Meander Valley Council
Working Together

PLANNING NOTICE

An application has been received for a Permit under s.57 of the Land Use Planning Approvals Act 1993:

APPLICANT:	**Walters Contracting - PA\25\0005**
PROPERTY ADDRESS:	**190 Porters Bridge Road REEDY MARSH (CT's: 39477/1, 157328/1, 157328/2, 157328/3, 157328/4, 157328/5) and Road Reserves.**
DEVELOPMENT:	**Level 2 Activity – Extractive Industry (Quarry) Intensification, including processing – parking areas, traffic.**

The above application has been referred to the Board of the Environment Protection Authority (the Board) for assessment under the Environmental Management and Pollution Control Act 1994 (EMPCA). An Environmental Impact Statement (EIS) has been lodged in support of the application.

A copy of the full development application is available for public inspection during the notification period and may be examined during normal business hours at:

- Meander Valley Council, 26 Lyall Street, Westbury

Alternatively, the full development application can be viewed at:

- www.meander.tas.gov.au

The EIS can also be viewed at:

- http://epa.tas.gov.au/consultations

For assistance in accessing a copy of the EIS, please contact Van Diemen Consulting on Ph 0438 588 695 or email rwbarnes73@gmail.com

Any person may make a representation (public submission) relating to the application from Saturday 20 September 2025 to Tuesday 21 October 2025 by writing to the General Manager, Meander Valley Council, PO Box 102, Westbury TAS 7303 or by email to planning@mvc.tas.gov.au.

A guide for preparing a public submission can be found at:

- https://epa.tas.gov.au/public-submission-guide

Please note that any representations lodged will be available for public viewing.

Dated at Westbury on 20 September 2025.

Jonathan Harmey
GENERAL MANAGER

APPLICATION FORM

Meander Valley Council
Working Together

PLANNING PERMIT

Land Use Planning and Approvals Act 1993

- Application form & details MUST be completed **IN FULL**.
- Incomplete forms will not be accepted and may delay processing and issue of any Permits.

OFFICE USE ONLY

Property No: | | | | | | **Assessment No:** | | - | | | | | - | | | | |

DA | | **PA** | | **PC** | |

- Is your application the result of an illegal building work? ☐ Yes ☐ No
- Have you already received a Planning Review for this proposal? ☐ Yes ☐ No
- Is a new vehicle access or crossover required? ☐ Yes ☒ No

Indicate by ✓ box

PROPERTY DETAILS:

Address: 190 Porters Bridge Road

Certificate of Title: 157238/1, 157238/2, 157238/3, 157238/4, 157238/5, 39477/1

Suburb: Exton TAS 7304

Lot No:

Land area: Mining Lease - 33.3 hectares m^2 / *ha*

Present use of land/building: Quarry, forestry, grazing and associated rural activities *(vacant, residential, rural, industrial, commercial or forestry)*

- Does the application involve Crown Land or Private access via a Crown Access Licence: ☒ Yes ☐ No
- Heritage Listed Property: ☐ Yes ☒ No

DETAILS OF USE OR DEVELOPMENT:

Indicate by ✓ box

☒ Building work ☐ Change of use ☐ Subdivision ☐ Demolition
☐ Forestry ☒ Other

Total cost of development *(inclusive of GST)*: $470,000 *Includes total cost of building work, landscaping, road works and infrastructure*

Description of work: Extractive Industry - max 200,000 cubic meters product extracted; incl drill/blast, screening/crushing, ripping, loading

Use of building: Office, workshop, toilet/shower block (main use of proposed building – dwelling, garage, farm building, factory, office, shop)

New floor area: 243 m^2 New building height: 6.2m max.

Materials: External walls: Steel/shipping containers Colour: Grey and black

Roof cladding: Steel. Vinyl for workshop cover Colour: Grey and black

PORTERS BRIDGE ROAD QUARRY, EXTON

INTENSIFICATION OF USE AND ANCILLARY INFRASTRUCTURE

DEVELOPMENT APPLICATION SUPPORTING INFORMATION

APPLICANT: WALTERS CONTRACTING PTY LTD

Van Diemen CONSULTING PO BOX 1, NEW TOWN, TAS 7008

TABLE OF CONTENTS

TABLES

FIGURES

DEFINITION OF TERMS/ABBREVIATIONS

DA	Development Application
Development	The Development is to - (1) intensify the production of aggregates and rock extraction from the Quarry to 200,000 cubic metres per annum – the equivalent of approximately 320,000 tonnes – and to extract all the rock material within the Maximum Quarry Extent (**Figure 7**), and continue to use the pre-coat machine (cold process) in the same way as approved by PA\25\0032 (**Attachment 2**) in an area of the Expanded Stockpile Area (**Figure 6**); and (2) Install the following buildings and ancillary infrastructure to support the Quarry and include – • Office, toilet (staff amenities), workshop, self-bunded diesel fuel tank (20,000 litres maximum capacity; LxWxH = 3810x2200x2210), weighbridge (**Attachment 5**), and diesel-powered generator (LxWxH = 1725x795x1095); and • Expansion of the stockpile area (Expanded Stockpile Area, **Figure 7**) to receive and store material post-production in the Pit, including additional car parking spaces and drainage systems including settling ponds.
DPIPWE **(now NRE Tas)**	Department of Primary Industries, Parks, Water and Environment
EMPCA	*Environmental Management and Pollution Control Act 1994*
EMPCS	Environmental Management and Pollution Control System objectives to be found in Schedule 1 of EMPCA
EPA	Environment Protection Authority
(the) Land	Mining Lease (2097P/M) and land that includes the access and associated ingress/egress to Porters Bridge Road and the quarry area
LUPAA	*Land Use Planning and Approvals Act 1993*
ML	Mining Lease 2097P/M (granted and in force)
MRT	Mineral Resources Tasmania
MVC	Meander Valley Council
NRE Tas	Department of Natural Resources and Environment
Quarry	Porters Bridge Road Quarry (ML 2097P/M, granted and in force)

QCP	Tasmanian *Quarry Code of Practice 2017*
RMPS	Resource Management and Planning System objectives to be found in Schedule 1 of EMPCA
(the) Scheme	Tasmanian Planning Scheme – Meander Valley

Document Status

Version	Author	Review	Purpose	Date
1	R Barnes, C McCoull	R Barnes, VDC	Initial draft	28-6-2024
1	R Barnes, C McCoull	Walters Contracting Pty Ltd	Review	29-6-2024
1	R Barnes, C McCoull	R Barnes, VDC	Final draft	30-6-2024
2	R Barnes, C McCoull	Walters Contracting Pty Ltd	Review	1-7-2024
3	R Barnes, C McCoull	R Barnes, VDC	Addition of pre-coat machine use	14-8-2024
3	R Barnes, C McCoull	Walters Contracting Pty Ltd	Review	14-8-2024
4	R Barnes, C McCoull	R Barnes, VDC	Additional information about buildings, revised TIA, change in GM	9-8-2025
4	R Barnes, C McCoull	Walters Contracting Pty Ltd	Review	9-8-2025
5	R Barnes, C McCoull	R Barnes, VDC	Additional information for Council	9-9-2025
5	R Barnes, C McCoull	Walters Contracting Pty Ltd	Review	9-9-2025

Van Diemen Consulting Pty Ltd

PO Box 1
New Town, Tasmania

T: 0438 588 695 E: rwbarnes73@gmail.com

STATEMENT BY PROPONENT

This development application supporting information (the 'Document') has been prepared on behalf of Walters Contracting Pty Ltd (the 'Proponent') by Van Diemen Consulting Pty Ltd.

The Proponent acknowledges and accepts the following:

1. The contents of this Document are true and correct to the best of its knowledge and accurately reflect the intentions of the Proponent for the proposed use/development when VDC completed the Document;

2. The Document accurately describes the proposed development/use; and

3. VDC prepared the Document using the use/development relevant information provided by the Proponent.

Name Will Bryan, General Manager, Walters Contracting Pty Ltd

Signature 

Date 9 September 2025

PREFACE

The documentation has been prepared to support a Development Application made by Walters Contracting Pty Ltd to the Meander Valley Council for the Development –

The Development is to –

(1) intensify the production of aggregates and rock extraction from the Quarry to 200,000 cubic metres per annum – the equivalent of approximately 320,000 tonnes – and to extract all the rock material within the Maximum Quarry Extent (**Figure 7**), and continue to use the pre-coat machine (cold process) in the same way as approved by PA\25\0032 (**Attachment 2**) in an area of the Expanded Stockpile Area (**Figure 6**); and

(2) Install the following buildings and ancillary infrastructure to support the Quarry and include –

- Office, toilet (staff amenities), workshop, self-bunded diesel fuel tank (20,000 litres maximum capacity; LxWxH = 3810x2200x2210), weighbridge (**Attachment 2**), and diesel-powered generator (LxWxH = 1725x795x1095); and
- Expansion of the stockpile area (Expanded Stockpile Area, **Figure 6**) to receive and store material post-production in the Pit, including additional car parking spaces and drainage systems including settling ponds.

This document contains the following components –

Part A	*Proponent information* to the proposed development/activity including details of the proponent and activity location.
Part B	*Proposal Description* including details of the volume extracted, extraction process, machinery, and equipment to be used and timeframe for the activity.
Part C	*Planning information* for use by the Planning Authority, in this case the Meander Valley Council, in assessing the development and use against the requirements of the Interim Scheme and Tasmanian Planning Scheme.
Part D	*Attachments* referenced in the DA.

PART A – PROPONENT INFORMATION

Name of proponent	Walters Contracting Pty Ltd
Registered address of proponent	11 East Goderich Street Deloraine TAS 7304
Postal address of proponent	PO Box 257 Deloraine TAS 7304
ACN Number	131 840 652
Contact person's details	Will Bryan, General Manager Walters Contracting Pty Ltd 03 6362 3782, 0409 567 368 Email: will@walterscontracting.net.au
Consultant engaged to prepare DA	Van Diemen Consulting Pty Ltd Dr Richard Barnes PO Box 1 New Town TAS 7008 0438 588 695 Email: rwbarnes73@gmail.com

PART B - PROJECT DESCRIPTION

B.1 PROPOSED ACTIVITY

Development	The application is for a permit to – (1) intensify the production of aggregates and rock extraction from the Quarry to 200,000 cubic metres per annum – the equivalent of approximately 320,000 tonnes – and to extract all the rock material within the Maximum Quarry Extent (**Figure 7**), and continue to use the pre-coat machine (cold process) in the same way as approved by PA\25\0032 (**Attachment 2**) in an area of the Expanded Stockpile Area (**Figure 6**); and (2) Install the following buildings and ancillary infrastructure to support the Quarry and include – • Office, toilet (staff amenities), workshop, self-bunded diesel fuel tank (20,000 litres maximum capacity; LxWxH = 3810x2200x2210), weighbridge (**Attachment 2**), and diesel-powered generator (LxWxH = 1725x795x1095; Attachment). • Expansion of the stockpile area (Expanded Stockpile Area, **Figure 6**) to receive and store material post-production in the Pit, including additional car parking spaces and drainage systems including settling ponds. The Land upon which the activity (including carting) is to occur is spatially defined in **Figures 2 and 6.** The existing layout is shown in **Attachment 4,** and the proposed stockpile layout is shown in **Attachment 5.** The existing office and portaloo will be removed once the office and amenities proposed by this application are installed.
Material to be extracted	The material to be extracted is Jurassic dolerite which will be crushed/screened into variously sized aggregates. The activity has a lifespan of at least 15 years if full production levels are achieved every year from the commencement of the activity.
Maximum extraction quantity	320,000 tonnes per annum (equivalent is 200,000 cubic metres per annum). Loose bulk density ratio is taken to be 1.6. Material is likely to be transported in greater volumes in spring and summer which coincide with peak roadwork activities.
Maximum Quarry Extent Figure 7	The Maximum Quarry Extent from where rock will be drilled and blasted is about 10.53 hectares in size.

Maximum processing quantity	Crushing/screening of up to 200,000 tonnes per annum (equivalent is 320,000 cubic metres per annum). Loose bulk density ratio is taken to be 1.6.
Material extraction and processing	Extraction and processing would be undertaken in the following manner: • Removal/harvesting of vegetation • Clearing over burden with an excavator or dozer • Drill and blast based on a pattern designed by blast contractor • Crush and screen material using crushers and screens (mechanised/vibratory) • Stockpile material • Loading into trucks with a wheel loader A pre-coat machine (cold process) is used in the Quarry and is approved for use by PA\25\0032 (**Attachment 2**). It will continue to be used in the Quarry under this new application in the same way as approved by PA\25\0032 in an area of the Expanded Stockpile Area (**Figure 6**). Aggregate is fed into the machine, where it is coated and then conveyed up the conveyor to drop into a stockpile where it is collected by trucks for haulage to road work sites.  The machine is not based in the site full-time; it is used for up to 9 months per annum, of which it may not be in the quarry for that entire time. It is removed from time to time to go to another quarry to be used there (the time spent in this quarry would be subject to the amount of volume needing to be coated, and the demand for product from other quarries owned and/or operated by the applicant). The storage, handling and disposal of oils/lubricants and other hydrocarbons is described in section 'Hydrocarbon storage and use'.

Transport Figures 4 and 6	All traffic will enter and exit from Porters Bridge Road. Outward movements would use Meander Valley Road to access the Bass Highway or delivery site. There will be an increase in on-site employees from four to seven, with service vehicles increasing from one to two. The local road network is suitable for the traffic movements and size of vehicles (see Traffic Impact Assessment, **Attachment 3**) proposed by the intensification of use.
Stockpiling Figures 6 and 7	The materials expected to be stockpiled on site are - • 7mm/10mm/20mm aggregate • 20mm Base A • 40mm Subbase • 65mm Class 4 • 40/75 drainage aggregate • 100mm aggregate • Gabion Rock • Armour rock Other products as required to meet market demand.
Major equipment	The equipment likely to be used at some stage (ie not all the below listed equipment would be used concurrently) of the quarry operation is as follows: • Crushers / vibratory screens. wheel Loaders, excavators • Dozer D9N • Drill rig (drilling contractor to provide as required) • Off-road haul trucks and transport trucks (medium combination truck & trailer) • Pre-coat machine (cold process) on compacted aggregate hardstand (**Attachment 2; Figure 6**) • 15,000L capacity water cart truck • Light vehicles for worker transport

Existing infrastructure	The Quarry currently has the installed infrastructure and buildings (**Attachments 2 and 4**) – • An existing road/track into the extraction area which connects to the stockpile area (crushing/screening, stockpiling of finished material, and loading of trucks); • Drains, culverts, and sediment ponds associated with the existing stockpile area and the working face; • A portaloo (approximately 1 x 1 m in floor dimension and 2.5 m tall) is already provided at the Quarry (to be removed once the office and amenities proposed by this application are installed); and • A mobile crib room (5.8 m long, 2.3 m wide and 2.3 m high). The crib room is used to store paperwork and safety equipment and the first aid station (to be removed once the office and amenities proposed by this application are installed).
Proposed additional infrastructure Figures 6 and 7	The following buildings and ancillary infrastructure are proposed to be installed to support the Quarry and include – • Office, toilet (staff amenities), workshop, self-bunded diesel fuel tank (20,000 litres maximum capacity, LxWxH = 3810x2200x2210; see image below), weighbridge, and diesel-powered generator (LxWxH = 1725x795x1095); and • Expansion of the stockpile area (Expanded Stockpile Area, **Figure 7**) to receive and store material post-production in the Pit, including additional car parking spaces and drainage systems including settling ponds. The existing layout is shown in **Attachment 4,** and the proposed stockpile layout is shown in **Attachment 5.** The toilet/shower block (4 toilets and two showers) will sit atop and drain into a 6,000 litre self-contained waste unit (see **Attachment 5** for specifications) which will be pumped out on a need's basis by a specialist waste company authorised to accept and transport such waste (waste is likely to be removed monthly based on 250l generated per working day). The waste would be disposed of at an authorised Taswater facility. The self-bunded diesel fuel tank approach to storage and fuelling machinery is now standard across the extractive industry sector and is to be supplied by the fuel provider (see image below; also see proposed location of the unit in the site in **Attachment 5**).

The Expanded Stockpile Area will cater for crushing/screening and stockpiling of finished material (**Figures 6 and 7**) and truck loading and turning.

Additional drains, and culverts will be installed to direct surface water flows to settling ponds.

Proposal timeline

It is anticipated that the activity will commence in the second quarter of the 2025-26 financial year (i.e., October to December 2025).

Operating hours

The following operating hours are proposed for the Quarry and align with the standard operating hours listed in the QCP **except** for a 0600 hrs start from Monday to Friday (excluding public holidays gazetted statewide) which is already approved for the existing activity.

Clearing vegetation, ripping, stockpiling and associated earthworks	Crushing and/or vibratory screening	Loading and carting of product	Drilling and blasting
0700 to 1900 hrs Monday to Friday 0800 to 1600 hrs Saturday	0700 to 1900 hrs Monday to Friday 0800 to 1600 hrs Saturday	0600 to 1900 hrs Monday to Friday 0800 to 1600 hrs Saturday	<u>Drilling</u> 0700 to 1900 hrs Monday to Friday 0800 to 1600 hrs Saturday

<table>
<tr><td></td><td>
<table>
<tr><td></td><td></td><td></td><td>Not on Sunday and public holidays gazetted statewide

<u>Blasting</u>

1000 to 1600 hrs Monday to Friday</td></tr>
<tr><td colspan="4">No activity on Sunday and public holidays gazetted statewide</td></tr>
</table>
</td></tr>
<tr><td>Hydrocarbon storage and use</td><td>
All fuels, lubricants and/or hazardous materials are to be stored in accordance with the relevant requirements of *AS 1940:2004 The Storage and Handling of Flammable and Combustible Liquids*.

An industry standard self-bunded diesel fuel storage tank (20,000L – maximum storage capacity) is proposed to be installed at the Quarry. When the fuel store is installed, a geofabric layers will be imbedded into the gravel layer to capture any hydrocarbon spillage that may soak through.

Refuelling activities will only occur when machinery/equipment is within a bunded/hardstand area at the Quarry; bunding may be a temporary structure where the machine/equipment being refuelled is not being refuel at the fuel store (e.g., it is being refuelled by a mobile diesel pod in a light vehicle).

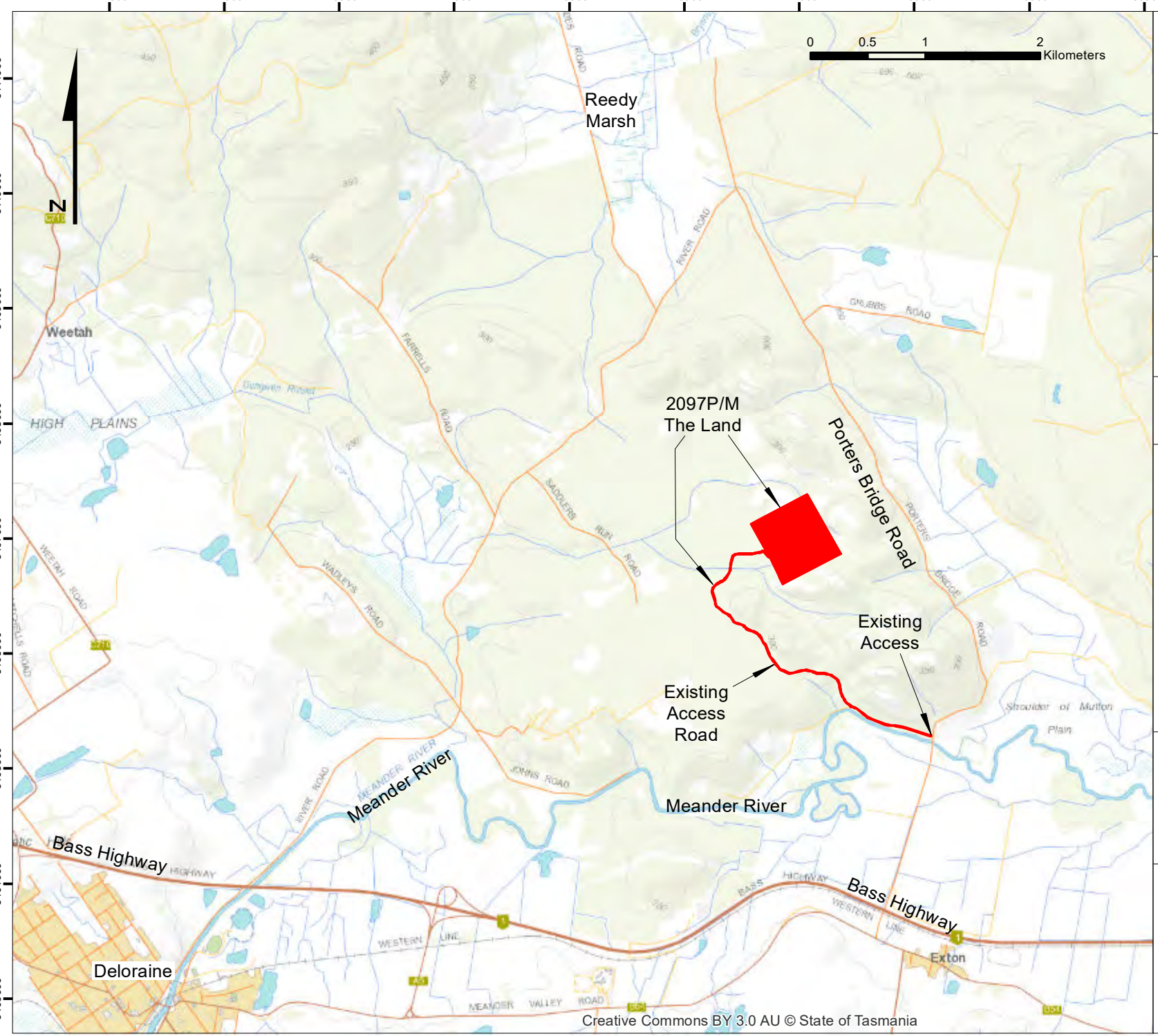
Hazardous materials storage areas will be managed in accordance with EPA Tasmania's *Bunding and Spill Management Guidelines December 2015* and the following principles –
• Design and install bunding and surface sealing of fuel storage areas.
• Provide high-performance grease traps and oil traps near workshops and places where vehicles and machinery are parked.
• Locate storage areas away from waterways and areas prone to flooding.
• Install bund walls or diversion drains to divert surface water away from areas dedicated for the storage of hazardous materials. Line bunded storage areas with impervious material.

The volume of bunded areas(excluding standard self-bunded tanks) must be at least 125 per cent of the maximum volume of the fuel and lubricant capable of being stored. Bund heights will be at least 150 millimetres. Bunded areas will be drained to a sump if the volume of the hydrocarbons exceeds 1,200 litres.
</td></tr>
</table>

B.2 LOCATION AND PLANNING CONTEXT

Location and Access Figures 1, 2 and 4	The address for the activity is – • 190 Porters Bridge Rd Exton TAS 7304 Access is from Porters Bridge Road with road connections to the Bass Highway via Meander Valley Road.
The Land Figures 1 and 2	Mining Lease 2097P/M (granted and in force) and land that includes the access and associated ingress/egress at Porters Bridge Road.
Land Titles Figure 2	The Land is private freehold other than Crown Land (land part of Porters Bridge Road owned and maintained by Council, and a section of reserved road covered by a Mining Lease). An informal reserve on other public land occurs to the north of the access from Porters Bridge Road. The following Certificates of Title apply – • 39477/1 – Council (Porters Bridge Road) • 157238/1, 157238/2, 157238/3, 157238/4, 157238/5 – private freehold (PID3517478) • Reserved Road – The Crown
Land zoning Figure 11	Tasmanian Planning Scheme – Meander Valley • Rural Zone
Use Class and Permissibility	The activity is consistent with the Extractive Industry[1] Use Class. The Extractive Industry is a Permitted Use in the Rural zone.
Mining Lease Figures 1 and 2	2097P/M 33.3 hectares (including the 'access strip' through to Porters Bridge Road

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



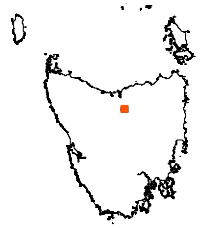
PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 1: Location of Porters Bridge Road Quarry

TASMAP:	**LGA:**
DELORAINE 4640	MEANDER VALLEY

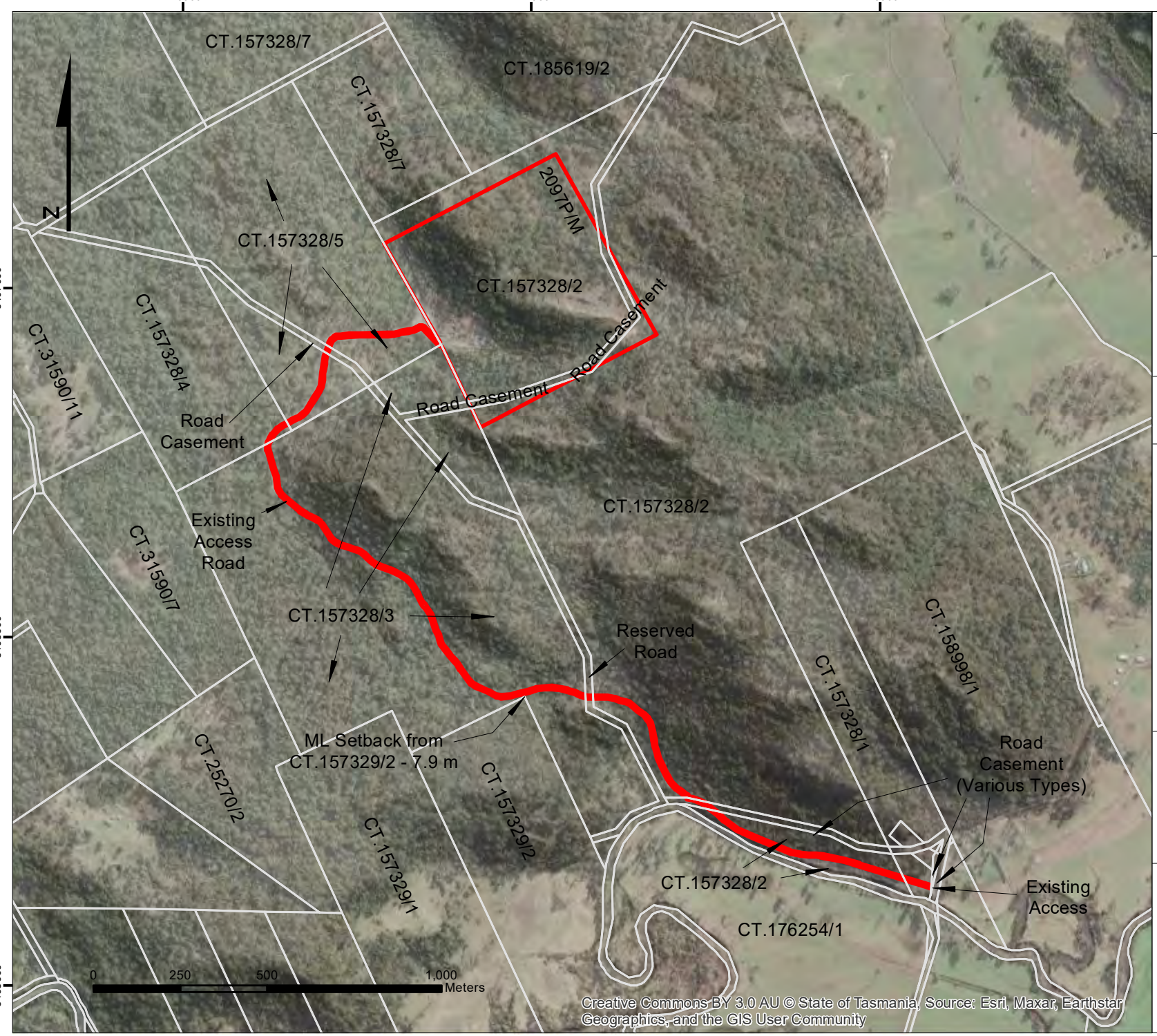
Van Diemen CONSULTING
PO Box 1 New Town TAS 7008



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

CLIENT:
WALTERS CONTRACTING PTY LTD

DATE: 19 MAR 2021



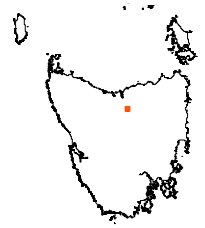
PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 2: Location of Porters Bridge Road Quarry and Land Titles

TASMAP:	**LGA:**
DELORAINE 4640	MEANDER VALLEY

Van Diemen CONSULTING
PO Box 1 New Town TAS 7008



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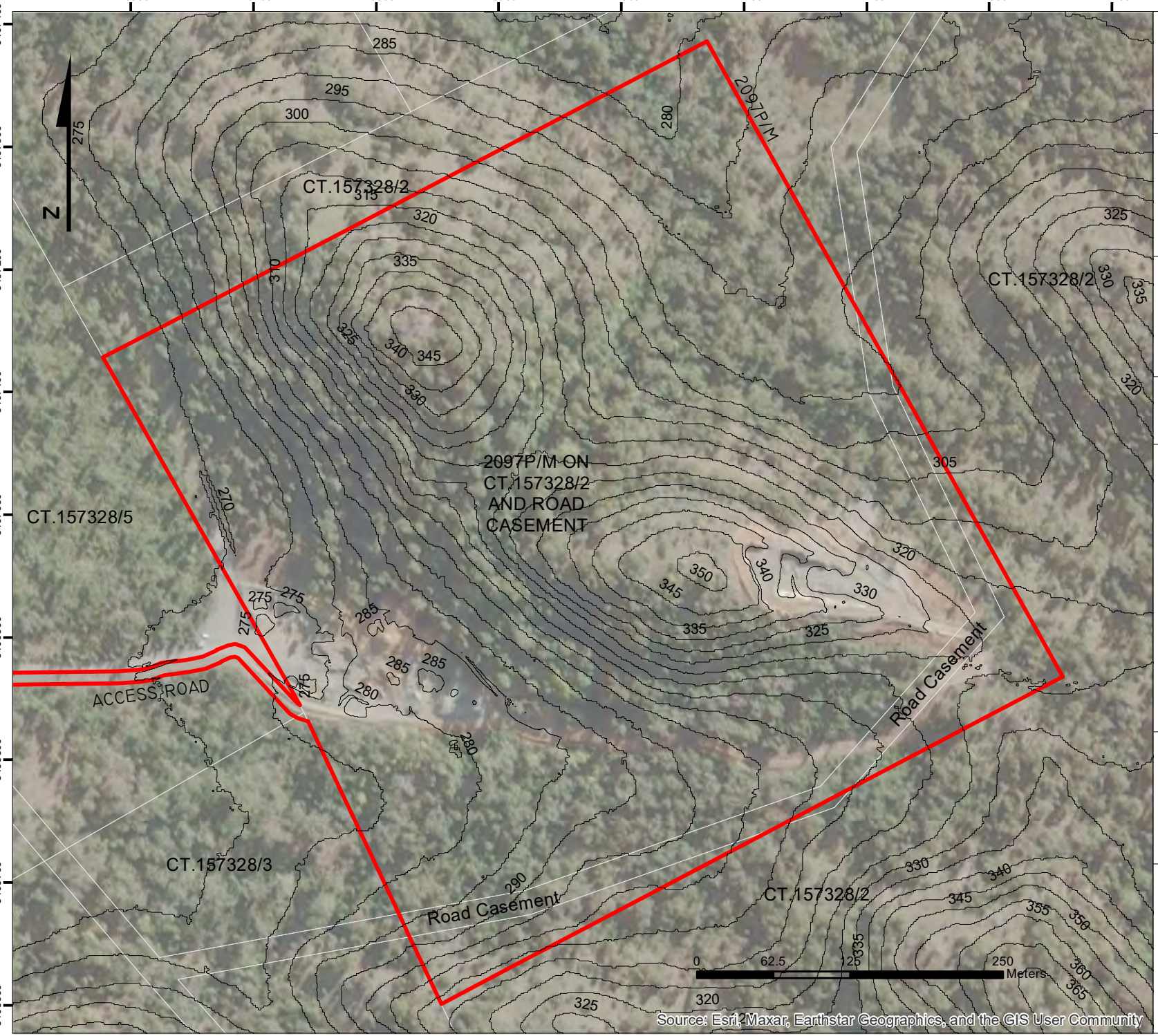
GRID: MGA ZONE 55
SCALE: @A4 - NA

CLIENT:
WALTERS CONTRACTING PTY LTD

DATE: 19 MAR 2021



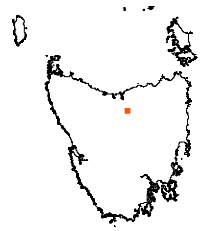
PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 3: Topography (AHD) at the Porters Bridge Road Quarry Development Area (Topo at May 2023)

TASMAP:	**LGA:**
DELORAINE 4640	MEANDER VALLEY

Van Diemen CONSULTING
PO Box 1 New Town TAS 7008



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

CLIENT:
WALTERS CONTRACTING PTY LTD

DATE: 19 MAR 2021

PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 4: Access to Porters Bridge Road Quarry and Surrounding Roads

TASMAP:	LGA:
DELORAINE 4640	MEANDER VALLEY

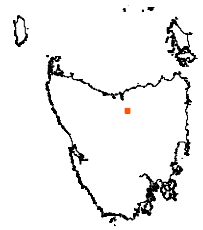
Existing Access on Porters Bridge Road looking south towards the gate and into 2097P/M

Existing Access on Porters Bridge Road looking north

Existing Access on Porters Bridge Road looking south

476000
477000
478000
5407000
5406000
5405000
N
Saddlers Run Road
2097P/M
Porters Bridge Road
Existing Access Road
Access / Egress Road in 2097P/M
Acces on Porters Bridge Road (Existing)
Meander River
0
250
500
1,000
Meters

Van Diemen CONSULTING
PO Box 1 New Town TAS 7008



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

CLIENT:
WALTERS CONTRACTING PTY LTD

DATE: 19 MAR 2021

B.3 RATIONALE FOR PROPOSAL AND ALTERNATIVES

Rationale	Dolerite bedrock is suitable to produce aggregates for use in various products for roadworks, and other construction works. The Quarry provides a large resource of dolerite bedrock that can be readily accessed from a highway (Bass Highway) to provide a centralised location for the delivery of material to customers including Local Councils, State Government agencies, private enterprises, and private landowners. The Quarry complements the other quarry assets owned and operated by the Proponent, and with increased demand for the product approval is sought to increase production levels to meet demand.
Alternatives	Several sites in the area around Porters Bridge Road were examined when the quarry was initially proposed, and a permit sought in 2021. This site was selected because it provides a high-quality product, there is existing formed access via forestry standard roads/tracks, there are few local natural values of significance, and the landowner has agreed to the Mining Lease.

B.4 DESCRIPTION OF EXISTING SITE AND SURROUNDS

Existing Land Use	The current land use is forestry (native forest silviculture) and some livestock grazing. Surrounding land use is agriculture (mainly livestock grazing, forestry), conservation (private reserves), rural residential and other extractive industries.
Topography Figure 5	The main portion of the Land where extraction activities are to occur is formed by two dolerite hills with a small saddle between them. The hills are generally aligned north-west to south-east and have steep south-west facing slopes. Drainage lines occur south and north-east of the Maximum Quarry Extent.
Geology Figure 8	The basement geology is Jurassic dolerite which outcrops as the hills in the Porters Bridge Road region. The flats associated with the Meander River valley system are Quaternary alluvium deposits.
Soils	*Kd - Krasnozems on dolerite*[2] Ferrosol. Deep red or brown rocky clayey soils developed on Jurassic Dolerite on moderately steep (10-32%) hillslopes. The two main occurrences of these soils are northeast of Deloraine and southeast of Meander. Slopes are generally moderate to steep, and rock outcrop is common.

[2] QUAMBY SOIL REPORT. Reconnaissance Soil Map Series of Tasmania. A Revised Edition by Stacey Spanswick & Peter Zund. Department of Primary Industries, Water and Environment. Tasmania. 1999 of Divisional Report 9/58 Quamby By K.D Nicolls C.S.I.R.O Division of Soils, Adelaide, 1959.

<table>
<tr><td>Catchments
Figure 9</td><td>Two minor un-named tributaries occur in the main section of the Mining Lease and flow to the west and north-west of the Maximum Quarry Extent.

All drainage from the extraction point in the Mining Lease eventually reports to Dungiven Rivulet via these two minor un-named tributaries. Water passes through about 5.5 kms of waterway prior to reporting at the Meander River to the south-west of the Maximum Quarry Extent.</td></tr>
<tr><td>Nearest residences
Figure 10</td><td>The table below provides distances to single sensitive receptors relevant to the Quarry and some comments about the potential for noise nuisance.

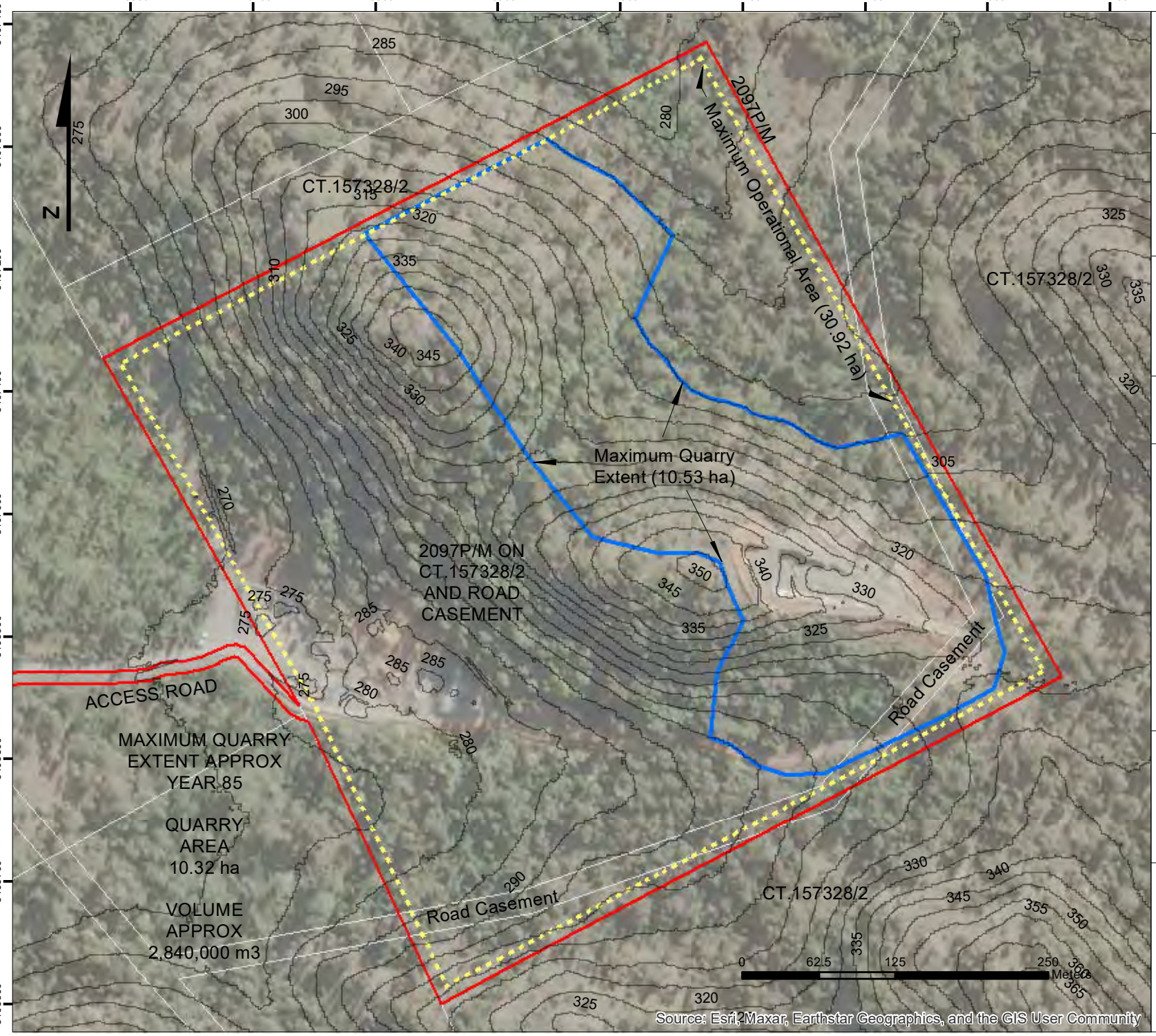
<table>
<tr><th>Feature and comments</th><th>Distance to MQE (m)</th></tr>
<tr><td>Single dwelling (existing) on property nearest to access road (80 m from access road off Porters Bridge Road).</td><td>740</td></tr>
<tr><td>Single dwelling (existing) in other ownership nearest to quarry activities (MQE[3]). The dwelling is east of the Quarry, and the intervening hills provide topographic shielding to it.

Given the topographic shielding and distance between source and receptor it is unlikely that noise (including drilling and blasting) would cause an environmental nuisance.</td><td>>815 m</td></tr>
<tr><td>Two dwellings (existing) owned by owner of the Land nearest to the junction of access road and Porters Bridge Road.

The dwellings are located east of Porters Bridge Road, and north of the access into the Quarry from Porters Bridge Road. The dwellings are already subject to road/traffic noise.

Traffic noise is intermittent and variable, and given the distance is unlikely to cause environmental nuisance.</td><td>>80</td></tr>
</table>
</td></tr>
</table>

[3] Maximum Quarry Extent



PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 5: Maximum Quarry Extent and Site Topography

TASMAP:	**LGA:**
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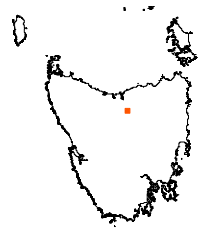

DATUM: GDA94
GRID: MGA ZONE 55
SCALE: @A4 - NA

CLIENT:
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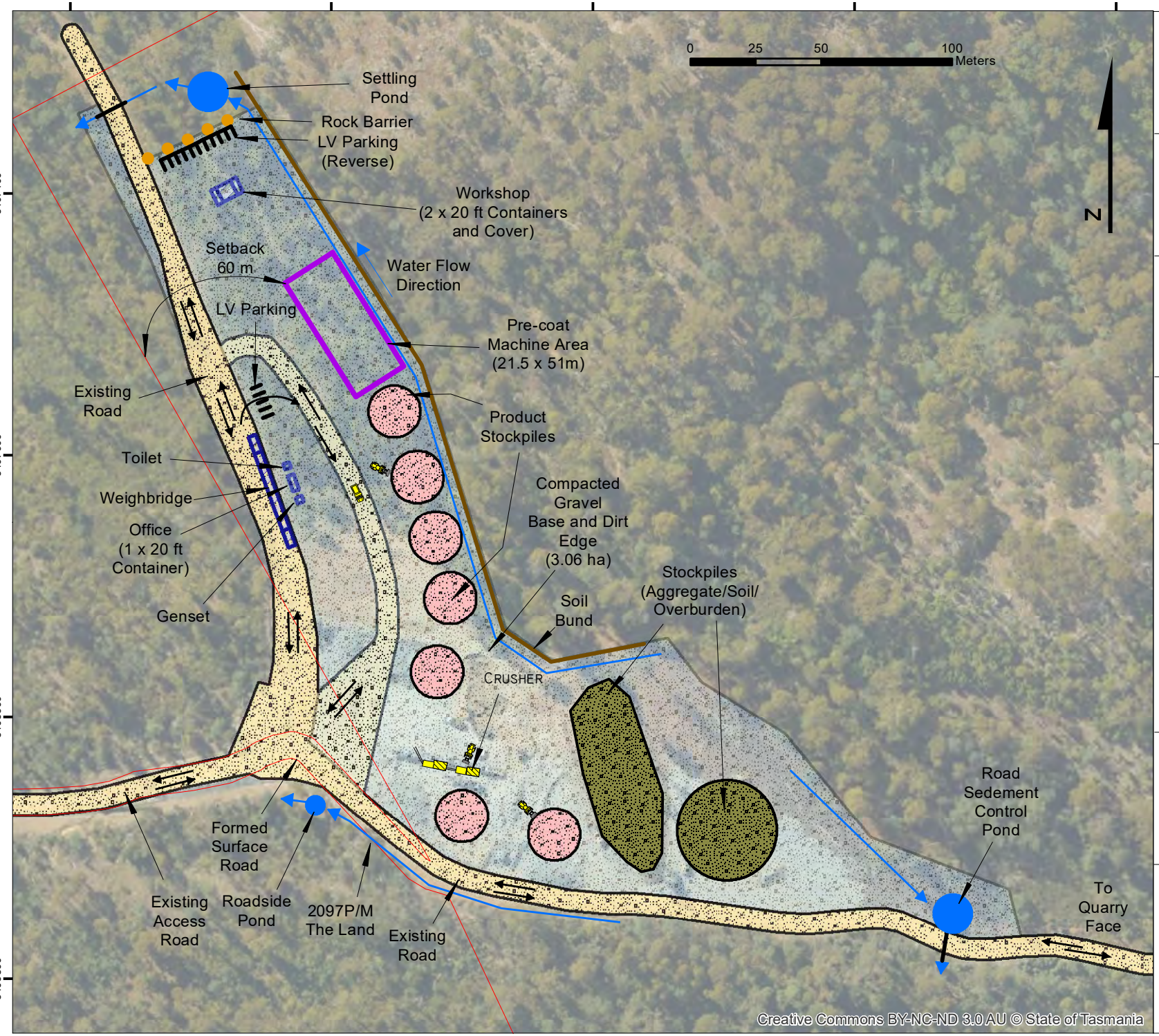
PTY LTD

DATE: 19 MAR 2021



PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 6: Location and layout of proposed expanded stockpile area

TASMAP:	**LGA:**
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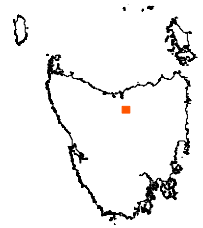

DATUM: GDA94
GRID: MGA ZONE 55
SCALE: @A4 - NA

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B.5 CONCEPTUAL EXTRACTION PLAN

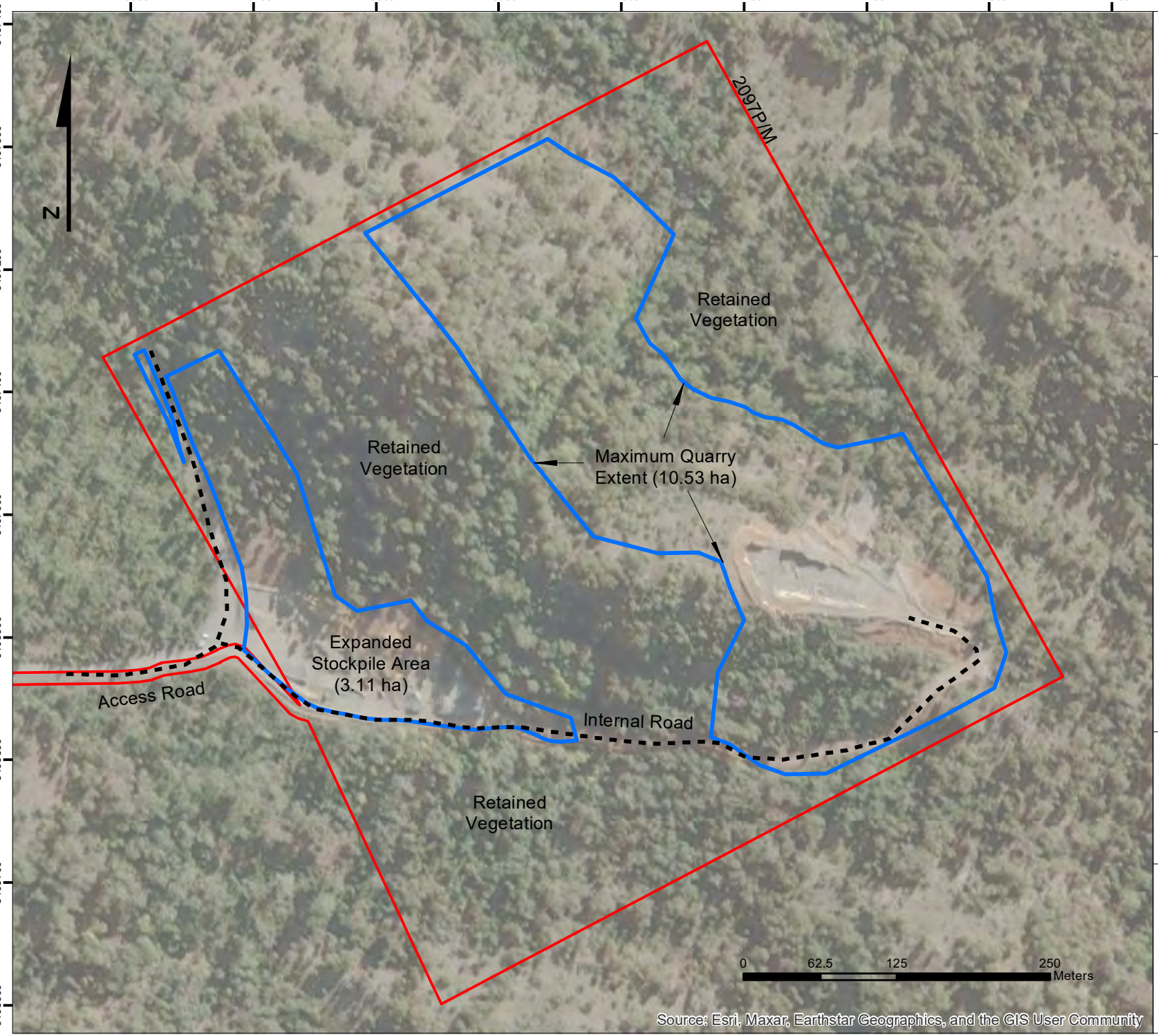
B.5.1 PLAN

The extraction of rock will occur in the area identified as the Maximum Quarry Extent as shown in **Figure 7**. The life of the Quarry is at least 15 years given the volume of resource available.

B.5.2 EXTRACTION METHODS AND ACTIVITIES

The quarrying operation would include the following activities:

- surface site preparation by soil removal and stockpiling,
- excavation, ripping and drilling and blasting,
- rock (blasted or otherwise) removal by means of an excavator/dozer,
- crushing and screening (mechanised/vibratory) of rock to reduce material size,
- stockpiling of material (crushed and uncrushed),
- use of a pre-coat machine (cold process) (located on a hardstand of compacted aggregate),
- loading trucks with wheel loader from the Quarry, and the
- transport of materials by truck with/without trailer.



PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 7: Site Layout

TASMAP:	**LGA:**
DELORAINE 4640	MEANDER VALLEY

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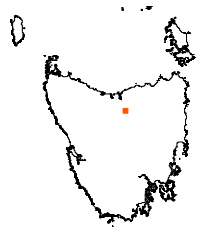

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SCALE: @A4 - NA

CLIENT:
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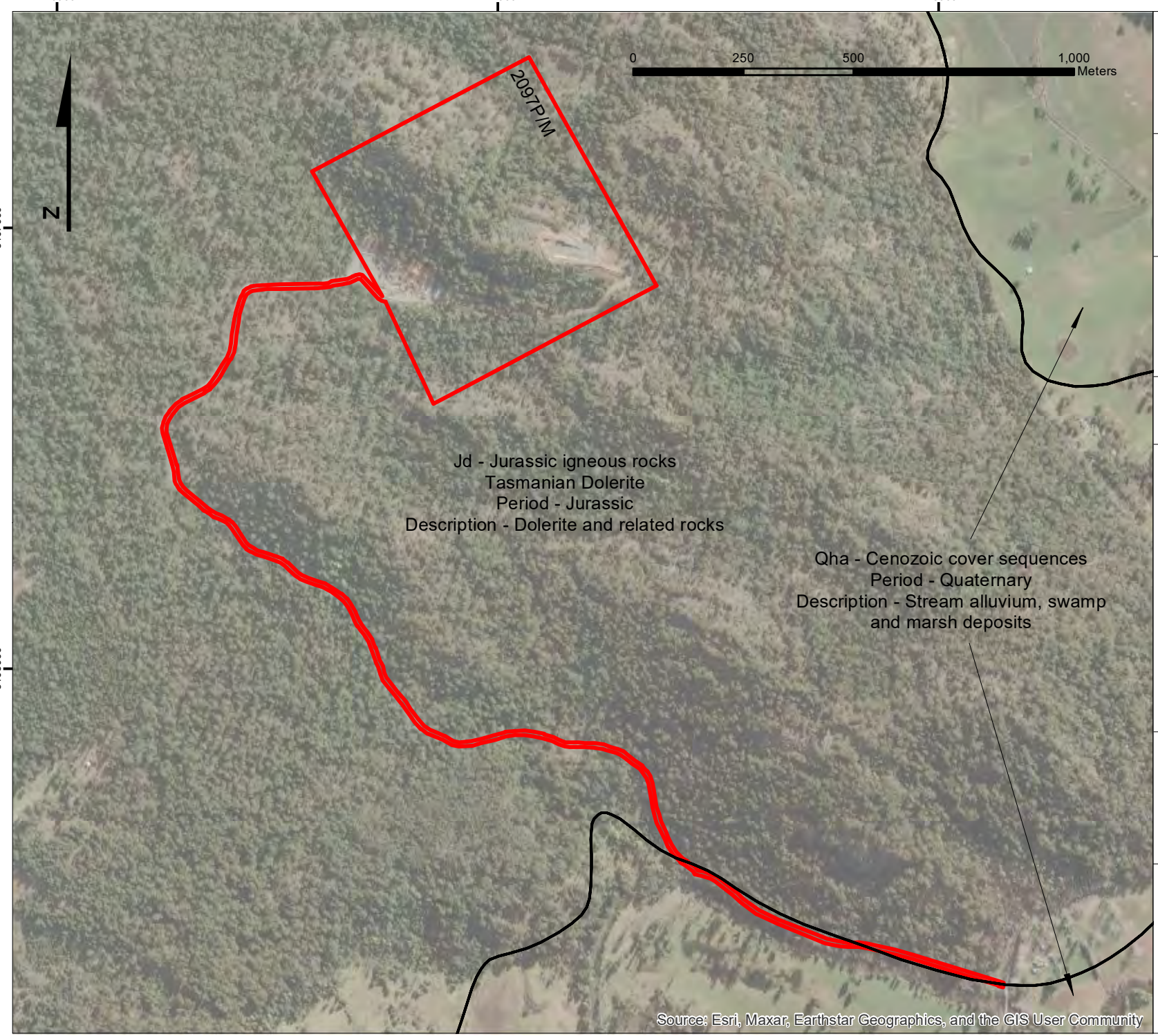

PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 8: Geological bedrock (MRT – Scale 1:25,000) in and around the Mining Lease

TASMAP:	**LGA:**
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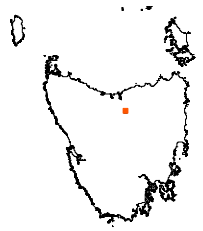

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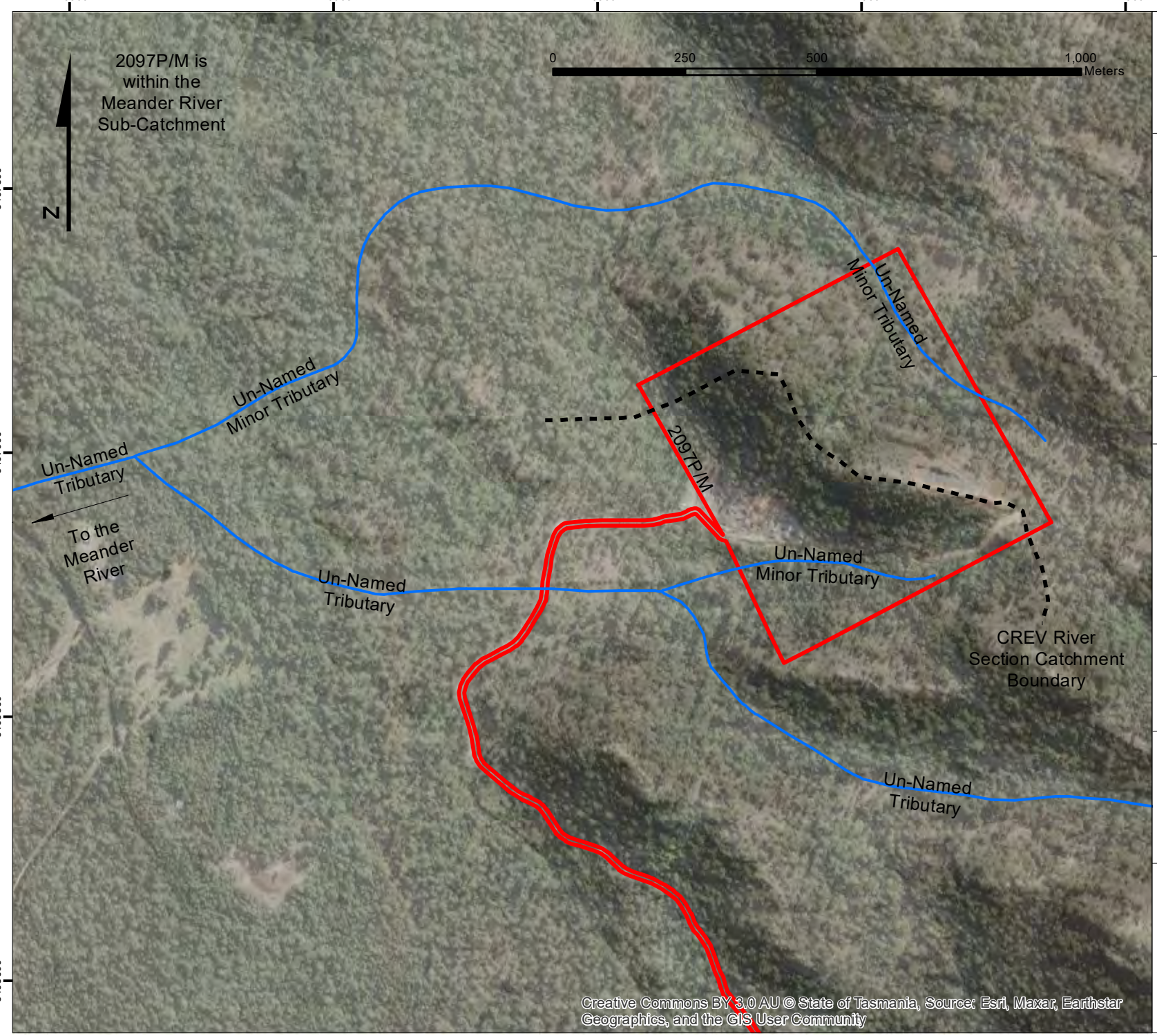
GRID: MGA ZONE 55
SCALE: @A4 - NA

CLIENT:
WALTERS CONTRACTING PTY LTD

DATE: 19 MAR 2021



PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 9: Existing regional drainage lines and catchments

TASMAP:	**LGA:**
DELORAINE 4640	MEANDER VALLEY

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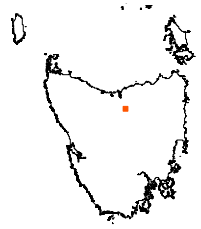

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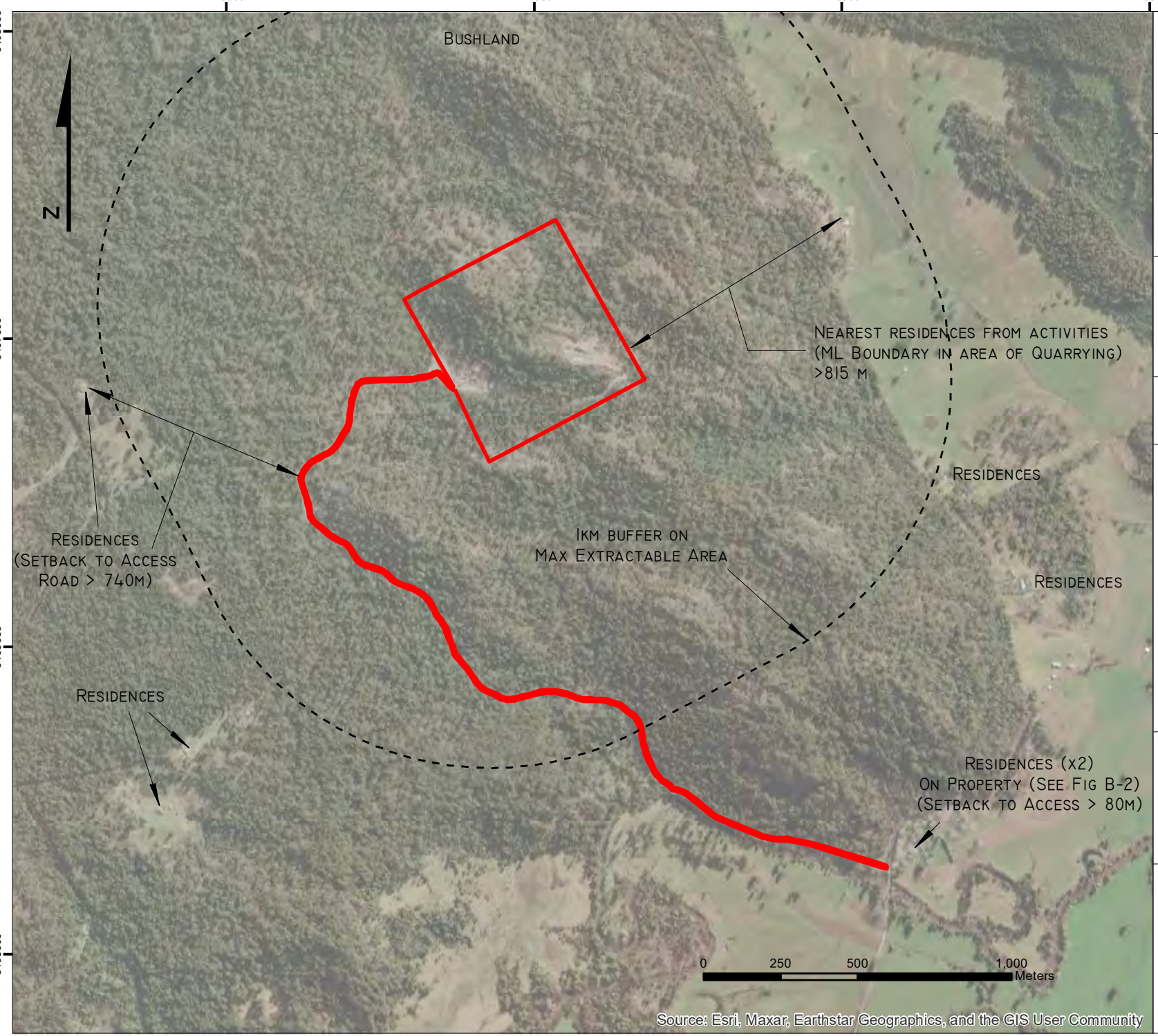
GRID: MGA ZONE 55
SCALE: @A4 - NA

CLIENT:
WALTERS CONTRACTING PTY LTD

DATE: 19 MAR 2021



PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 10: Nearest residences from activities at the Porters Bridge Road Quarry

TASMAP:	**LGA:**
DELORAINE 4640	MEANDER VALLEY

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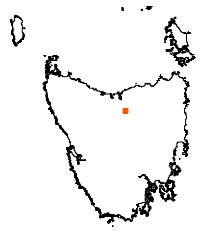

DATUM: GDA94
GRID: MGA ZONE 55
SCALE: @A4 - NA

CLIENT:
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CONTRACTING
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DATE: 19 MAR 2021

PART C – PLANNING SCHEME INFORMATION

C.1 IDENTIFICATION OF THE PLANNING SCHEME

The *Tasmanian Planning Scheme – Meander Valley* is in force in the Meander Valley Municipality.

C.2 CATEGORISATION OF USE/DEVELOPMENT

The development and use is consistent with the definition of Extractive Industry in both the Interim Scheme and Tasmanian Planning Scheme –

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

C.3 ZONING AND OVERLAYS

C.3.1 ZONE

The Mining Lease and all adjoining land is zoned Rural (**Figure 11**). An Extractive Industry is a Permitted Use in the Rural zone.

C.3.2 CODES AND SPECIFIC AREA PLANS

The Land intersects two mapped Overlays – Bushfire-prone areas, Priority vegetation area, Waterways and coastal protection area, and Landslip Hazard (**Figures 13A and 13B**). The Flood-prone Hazard area (**Figure 13A**) is near the proposed use and development but is not intersected by it.

No specific area plans apply.

Table 1 provides a summary of which Codes apply.

C.4 ZONE ASSESSMENT

Detailed planning information relevant to the provisions of the Scheme is provided in this section.

C.4.1 ZONE PURPOSE STATEMENT

The purpose of the Rural Zone is:

20.1.1	To provide for a range of use or development in a rural location: a) where agricultural use is limited or marginal due to topographical, environmental or other site or regional characteristics; b) that requires a rural location for operational reasons;

	c) is compatible with agricultural use if occurring on agricultural land; d) minimises adverse impacts on surrounding uses.
20.1.2	To minimise conversion of agricultural land for non-agricultural use.
20.1.3	To ensure that use or development is of a scale and intensity that is appropriate for a rural location and does not compromise the function of surrounding settlements.

C.4.2 USE STANDARDS

There are no relevant Use Standards for this development application.

Specifically, **Clause 20.3.1 (Discretionary Uses)** is not relevant because the Use Class is Permitted in the Rural zone.

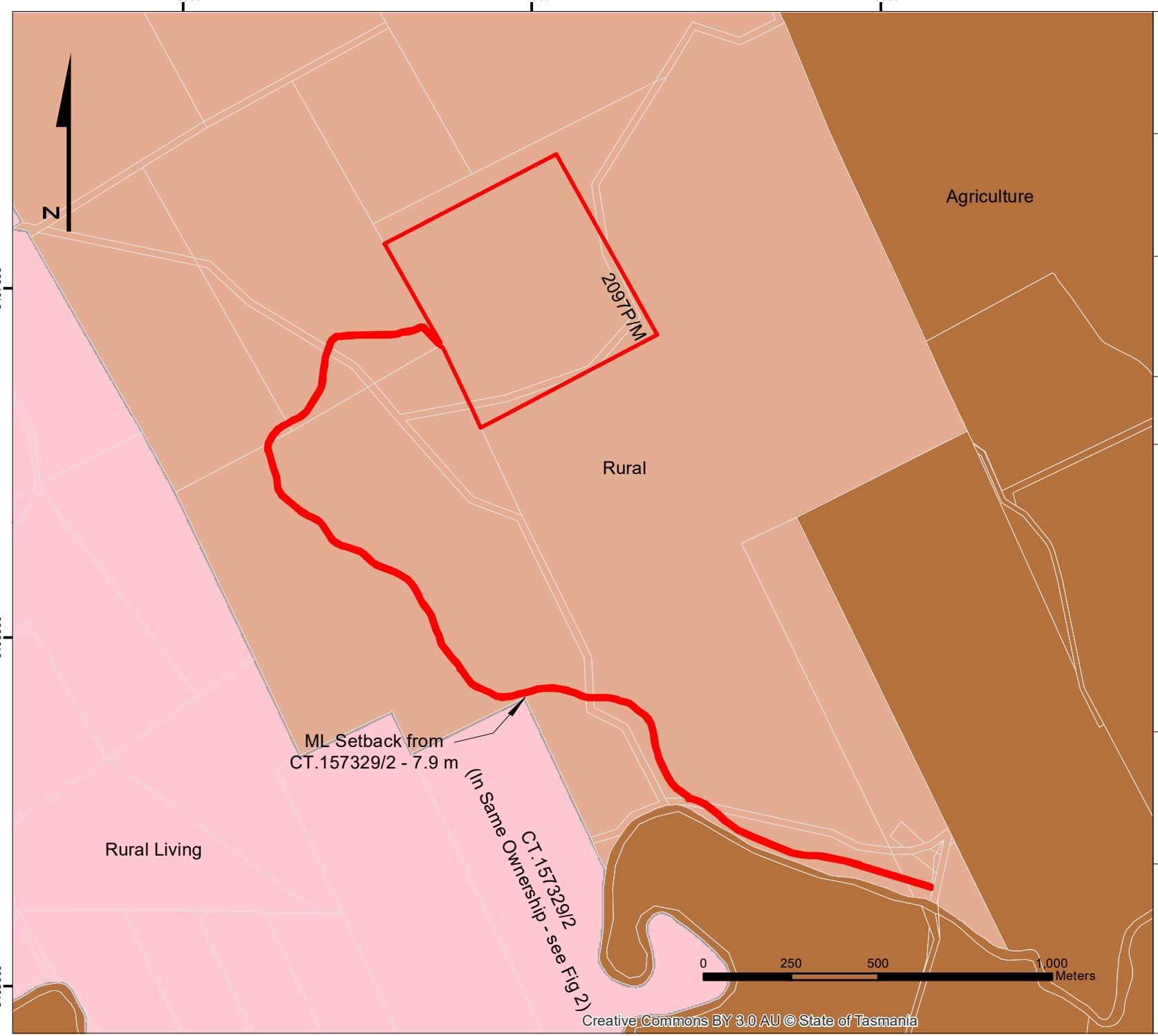
C.4.3 DEVELOPMENT STANDARDS

The Development Standards relevant to this development application are addressed below.

Clause 20.4.1 Building height

Objective	To provide for a building height that: (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties.

Acceptable Solution (A)	**Comments with reference to proposed development and use**
A1 Building height must be not more than 12m.	**Complies.** Buildings are less than 12m in height.



PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 11: Zone Map - Meander Valley Local Provisions Schedule

TASMAP:	**LGA:**
DELORAINE 4640	MEANDER VALLEY

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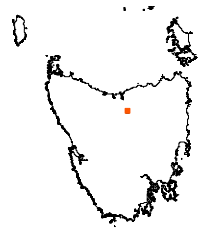

DATUM: GDA94
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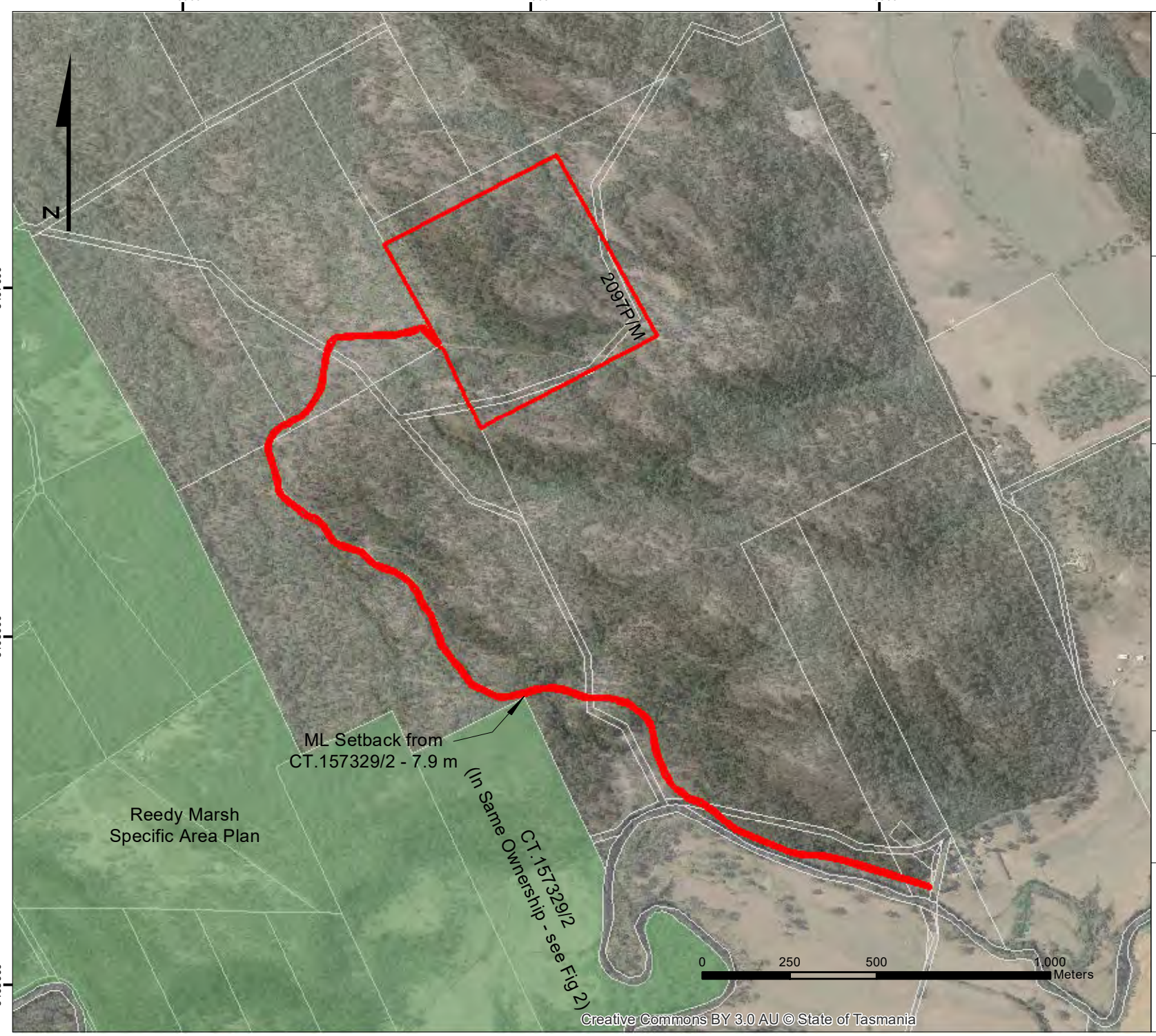

PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 12: General Overlays - Meander Valley Local Provisions Schedule

TASMAP:	**LGA:**
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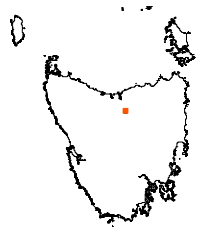
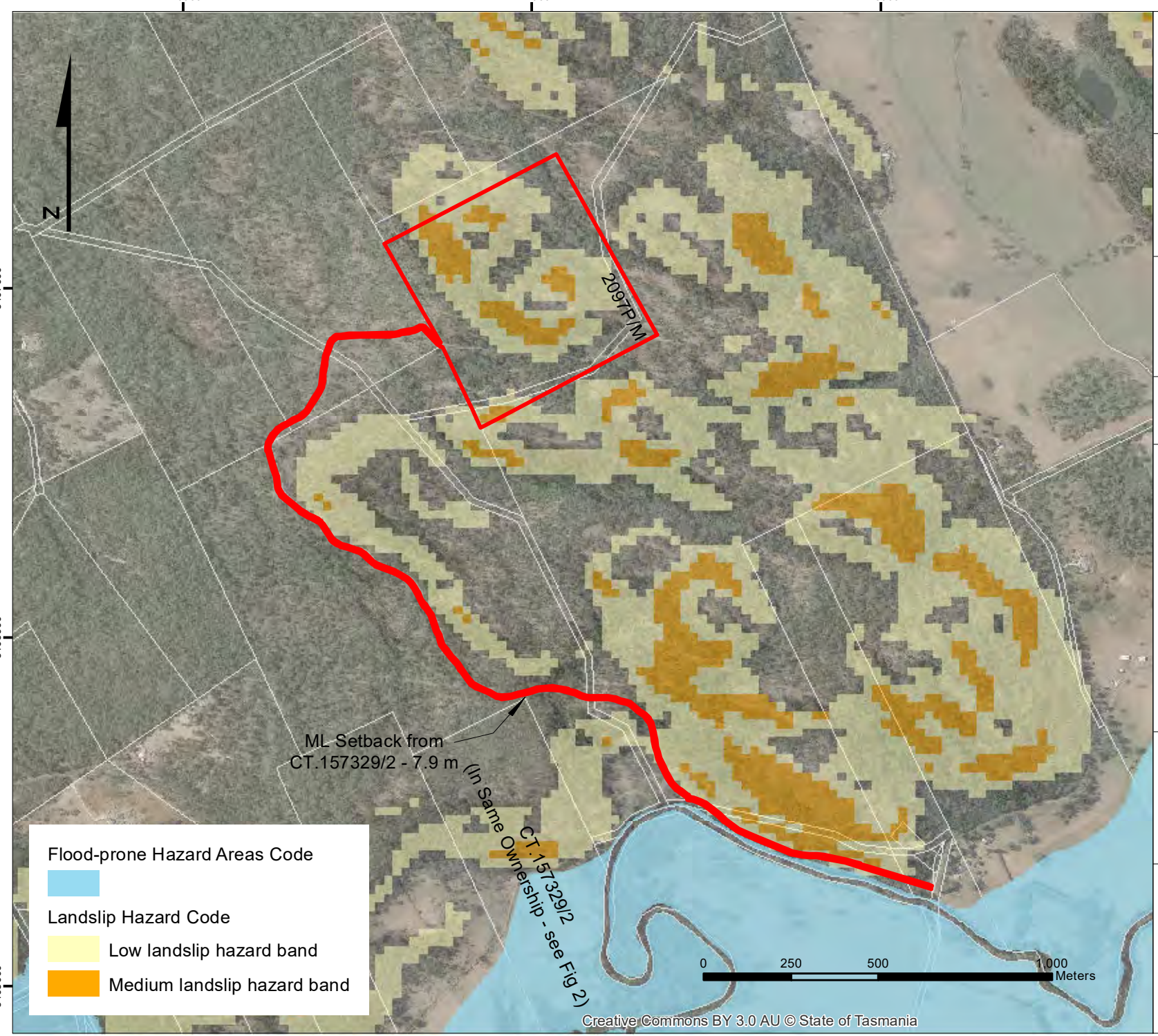


DATUM: GDA94
GRID: MGA ZONE 55
SCALE: @A4 - NA

CLIENT:
WALTERS CONTRACTING PTY LTD

DATE: 19 MAR 2021



PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 13a: Code Overlays - Meander Valley Local Provisions Schedule

TASMAP:	**LGA:**
DELORAINE 4640	MEANDER VALLEY

Note:
Entire map area is:
Bushfire-prone Areas Code
Bushfire-prone area

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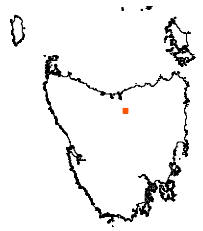

DATUM: GDA94
GRID: MGA ZONE 55
SCALE: @A4 - NA

CLIENT:
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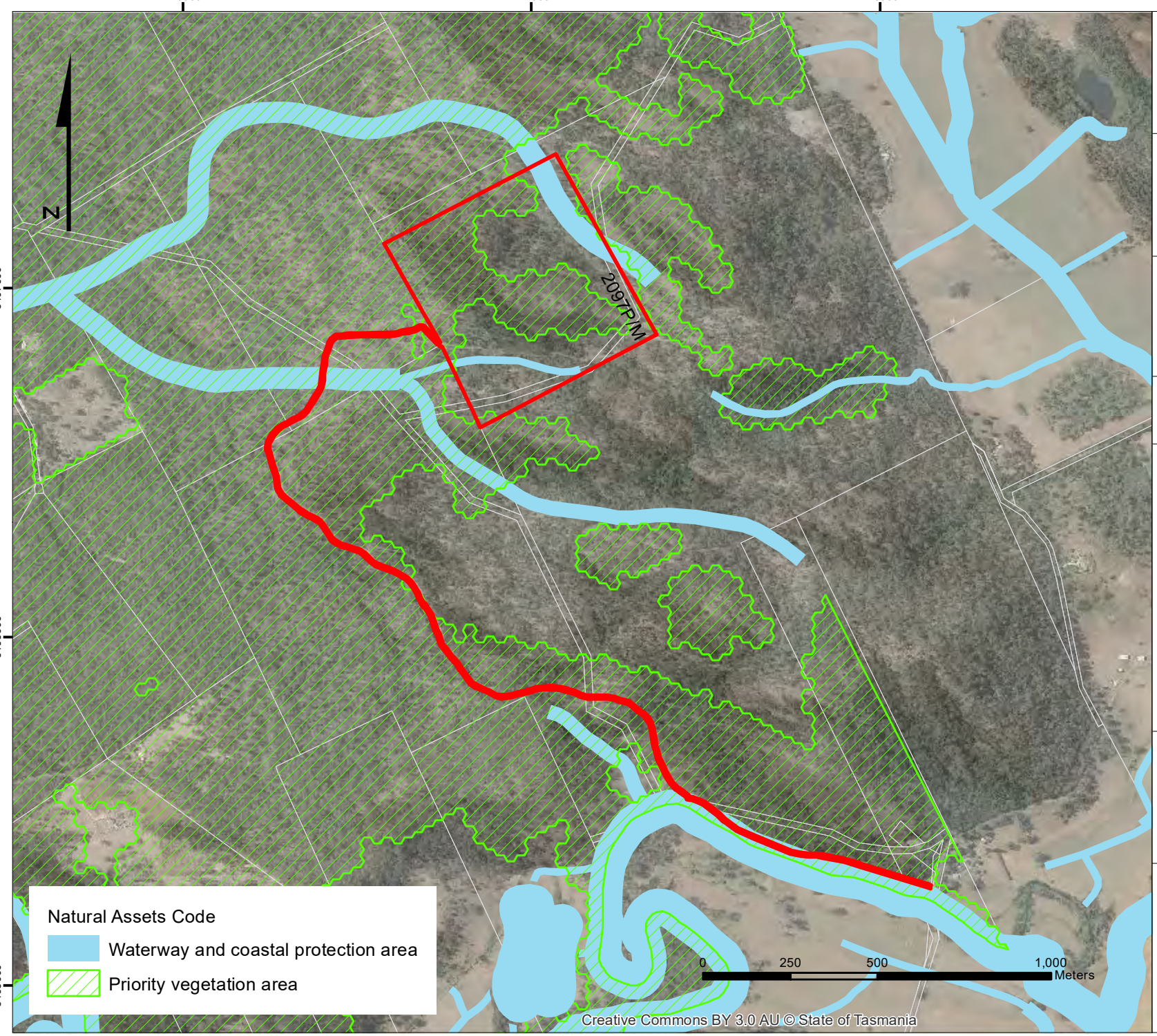
DATE: 19 MAR 2021



PORTERS BRIDGE ROAD QUARRY

DEVELOPMENT APPLICATION (DA)

Figure 13b: Code Overlays - Meander Valley Local Provisions Schedule

TASMAP:	**LGA:**
DELORAINE 4640	MEANDER VALLEY

Note:
Entire map area is:
Bushfire-prone Areas Code
Bushfire-prone area

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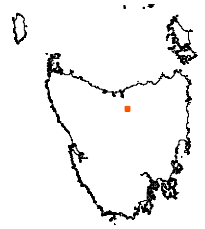

DATUM: GDA94
GRID: MGA ZONE 55
SCALE: @A4 - NA

CLIENT:
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Clause 20.4.2 Setbacks

Objective	Buildings must have a setback from all boundaries of: (a) not less than 5m; or (b) if the setback of an existing building is within 5m, not less than the existing building.

Acceptable Solution (A)	**Comments with reference to proposed development and use**
A1 Buildings must have a setback from all boundaries of: (a) not less than 5m; or (b) if the setback of an existing building is within 5m, not less than the existing building.	**Complies.** Buildings have a setback greater than 5m to all boundaries (**Figure 6**).
A2 Buildings for a sensitive use must be separated from an Agriculture Zone a distance of: (a) not less than 200m; or (b) if an existing building for a sensitive use on the site is within 200m of that boundary, not less than the existing building.	**Not an applicable standard.** No buildings for a sensitive use are proposed.

Clause 20.4.3 Access for new dwellings

Objective	That new dwellings have appropriate vehicular access to a road maintained by a road authority.

Acceptable Solution (A)	**Comments with reference to proposed development and use**
A1 New dwellings must be located on lots that have frontage with access to a road maintained by a road authority.	**Not an applicable standard.** No dwellings are proposed.

Clause 20.5 is not relevant because there is no subdivision proposed.

C.5 CODE ASSESSMENT

The Land intersects two mapped Overlays – Bushfire-prone areas, Priority vegetation area, Waterways and coastal protection area, and Landslip Hazard (**Figures 13A and 13B**). The Flood-prone Hazard area (**Figure 13A**) is near the proposed use and development but is not intersected by it.

Table 1 provides a summary of which Codes apply.

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

C1.0 Signs	Not applicable; no signage proposed (other than safety signage which is exempt).
C2.0 Parking and Sustainable Transport	**Applies;** intensification of use and further development proposed.
C3.0 Road and Railway Assets	**Applies;** intensification of use proposed.
C4.0 Electricity Transmission Infrastructure Protection	Not applicable; use and development not within the stipulated buffer areas
C5.0 Telecommunications	Not applicable; no telecommunications infrastructure is proposed.
C6.0 Local Historic Heritage	Not applicable; use or development of land is not: a) within a Heritage Precinct; b) a local heritage place; or c) a place of identified archaeological significance.
C7.0 Natural Assets	Exempt; the activity is development assessed as a Level 2 Activity.
C8.0 Scenic Protection	Not applicable; development not on land within a scenic protection area or scenic road corridor.
C9.0 Attenuation	Exempt; the Level 2 activity is to be assessed by the Environmental Protection Authority.
C10.0 Coastal Erosion Hazard	Not applicable; use and development not within a coastal erosion hazard area.
C11.0 Coastal Inundation Hazard	Not applicable; use and development of land is not within a coastal inundation hazard area.
C12.0 Flood-Prone Areas Hazard	Not applicable; overlay is not intersected.

C13.0 Bushfire-Prone Areas	Not applicable; not a hazardous or vulnerable use and subdivision not proposed.
C14.0 Potentially Contaminated Land	Not applicable; sensitive use is not proposed.
C15.0 Landslip Hazard	Not applicable; a Mining Lease is in force.
C16.0 Safeguarding of Airports	Not applicable; use and development is not a sensitive use within an airport noise exposure area; and development within an airport obstacle limitation area.

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

C2.0 Parking and Sustainable Transport Code

C3.0 Road and Railway Assets Code

C2.0 PARKING AND SUSTAINABLE TRANSPORT CODE

The purpose of the Parking and Sustainable Transport Code is:

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

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

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

A Traffic Impact Assessment is provided in **Attachment 3.**

Use Standards

The following Use Standards that are applicable to the Development have been considered in the supporting documentation.

Clause C2.5.1 Car parking numbers

Objective	That an appropriate level of car parking spaces are provided to meet the needs of the use.
Acceptable Solution (A)	**Comments with reference to proposed development and use**
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: N = A + (C- B) N = Number of on-site car parking spaces required A = Number of existing on-site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.	**Complies.** Table C2.1 of the Scheme specifies the minimum number of parking spaces for various user class, and for extractive industry the requirement is one space per two employees. There will be an increase in on-site employees from four to seven, with service vehicles increasing from one to two. With the development increasing employees, it is desirable to provide seven on-site car parking spaces to meet the expected demand generated by staff and visitors, which meets the acceptable solution. The Site is of sufficient size to accommodate parking of vehicles and will not cause any parking overflow outside of the property.

Clause C2.5.2 Bicycle parking numbers is not an applicable standard.

Clause C2.5.3 Motorcycle parking numbers is not an applicable standard (Dedicated motorcycle parking spaces are not required where the use generates a car parking demand of less than 20 vehicles).

Development Standards

The following Development Standards have been considered in the supporting documentation.

C2.6.1 Construction of parking areas

Objective	That parking areas are constructed to an appropriate standard.

Performance Criterion (P)	**Comments with reference to proposed development and use**
P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.	**Complies.** The access off Porters Bridge Road has been sealed and truck/traffic signs erected. The on-site parking spaces will be situated close to the office, and will be an all-weather gravel surface, with suitable grade to enable surface water to drain naturally, complying with the acceptable solution.

C2.6.2 Design and layout of parking areas

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

Performance Criterion (P)	**Comments with reference to proposed development and use**
P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:	**Complies.** The parking spaces will be a minimum 2.6 metres wide, 5.4 metres long, with sufficient roadway beyond the space, to ensure a vehicle can manoeuvre easily into

(a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of *Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.*	and out of the space. The parking spaces will be designated by wheel stops. Overall, the parking areas will comply with the acceptable solution. Parking, access ways, manoeuvring and circulation spaces will be designed to be readily identifiable to facilitate convenient, safe, and efficient parking. The use is not open to the public so those persons working and attending the site for work-related activities will know of the parking and access arrangements of the use.

C2.6.3 Number of accesses for vehicles

Objective	That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.

Performance Criterion (P)	**Comments with reference to proposed development and use**
A1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	**Complies.** The development will use the existing single vehicular access connecting onto Porters Bridge Road (access is sealed), complying with the acceptable solution.
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	**Not an applicable standard.** Development and use not in the Central Business Zone or pedestrian priority street.

The following Clauses are not relevant to the Development:

Clause	Comments
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	Development is not in the General Business Zone and Central Business Zone, and the parking and vehicle circulation roads and pedestrian paths do not serve 5 or more car parking spaces.
C2.6.5 Pedestrian access	Less than 10 car parking spaces are required so the provision is not an applicable standard.
Clause C2.6.6 Loading bays	The development site is a large parcel of land, allowing for loading of vehicles to be accommodated within the site. Otherwise not relevant as loading bays are not required.
Clause C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	Not relevant because the use is not in the relevant zones.
Clause C2.6.8 Siting of parking and turning areas	Not relevant because the use is not in the Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone.
Clause C2.7 Parking Precinct Plan	Not relevant because the development is not within a parking precinct plan[4] area.

C3.0 ROAD AND RAILWAY ASSET CODE

The purpose of this provision is to:

C3.1.1	To protect the safety and efficiency of the road and railway networks; and
C3.1.2	To reduce conflicts between sensitive uses and major roads and the rail network.

This code applies to a use or development that:

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

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

[4] means a plan relating to on-site parking of cars within a defined area of land, shown on an overlay map in the relevant Local Provisions Schedule

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

Use Standards

The following Use Standards are relevant to the Development and are considered in this supporting documentation.

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

Objective	To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.
Performance Criterion (P)	**Comments with reference to proposed development and use**
P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: i. any increase in traffic caused by the use; ii. the nature of the traffic generated by the use; iii. the nature of the road; iv. the speed limit and traffic flow of the road; v. any alternative access to a road; vi. the need for the use; vii. any traffic impact assessment; and viii. any advice received from the rail or road authority**.**	**Complies.** The TIA (**Attachment 3**) found that from a traffic engineering and road safety perspective, additional traffic generated from this development is not expected to create any adverse safety, or traffic efficiency problems, as: • the increase in the amount of traffic generated by the development is considered moderate, and there is sufficient traffic capacity along the surrounding road network to absorb the increase in traffic movements, without causing a deterioration in traffic efficiency, • reported crash data signifies the surrounding road network is suitable to accommodate the increase in heavy vehicles generated by the development, without causing adverse impact to other users, • the existing access with Porters Bridge Road is sealed, • truck warning signs on Porters Bridge Road have been installed, • there is sufficient sight distance at the existing access for the prevailing operating speed of approaching vehicles, allowing vehicles to enter and leave the development site in a safe and efficient manner, and • the private access road to the quarry is considered fit for purpose, with users expected to be familiar with the nature and conditions of the road.

Development Standards

The Development Standards of the Code are not relevant to the Development:

Clause	Comments
Clause C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area	Not relevant because no sensitive use/habitable dwellings are proposed.
Clause C3.7 Development Standards for Subdivision	Not relevant because subdivision is not proposed.

PART D – ATTACHMENTS

ATTACHMENT 1. LAND TITLES

Owner:
Eileen Elizabeth Porter & Ian Carl Porter.

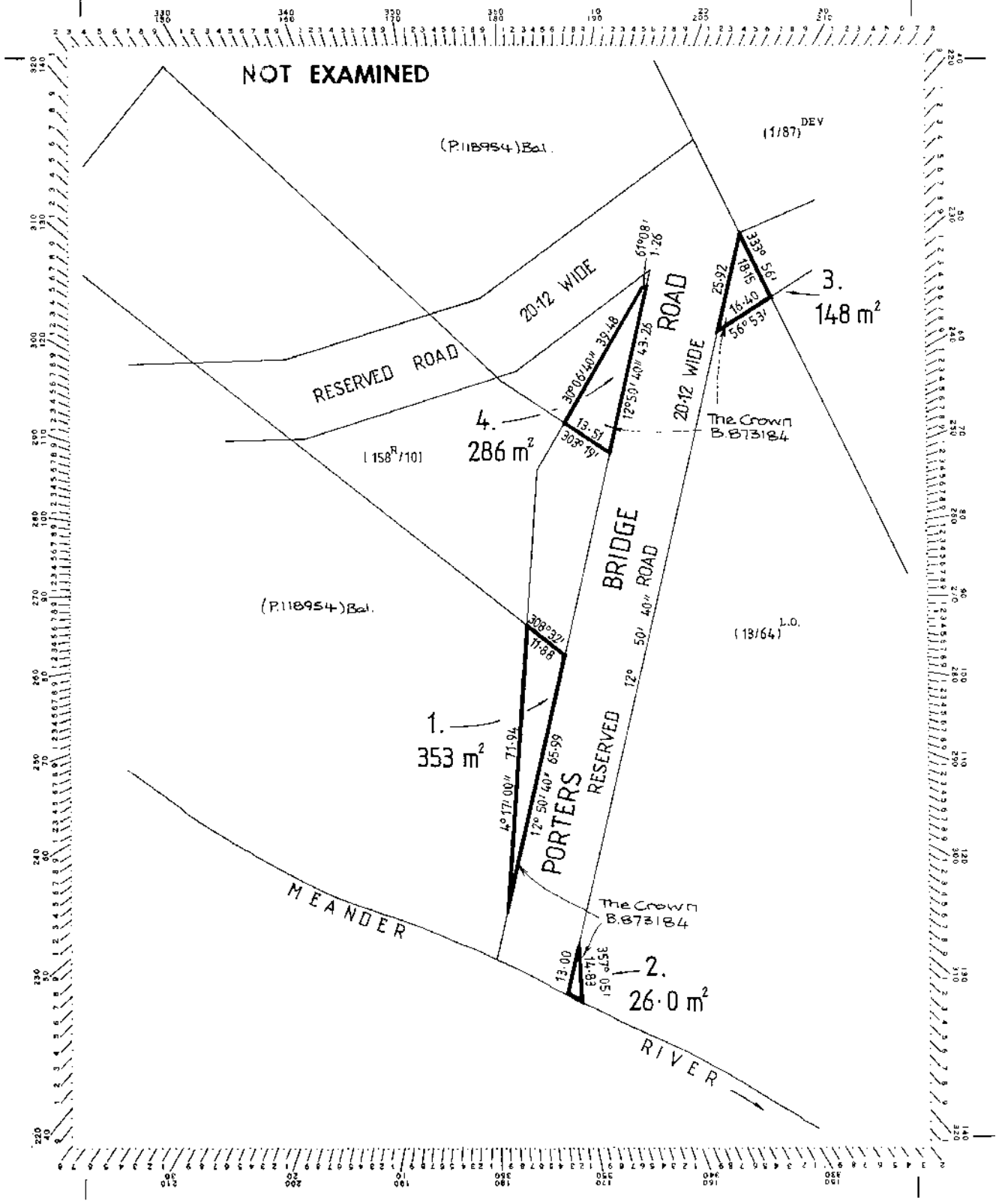
Title Reference:
C.T. 4042-7

Grantee:
Part of Lot 3651, 50a. 2r. 0p. Gtd to John Porter.

PLAN OF SURVEY
by Surveyor R.F. Leamon of
of land situated in the
DEPARTMENT OF MAIN ROADS
10 MURRAY ST, HOBART
LAND DISTRICT OF DEVON
PARISH OF WYCOMBE
SCALE 1:1000 MEASUREMENTS IN METRES

Registered Number:
D39477

Approved
Effective from: 24 JUL 1995
Recorder of Titles



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
39477	1
EDITION	DATE OF ISSUE
2	25-May-1999

SEARCH DATE : 22-Jun-2024
SEARCH TIME : 06.35 PM

DESCRIPTION OF LAND

Parish of WYCOMBE, Land District of DEVON
Lot 1 on Diagram 39477
Derivation : Part of Lot 3651, Granted to J. Porter
Prior CT 250307/1

SCHEDULE 1

B873184 APPLICATION: THE CROWN Registered 04-Aug-1995 at noon

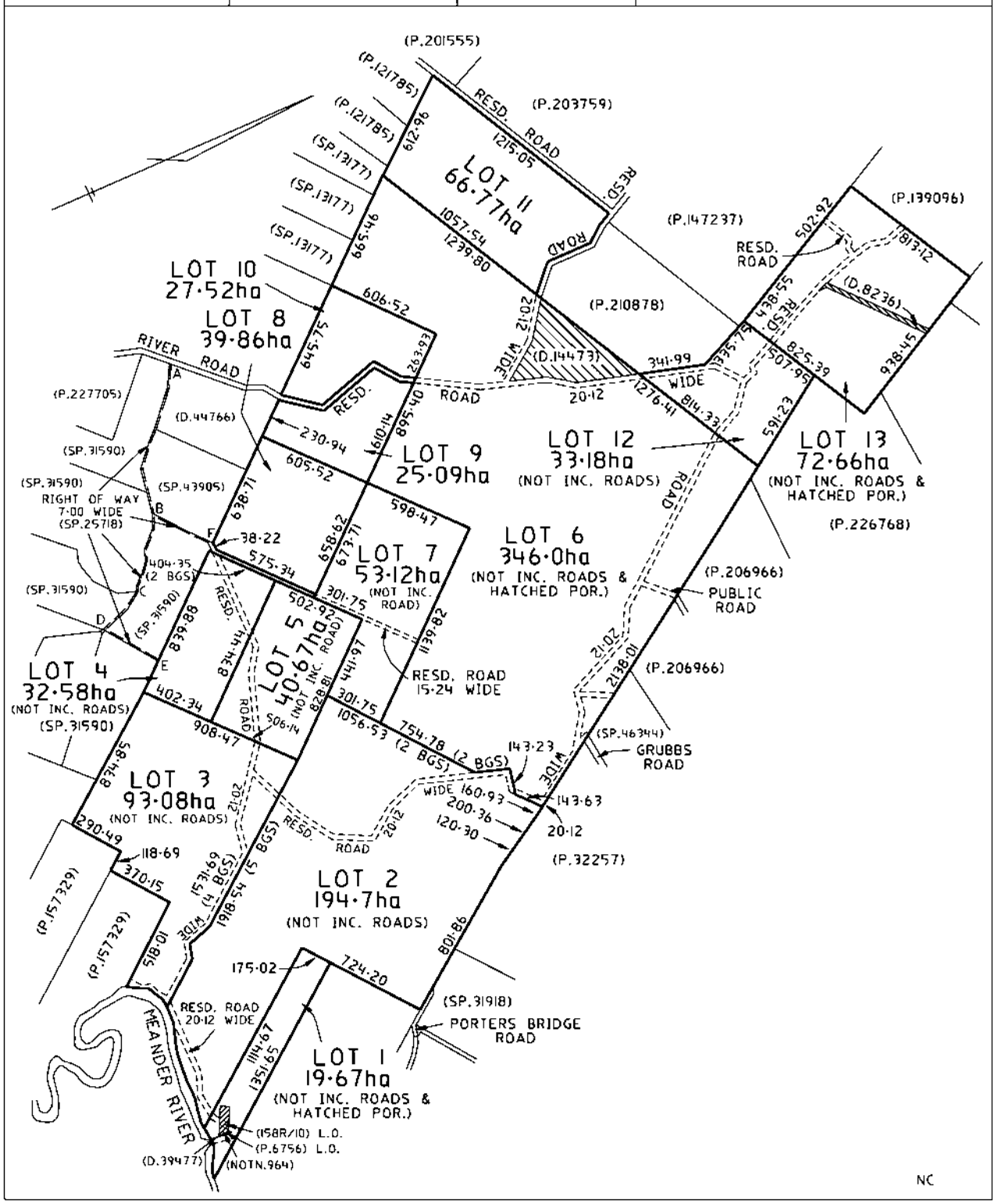
SCHEDULE 2

Reservations and conditions in the Crown Grant if any
.

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER FOLIO REFERENCE CT.118954-1 GRANTEE	**PLAN OF TITLE** LOCATION DEVON - WYCOMBE FIRST SURVEY PLAN No. 32/36,10/82,13/65,13/70, 13/57,13/63,13/60,13/69, 13/71,13/77,13/74,13/62, 13/65 L.O. COMPILED BY LDRB SCALE 1: 20000 LENGTHS IN METRES	Registered Number **P.157328** APPROVED 22 JUNE 2009 Alice Kawa Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 121 (4641) (4640)	LAST UPI No FHD48	LAST PLAN No. P.118954	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
157328	2
EDITION	DATE OF ISSUE
3	30-Jan-2015

SEARCH DATE : 22-Jun-2024
SEARCH TIME : 06.28 PM

DESCRIPTION OF LAND

Parish of WYCOMBE Land District of DEVON
Lot 2 on Plan 157328
Derivation : Whole of Lot 3652 Gtd. to J. Porter
Prior CT 118954/1

SCHEDULE 1

C888932 ASSENT to IAN CARL PORTER Registered 19-Feb-2010 at 12.01 PM

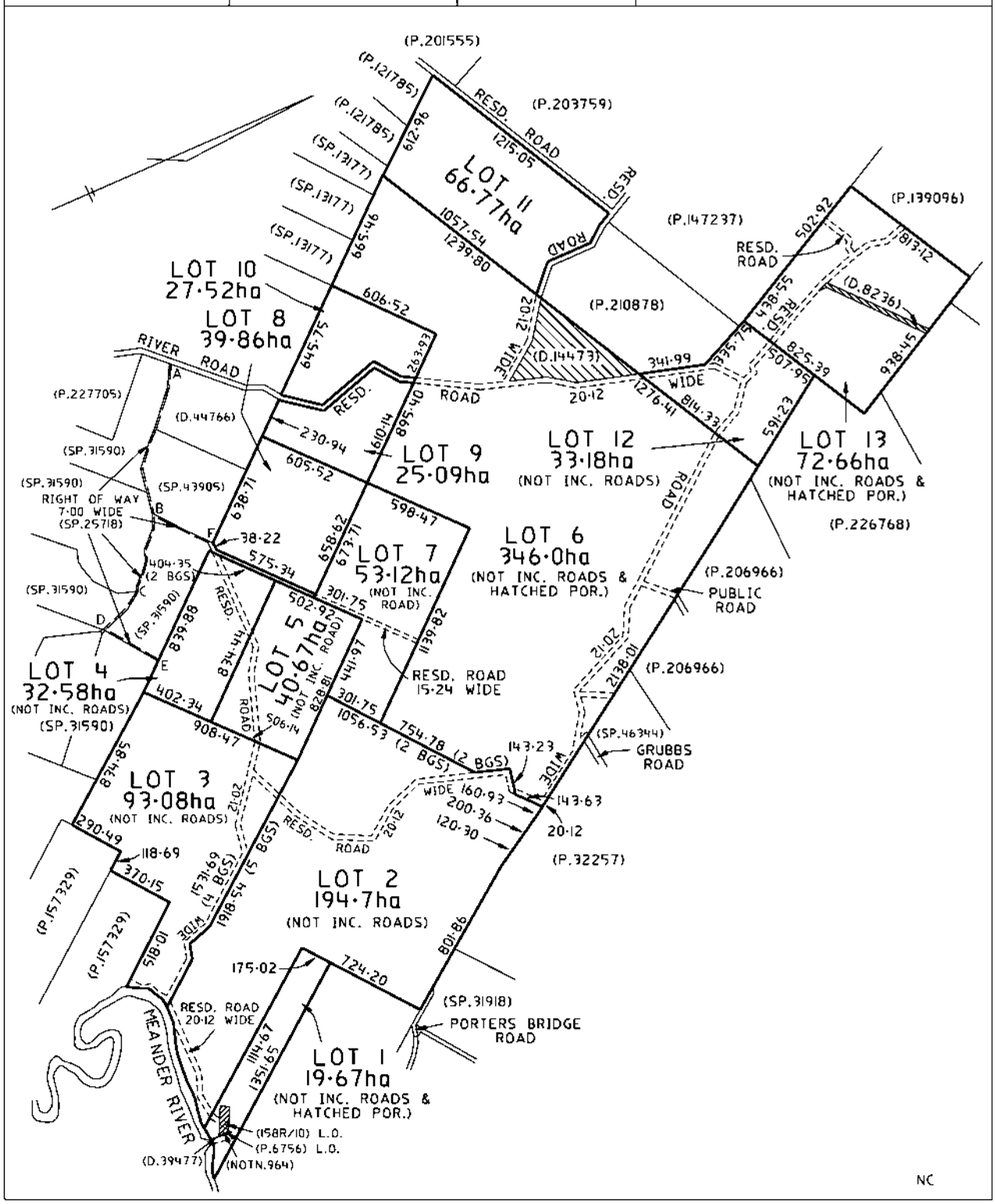
SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP25718 BENEFITING EASEMENT: a right of carraigeway over the Right of Way 7.00 wide on Plan 157328
C797552 PRIVATE TIMBER RESERVE pursuant to Section 15(1) of the Forest Practices Act 1985 against part of the land as described therein Registered 02-Nov-2007 at noon
M471462 INSTRUMENT Creating Restrictive Covenants benefiting The Crown Registered 30-Jan-2015 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER FOLIO REFERENCE CT.118954-1 GRANTEE	**PLAN OF TITLE** LOCATION DEVON - WYCOMBE FIRST SURVEY PLAN No. 32/36,10/82,13/65,13/70, 13/57,13/63,13/60,13/69, 13/71,13/77,13/74,13/62, 13/65 L.O. COMPILED BY LDRB SCALE 1: 20000 LENGTHS IN METRES	Registered Number **P.157328** APPROVED 22 JUNE 2009 Alice Kawa Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 121 (4641) (4640)	LAST UPI No FHD48	LAST PLAN No. P.118954	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
157328	3
EDITION	DATE OF ISSUE
3	06-Jul-2023

SEARCH DATE : 22-Jun-2024
SEARCH TIME : 06.33 PM

DESCRIPTION OF LAND

Parish of WYCOMBE Land District of DEVON
Lot 3 on Plan 157328
Derivation : Whole of Lot 3653 Gtd. to J. Porter
Prior CT 118954/1

SCHEDULE 1

N139169 TRANSFER to ARNOLD PROPERTY INVESTMENTS PTY LTD
Registered 06-Jul-2023 at noon

SCHEDULE 2

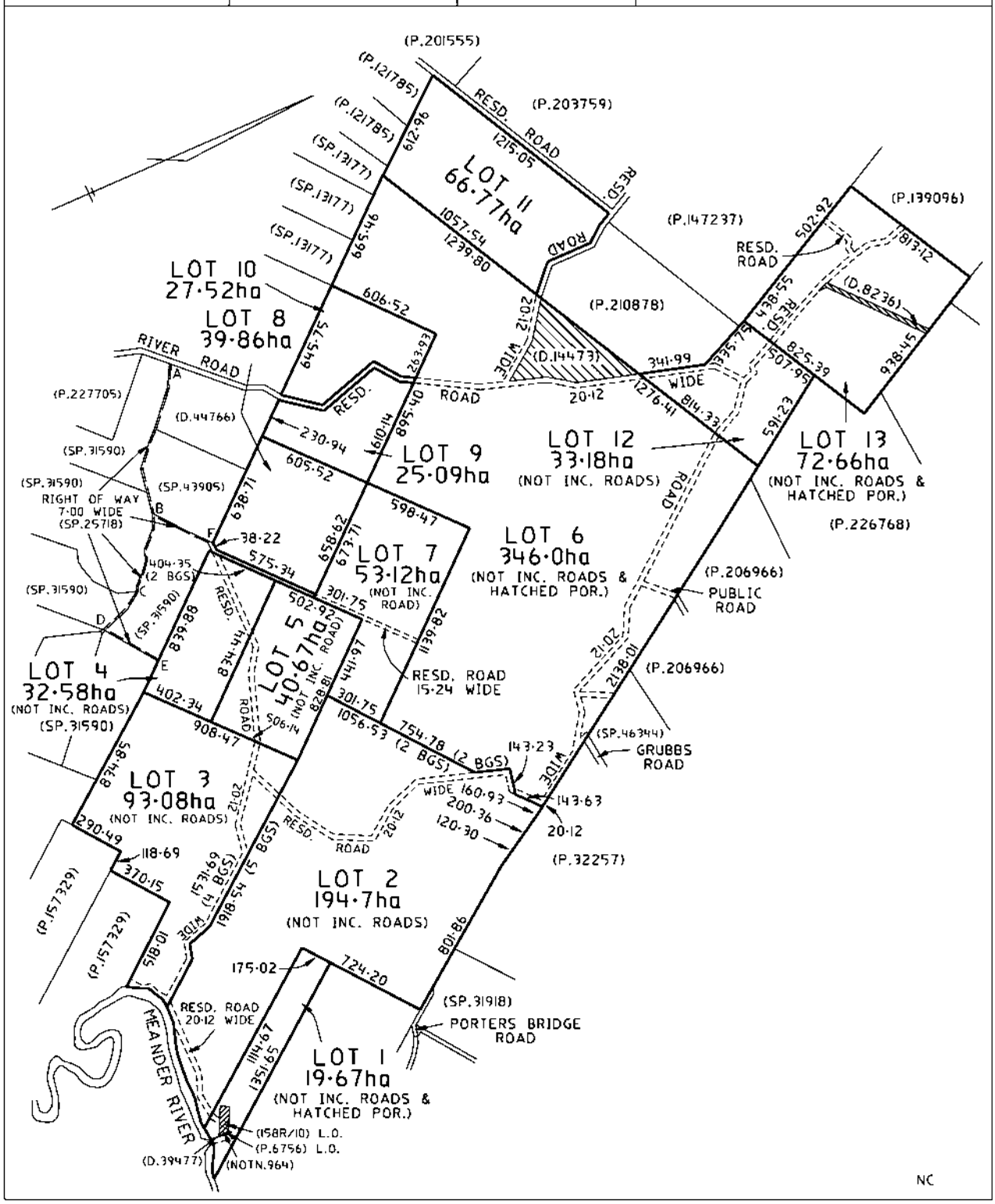
Reservations and conditions in the Crown Grant if any
SP25718 BENEFITING EASEMENT: a right of carraigeway over the Right of Way 7.00 wide on Plan 157328
C797552 PRIVATE TIMBER RESERVE pursuant to Section 15(1) of the Forest Practices Act 1985 Registered 02-Nov-2007 at noon
E351862 MORTGAGE to Australia and New Zealand Banking Group Limited Registered 06-Jul-2023 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

OWNER FOLIO REFERENCE CT.118954-1 GRANTEE	**PLAN OF TITLE** LOCATION DEVON - WYCOMBE FIRST SURVEY PLAN No. 32/36,10/82,13/65,13/70, 13/57,13/63,13/60,13/69, 13/71,13/77,13/74,13/62, 13/65 L.O. COMPILED BY LDRB SCALE 1: 20000 LENGTHS IN METRES	Registered Number **P.157328** APPROVED 22 JUNE 2009 Alice Kawa Recorder of Titles

MAPSHEET MUNICIPAL CODE No. 121 (4641) (4640)	LAST UPI No FHD48	LAST PLAN No. P.118954	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
157328	4
EDITION	DATE OF ISSUE
2	19-Feb-2010

SEARCH DATE : 22-Jun-2024
SEARCH TIME : 06.31 PM

DESCRIPTION OF LAND

Parish of WYCOMBE Land District of DEVON
Lot 4 on Plan 157328
Derivation : Whole of Lot 3654 Gtd. to J. Porter
Prior CT 118954/1

SCHEDULE 1

C888932 ASSENT to IAN CARL PORTER Registered 19-Feb-2010 at 12.01 PM

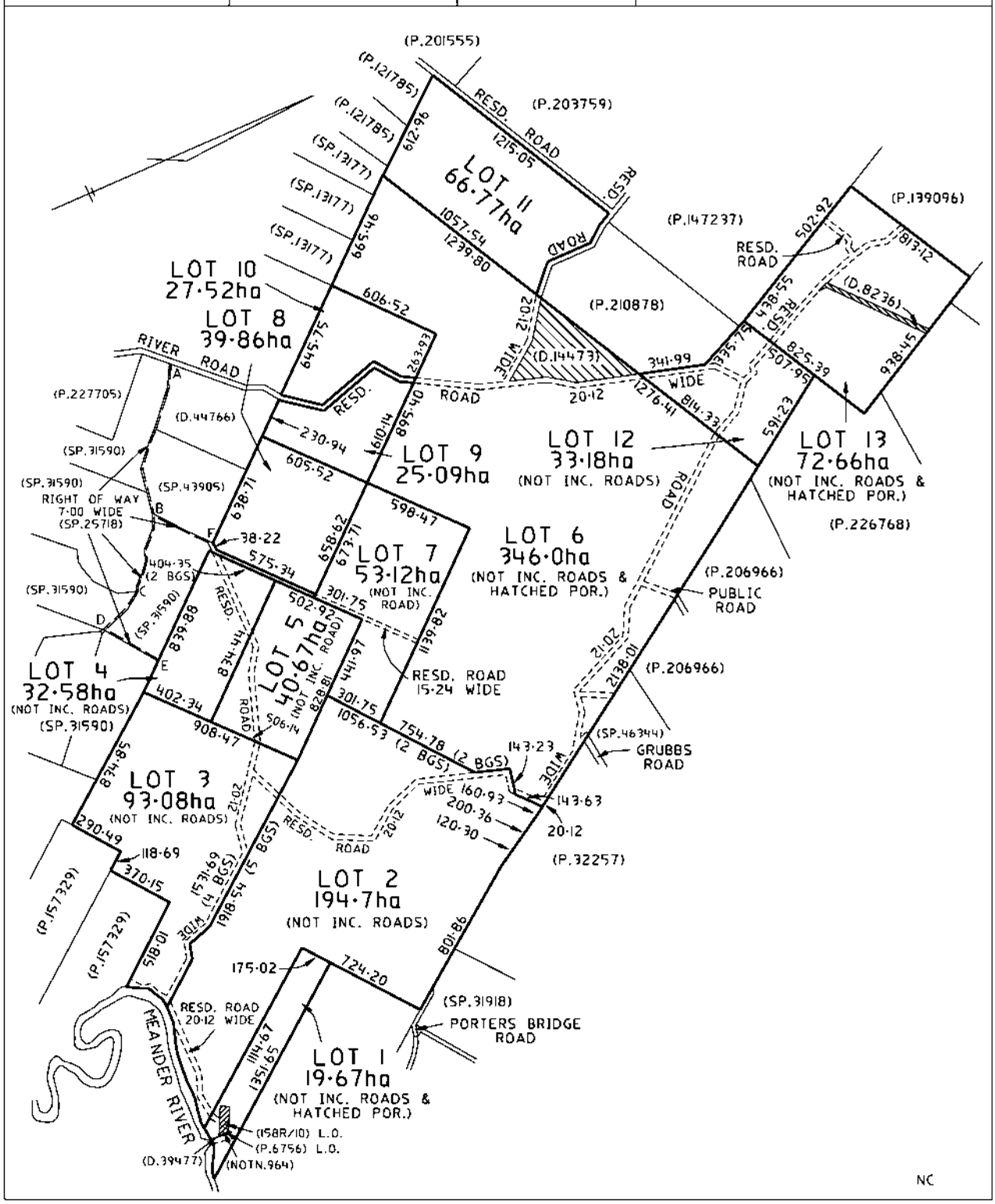
SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP25718 BENEFITING EASEMENT: a right of carraigeway over the Right of Way 7.00 wide on Plan 157328
C797552 PRIVATE TIMBER RESERVE pursuant to Section 15(1) of the Forest Practices Act 1985 Registered 02-Nov-2007 at noon

UNREGISTERED DEALINGS AND NOTATIONS

N193536 PRIORITY NOTICE reserving priority for 90 days TRANSFER IAN CARL PORTER to ARNOLD PROPERTY INVESTMENTS PTY LTD ATF THE ARNOLD PROPERTY TRUST MORTGAGE ARNOLD PROPERTY INVESTMENTS PTY LTD ATF THE ARNOLD PROPERTY TRUST to AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED Lodged by RAE & PARTNERS(L) on 10-Apr-2024 BP: N193536
E383685 MORTGAGE to Australia and New Zealand Banking Group Limited Lodged by DYE & DURHAM (ANZ) on 29-May-2024 BP: N193535
N193535 TRANSFER to ARNOLD PROPERTY INVESTMENTS PTY LTD Lodged by DYE & DURHAM (ANZ) on 29-May-2024 BP: N193535

OWNER FOLIO REFERENCE CT.118954-1 GRANTEE	**PLAN OF TITLE** LOCATION DEVON - WYCOMBE FIRST SURVEY PLAN No. 32/36,10/82,13/65,13/70, 13/57,13/63,13/60,13/69, 13/71,13/77,13/74,13/62, 13/65 L.O. COMPILED BY LDRB SCALE 1: 20000 LENGTHS IN METRES	Registered Number **P.157328** APPROVED 22 JUNE 2009 Alice Kawa Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 121 (4641) (4640)	LAST UPI No FHD48	LAST PLAN No. P.118954	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
157328	5
EDITION	DATE OF ISSUE
2	19-Feb-2010

SEARCH DATE : 22-Jun-2024
SEARCH TIME : 06.30 PM

DESCRIPTION OF LAND

Parish of WYCOMBE Land District of DEVON
Lot 5 on Plan 157328
Derivation : Whole of Lot 6394 Gtd. to J. Porter
Prior CT 118954/1

SCHEDULE 1

C888932 ASSENT to IAN CARL PORTER Registered 19-Feb-2010 at 12.01 PM

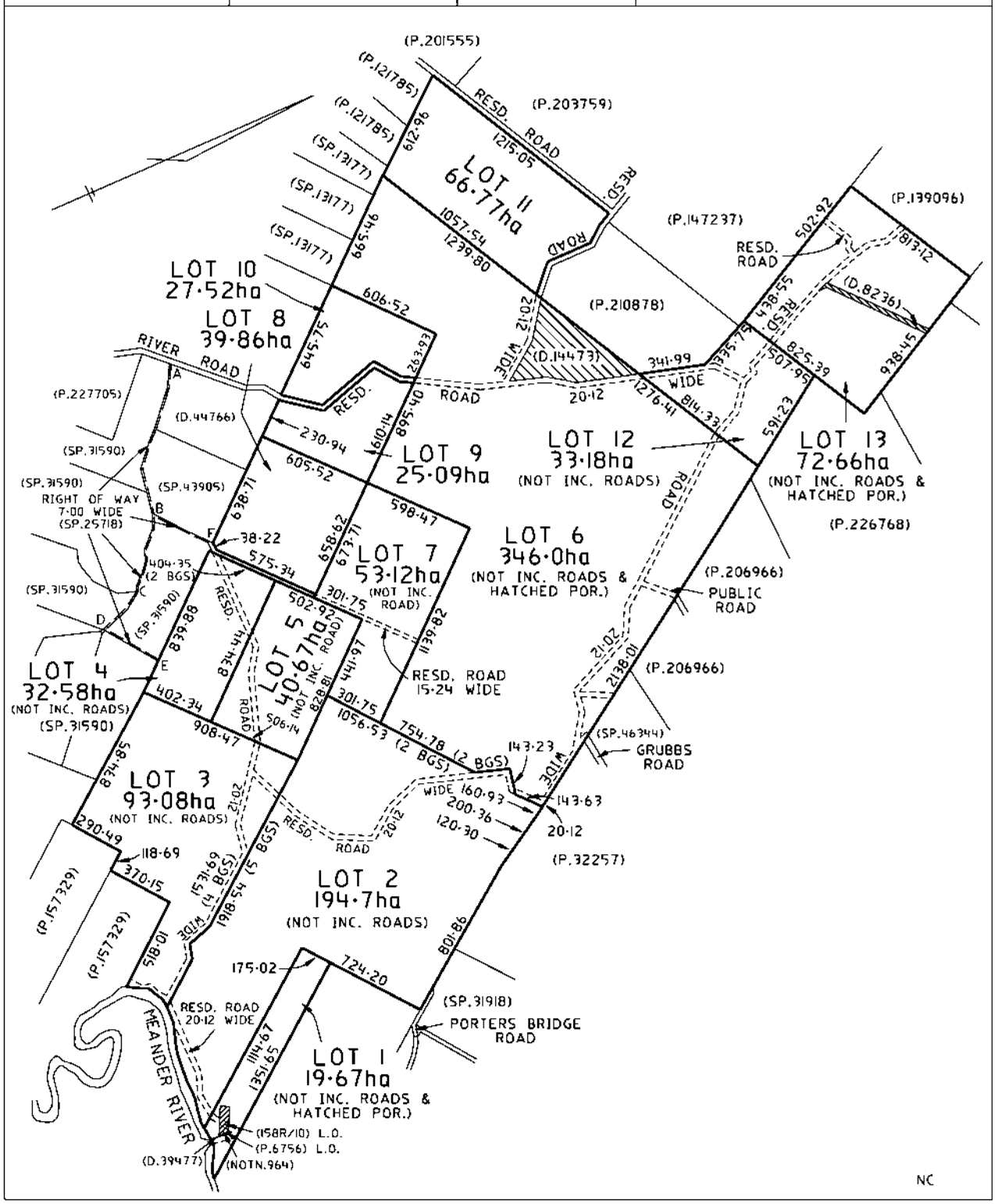
SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP25718 BENEFITING EASEMENT: a right of carraigeway over the Right of Way 7.00 wide on Plan 157328
C797552 PRIVATE TIMBER RESERVE pursuant to Section 15(1) of the Forest Practices Act 1985 Registered 02-Nov-2007 at noon

UNREGISTERED DEALINGS AND NOTATIONS

N193536 PRIORITY NOTICE reserving priority for 90 days TRANSFER IAN CARL PORTER to ARNOLD PROPERTY INVESTMENTS PTY LTD ATF THE ARNOLD PROPERTY TRUST MORTGAGE ARNOLD PROPERTY INVESTMENTS PTY LTD ATF THE ARNOLD PROPERTY TRUST to AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED Lodged by RAE & PARTNERS(L) on 10-Apr-2024 BP: N193536
E383685 MORTGAGE to Australia and New Zealand Banking Group Limited Lodged by DYE & DURHAM (ANZ) on 29-May-2024 BP: N193535
N193535 TRANSFER to ARNOLD PROPERTY INVESTMENTS PTY LTD Lodged by DYE & DURHAM (ANZ) on 29-May-2024 BP: N193535

OWNER FOLIO REFERENCE CT.118954-1 GRANTEE	**PLAN OF TITLE** LOCATION DEVON - WYCOMBE FIRST SURVEY PLAN No. 32/36,10/82,13/65,13/70, 13/57,13/63,13/60,13/69, 13/71,13/77,13/74,13/62, 13/65 L.O. COMPILED BY LDRB SCALE 1: 20000 LENGTHS IN METRES	Registered Number **P.157328** APPROVED 22 JUNE 2009 Alice Kawa Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 121 (4641) (4640)	LAST UPI No FHD48	LAST PLAN No. P.118954	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
157328	1
EDITION	DATE OF ISSUE
4	24-Nov-2021

SEARCH DATE : 27-Jun-2024
SEARCH TIME : 06.34 PM

DESCRIPTION OF LAND

Parish of WYCOMBE Land District of DEVON
Lot 1 on Plan 157328
Derivation : Part of Lot 3651 Gtd. to J. Porter
Prior CT 118954/1

SCHEDULE 1

C888932 ASSENT to IAN CARL PORTER Registered 19-Feb-2010 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP25718 BENEFITING EASEMENT: a right of carraigeway over the Right of Way 7.00 wide on Plan 157328
C797552 PRIVATE TIMBER RESERVE pursuant to Section 15(1) of the Forest Practices Act 1985 against part of the land as described therein Registered 02-Nov-2007 at noon
E282615 MORTGAGE to Commonwealth Bank of Australia Registered 24-Nov-2021 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

ATTACHMENT 2. PLANNING PERMIT PA\25\0032 PRECOAT MACHINE PORTERS BRIDGE ROAD QUARRY

Meander Valley Council
Working Together

PA\25\0032
18407

22 October 2024

Walters Contracting Pty Ltd
11 East Goderich Street
DELORAINE TAS 7304

Dear Sir/Madam

RE: Planning Permit - PA\25\0032 – 190 Porters Bridge Road REEDY MARSH – Extractive Industry (Pre-Coat Machine).

Thank you for your application for the above development. I wish to advise that your application has been approved under delegated authority from Council on Tuesday, 15 October 2024, subject to the conditions and notes contained in the attached permit.

PLEASE NOTE THIS IS NOT A BUILDING PERMIT.

The Permit becomes valid 14 days from the date of this letter. This 14 day period is the time frame whereby you may make an appeal against Council's decision. However, if you do not wish to make an appeal and would like to commence the use or development prior to the expiration of the 14 day period, the permit will become valid by notifying the planning authority in writing of your intention to commence and that you do not intend to make an appeal. To assist you in this, I have included the attached from "Notification to Waiver Appeal Rights" which may be completed and returned to Council.

If you wish to make an appeal against Council's decision, a Notice of Appeal must be lodged with the Resource Management and Planning Appeal Tribunal, GPO Box 2036, Hobart, within 14 days from the date of this letter. For information on how to lodge an appeal please contact the Tribunal on 6233 6464 or visit www.rmpat.tas.gov.au.

If you have any queries regarding the Planning Permit, please contact Council's Planning Department on 6393 5320.

Yours sincerely

Sandi Scott
Development Administration Officer

Meander Valley Council
Working Together

PLANNING PERMIT

PLANNING APPLICATION NO: PA\25\0032

LOCATION: 190 Porters Bridge Road REEDY MARSH (CT's: 157328/1, 157328/2, 157328/4 & 157328/5)

APPLICANT: Walters Contracting Pty Ltd

DEVELOPMENT: Extractive Industry (Pre-Coat Machine)

In accordance with Section 58 of the *Land Use Planning and Approvals Act 1993*, you are advised that the application for Extractive Industry (Pre-Coat Machine), by Walters Contracting Pty Ltd, for land located at 190 Porters Bridge Road REEDY MARSH (CT's: 157328/1, 157328/2, 157328/4 & 157328/5), is **APPROVED**, generally in accordance with the endorsed plans:

a) **Van Diemen Consulting; Dated: 24 August 2024; Porters Bridge Quarry pre-coat machine introduction; and**
b) **Van Diemen Consulting; Dated: 26 July 2024; Development Application for a permit to introduce the use of pre-coat machine at Porters Bridge Road Quarry, Exton (Email)**

and subject to the following conditions:

1. **The use approved by this permit may only operate within the approved quarry operating hours of 7am to 7pm Monday to Fridays and 8am to 4pm Saturdays.**

2. **No hazardous materials are to be stored in manifest quantities as defined by the Work Health and Safety Regulations 2022.**

Notes:

1. **The use and development approved by this permit must not cause any nuisance or be detrimental to the amenity of neighbouring properties caused by emissions. Emissions must comply with the provisions of the Environmental Management and Pollution Control Act 1994.**

2. **Any other proposed development and/or use, including amendments to this proposal, may require a separate planning application and assessment against the Planning Scheme by Council. All enquiries can be directed to Council's Development & Regulatory Services on 6393 5320 or via email: mail@mvc.tas.gov.au**

3. **This permit does not imply that any other approval required under any other by-law or legislation has been granted. The following additional approvals may be required before construction commences:**

    a) **Building approval**
    b) **Plumbing approval**

All enquiries should be directed to Council's Permit Authority on (03) 6393 5320 or Council's Plumbing Surveyor on 0419 510 770.

4. **This permit takes effect after:**

   a) The 14 day appeal period expires; or
   b) Any appeal to the Resource Management and Planning Appeal Tribunal is abandoned or determined; or.
   c) Any other required approvals under this or any other Act are granted.

5. A planning appeal may be instituted by lodging a Notice of Appeal with the Registry of the Tasmanian Civil and Administrative Tribunal. An appeal may be instituted within 14 days of the date the Corporation serves notice of the decision on the applicant. For more information see the Resource and Planning Stream of Tasmanian Civil and Administrative Tribunal website www.tascat.tas.gov.au/resource-and-planning/home.

6. If an applicant is the only person with a right of appeal pursuant to section 61 of the *Land Use Planning and Approvals Act 1993* and wishes to commence the use or development for which the permit has been granted within that 14 day period, the Council must be so notified in writing. A copy of Council's Notice to Waive Right of Appeal is attached.

7. This permit is valid for two (2) years only from the date of approval and will thereafter lapse if the development is not substantially commenced. An extension may be granted if a request is received.

8. In accordance with the legislation, all permits issued by the permit authority are public documents. Members of the public will be able to view this permit (which includes the endorsed documents) on request, at the Council Office.

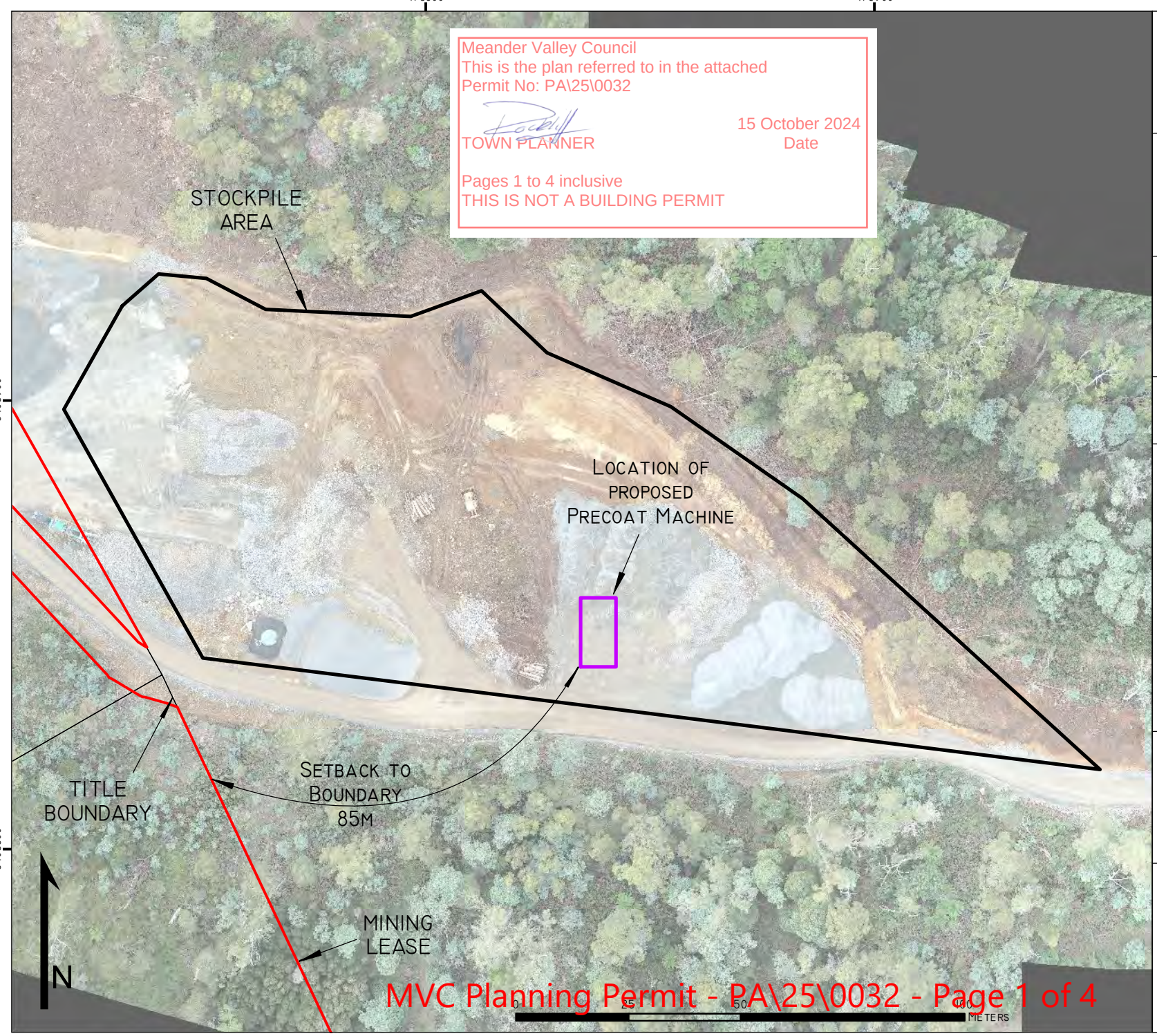
9. If any Aboriginal relics are uncovered during works:

   a) All works are to cease within a delineated area sufficient to protect the unearthed and other possible relics from destruction,
   b) The presence of a relic is to be reported to Aboriginal Heritage Tasmania Phone: (03) 6233 6613 or 1300 135 513 (ask for Aboriginal Heritage Tasmania) Fax: (03) 6233 5555 Email: aboriginal@heritage.tas.gov.au; and
   c) The relevant approval processes will apply with state and federal government agencies.

DATED AT WESTBURY ON 15 OCTOBER 2024.

Jana Rockliff
TOWN PLANNER

I certify that I have checked that the permit conditions for the application referred to as PA\25\0032, for 190 Porters Bridge Road REEDY MARSH (CT's: 157328/1, 157328/2, 157328/4 & 157328/5), corresponds with the decision of the Delegated Officer.



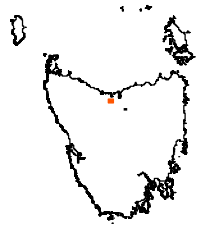
PORTERS BRIDGE QUARRY

DEVELOPMENT APPLICATION

FIGURE 1: PORTERS BRIDGE QUARRY PRE-COAT MACHINE INTRODUCTION

TASMAP: DELORAINE 4640	LGA: MEANDER VALLEY

Van Diemen CONSULTING
PO Box 1 New Town TAS 7008



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

CLIENT:
WALTERS CONTRACTING PTY. LTD.

DATE: 24 AUG 2024

Jana Rockliff

From:	Richard Barnes <rwbarnes73@gmail.com>
Sent:	Tuesday, 27 August 2024 1:33 PM
To:	Meander Valley Council Email
Cc:	Simon Rootes; Joseph Walters; Planning @ Meander Valley Council; EPA Enquiries (EPA); Chris Walters
Subject:	Development Application for a permit to introduce the use of pre-coat machine at Porters Bridge Road Quarry, Exton
Attachments:	Gmail - Request under Condition G3 (PCE10885) to operate a pre-coater at Porters Bridge Road Quarry.pdf; Land Titles.pdf; Fig1_PB_DA.pdf; Additional planning application information Land Titles.pdf; Saftey data Sheet Pre Coat Product.pdf; Planning-Application-Form_PortersBridgeRoadQuarry_Pre_Coat_Machine_signed.pdf

Dear Sir/Madam

I am writing on behalf of Walters Contracting Pty Ltd to submit a development application to the Meander Valley Council for a permit to enable the introduction of a pre-coat machine into the Porters Bridge Road Quarry (PBRQ).

The existing Extractive Industry (PBRQ) operates under the permit PA\21\0267 which includes Permit Conditions Environmental No. 10885/1.

The introduction of the pre-coat machine does not alter the fundamental use of the activity, rather it simply introduces a machine to pre-coat aggregate produced at the Extractive Industry.

Importantly, there is no intensification of use, nor change in the volume of material to be extracted or processed. There is also no additional truck movements of consequence because the volume extracted and processed is not to change. The machine would be floated to site and then floated from the site using a truck (as now occurs for other machinery such as crushers and screens).

The pre-coat process does not involve the application of heat (i.e. it is a cold pre-coat process). I attach the SDS for the pre-coat product to be used.

The use of the machine is within a Level 2 regulated premises (being Porters Bridge Road Quarry). I attach correspondence from Mr Michael Gartrell, the EPA Regulatory Officer for the Level 2 Regulated Premises, which advises that the EPA does not need to be referred to the application for assessment. That said, I will leave it to Council to decide if it will refer the application, and what response may be given by the EPA to any referral made.

I provide further particulars of the activity below to aid the assessment process by Council.

Machine and Hardstand Description

The machine is 4.5m at its highest point from ground level.

The machine would be set up on a hardstand of compacted aggregate located 85 m from the nearest Title boundary (see **Figure 1** attached) and remain there while it is being used. Aggregate is fed into the machine, where it is coated and then conveyed up the conveyor to drop into a stockpile where it is collected by trucks for haulage to road work sites.

The machine is to be housed and used in an already established and approved (existing Extractive Industry) stockpile area where there is processing and storage of rock into aggregates. The stockpile area is already managed for drainage and sediment basin systems that have been approved by the EPA as part of the existing Extractive Industry.

Period of time and use of the pre-coat machine in the Quarry

The application seeks to have the machine in the Quarry, and to be able to use it, at any time of the calendar year. Operating hours would be those for the Quarry (excluding the truck carting only start time of 0600 to 0700hrs) - 0700 to 1900 hrs Monday to Friday, 0800 to 1600 hrs Saturday and not on Sundays and public holidays gazetted statewide.

The machine will not be based in the site full-time; it will be used for up to 9 months per annum, of which it may not be in the quarry for that entire time. October 2024 to April 2025 is the likely period for the initial use of the machine, with the October to April period then applied each year. It would be removed from time to time to go to another quarry to be used there (the time spent in this quarry would be subject to the amount of volume needing to be coated, and the demand for product from other quarries owned and/or operated by the applicant).

In terms of a development application fee, can Council please raise an invoice for the fee and provide it directly to the applicant:

Simon Rootes, General Manager
Walters Contracting Pty Ltd
11 East Goderich Street Deloraine TAS 7304
Email: admin@walterscontracting.net

Please direct correspondence (such as the RFI) to me, with a carbon copy to joey@walterscontracting.net and simon@walterscontracting.net

Thanks and regards
Dr Richard Barnes
obo Walters Contracting Pty Ltd

--
Dr Richard Barnes BSc(Hons) PhD GDURP MPIA EIANZ MESA

Principal Environmental, Regional and Urban Planner
Environmental Specialist and Ecologist
Director, Van Diemen Consulting Pty Ltd,
Mobile: 0438 588 695

Meander Valley Council

NOTIFICATION TO WAIVER APPEAL RIGHTS

Notification Pursuant to Section 53 (1)
Land Use Planning Approvals Act 1993

To: Meander Valley Council ("the Council")

1. I am the applicant for the development and/or use land at (address):

   .....
   .....

2. I am in receipt of a development permit from the Council reference Number (development application of PA number)

   .....

3. I hereby acknowledge that I do not intend to exercise my right pursuant to section 61 of the *Land Use and Approvals Act 1993* to appeal any condition on the aforementioned development granted by Council.

Please also give the following details:-

Owner's name and address:-

.....
.....
.....

Signed by the applicant:-

.....

Date: .....

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ATTACHMENT 3. TRAFFIC IMPACT ASSESSMENT (JUNE 2025)

INTENSIFICATION OF PORTERS BRIDGE QUARRY

TRAFFIC IMPACT ASSESSMENT

Hubble Traffic

Updated June 2025

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Version	Date	Reason for Issue
Draft	December 2023	Draft issued for client feedback
Final	January 2024	Final Issued
Updated	June 2025	Updated to reflect RFI

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1. Introduction

Van Diemen Consulting has engaged Hubble Traffic to prepare an independent Traffic Impact Assessment, to consider the traffic impacts of the intensification of Porters Bridge Quarry, located outside of Exton.

This assessment has considered the type and amount of traffic that is expected to be generated and the likely traffic impacts to the surrounding road network.

This report has been prepared to satisfy the requirements of Austroads, Guide to Traffic Management Part 12: Traffic Impacts of Developments, 2019, and referred to the following information and resources:

- Tasmanian Planning Scheme (Meander Valley Council)
- Road Traffic Authority NSW (RTA) Guide to Traffic Generating Developments
- Australian Standards AS2890 parts 1, 2 and 6
- Austroads series of Traffic Management and Road Design
  - Part 4: Intersection and crossings, General
  - Part 4a: Unsignalised and Signalised Intersections
  - Part 12: Traffic Impacts of Development
- Land Information Database (LIST)

In considering the application the Meander Valley Council (Council) has issued a RFI dated 2 August 2024, requesting the following additional information:

- 5(a) – suitability of the road standard of Porters Bridge Road to absorb the increase in traffic flow generated by the quarry expansion.
- 5(b) – the percent of heavy vehicles turning at the junction of Meander Valley Road and Porters Bridge Road.
- 5(c) – Updated traffic flow data for Porters Bridge Road.
- 5(d) – Traffic management at the single lane bridge located near the development site access

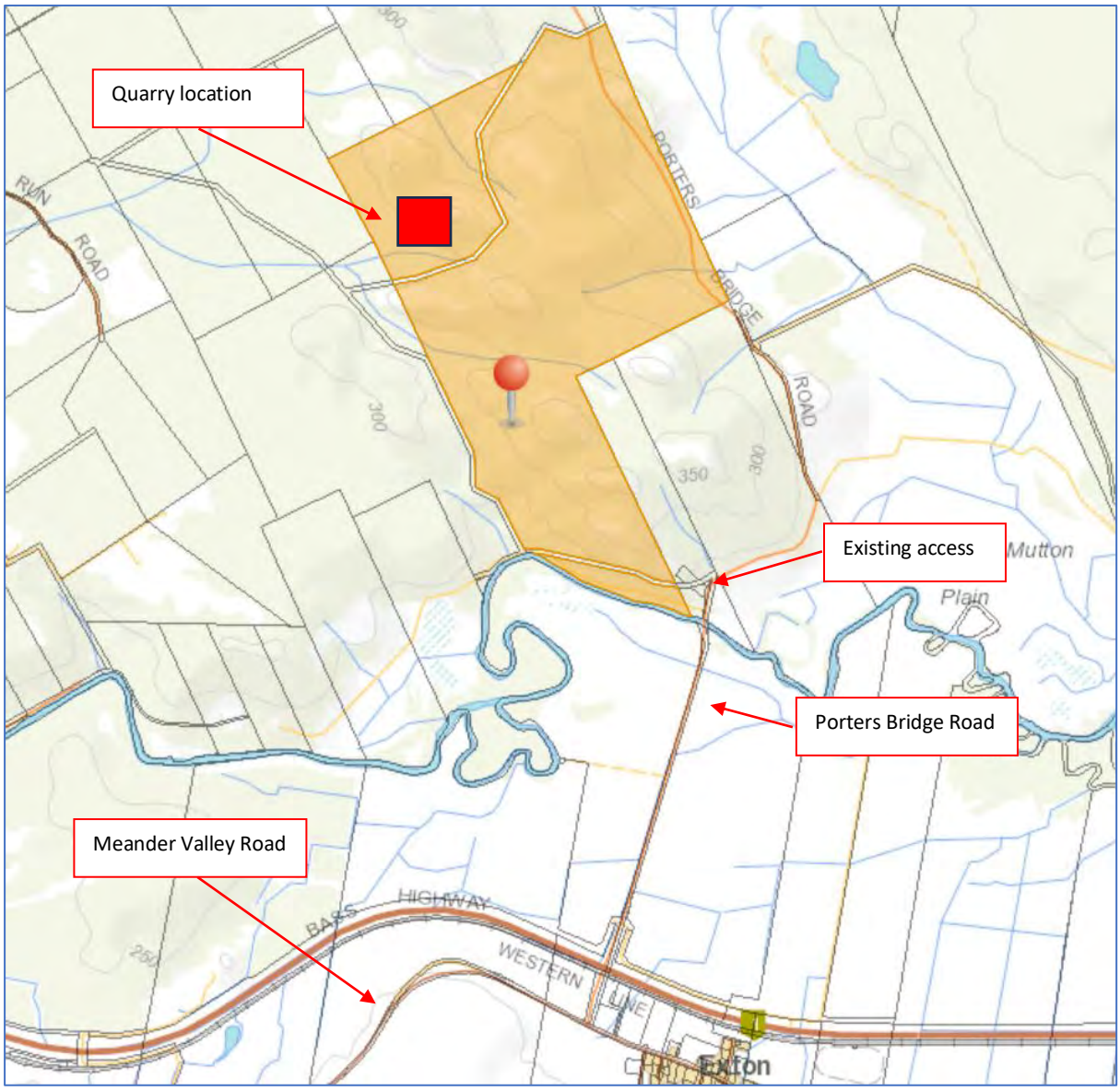
This assessment has been updated to reflect Council's request, with a summary available in section 9.

2. Site Description

The development site is a large parcel of land located at 190 Porters Bridge Road, which operates as Porters Bridge Quarry (quarry), Mining Lease 2097P/M. According to the Land Information Database (LIST), the parcel of land is zoned as Rural, with an extractive industry considered a suitable land use.

Vehicular access to the quarry is via a private internal road that connects with Porters Bridge Road, which is located on the northern side of Bass Highway (highway) that connects to the Meander Valley Road via a highway overpass.

Diagram 2.0 – Extract from LIST land information database



3. Development proposal

The development proposal is to intensify the annual extraction of rock and aggregate production, from 32,000 cubic metres to 200,000 cubic metres.

The developer has advised the quarry's increase in production will require an increase in on-site employees from four to seven, with service vehicles increasing from one to two.

4. Trip generation by this development

A trip in this report is defined as a one way vehicular movement from one point to another excluding the return journey. Therefore, a return trip to and from a land use is counted as two trips.

Information is usually sourced from the RTA Guide to Traffic Generating Developments (RTA Guide), to determine the number of trips likely to be generated. As the RTA Guide does not contain information on quarries, an estimation of the trip generation will be based on the transport task of moving the product, the number of employees, and other service vehicles.

4.1. Current trips generated by the quarry

The existing quarry is capped at 32,000 cubic metres of product per annum. While this cap limits the maximum number of truck movements per year, the number of vehicle movements per day and per hour, is strongly influenced by demand for the product. The developer has advised the standard vehicle transporting the product is a truck and trailer, with an average carrying capacity of 32 tonnes of product. The developer has also advised there is limitations on the volume of product that can be processed and transported in a day, which is estimated at 29 laden truck movements, and this is considered the maximum or worst case scenario.

The average number of truck movements per workday, is calculated by dividing the total 32,000 cubic metres of product by the number of workdays (estimated at 240 days), which equates to 133 cubic metres of product per day. Using a bulking factor of 1.6, these 133 cubic metres translates to 213 tonnes of product for transporting and would generate seven ladened truck movements per day.

A maximum of four employees are on site at any one time, with most employees working core business hours, arriving on site at 6:00am and leaving at 6:00pm. On average the development generates one service vehicle which services on-site machinery, generally occurring outside of peak periods.

Based on the available information, the quarry has the potential to generate a worst case of 68 daily vehicle movements, with 16 of these trips occurring in the morning and evening peak periods when the surrounding roads are at their busiest, or can generate an average of 24 daily trips, with eight peak hour trips.

Table 4.1 – Estimate of vehicle movements currently generated from the site

Vehicle type	Worst case scenario		Based on average day	
	Daily	Peak Hour	Daily	Peak Hour
Ladened truck and trailer	29	6	7	2
Un-ladened truck and trailer	29	6	7	2
Service vehicles (maximum one)	2	0	2	0
Employees (maximum four)	8	4	8	4
Total	**68**	**16**	**24**	**8**

4.2. Expected trips generated by intensification of the quarry

The mining lease is proposed to increase from 32,000 to 200,000 cubic metres of product per annum. The developer has indicated that the operational hours of the quarry will remain the same, while the number of employees on-site will increase from four to seven.

While the intensification of production will allow for more product to be processed and transported within the year, there is a limitation of the volume of product that can be processed and transported on any one day.

The developer has advised the same type of transport vehicle will continue to be used, where a maximum of 43 laden vehicles can be accommodated in any one day.

Based on the same methodology used to calculate the existing vehicle movements, the increase in production has the potential to generate a maximum (worst case) of 104 daily vehicle movements, with 25 of these predicted to operate within the peak hour periods.

Based on an average day, the increase has the potential to generate 102 daily vehicle movements, with 25 of these movements expected to occur in the peak hour periods.

Table 4.2 – Prediction of traffic movements when the development is operating

Vehicle type	**Worst case scenario**		**Based on average day**	
	Daily	**Peak Hour**	**Daily**	**Peak Hour**
Ladened truck and trailer	43	8	42	8
Un-ladened truck and trailer	43	8	42	8
Service vehicles (maximum two)	4	2	4	2
Employees (maximum seven)	14	7	14	7
Total	**104**	**25**	**102**	**25**

4.3. Summary of traffic intensification

The mining lease will increase the yearly production from 32,000 to 200,000 cubic metres of product, which represents a 625 percent increase in production. However, this traffic assessment predicts the number of daily and peak hour vehicle movements will not increase by the same proportion.

Based on a worst case scenario (maximum processing and transport capacity) this assessment predicts the number of daily vehicle trips to increase from 68 to 104, which is an additional 36 vehicle trips per day, or a 53 percent increase. Of these trips, the number of trips within the peak hour periods are predicted to increase from 16 to 25.

In summary, the increase in production will intensify the traffic flow on the surrounding road network throughout the working day, with the highest number of vehicle trips in any one hour period likely to be 25, which is in the peak hour when employees are arriving or leaving the site. These traffic predictions are based on the contents of the table below and will be used within this traffic assessment.

There is virtually no difference in the number of daily trips between the worst case and average day, indicating the quarry is expected to operate at capacity most days.

Table 4.3 – Prediction of increase in vehicle movements

Vehicle type	Worst Case scenario				Based on average day			
	Existing		Increase production		Existing		Increase production	
	Daily	Peak	Daily	Peak	Daily	Peak	Daily	Peak
Ladened	29	6	43	8	7	2	42	8
Un-ladened	29	6	43	8	7	2	42	8
Service	2	0	4	2	2	0	4	2
Employees	8	4	14	7	8	4	14	7
Total	**68**	**16**	**104**	**25**	**24**	**8**	**102**	**25**

5. Existing road network

All vehicles need to use Meander Valley Road and Porters Bridge Road to access the development site, with access to the quarry by an existing private quarry access road.

5.1. Quarry access road characteristics

Quarry access road is a private road, commencing from Porters Bridge Road and terminating at the quarry, and expected to be primarily used by employees and transport vehicles associated with the quarry.

The road is built to a typical low-volume rural standard, with an unsealed gravel surface, and table drain running along the northern side. The road width varies along the route, with the majority of the width suitable to accommodate two-way movements for light vehicles. Where the road width decreases making it difficult for opposing heavy vehicles to pass, passing bays have been provided. To coordinate the use of the passing bays there are UHF signs installed along the route for heavy vehicle driver communication.

Road alignment is generally straight, with some short series of curves, while there is a gentle incline from Porters Bridge Road, up to the quarry. Motorists have reasonable sight lines between opposing drivers, the UHF radio communication system assists with the movement of heavy vehicles and allow vehicles to manoeuvre along the road without causing adverse safety impact.

The site inspection found the standard of this road is considered fit-for-purpose, having consideration that users are familiar with the road, and a low operating speed is expected.

Photograph 5.1 – Quarry access road standard

5.2. Porters Bridge Road characteristics

Porters Bridge Road extends in a northerly direction from Meander Valley Road, providing access to a small number of rural properties and the quarry. The road has been constructed to a rural standard, with varying sealed bitumen road width, with table 5.2 providing width at veriest locations where the width changes, with the chainage commencing at the Meander Valley Road.

Apart from the single lane bridge spanning the Meander River, Porters Bridge Road has sufficient width to support two-way traffic flow, as there is a minimum of 5.5 metres wide.

Table 5.2 – Porters Bridge Road measured road widths

Chainage	Location	Road width
0.0 km	Porters Bridge Road and Meander Valley Road junction	7.5 metres
0.1 km	Bass Highway overpass	6.3 metres
0.2 km		5.8 metres
0.65 km	End point of newly sealed section	5.7 metres
0.85 km	Farm gates on both sides of the road	5.5 metres
1.5 km	Small bridge before Meander River bridge	6.6 metres
1.7 km	Meander River bridge (one-way only bridge)	4.8 metres

The section of Porters Bridge Road to the quarry access is straight, there are vertical crests along the road, particularly at the highway overpass. Generally, there are no centreline road markings, signifying the road does not have a significant transport function, and delineation of the alignment is by guideposts.

Photograph 5.2A – Porters Bridge Road standard

Along the route there are two significant bridge structures, the first bridge crosses the Meander River, located immediately south of the quarry access, and is signed as a one-lane bridge. The alignment of the approaching roads is reasonably straight, offering motorists with suitable forward sight distance, with no operational traffic issues identified.

Photograph 5.2B – One Lane bridge over the Meander River

The second bridge structure crosses the highway, opposing traffic flows are separated by an isolated section of centreline road marking, and there is sufficient road width to accommodate two-way traffic flow.

Photograph 5.2C – Bridge over the Bass Highway

Beyond the quarry access the standard of the road significantly reduces, which aligns with the road function of providing local access to a small number of rural properties. The route assessment determined Porters Bridge Road is of sufficient standard to accommodate the traffic flow generated by the quarry.

5.3. Meander Valley Road characteristics

Meander Valley Road is part of the State Road Network and is classified as a Category 5 – Other Roads. Category 5 roads are primarily used as access roads for private properties. The road was previously the main arterial road connecting the northwest regions to Launceston and Hobart, prior to the construction of the current Bass Highway, and therefore has high road characteristics for a Category 5 road. The road alignment allows for high operating speeds, there are three metre wide traffic lanes in each direction, narrow sealed shoulders, verges along both sides of the road, and a table drain along the southern side. The delineation of the alignment is provided by marked centreline, edgelines, and guideposts.

Meander Valley Road connects with Bass Highway at a grade separated interchange 4.3 kilometres west of Porter Bridge Road, providing a high quality route to the Category 1 road network for vehicles generated by the quarry.

Photograph 5.3 – Meander Valley Road standard

5.4. Junction of Porters Bridge Road and Meander Valley Road

All traffic generated by the quarry must turn at the junction of Meander Valley Road and Porters Bridge Road, which is a standard T-Junction. As Porters Bridge Road is the terminating road, traffic priority is provided to Meander Valley Road motorists. This traffic priority is reinforced with the provision of a Give Way sign, supplemented with a marked holding line, set back two metres from the edge of the through traffic lane.

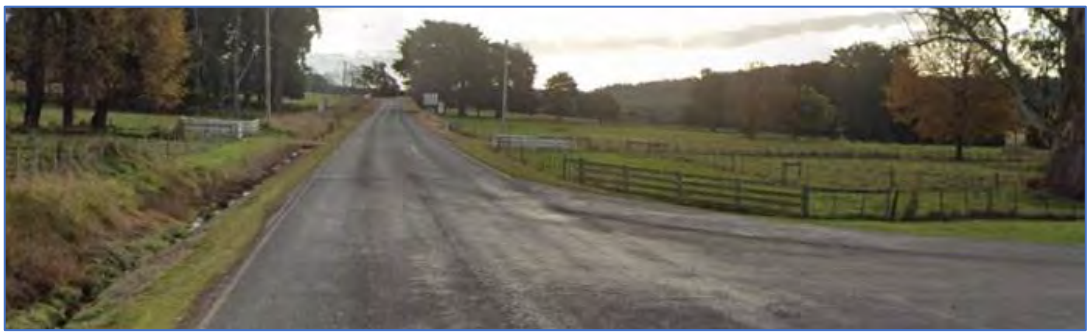
The junction has an asphalt surface that is in good condition, with the junction throat widened to accommodate heavy vehicles turning, with sufficient width to accommodate heavy vehicles to enter and leave at the same time.

Meander Valley Road has a posted 80 km/h speed limit at the Porters Bridge Road junction, and available sight distance was measured at this junction. Based on the driver being 1.05 metres above the road surface, with approaching vehicles being 1.2 metres high. In both directions the available sight distance exceeds 300 metres.

Austroads Guide to Road Design provides guidance of Safe Intersection Sight Distance (SISD), based on the speed environment. For an 80 km/h speed limit the recommended SISD is 181 metres, based on a driver reaction time of 1.5 seconds, and three seconds observation time. With the available sight distance exceeding 300 metres in both directions, there is sufficient sight distance for vehicles to turn at the junction in a safe and efficient manner, without causing adverse impact to other users.

Photograph 5.4A – Available sight distance to the left

Photograph 5.4B – Available sight distance to the right



5.5. Traffic activity on Porters Bridge Road

Traffic flow based on first principles

According to the Land Information System Tasmania (LIST), Porters Bridge Road beyond the quarry access serves approximately 12 rural residential properties. The number of daily and peak hour traffic movements has been calculated using the RTA Guide, specifying a rural residential property is likely to generate 7.4 daily vehicle trips, with 0.78 of these trips occurring in the peak hour periods. This means the 12 residential properties are expected to generate less than 100 daily vehicle trips, with nine of these movements likely to occur in the peak hour periods.

As estimated earlier, the quarry is predicted to generate an average of 24 daily vehicle movements, with eight of these movements occurring during the peak hour periods. While when operating at maximum capacity, the quarry could generate 68 daily vehicle movements, with 24 of these occurring during the peak hour periods.

In summary, Porters Bridge Road is lightly trafficked, less than 200 two-way vehicles per day, with a maximum 33 two-way vehicles operating in the peak hour periods, as shown in the table below.

Table 5.5A – Estimated traffic flow for Porters Bridge Road

Traffic generator	Estimated daily two-way	Peak hour two-way
12 rural properties	100	9
Quarry – average Maximum flow	24* 68	8* 24
Total	**168**	**33**

* Figures in red not included in total

Traffic flow based on actual survey data

In response to Council's RFI request, a traffic counter was installed, one kilometre from the Meander Valley Road junction, from Thursday 17 to Wednesday 23 of October 2024. The table below demonstrates the daily and directional traffic flows, revealing that Porters Bridge Road generates less than 200 vehicles per day.

Table 5.5B - Porters Bridge Road daily two-way traffic flow

Day	Northbound	Southbound	Total
Thursday	83	95	178
Friday	74	81	155
Saturday	45	56	101
Sunday	46	37	80
Monday	60	75	135
Tuesday	78	90	168
Wednesday	78	87	165
Weekday average	**75**	**86**	**161**

The table below breaks down the traffic flows into hourly intervals, with peak periods generally observed between 7:00am to 9:00am in the morning and 3:00pm to 5:00pm in the afternoon. On average, less than 20 two-way vehicles were observed along Porters Bridge Road, representing less than one vehicle every three minutes.

Table 5.5C – Hourly breakdown of two-way traffic flow

Weekday hour	Northbound		Southbound		Two-way	
	Average	Maximum	Average	Maximum	Average	Maximum
600-700	5	7	4	5	9	12
700-800	10	12	7	10	17	22
800-900	5	8	8	13	13	21
900-1000	6	10	6	8	12	18
1000-1100	3	6	4	7	7	13
1100-1200	5	10	6	11	11	21
1200-1300	4	8	5	7	9	15
1300-1400	6	8	5	7	11	15
1400-1500	5	6	6	13	11	19
1500-1600	5	9	7	14	12	23
1600-1700	8	13	7	9	15	22
1700-1800	7	11	4	6	11	17
1800-1900	2	3	3	6	5	9
1900-2000	3	4	1	3	4	7

The table 5.5.D below demonstrates the type of vehicle class using Porters Bridge Road. The data captured indicates that on a weekday, light vehicles account for 72 percent of vehicles, with heavy vehicles (medium and long vehicles) accounting for 28 percent.

During the weekend, only eight percent of the total vehicles were observed to be heavy vehicles, with all heavy vehicles captured using the road on a Saturday and only light vehicles captured on a Sunday.

Table 5.5D – Vehicle classification for weekdays and weekends

Austroads vehicle classification	Weekdays			Weekends		
	Total	Daily Ave	%	Total	Daily Ave	%
Short <5.5m	602	120	72%	167	83	92%
Medium >5.5 and <14.5m	107	21	13%	10	5	6%
Long >11.5 and <19m	131	26	16%	4	2	2%
Long Comb >17.5 and <36.5m	0	0	0	0	0	0
Large Comb < 33m	0	0	0	0	0	0
			100%			100%

Metro traffic counter data is available in appendix B.

5.6. Traffic activity on Meander Valley Road

Department of State Growth (Department) maintains a traffic database for the State Road network, with the nearest traffic station on the Meander Valley Road 3.8 kilometres west of Porters Bridge Road, with the latest traffic data collected in May 2021.

The extract below is from the Department's database, with the red rectangles highlighting the heaviest hourly two-way traffic flow, of 154 in the morning, and 199 in the evening. These traffic flows indicate Meander Valley Road is moderately trafficked.

Extract 5.6 – Department's traffic database

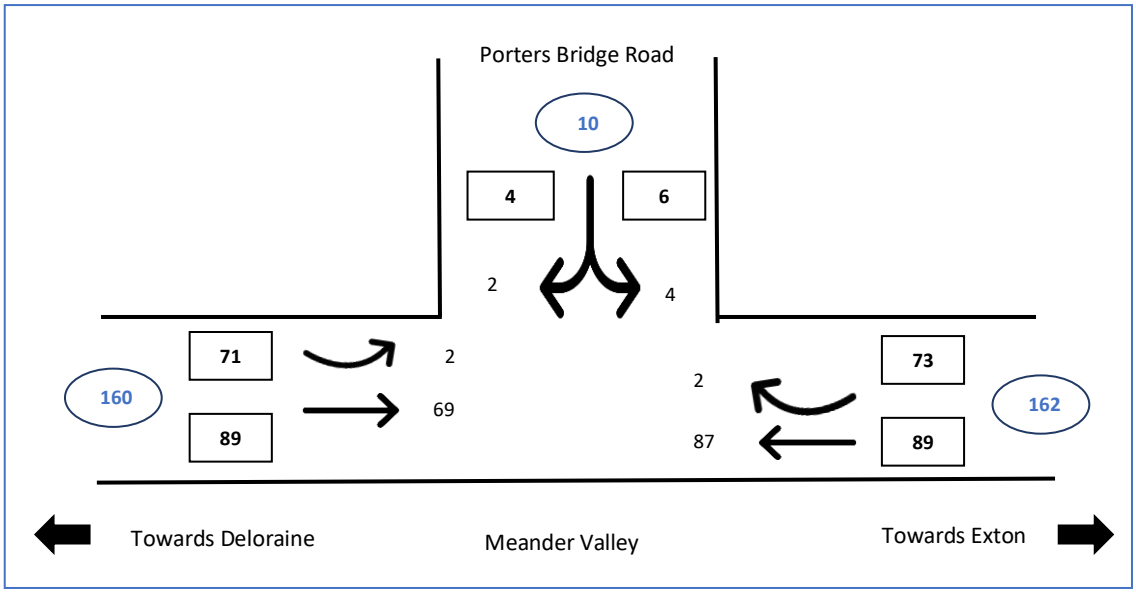
	Westbound	Eastbound	Total
00:00	1	0	1
01:00	0	0	0
02:00	1	0	1
03:00	1	0	1
04:00	2	1	4
05:00	6	4	10
06:00	31	33	65
07:00	46	60	106
08:00	78	76	154
09:00	78	73	151
10:00	79	74	153
11:00	81	71	153
12:00	79	75	153
13:00	81	75	155
14:00	96	77	173
15:00	112	87	199
16:00	100	84	183
17:00	77	62	139
18:00	40	30	70
19:00	22	22	43
20:00	11	15	26
21:00	5	9	15
22:00	7	7	14
23:00	2	3	5

5.7. Traffic flows at the junction of Meander Valley Rd and Porters Bridge Rd

A recent manual survey was undertaken at the Porters Bridge Road and Meander Valley Road junction on Thursday 17 of October between 7:00am and 9:00am, with the peak hour extracted and shown in diagram 1.3A below.

The survey revealed that the junction is lightly trafficked, with less than 200 vehicles observed travelling through the junction. During the morning peak hour, three heavy vehicles were observed using Porters Bridge Road, generating 30 percent of the total vehicle movements. This closely correlates with the data captured using the traffic counter.

Diagram 5.7A – Morning peak hour traffic movements

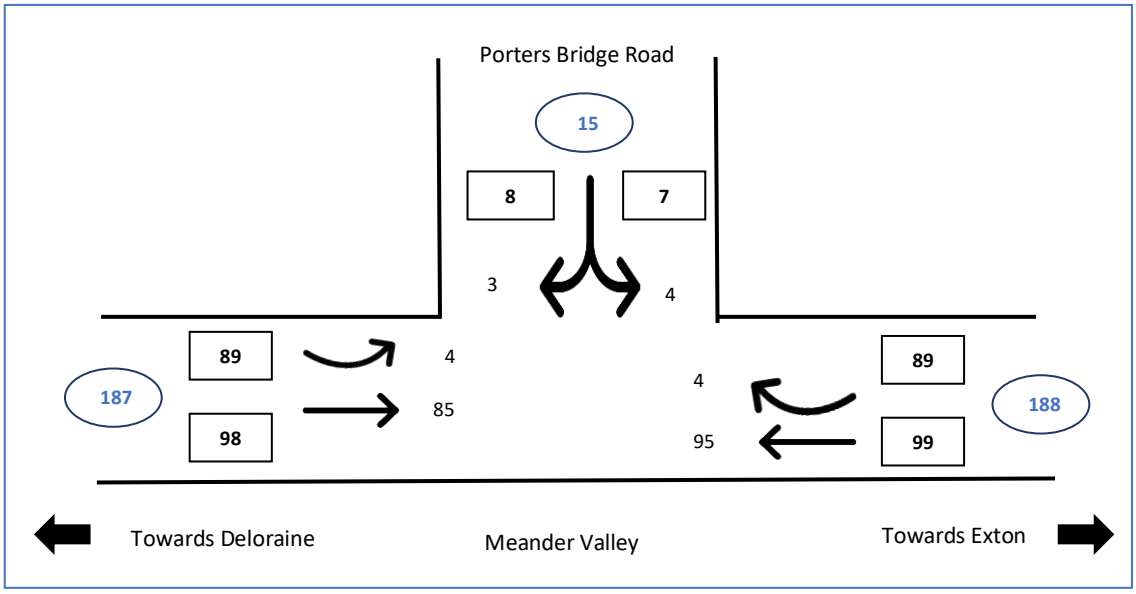


*Heavy vehicles accounted for 30% of movements into and out of Porters Bridge Road

Diagram below estimates the turning movements through the junction, during the evening peak period. Data has been used from the traffic counter on Porters Bridge Road and the Department's database for movements generated along Meander Valley Road.

Similar to the morning peak period, heavy vehicles accounts for 30 percent of the vehicles generated by Porters Bridge Road.

Diagram 5.7B – Evening peak hour traffic movements



*Heavy vehicles accounted for 30% of movements into and out of Porters Bridge Road

5.8. Summary of current flow on Porters Bridge Road

The traffic counter data aligns with the initial first principal method, showing that Porters Bridge Road has an average daily two-way flow of 161 vehicles. Of these, an average of 15 vehicles operates during peak hours, and on the busiest day a maximum of 23 vehicles.

Additionally, the daily traffic flow consists of 72% light vehicles. The remaining vehicles include 13% medium rigid and 16% long vehicles.

Overall, Porters Bridge Road is lightly trafficked with less than 200 vehicles per day.

5.9. Road safety of surrounding road network

The Department maintains a database of reported road crashes, a check of this database found the following crashes occurring on the surrounding roads in the last five completed years of 2018 to 2022, as follows:

- Porters Bridge Road between the development access and Meander Valley Road, no crashes reported. A hit animal crash was reported on Porters Bridge Road north of the development access in April 2019, with this crash resulting in property damage.
- Porters Bridge Road and Meander Valley Road junction, no crashes reported.
- Meander Valley Road between Porters Bridge Road and the roundabout, leading to the on and off ramps onto the Bass Highway, three crashes reported. These crashes resulted in one minor injury and two property damage, with all crashes being a single light vehicle losing control and leaving the carriageway. Two vehicles lost control whilst negotiating a curve, with the other losing control on a straight road section.
- Roundabout, one crash reported in 2020, where a light vehicle hit an obstruction on the road causing property damage.
- Link between the roundabout and Bass Highway grade separated interchange, two crashes reported. A rear-end crash in 2022 resulting in property damage, which involved a light and heavy vehicle, and a crash in 2019 resulting in property damage, with a light vehicle losing control while using the westbound off-ramp.

Overall, this crash data does not signify that motorists are experiencing any difficulty with negotiating the surrounding road network. There is no overrepresentation of crashes involving heavy vehicles, indicating the route is suitable to accommodate an increase in heavy vehicles.

5.10. Speed limits operating on the surrounding roads

Meander Valley Road

Through Exton the speed limit is 60 km/h, changing to 80 km/h west of Exton, with Porters Bridge Road junction located within an 80 km/h speed limit. This speed limit changes to 100 km/h approximately 120 metres west of the junction.

Porters Bridge Road

Along Porters Bridge Road, there is no speed limit signs for motorists turning from Meander Valley Road, technically under the Australian Road Rules the speed limit must be the rural default of 100 km/h, due to the abutting land use being undeveloped.

For vehicles travelling southbound, approaching the junction with Meander Valley Road, there is a 60 km/h speed limit sign posted, approximately 100 metres before the junction.

With no defined speed limit along the majority of Porters Bridge Road, the sealed rural default 100 km/h speed limit would apply. However, due to the function and nature of the road, lower operating speeds would be expected, with vehicles more likely to be travelling at 80 km/h.

6. Impact from traffic generated by this development

As discussed earlier, the quarry has limitations on the volume of material that can be processed and transported within any one hour period. Table 4.3 determined that when the quarry is operating at maximum processing capacity, an additional 36 daily trips are predicted, increasing the number of daily trips from 68 to 104, with 25 of these trips operating within a peak hour.

Based on an average production day, the quarry is predicted to increase the number of daily trips from 24 to 102, with the number of trips increasing from 8 to 25 in a peak hour.

For the purpose of this traffic assessment, the most important consideration is the increase in peak hour trips, when Meander Valley Road is at its busiest periods, which is the weekday morning and evening peak hours. The largest increase in the peak hour trips, will occur on an average day, increasing from 8 to 25 trips, as shown in the table below, and this also represents the worst case scenario, which will be used to assess the traffic impact on the surrounding roads.

Table 6.0 – Prediction in vehicle trips

Existing vehicle trips				**Predicted increase in trips (existing and new)**	
Daily (average) Peak Hours (average)		**Quarry operating a maximum processing capacity**		**Daily (maximum processing capacity)**	**Peak hours (maximum processing capacity)**
Daily	Peak hours	Daily	Peak hours		
24	8	68	16	104	25

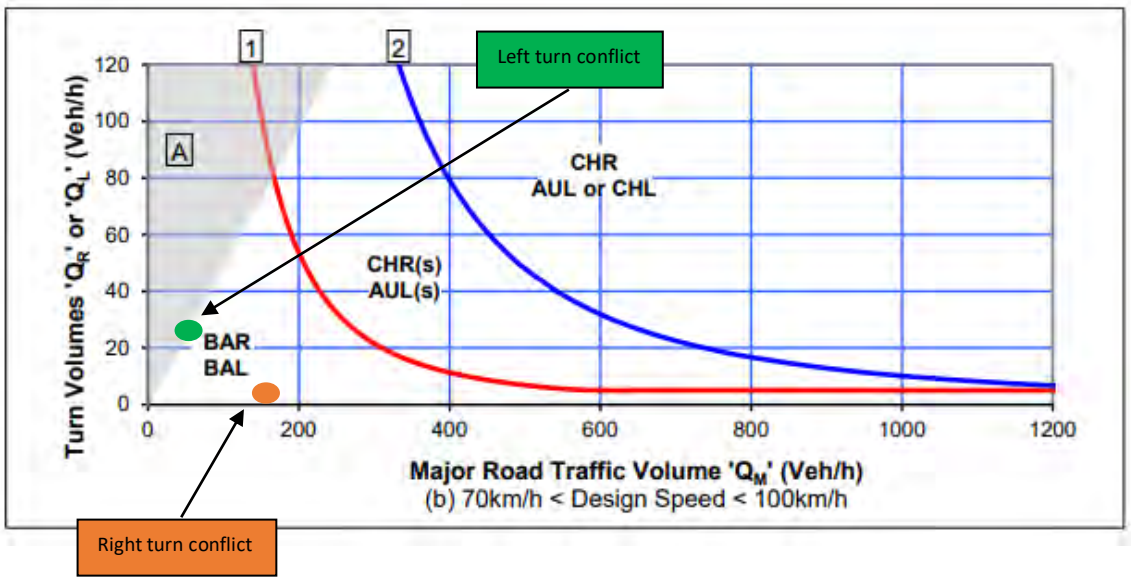
6.1. Consideration of turning treatments on Meander Valley Road

The need for dedicated turning treatments at the junction of Porters Bridge Road and Meander Valley Road is considered unwarranted, as the number of vehicles turning right into Porters Bridge Road is predicted to be low, with a maximum of five vehicles within the peak hour periods. With the junction lightly trafficked, there is a low risk that a stationery right turning vehicle will adversely impact the traffic flow.

Given the proximity of the grade separated interchange to the highway located west of the junction, it is predicted the additional vehicles generated by the quarry are likely to generate right turn movements out of Porters Bridge Road, and left turn movements in.

Austroads Guide to Traffic Management (part 6) has been used, to demonstrate there is little justification to warrant dedicated turn lanes at the junction.

Diagram 6.1 – Austroads Guide for turning treatments



6.2. Lane capacity and level of service for Meander Valley Road users

In evaluating the impact of additional vehicle movements on Meander Valley Road users, it is important to understand the Level of Service (LOS) motorists are currently receiving. The RTA Guide provides guidance for rural roads, based on peak hour directional traffic flows, the terrain of the road, and the percentage of heavy vehicles.

Based on the existing directional traffic flows from the Department's traffic station, the road having a level alignment, and assuming 15 percent of vehicles being heavy vehicles, Meander Valley Road users are currently receiving the highest traffic efficiency of LOS B for a rural road, as shown in the table below.

While additional vehicle movements generated by the quarry will increase the two-way traffic flow on Meander Valley Road (highlighted in the green columns), it will not deteriorate traffic efficiency, with motorists continuing to receive LOS B. This demonstrates that the development is not predicted to cause adverse traffic impact to Meander Valley Road users.

Level of service B means the traffic flow is stable, motorists can generally choose their operating speed, without being influence by other motorists, there is sufficient gaps in the traffic stream to allow for vehicles to enter and leave without impacting other vehicles. Motorists are provided with comfortable driving conditions.

Table 6.2 – Comparison of level of service for Meander Valley Road users

Criteria	Existing traffic conditions			Predicted traffic conditions		
	Eastbound	Westbound	Two-way	Eastbound	Westbound	Two-way
Morning peak hour	76	78	154	86	85	171
Level of service	**B**			**B**		
Evening peak hour	87	112	199	94	122	216
Level of service	**B**			**B**		

Extract 6.2 – RTA Guide for level of service for rural roads

Table 4.5
peak hour flow on two-lane rural roads (veh/hr)
(Design speed of 100km/hr)

Terrain	Level of Service	Percent of Heavy Vehicles			
		0	5	10	15
Level	B	630	590	560	530
	C	1030	970	920	870
	D	1630	1550	1480	1410
	E	2630	2500	2390	2290
Rolling	B	500	420	360	310
	C	920	760	650	570
	D	1370	1140	970	700
	E	2420	2000	1720	1510
Mountainous	B	340	230	180	150
	C	600	410	320	260
	D	1050	680	500	400
	E	2160	1400	1040	820

6.3. Traffic impact on Porters Bridge Road

The same methodology for assessing traffic efficiency has been used on Porters Bridge Road. The RTA Guide specifies for a rural road with less than 530 two-way vehicles per peak hour, motorists will be provided with the highest level of traffic efficiency.

As estimated, the current two-way traffic flow is between 17 and 33 vehicles in the peak hour periods, and this may slightly increase to 34 vehicles when the quarry is operating at maximum processing capacity. This demonstrates no deterioration in traffic efficiency is expected in the peak hour periods.

Although the increase in vehicular trips will occur outside of the peak hour periods, the two-way traffic flow is not expected to exceed 34 vehicles in any one hour period, demonstrating no adverse traffic impact is expected. This number of two-way vehicles operating within an hour period, represents on average, one vehicle using the road every two minutes.

This assessment determined the road standard of Porters Bridge Road is sufficient to accommodate a slight increase in traffic flow, without causing adverse traffic impact to other road users.

6.4. Suitability of Porters Bridge Road

This section evaluates Porters Bridge Road between the Meander Valley Road and quarry access, and excludes the single lane bridge spanning the Meander River, which will be evaluated in section 6.5.

With the current and expected Average Annual Daily Traffic (ADDT) flow is expected to be less than 300 vehicles per day, according to LGAT standard drawing TSD-RO2-v1, the road falls under the S3 classification as per table 2. This road classification specifies for existing road infrastructure the sealed pavement width should be 5.5 metres to accommodate two-way flow.

As previously demonstrated, despite variations in the sealed width of Porters Bridge Road, the width is consistently at least 5.5 metres, complying with LGAT S3 road standard for road width.

The straight road alignment with gentle grades offers excellent sight distance. The quarry's proximity to Meander Valley Road is short, and despite increased traffic due to the quarry expansion, upgrading the road isn't necessary as the current road standards provides for safe and efficient performance.

This road standard is comparable to numerous sections of the State Road network, which handle significantly higher traffic volumes. These State Road sections successfully operate with a 5.5-meter wide road pavement that accommodates two-way traffic flow without sealed shoulders.

6.5. Single-lane bridge

As previously stated, the Meander River bridge operates as a single lane, providing for one-way traffic movements. This bridge requires motorists to slow down on approach and give way to vehicles already travelling through the bridge, with the appropriate signs erected on both sides of the road in accordance to AS 1742.2, warning motorists of the approaching bridge.

The most recent site inspection found there has been road side vegetation management to the south of Meander River Bridge, this provides motorists with excellent sight distance approaching the single lane bridge. Motorists will be able to see oncoming traffic and appropriately give way to vehicles using the bridge. One-lane bridge on a two-way roadway is an appropriate traffic management treatment.

Overall, no operational traffic issues were identified and there is expected to be no adverse impact to motorists using Meander River Bridge, from the increase in movements generated by the development site.

Photograph 6.5 – Sight lines over the single lane bridge

7. Access arrangement to and from the development site

7.1. Existing vehicular access into and out of the development

The development will retain the existing vehicular access with Porters Bridge Road, which has been widened to accommodate vehicles generated by the quarry turning into and out of the access. The access has recently been sealed extending back at least 30 metres from Porters Bridge Road, with the edge of sealed delineated with guide posts as illustrated in the photograph below.

Overall, the existing vehicular access is considered fit for purpose.

Photograph 7.1 – Existing quarry access

7.2. Sight distance at existing quarry access

It is important that motorists leaving the access have suitable sight distance to enter Porters Bridge Road in a safe manner, without impacting other motorists.

Available sight distance was measured on-site, based on a driver positioned 1.05 metres above the road surface, with an approaching vehicle being 1.2 metres high, and was found to be around 220 metres in both directions.

Austroads Guide to Road Design provides guidance on sight distance, based on the operating speed of approaching vehicles. Although this junction is located within a 100 km/h speed limit, the operating speed of approaching vehicles is considered to be lower, as vehicles approaching from the north are required to negotiating a right hand bend. Vehicles approaching from a southerly direction need to negotiate a one-lane bridge, which also lowers the operating speed.

In summary, it is estimated the operating speed of vehicles approaching the junction is likely to be around 80 km/h, with table 7.2 detailing that sufficient sight distance is available. There is also sufficient sight distance to accommodate vehicles operating higher than 80 km/h, being 94 percent of the recommended SISD for 100 km/h.

Table 7.2 – Sight distance at the quarry access point

Operating speed of vehicles	Recommended SISD	Available sight distance
80 km/h	170 metres	220 metres
100 km/h	234 metres	

Photograph 7.2A – Available sight distance to the right

Photograph 7.2B – Available sight distance to the left

8. Feedback from Meander Valley Council

From a previous traffic assessment, Meander Valley Council requires the following measures to be completed prior to the commencement of any intensification of this quarry.

- The existing driveway access onto Porters Bridge Road must be constructed and sealed in accordance with Tasmanian Standard drawings TSD-R04 and TSD-R05,
- Truck entering (W5-22B) warning signs to be erected on both Porters Bridge Road approaches, 300 metres in advance of the quarry access, and
- The vegetation in the vicinity of the bridge obscuring the site distance to the south of the existing access must be cleared.

While the access has been constructed to comply with the above two standard drawings, and sealing of the access has occurred.

Sight benching has already been completed, with the vegetation management occurring, increasing the visibility to the south, maximising available sight distance for motorists.

Truck entering signs will be erected at both approaches along Porters Bridge Road 300 metres in each direction of the quarry access.

9. Response to Councils RFU

The following table provides a condense response to Council RFI.

Item	Additional information	Traffic response
5(a)	suitability of the road standard of Porters Bridge Road to absorb the increase in traffic flow generated by the quarry expansion.	Section 6.4 determined the current standard of Porters Bridge Road complies with LGAT standard for existing infrastructure, and suitable to absorb the increase in traffic generated by the development without adversely impact traffic safety or efficiency.
5(b)	the precent of heavy vehicles turning at the junction of Meander Valley Road and Porters Bridge Road.	Manual traffic surveys conducted during morning and evening peak hours indicated that the junction experiences light traffic. About 30% of the vehicles using Porters Bridge Road are heavy vehicles. Given these conditions, the junction would function adequately and ensure a high level of safety and traffic efficiency for motorists.
5(c)	Updated traffic flow data for Porters Bridge Road.	A METRO traffic counter was installed on Porters Bridge Road, approximately one kilometre north of Meander Valley Road. The seven-day traffic data confirms that the road experiences light traffic, with less than 200 vehicles daily and no more than 20 vehicles during any given hour. Of these vehicles, 72% are classified as light vehicles, measuring less than 5.5 metres in length.
59(d)	traffic management at the single lane bridge located near the development site access	The single-lane bridge is well-marked with adequate warning signs. The recent removal of vegetation has improved sight lines for approaching drivers. Overall, the single-lane bridge is an appropriate treatment, and no deficiencies have been identified.

10. Planning scheme

10.1. C2.0 Parking and Sustainable Transport Code

As per table 6.2 in the planning scheme the use will be Extractive Industry, which is the use of land for extracting or removing material from the ground, other than Resource Development, and includes the treatment or processing of those materials by crushing, grinding, milling, or screening on, or adjoining the land from which it is extracted. Examples include mining, quarrying, and sand mining.

C2.5.1 Car parking numbers

Planning scheme table C2.1 specifies the minimum number of parking spaces for various user class, and for extractive industry the requirement is one space per two employees.

With the development increasing employees, it is desirable to provide seven on-site car parking spaces to meet the expected demand generated by staff and visitors, which meets the acceptable solution. The development property is of sufficient size to accommodate parking of vehicles and will not cause any parking overflow outside of the property.

Photograph 9.1 – Quarry site office

C2.5.2 Bicycle parking numbers

Table C2.1 specifies that for extractive industry there is no requirement for bicycle parking.

C2.5.3 Motorcycle parking numbers

Dedicated motorcycle parking spaces are not required where the use generates a car parking demand of less than 20 vehicles. The development is providing sufficient parking spaces to meet the reasonable demand, and a motorcycle may occupy a car parking space.

C2.5.4 Loading bays

The development site is a large parcel of land, allowing for loading of vehicles to be accommodated within the site.

C2.6 Development standards for the parking area

C2.6.1 Construction of parking area.	The on-site parking spaces will be situated close to the existing office, and will be an all-weather gravel surface, with suitable grade to enable surface water to drain naturally, complying with the acceptable solution.
C2.6.2 Design and layout of parking areas.	The parking spaces will be a minimum 2.6 metres wide, 5.4 metres long, with sufficient roadway beyond the space, to ensure a vehicle can manoeuvre easily into and out of the space. The parking spaces will be designated by wheel stops. Overall, the parking areas will comply with the acceptable solution.
C2.6.3 Number of accesses for vehicles	The development will use the existing single vehicular access connecting onto Porters Bridge, complying with the acceptable solution.
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone.	The mine operation times are 6:00am to 6:00pm, with works not occurring outside of these time frames, and security and surveillance lighting will be in place to cover the parking spaces, complying with the acceptable solution.
C2.6.5 Pedestrian access.	Not required for developments providing less than 10 on-site car parking spaces, complying with the acceptable solution.
C2.6.6 Loading bays.	Loading bays are not considered necessary for extractive services.
C2.6.7 Bicycle parking and storage facilities.	Not necessary for extractive services.
C2.6.8 Siting of parking and turning areas.	The parking spaces are integrated within the development, located sufficiently remote of the public road network, and not expected to create a visual impact on the streetscape.

10.2. C3.0 Road and Railway Assets Code

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

The development is estimated to generate more than 20 percent or five heavy vehicle movements per day and will need to be assessed against the performance criteria P1, to ensure the existing access operates safely and efficiently.

Performance criteria	**Assessment**
Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:	
a) Any increase in traffic caused by the use;	Based on the processing capacity of the quarry, the development has the potential to generate up to an additional 80 daily vehicle trips, with 17 of these trips operating in the peak hour periods. This assessment predicts a maximum of 25 trips within the weekday peak hour periods.
b) The nature of the traffic generated by the use;	The vast majority of the additional trips will be heavy vehicles (truck and dog combination), and this type of vehicle is currently operating on the surrounding road network. Additional employees are expected to generate light vehicles, less than 5.5 metres in length.
c) The nature of the road	The surrounding road network includes Porters Bridge Road, which is a local access road, constructed to a rural standard, with sealed road surface suitable to accommodate two-way traffic flow. The section between the development access and Meander Valley Road is straight and suitable to accommodate both heavy and light vehicles. The high road standard of Meander Valley Road provides vehicles an efficient route to the Bass Highway, there are marked traffic lanes in both directions, the road alignment delineated with marked centreline and edgelines, and is suitable for vehicles to maintain high operating speeds. This traffic assessment found the standard of the surrounding roads between the development site and Bass Highway is sufficient to facilitate safe and efficient vehicle movements for both heavy and light vehicles. There is suitable sight distance at the development access for the prevailing operating speed of approaching vehicles, to allow for vehicles to enter and leave in a safe and efficient manner.
d) The speed limit and traffic flow of the road	The speed limit along Porters Bridge Road is mostly undefined, with the sealed rural default 100 km/h applying. However, due to the nature and conditions of the road, an operating speed of 80 km/h is more likely. Porters Bridge Road is lightly trafficked, with this assessment estimating less than 200 vehicles per day, and between 17 to 33 vehicles operating in the peak hour periods. Based on the Department's traffic database, Meander Valley Road is considered to be moderately trafficked, with an

	average of 154 two-way traffic movements during the morning peak hour and 199 in the evening peak hour. Motorists currently using both roads are receiving the highest level of service possible for a rural road, LOS B. This assessment has demonstrated that additional vehicle movements generated by the development will not deteriorate the current traffic efficiency motorists are receiving. Level of service B means the traffic flow is stable, motorists can generally choose their operating speed, without being influence by other motorists, there is sufficient gaps in the traffic stream to allow for vehicles to enter and leave without impacting other vehicles. Motorists are provided with comfortable driving conditions.
e) Any alternative access to a road	None.
f) The need for the use	There is a high requirement in the mineral extraction and processing sector for ongoing resources.
g) Any traffic impact assessment	A traffic impact assessment has found no reason for this development not to proceed.
h) Any advice received from the rail or road authority	Aware of none.

11. Conclusion

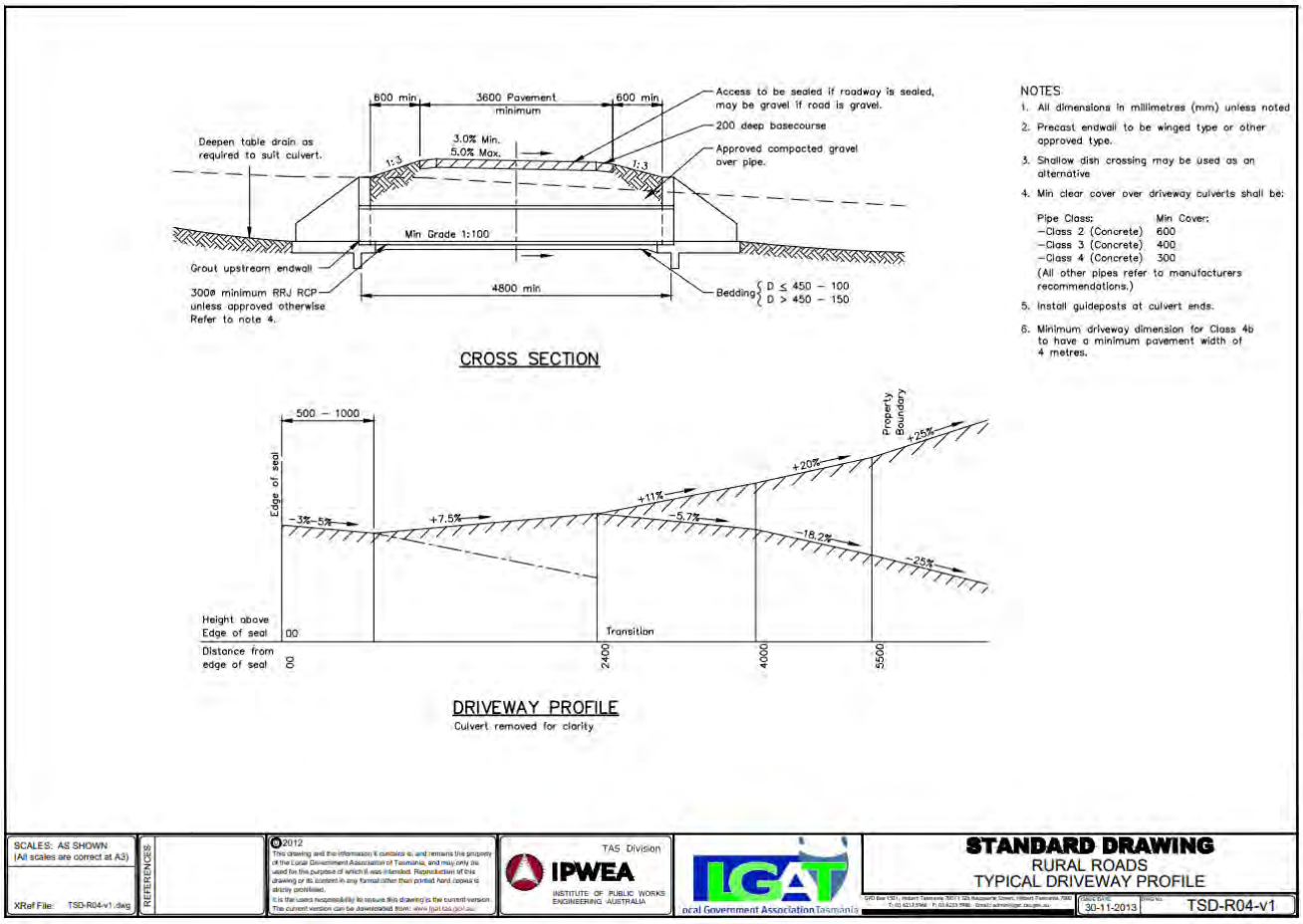
From a traffic engineering and road safety perspective, additional traffic generated from this development is not expected to create any adverse safety, or traffic efficiency problems, as:

- the increase in the amount of traffic generated by the development is considered moderate, and there is sufficient traffic capacity along the surrounding road network to absorb the increase in traffic movements, without causing a deterioration in traffic efficiency,
- reported crash data signifies the surrounding road network is suitable to accommodate the increase in heavy vehicles generated by the development, without causing adverse impact to other users,
- appropriate truck warning signs on Porters Bridge Road will be installed,
- there is sufficient sight distance at the existing access for the prevailing operating speed of approaching vehicles, allowing vehicles to enter and leave the development site in a safe and efficient manner, and
- the private access road to the quarry is considered fit for purpose, with users expected to be familiar with the nature and conditions of the road.

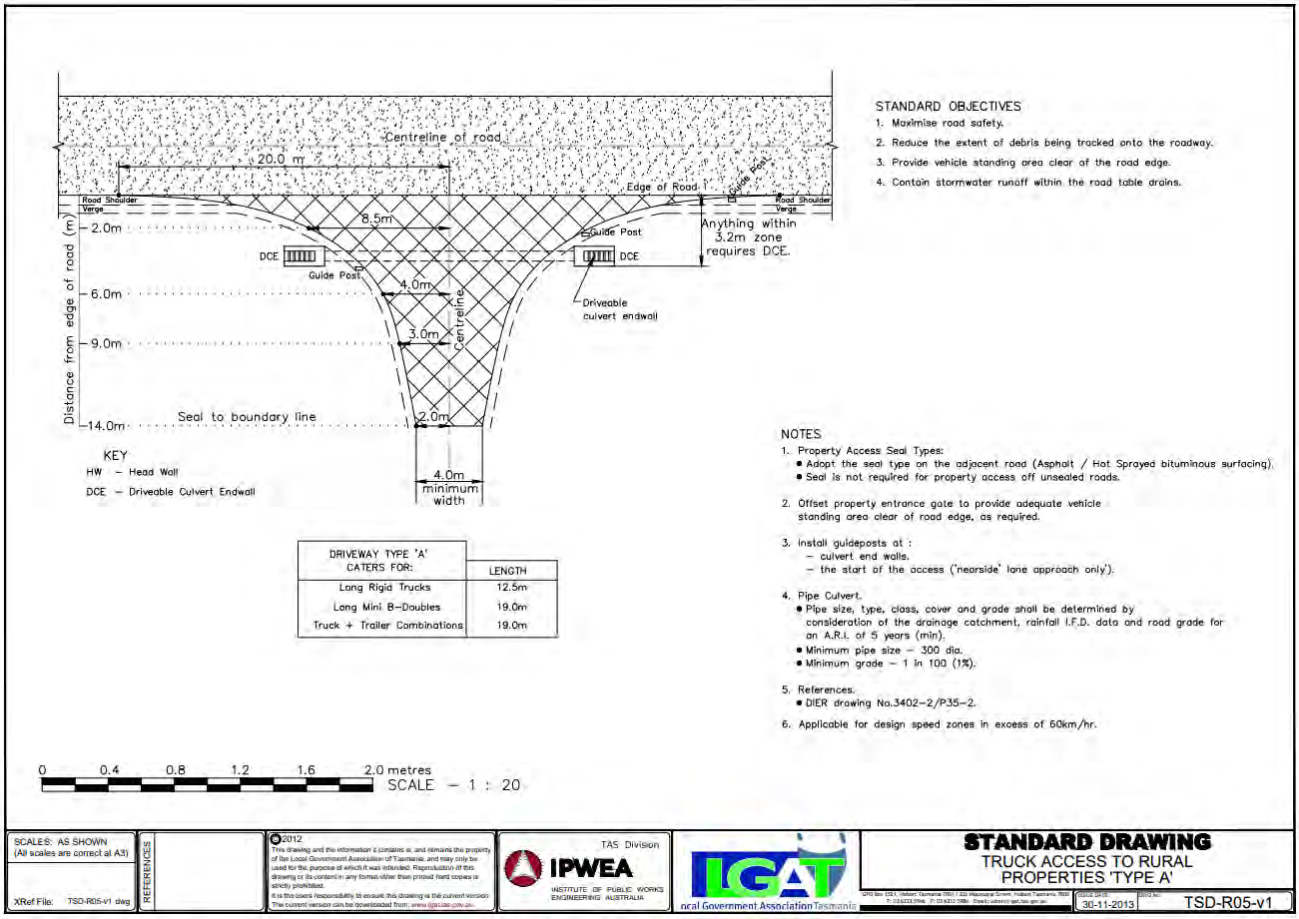
This Traffic Impact Assessment found no reason for this development not to proceed.

12. Appendix A– LGAT Standard drawings

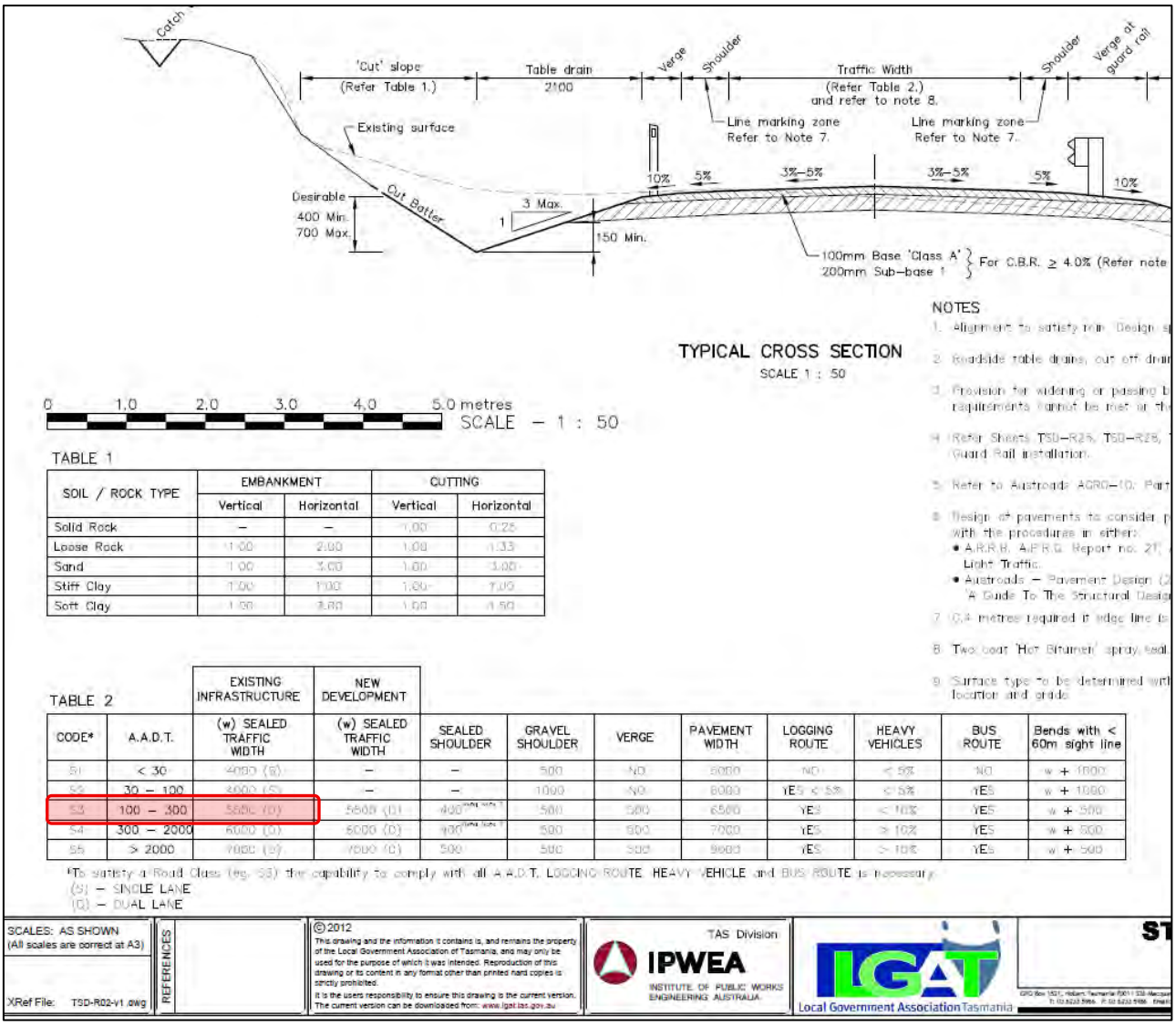
TSD-R04 – Typical driveway profile for rural roads



TSD-R05 Truck access for rural properties



TSD-R02 Rural road standard



NOTES

1. Alignment to satisfy min. Design s
2. Roadside table drains, cut off drain
3. Provision for widening or passing b requirements cannot be met at the
4. Refer Sheets TSD–R25, TSD–R26, Guard Rail installation.
5. Refer to Austroads AGRD–10: Part
6. Design of pavements to consider p with the procedures in either:
   - A.R.R.B. A.P.R.G. Report no. 21, Light Traffic.
   - Austroads – Pavement Design (2 'A Guide To The Structural Design
7. 0.4 metres required if edge line is
8. Two coat 'Hot Bitumen' spray seal.
9. Surface type to be determined wit location and grade.

TABLE 1

SOIL / ROCK TYPE	EMBANKMENT		CUTTING	
	Vertical	Horizontal	Vertical	Horizontal
Solid Rock	–	–	1.00	0.25
Loose Rock	1.00	2.00	1.00	1.33
Sand	1.00	3.00	1.00	3.00
Stiff Clay	1.00	1.00	1.00	1.00
Soft Clay	1.00	3.00	1.00	1.50

TABLE 2

CODE*	A.A.D.T.	EXISTING INFRASTRUCTURE (w) SEALED TRAFFIC WIDTH	NEW DEVELOPMENT (w) SEALED TRAFFIC WIDTH	SEALED SHOULDER	GRAVEL SHOULDER	VERGE	PAVEMENT WIDTH	LOGGING ROUTE	HEAVY VEHICLES	BUS ROUTE	Bends with < 60m sight line
S1	< 30	4000 (S)	–	–	500	NO	6000	NO	< 5%	NO	w + 1000
S2	30 – 100	4000 (S)	–	–	1000	NO	8000	YES < 5%	< 5%	YES	w + 1000
S3	100 – 300	5500 (D)	5500 (D)	400 (min 1m)	500	500	6500	YES	< 10%	YES	w + 500
S4	300 – 2000	6000 (D)	6000 (D)	400 (min 1m)	500	500	7000	YES	> 10%	YES	w + 500
S5	> 2000	7000 (D)	7000 (D)	500	500	500	9000	YES	> 10%	YES	w + 500

*To satisfy a Road Class (eg. S3) the capability to comply with all A.A.D.T. LOGGING ROUTE, HEAVY VEHICLE and BUS ROUTE is necessary.
(S) – SINGLE LANE
(D) – DUAL LANE

SCALES: AS SHOWN (All scales are correct at A3)
XRef File: TSD-R02-V1.dwg
REFERENCES

TAS Division IPWEA INSTITUTE OF PUBLIC WORKS ENGINEERING AUSTRALIA
LGAT Local Government Association Tasmania
ST

13. Appendix B – Metro counter data

Virtual Week

VirtWeeklyVehicle-83
Site: porters bridge.1.2SN
Description: porters bridge co 1 km north meander valley road
Filter time: 9:42 Thursday, 17 October 2024 => 11:56 Thursday, 24 October 2024
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	Averages 1 - 7
Hour									
0000-0100	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.4
0100-0200	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0200-0300	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.1
0300-0400	0.0	1.0	2.0	1.0	0.0	0.0	0.0	0.8	0.6
0400-0500	3.0	4.0	3.0	1.0	2.0	0.0	0.0	2.6	1.9
0500-0600	3.0	3.0	3.0	3.0	4.0	0.0	1.0	3.2	2.4
0600-0700	9.0	8.0	8.0	9.0	9.0	5.0	0.0	8.6	6.9
0700-0800	12.0	17.0	14.0	22.0	15.0	2.0	0.0	16.0	11.7
0800-0900	6.0	10.0	13.0	20.0	15.0	3.0	6.0	12.8	10.4
0900-1000	8.0	7.0	18.0	7.0	19.0	7.0	3.0	11.0	9.5
1000-1100	8.0	6.0	7.0	13.0	12.0	10.0	10.0	9.8	9.9
1100-1200	9.0	9.0	5.0	18.5	9.0	12.0	6.0	11.5	10.9
1200-1300	6.0	10.0	10.0	8.0	8.0	10.0	6.0	8.4	8.3
1300-1400	13.0	10.0	6.0	9.0	14.0	10.0	12.0	10.4	10.6
1400-1500	10.0	19.0	10.0	12.0	14.0	6.0	9.0	13.0	11.4
1500-1600	11.0	18.0	18.0	15.0	7.0	7.0	4.0	13.8	11.4
1600-1700	19.0	14.0	22.0	17.0	9.0	9.0	5.0	16.2	13.6
1700-1800	12.0	15.0	13.0	8.0	9.0	8.0	4.0	11.4	9.9
1800-1900	2.0	9.0	6.0	3.0	0.0	2.0	7.0	4.0	4.1
1900-2000	1.0	4.0	3.0	6.0	5.0	1.0	2.0	3.8	3.1
2000-2100	3.0	3.0	2.0	4.0	0.0	2.0	1.0	2.4	2.1
2100-2200	0.0	1.0	2.0	2.0	3.0	1.0	2.0	1.6	1.6
2200-2300	0.0	0.0	0.0	0.0	1.0	4.0	0.0	0.2	0.7
2300-2400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Totals									
0700-1900	116.0	144.0	142.0	152.5	131.0	86.0	72.0	138.3	121.7
0600-2200	129.0	160.0	157.0	173.5	148.0	95.0	77.0	154.7	135.4
0600-0000	129.0	160.0	157.0	173.5	149.0	99.0	77.0	154.9	136.1
0000-0000	135.0	168.0	165.0	178.5	155.0	101.0	80.0	161.5	141.5

Vehicle Classification

MetroCount Traffic Executive
Class Speed Matrix

ClassMatrix-85 -- English (ENA)

Datasets:
Site: [porters bridge] porters bridge rd 1 km north meander valley road
Attribute:
Direction: 5 - South bound A>B, North bound B>A. Lane: 1
Survey Duration: 9:41 Thursday, 17 October 2024 => 11:56 Thursday, 24 October 2024,
Zone:
File: porters bridge 0 2024-10-24 1157.EC1 (Plus)
Identifier: A27MJ9S7 MC5900-X13 (c)MetroCount 09Nov16
Algorithm: Factory default axle (v5.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Filter time: 9:42 Thursday, 17 October 2024 => 11:56 Thursday, 24 October 2024 (7.09374)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 1021 / 1023 (99.80%)

Class Speed Matrix

ClassMatrix-85
Site: porters bridge.1.2SN
Description: porters bridge rd 1 km north meander valley road
Filter time: 9:42 Thursday, 17 October 2024 => 11:56 Thursday, 24 October 2024
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

	Class													
	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT	TRT	Total	
km/h	1	2	3	4	5	6	7	8	9	10	11	12		
10- 20	3	.	2	.	.	.	.	.	.	.	.	.	5	0.5%
20- 30	15	.	1	.	.	.	.	.	.	.	.	.	16	1.6%
30- 40	7	.	.	5	.	.	.	.	1	.	.	.	13	1.3%
40- 50	15	1	2	1	.	.	.	.	1	.	.	.	20	2.0%
50- 60	38	3	5	9	.	.	.	5	12	.	.	.	72	7.1%
60- 70	86	5	9	22	.	1	2	2	35	3	1	.	166	16.3%
70- 80	160	13	13	16	.	6	.	.	34	2	.	.	244	23.9%
80- 90	210	7	15	1	.	.	3	.	8	4	.	.	248	24.3%
90-100	143	2	10	.	.	.	1	.	13	.	.	.	169	16.6%
100-110	39	1	3	.	.	1	.	.	.	.	.	.	44	4.3%
110-120	15	.	1	.	.	.	.	.	.	.	.	.	16	1.6%
120-130	3	.	1	.	.	.	.	.	.	.	.	.	4	0.4%
130-140	2	.	.	.	.	.	.	.	.	.	.	.	2	0.2%
140-150	1	.	.	.	.	.	.	.	.	.	.	.	1	0.1%
150-160	.	.	1	.	.	.	.	.	.	.	.	.	1	0.1%
Total	737	32	63	54	0	8	6	7	104	9	1	0	1021	
	72.2%	3.1%	6.2%	5.3%	0.0%	0.8%	0.6%	0.7%	10.2%	0.9%	0.1%	0.0%		

ATTACHMENT 4. EXISTING LAYOUT

EXISTING FORESTRY ROAD

ROADSIDE DRAIN

EXISTING INTERNAL ROAD (UNSEALED)

EXISTING PORTALOO (APPROX. 1.25m x 1.25m)

EXISTING CRIB ROOM (APPROX. 5.8m x 2.3m)

ROADSIDE STORMWATER POND FOR ENERGY DISSIPATION

RCD

RCD

CURRENT STOCKPILE AREA (APPROX. 1.9 ha)

PERIMETER DRAIN TO DIVERT UP-SLOPE CLEAN WATER

SEDIMENT BASIN (BS-1)

ENERGY DISSIPATING STORMWATER POND AT CULVERT OUTLET

CURRENT PIT AREA (APPROX. 1.9 ha)

ML 2097 P/M

IN-PIT STORMWATER COLLECTION POND

SEDIMENT BASIN (BS-2)

Meters

50 0 50 100

1:2500

N

W E

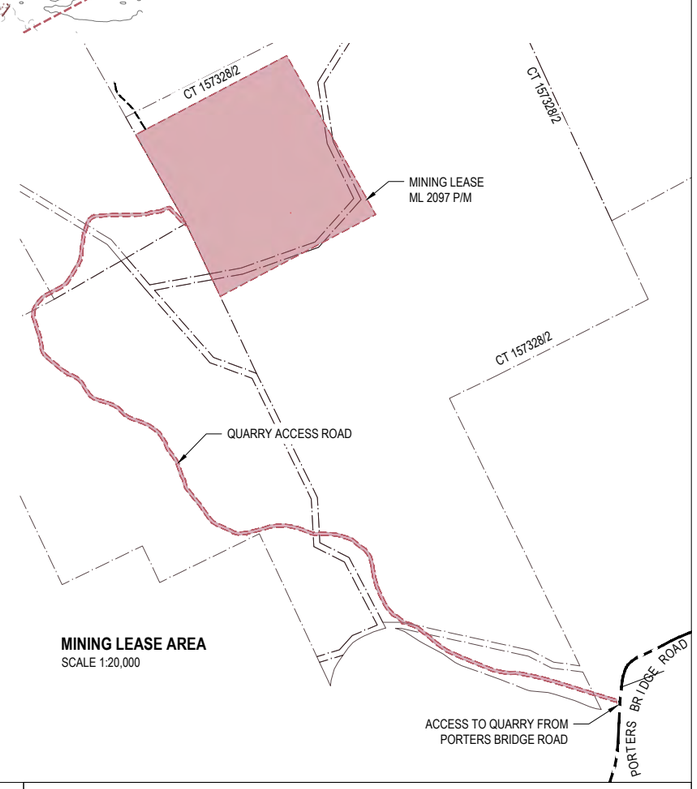
S

LEGEND

- MINING LEASE
- TITLE BOUNDARIES
- NATURAL DRAINAGE LINES
- PERIMETER / CUTOFF DRAINS
- CULVERTS
- STORMWATER FLOW DIRECTIONS
- CURRENT DISTURBED AREA
- RCD — ROCK CHECK DAM
- UNSEALED ROAD PAVEMENT

NOTES

1. CONTOUR INTERVALS AT 1m
2. ALIGNMENTS OF NATURAL DRAINAGE LINES ARE INDICATIVE ONLY



MINING LEASE AREA
SCALE 1:20,000

REV.	DESCRIPTION	DATE	DRAFTED	REVIEWED
C	EXISTING AMENITIES UPDATED	10/09/2025	S.I.	C.M.
B	LEGEND UPDATED	06/08/2025	S.I.	C.M.
A	INITIAL PLAN	18/05/2025	S.I.	C.M.

REVISION HISTORY

CLIENT: WALTERS CONTRACTING PTY LTD

ADDRESS/LOCATION: 190 PORTERS BRIDGE ROAD, EXTON TAS 7304

HORIZONTAL/VERTICAL DATUM: MGA ZONE 55 GDA94 / AHD

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED

DO NOT SCALE FROM THE DRAWING.

PROJECT NUMBER: 1011

A3

SITE LAYOUT (EXISTING)

DRAWING NUMBER: 1011/101

Van Diemen CONSULTING

ATTACHMENT 5. PROPOSED STOCKPILE AREA LAYOUT AND BUILDING SPECIFICATIONS

EXISTING FORESTRY ROAD

PROPOSED SEDIMENT BASIN TO TREAT RUNOFF FROM STOCKPILE AND AMENITIES AREA REFER DRAWING NO. 1011/301 FOR DETAILS

SEVEN (7) LIGHT VEHICLE PARKING SPACES DELINEATED BY WHEEL STOPS

WIDENED ROAD SECTION TO ACCOMMODATE VEHICLE TURNING MOVEMENTS

FUEL TANK WITH CONCRETE PAD

TREATED STORMWATER FROM SEDIMENT BASIN TO DISCHARGE INTO THE ROADSIDE DRAIN

PERIMETER CUT-OFF DRAIN TO DIVERT UP-SLOPE CLEAN WATER

WORKSHOP (REFER TO DETAIL A)

EXISTING ROADSIDE DRAIN

PROPOSED PRE-COAT MACHINE AREA APPROX. 21.5m x 51.0m

DIVERSION CHANNEL TO DIRECT STORMWATER RUNOFF GENERATED FROM STOCKPILE AREA, TO SEDIMENT BASIN BS-3

NEW DN300 CULVERT

EXISTING CULVERT TO BE REMOVED

GENSET (1.725m L x 0.795m W x 1.095m H)

REFER TO DRAWING NO. 1011/104 FOR DETAILS

FULLY SELF CONTAINED ABLUTION BLOCK

WEIGHBRIDGE

OFFICE

EXISTING PERIMETER CUT-OFF DRAIN TO EXTEND AROUND THE NEW STOCKPILE AREA AS SHOWN

CURRENT LOCATION OF PRE-COAT MACHINE (INDICATIVE)

ACCESS TO QUARRY FACE

85.1

PROPOSED STOCKPILE AREA LAYOUT

N
W E
S

Meters
25 0 25 50
1:1500

LEGEND

- MINING LEASE
- TITLE BOUNDARIES
- NATURAL DRAINAGE LINES
- PERIMETER / CUTOFF DRAINS
- CULVERTS
- STORMWATER FLOW DIRECTIONS
- PROPOSED STOCKPILE AREA EXTENT
- VEHICLE MOVEMENT DIRECTIONS
- PRE-COAT MACHINE (PC)
- FUEL TANK (DIESEL) (T)
- UNSEALED ROAD PAVEMENT

OFFSETS TO PROPOSED STOCKPILE AND AMENITIES AREA
SCALE 1:1000

CT 157328/5
CT 157328/7
CT 157328/2
ML 2097 P/M

126.9
228.3
53.9
48.0
APPROX. 55.0

EXTENT OF PROPOSED STOCKPILE AREA (APPROX. 3.06 ha)

FUEL TANK (3.81m L x 2.20m W x 2.21m H)

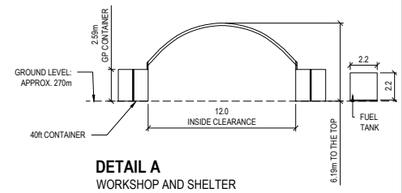
2 X 40ft CONTAINERS WITH CONTAINER MOUNTED SHELTER (WORKSHOP)

FINISHED GROUND LEVEL OF NEW STOCKPILE AREA: APPROX. 270.0m

PROPOSED PRE-COAT MACHINE AREA APPROX. 21.5m x 51.0m

REFER TO SUPPLIER'S TECHNICAL DRAWINGS FOR THE WEIGHBRIDGE DETAILS

DETAIL A
WORKSHOP AND SHELTER
SCALE 1:500



REV.	DESCRIPTION	DATE	DRAFTED	REVIEWED
C	DIMENSIONS UPDATED	10/09/2025	S.I.	C.M.
B	MINOR AMENDMENTS	06/08/2025	S.I.	C.M.
A	INITIAL PLAN	29/05/2025	S.I.	C.M.

REVISION HISTORY

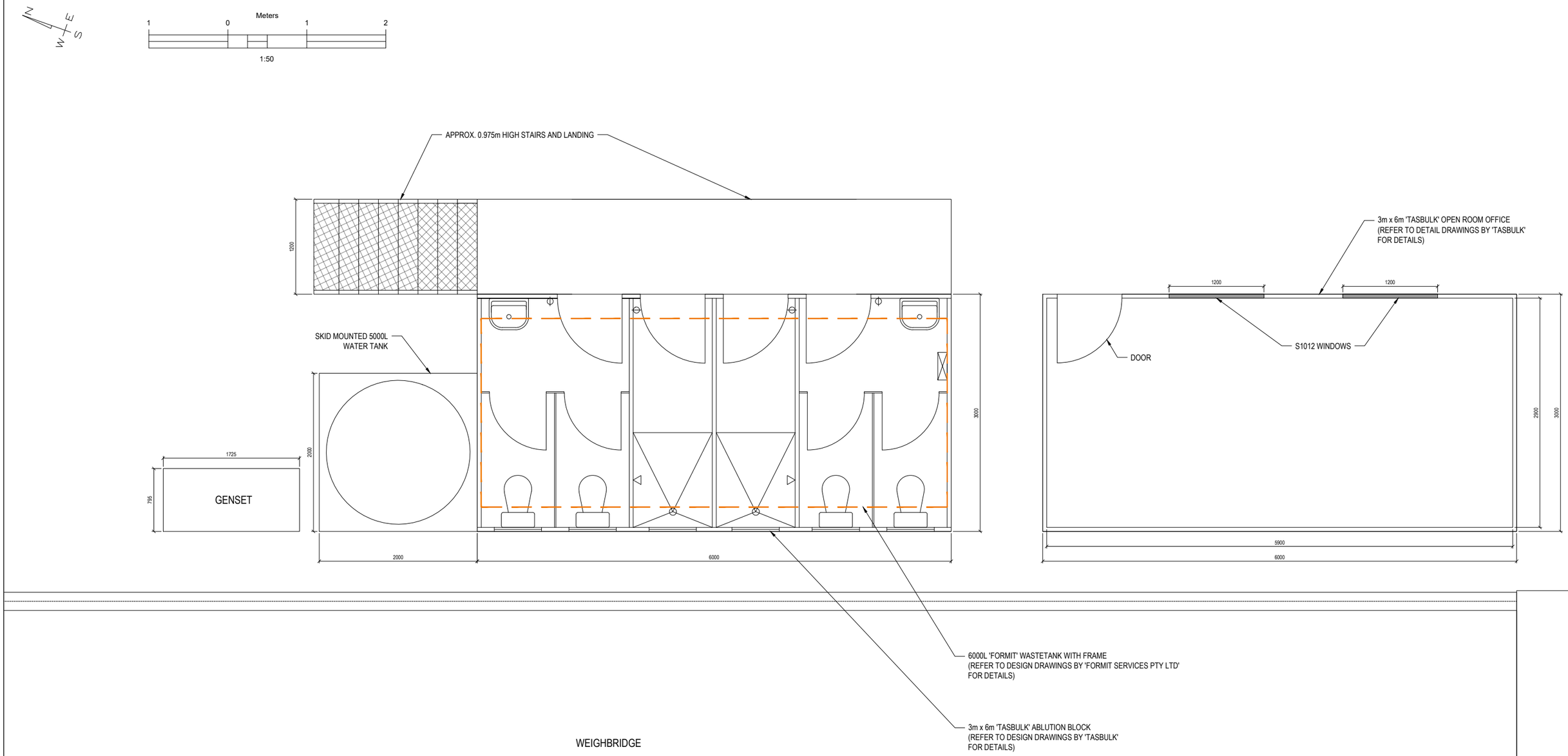
CLIENT: WALTERS CONTRACTING PTY LTD
ADDRESS/LOCATION: 190 PORTERS BRIDGE ROAD, EXTON TAS 7304
HORIZONTAL/VERTICAL DATUM: MGA ZONE 55 GDA94 / AHD
ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED
DO NOT SCALE FROM THE DRAWING.
PROJECT NUMBER: 1011

A3

PROPOSED STOCKPILE AREA

DRAWING NUMBER: 1011/102

Van Diemen CONSULTING



REV.	DESCRIPTION	DATE	DRAFTED	REVIEWED
B	GENSET DIMENSIONS UPDATED	10/09/2025	S.I.	C.M.
A	INITIAL PLAN	06/08/2025	S.I.	C.M.

REVISION HISTORY

CLIENT: WALTERS CONTRACTING PTY LTD

ADDRESS/LOCATION: 190 PORTERS BRIDGE ROAD, EXTON TAS 7304

HORIZONTAL/VERTICAL DATUM: MGA ZONE 55 GDA94 / AHD

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED

DO NOT SCALE FROM THE DRAWING.

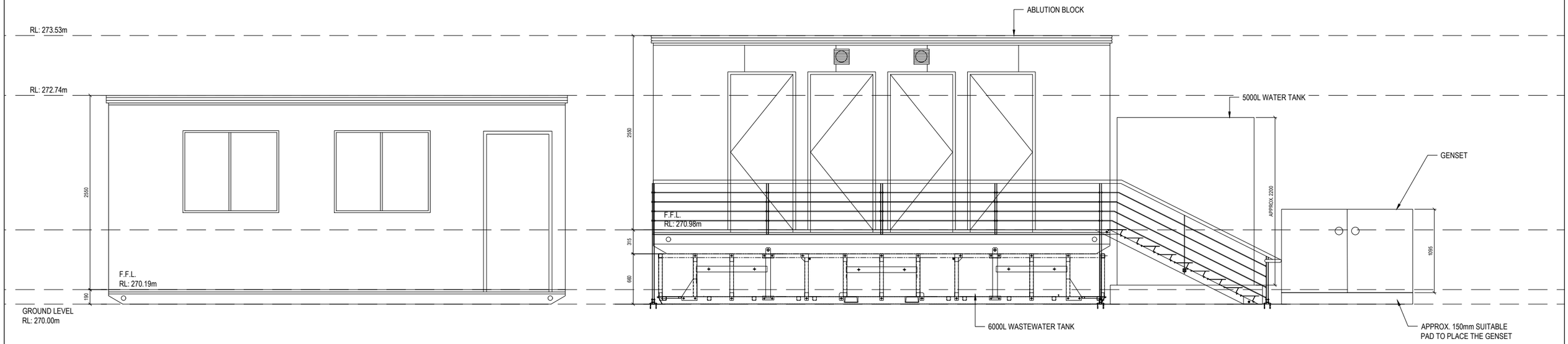
PROJECT NUMBER: 1011

A3

AMENITIES LAYOUT PLAN

DRAWING NUMBER: 1011/104

Van Diemen CONSULTING



SCALE 1:50

REV.	DESCRIPTION	DATE	DRAFTED	REVIEWED
B	GENSET DIMENSIONS UPDATED	10/09/2025	S.I.	C.M.
A	INITIAL PLAN	06/08/2025	S.I.	C.M.

REVISION HISTORY

CLIENT: WALTERS CONTRACTING PTY LTD

ADDRESS/LOCATION: 190 PORTERS BRIDGE ROAD, EXTON TAS 7304

HORIZONTAL/VERTICAL DATUM: MGA ZONE 55 GDA94 / AHD

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED

DO NOT SCALE FROM THE DRAWING.

PROJECT NUMBER: 1011

A3

AMENITIES (FRONT ELEVATION)

DRAWING NUMBER: 1011/105

Van Diemen CONSULTING

1 / 3

6.0 x 3.0m Open Room Office

Available For

Purchase | Hire

Description

The 6.0 x 3.0m Open Room Office is a versatile and spacious solution for sites requiring a substantial, flexible workspace. This unit is perfectly suited for a range of commercial activities, from construction site offices to temporary administrative hubs for events. Its open-plan design provides a blank canvas to set up workstations, meeting areas, or a project management office, tailored to the specific needs of your operation.

Constructed with functionality and durability in focus, this office space is designed to support the dynamic demands of the Australian workplace. Featuring robust insulation with 50mm EPS panels for walls and roof, it ensures a comfortable working environment in any weather. The inclusion of high-quality, reverse cycle air conditioning maintains optimal temperature control, making it an ideal, all-year-round workspace solution. For businesses looking for a practical, adaptable office space that can be quickly set up on site, our 6.0 x 3.0m Open Room Office stands out as a top choice.

Delivery Options

Share:

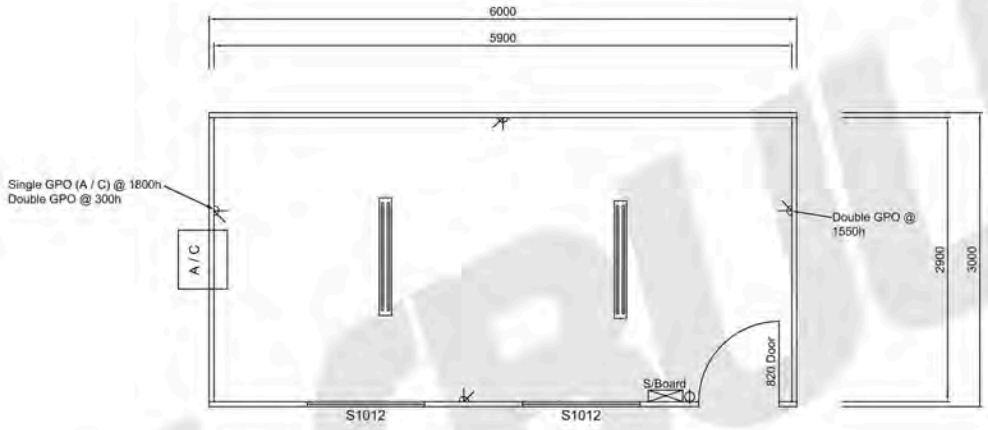
Call us on 1300 20 40 00 for more details!

Payment & Security

Payment methods

Tasbulk offer multiple options for the payment of purchased goods. Options that we offer are as below:

- Bank Transfer
- Credit Card Over the Phone (Surcharge applies if over $5,000.00)



LEGEND :

= 10a Double GPO (300h U.N.O)

= "Vista" 40W4K L.E.D. Light

= Batten Holder Light

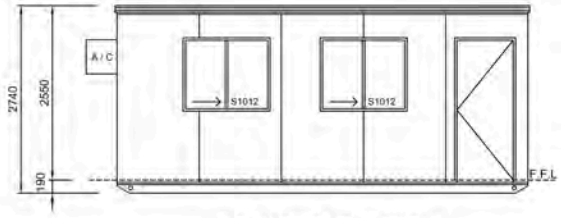
= Single Gang Light Switch

= Sub Board (12 Pole Enclosure)

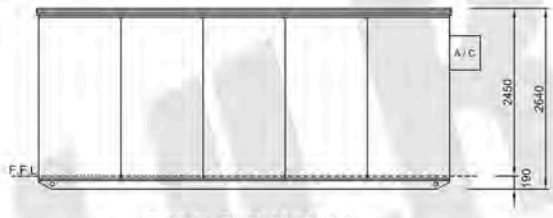
- All Double GPO's at 300 high, unless noted otherwise.

6 x 3m - OPEN PLAN

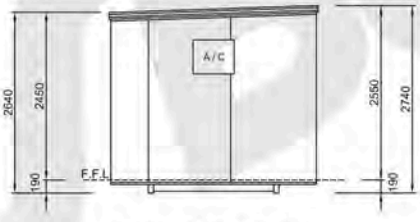
TASBULK
2 WEILY PARK ROAD, BRIGHTON INDUSTRIAL ESTATE
sales@tasbulk.com.au | (03) 6263 6855 | © COPYRIGHT



FRONT ELEVATION



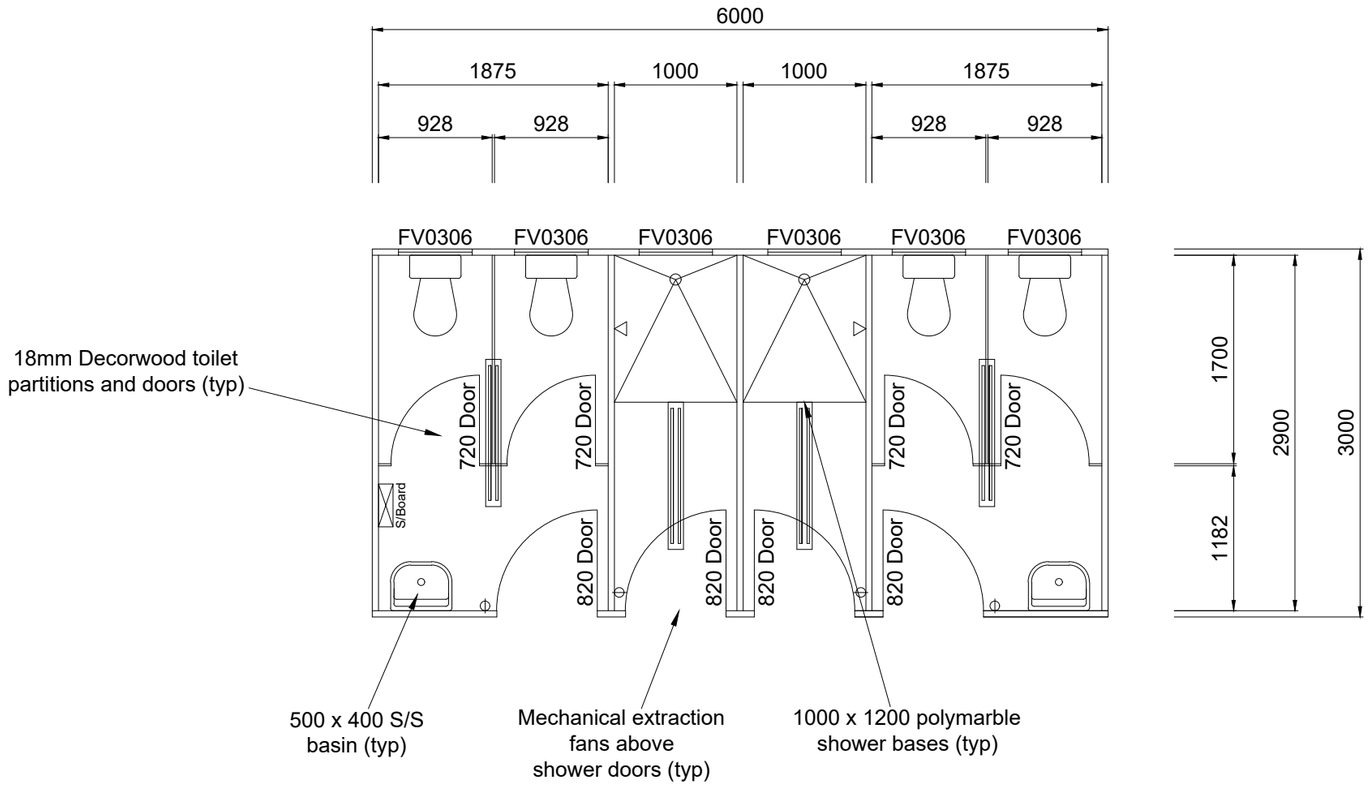
REAR ELEVATION



SIDE ELEVATION

6 x 3m - OPEN PLAN

TASBULK
2 WEILY PARK ROAD, BRIGHTON INDUSTRIAL ESTATE
sales@tasbulk.com.au | (03) 6263 6855 | © COPYRIGHT



FLOOR PLAN

LEGEND :

= 10a Double GPO (300h U.N.O)

= "Vista" 40W4K L.E.D. Light (Weatherproof to shower areas)

= Batten Holder Light

= Single Gang Light Switch

= Sub Board (12 Pole Enclosure)

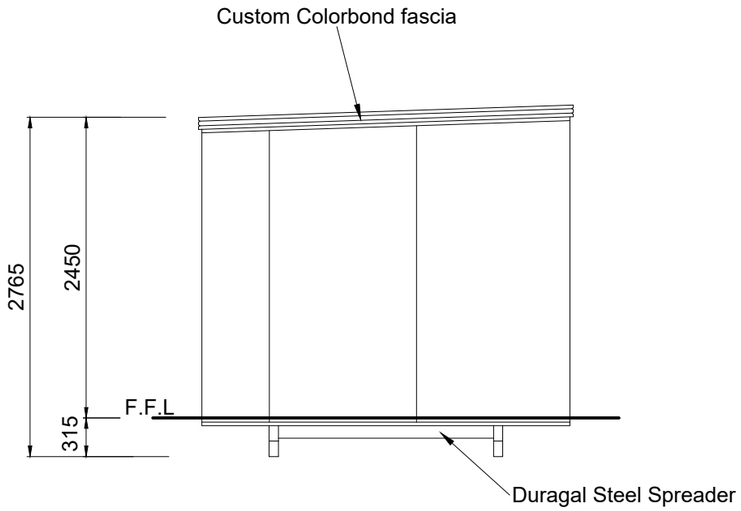
- All Double GPO's at 300 high, unless noted otherwise.

- **Powdercoated steel window bars not required.**

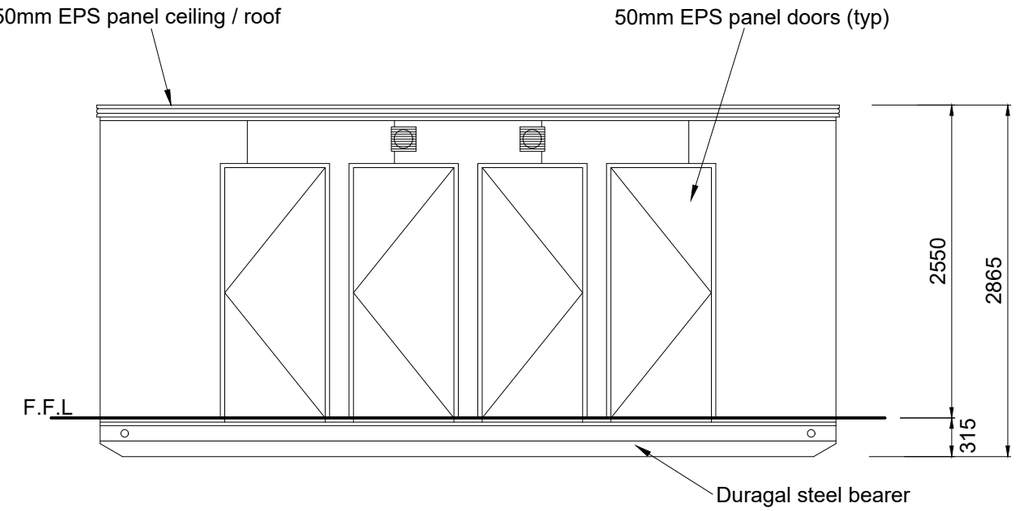
TASBULK
2 WEILY PARK ROAD, BRIGHTON INDUSTRIAL ESTATE
BRIGHTON, TAS 7030
P (03) 6263 6833 F (03) 6263 6844

Project	Site Address
6 x 3m - Custom Ablution	Hydro Tasmania
Drawing: Floor Plan	

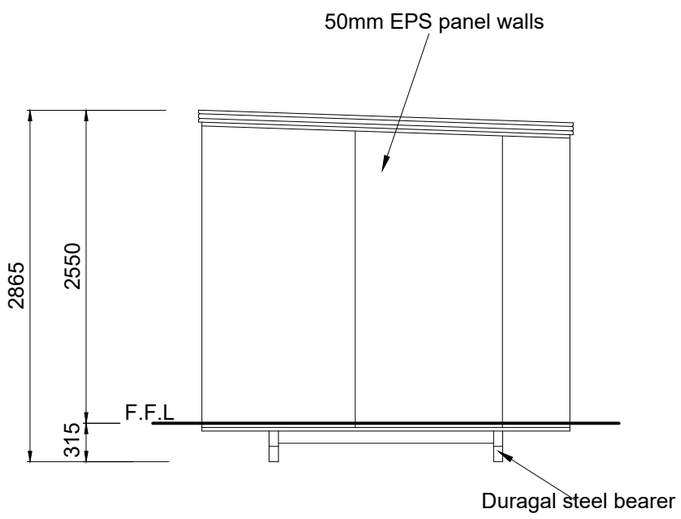
Scale	Drawn	Date	Job No	Chassis No	Drawing No
1:50	D.R	14/11/2024	---	---	B01



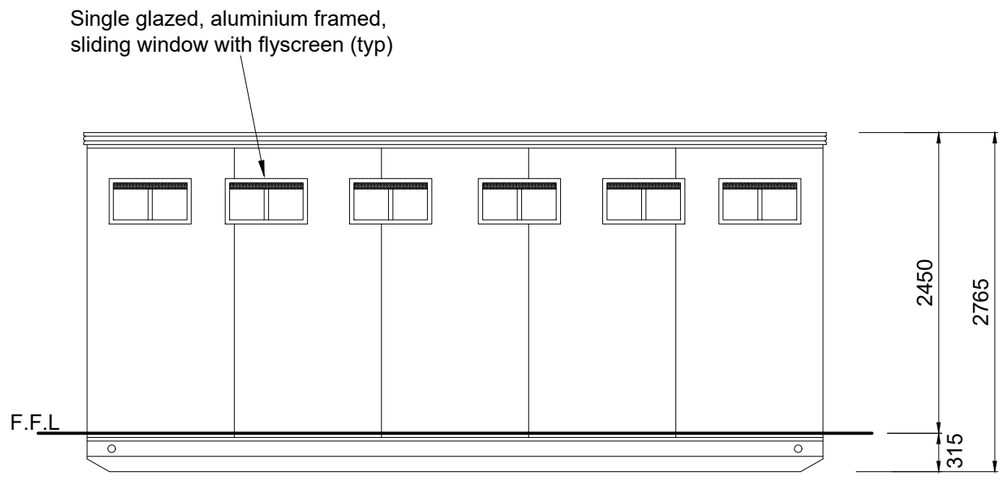
LEFT ELEVATION



FRONT ELEVATION



RIGHT ELEVATION



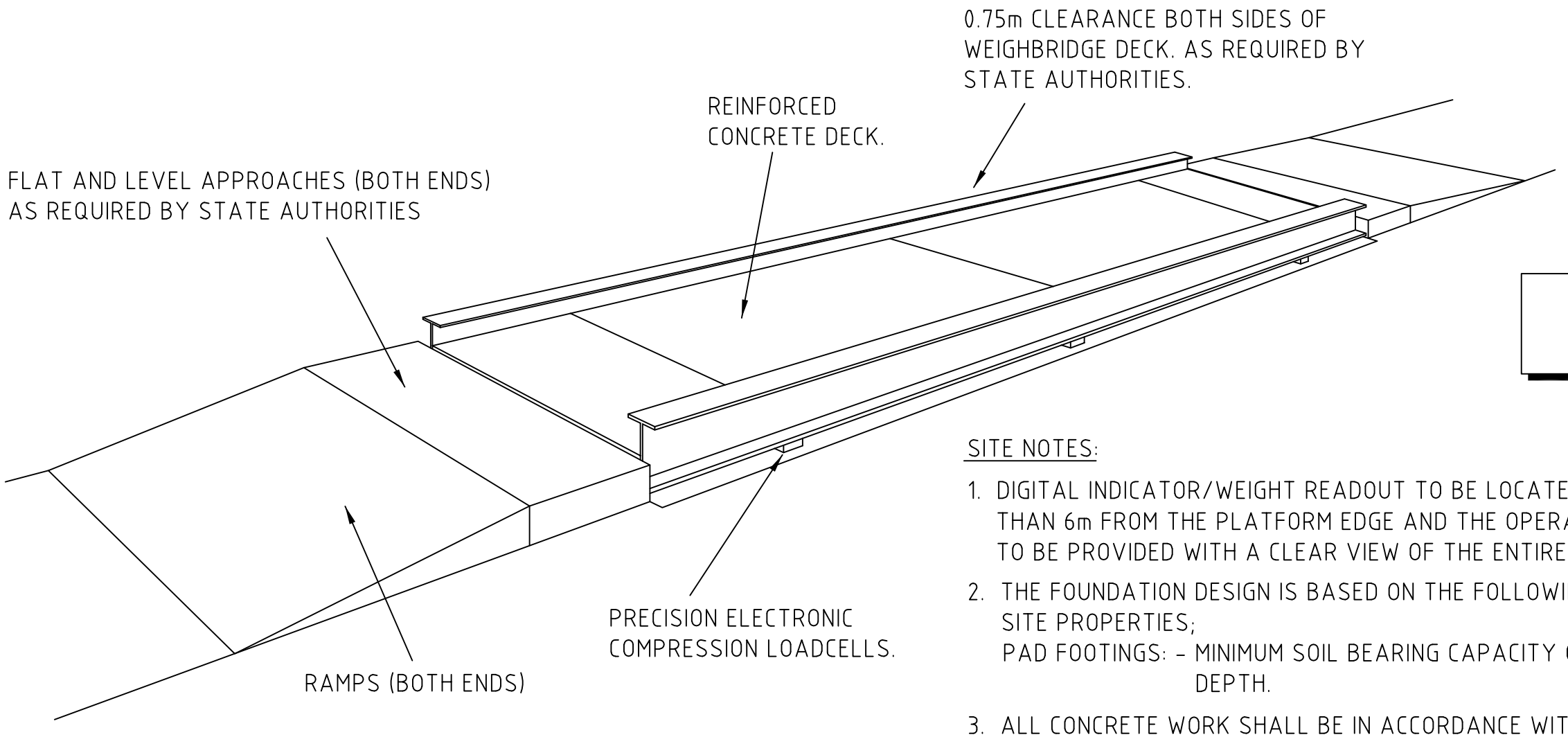
REAR ELEVATION

TASBULK
2 WEILY PARK ROAD, BRIGHTON INDUSTRIAL ESTATE
BRIGHTON, TAS 7030
P (03) 6263 6833 F (03) 6263 6844

Project	Site Address
6 x 3m - Custom Ablution	Hydro Tasmania
Drawing: Elevations	

Scale	Drawn	Date	Job No	Chassis No	Drawing No
1:50	D.R	14/11/2024	---	---	B01

THIS DRAWING SHOULD NOT BE SCALED – IF IN DOUBT ASK.



ISSUED FOR CONSTRUCTION

SITE NOTES:

1. DIGITAL INDICATOR/WEIGHT READOUT TO BE LOCATED NOT MORE THAN 6m FROM THE PLATFORM EDGE AND THE OPERATOR IS TO BE PROVIDED WITH A CLEAR VIEW OF THE ENTIRE PLATFORM.
2. THE FOUNDATION DESIGN IS BASED ON THE FOLLOWING GEOTECHNICAL SITE PROPERTIES;
   PAD FOOTINGS: – MINIMUM SOIL BEARING CAPACITY OF 160kPa AT 500mm DEPTH.
3. ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH A.S.3600, MINIMUM STRENGTH TO BE 32MPa AT 28 DAYS.
4. REINFORCEMENT TO A.S.1302, 1303, AND 1304.
5. DESIGN AND SITE WORK MUST BE APPROVED, AUTHORIZED AND SUPERVISED BY CUSTOMER'S QUALIFIED CIVIL ENGINEER.
6. MAXIMUM LOADINGS: 9000kg PER SINGLE AXLE, 17000kg PER TANDEM AXLE WITH SPACINGS BETWEEN 1.3m AND 2.8m, AND 3m (MAXIMUM) BETWEEN INSIDE OF ADJACENT TANDEMS, 21000kg PER TRI-AXLE BOGIE WITH AXLE CENTRES OF 1.3m
7. IT IS THE CUSTOMERS/SITE OWNERS RESPONSIBILITY TO PROVIDE SUCH ITEMS AS PLATFORMS, STEPS, GUARD RAILS, SIGNAGE ETC. THAT MAY BE REQUIRED TO SATISFY THE REQUIREMENTS OF THE OCCUPATIONAL HEALTH AND SAFETY ACT.

REV.	DESCRIPTION	DATE	APP.
G	SIDE CLEARANCE CHANGED TO 0.75m WAS 1m	16.11.11	SIMON
F	MAXIMUM LOADING CHANGED	21.04.09	SIMON
E	RAMP ALTERED&CONCRETE STRENGTH CHANGE TO 32Mpa	29.07.08	SIMON
D	REDRAWN ON CAD	23.10.02	AR

Diverseco

DIVERSECO PTY LTD
12 Kembla Way,
Willetton, WA, 6155
Phone: (08) 9259 6219
Web: diverseco.com.au

DR. BY:	AR	DATE: 23.10.2002
CH. BY:	SK	DATE: 21.04.2009
APP. BY:	SK	DATE: 21.04.2009
SCALE:	N.T.S.	

TITLE:

ABOVE GROUND – RAMPED ELECTRONIC WEIGHBRIDGE

GENERAL LAYOUT

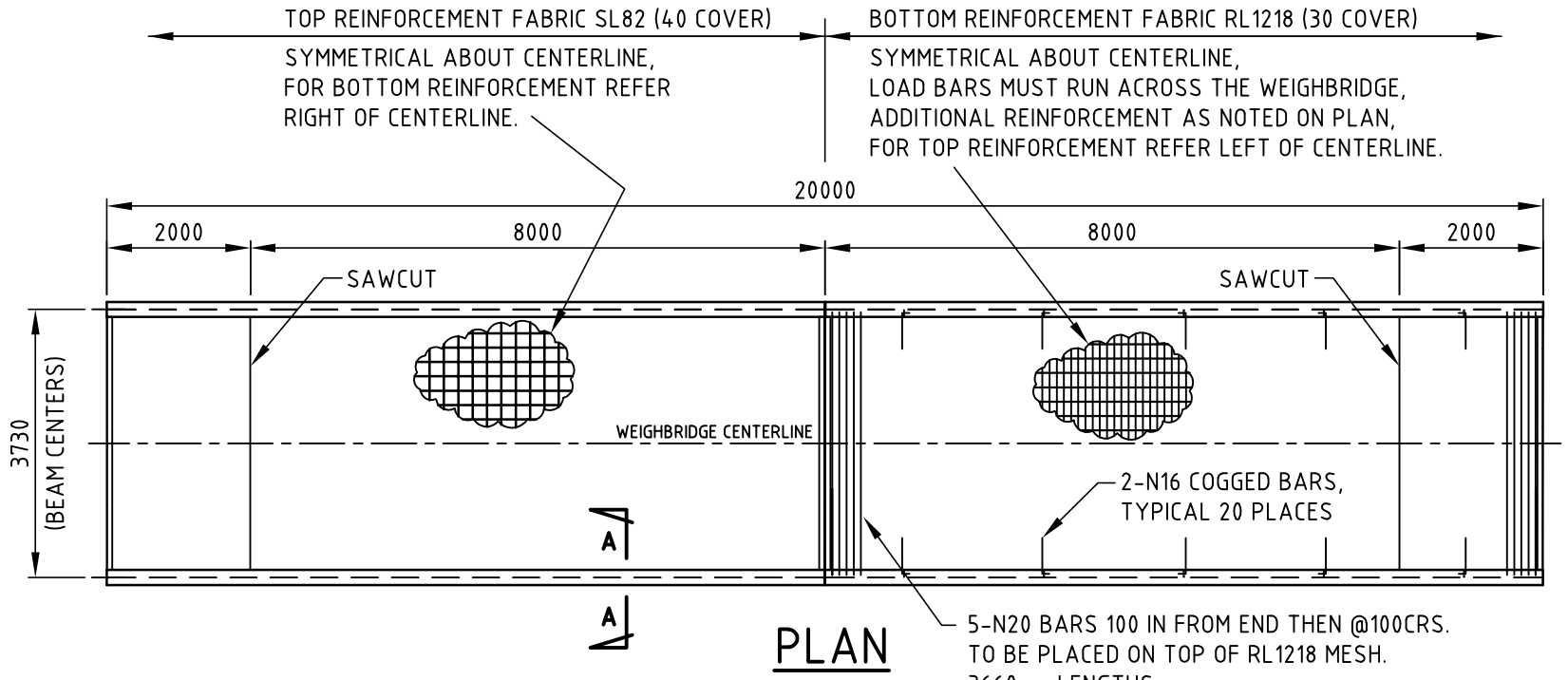
DRAWING No.

A3-9630/1

REV. No. G

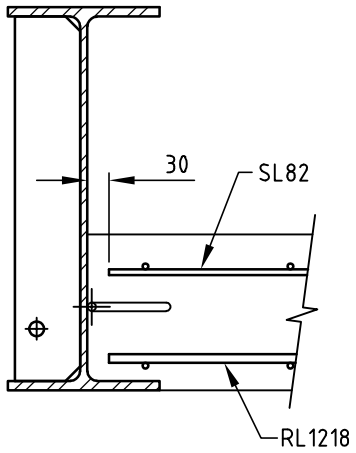
SHEET 1 OF 1

THIS DRAWING SHOULD NOT BE SCALED – IF IN DOUBT ASK.

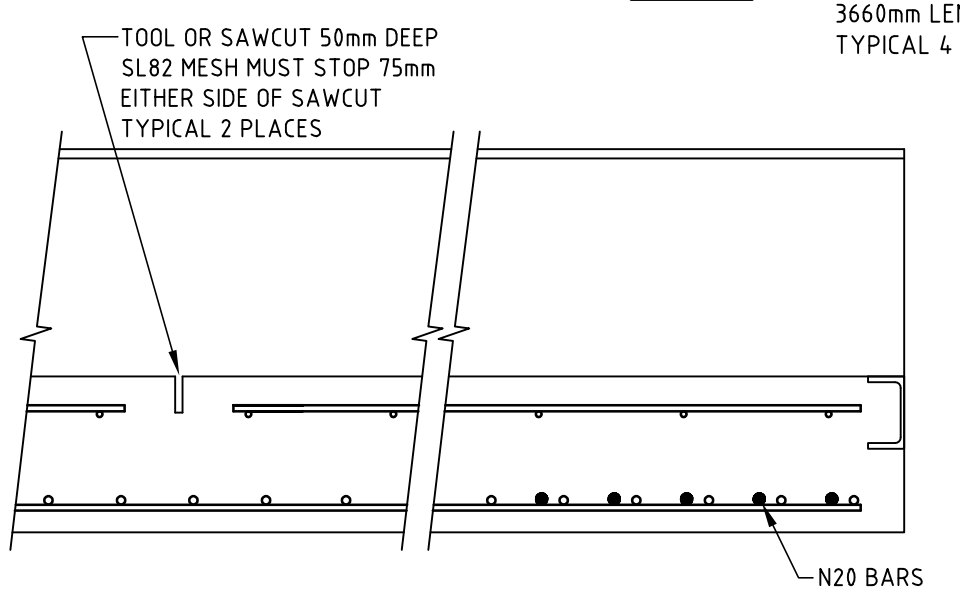


PLAN

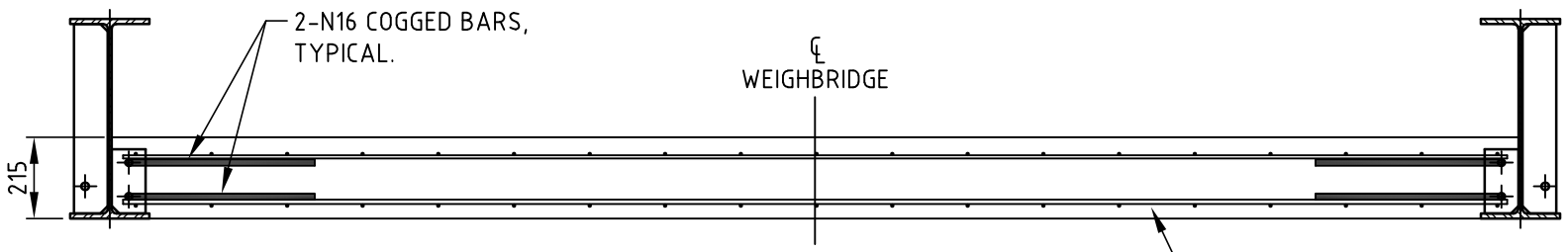
ISSUED FOR CONSTRUCTION



SECTION A-A



SAWCUT DETAILS

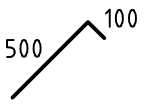


TYPICAL CROSS SECTION

REINFORCEMENT QUANTITIES

MESH : SL82 – 6 SHEETS
RL1218 – 6 SHEETS
(6m x 2.4m SHEETS)

BAR: 20 OFF N20 BARS AT 3660mm LENGTHS
40 OFF N16 COGGED BARS AS SHOWN



NOTES:
1. ALL CONCRETE WORK SHALL BE DONE IN ACCORDANCE WITH AS3600. MINIMUM CONCRETE CONCRETE STRENGTH SHALL BE 32MPa AT 28 DAYS.
2. REINFORCEMENT SHALL BE DONE TO AS1302, 1303, 1304.
3. (A) FOR DRAINAGE PURPOSES SCREED CONCRETE TO 1:100 TRANSVERSELY AND LONGITUDINALLY, AND BE FLUSH WITH TOP OF CHANNELS AND ANGLES.
   (B) CONCRETE TO BE LIGHTLY BROOM FINISHED (ie NON SKID SURFACE), AND ALL EDGES OF CONCRETE AGAINST STEEL WORK TO BE TROWELED WITH RADIUS EDGING TOOL.
4. FOR STEEL WORK ASSEMBLY DETAILS REFER DRAWING A3-4500-2.
5. FOR CONDUIT LAYOUT DETAILS REFER DRAWING A3-4485-2.

ITEM	QTY.	DESCRIPTION / MATERIAL	PART NO.
2	AS REQ'D	REINFORCEMENT, REFER TABLE	
1	16.5m^3	APPROX. OF CONCRETE Fc' = 32 MPa	

CALCS107.12.B
CALCS107.12

REV.	DESCRIPTION	DATE	APP.
F	6-N24 BARS REPLACED BY 5-N20	29.05.19	
E	N24 1200 LN BARS REPLACED BY N24 3660 LN BARS	29.11.11	
D	N24 BARS REARRANGED	04.12.08	
C	REDRAWN TO NEW DESIGN	09.09.08	

DIVERSECO PTY LTD
12 Kembla Way,
Willetton, WA, 6155
Phone: (08) 9259 6219
Web: diverseco.com.au

DR. BY: AK DATE: 29.05.2019
CH. BY: S.K DATE: 29.05.2019
APP. BY: S.K DATE: 29.05.2019
SCALE: 1:100, 1:20, 1:5

TITLE:
20m x 3.5m LOW PROFILE ELECTRONIC WEIGHBRIDGE

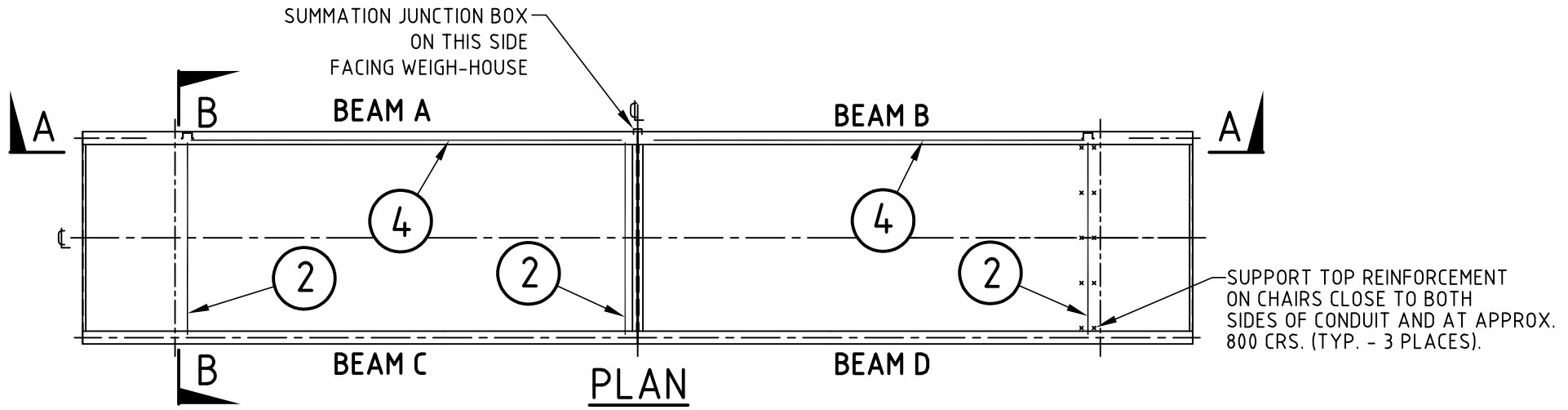
CONCRETE DECK DETAILS

DRAWING No.
A3-4033/B
20m x 3.5m

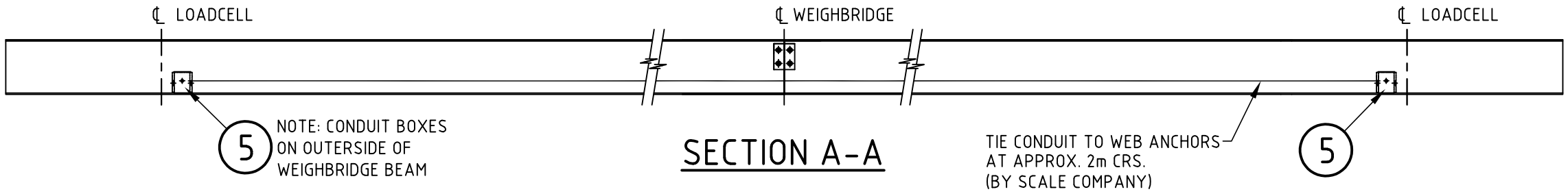
REV. No. F

SHEET 1 OF 1

THIS DRAWING SHOULD NOT BE SCALED - IF IN DOUBT ASK.



PLAN



SECTION A-A

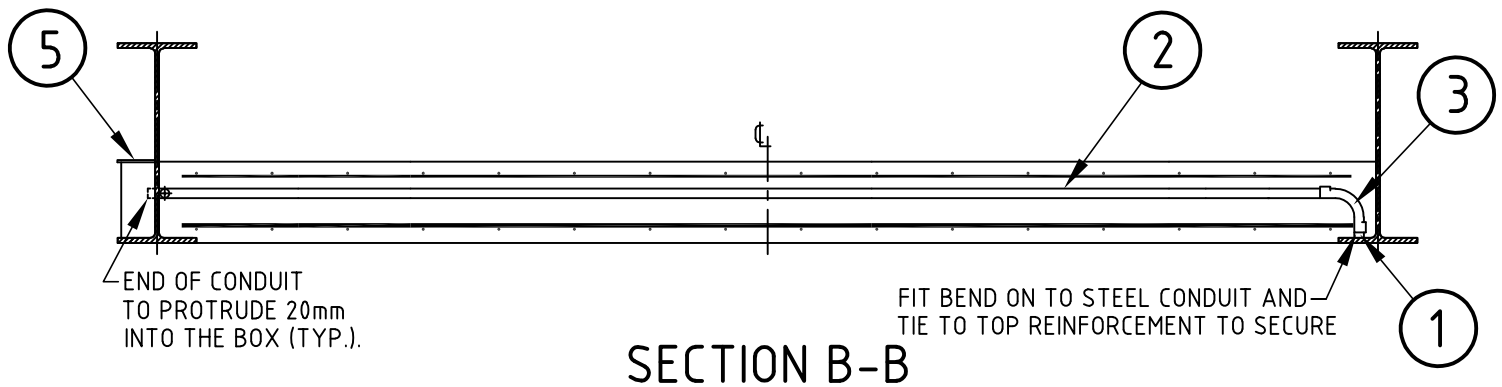
TABLE 1.

WEIGHBRIDGE LENGTH	ϕ25mm CONDUIT LENGTHS
15m	2 x 6.5m
18m	2 x 7m
20m	2 x 8m
24m	2 x 9.3m

TABLE 2.

WEIGHBRIDGE WIDTH	ϕ25mm CONDUIT LENGTHS
3.0m	3 x 3.13m
3.5m	3 x 3.63m

ISSUED FOR CONSTRUCTION



SECTION B-B

ITEMS SUPPLIED BY SCALE COMPANY			
5	2	CONDUIT BOX	KL082015
4	AS REQ'D	ϕ25mm PVC CONDUIT (REFER TABLE 1)	9025
3	3	ϕ25mm PVC 90° BEND	247/25
2	AS REQ'D	ϕ25mm PVC CONDUIT (REFER TABLE 2)	9025
1	4	ϕ25mm STEEL CONDUIT x 50mm LONG	9025
ITEM	**REQ'D**	**MATERIAL/DESCRIPTION**	**PART No.**

REV.	DESCRIPTION	DATE	APP.
C	GENERAL REVISION	6.5.09	SIMON
B	NEW JUNCTIONBOX ADDED	15.7.08	SIMON
A	TWO TABLES ADDED	2.6.00	AR

DIVERSECO PTY LTD
12 Kembla Way,
Willetton, WA, 6155
Phone: (08) 9259 6219
Web: diverseco.com.au

DR. BY: AR DATE: 02.06.2000
CH. BY: S.K DATE: 07.05.2009
APP. BY: S.K DATE: 07.05.2009
SCALE: 1:100, 1:50, 1:20

TITLE:
ABOVE GROUND WEIGHBRIDGE
6 LOADCELL

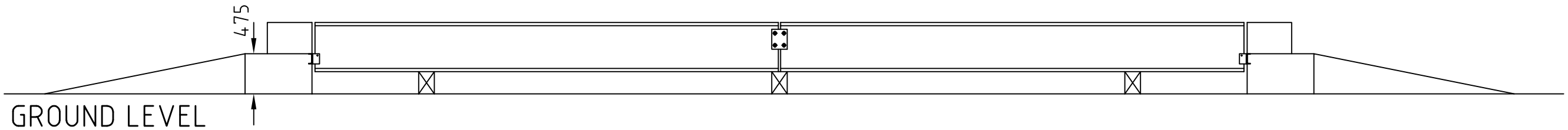
BEAM AND CONDUIT ARRANGEMENT

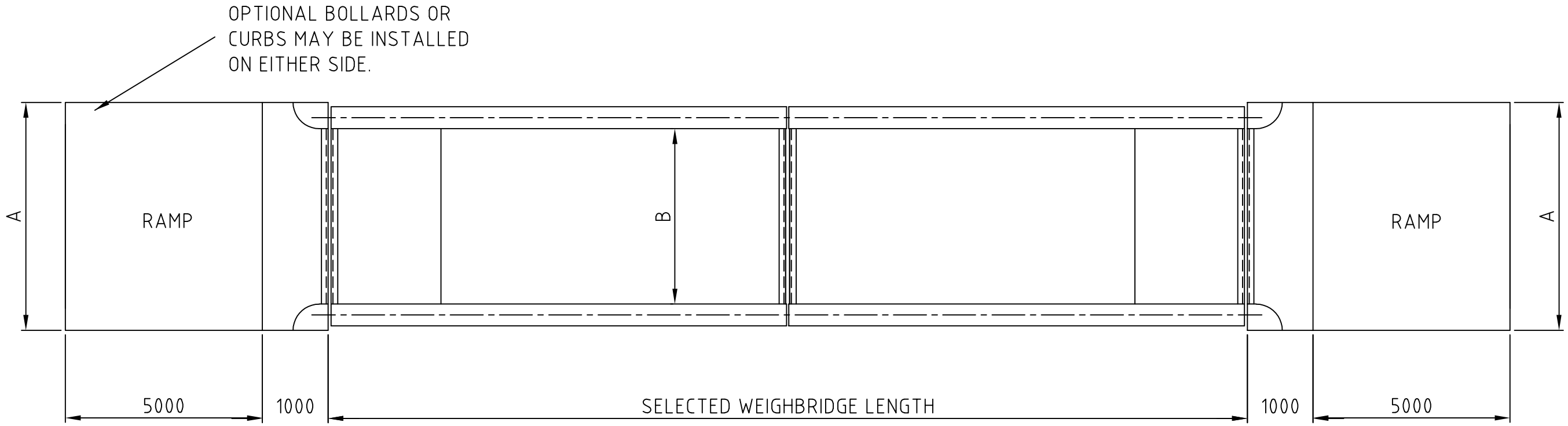
DRAWING No.
A3-4485-2

REV. No. C

SHEET 1 OF 1

THIS DRAWING SHOULD NOT BE SCALED – IF IN DOUBT ASK.





WEIGHBRIDGE WIDTH	DIMENSION 'A'	DIMENSION 'B'
3.0m	3500mm	3000mm
3.5m	4000mm	3500mm

ISSUED FOR CONSTRUCTION

REV.	DESCRIPTION	DATE	APP.

DIVERSECO PTY LTD
12 Kembla Way,
Willetton, WA, 6155
Phone: (08) 9259 6219
Web: diverseco.com.au

DR. BY: A.K	DATE: 31.05.2021	
CH. BY: S.K	DATE: 31.05.2021	
APP. BY: S.K	DATE: 31.05.2021	
SCALE: N.T.S.		

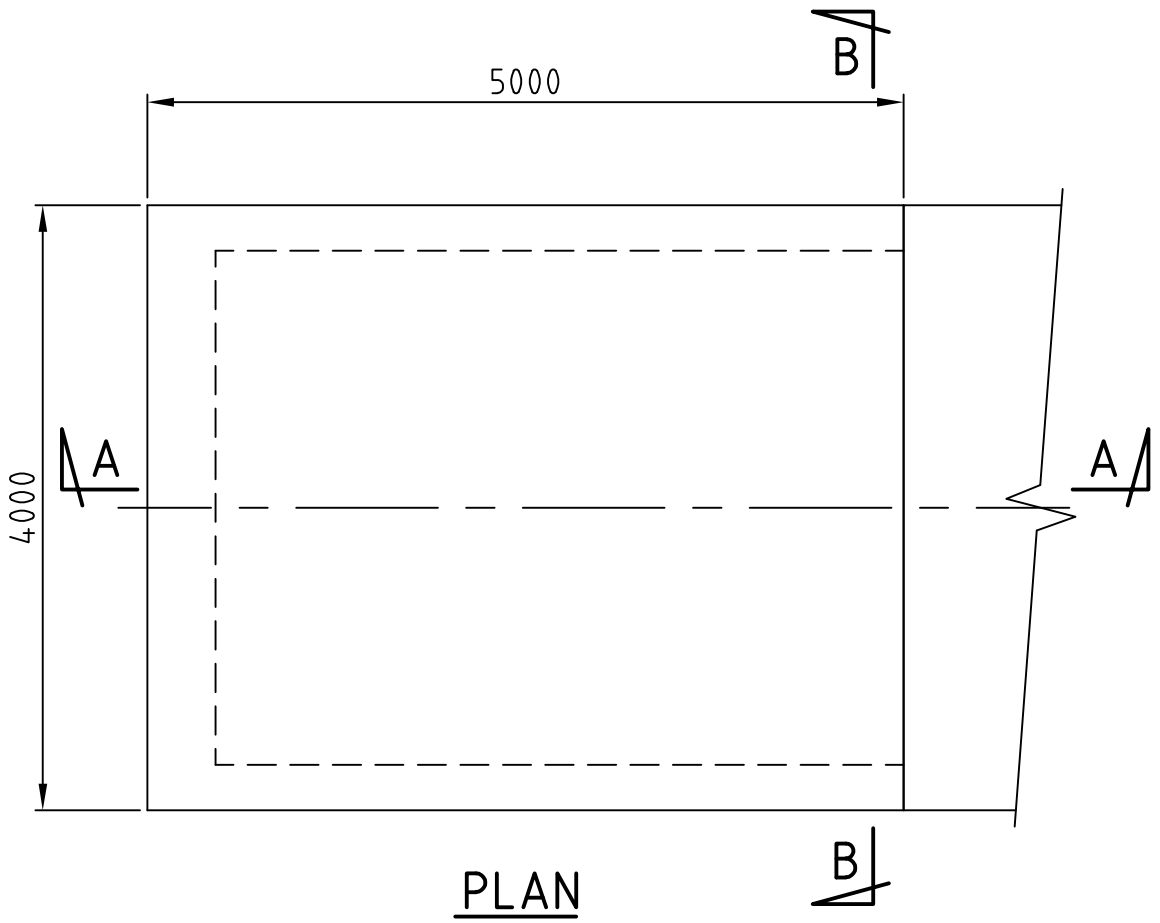
TITLE:
ABOVE GROUND – RAMPED
6 LOADCELL
ELECTRONIC WEIGHBRIDGE
GENERAL LAYOUT

DRAWING No.
A3-J31.05.2021/1
6 CELL

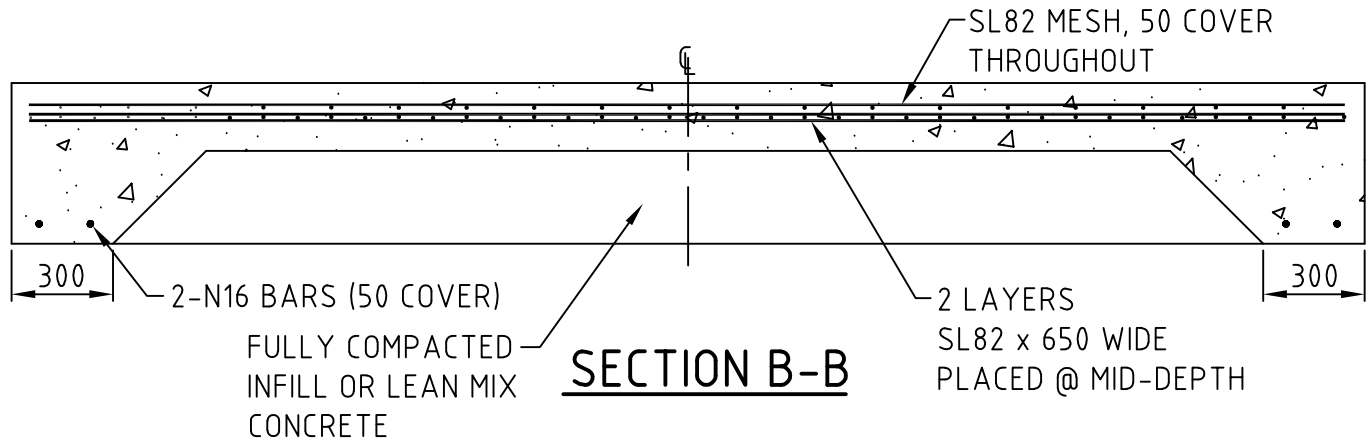
REV. No.

SHEET 1 OF 1

THIS DRAWING SHOULD NOT BE SCALED - IF IN DOUBT ASK.

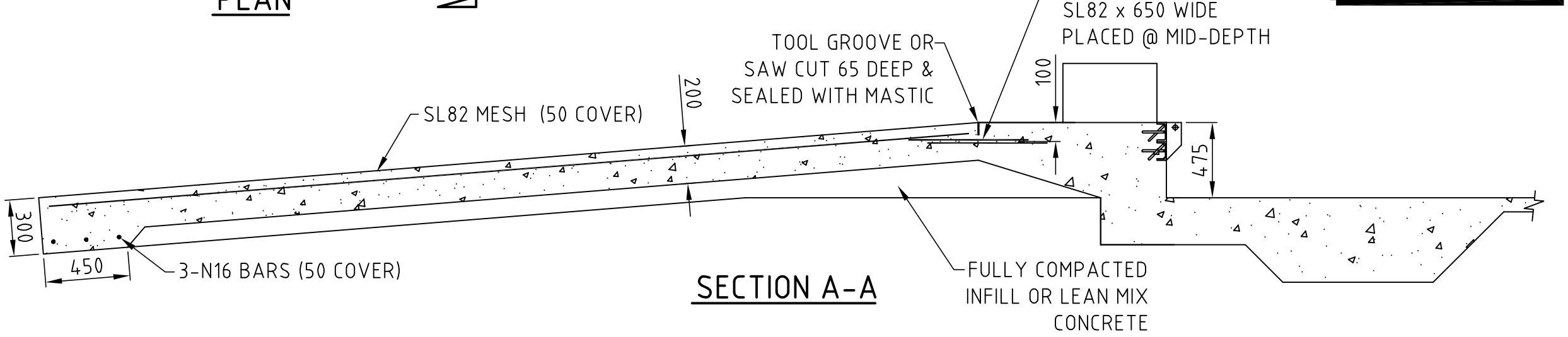


PLAN



SECTION B-B

ISSUED FOR CONSTRUCTION



SECTION A-A

ITEM	REQ'D	MATERIAL/DESCRIPTION	PART No.
1	4.6m³	APPROX. OF CONCRETE. Fc = 32MPa.	
2	AS REQ'D	REINFORCEMENT (SL82 MESH)	

CALC:0116.03

REV.	DESCRIPTION	DATE	APP.

DIVERSECO PTY LTD
12 Kembla Way,
Willetton, WA, 6155
Phone: (08) 9259 6219
Web: diverseco.com.au

DR. BY: AK DATE: 31.05.2021
CH. BY: SK DATE: 31.05.2021
APP. BY: SK DATE: 31.05.2021
SCALE: 1:50, 1:20

TITLE:
3.5m WIDE
ELECTRONIC WEIGHBRIDGE

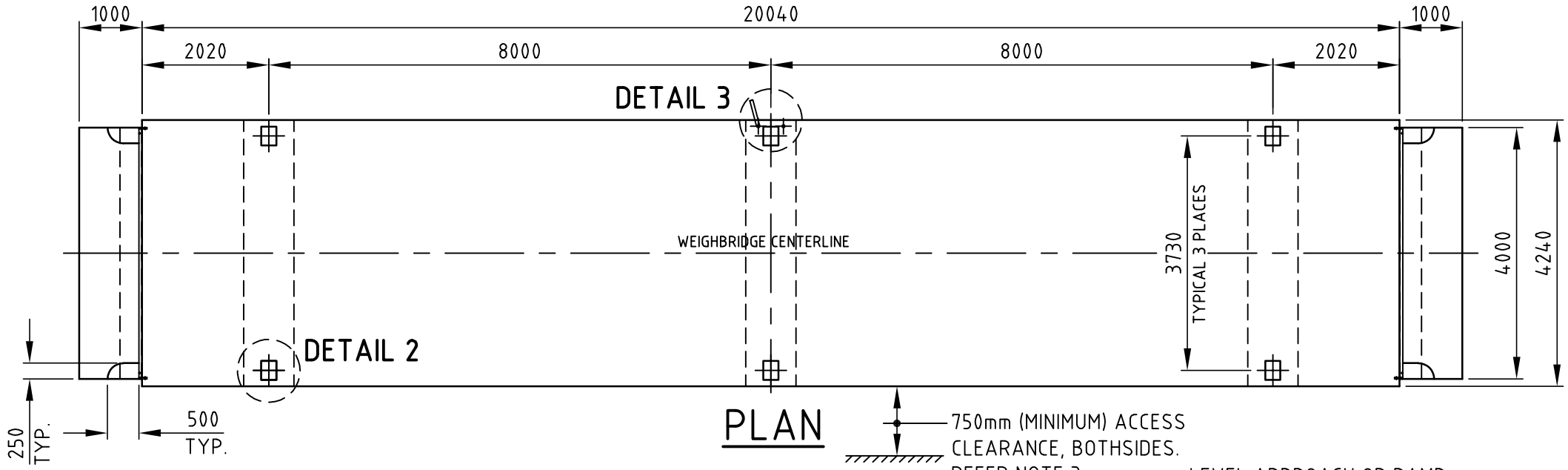
RAMP DETAILS

DRAWING No.
A3-J31.05.2021/3.5m

REV. No.

SHEET 1 OF 1

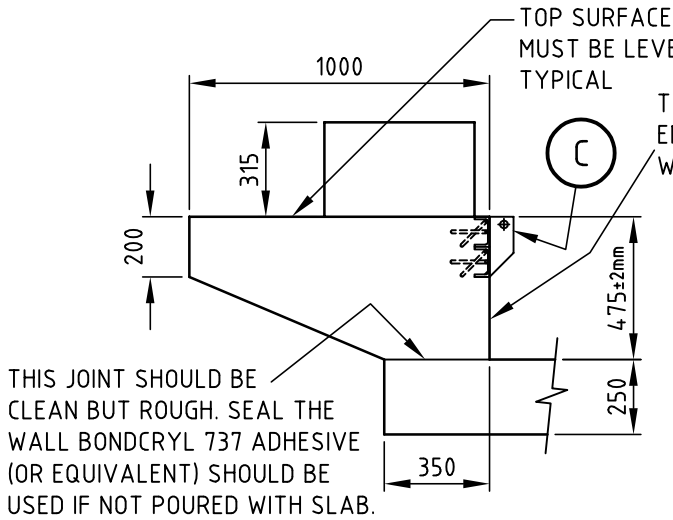
THIS DRAWING SHOULD NOT BE SCALED - IF IN DOUBT ASK.



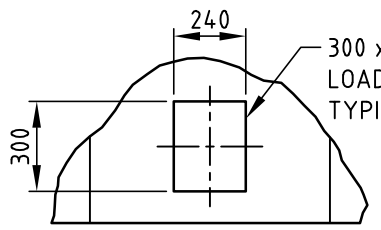
PLAN

TYPICAL ELEVATION

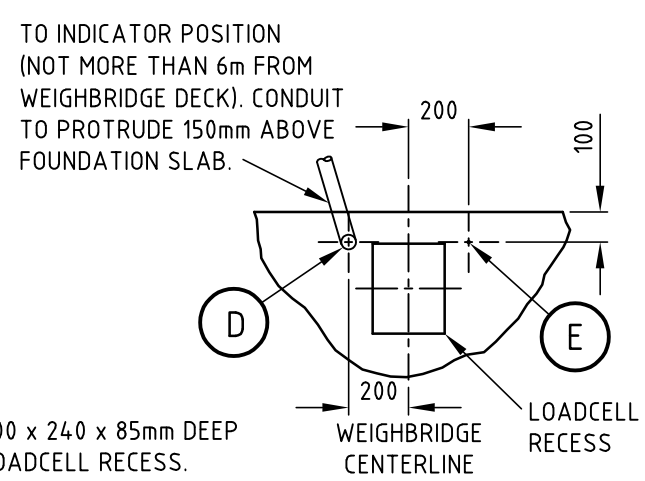
ISSUED FOR CONSTRUCTION



DETAIL 1



DETAIL 2



DETAIL 3

NOTES:

1. (A) SITE MUST BE APPROVED & SITE WORK SUPERVISED BY CLIENTS CIVIL ENGINEER.
   (B) FOUNDATION DESIGN TO SUIT STABLE SOIL CONDITIONS (CLASS M), WITH A MINIMUM ALLOWABLE BEARING PRESSURE OF 160kPa.
2. ALL CONCRETE WORK SHALL BE IN ACCORDANCE WITH A.S.3600, MINIMUM CONCRETE STRENGTH SHALL BE 32MPa AT 28 DAYS.
3. IF USED FOR TRADE WEIGHING - LOCATION, APPROACH LENGTH & ACCESS CLEARANCE MUST BE APPROVED BY CONSUMER AFFAIRS/ WEIGHTS AND MEASURES AUTHORITIES.
4. GROUND ROD MUST BE LOCATED AS SHOWN ON PLAN. INSTALL ROD 1.75m INTO MOIST EARTH MAKING SURE IT PROTRUDES 50mm ABOVE FOUNDATION SLAB LEVEL.
5. THE TOP SURFACE OF THE SLAB WILL BE USED AS FORM WORK FOR CASTING THE DECK. THEREFORE, IT MUST BE FLAT AND HORIZONTAL WHEN CHECKED WITH AN AUTOMATIC LEVEL. THE HIGHEST POINT IS TO BE WITHIN 5mm OF THE LOWEST POINT.
6. ALL DIMENSIONS ARE WITH IN ±5mm UNLESS OTHERWISE STATED.

ITEMS SUPPLIED BY PIT CONTRACTOR			
E	1	COPPER CLAD GROUND RODS x 1.8m LONG (MIN.)	
D	AS REQ'D	ø50 CONDUIT, L.S. 90° BENDS, DRAW WIRE & CAPS	
C	2	END WALL SURROUND SUPPLIED WITH WEIGHBRIDGE	3896/B-3.5m
B	AS REQ'D	REINFORCEMENT, REFER DWG. A3-4313/B/20mx3.5m - SHEET 2	
A	$18m^3$	APPROX. OF CONCRETE	
ITEM	QTY.	DESCRIPTION / MATERIAL	PART NO.

CALCS107.11A

REV.	DESCRIPTION	DATE	APP.

DIVERSECO PTY LTD
12 Kembla Way,
Willetton, WA, 6155
Phone: (08) 9259 6219
Web: diverseco.com.au

DR. BY: AK DATE: 31.05.2021
CH. BY: S.K DATE: 31.05.2021
APP. BY: S.K DATE: 31.05.2021
SCALE: 1:100, 1:20

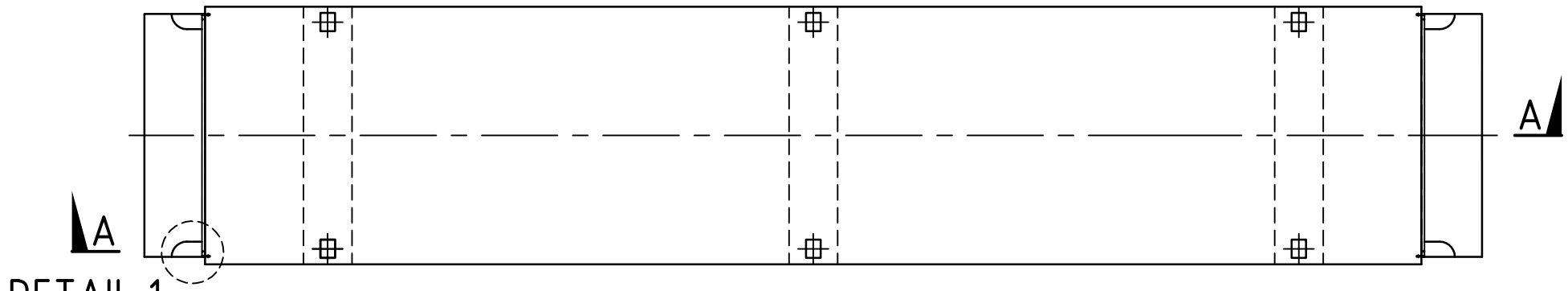
TITLE:
20m x 3.5m LOW PROFILE ELECTRONIC WEIGHBRIDGE
FOUNDATION DETAILS

DRAWING No.
A3-J31.05.2021/B
20m x 3.5m

REV. No.

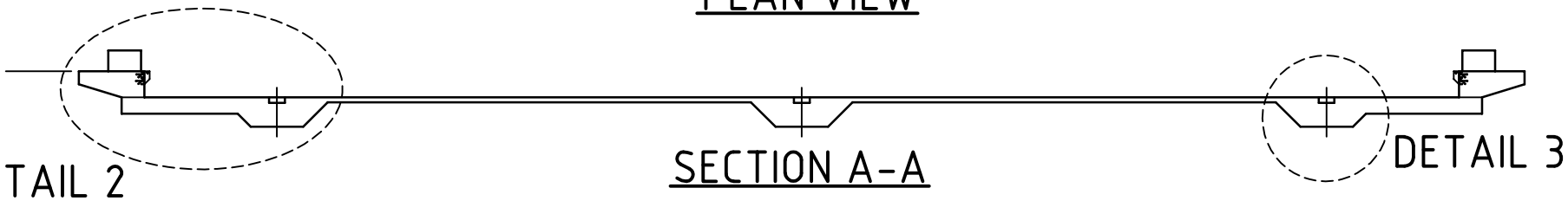
SHEET 1 OF 2

THIS DRAWING SHOULD NOT BE SCALED - IF IN DOUBT ASK.



DETAIL 1

PLAN VIEW

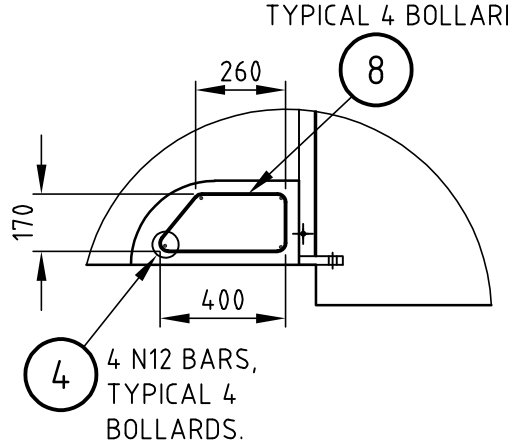


DETAIL 2

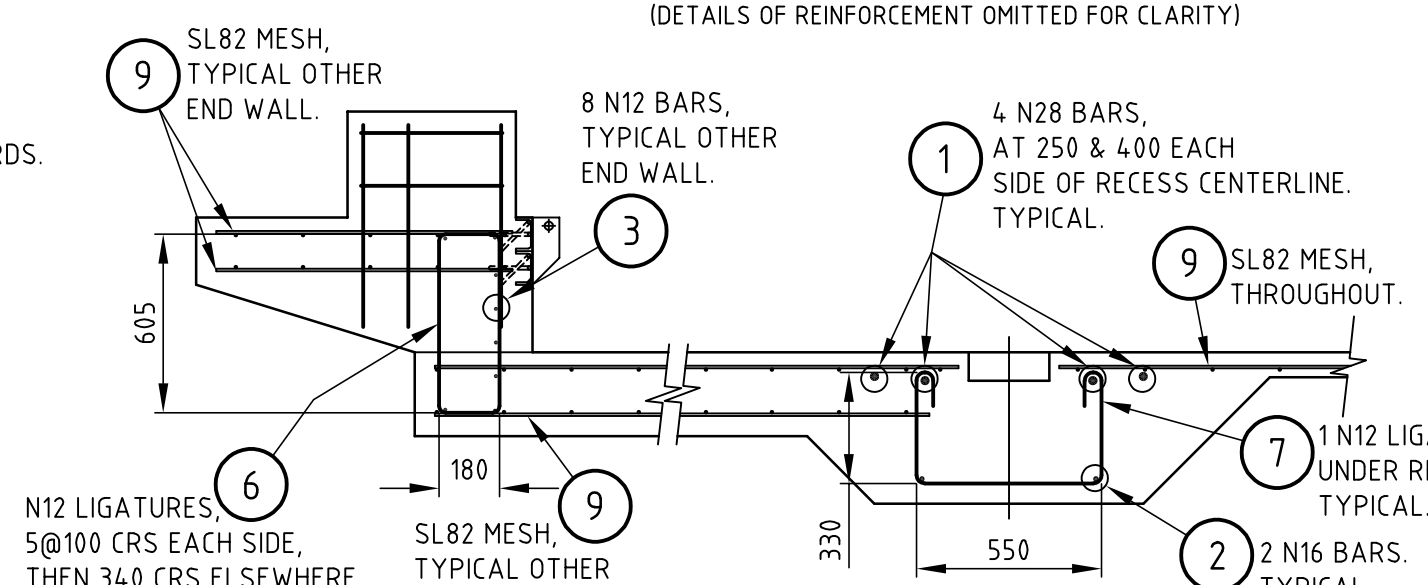
SECTION A-A

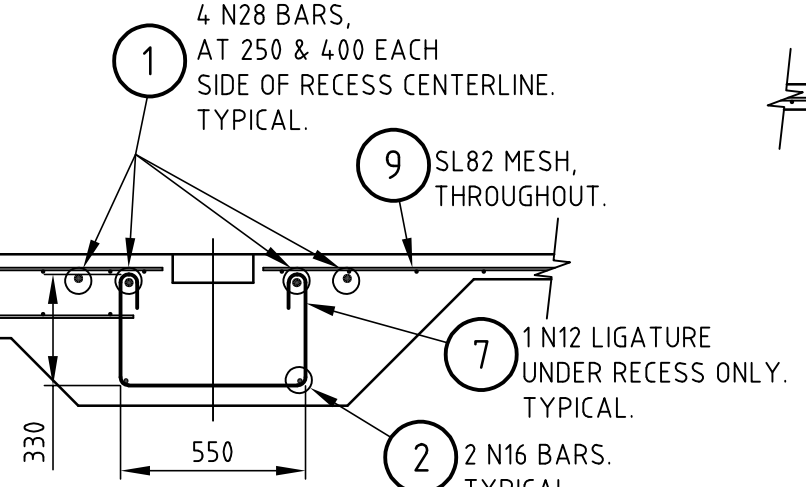
DETAIL 3

(DETAILS OF REINFORCEMENT OMITTED FOR CLARITY)



DETAIL 1





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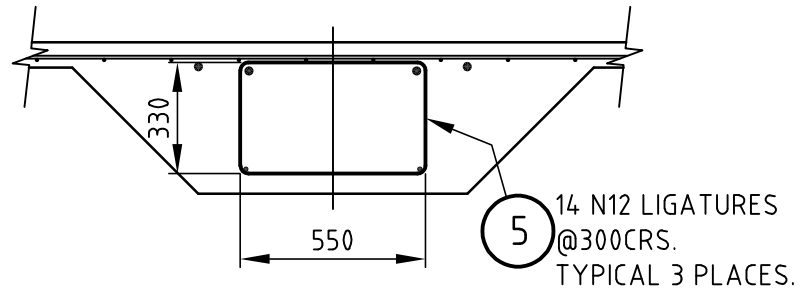


DETAIL 3

ISSUED FOR CONSTRUCTION

NOTES:
1. REINFORCEMENT TO AS 1302, 1303, 1304.
2. REINFORCEMNT COVER
   40mm TOP COVER
   60mm BOTTOM COVER
   60mm EDGE COVER

ITEM	QTY.	DESCRIPTION / MATERIAL	PART NO.
9	10	SL82, 6m x 2.4m SHEET	
8	8	N12 x 1.05 LN BENT AS SHOWN	
7	6	N12 x 1.43 LN BENT AS SHOWN	
6	36	N12 x 1.67 LN BENT AS SHOWN	
5	42	N12 x 1.88 LN BENT AS SHOWN	
4	16	N12 x 0.6 LN	
3	16	N12 x 3.88 LN	
2	6	N16 x 4.12 LN	
1	12	N28 x 4.12 LN	

CALCS107.11A

REV.	DESCRIPTION	DATE	APP.

DIVERSECO PTY LTD
12 Kembla Way,
Willetton, WA, 6155
Phone: (08) 9259 6219
Web: diverseco.com.au

DR. BY: AK	DATE: 31.05.2021	
CH. BY: S.K	DATE: 31.05.2021	
APP. BY: S.K	DATE: 31.05.2021	
SCALE: 1:100, 1:20		

TITLE:
20m x 3.5m LOW PROFILE ELECTRONIC WEIGHBRIDGE
FOUNDATION REINFORCEMENT AND PLACEMENT

DRAWING No.
A3-J31.05.2021/B
20m x 3.5m

REV. No.

SHEET 2 OF 2

Formit Services Pty Ltd

STRUCTURAL CERTIFICATION OF 6000L EFFLUENT TANK SKID FRAME

7 October 2022

Rev No. 5

IZZAT CONSULTING ENGINEERS PTY LTD
Suite 4, 56 Hudson St Hamilton NSW | PO Box 988 Hamilton NSW 2303 | phone +61 2 4940 0090
fax +61 2 4940 0091 | email mail@izzat.com.au | www.izzat.com.au | abn 60 110 255 582

Revision	Issue Date	Revision Details
5	07/10/2022	Revised Wording
4	08/02/2022	Dragging Added
3	23/08/2013	Tine Tubes Added – Lifting By Forklift
2	30/07/2010	Increased Building Load
1	11/11/2008	Lifting Added
0	27/03/2008	Original Certificate

Author:	Benjamin Landers BEng(Civil) GradMIEAust Graduate Structural / Civil Engineer	Signed:	
Reviewed By:	Zane Rendell BEng(Civil)(Hons) MIEAust Senior Structural / Civil Engineer	Signed:	

TABLE OF CONTENTS

1. INTRODUCTION

In accordance with Formit Service's request to provide updated certification of 6000L effluent tank frame supporting an amenities building structure, we submit the following information.

2. ENGINEER

Benjamin Landers
Bachelor of Engineering (Civil)(Hons)
University of Newcastle

3. SUPERVISING ENGINEER

Zane Rendell
Bachelor of Engineering (Civil)(Hons)
University of Newcastle
Member of the Institution of Engineers Australia (Reg No.4204684)

4. GENERAL

This document should be read in conjunction with drawings listed below in Table 1, provided by Formit Services, located in Appendix A.

Table 1: Engineering Drawings

Drawing Number	Revision	Title
WT-1208-112	3	FORMIT WASTE TANK 6000 Lt FRAME– FLAT PACK UPPER FRAME DETAIL
WT-1208-115	4	FORMIT WASTE TANK 6000 Lt FRAME LOWER FRAME – FLAT PACK WITH TINE TUBES - ASSEMBLY
WT-1208-116	2	FORMIT WASTE TANK 6000 Lt FRAME LOWER FRAME – FLAT PACK WITH TINE - DETAIL
WT-1208-117	3	FORMIT WASTE TANK 6000 Lt FRAME LOWER FRAME – FLAT PACK WITH TINE – COMPONENT DETAIL
WT-1208-118	3	FORMIT WASTE TANK 6000 Lt FRAME LOWER FRAME – SIDE FRAME ASSEMLIES

5. DESIGN BASIS

Our office was engaged to provide a design certification for the 6000L effluent tank skid frame which can be lifted by a forklift, or a crane, and dragged on ground. The tanks are to be completely emptied before being lifted or dragged. The loads are to be evenly distributed on the 2 forklift tines which are to penetrate at least halfway into the tine tubes, or evenly distributed on the 4 lifting lugs for lifting, and 2 end-rod drag loops for dragging.

This certification covers four situations for the fully assembled frame;
1) Skid frame located on the ground and supporting the effluent tanks and amenities block
2) Skid frame and tank (empty) being lifted by forklift
3) Skid frame and tank (empty) being lifted by crane with slings evenly arranged between the 4 lifting points.
4) Skid frame and tank (empty) being dragged with slings evenly arranged between two end-rod drag loops.

All design loads are as determined by Australian Standards.

All design work was carried out in accordance with the following standards;
- AS/NZS 1170.0 General principles
- AS/NZS 1170.1 Permanent, imposed and other actions

- AS/NZS 1170.2 Wind loads
- AS 4100 Steel structures
- AS 1418.1 Cranes, hoists, and winches

For wind loading the structure is to be located in an environment equivalent to a (at worst) wind region A and terrain category 2 in accordance with AS1170.2. If the location of the structure is such that it will be subject to greater loads then an engineer must be consulted.

We have not assessed the suitability of the forklift or lifting devices. We believe this is to be the responsibility of others.

Tie downs and fixing of the of the amenities structures to the frame is considered responsibility of others.

6. DEFINED CRITERIA

Rational engineering judgment has been used to decide which components require checking with design certification calculations. A finite element analysis model was used to determine to distribution of loads and capacity of members.

7. DESIGN LOADINGS

The tank frame was certified to support an amenities structure with a uniform mass of 7000kg plus a maximum of 12 people uniformly distributed inside.

Three plastic effluent 2000L tanks sit along the 5.86m frame. This weight is uniformly distributed along the square hollow sections of the bottom frame. The amenities building structure, with a mass of 7000kg and considering 12 occupants, is supported as described above.

The tanks contents are mostly water. The sections used were 300 grade steel members and 350 grade galvanized steel members. The amenities structure is supported on rails 0.3m from the edge of the frame and is required to be fixed to the skid frame.

The maximum combined mass of the skid frame and empty waste tank to be lifted by either crane or forklift is 1000kg.

Ultimate limit states design factors used in the design are as follows:

- Dead load (only) factor of 1.35
- Dead load factor of 1.2
- Live load factor of 1.5
- Dynamic factor of 1.2

8. STATEMENTS & DISCLAIMERS

We confirm that the 6000L effluent tank skid frame with tine tubes as detailed in the drawings noted in Table 1 (above), is structurally satisfactory for the Load Limits noted in Section 7 above, provided the following are adhered to;

- The structure is inspected every 12 months (maximum), or as otherwise required to ensure no structural damage is evident.
- The above certificate is applicable only if the frame is not affected by heat, adverse chemicals, excessive vibrations or other external factors unknown and not noted to the certifying engineer.
- The design certification is provided on the basis that materials used meet Australian Standards, Construction practices are in accordance with industry standards.
- No modifications shall be made from the drawings attached in Appendix A, and the frame is fully assembled.
- The amenities structure is removed before moving the skid frame.
- The forklift tines penetrate at least halfway into the tine tubes.
- The effluent tanks are pumped out such that they are empty before moving the skid frame.

- The allowable bearing capacity of the ground is to be at least 100kPa
- The structure is located in no worse than wind region A and terrain category 2 as per AS1170.2

Depending on the ground type, the base frame may compress into the ground such that the 50 SHS members will be touching the ground. John Aitken at Formit Services has accepted this possibility.

The increased load, as detailed in Section 8, induces a maximum deflection of 25mm in the members of the top frame. As such it should be ensured there is adequate free space between the effluent tank and the members of the top frame to cater for this deflection.

APPENDIX A DRAWINGS

FOR UPPER FRAME SEE DRAWING No. WT-1208-112

ISSUE	ALTERATION
4	ANGLES ON ITEM 10/117 SHORTENED 27/11/2012
3	2 BRIDGE PLATES COMBINED TO ONE PIECE 15/6/2012
2	12øx20 HOLES REPLACE SOME 12ø HOLES 2/5/2012

JOB NAME / ADDRESS

CLIENT

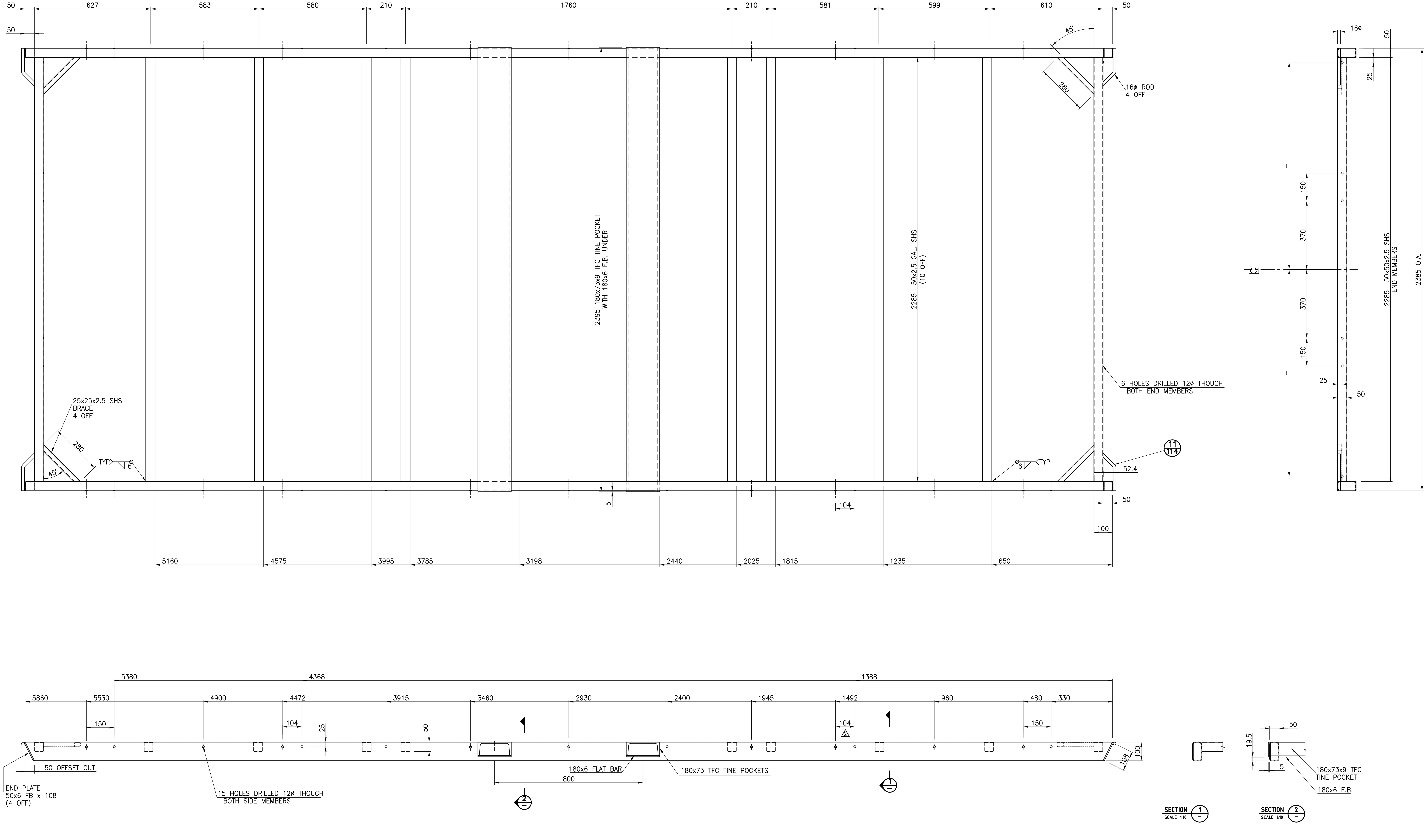
FORMIT SERVICES PTY. LTD.

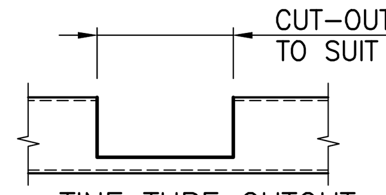
1 Co-Wyn Close, Fountaindale, NSW 2258
Ph. (612) 4336 1000 Fax. (612) 4389 1300

DRAWING DESCRIPTION
FORMIT WASTE TANK
6000 Lt FRAME
LOWER FRAME – FLAT PACK
WITH TINE TUBES – ASSEMBLY

SCALE	1:10
DATE	11/04/2012
DRAWN	M.A.Y. YarraTecK
TS REF	TS00601
CHECKED	
PASSED	

STANDARD NUMBER
SHEET SIZE A1
JOB No DRAWING No. WT-1208-115
ISSUE 4



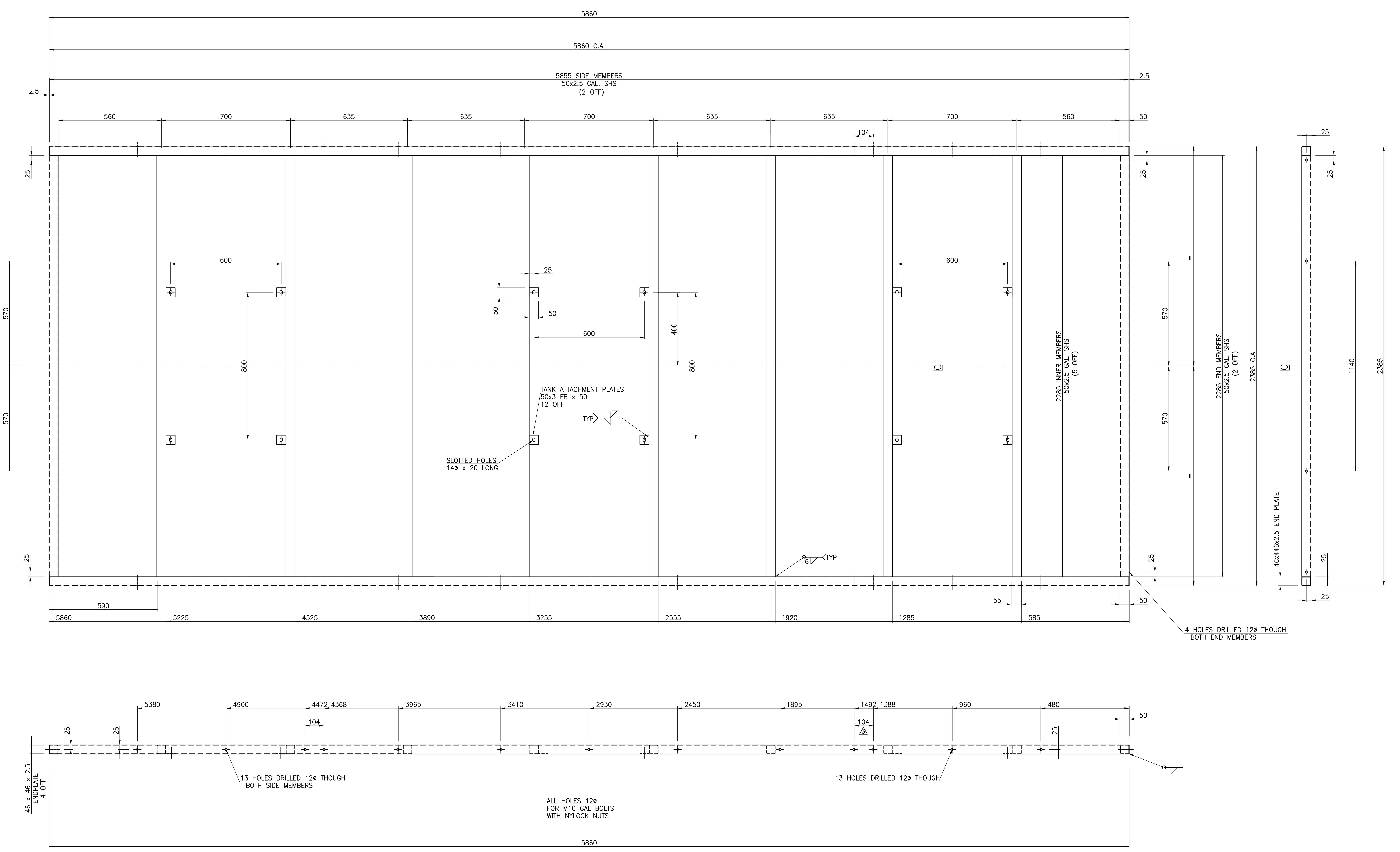


NOTE; TINE TUBE CHANNEL IS TO FINISH FLUSH WITH TOP OF BASE RHS CHANNEL & FLAT BAR ARE TO BE FULLY WELDED FOR 300 AT EACH ENS THEN WITH 50 LONG WELDS WITH 200 SPACES.
WELDING BETWEEN TINE TUBE AND MAIN RHS TO BE FULL PENETRATION AND CONTINUOUS ON BOTH SIDES OF THE RHS.

FOR UPPER FRAME SEE DRAWING No. WT-1208-112

JOB NAME / ADDRESS	**FORMIT SERVICES PTY. LTD.** 1 Co-Wyn Close, Fountaindale, NSW 2258 Ph. (612) 4336 1000 Fax. (612) 4389 1300
CLIENT	
DRAWING DESCRIPTION: FORMIT WASTE TANK 6000 Lt FRAME LOWER FRAME – FLAT PACK WITH TINE – DETAIL	SCALE 1:10; DATE 11/04/2012; DRAWN M.A.Y. YarraTecK; TS REF TS00601; CHECKED; PASSED
STANDARD NUMBER	SHEET SIZE A1
JOB No / DRAWING No. WT-1208-116	ISSUE 2

ISSUE	ALTERATION
2	HOLES FOR ANLGED MOVED 27/11/2012



FOR LOWER FRAME SEE DRAWING No. WT–1208–111

ISSUE	ALTERATION
3	HOLES FOR ANLGED MOVED 27/11/2012
2	TANK TOP FIXING HOLES RELOCATED 30/7/2012

JOB NAME / ADDRESS

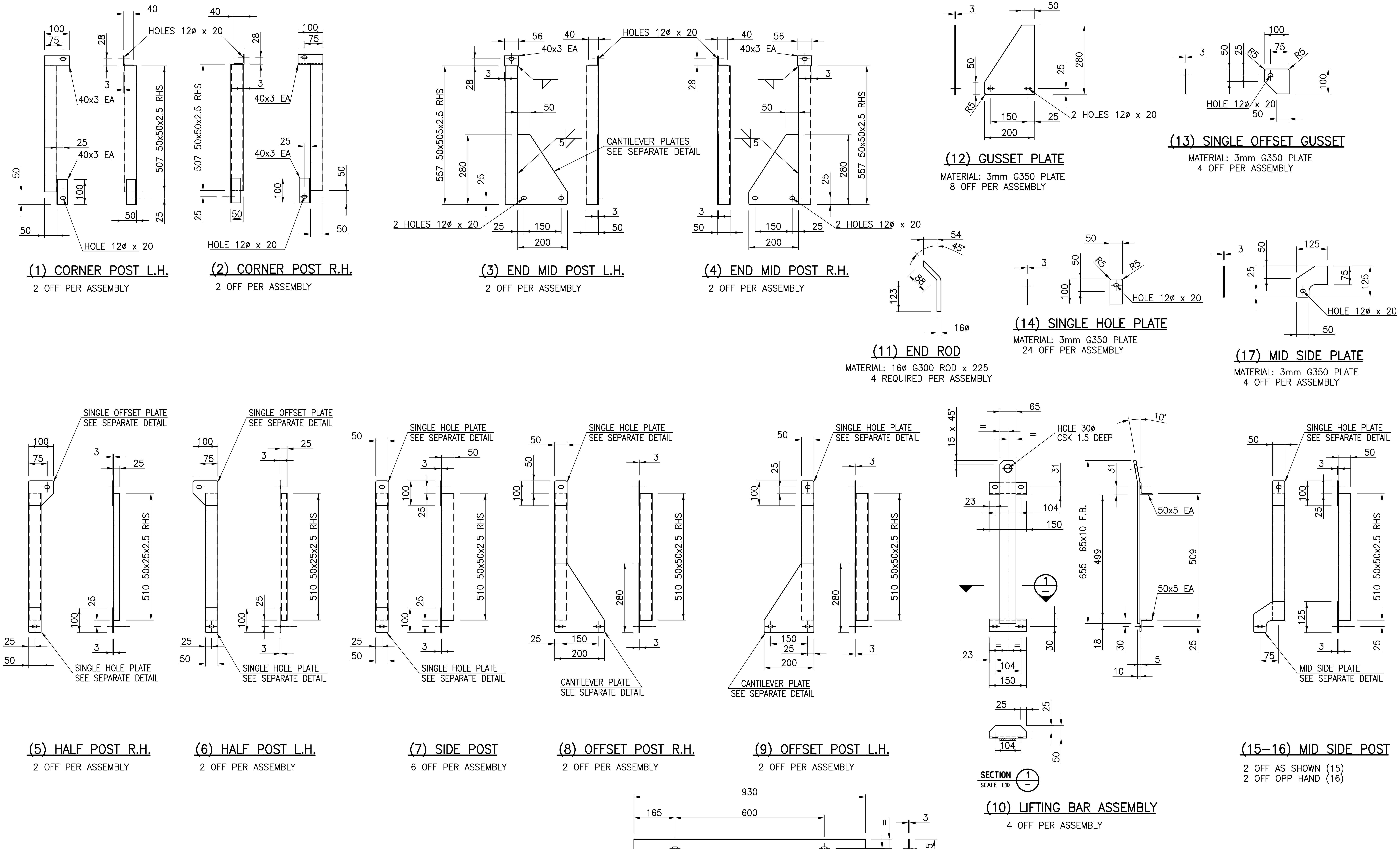
CLIENT

DRAWING DESCRIPTION
FORMIT WASTE TANK
6000 Lt FRAME – FLAT PACK
UPPER FRAME
DETAIL

FORMIT SERVICES PTY. LTD.
1 Co–Wyn Close, Fountaindale, NSW 2258
Ph. (612) 4336 1000 Fax. (612) 4389 1300

SCALE	1:10
DATE	24/02/2012
DRAWN	M.A.Y. YarraTecK
TS REF	TS00601
CHECKED	
PASSED	

STANDARD NUMBER
SHEET SIZE A1
JOB No / DRAWING No. WT-1208-112
ISSUE 3



ISSUE	ALTERATION
3	ANGLE PIECES SHORTENED & SPLAYED DIM. NOTES CORRECTED 27/11/2012
3	2 BRIDGE PLATES COMBINED TO ONE PIECE 15/6/2012
2	12ø×20 HOLES REPLACE SOME 12ø HOLES 2/5/2012

JOB NAME / ADDRESS

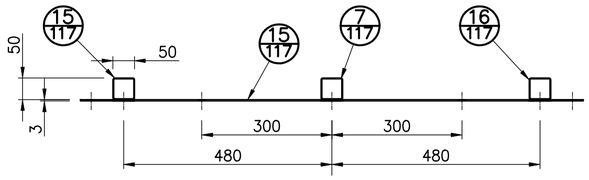
CLIENT

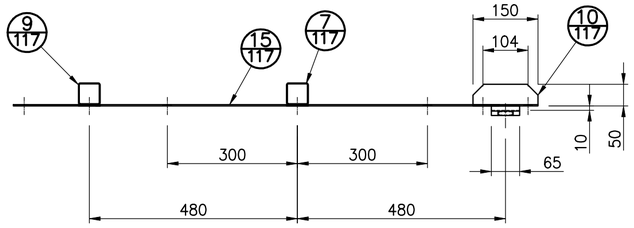
FORMIT SERVICES PTY. LTD.
1 Co-Wyn Close, Fountaindale, NSW 2258
Ph. (612) 4336 1000 Fax. (612) 4389 1300

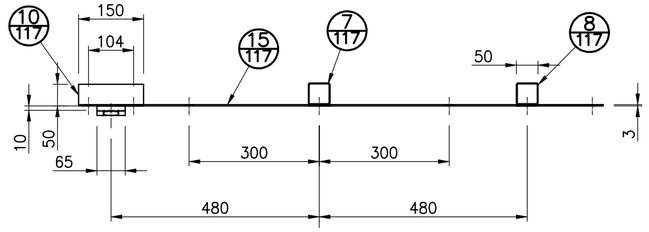
DRAWING DESCRIPTION
FORMIT WASTE TANK
6000 Lt FRAME
LOWER FRAME – FLAT PACK
WITH TINE – COMPONENT DETAILS

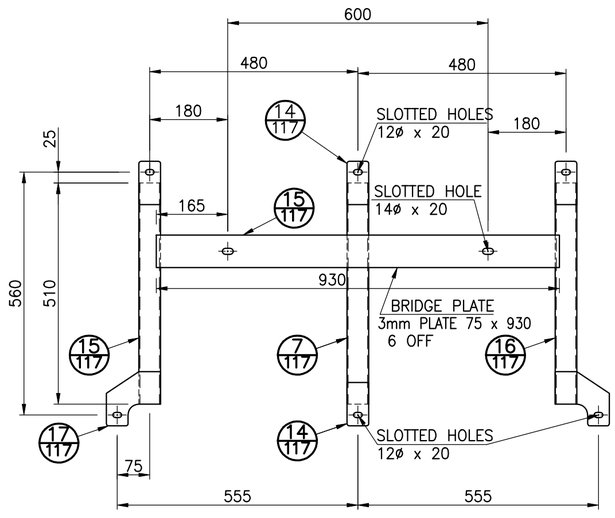
SCALE	1:10
DATE	11/04/2012
DRAWN	M.A.Y. YarraTecK
TS REF	TS00601
CHECKED	
PASSED	

STANDARD NUMBER
SHEET SIZE A2
WT-1208-117
ISSUE 3



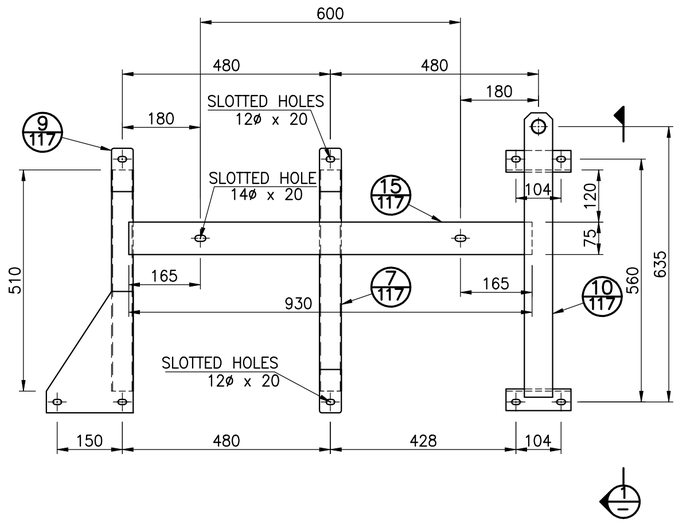






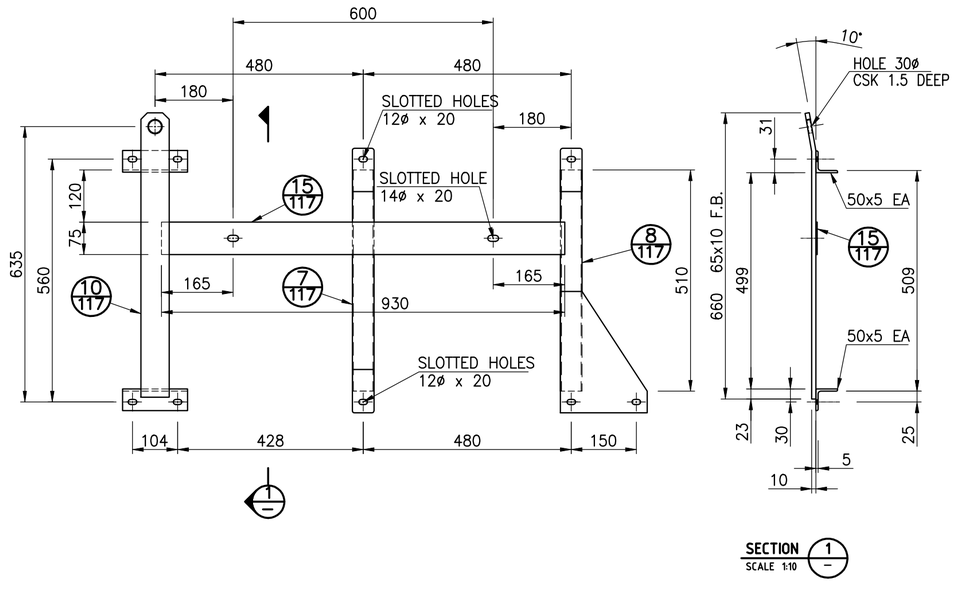
MID SIDE POST FRAME (1)

2 OFF AS SHOWN



L.H. END SIDE POST FRAME (3)

2 OFF



R.H. END SIDE POST FRAME

2 OFF

ISSUE	ALTERATION
3	ANGLE PIECES SHORTENED & SPLAYED PLAN VIEWS ADDED 22/11/2012
2	2 BRIDGE PLATES COMBINED TO ONE PIECE 15/6/2012

JOB NAME / ADDRESS

CLIENT
.
.

DRAWING DESCRIPTION
FORMIT WASTE TANK
6000 Lt FRAME
LOWER FRAME – SIDE FRAME ASSEMBLIES

FORMIT SERVICES PTY. LTD.
1 Co-Wyn Close, Fountaindale, NSW 2258
Ph. (612) 4336 1000 Fax. (612) 4389 1300

SCALE	1:10
DATE	2/6/2012
DRAWN	M.A.Y. YarraTecK
TS REF	TS00601
CHECKED	
PASSED	

STANDARD NUMBER
WT-1208-118
JOB No DRAWING No.

SHEET SIZE A3
3 ISSUE

PRODUCT TYPE:

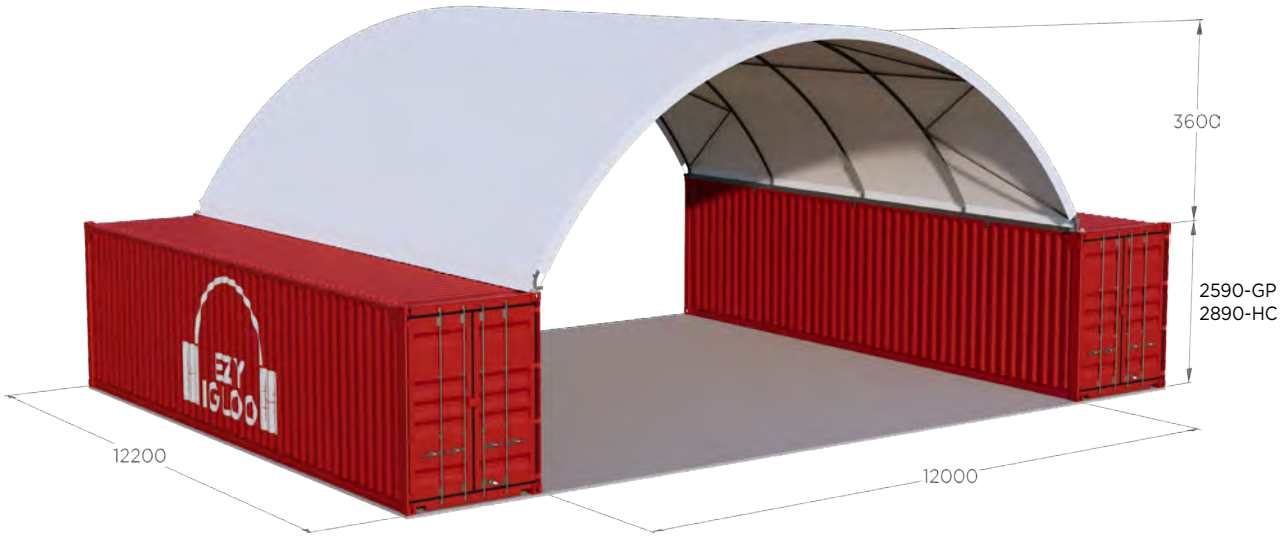
Standard - Container Mounted

PRODUCT SIZE:

12m wide x 12m long x 3.6m high

TECHNICAL INFORMATION:

- Engineer Certified to Level of Importance 2.
- Wind load calculated in accordance with current AS/NZS 1170.
- Wind Rated for regions A, B or C.
- RHS galvanised steel frame complies with Australian Standards.
- Australian made Canvacon 7000E polyfabric cover.
- Base Rail comes as standard with each standard Igloo.
- Weld Test Certificate carried out on all Standard Igloo frames.
- Mill Test Certificate available on all Standard Igloo frames.
- 10-year Structural Warranty.
- 20-year UV Warranty on all covers.
- Full Installation services available.



*All dimensions are approximate. Drawings not to scale.

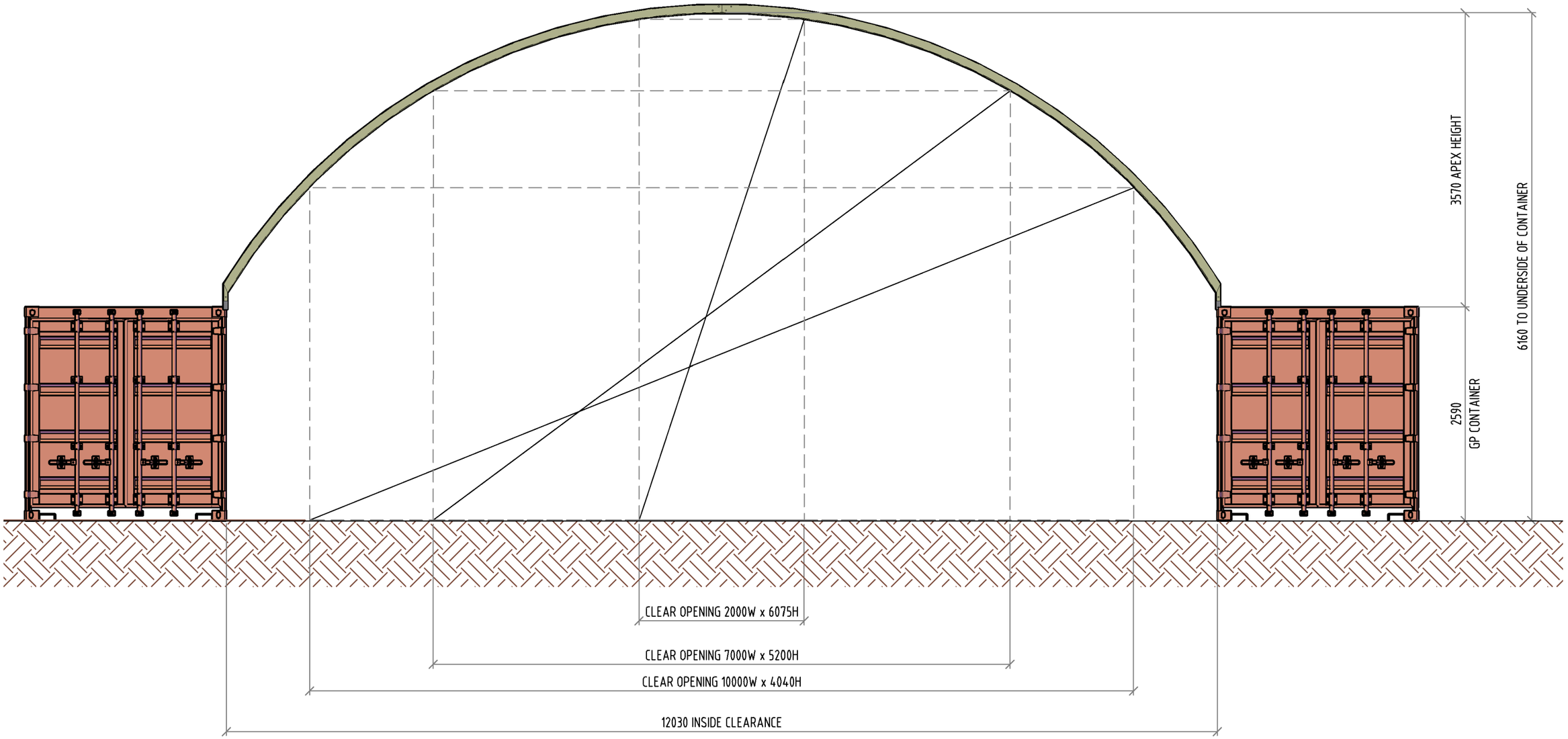
1 Full End Wall

2 Half End Wall

FULL RANGE OF CUSTOM ACCESSORIES AVAILABLE

CONTACT US info@ezyigloo.com.au 1300 399 445 ezyigloo.com.au

FOR QUOTATION ONLY



DRAWING NUMBER: D-HC-12.0-3.6-ISM

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DRAWING NUMBER	TITLE
ASSOCIATED DRAWING	

REV.	DATE	DESCRIPTION	DRW.	CHK.	APV.
A	29/11/2024	FOR CONSTRUCTION	KM	KM	KM
0	29/11/2024	FOR APPROVAL	KM	KM	KM

REVISION

AUTHORISATION		
DESIGNED	P.WHITLA	13/04/2021
DRAWN	K. MCMAHON	29/11/2024
CHECKED	K. MCMAHON	29/11/2024
PROD. MNGR.	----	----
PROJ. MNGR.	----	----
RPEQ ENGR.	----	----
RPEQ No.	----	

SCALE: 1:50 DO NOT SCALE - IF IN DOUBT ASK

DRAWING STATUS: FOR CONSTRUCTION

EZY IGLOO

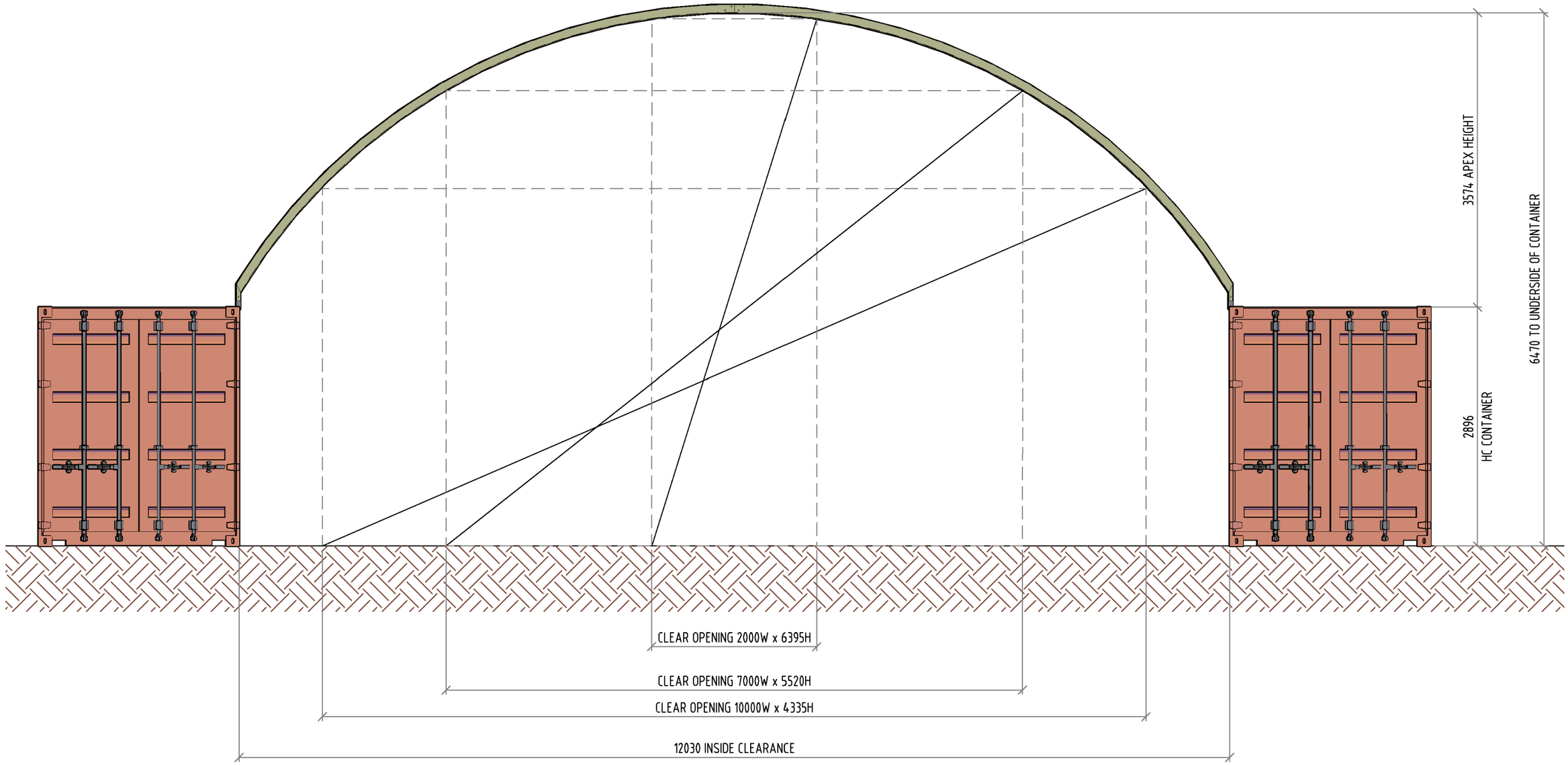
TITLE
12.0m x 3.6m EZY IGLOO
HEIGHT CLEARANCE
GP CONTAINER OPTION
INSIDE MOUNT

DRAWING NUMBER: D-HC-12.0-3.6-ISM

SHEET 01 OF 01 SHEETS

REV: A

FOR QUOTATION ONLY



DRAWING NUMBER	TITLE
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ASSOCIATED DRAWING	

DRAWING NUMBER D-HC-12.0-3.6-ISM

REV.	DATE	DESCRIPTION	DRW.	CHK.	APV.
A	29/11/2024	FOR CONSTRUCTION	KM	KM	KM
0	29/11/2024	FOR APPROVAL	KM	KM	KM

REVISION

AUTHORISATION		
DESIGNED	P.WHITLA	13/04/2021
DRAWN	K. MCMAHON	29/11/2024
CHECKED	K. MCMAHON	29/11/2024
PROD. MNGR.	----	----
PROJ. MNGR.	----	----
RPEQ ENGR.	----	----
RPEQ No.	----	

SCALE: 1:50 DO NOT SCALE - IF IN DOUBT ASK

DRAWING STATUS: FOR CONSTRUCTION

EZY IGLOO

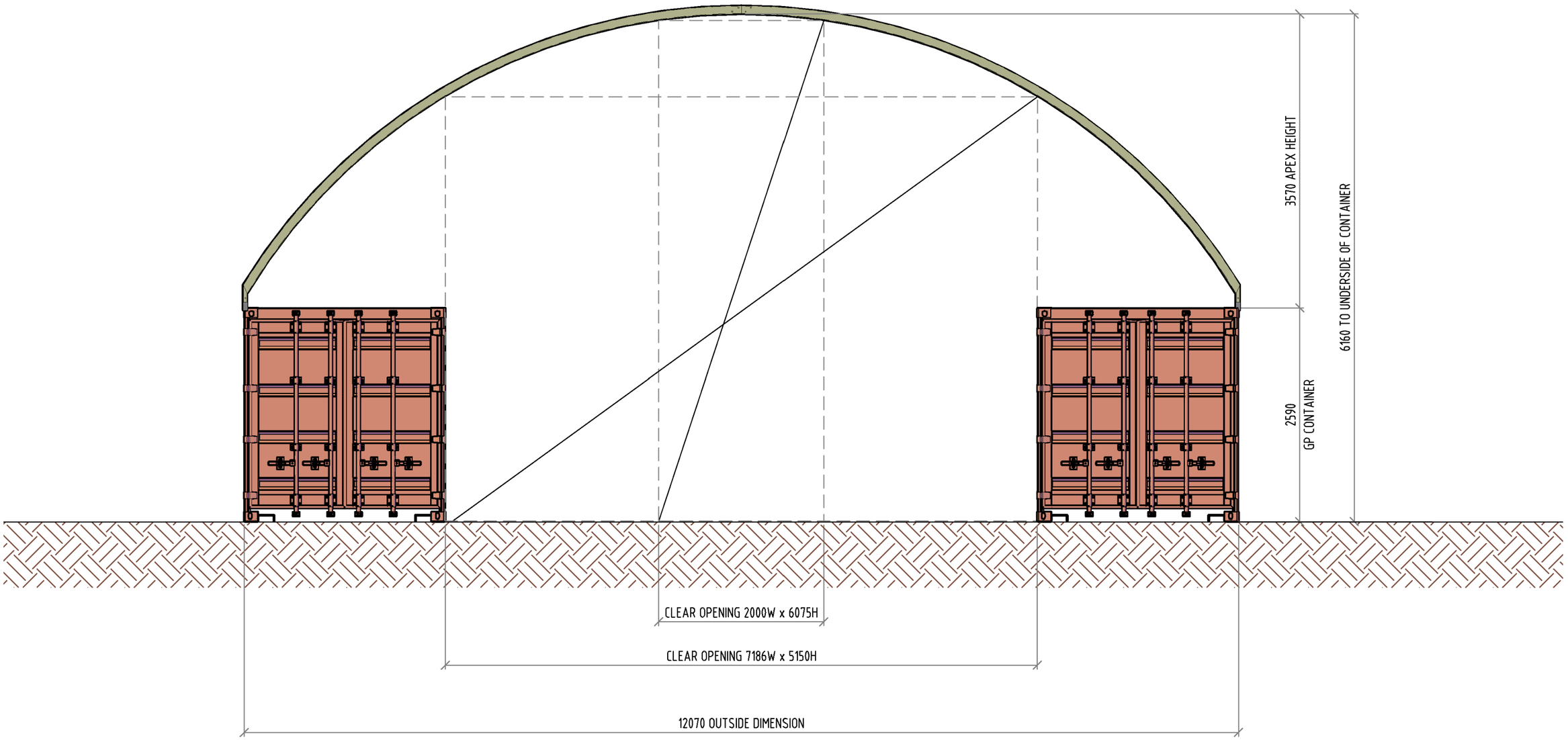
TITLE
12.0m x 3.6m EZY IGLOO
HEIGHT CLEARANCE
HC CONTAINER OPTION
INSIDE MOUNT

DRAWING NUMBER: D-HC-12.0-3.6-ISM

SHEET 01 OF 01 SHEETS

REV: A

FOR QUOTATION ONLY



DRAWING NUMBER D-HC-12.0-3.6-OSM

DRAWING NUMBER	TITLE
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ASSOCIATED DRAWING

REV.	DATE	DESCRIPTION	DRW.	CHK.	APV.
A	29/11/2024	FOR CONSTRUCTION	KM	KM	KM
0	29/11/2024	FOR APPROVAL	KM	KM	KM

REVISION

AUTHORISATION		
DESIGNED	P.WHITLA	13/04/2021
DRAWN	K. MCMAHON	29/11/2024
CHECKED	K. MCMAHON	29/11/2024
PROD. MNGR.	----	----
PROJ. MNGR.	----	----
RPEQ ENGR.	----	----
RPEQ No.	----	

SCALE: 1:50 DO NOT SCALE - IF IN DOUBT ASK

EZY IGLOO

DRAWING STATUS: FOR CONSTRUCTION

EZY IGLOO

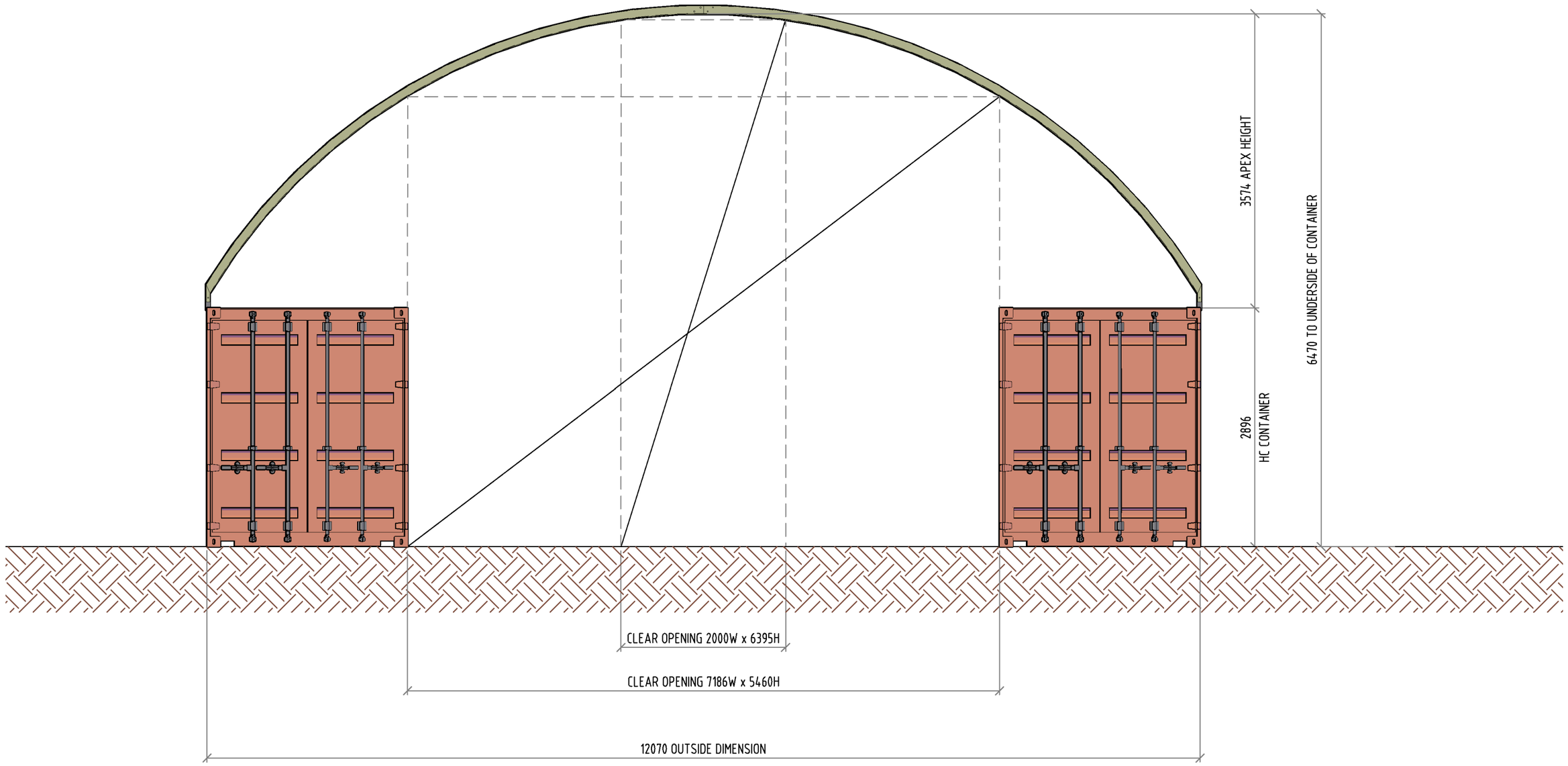
TITLE
12.0m x 3.6m EZY IGLOO
HEIGHT CLEARANCE
GP CONTAINER OPTION
OUTSIDE MOUNT

DRAWING NUMBER D-HC-12.0-3.6-OSM

SHEET 01 OF 01 SHEETS

REV A

FOR QUOTATION ONLY



DRAWING NUMBER	TITLE
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ASSOCIATED DRAWING	

DRAWING NUMBER D-HC-12.0-3.6-OSM

REV.	DATE	DESCRIPTION	DRW.	CHK.	APV.
A	29/11/2024	FOR CONSTRUCTION	KM	KM	KM
0	29/11/2024	FOR APPROVAL	KM	KM	KM

REVISION

AUTHORISATION		
DESIGNED	P.WHITLA	13/04/2021
DRAWN	K. MCMAHON	29/11/2024
CHECKED	K. MCMAHON	29/11/2024
PROD. MNGR.	----	----
PROJ. MNGR.	----	----
RPEQ ENGR.	----	----
RPEQ No.	----	

SCALE: 1:50 DO NOT SCALE - IF IN DOUBT ASK

DRAWING STATUS: FOR CONSTRUCTION

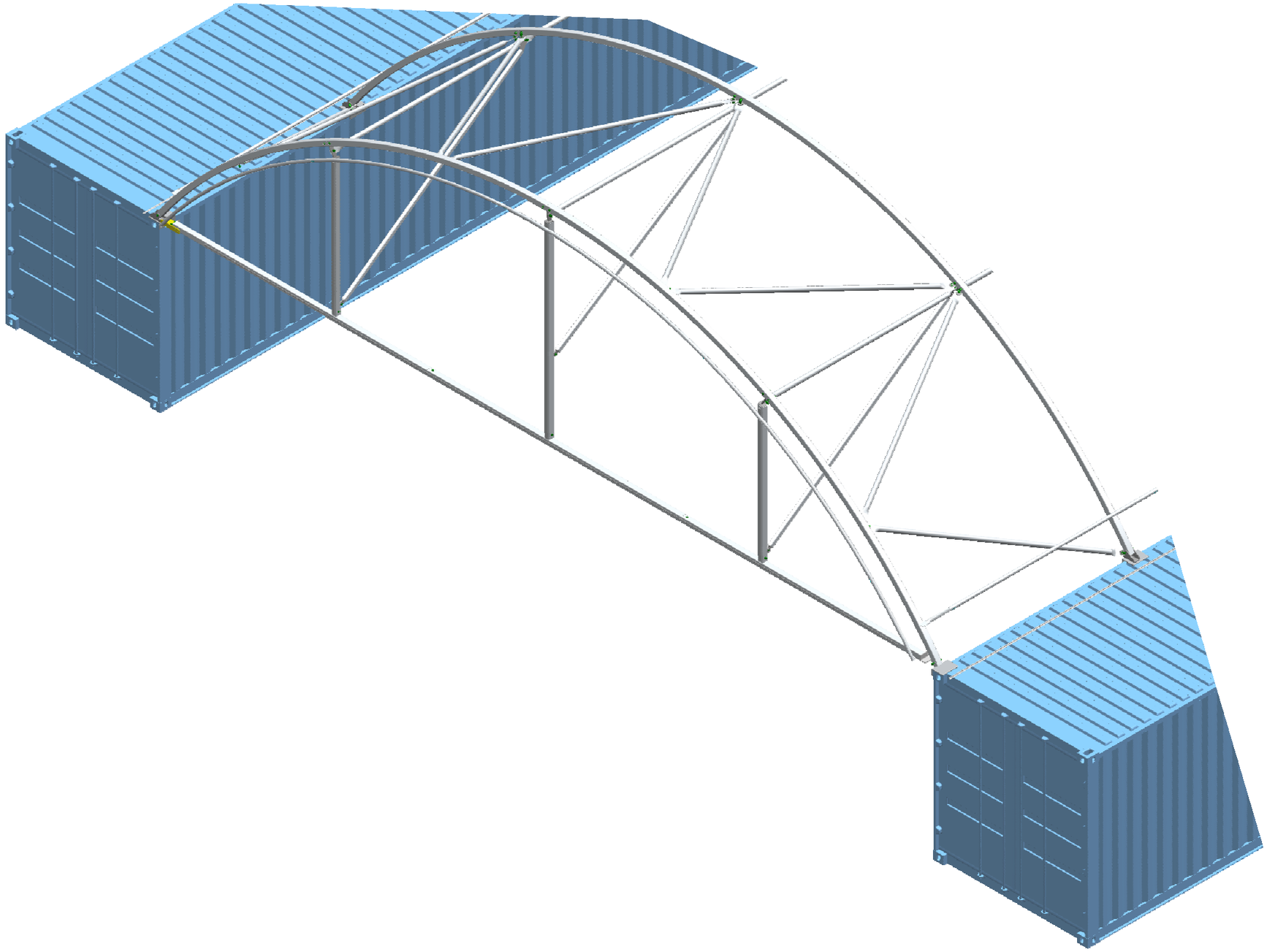
EZY IGLOO

TITLE
12.0m x 3.6m EZY IGLOO
HEIGHT CLEARANCE
HC CONTAINER OPTION
OUTSIDE MOUNT

DRAWING NUMBER: D-HC-12.0-3.6-OSM

SHEET 01 OF 01 SHEETS

REV: A



ALLSHELTER®

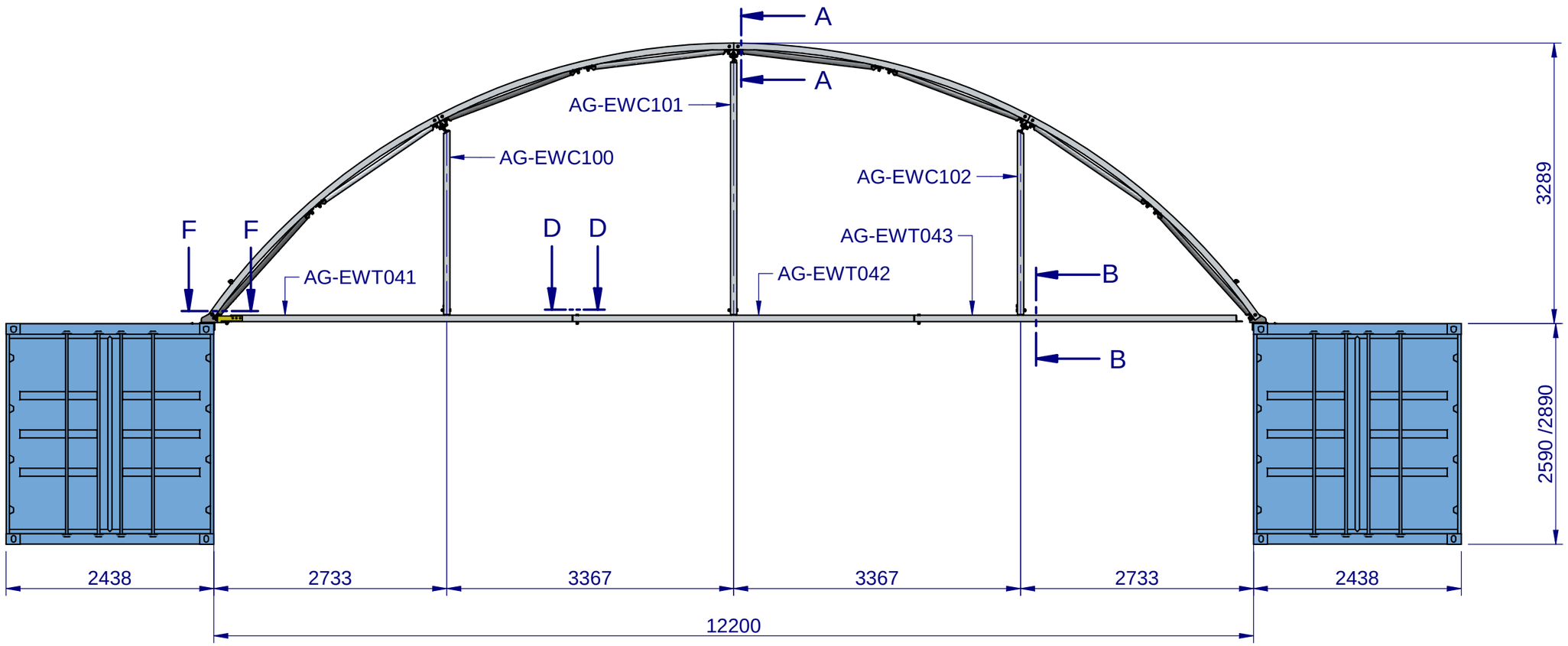
REV	DATE	DETAILS	APPROVED
E	-	-	
D	-	-	
C	-	-	
B	-	-	
A	12/02/21	RELEASE FOR APPROVAL	

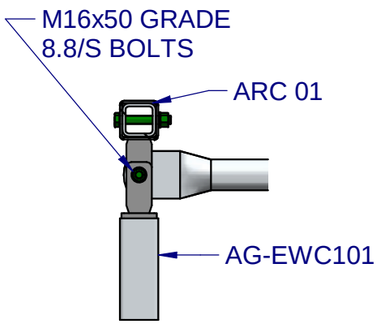
JOB NUMBER: 9348

DRAWN:	DATE:	SCALE:	PAGE:
Hemayat	27/11/19	NTC	2 of 6

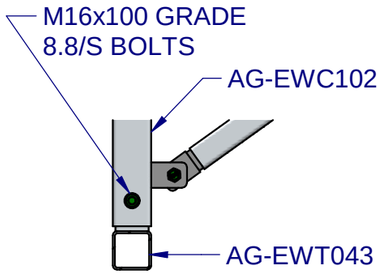
TITLE: PARTIAL END WALL

SHELTER CODE: CASA1212A-PE

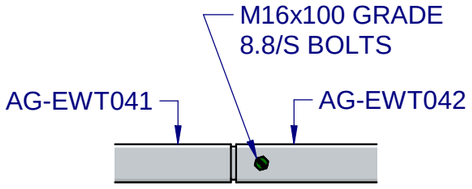




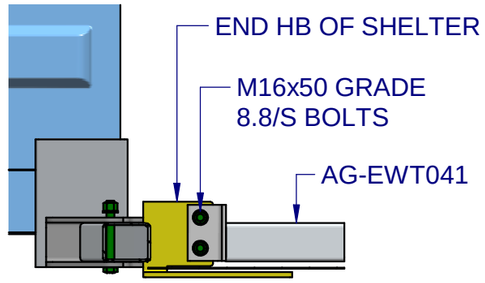
SECTION A-A



SECTION B-B



SECTION D-D



SECTION F-F

FRAME CONNECTION DETAILS

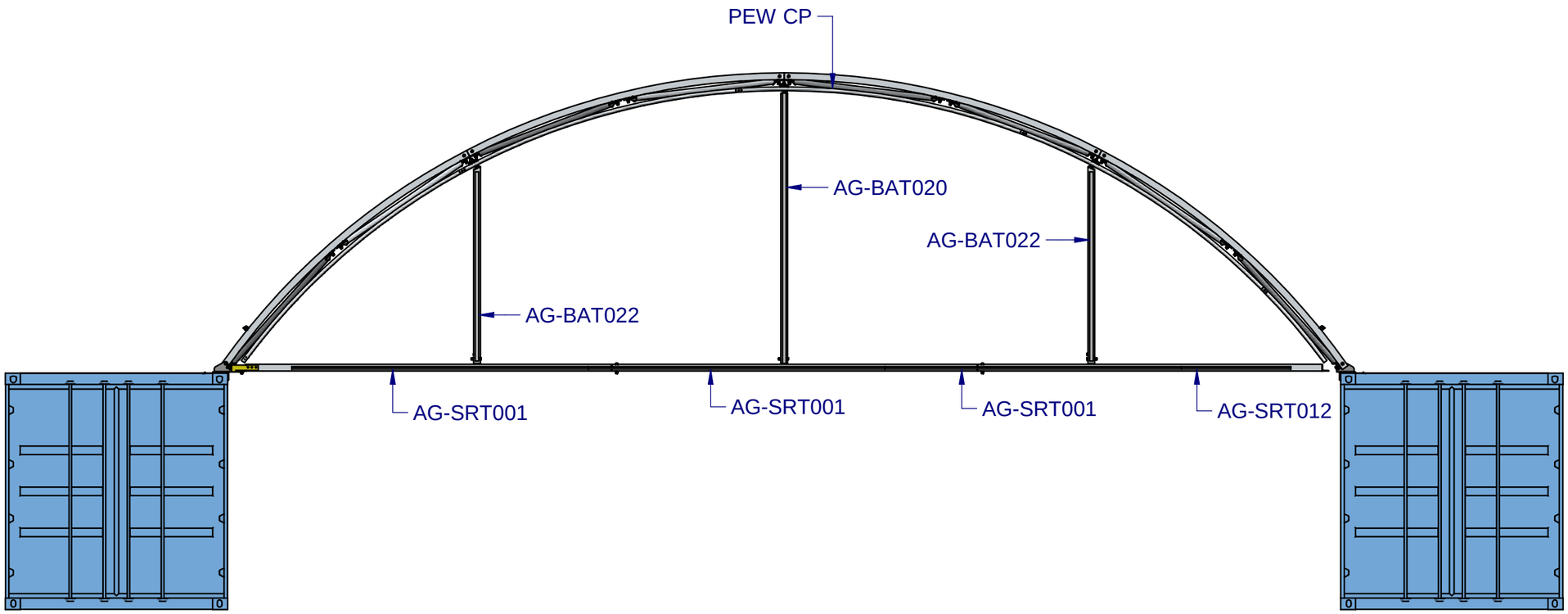
REV	DATE	DETAILS	APPROVED
E	-	-	
D	-	-	
C	-	-	
B	-	-	
A	12/02/21	RELEASE FOR APPROVAL	

JOB NUMBER: 9348

DRAWN: Hemayat | DATE: 27/11/19 | SCALE: NTC | PAGE: 3 of 6

TITLE: PARTIAL END WALL

SHELTER CODE: CASA1212A-PE



COVER FIXING DETAILS

ALLSHELTER®

REV	DATE	DETAILS	APPROVED
E	-	-	
D	-	-	
C	-	-	
B	-	-	
A	12/02/21	RELEASE FOR APPROVAL	

JOB NUMBER: 9348

DRAWN: Hemayat | DATE: 27/11/19 | SCALE: NTC | PAGE: 5 of 6

TITLE: PARTIAL END WALL

SHELTER CODE: CASA1212A-PE