run off) and private food supply (gardens, orchards, poultry) will be affected by the wind-blown toxic dust (Aluminium is toxic to flora)

The area is prone to high velocity winds and I believe that the practice of dust suppression by water will be insufficient to avoid these risks to human health.

Kellie Challis
[REDACTED]

17/6/2024

12.1.51 Representation 45 - Westley

From: "Shane Westley" [REDACTED]
Sent: Mon, 17 Jun 2024 20:53:06 +1000
To: "Planning @ Meander Valley Council" <planning@mvc.tas.gov.au>
Subject: SW Public Submission Application PA\24\0052
Attachments: SW_Submission_Application PA_24_0052 Bauxite Development.pdf

To Whom it may concern,
Please find attached my Public Submission for proposed Bauxite Mine by ABx under Meander Valley planning application PA\24\0052.

Regards,
Shane Westley

[REDACTED]

12.1.51 Representation 45 - Westley

Submission - Development Application PA\24\0052

17th June 2024

Shane Westley



Johnathan Harmey
General Manager,
Meander Valley Council,
PO Box 102,
Westbury TAS 7303
Planning@mvc.tas.gov.au

Re: Application **PA\24\0052**

To whom it may concern,

I would like to forward this public submission to you in response to the request by Meander Valley Council and the Environmental Protection Authority for comment on Development application PA\24\0052 with a submission end date of 18th June 2024.

This submission covers off on my expressions of concern to the Meander Valley Council in the first instance and then provides responses for the Department EPA with the rest of the submission (including table of issues) dealing with the EER and associated documents for the application PA\24\0052

As a ratepayer and resident of Meander Valley I voted in council elections and trust that my Meander Valley council representatives take my submission seriously and that they may come to the same conclusion as I have and that the application PA\24\0052 for the development of a Bauxite Mine by ABx (and subsidiary ABx4) also known as BAUXITE MINE DL-130, REEDY MARSH, TASMANIA should not be allowed to proceed.

The reasons for rejecting application PA\24\0052 are as follows:

I am a resident that resides in Larcombes road Reedy Marsh. Larcombes road is approximately 2.5km from the proposed Bauxite Mine Development (application PA\24\0052). Potential impacts that I am concerned about and I am sure will affect the farming/residential community through to Deloraine and Exton are as follows:

- Safety on the roads
- Noise and Dust Generation
- Lack of Community consultation (Social licence) by the proponent **ABx Group Limited**

Road Safety (refer Tables of this submission for detailed response to EER Traffic Impact Assessment Appendix D). The proponent has identified that the proposed Traffic volume does not satisfy the requirements of the Tasmanian Planning Scheme – State Planning Provisions

C3.0 Road and Railway Assets Code

Table C3.1 Acceptable increase in annual average daily traffic to and from the site

12.1.51 Representation 45 - Westley

Submission - Development Application PA\24\0052

17th June 2024

Therefore the Application should be rejected as it stands currently.

As a resident I understand the limitations of our rural roads and that they have been designed historically to fit the purpose they were intended for within our community. They were intended for residential and rural vehicle movement between property and residences in a safe manner. The local community commute these roads particularly River road and Porters Bridge road accordingly. We commute every day at different times.

An increase of 300% (as proposed for this Bauxite development) in Heavy Vehicles on Porters Bridge road and 100% increase in Light Vehicles no matter if peak hour or not is wanted given the design of the road. Our rural roads are not designed for 60 tonne (gross mass) vehicles with dog trailers attached. Will the proponent of this development take responsibility if an accident occurs (refer hazard assessment response for the Road Traffic assessment in the EER). They expect the Meander Valley Council with ratepayers money to fix the problems identified (refer hazard assessment – responsible parties column).

River road will be affected by this development application. There are currently another two accesses points on Porters Bridge road to the north that may be used. My concern is that Staff (12 staff) vehicles, couriers, fuel carriers, water carriers will use river road to commute to the Development site from the main centre Deloraine. This would increase the traffic at least 2 fold, however we don't know for sure because it was a deficiency in the Traffic Assessment (River road was not assessed). That alone shows how deficient the Development application has been presented.

Noise and Dust Generation

Please refer my response to issues raised by the Noise Impact Assessment DL130 Bauxite Mine Appendix F of the EER. The proponent has failed to use all parameters required to undertake a proper Noise impact assessment. They have also not provided a baseline noise reading (ambient noise value) in other words the noise level that all residents are currently experiencing and would like to have maintained into the future through rejection of the development application.

Dust will also be an issue – if anyone has witnessed Bauxite mines or holding areas in other places they will have seen the mess that occurs from the red dust not to mention the health effects from generated dust. (Refer health reports Gladstone QLD). The proponent has not surveyed the proposed site for prevailing winds instead relying on data from Ti tree Bend Launceston.

The proponent has used wind data from Ti Tree Bend in Launceston (35.1 km away) which will have no reality with what occurs in Reedy Marsh. Therefore the Proponents statement that the dust from the mine will have insignificant effect on residents in Reedy Marsh is misleading. The Development Application PA\24\0052 should be rejected.

I live in a rural setting by choice as many of our community in the Meander Valley do and that is for the benefits of living in a rural environment that provides a peaceful and healthy lifestyle. The exact reason why visitors and tourists want to come and experience Deloraine and surrounds. I do not live here and tourists will not visit here to listen to mining operations as proposed under this development or breathe the dust. will be significant for all of the residents within a 3+ km radius as a result of machinery, rock crushing, screening and dust generation from excavation and transport of Bauxite.

Lack of Community consultation (Social licence)

I live approximately 2.5km from the proposed Development site for application PA\24\0052 along with another 12 or so residences in my neighbourhood that may be affected by this application. ABx, ABx4 or

12.1.51 Representation 45 - Westley

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any representative for the proponent has **not** communicated with us about this current proposal. We found out through word of mouth following expressions of interest for public submissions from the Council website for this application.

The proponents own statement for social licence reads:

'ABx's paramount corporate policy: ABx endorses best practices on agricultural land, strives to leave land and environment better than we find it. We only operate where welcomed'

They are not welcome in Reedy Marsh and as a result neither are ABx4 or other associated subsidiaries.

Refer Section EER 2.7.2 Alternatives - ABX have stated:

ABx was exploring the Fingal Rail bauxite deposit, situated 14 km by road north of Campbell Town. The landowners were unsupportive

Was this a result of the way they operated the Campbelltown Bauxite mine?

ABx operations are unsupported by the community in Reedy Marsh

Follow the below link to find out more about the proponents social licence – there are some familiar sounding promises and treatment of the community

<https://tasmanianinquirer.com.au/news/tasmanias-bauxite-mining-bubble-bursts/>

As residents of the wider Meander Valley and Reedy Marsh we have been here before with ABx (2012) and we wish not to be here again. So I ask that our council representatives consider this development with eyes wide open and reject application PA\24\0052.

Following on from submission of issues to Meander Council listed above as a result of the development application I would like to address some of the other issues that will affect the following:

- The Natural values
- Water Quality
- Air Quality

The following tables are part of my submission and identify potential issues identified from the EER. Overall when I read the EER included reports and assessments, I find it difficult to support a proposed Development Application PA\24\0052 that has disregarded the surrounding environment. This is demonstrated by the planned removal of vegetation identified as DOB which borders the Brushy Rivulet Conservation area. Intended removal or degradation of DOV for road treatments and pruning (important for Swift Parrot). Required guidelines have been disregarded resulting in lack of on ground surveys to inform Government, Meander Council and the community about Threatened Species including the potential biodiversity and habitat eg. Tasmanian Devil, Wedge tailed eagle and Masked Owl. Water quality for the Brushy Rivulet has not been thoroughly assessed and risks water quality degradation from Bauxite mine runoff if not managed appropriately.

Please consider this submission and I hope that it helps for making a better informed decision before allowing this development from progressing to an irreversible position.

Thank you for your time and attention. The precautionary principle should be priority.

Regards,



Shane Westley

EER - DL130 Bauxite Project Environmental Effects Report				
Document Text	Text Page reference	Interpretation of the Text	Issue	
'Air quality: The only impact to air quality as a result of the Project will be dust. ABx will implement appropriate control measures to ensure that dust emissions are suppressed at all times. Consequently, air emissions from the quarry are unlikely to cause environmental harm or adversely affect nearby residents'	Page iii. Executive Summary	Proponent has indicated that air quality will be impacted by dust from the mine development site	There will also be dust generated through transport of Bauxite in Heavy Vehicles and not just generation from development proposed site. This needs to be recognised by proponent and appropriate mitigation undertaken for transport of Bauxite.	
'Water quality: A Stormwater Management Plan has been prepared to address potential impacts to surface water. The impact from the Project on water quality is anticipated to be minimal through the implementation of stormwater management infrastructure such as sediment basins, cut-off drains and culverts. As no confirmed groundwater was encountered during exploration drilling, it is highly unlikely the Project will impact on groundwater. Management measures will reduce likelihood that groundwater is not impacted	Page iii. Executive Summary	Stormwater management plan provided. Proponent states no confirmed ground water.	For all issues: Refer to issues response for Appendix E. Refer 3.2.1 EER - recognised that groundwater may be present at depths of 6 metres average. Therefore there may be an impact through developing a Bauxite mine given that bauxite material may be removed to 14 metres in some areas. Management of groundwater needs to be robust prior to disturbing any groundwater.	
'Noise emissions: Noise emissions from the Project are not likely to cause environmental harm or adversely affect nearby residents.	Page iii. Executive Summary	Proponent claim that noise emissions if the proposal is allowed to proceed will not adversely affect nearby residents	For all issues: Refer to issues response for Appendix F. Some issues include Parameter settings for modelling.	

12.1.51 Representation 45 - Westley

Submission - Development Application PA\24\0052

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'Natural values: The Project Area is highly modified and currently operated by forestry company Fortco. The land has been recently harvested and replanted. Native vegetation is present largely as remnants associated with the road access corridor.'	Page iv. Executive Summary	Proponent has described project proposed mine area as highly modified. Native vegetation as remnants along road access	For all issues: Refer to Issues Response for Appendix A. Concerned that Proponent has not carefully considered surrounding areas particularly the Brushy rivulet Conservation area and areas important for Threatened Species and Vegetation
'A Traffic Impact Assessment (TIA) concluded the impact of traffic generated by the Project is minimal (refer to TIA at Appendix).'	Page iv. Executive Summary	The proponent has concluded that the Traffic impact will be minimal	Refer all issues identified for the (TIA - development appendix D) which would indicate that the reports on Traffic Impacts have been inadequate and misleading given the design of the roads and understanding that a 300% increase volume in 60 tonne (Gross) Heavy Vehicles are not compatible with these roads and present a safety issue. The Risk Assessment provided is inadequate in the form it has been represented (subjective responses that do not meet the criteria).
'Environmental impacts of traffic:' 'dust from traffic is likely to be minimal as vegetation lining the roads will reduce the spread of dust'	Page iv. Executive Summary	Reliance on road vegetation to filter and capture dust from Transportation of Development materials	The proponent has not provided a clear plan to manage dust pollution from the Development and therefore the overburden has potential to environmentally effect DOV and other vegetation on all access routes.
'The proposed development is located within the boundaries of the Meander Valley Council.' 'The proposed use and development will be assessed in accordance with the Tasmanian Planning Scheme - Meander Valley (TPS) subject to the provisions of the Parking and Sustainable Transport Code and Road and Railway Assets Code.'	Page 6. 1.5 Applicable environmental legislation, standards and guidelines 1.5.1 Local government	Proponent has outlined planning scheme requirements	Proponent has not satisfied the Road and Railway Asset Code - C3.0 Road and Railway Assets Code Table C3.1 Acceptable increase in annual average daily traffic to and from the site

<p>'Dust has the potential to cause environmental nuisance if it is blown beyond the boundary of the proposed construction and operational activities. It can cause respiratory annoyance, reduce visual amenity and fall out onto land or surfaces in other ownership, with the potential to soil clean surfaces and contaminate roof-collected water supplies. In addition to nuisance to people, dust can also fall onto vegetation and in extreme cases retard plant growth by blocking photosynthesis.'</p>	<p>Page 36. 3.1 Air quality 3.1.2 Potential impacts</p>	<p>Proponent has given examples of the air quality affects and issues that may occur from the Development site</p>	<p>Proponent is relying in most air quality issues (Dust) from the development to be mitigated by filtration of dust by vegetation and distance and lack of wind to disperse. Residents water quality may be affected, vegetation may be retarded and the visual amenity affected, however more importantly is the risk of respiratory problems.</p>
<p>'Wind conditions are described in Section 2.8.6. The prevailing wind direction is from the northwest, however winds of varying strengths occur from all directions relatively frequently. The Project Area is surrounded by bush and vegetated farmland on rolling terrain. This will provide significant attenuation of any dust emissions generated on site. The nearest sensitive receivers are rural residences located to the south west.'</p>	<p>Page 36. 3.1 Air quality 3.1.2 Potential impacts</p>	<p>Proponent has provided modelled prevailing wind conditions. Relying on dust attenuation by surrounding environment.</p>	<p>Proponent on one hand has identified problems that may be caused by the development if allowed to proceed and then on the other hand given management strategies for dust that will contribute to those same problems. Intended management strategies by the proponent should be challenged and a more robust management determined. The proponent has used wind data from Ti Tree Bend in Launceston (35.1 km away) which will have no reality with what occurs in Reedy Marsh. Therefore the Proponents statement that the dust from the mine will have insignificant effect on residents in Reedy Marsh is misleading. Precautionary principle should be followed.</p>

'Stormwater runoff has potential to carry hydrocarbons, nutrients, sediment and other pollutants if not managed appropriately.'	3.2 Water quality (surface, discharge and groundwater)	Proponent has described some of the components from stormwater runoff	Refer Issues response for Appendix E Also heavy metals should be recognised as a potential risk of undertaking this development and appropriate management undertaken. Precautionary principle should be followed.
'Noise emissions from the Project are not likely to cause environmental harm or adversely affect nearby residents. This is demonstrated by a Noise Impact Assessment which was undertaken by pit&sherry in 2023 (Appendix F).'	Page 42. 3.3 Noise emissions	The proponent has determined that Noise emissions from the Project are not likely to cause environmental harm or adversely affect nearby residents	For all issues: Refer Issues response for Appendix F. The proponents assessment for Noise Emissions fails the requirements of the Tasmanian Environmental Protection Policy (Noise), 2009.
'A threatened flora species and potential habitat of threatened faunal species have been recorded within the Project Area. However, no threatened flora or fauna species are known to be present within areas that will be directly disturbed. Management measures will ensure there is negligible impact on threatened species or threatened vegetation communities (refer to section 3.4.3).'	Page 44. 3.4 Natural Values	Proponent claims there will be negligible impacts on threatened species or threatened vegetation. No threatened flora or fauna are known	For all issues: Refer Issues response for Appendix A. Lack of on ground surveys i.e. one day walk/survey. Masked owl 'known' and 7 reported sighting should trigger the EPBC Act 1999. No eagle nest surveys other than desktop studies using historic data. Did not follow State Government guidelines for Tasmanian Devil surveys relating to Development proposals. Lack of on ground surveys within important vegetation community DOB.

'A Traffic Impact Assessment (TIA at Appendix D) undertaken by pitt&sherry provides for a detailed assessment of the existing road network including Porters Bridge Road and Meander Valley Road.'	Page 60. 3.9 Environmental Impacts of traffic 3.9.2 Potential impacts	A Traffic Impact Assessment (TIA at Appendix D) undertaken on behalf of the proponent for the proposed bauxite mining operation. Significant increase of Heavy Vehicles identified	For all issues: Refer Issues response for Appendix D. Environmental issues from the proposed increase in 60 tonne (gross mass) with dog trailers include Bauxite dust generation from transport overburden affecting roadside vegetation and air quality across all road corridors. Comments on Road safety can be found in Issues response for Appendix D.
'The overall traffic volumes on Porters Bridge Road and Meander Valley Road in the vicinity of the proposed mine site are expected to increase by 112 vehicles per day during the mining stage of the proposed bauxite mine.'			
'ABx understands the importance of best practice stakeholder and community engagement.'	Page 69. 5. Part E – Public and stakeholder communication	Community engagement should be understood by the proponent	Refer submission opening comments to Council. There was no communication with the community of Reedy Marsh other than the residents directly bordering the proposed development site. I did not receive a letter drop and my residence is within the 3km zone. Abx and ABx4 or any other subsidiary does not have social licence within the Reedy Marsh community

Development EER Appendix A - Natural Values Assessment of Proposed BAUXITE MINE DL-130, Reedy Marsh, Tasmania			
Document Text	Text Page reference	Interpretation of the Text	Issue
'A natural values assessment of the study area was undertaken (ECOTas) on 15 Sep. 2022.'	Page 1. Key Findings	The Natural Values Assessment has been provided from on ground evidence taken in a one day on ground survey in 2022. It is implied in the development proposal that this covers both vegetation and fauna and any other natural values assessed under the Threatened Species Protection Act 1995 (TSPA) Tasmania (NRE Tas) and the Commonwealth Environment Protection and Biodiversity Conservation Act 1999	A One Day on ground walk/survey was inadequate. Example: The proponent has not followed the State Departments advice for undertaking natural Values Assessments i.e. SURVEY GUIDELINES AND MANAGEMENT ADVICE FOR DEVELOPMENT PROPOSALS THAT MAY IMPACT THE TASMANIAN DEVIL (SARCOPHILUS HARRISII) A supplement to the Guidelines for Natural Values Surveys - Terrestrial Development Proposals Tasmania This document was developed by the Department NRE ' to inform development proponents, consultants and regulators' of requirements.
'Threatened fauna • No fauna species listed as threatened on the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBCA) and/or the Tasmanian Threatened Species Protection Act 1995 (TSPA) are known from database information, from the study area.'	Page 1. Key Findings	States that there are NO species listed under the EPBC Act 1999 identified in the study area.	When the Protected Matters MINES Layers from the website of the Australian Government Department of Climate Change, Energy the Environment and Water - Protected Matters Search Tool are overlayed on the Development proposal site a number (22) of Protected Fauna species are identified - in particular the Swift Parrot, Tasmanian Devil and Wedge Tailed Eagle as 'likely' however more importantly is the Masked Owl highlighted as 'Known' at this sight - Therefore this project should be considered for a controlled action under the EPBC Act 1999.

• The study area supports potential habitat to some degree of some species, as follows: Sarcophilus harrisi (Tasmanian devil); Dasyurus maculatus subsp. maculatus (spotted-tailed quoll); Dasyurus viverrinus (eastern quoll); Perameles gunnii (eastern barred bandicoot); Lathamus discolor (swift parrot); Tyto novaehollandiae subsp. castanops (masked owl); Haliaeetus leucogaster (white-bellied sea-eagle); Aquila audax subsp. fleayi (wedge-tailed eagle); and Litoria raniformis (green and golden frog).	Page 1. Key Findings	The proponents submission supports the fact that habitat for MINES exists at the proposed Development site	Given that there is habitat for MINES identified in a limited (1 Day) site walk/survey (A natural values assessment of the study area was undertaken by (ECOTas) on 15 Sep. 2022. refer previous comment). There should have been more thorough ground surveys undertaken in Particular in relation to Masked Owl, Wedge tailed Eagle and Tasmanian Devil. The proponent has identified (DOV) that will be effected by road pruning, dust pollution and intersection widening. Ovata is present within these areas that is important to the Swift Parrot species for foraging and nesting. The proponent has identified and area (DOF) that is important for Threatened species and vegetation and intend to remove all or part. This borders the Brushy Rivulet Conservation area. This application by the proponent ABx should not be approved. Further comprehensive ground surveys are required.
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<p>'• Of the vegetation types recorded, Eucalyptus ovata forest and woodland (TASVEG code: DOV) equates to a native vegetation community (with the same name) listed on Schedule 3A of the Tasmanian Nature Conservation Act 2002.'</p> <p>• Occurrences of Eucalyptus ovata forest and woodland (TASVEG code: DOV) can equate to Tasmanian Forests and Woodlands dominated by Black Gum or Brookers Gum (Eucalyptus ovata / E. brookeriana), which is identified as a threatened ecological community listed as Critically Endangered (Matter of National Environmental Significance) on the Commonwealth Environment Protection and Biodiversity Conservation Act 1999.'</p>	<p>Page 2. Key Findings</p>	<p>Noted both Eucalyptus ovata forest and woodland (TASVEG code: DOV) and Critically Endangered Vegetation under the EPBC Act 1999 is identified.</p>	<p>The proponent has identified (DOV) that will be effected by road pruning, dust pollution and intersection widening. Ovata is present within these areas that is important to the Swift Parrot species for foraging and nesting.</p> <p>Again there is a MINES community identified and therefore should be considered for protection under the EPBC Act 1999.</p>
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'With respect to the wedge-tailed eagle (and white-bellied sea-eagle), the Forest Practices Authority, in conjunction with DPI/PWE (DNRET), developed a model of nesting habitat of the wedge-tailed eagle, described in FPA (2014). The model can be used to indicate the relative likelihood of nest occurrence across the State. The model (Figure 12) indicates that the study area itself provides either no or low potential nesting habitat, which was confirmed by site assessment. However, small areas of remnant taller forest areas provide moderate potential nesting habitat'	Page 14. Threatened Fauna and Figure 14a.	A Map and modelled data for the potential nest sites for the Wedge Tailed Eagle is provided as Figure 14a.	The mapped and modelled area for potential nest sites indicates that using data from 2021 there are potential sites within 1000 metre of the proposed Development - particularly in the Brushy Rivulet Conservation area. No surveys were undertaken by the proponent for the submission of their application. The proponent should undertake Wedge Tailed Eagle nest assessments prior to any application approval.
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'Guidelines for Natural Values Surveys – Terrestrial Development Proposals (DPPWE 2015) indicate that surveys for nests should be conducted a minimum of two years prior to any development.' 'It is likely that a new aerial and/or ground search will be required within the modelled potential nesting habitat within a minimum of 500 m from the proposed operational areas (and likely within 1 km line-of-sight of such areas)'	Page 28. Findings Threatened Fauna and Figure 14b. Previous searching for nests [source: Forico Pty Limited]	The proponents Natural Values Survey states that a Wedge Tailed Eagle potential nesting habitat nest survey should be undertaken	No nest surveys were undertaken by the proponent for the submission of their application. Nest assessments for the Wedge Tailed Eagle should be undertaken prior to any application approval. Figure 14b. Indicates where Forico Pty Ltd conducted a Wedge Tailed Eagle nest survey however there is no information given about when it was conducted other than it was communicated to ECOTas Oct 2021. The area indicated for the nest survey undertaken in Figure 14b. by Forico Pty Ltd did not cover the whole area of potential nest habitat north of the Proposed Development. Nest assessments of the Wedge Tailed Eagle should be undertaken prior to any application approval.
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<p>• Tyto novaehollandiae (masked owl)</p> <p>There are seven records for this species within 500 m of the study area. It is likely that the species uses the greater area for foraging and temporary roosting with extensive potential habitat occurring within the Brushy Rivulet Conservation Area to the north of the study area. Within the study area, potential nesting habitat is present in the north along the boundary with Brushy Rivulet Conservation Area.'</p>	<p>Page 29.</p> <p>Findings Threatened Fauna</p>	<p>The proponent has identified seven records for Masked Owl within 500 metres of the proposed Development and also a section within the proposed Development area on the northern boundary with Brushy Rivulet Conservation area vegetation identified as (DOB)</p>	<p>No on ground surveys have been undertaken for the Masked owl by the Proponent. (An MNES listed as Threatened Species under the EPBC Act 1999).</p> <p>Seven recorded sightings in the area and potential habitat likely to be found in DOB area which has been communicated as for removal in the Development application.</p> <p>Application approval should not occur.</p> <p>Again there is an MNES identified and therefore the Development should be considered under the EPBC Act 1999.</p>
<p>• Litoria raniformis (green and golden frog)</p> <p>Threatened Frogs: Fauna Technical Note No. 18 (FPA 2014b) indicates that the ephemeral watercourse in the south of the study area is potential habitat. The habitat of this species is unlikely to be directly affected due to being crossed by an existing formed road.'</p>	<p>Page 35.</p> <p>Findings Threatened Fauna</p>	<p>The proponent has identified that there is green and golden frog habitat to the south of the proposed Development site</p>	<p>No on ground surveys were undertaken even though there is potential habitat. In the south an existing formed road may cause settling of Bauxite dust from vehicles onto water bodies. This needs to be taken into account and therefore may impact the green and golden frog habitat</p>
<p>'The degree to which clearing of forest habitat (green and golden frog) within the vicinity of potential habitat may comprise a significant impact under the provisions of the Commonwealth Environment Protection and Biodiversity Conservation Act 1999'</p>	<p>Page 35.</p> <p>Findings Threatened Fauna</p>	<p>Clearing of forest habitat within the vicinity of green and golden frog habitat is identified as a significant impact</p>	<p>Proposed clearing of the (DOB) area at the northern boundary with the Brushy Rivulet Conservation park will have an impact on potential habitat given the proximity of the Brushy Rivulet water course and geography of the area sloping downwards towards the rivulet.</p> <p>On ground survey should be undertaken prior to an application approval.</p>

'A survey of the area mapped as DOB in the north is recommended prior to clearance of Stage 1 to assess mature trees for the presence of suitable nesting hollows for masked owls, swift parrots and any potential marsupial carnivore denning habitat. Any clearing of DOB is recommended to occur outside of the breeding season of swift parrot (Feb. to Aug.). If this survey identifies any threatened fauna nests, dens or hollows, further information should be sought from Conservation Assessments Section (CAS).'	Page 46.	Recognised that a survey of the area mapped as DOB should be assessed for habitat for masked owl, swift parrot and marsupial carnivore	Recognised that DOB area is significant vegetation. No on ground surveys have been undertaken as part of this application. The application should not be approved - precautionary principal should be applied
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Development EER Appendix D - Road Traffic assessment				
Document Text	Text Page reference	Interpretation of the Text	Issue	
General comment		River road traffic impacts have not been assessed or provided.	Most residents including School buses use River road as well as Porters Bridge Road for safe access - a Traffic assessment needs to be provided for River Road connecting Deloraine with the Development site accesses (3 potential access points).	
'Two other access points further north on Porters Bridge Road tabled as potential alternatives.' 'the existing access is the preferred access'	Page 3. 2.2 site access	The two access points north on Porters road will be available to vehicle traffic not only along Porters Bridge road but also available to traffic along River road which intersects with Porters Bridge Road from Deloraine.	This will potentially increase traffic along River road through Staff vehicle movement, courier deliveries, small equipment movement, Fuel deliveries etc. No Modelling of this scenario was undertaken by the proponent therefore the traffic assessment is inadequate.	
'Porters Bridge Road (shown in Figure 2 and Figure 3) is a Meander Valley Council (Council) owned two-way local road' 'The northernmost of which is a one-way bridge over the Meander River.'	Page 5. 2.3.1 Porters Bridge Road	Mining vehicles 60 tonne (gross mass) with dog trailers will be expected to negotiate travel on a road that is designated 'Local Road' and also need to ensure safe travel over a single lane bridge.	Use of mining vehicles on local roads will result in destruction of the road structure over time and require the need for unnecessary Rate payer funded road upgrades. Roads are not suitable for proposed volume of Heavy Vehicles.	
'Porters Bridge Road is subject to the Tasmanian Sealed Rural Road Default Speed Limit of 100km/h.' 'A traffic counter located approximately 1km north of the Meander Valley Road/ Porters Bridge Road intersection found that 67% of vehicles travelled at between 70km/h and 100km/h. Approximately 19% of vehicles travelled faster.'	Page 5. 2.3.1 Porters Bridge Road	Excessive speed on Rural (Local) roads above the designated speed limit.	The proposal for the development has modelled that there will be a 100% increase in traffic therefore the volume of traffic increase by two fold increases the risk for collisions given the size of the vehicles and design of the road. Roads are not suitable for proposed volume of Heavy Vehicles.	

Currently 'Porters Bridge Road is expected to carry approximately 110 vehicles per day, of which 17% are heavy vehicles'	Page 5. 2.3.1 Porters Bridge Road	Traffic volume currently is 17% heavy vehicles. Under the proposed development this will increase from approx. 19 (17% of 110) to an additional 78 (refer 3.2 P.12) heavy vehicles per day. That is a 300% increase in heavy vehicles travelling Porters Bridge Road/Meander valley road.	Again this will increase the risk to road users and result in destruction of the road structure over time and require the need for unnecessary Rate payer funded road upgrades. Roads are not suitable for proposed volume of Heavy Vehicles.
'Verges aren't suitable for being driven over on a regular basis, they are suitable for a vehicle to slow down and traverse on to allow an oncoming vehicle to pass.' 'There are multiple locations in which stopping sight distance (SSD) is limited.' 'does not comply with the LGAT Standards Drawings (TSD-R02-v3) requirements for a road carrying similar vehicle volumes and heavy vehicle percentage' as indicated in the proposal	Page 6.2.3.1 Porters Bridge Road	Recognised in the TIA assessment that Porters Bridge Road is not compliant for the proposed development which intends to increase Heavy Vehicle traffic by 4 fold (300%) and Light Vehicle traffic by 2 fold (100%) per day.	Roads are not suitable for proposed Development mining Traffic Volumes and size. These are rural roads intended for safe passage of residents to access property and residential addresses. Roads are not suitable for proposed volume of Heavy Vehicles.
'approximately 1,830 vehicles per day3, of which 11% are heavy vehicles.' 'No turning treatments'	Page 6. 2.4 Meander valley road intersection	Currently recognised that there are no turning treatments at the Porters Bridge Road and Meander Valley road intersection.	If the development proceeds the intersection and access entry off Porters road may need alteration to include turning lanes - An appropriate Risk assessment should be undertaken.
'Based on the data, it was also noted that the weekday AM peak hour occurs between 8:00am and 9:00am and the PM peak hour occurs between 3:00pm and 4:00pm, both of which align with school drop-off and pick-up.' 'Current Peak hour volumes v's Future Peak hour volumes (Tables)'	Page 8. 2.6 Traffic Volumes Page 14. 4.1.3 Post Development Traffic Volumes	Currently traffic volume at the Porters Bridge road and Meander Valley Road intersection has been indicated in the report as 4 Heavy Vehicles and 24 light vehicles during peak hour. If the development proceeds the modelled traffic volume will be 20 Heavy Vehicles and 40 light Vehicles	The proponent has provided a current Traffic Volume estimate for Porters Bridge road and Meander Valley road intersection during peak hour verses what the development will create. This will create a 5 fold increase (20) in Heavy Vehicle traffic and approximately a 2 fold increase (40) in Light Vehicle traffic during peak periods. This will increase road user risk

'overall traffic volumes on Porters Bridge Road are expected to increase from approximately 110 vehicles per day to 222 vehicles per day representing approximately one movement every two to three minutes during peak periods'	Page 19. 4.1.6 Traffic Impact	The development proposal has indicated that there will be a 2 fold (100%) increase in Traffic volume including a 300% increase in Heavy Vehicle Traffic that will continue operating during peak periods.	The proponents report has indicated that the peak period is due mainly to school children pickups. This means that families will be subjected to higher risk of vehicle accidents if the proposal proceeds where a Heavy Vehicle every 2-3 minutes. This will increase road user risk
Risk assessment	Pages 22 to 24. 4.1.7 Road Safety	A risk assessment is a tool designed to help users determine the risk as a result of undertaking or being subjected to an action that may be detrimental.	The risk assessment provided by the proponent is unsatisfactory. Example from the tables provided (see Below).
Based on the assessment of opposing movements above, the warrants suggest that BAR and BAL turn lanes should be provided under all assessed scenarios. However, based on the fact that there are currently no turn lanes provided at the Meander Valley Road/ Porters Bridge Road intersection combined with no crash patterns of concern, the existing layout with no turn lanes is considered suitable'	Page 29.4.5 Turn lane requirements	Proponent TIA has determined that turn lanes are required at the Meander Valley Road/ Porters Bridge Road intersection.	Increase in intersection traffic volume has not been used to determine if turn lanes are required instead relying on current crash patterns with historical traffic volume has been used to justify no change to the intersection. Satisfactory solution i.e. turn lanes needs to be implemented if development application is approved.
'State Growth has provided crash data along the full extent of Porters Bridge Road for the most recent 10-year period. The crash history denotes that there are no crash patterns of concern along Porters Bridge'	Page 42. 6. Conclusion	Current crash data provided indicates that there are no crash patterns of concern with the current and historical data for Porters Bridge Road.	This comment reinforces that the current Road conditions and traffic are satisfactory, however, a two fold increase (100%) in traffic as indicated if the proposal proceeds may affect the prior trend of acceptable crash patterns. A proper independent risk assessment should be undertaken. (Refer above issues).

Risk Analysis Finding TIA	Level of Risk	Safe System Energy	Comments	Recommendations (Responsible Party)
<p>The width of the bridge crossing Meander River is such that it only supports one way traffic flow. There is no signage or line marking denoting which direction of vehicles get priority.</p> <p>With the increased traffic volumes generated by the proposed development, this may result in an increased likelihood of head on crashes as two vehicles attempt to cross the bridge at the same time.</p>	<p>Unlikely Minor Low</p> <p>Using the tables provided and what has been indicated in the Risk Analysis Finding this should have been labelled as 'Possible' The resulting impact (increased likelihood) should be at 'serious' (or possibly critical if there is a fatality from a head on accident). Therefore the Risk should be recognised as 'High'</p>	<p>Within tolerable limits</p> <p>Debatable given that it could be a 'serious' action</p>	<p>The existing crash history along the road does not identify any crash patterns of concern along Porters Bridge Road. This may be the case and therefore may provide evidence to support that the Traffic Volumes currently are suitable however with a two fold increase as in this case through the proposed development may change that record so care should be taken when using this as a justification just because it has not happened previously with current conditions.</p> <p>The additional traffic generated by the proposed development is low (one movement every two to three minutes during development peak periods along Porters Bridge Road). Is an approximate two fold increase in Traffic low? The conditions will be changed (from 110 vehicles to 220) and may increase the risk.</p> <p>While the verges aren't suitable for being driven over on a regular basis, they are suitable for a vehicle to slow down and traverse on to allow an oncoming vehicle to pass as required. This comment should be one of the recommendations and placed in the next column</p>	<p>Vegetation trimming along the verges and on approach to curves (particularly at the curve 2.5km from the Meander Valley Road/ Porters Bridge Road intersection) along the road reservation should be undertaken to ensure vehicles have better sight distance and can reduce speed for an oncoming vehicle. – (Council)</p> <p>Monitor the road noting some widening may also be considered at the curve 2.5km from the Meander Valley Road/ Porters Bridge Road intersection to allow two vehicles to pass each other. – (Council)</p> <p>If the development proceeds and the Risk assessment is 'High' then as indicated by the Risk Assessment table the suggested treatment approach should be corrected or the risk significantly reduced, even if the treatment costs is high</p>

12.1.51 Representation 45 - Westley

Development EER Appendix E - DL130 Bauxite Project Stormwater Management Plan				
Document Text	Text Page reference	Interpretation of the Text	Issue	
'Figure 3: Mining and stormwater management plan'	Page 3. 4. Proposed infrastructure	Proponent has provided a plan of the proposed drainage on the proposed development site for mining pits.	From the plan and taking into account the contours and true direction of water runoff and drainage it shows that drainage for Stages 6 and 7 along with a part of Stage 4 will deliver runoff into the Brushy Rivulet via the Brushy Rivulet Conservation area. There is no proposed sediment trapping in these stages 6 and 7 until mining undertaken. This area has been highlighted in the natural values (area identified as DOB) as important biodiversity habitat including vegetation and threatened species. The precautionary principle should be implemented for this area. Mine drainage and water management need to be robust.	
'Some of the catchment areas do not flow naturally to their sediment basins. These areas will be kept in an undisturbed condition until mining operations commence in them'	Page 8. 6. Discussion & recommendations	Proponents report states that catchment areas do not flow naturally to their proposed sediment basins. Areas to be kept in an undisturbed condition.	Refer above.	

12.1.51 Representation 45 - Westley

Development EER Appendix F - Noise Impact Assessment DL130 Bauxite Mine			
Document Text	Text Page reference	Interpretation of the Text	Issue
General comment			The Proponent nowhere in the information provided gives the current ambient noise level for comparison of changes to noise predicted if the application and development proceed.
'The Tasmanian Quarry Code of Practice provides criteria for assessing noise emissions from quarrying operations at nearby sensitive receivers. Noise from quarrying and associated activities, when measured at any neighbouring sensitive receiver must not exceed the greater of: <ul style="list-style-type: none"> • The LA90,10min plus 5 dB(A) excluding noise from the quarry; or • 45 dB(A) during the daytime (0700 to 1900), when measured as an Laeq,10min.' 	Page 4. 3. Noise Assessment 3.1 Noise Criteria	Proponent assessed only using the second parameter i.e. 45dB(A) during the daytime (0700 to 1900)	This assessment process as stated in the Tasmanian Quarry Code of Practice should take into account both parameters. Therefore it fails the requirements of the Tasmanian Environmental Protection Policy (Noise), 2009. The proponent has failed to undertake a proper assessment.
<ul style="list-style-type: none"> • A ground absorption factor was set to 60% soft for the entire modelling area, reflecting the existing environment.' • The excavators, bulldozer, loaders, screens and crusher have been modelled as single point sources, located 2 metres above ground level' 	Page 5. 4. Noise Modelling 4.1 Methodology and Assumptions	Ground absorption factor of 60% soft and used single point sources	Proponent has potentially used inappropriate parameters. Proponent should re-visit parameters used and ensure correct.
Low frequency noise is considered a problem when there is significant energy in the 20 Hz to 250 Hz frequency range.'	Page 6. 4.2 Intrusive or Dominant Noise Characteristics	Proponent has identified problem noise as between 20Hz to 250 Hz frequency range	All equipment to be utilised under this proposed development fall into this category. There will be issues with noise propagation from the site if the proposal is allowed to proceed.

The level of the predicted noise emissions from the proposed ABx DL130 bauxite mine meets the Quarry Code of Practice daytime noise limit and is consistent with the EPP (Noise). On this basis it may be concluded that nearby residents will not suffer from environmental harm or have their amenity adversely effected by the noise emissions from the mine.'	Page 7. 6. Conclusions	Proponent claims noise emissions may be concluded that nearby residents will not suffer from environmental harm or have their amenity adversely effected by the noise emissions from the mine	Refer above comments - noise impact assessment should be reviewed and completed to correct standard. No base line information for current ambient noise to make a comparison and informed decision on impacts to residents within the 3km zone.
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Note there are no responses to Appendix B or C of the EER.