



Public Notice Details

Planning Application Details

Application No	DA2500103
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Property Details

Property Location	St Peters Pass - 6820 Midland Highway Oatlands
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Application Information

Application Type	Discretionary Development Application
Development Category	Level 2 Ensilage Facility - Resource Processing
Advertising Commencement Date	23/7/26
Advertising Closing Period	21/8/26
If the Council Offices are closed during normal office hours within the above period, the period for making representations is extended.	

Enquiries regarding this Application can be made via to Southern Midlands Council on (03) 6254 5050 or by emailing planningenquires@southernmidlands.tas.gov.au. Please quote the development application number when making your enquiry.

Representations on this application may be made to the General Manager in writing either by

Post: PO Box 21, Oatlands Tas 7120
Email: mail@southernmidlands.tas.gov.au
Fax: 03 6254 5014

All representations must include the authors full name, contact number and postal address and be received by the advertising closing date.



Project consulting solutions

CBM Sustainability Pty Ltd

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PLANNING REPORT

Spectran ensiler



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CLIENT: Spectran Environmental Management Pty Ltd
PROJECT: Ensiler permanent installation
JOB NO: P25016

Date	Purpose of Issue/Nature of Revision	Revision No.	Authorised by
13/08/2025	Draft for client review	REV01	SD

This report has been prepared by;
Sam Dingemanse *BBus BSc ME/ANZ* Senior Consultant

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This report does not purport to provide legal advice. Readers should engage professional legal advisers for this purpose.

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1 Introduction

This report has been prepared in support of a planning application for the permanent installation of an ensiler and associated infrastructure at 6820 Midland Highway, Oatlands.

The ensiler is currently operated in a temporary arrangement at the site and receives salmonid mortalities (morts) and stabilises the waste via grinding and addition of acid to enable beneficial reuse of the product.

The application is a level 2 activity, which has been classified by the EPA as a class 2B assessment under EMPCA. An environmental effects report (EER) is being prepared for the proposal to assess potential environmental impacts and provide management measures and mitigations to minimise environmental harm.

2 Site information

2.1 Overview

Address	6820 Midland Highway, Oatlands
Property ID	9987040
Title	235278/1
Land area	197 ha
Planning authority	Southern Midlands Council
Existing access	Off Interlaken Rd, through adjacent property 104897/5 (in same ownership)
Zone	Agriculture
Overlays	• Bushfire-prone areas • Waterway and coastal protection area (outside of site area and access route) • Low landslip hazard band (also outside of site area and access route)
Existing services	None

2.2 Existing use and development

The site area comprises only a small part of the broader property area. It is in the south west of the property and consists of an ensiler, generator, concrete mort bin, stormwater/wastewater collection pit, storage tanks and associated infrastructure.

The current operation was established as a temporary measure and will require various improvements to mort storage, wastewater collection and storage, and silage storage to minimise environmental risk. It was approved under a temporary EPN (11747/1) issued by the EPA, which expired on 16/05/2025. The site is currently not operational.

2.3 Access and transport

The site is accessed from Interlaken Rd via an existing rural site access on the adjacent property (in same ownership). The access is suitably constructed to facilitate truck access. Interlaken Rd has been recently sealed past the site access.

2.4 Surrounding area

The site is located in a rural context with the adjacent properties to the south, east and west zoned agriculture, and to the north zoned rural. The surrounding land use is entirely agricultural, consisting mainly of livestock grazing.

3 Project description

Spectran manages organic wastes produced by the aquaculture industry in Tasmania including collection, transport, reuse and disposal. There presently exists a lack of processing capacity to handle salmon morts in the state and this presents significant risk to the industry and the wider community.

To mitigate this risk Spectran, in co-operation with the salmon industry, has been operating a mobile mortality ensiler at the project site. The ensiler allows the processing of morts into a stable liquid that can be stored, transported in bulk and reused in either compost or directly land spread as a fertiliser

This proposal seeks the expansion of the existing operation from a processing capacity of 60 tonnes per day to 200 tonnes per day, the addition of an additional ensiler for redundancy, and associated site upgrades to improve environmental management, including:

- New mort pit to receive morts prior to transfer to ensilers
- New bin washout pit to capture bin wash water for incorporation in the silage
- New site office and pump out toilet for staff usage
- Line (with clay or concrete) the existing stormwater pit and install pit and pipe drainage for wastewater collected in the processing
- Install clean stormwater diversion around the operational footprint
- New bunded dangerous goods storage container
- New silage storage tanks

This proposal will increase Spectran's capacity to manage morts, specifically larger mort volumes associated with potential mass mortality events. The dual ensilers also provide redundancy for day-to-day mort handling if there was a failure of one of the ensilers.

4 Planning assessment

4.1 Use classification

The site operation is best described as Resource Processing as it involves the processing of animal products for beneficial reuse. This is a discretionary use in the Agriculture Zone.

4.2 Zone purpose

The purpose of the Agriculture Zone is:

21.1.1 To provide for the use or development of land for agricultural use.

21.1.2 To protect land for the use or development of agricultural use by minimising:

- (a) conflict with or interference from non-agricultural uses;
- (b) non-agricultural use or development that precludes the return of the land to agricultural use; and
- (c) use of land for non-agricultural use in irrigation districts.

21.1.3 To provide for use or development that supports the use of the land for agricultural use.

Response

The proposed use and development aligns with the zone purpose as it is creating a product that is being beneficially reused in several ways, including land spreading to agricultural land. This silage is very beneficial to soils via the addition of organic carbon and nutrients to the soil profile and reduces the requirement for inorganic fertiliser applications.

The footprint of the site is minor in the context of the broader property, and at the cessation of operations, all equipment and infrastructure could be removed to return the land to its previous state.

4.3 Use standards

Discretionary uses

Criteria	Response
P1 A use listed as Discretionary, excluding Residential or Resource Development , must be required to locate on the site , for operational or security reasons or the need to contain or minimise impacts arising from the operation such as noise, dust, hours of operation or traffic movements, having regard to:	The proposed use supports and adds value to the existing agricultural use at the site and surrounding properties by producing a valuable byproduct that benefits soil health and reduces the requirement for inorganic fertilisers. The siting on agricultural land, distant from sensitive receptors is ideal for this operation, where noise and odour emissions would

(a) access to a specific naturally occurring resource on the site or on land in the vicinity of the site; (b) access to infrastructure only available on the site or on land in the vicinity of the site; (c) access to a product or material related to an agricultural use; (d) service or support for an agricultural use on the site or on land in the vicinity of the site; (e) the diversification or value adding of an agricultural use on the site or in the vicinity of the site; and (f) provision of essential Emergency Services or Utilities.	otherwise potentially restrict its operations.
P2 A use listed as Discretionary, excluding Residential, must minimise the conversion of agricultural land to non-agricultural use, having regard to: (a) the area of land being converted to non-agricultural use; (b) whether the use precludes the land from being returned to an agricultural use; (c) whether the use confines or restrains existing or potential agricultural use on the site or adjoining sites.	The site footprint is minor in the context of the broader property. The title is almost 200 hectares, and the footprint of the activity will be around 0.36 hectares (0.2%), once it is upgraded. The broader property under the name St Peters Pass is much larger still, encompassing several titles at a total size of approximately 8,000 hectares. The use does not preclude the land being returned back to its previous state, as all equipment could easily be de-constructed and transported from the site, at end-of-life. The use also does not confine or restrain nearby agricultural uses, being predominantly livestock grazing.
P3 A use listed as Discretionary, excluding Residential, located on prime agricultural land must: (a) be for Extractive Industry, Resource Development or Utilities, provided that: (i) the area of land converted to the use is minimised;	The land capability at the site is class 5 and thus is not prime agricultural land.

(ii) adverse impacts on the surrounding agricultural use are minimised; and (iii) the site is reasonably required for operational efficiency; or (b) be for a use that demonstrates a significant benefit to the region, having regard to the social, environmental and economic costs and benefits of the proposed use.	
P4 A Residential use listed as Discretionary must: (a) be required as part of an agricultural use, having regard to: (i) the scale of the agricultural use; (ii) the complexity of the agricultural use; (iii) the operational requirements of the agricultural use; (iv) the requirement for the occupier of the dwelling to attend to the agricultural use; and (v) proximity of the dwelling to the agricultural use; or (b) be located on a site that: (i) is not capable of supporting an agricultural use means use of the land for propagating, cultivating or harvesting plants or for keeping and breeding of animals, excluding domestic animals and pets. It includes	N/A, not a residential use

the handling, packing or storing of plant and animal produce for dispatch to processors. It includes controlled environment agriculture and plantation forestry.; (ii) is not capable of being included with other agricultural land (regardless of ownership) for agricultural use; and (iii) does not confine or restrain agricultural use on adjoining properties.	
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4.4 Development standards for building and works

Building height

Criteria	Response
A1 Building height must be not more than 12m.	No buildings or structures are higher than 12m.

Setbacks

Criteria	Response
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.	All buildings and structures are set back substantially more than 5m from the property boundaries.
A2 Buildings for a sensitive use must have a setback from all boundaries of: (a) not less than 200m; or (b) if the setback of an	N/A, not a sensitive use

existing [building](#) for a [sensitive use](#) on the [site](#) is within 200m of that boundary, not less than the existing [building](#).

4.5 Code assessment

4.5.1 Parking and Sustainable Transport Code

C2.5 Use standards

Criteria	Response
C2.5.1 Car parking numbers	
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if: (a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan; (b) the site is contained within a parking precinct plan and subject to Clause C2.7; (c) the site is subject to Clause C2.5.5; or (d) it relates to an intensification of an existing use or development or a change of use where: (i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or (ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which	For resource processing use, the minimum requirement is 2 vehicle spaces for 3 employees, and 1 motorcycle space per 5 employees. The maximum number of employees expected at the site is 4. There is ample gravel hardstand area available at the site for vehicle and motorcycle parking, with 5 vehicle car parks shown indicatively on the site plan A102. This ensures that the minimum car parking requirement of 3 vehicle and 1 motorcycle space is met.

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.	
C2.5.2 Bicycle parking numbers	
P1 Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to: (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.	Given the remoteness of the site, the use of bicycles to access the site by staff is very unlikely.
C2.5.3 Motorcycle parking numbers	
Not applicable for resource processing	
C2.5.4 Loading bays	
Not applicable for resource processing	
C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone	
Not applicable for resource processing	

C2.6 Development Standards for Buildings and Works

C2.6.1 Construction of parking areas	
P1 All parking, access ways, manoeuvring	The proposed site parking, access and manoeuvring/circulation areas will be

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.	constructed as compacted gravel pavement, suitably designed for all weather conditions. No stormwater drainage system exists at the site; stormwater from the gravel hardstand will partially infiltrate and any runoff will flow to adjacent vegetated areas where it will infiltrate. The stormwater for the working areas of the site is captured in the site stormwater pit and pumped to the ensiler tanks where it is mixed with the silage and land-spread. Stormwater from the concreted 'clean' working areas will be discharged to the environment via an erosion-protected outlet.
C2.6.2 Design and layout of parking areas	
P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off--street commercial vehicle	The site access, manoeuvring and circulation spaces have been designed to accommodate the largest vehicle likely to visit the site, being a 19 m prime mover and semi-trailer, refer drawing A103. As above, these areas will be constructed as compacted gravel pavement for usability in all weather conditions.

facilities.	
C2.6.3 Number of accesses for vehicles	
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.	A single access to Interlaken Rd is maintained.
A2 Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	Not applicable
C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone	
Not applicable for agriculture zone	
C2.6.5 Pedestrian access	
Not applicable, use requires <10 car parking spaces	
C2.6.6 Loading bays	
Not applicable for resource processing use	
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone	
Not applicable for agriculture zone	
C2.6.8 Siting of parking and turning areas	
Not applicable for agriculture zone	

4.5.2 Road and Railway Assets Code

Use standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated	There is an existing site access from Interlaken Rd, which is located on the adjacent property under same ownership (104897/5). It is approximately 15 m wide at the road verge. Interlaken Rd has recently been 2-coat spray sealed to approx. 1 km past the site access. There are substantial sight distances of approx. 2 km in the northern direction and approx. 170 m in the

by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.	southern direction. Interlaken Rd would have low existing traffic volumes, and would mainly service the adjacent properties, as well as minor traffic volumes transiting between Oatlands and Interlaken. The proposed traffic volumes are up to 10 heavy vehicles and 5 passenger vehicles per day. This existing site access is expected to adequately service this volume of traffic.
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Development Standards for Buildings or Works

C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area
Not applicable.

4.5.3 Natural Assets Code

As this is a level 2 activity this code is not applicable.

4.5.4 Attenuation Code

As this is a level 2 activity this code is not applicable.

4.5.5 Bushfire-prone Areas Code

The application is not for a subdivision, vulnerable or hazardous use. Hazardous chemicals stored onsite will not exceed the manifest quantity as specified under the *Work Health and Safety Regulations 2022*.

A maximum of two IBCs (2,000 L total) of formic acid will be stored on site at a time. The volume threshold for 85% formic acid to exceed the manifest quantity is 2,500 L, in reference to skin corrosion category 1B.

5 Conclusion

This report has provided an assessment of the proposed intensification of the ensiler facility. It performs a very valuable role in ensuring salmon mortalities can be beneficially reused as organic fertiliser. The location was chosen to be proximal to the major lands-spreading operations, and distant from sensitive receptors. This assessment has demonstrated that the site operations can meet the requirements of the relevant planning provisions for the Agriculture zone and relevant codes.

LEGEND:

-  LANDSLIDE HAZARD BANDS:
MEDIUM
-  LANDSLIDE HAZARD BANDS:
LOW
-  RIVERS, STREAMS,
CREEKS AND WATER BODIES
-  WATERWAY PROTECTION
BUFFER
-  GRAVEL / DIRT
VEHICLE ACCESS ROADS



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22/12/2025

BOL:	BOLLARD
EX:	EXISTING
FH:	FIRE HYDRANT
FL:	FLOOR LEVEL
M:	METRES
MH:	MAINTENANCE HATCH
RL:	RELATIVE LEVEL
SH:	SHED / OUTBUILDING
WHT:	WATER HARVESTING TANK

- | | |
|---|---------------|
|  | AG-DRAIN |
|  | COMMS LINE |
|  | GAS LINE |
|  | HV POWER LINE |
|  | LV POWER LINE |
|  | SEWER LINE |
|  | STORMWATER |
|  | WATER LINE |

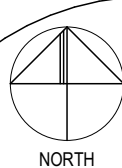
PRODUCTS AND SYSTEMS TO BE
INSTALLED AND / OR USED AS PER
MANUFACTURER'S INSTRUCTIONS.

IMPORTANT
DO NOT SCALE.
ALL WORKS ARE TO BE IN
ACCORDANCE WITH THE
NATIONAL CONSTRUCTION CODES
(NCC) 2022, APPLICABLE AUSTRALIAN
STANDARDS, AND REQUIREMENTS OF
ANY RELEVANT LOCAL AUTHORITIES.

0m 100m 500m
SCALE: 1:10000

PROPOSED SITE PLAN 1
1:10000

 CBM SUSTAINABILITY
51 York Street, PO Box 1971, Launceston TAS 7250
P: +613 6332 6988 E: info@cbmgroup.com.au A: CC1113Z



SPECTRAN GROUP

SCALE: **1:10000 (A3)**

REV	AMENDMENT	DATE
01	SKETCH DESIGN	13/05/2025
02	SKETCH DESIGN	24/06/2025
03	STORMWATER REVISIONS	26/08/2025

APPROVED BY:
Royce Aldred

DWG: **A101**
PROJECT: **P25016**

REV: 03



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ENSILIER UPGRADES

6820 MIDLAND HIGHWAY OATLANDS TAS 7120

SPECTRAN GROUP

SCALE: 1:250 (A1)

REV	AMENDMENT	DATE
01	SKETCH DESIGN	24/06/2025
02	STORMWATER REVISIONS	26/08/2025
03	EXISTING AMENITIES CLARIFIED	15/10/2025

DESIGN DEVELOPMENT

ISSUED BY:
dsanford
DRAWN BY:
dsanford
APPROVED BY:
sdingemans

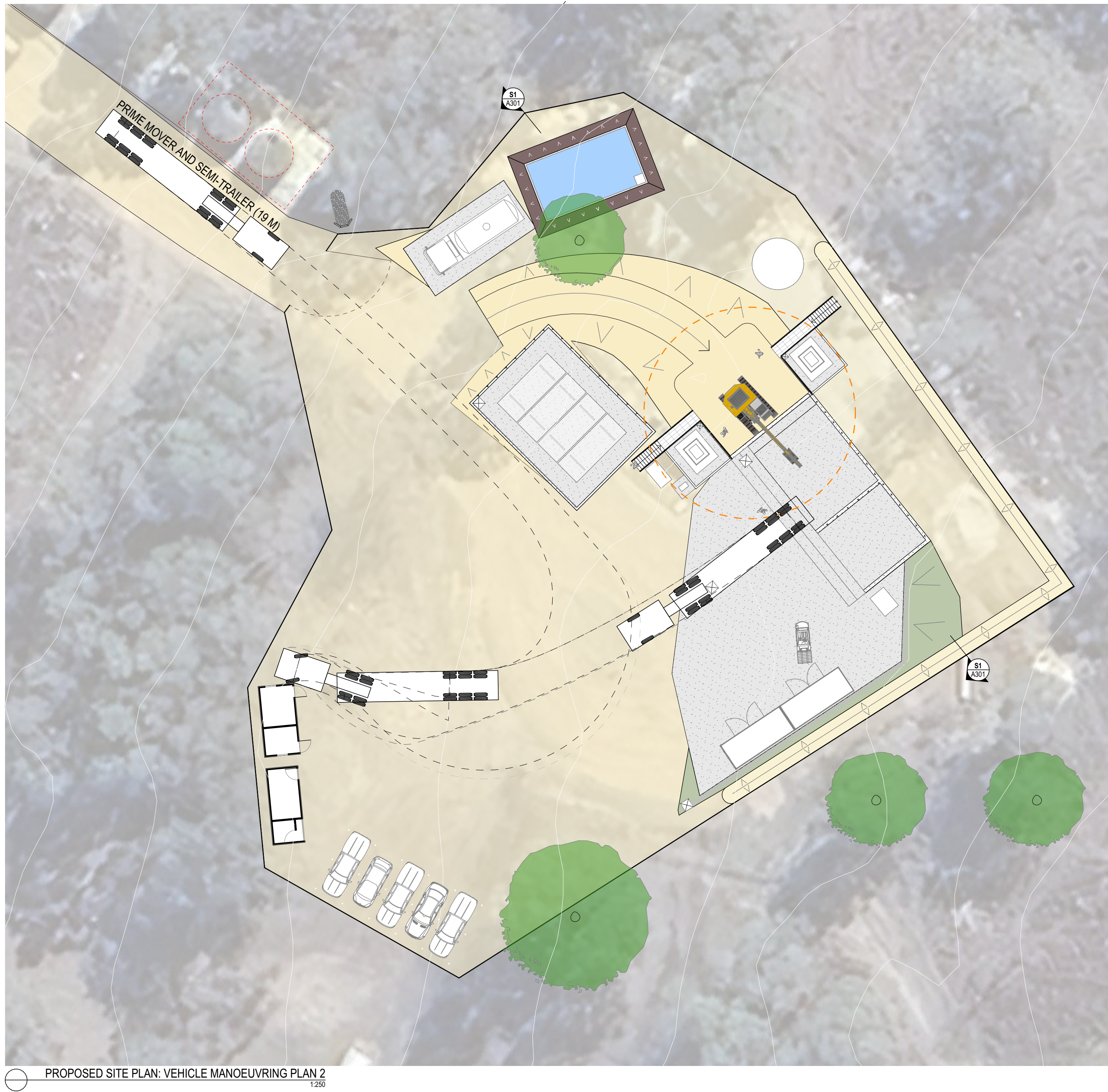
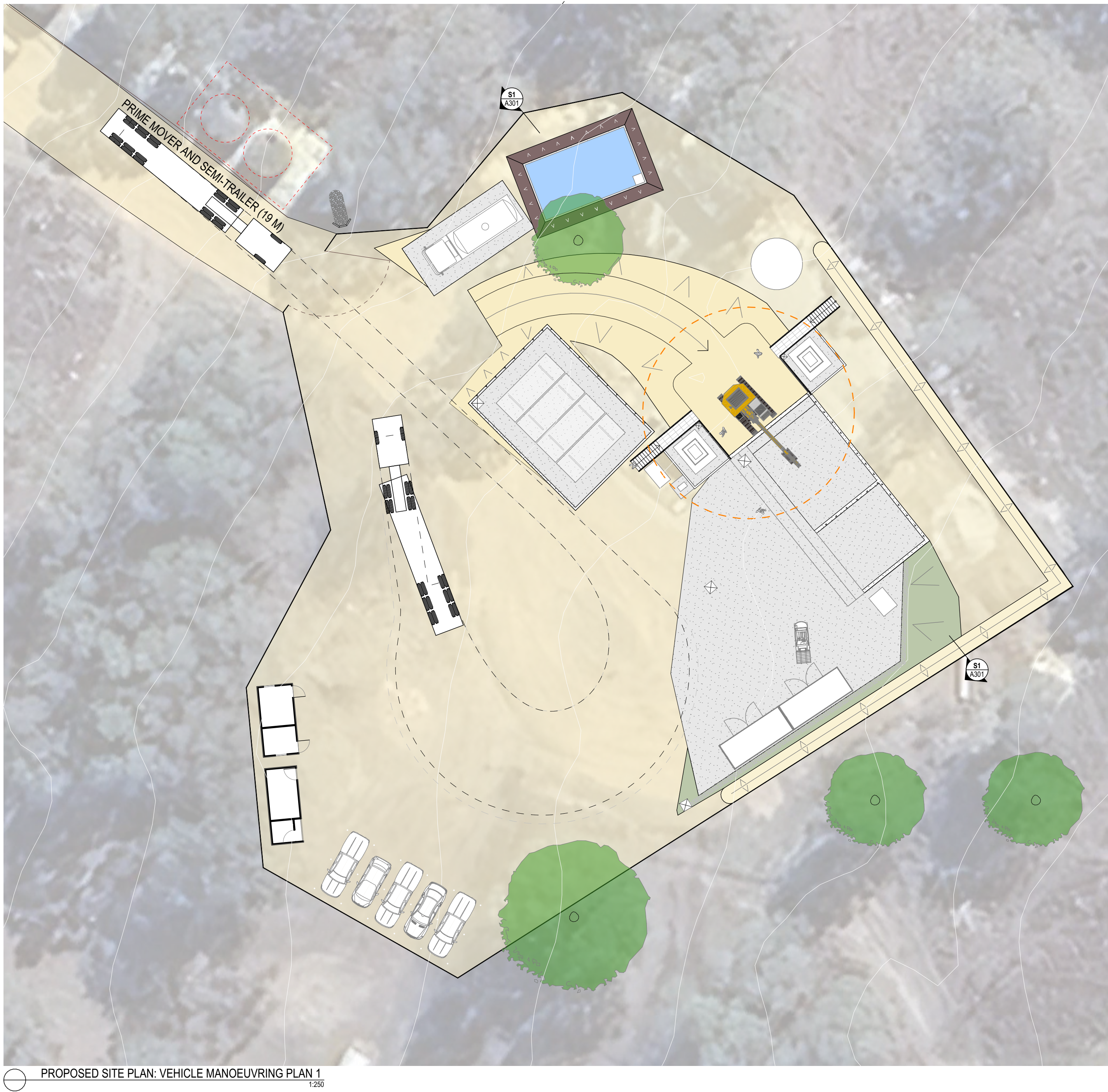
PROPOSED SITE PLAN 2 (A1)

DWG: A102
PROJECT: P25016

REV. 03

0m 2.5m 12.5m
SCALE: 1:250





ENSILER UPGRADES
6820 MIDLAND HIGHWAY OATLANDS TAS 7120
SPECTRAN GROUP

SCALE: 1:250 (A1)

REV	AMENDMENT	DATE
01	SKETCH DESIGN	24/06/2025
02	STORMWATER REVISIONS	26/08/2025

ISSUED BY:	dstanford
DRAWN BY:	dstanford
APPROVED BY:	Royce Aldred

DESIGN DEVELOPMENT

VEHICLE MANOEUVRING PLANS (A1)
DWG: **A103** REV: **02**
PROJECT: **P25016**

0m 2.5m 12.5m
SCALE: 1:250



SOME ITEMS LISTED BELOW MAY NOT BE APPLICABLE.
REFER MATERIALS & FINISHES SCHEDULE FOR FURTHER DETAIL.
DP: DOWNPIPE (SIZED ON PLAN)
EX: EXISTING
F: FRIDGE (PLUMBED IN)
FW: FLOOR WASTE
HWC: HOT WATER CYLINDER
VB: VANITY BASIN
VP: VENT PIPE
WC: TOILET
WHT: WATER HARVESTING TANK
AG- AG-RAIN
ACD- ACID LINE
SW- STORMWATER
ORG- ORGANICS
SWM- STORMWATER GENERAL
W- WATER LINE
LV- LOW VOLTAGE
P- POWER LINE
ADJACENT SURFACES TO BE FALLING AWAY FROM BUILDING.
DOWNPIPES TO BE UPVC (SHROUDED IN FINISH MATERIAL AS REQUIRED).
INSPECTION OPENINGS (IO) TO BE INSTALLED AT MAJOR BENDS IN STORM-WATER LINES AND ALL LOW POINTS IN DOWNPIPES.
HEATED WATER PIPING NOT WITHIN A CONDITIONED SPACE TO BE PROPERLY INSULATED.
PRODUCTS AND SYSTEMS TO BE INSTALLED AND / OR USED AS PER MANUFACTURER'S INSTRUCTIONS.
IMPORTANT
DO NOT SCALE.
ALL WORKS ARE TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODES (NCC) 2022, APPLICABLE AUSTRALIAN STANDARDS, AND REQUIREMENTS OF ANY RELEVANT LOCAL AUTHORITIES.



PROPOSED SITE PLAN: SERVICES
1:250



ENSILAR UPGRADES

6820 MIDLAND HIGHWAY OATLANDS TAS 7120
SPECTRAN GROUP

SCALE: 1:250 (A1)

REV	AMENDMENT	DATE
01	SKETCH DESIGN	24/06/2025
02	STORMWATER REVISIONS	26/08/2025

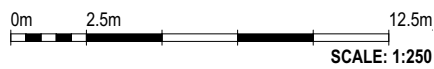
ISSUED BY: dstanford	APPROVED BY: Royce Aldred
DRAWN BY: dstanford	

DESIGN DEVELOPMENT

PROPOSED SITE PLAN: SERVICES (A1)

DWG: A104
PROJECT: P25016

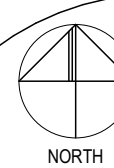
REV: 02



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RECEIVED
22/12/2025



VEGETATION REMOVAL PLAN
1:250



ENSILAR UPGRADES

6820 MIDLAND HIGHWAY OATLANDS TAS 7120

SPECTRAN GROUP

SCALE: 1:250 (A1)

REV	AMENDMENT	DATE
01	DESIGN DEVELOPMENT	15/10/2025

ISSUED BY:
dstanford

DRAWN BY:
dstanford

APPROVED BY:
edgingmase

DESIGN DEVELOPMENT

PROPOSED VEGETATION REMOVAL

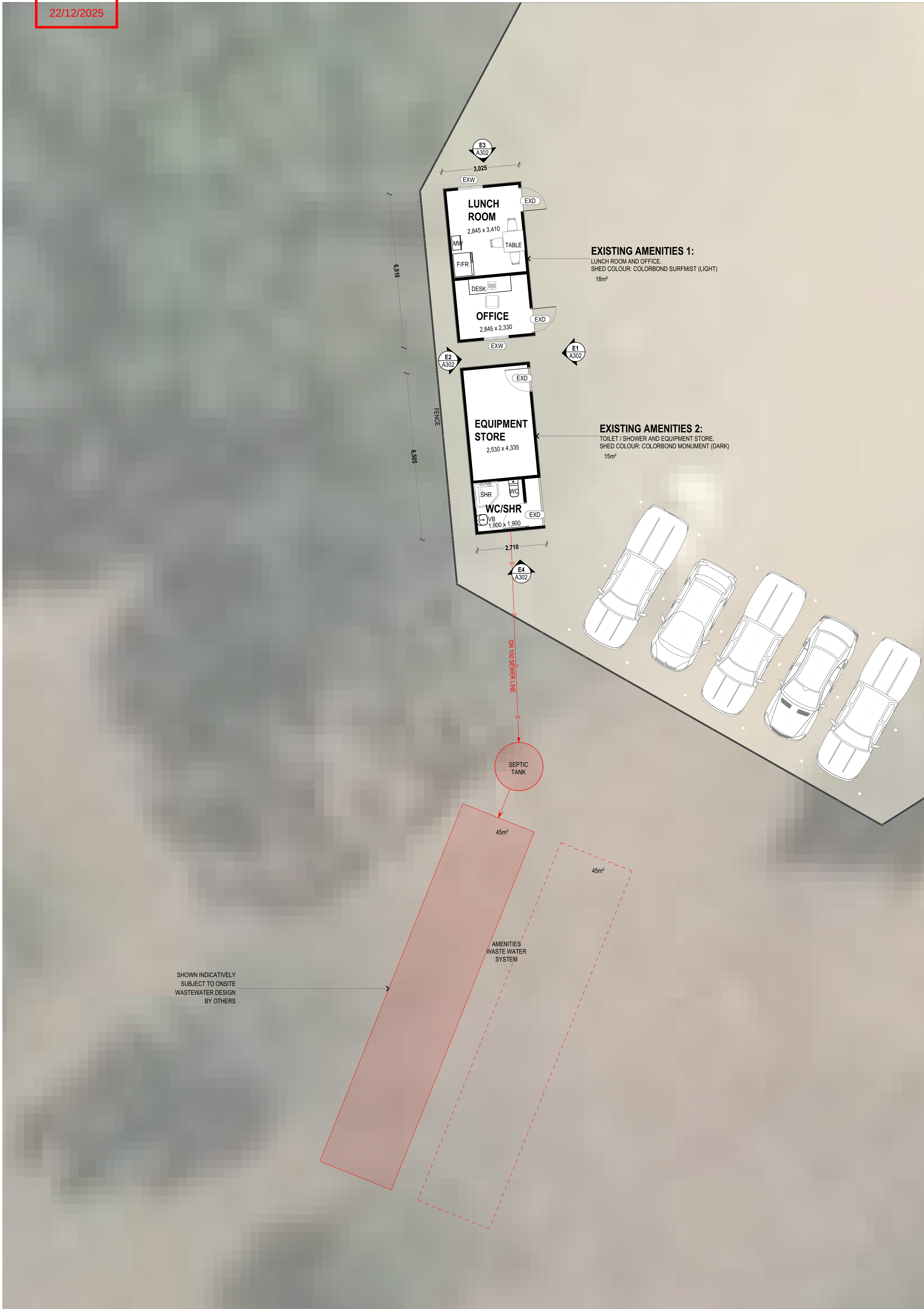
DWG: A105

REV: 01

PROJECT: P25016

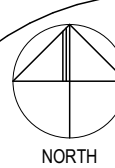
0m 2.5m 12.5m
SCALE: 1:250





GROUND FLOOR PLAN: AMENITIES
1:100

BAL ASSESSMENT: (AS3569-2018)	####
REFER MATERIALS & FINISHES SCHEDULE FOR FURTHER DETAIL.	
EX: EXISTING	
F/R: FRIDGE / FREEZER	
S/R: SHOWER	
VB: VANITY BASIN	
WC: TOILET	
ADJACENT SURFACES TO BE FALLING AWAY FROM BUILDING.	
PRODUCTS AND SYSTEMS TO BE INSTALLED AND / OR USED AS PER MANUFACTURERS INSTRUCTIONS.	
A MINIMUM OF 1000 MM CLEARANCE IS TO BE PROVIDED THROUGHOUT THE BUILDING TO COMPLY WITH AS/NZS 1:2021	
IMPORTANT: DO NOT SCALE. ALL WORKING ARE TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODES (NCC) 2022, APPLICABLE AUSTRALIAN STANDARDS AND REQUIREMENTS OF ANY RELEVANT LOCAL AUTHORITIES.	
EXISTING	—————
PROPOSED	—————



ENSILER UPGRADES
6820 MIDLAND HIGHWAY OATLANDS TAS 7120
SPECTRAN GROUP

SCALE: 1:100 (A1)

REV	AMENDMENT	DATE
01	EXISTING AMENITIES CLARIFIED	15/10/2025

DESIGN DEVELOPMENT

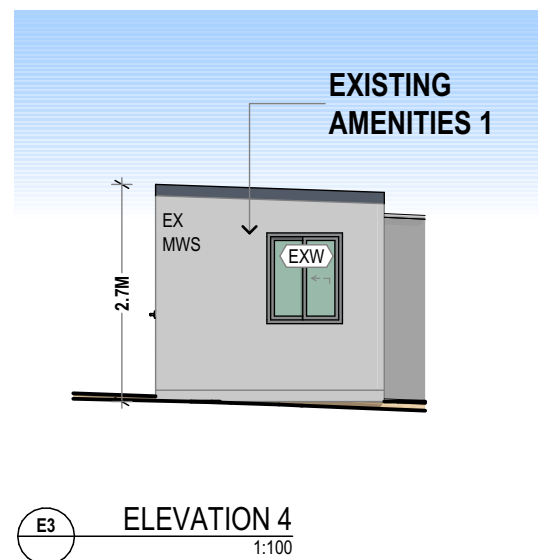
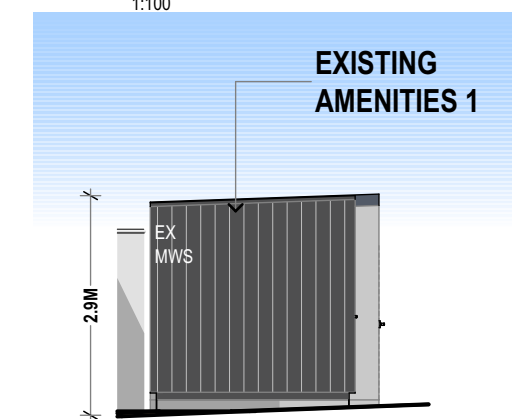
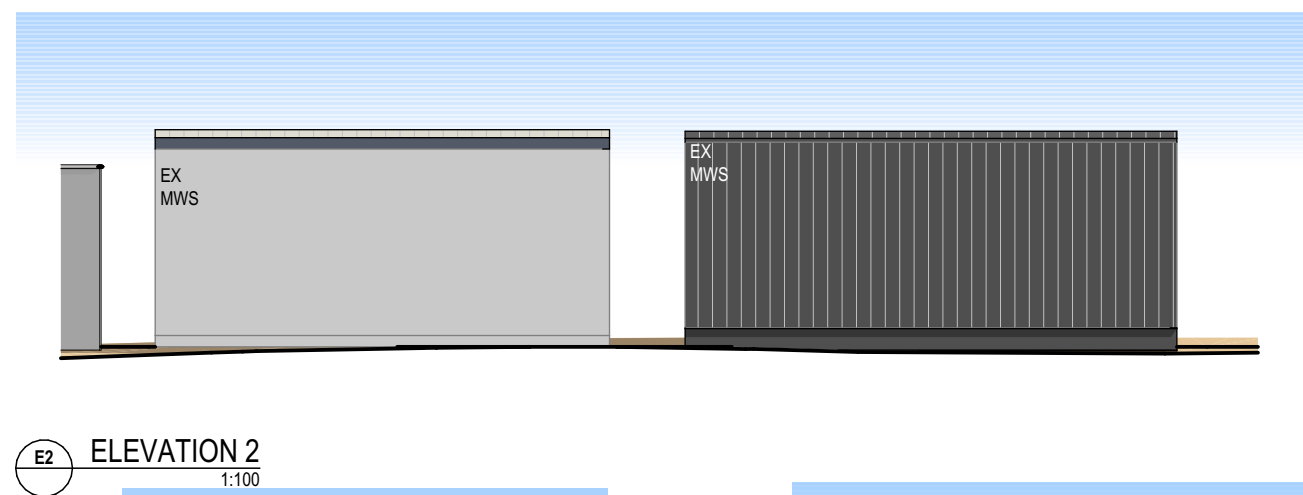
ISSUED BY: dstanford
DRAWN BY: dstanford
APPROVED BY: sdgingemane
DWG: A201
PROJECT: P25016
REV: 01

GROUND FLOOR PLAN

0m 1m 5m
SCALE: 1:100



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EXISTING AMENITIES

BAL ASSESSMENT: ####
(AS3959-2018)

SOME ITEMS LISTED BELOW MAY NOT BE APPLICABLE.

REFER MATERIALS & FINISHES SCHEDULE FOR FURTHER DETAIL.

D: DOOR
EX: EXISTING
FL: FLOOR LEVEL
MWS: METAL WALL SHEETING
NGL: NATURAL GROUND LINE
W: WINDOW

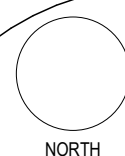
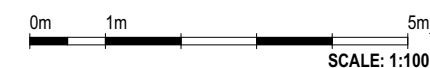
ADJACENT SURFACES TO BE FALLING AWAY FROM BUILDING.

FLASHINGS AND TRIMS TO BE COLOUR MATCHED (AS POSSIBLE).

MATERIAL FINISHES TO BE SYMPATHETIC TO SITE CONTEXT.

PRODUCTS AND SYSTEMS TO BE INSTALLED AND / OR USED AS PER MANUFACTURER'S INSTRUCTIONS.

IMPORTANT
DO NOT SCALE.
ALL WORKS ARE TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODES (NCC) 2022, APPLICABLE AUSTRALIAN STANDARDS, AND REQUIREMENTS OF ANY RELEVANT LOCAL AUTHORITIES.



ENSILER UPGRADES

6820 MIDLAND HIGHWAY OATLANDS TAS 7120

SPECTRAN GROUP

SCALE: 1:100 (A3)

DESIGN DEVELOPMENT

REV	AMENDMENT	DATE
01	EXISTING AMENITIES CLARIFIED	15/10/2025

ISSUED BY:
dstanford

DRAWN BY:
dstanford

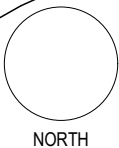
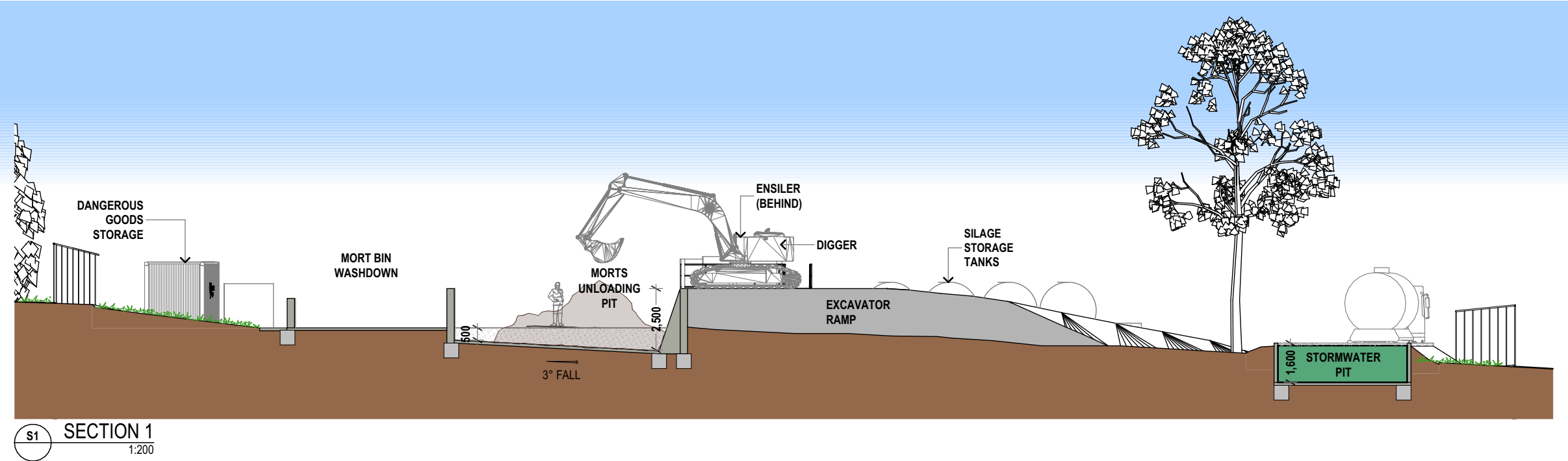
APPROVED BY:
sdingemanse

ELEVATIONS

DWG: **A302**
PROJECT: **P25016**

REV: **01**





ENSILER UPGRADES

6820 MIDLAND HIGHWAY OATLANDS TAS 7120

SPECTRAN GROUP

SCALE: 1:200 (A3)

DESIGN DEVELOPMENT

REV	AMENDMENT	DATE	ISSUED BY:
01	SKETCH DESIGN	24/06/2025	dstanford
02	STORMWATER REVISIONS	26/08/2025	dstanford
			DRAWN BY:
			dstanford
			APPROVED BY:
			Royce Aldred

SECTION

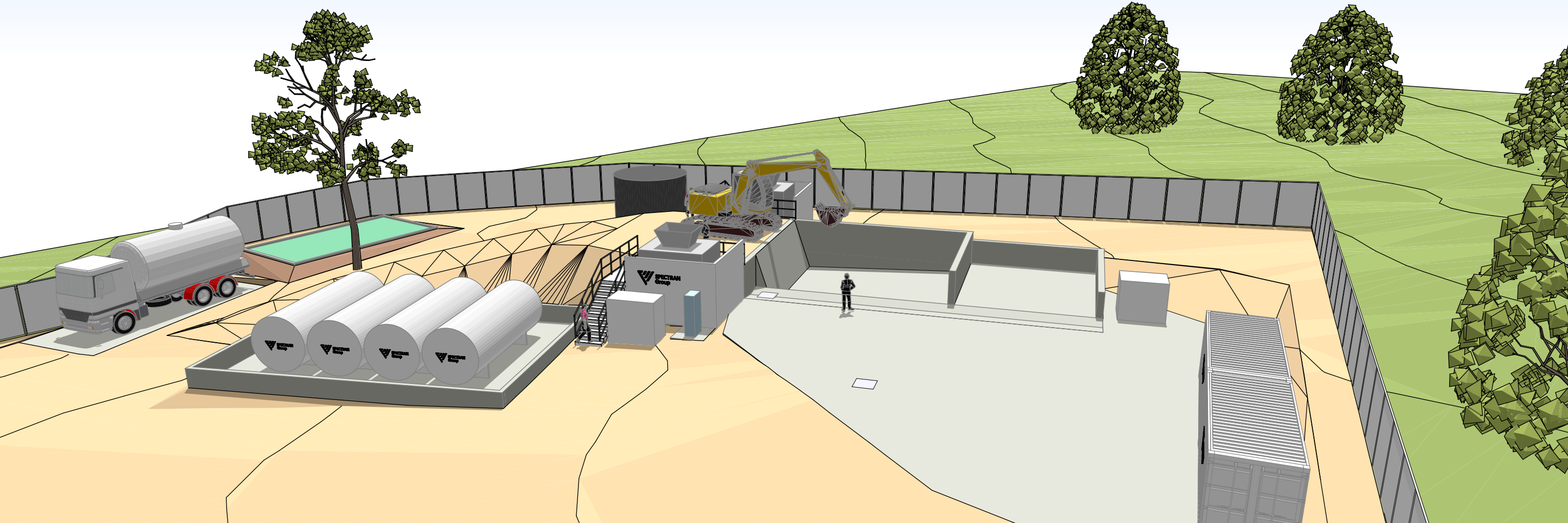
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PROJECT: P25016

REV: 02

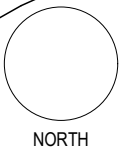


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P1 GENERAL PERSPECTIVE 1

DESIGN DEVELOPMENT



ENSILER UPGRADES
6820 MIDLAND HIGHWAY OATLANDS TAS 7120
SPECTRAN GROUP

SCALE: (A3)

REV	AMENDMENT	DATE	ISSUED BY:
01	SKETCH DESIGN	24/06/2025	dstanford
02	STORMWATER REVISIONS	26/08/2025	
			DRAWN BY:
			dstanford
			APPROVED BY:
			Royce Aldred

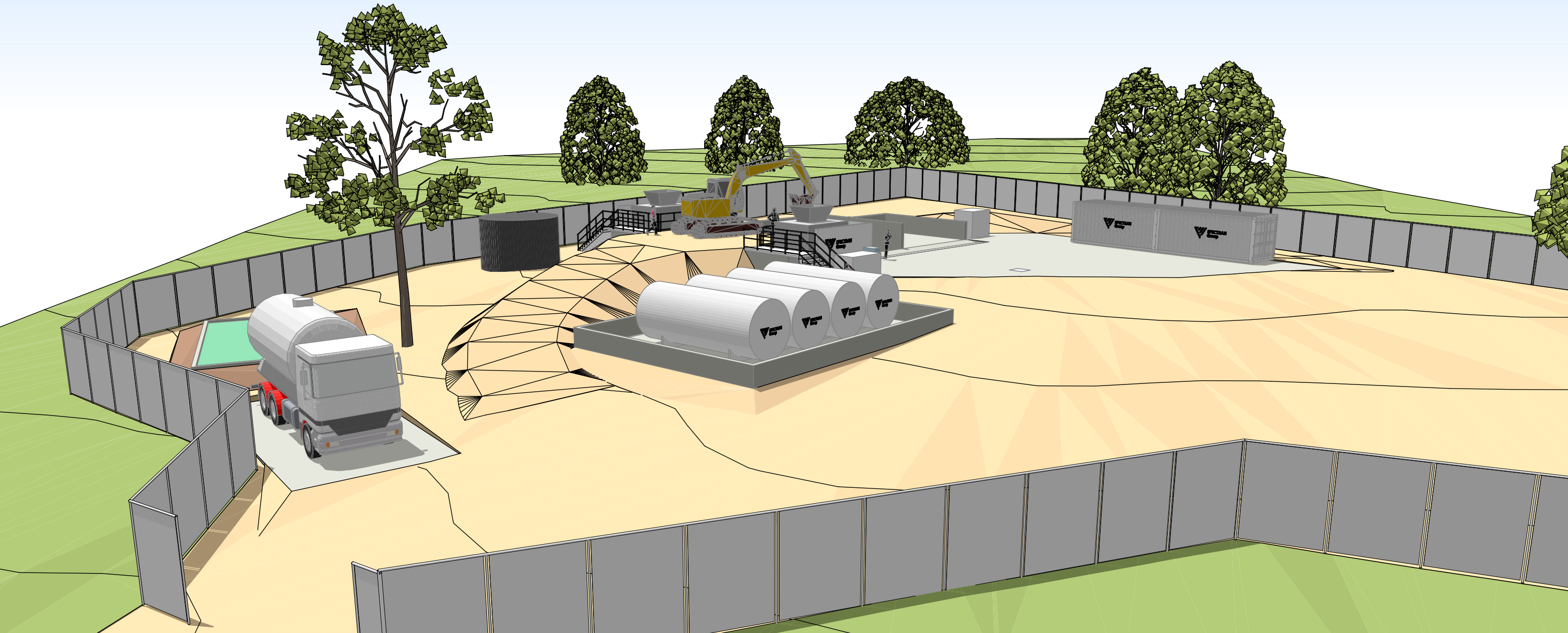
PERSPECTIVE VIEW 1

DWG: **A701**
PROJECT: **P25016**

REV: **02**



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P2 GENERAL PERSPECTIVE 2

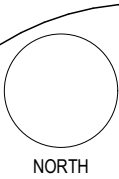
DESIGN DEVELOPMENT

REV	AMENDMENT	DATE	ISSUED BY:
01	SKETCH DESIGN	24/06/2025	dstanford
02	STORMWATER REVISIONS	26/08/2025	dstanford
			DRAWN BY:
			dstanford
			APPROVED BY:
			Royce Aldred

PERSPECTIVE VIEW 2

DWG: **A702**
PROJECT: **P25016**

REV: **02**



ENSILER UPGRADES

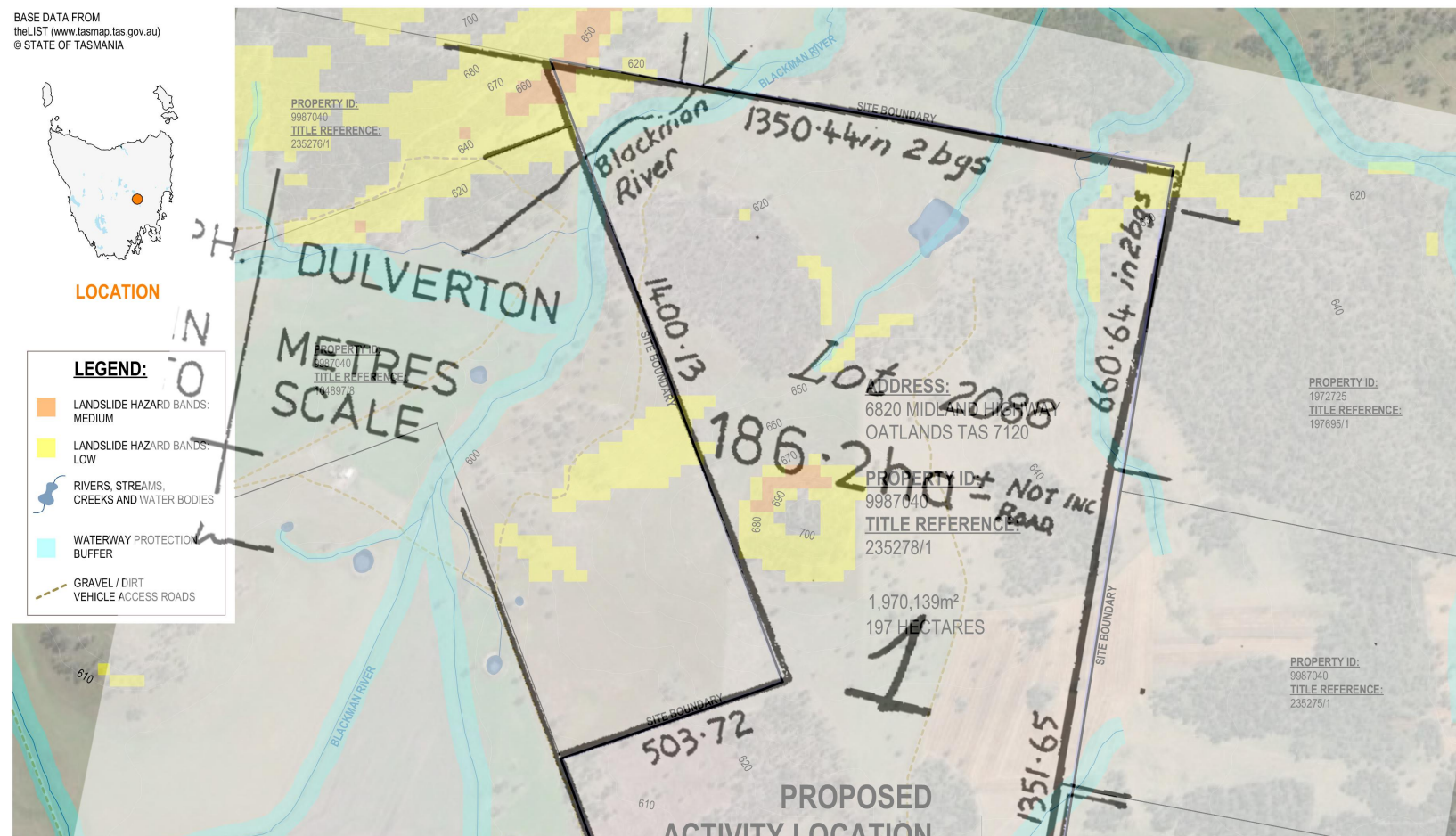
6820 MIDLAND HIGHWAY OATLANDS TAS 7120
SPECTRAN GROUP

SCALE: (A3)



LEGEND:

-



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**ENSILER DEVELOPMENT
6820 MIDLANDS HIGHWAY
OATLANDS
TRAFFIC IMPACT ASSESSMENT**

OCTOBER 2025





Ensiler Development 6820 Midlands Highway, Oatlands

TRAFFIC IMPACT ASSESSMENT

- Draft Report
- October 2025

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Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
1	16 th Oct 2025	R Burk	R Burk	16 th Oct 2025	Draft

Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft	1	1	Sam Dingemanse (CBM)

Printed:	16 October 2025
Last saved:	16 October 2025 12:58 PM
File name:	Oatlands Ensiler TIA
Author:	Richard Burk
Project manager:	
Name of organisation:	
Name of project:	Oatlands Ensiler TIA
Name of document:	Oatlands Ensiler TIA
Document version:	Draft
Project number:	

1. Introduction

1.1 Background

A salmon mort ensiler is proposed by Spectran Group at 6820 Midlands Highway, Oatlands, a property known at St Peters Pass. The development site is accessed from Interlaken Road some 12km West of the Midlands Highway at Oatlands.

This report has been prepared to assess the traffic impact of the proposal based on Department of State Growth (DSG) guidelines and responds to the Tasmanian Planning Scheme – Southern Midlands - Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

1.2 Objectives

A Traffic Impact Assessment is a means for assisting in the planning and design of sustainable development that considers:

- Safety and capacity
- Equity and social justice
- Economic efficiency
- The environment and future development.

This TIA considers the impact of the proposal on projected traffic volumes expected by 2035.

1.3 Scope of Traffic Impact Assessment (TIA)

This TIA considers the impact of the proposal on Interlaken Road, Oatlands and the farm road on the 6820 Midlands Highway property which provides access to the Ensiler site.

1.4 References

- NSW Guide to Transport Impact Assessments 2024
- Tasmanian Planning Scheme – Southern Midlands
- Austroads Guide Road Design Part 4A: Unsignalised & Signalised Intersections 2021
- Guide to Traffic Management Part 6: Intersections, Interchanges & Crossings 2020.
- LGAT Standard Drawings

1.5 Statement of Qualifications and Experience

This TIA has been prepared by Richard Burk, an experienced and qualified traffic engineer in accordance with the requirements of the Department of State Growth's guidelines and Council's requirements.

Richard Burk is an experienced and qualified traffic engineer with:

- 38 years professional experience in road and traffic engineering industry
 - Director Traffic and Civil Service Pty Ltd since May 2017.
 - Manager Traffic Engineering at the Department of State Growth until May 2017.
 - Previous National committee membership with Austroads Traffic Management Working Group and State Road Authorities Pavement Marking Working Group
- Certified Professional Engineer with Engineers Australia
- Master of Traffic, Monash University, 2004
- Post Graduate Diploma in Management, Deakin University, 1995
- Bachelor of Civil Engineering, University of Tasmania, 1987



Richard Burk

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Director Traffic and Civil Services Pty Ltd

Glossary of Terms

AADT	Annual Average Daily Traffic - The total number of vehicles travelling in both directions passing a point in a year divided by the number of days in a year.
Acceleration Lane	An auxiliary lane used to allow vehicles to increase speed without interfering with the main traffic stream. It is often used on the departure side of intersections.
Access	The driveway by which vehicles and/or pedestrians enter and/or leave the property adjacent to a road.
ADT	Average Daily Traffic – The average 24-hour volume being the total number of vehicles travelling in both directions passing a point in a stated period divided by the stated number of days in that period.
Austroroads	The Association of Australian and New Zealand road transport and traffic authorities and includes the Australian Local Government Association.
Delay	The additional travel time experienced by a vehicle or pedestrian with reference to a base travel time (e.g. the free flow travel time).
DSG	Department of State Growth – The Tasmanian Government Department which manages the State Road Network.
GFA	Gross Floor Area
Intersection Kerb	The place at which two or more roads meet or cross. A raised border of rigid material formed at the edge of a carriageway, pavement or bridge.
km/h	Kilometres per hour
Level of Service	An index of the operational performance of traffic on a given traffic lane, carriageway or road when accommodating various traffic volumes under different combinations of operating conditions. It is usually defined in terms of the convenience of travel and safety performance.
m	Metres
Median	A strip of road, not normally intended for use by traffic, which separates carriageways for traffic in opposite directions. Usually formed by painted lines, kerbed and paved areas grassed areas, etc.
Movement	A stream of vehicles that enters from the same approach and departs from the same exit (i.e. with the same origin and destination).
Phase	The part of a signal cycle during which one or more movements receive right-of-way subject to resolution of any vehicle or pedestrian conflicts by priority rules. A phase is identified by at least one movement gaining right-of-way at the start of it and at least one movement losing right-of-way at the end of it.

The distance, measured along the road over which visibility occurs between a driver and an object or between two drivers at specific heights above the carriageway in their lane of travel.

Signal Phasing	Sequential arrangement of separately controlled groups of vehicle and pedestrian movements within a signal cycle to allow all vehicle and pedestrian movements to proceed.
SISD	Safe Intersection Sight Distance – The sight distance provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.
Speed	Distance travelled per unit time.
85th Percentile	The speed at which 85% of car drivers will travel slower and 15% will travel faster. A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic-actuated Control	A control method that allows a variable sequence and variable duration of signal displays depending on vehicle and pedestrian traffic demands.
Traffic Growth Factor	A factor used to estimate the percentage annual increase in traffic volume.
Trip	A one-way vehicular movement from one point to another excluding the return journey. Therefore, a vehicle entering and leaving a land use is counted as two trips. (RTA Guide to Traffic generating Developments).
Turning Movement	The number of vehicles observed to make a particular turning movement (left or right turn, or through movement) at an intersection over a specified period.
Turning Movement Count	A traffic count at an intersection during which all turning movements are recorded.
Vehicle Actuated Traffic Signals	Traffic signals in which the phasing varies in accordance with the detected presence of vehicles on the signal approaches.
vpd	vehicles per day – The number of vehicles travelling in both directions passing a point during a day from midnight to midnight.
vph	vehicles per hour – The number of vehicles travelling in both directions passing a point during an hour.

1.7 Site Specific Glossary of Terms

SSA	Safe System Assessment
SMC	Southern Midlands Council

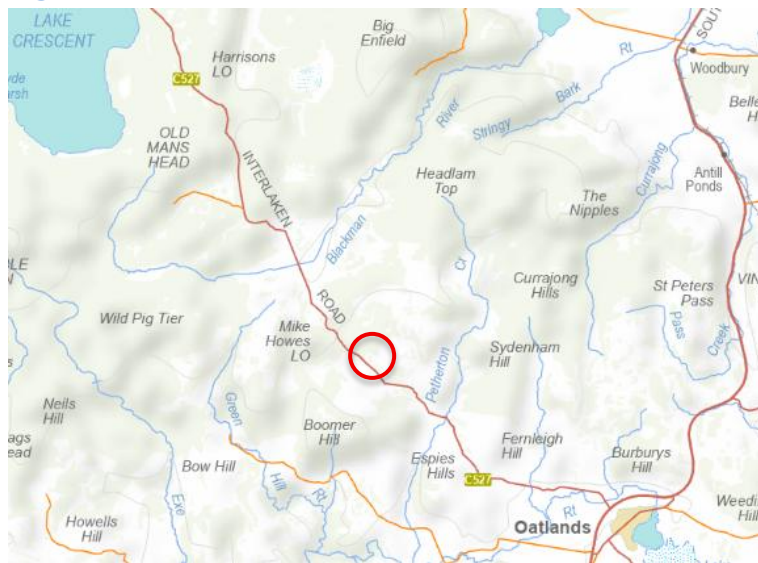
2. Site Description

The proposed ensiler at 6820 Midlands Highway, Oatlands is part of the “St Peters Pass” property. The development site is accessed from Interlaken Road some 12.3 km West of the Midlands Highway at Oatlands.

Figures 1 & 2 show the ensiler location with respect to Oatlands and Interlaken Road.

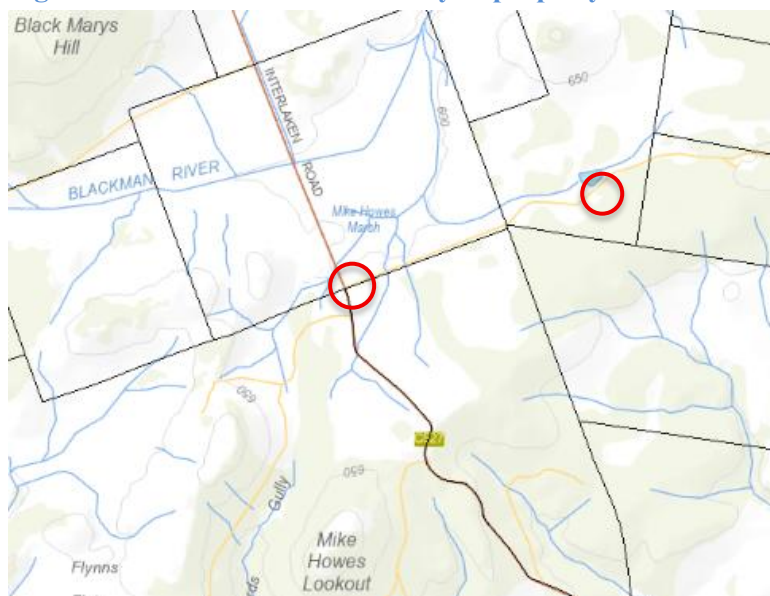
The site is gently undulating and accessed via a private farm road on 6820 Midlands Highway property which is typically flat and straight over cleared farmland.

Figure 1 – Ensiler location



Source: The List, DPIPW

Figure 2 – Road network in vicinity of property



Source: The List, DPIPW

An aerial view of the development site is shown in Figure 3.

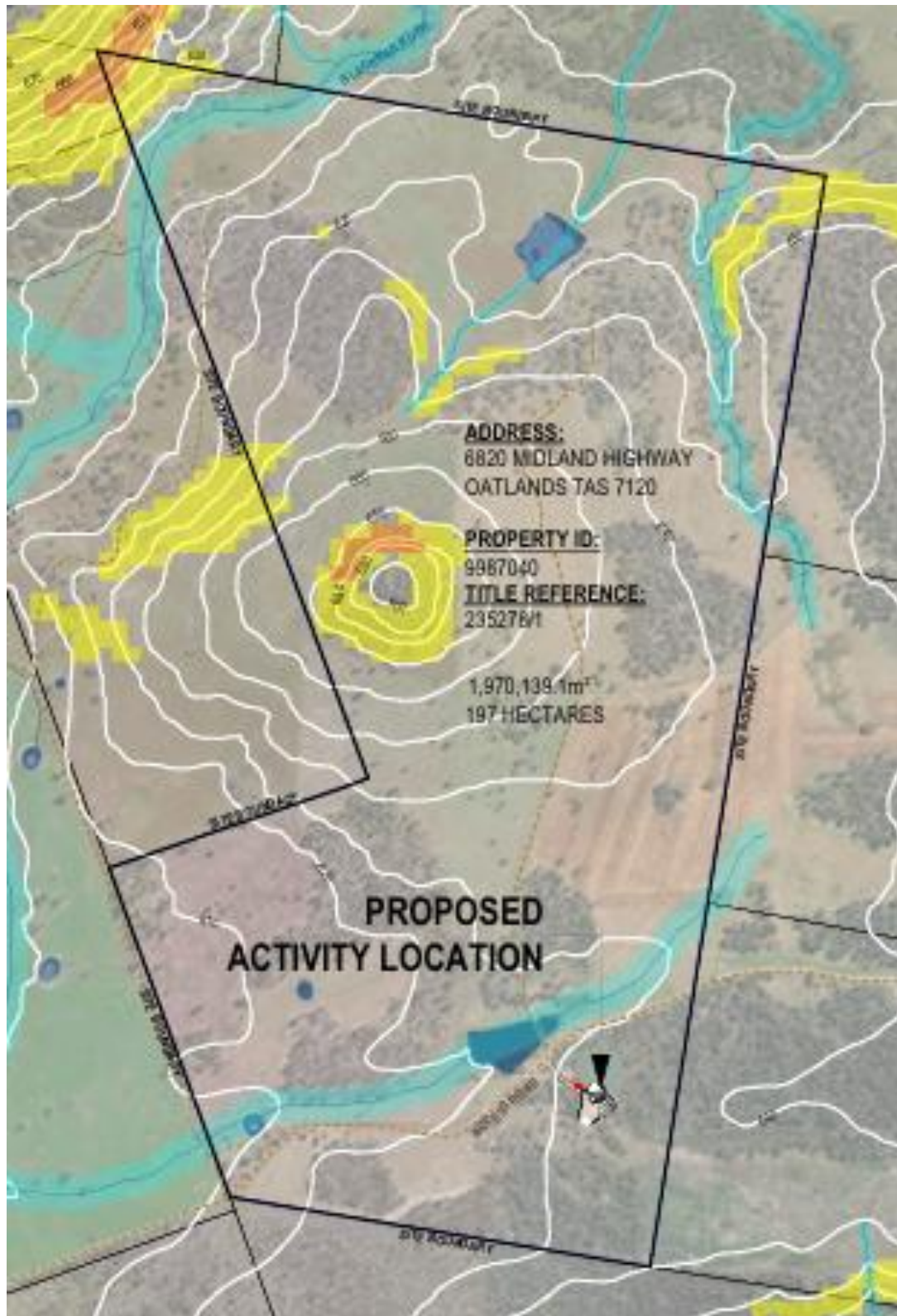
Figure 3 – Aerial view of 6820 Midlands Hwy property



Source: *The List*, DPIPWE

The proposed activity location and property detail are shown in Figure 4.

Figure 4 – Proposed Activity Location

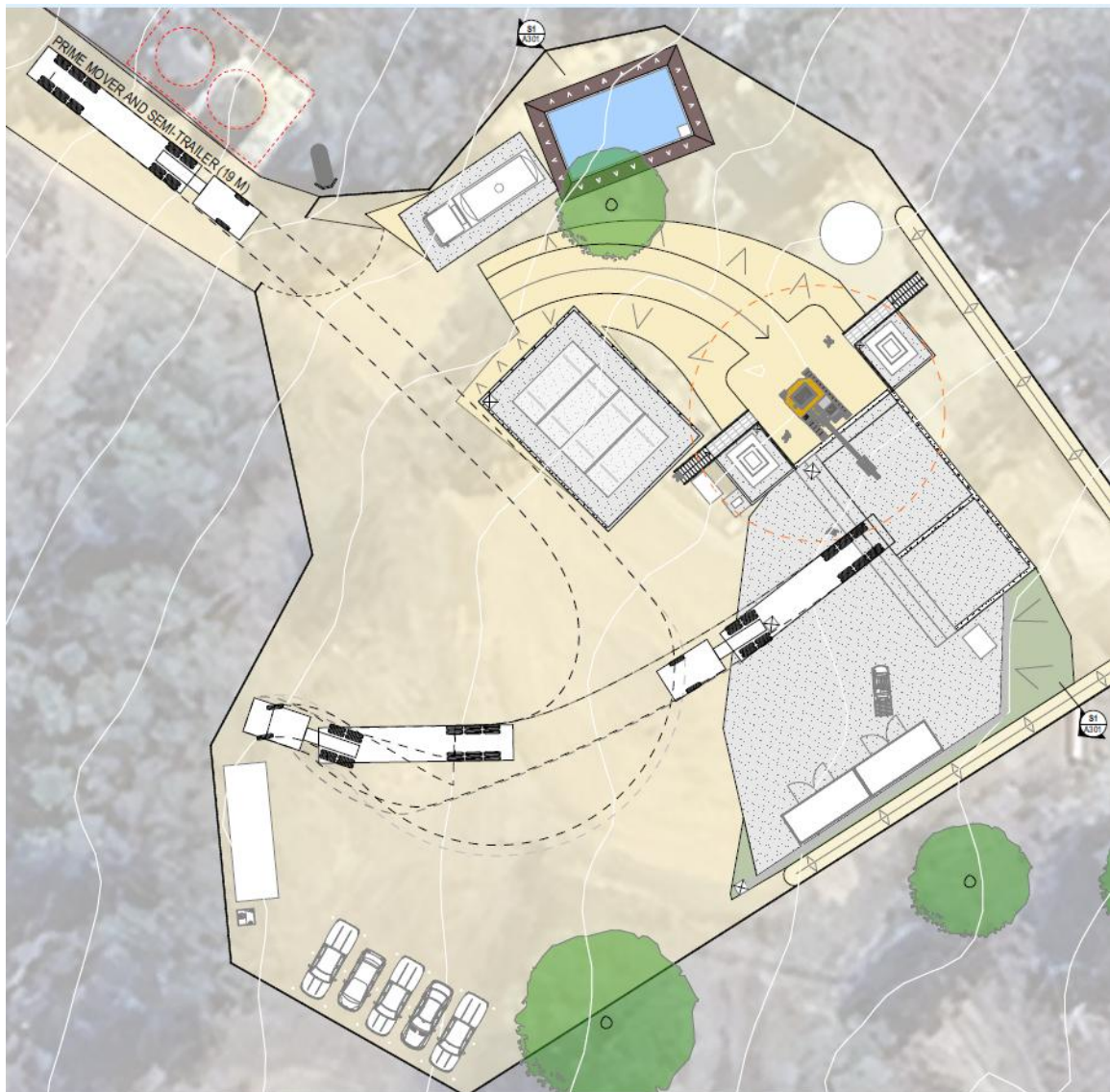


3. Proposal, Planning Scheme and Road Owner objectives

3.1 Description of Proposed Development

The proposal is to expand capacity at the Spectran ensiler from 60 to 200 Tonnes / day. Figure 5 shows the proposed site layout and operation. See Appendix A for design plans.

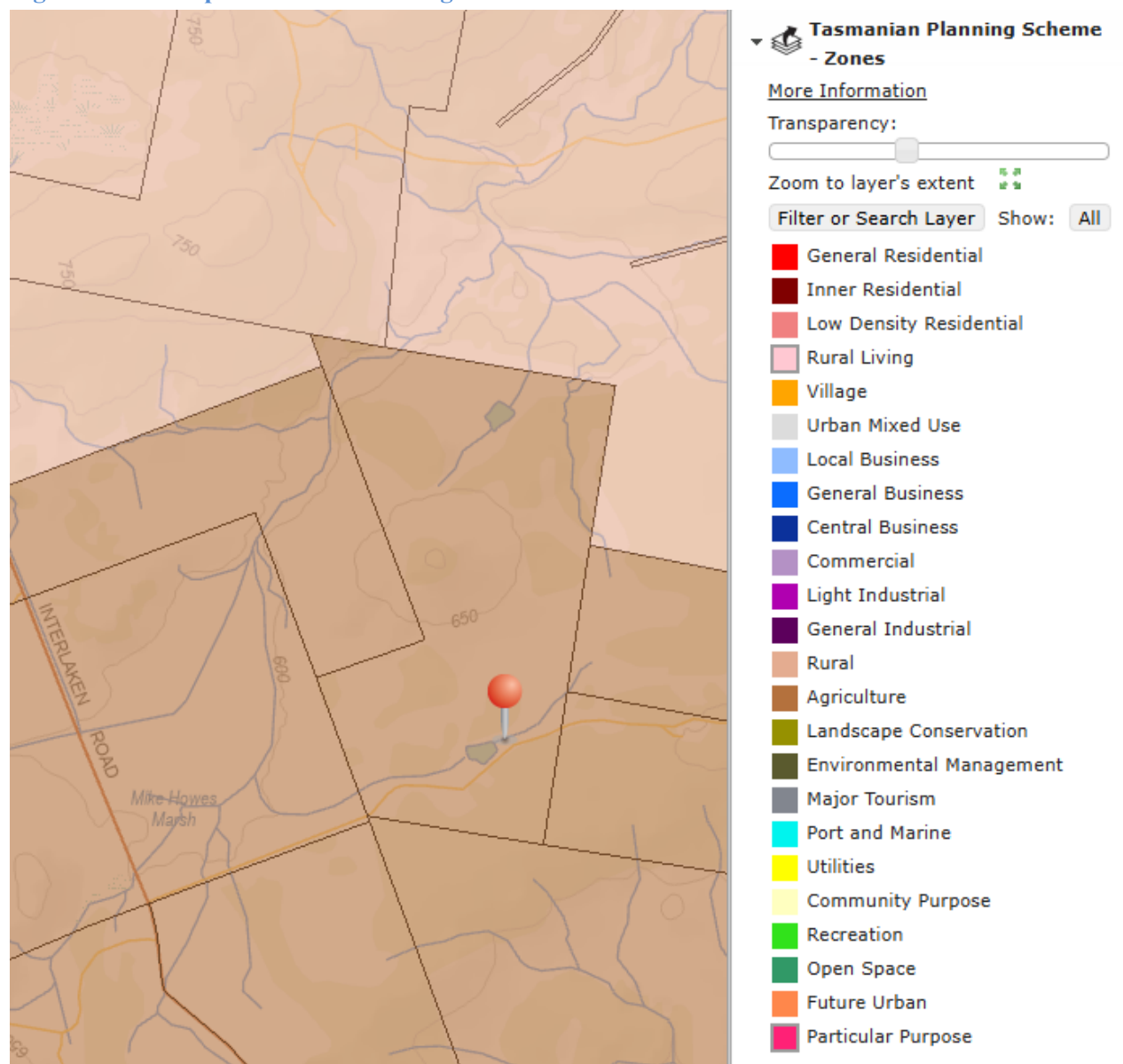
Figure 5 – Development site layout



Tasmanian Planning Scheme – Southern Midlands

The proposed development involves land zoned in accordance with the Tasmanian Planning Scheme – Southern Midlands, see Figure 6.

Figure 6 – Development site is zoned Agricultural



Source: *The List*, DPIPWE

3.3 Local Road Network Objectives

Southern Midlands Council (SMC) is the authority responsible for the Council Road network impacted by the proposal. SMC objectives are to maintain traffic safety and capacity for relevant road users.

4. Existing Conditions

4.1 Transport Network

The transport system surrounding adjacent the development site consists of Midlands Hwy which is a State Road, Interlaken Road which is a Council Road and a farm road accessing the proposed activity site.

The Midlands Highway is part of the Tasmanian 26m B Double network, see Appendix D.

Interlaken Road is a General Access Road with a Collector Road function linking Oatlands with Interlaken, a hamlet located between Lake Sorell and Lake Crescent.

4.2 Midlands Highway

Midlands Highway is a Category 1 Trunk Route in the State Road Hierarchy at Oatlands with an AADT of some 4,500 vpd (2023)

A sign posted Speed Limit of 110km/h applies. The nearest DSG traffic data is South of the Interlaken Road junction, see Appendix B. Midlands Highway is typically has a two-way two-lane road with 3.7m traffic lanes and 1m sealed shoulders.

4.3 Interlaken Road

Interlaken Road functions as a Rural Collector Road with a sign posted 80km/h Speed Limit, see Figure 7. The road is sealed between the Midlands Highway and Mike Howes Marsh property access i.e some 13.7km to the West.

There is a U turn bay just West of the Midland Highway, see Figure 8.

The road typical seal width of 6.2m with narrow gravel shoulders and verge, see Figure 9.

Figure 7 – Looking West along Interlaken Road from Oatlands



Figure 8 – Looking West along Interlaken Road from the Midlands Highway



Figure 9 – Looking West along Interlaken Road towards Lake Crescent



4.4 Midlands Hwy / Interlaken Road junction

Features of the Midlands Hwy / Interlaken Road junction are shown in Figures 10-15.

Figure 10 – Aerial view of Midland Hwy/ Interlaken Rd junction



Source: *The List*, DPIPWE

Figure 1 – Interlaken Road approach to Midland Hwy



Figure 12– Looking right along Midland Hwy from Interlaken Rd



Sight distance
right is 300m.

Figure 13– Looking left along Midland Hwy from Interlaken Rd



Sight distance
left is 300m.

Figure 14 – Midlands Hwy Northern approach to Interlaken Rd



Figure 15 – Midlands Hwy Southern approach to Interlaken Rd



Source: Google Maps

4.5 6820 Midland Hwy Farm Rd

The 6820 Midland Hwy property has a private farm road which accesses Interlaken Rd. The farm road has a trafficable width of 4m with three cattle grids between Interlaken Road and the development site varying in trafficable width between 3.2 and 4.6m, see Figures 16 to 19.

Figure 16 – Cattle Grid 22m North of Interlaken Road



Trafficable
width 4.6m.

Figure 17 – Looking North along farm access towards Ensiler site



Figure 18 – Cattle Grid 400m North of Interlaken Road



Trafficable width 3.2m.

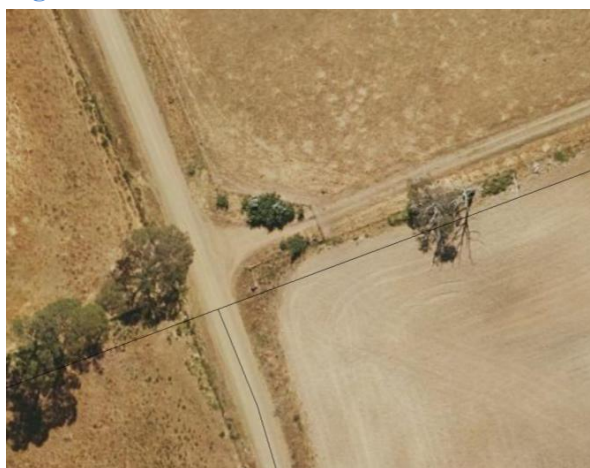
The firefighting truck
access requirement is 4m.

Figure 19 – Cattle Grid 1000m North of Interlaken Road

Trafficable
width 4.6m.

4.6 Interlaken Road / Farm access

Features of the farm access are shown in Figures 20-28.

Figure 20 – Aerial view of Interlaken Road / Farm access in 2023

Source: *The List*, DPIPWE

Figure 21 – Elevation view of farm access

Figure 22– Looking right along Interlaken Road from farm access



Sight distance
right is 300m.

Figure 23– Looking left along Interlaken Road from farm access



Sight distance
left is 258m.

Figure 24 – Interlaken Road Eastern approach to farm access



Figure 25 – Interlaken Road Western approach to farm access



Source: Google Maps

Figure 26 – Farm access culvert inlet



Figure 27 – Farm access culvert outlet



Figure 28 – Farm access culvert outlet

4.7 Ensiler access

The access to the proposal is unsealed and divided with a trafficable width of some 4m and is in good condition. Figures 29 - 36 show the nature of the access.

Figure 29 – Aerial view of Ensiler access

Divided access.
See Figure 35.

Source: *The List*, DPIPWE

Figure 30 – Approach to Ensiler site

Figure 31 – Ensiler access approach to the farm road



Figure 32 – Ensiler access approach to the farm road



Figure 33– Looking right along the farm road from the Ensiler access



Sight distance
right is 80m.

Figure 34– Looking left along the farm road from the Ensiler access



Sight distance
left is 220m.

Figure 35 The farm road Southern approach to the Ensiler accesses



Divided access.
See Figure 29.

Figure 36 – The farm road Southern approach to the Ensiler accesses



Sight Distance

Austrroads sight distance requirements are summarised in see Figure 37.

Figure 37 – Available sight distance summary

Junction Major Rd - Minor Rd	Speed Limit	Speed Environment	Road frontage sight distance			
	(km/h)	(km/h)	Austrroads SISD (m)	Available Left(m)	Right(m)	AS/NZS 2890.1 SSD (m)
Midlands - Interlaken	110	110	285	300	300	NA
Interlaken - farm access	80	80	181	258	300	105
Farm road - ensiler access	NA	60	NA	220	80	65

Austrroads Compliant

AS / NZS 2890.1 Compliant

4.9 Traffic Activity

Midland Hwy (Oatlands)

- AADT:4,500vpd (2025), see Appendix B.
- Compound Annual Growth 0.0%
- Estimated AADT: 4,500 vpd (2035) without proposal, 20% trucks

Interlaken Road

- AADT: 100vpd (2025), see Appendix C.
- Compound Annual Growth 0%
- Estimated AADT: 100 vpd (2035) without proposal, 10% trucks

Farm road

- AADT: 8 vpd (2025)
- Compound Annual Growth 0%
- Estimated AADT: 8 vpd (2035) without proposal, 50% trucks

4.10 Crash History

The Department of State Growth is supplied with reported crashes by Tasmania Police. The Department maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes.

The 5-year reported crash history for Interlaken Road is summarised in Figures 38 & 39.

The crash history provides no evidence of a crash propensity in the vicinity of the farm access.

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Figure 38 – 5 Year crash history - Interlaken Rd (Midlands Hwy – Table Mt Rd)

Crash Id	Units	Description	Date	Time	Severity	Surface	Light	Speed Limit (km/h)
51556766	LV	189 - Other curve	07-FEB-2022	02:15	PDO	Unsealed	Night	80
52297493	LV	-	23-FEB-2024	15:40	PDO	Unsealed	Day	80
52303682	LV	-	03-MAR-2024	15:06	PDO	Unsealed	Day	80

PDO | Property Damage Only

LV | Light Vehicle

Figure 39 – 5 Year crash locations - Interlaken Rd (Midlands Hwy – Table Mt Rd)



4.11 Road Safety Review

From road safety review the following issues were identified:

Interlaken Road farm access

- Unsealed access.
- Blocked culvert with no endwall at the outlet.

The farm road

- The road narrows to 3.2m wide at the cattle grid 400m North of Interlaken Road.

Ensiler access to the farm road

- The access is divided with no signage of intended operation.

Safe System Assessment.

Interlaken Road and the farm road have been assessed in accordance with the Austroads Safe System assessment framework. This framework involves consideration of exposure, likelihood and severity to yield a risk framework score. High risk crash types and vulnerable road user crash types are assessed for each site and aggregated to provide an overall crash risk. Crash risk is considered in terms of three components:

- Exposure (is low where low numbers of through and turning traffic) i.e. 1 out of 4.
- Likelihood (is low where the infrastructure standard is high) i.e. 1 out of 4.
- Severity (is low where the speed environment is low) i.e. 1 out of 4.

The Austroads Safe System Assessment process enables the relative crash risk of an intersection or road link to be assessed. Vulnerable Road users are considered along with the most common crash types. The crash risk score is an indicator of how well the road satisfies the *safe system objective which is for a forgiving road system where crashes do not result in death or serious injury*.

Calculated crash risk scores are summarised as follows:

- Interlaken Road 18/448
- Farm road 11/448

Figure 40 indicates the crash risk. The calculated crash risk scores indicate a low crash risk and good alignment with the Safe Systems Objective, see Appendix E for assessment details.

Figure 40 – SSA score relationship with crash risk

<40/448	Very low risk score
(40-80)/448	Low risk score
(80-180)/448	Moderate to high risk score
>180/448	High risk score

5. Traffic Generation and Assignment

This section of the report estimates how traffic generated by the proposal is distributed within the adjacent road network now and ten years future.

5.1 Traffic Growth

See section 4.9 for current traffic activity.

5.2 Trip Generation

5.2.1 Current Ensiler Operation

The current permitted plant capacity is 60 Tonnes/day involving up to 4 heavy vehicles and 4 passenger vehicles per day.

The plant is expected to typical operate with 3 staff peaking at 4 staff.

This equates to 16 vpd or 2 vph at peak times though not currently active.

5.2.2 Proposed Ensiler Operation

The proposed is to expand operation capacity from 60 to 200 Tonnes/day involving up to 12 heavy vehicles and 4 passenger vehicles per day.

The plant is expected to typical operate with 3 staff peaking at 4 staff.

This equates to 32 vpd or 3 vph at peak times.

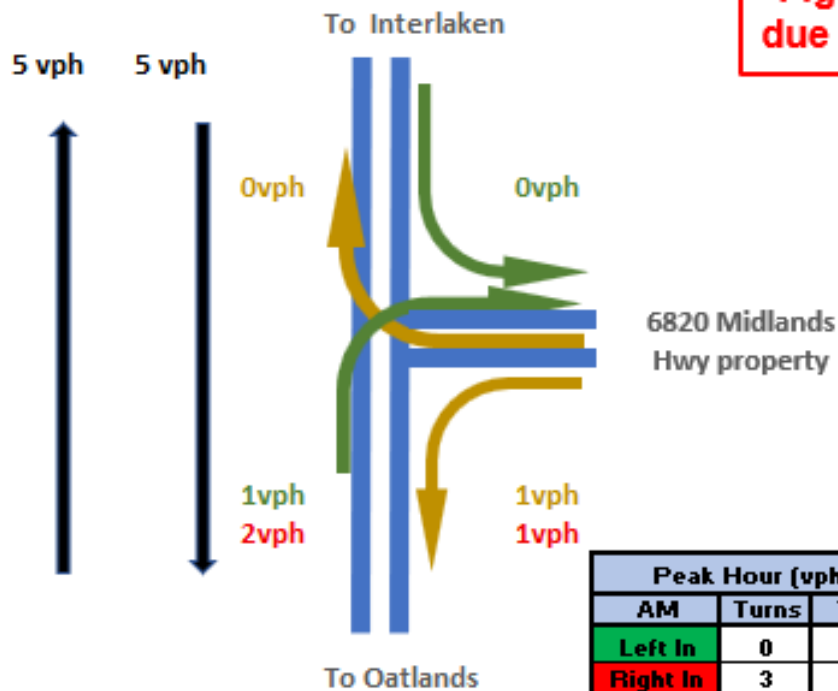
5.3 Trip Assignment

It is assumed that 100% of traffic generated will move between the ensiler site and the Midlands Highway at Oatlands. Figure 41 shows estimated operation by 2035 at the Interlaken Road access to the 6820 Midlands Highway property.

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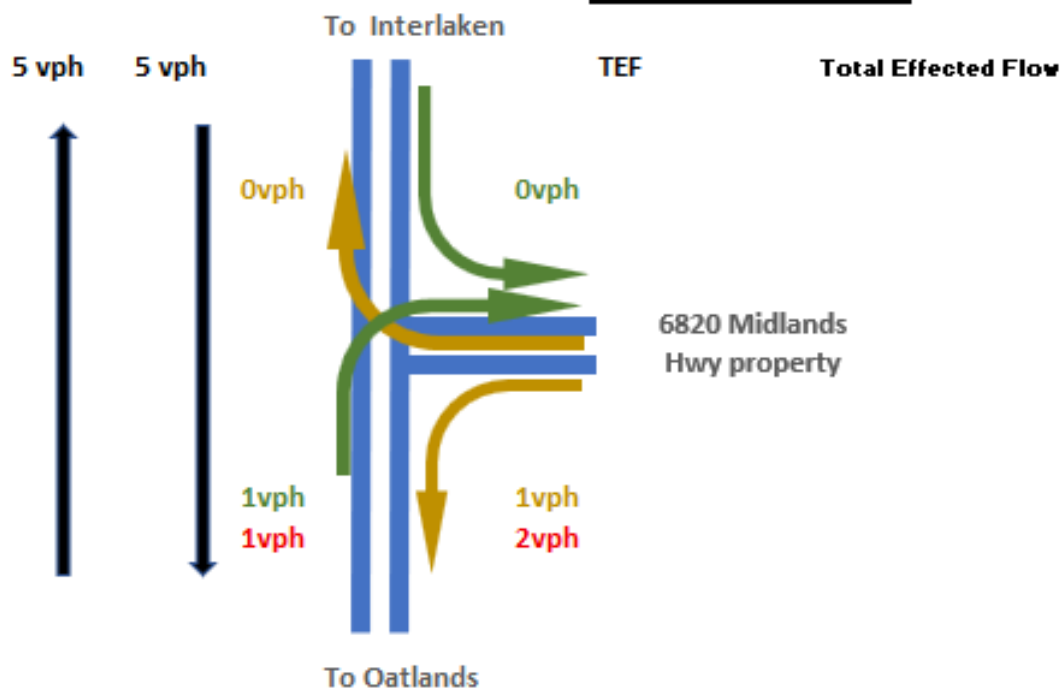
Figure 1 – Interlaken Road access to 6820 Midlands Hwy Property

AM Peak - 2035 With Development - Peak Season

**Figures in red
due to proposal**

Peak Hour (vph)		
AM	Turns	TEF
Left In	0	5
Right In	3	10
PM	Turns	TEF
Left In	0	5
Right In	2	10

PM Peak - 2035 With Development



6. Impact on Road Network

6.1 Impact of traffic generated by the proposal.

6.1.1 Midland Highway / Interlaken Road junction

This junction is constructed to CHR & CHL standard with Midlands Highway operating at 4,500 vpd and Interlaken Road operating at 100 vpd.

The impact of the Ensiler development is to add up to 32 vpd.

Detailed intersection analysis is not required as the traffic volumes are in the low range where the junction operates at LOS A. See Appendix F for Level of Service (LOS) descriptions.

6.1.2 Interlaken Road access to 6820 Midlands Highway

This access is constructed to a simple layout with Interlaken Road operating at 100 vpd and the farm access operating at up to 8 vpd.

The impact of the Ensiler development is to add up to 32 vpd.

Detailed intersection analysis is not required as the traffic volumes are in the very low range where the junction operates at LOS A.

6.2 Austroads Junction warrant

The standard of junction required takes into account the standard of the road, speed limit and through & side road traffic i.e. Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings – 2020.

6.2.1 Interlaken Road access to 6820 Midlands Highway

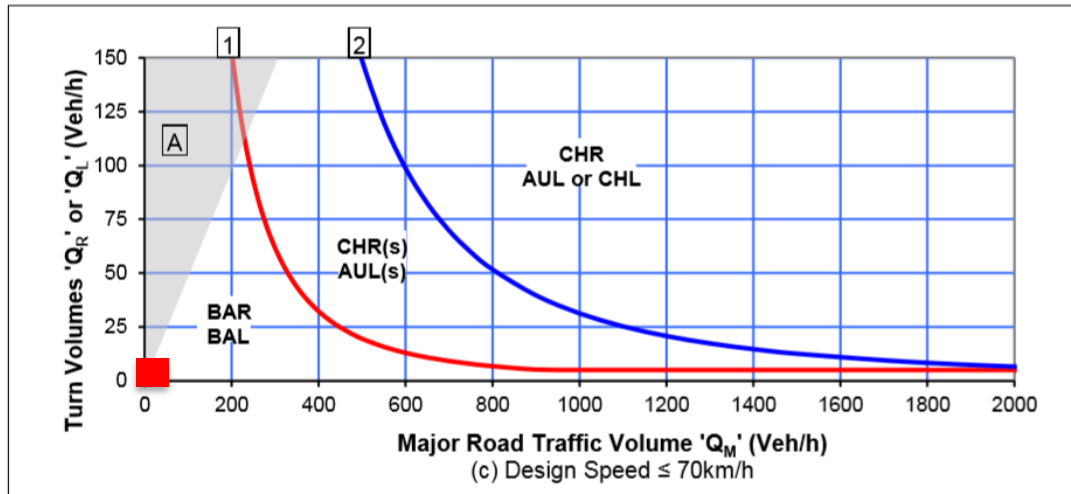
Figure 42 demonstrates that technically BAR & BAL facilities are warranted for a junction between two rural roads.

The existing junction has simple right and left turn facilities, see Figure 43.

The existing access technically does not meet the warrant for a rural road junction but is considered adequate as the through and turning traffic volumes are very low.

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Figure 42 – Peak turning activity at the Interlaken access to 6820 Midlands Hwy 2035



Peak Hour (vph)		
AM	Turns	TEF
Left In	0	5
Right In	3	10
PM	Turns	TEF
Left In	0	5
Right In	2	10

TEF

Total Effected Flow

Figure 43 – Interlaken Road access to 6820 Midlands Highway property as of 2023.



Interlaken Road is sealed as of 2025, and the farm access is unsealed with a simple layout.

Source: The List, DPIPWE

6.3 Impacts on road users.

- **Public Transport** – The proposal has no impact on public transport.
- **Delivery Vehicles** - The proposal has minimal no impact on delivery vehicles.
- **Pedestrians and Cyclists** - The environment is rural with no pedestrian activity and minimal cyclist activity with no impact due to the proposal.
- **Motorcyclists** – The proposal has minimal impact provided the farm access road is sealed from Interlaken Road to the Cattle Grid. Without sealing the access, there is a risk that operational traffic would spread loose gravel and dirt on Interlaken Road which would be a hazard for motorcyclists who rely on a clean and consistent surface for control of the vehicle.

6.4 Other impacts

6.4.1 Environmental

Potential environmental impact considerations:

- Noise, vibration or visual impact. Increased quarrying and transport operations will increase noise levels and will be assessed separately.
- Community and pedestrian amenity are not impacted.
- Hazardous loads, air pollution or ecological impacts. The proposal is not expected to impact the environment.
- Heritage and Conservation would be assessed separately.

6.4.2 Road Pavement

Interlaken Road

From site inspection it is obvious Interlaken Road has been upgraded recently. The road has a new seal and delineation with guideposts and will experience an increase in heavy commercial vehicles due to the proposal of some 24 trucks per day.

With the proposal Interlaken Rd is estimated to operate at 132 vpd with 30% heavy vehicles

It is assumed the pavement design for Interlaken Rd would cater for at least 300vpd with 30% heavy vehicles. The road has a LGAT Rural Sealed Road Code S4.

Interlaken Road is of adequate standard to cope with traffic generated by the proposal.

Farm access road over 6820 Midlands Highway property

The farm access road is unsealed and appears to be regularly maintained with a trafficable width of 4m and cattle grids.

With the proposal the farm road will operate at some 40 vpd some 75% expected to be heavy vehicles

The existing road appears sound and of a standard suited to proposed operation.

Gravel Roads by their nature typically requiring grading annually and re-gravelling subject to conditions but typically every 3 years. It is assumed that the developer has a maintenance agreement with the property owner for maintaining the farm road.

6.4.3 Street Lighting and Furniture

No additional streetlighting or roadside furniture is necessary.

6.5 Council Access Standard

Truck accesses for rural property accesses should comply with LGAT Standard Drawings TSD-R04 and TSD-R05 with sealing to the cattle grid.

6.6 Tasmanian Subdivision Guideline Considerations

Not applicable.

6.7 Transport Planning Considerations

Not applicable.

6.8 Bushfire Prone Area

The proposal is within a bushfire prone area, and a bushfire hazard report has been prepared.

7. TPS – Southern Midlands

7.1 Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers

Acceptable Solution 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 onsite 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 onsite car parking is required; or*
 - ii. The number of onsite 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:*

For resource processing use, the minimum requirement is 2 vehicle parking spaces / 3 employees.

The proposal is for a maximum of 4 staff. Accordingly, 3 car parking spaces are required.

The proposal provides 5 car parking spaces. **A1 is satisfied.**

C2.5.2 Bicycle parking numbers

Not Applicable.

C2.5.3 Motorcycle parking numbers***Acceptable Solution A1***

The number of on-site motorcycle parking spaces for all uses must:

- (a) Be no less than the number specified in Table C2.4. and*
- (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.*

Table C2.4 has no requirement where the number of car parking spaces required is 0-20. 3 car parking spaces are required so no motorcycle parking spaces are required. **A1 is satisfied.**

C2.5.4 Loading Bays***Acceptable Solution A1***

A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.

The site building floor areas are less than 1000m². **A1 is satisfied.**

C2.6.1 Construction of parking areas***Acceptable Solution A1***

All parking, access ways, manoeuvring and circulation spaces must:

- (a) be constructed with a durable all-weather pavement,*
- (b) be drained to the public stormwater system, or contain stormwater on the site; and*
- (c) excluding all uses in the Rural Zone, Agricultural Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Public Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.*

Unsealed permeable crushed rock pavement parking is proposed for the car parking spaces which is fit for purpose for ensiler operations in a rural setting.

No stormwater drainage system exists at the site; stormwater from the gravel hardstand will partially infiltrate and any runoff will flow to adjacent vegetated areas where it will infiltrate. The stormwater for the working areas of the site is captured in the site stormwater pit and pumped to the ensiler tanks where it is mixed with the silage and land-spread. Stormwater from the concreted 'clean' working areas will be discharged to the environment via an erosion-protected outlet.

A1 is satisfied.

C2.6.2 Design and layout of parking areas***Acceptable Solution A1.1***

Parking, accessways, manoeuvring and circulation spaces must All parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:

- i. *have a gradient in accordance with Australian Standard AS 2890 Parking facilities, Parts 1-6. Satisfied.*
- ii. *Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces. Satisfied*
- iii. *Have an access width not less than the requirements in Table C2.2.*

The existing farm road has a characteristic trafficable width of 4m. Table C2.2 requires and internal access width of not less than 3m where the number of parking spaces served is 5 or less. The proposal provides loading and unloading areas for delivery of raw materials and supply of products to market.

The Table C2.2 requirement is deemed satisfied. The Cattle grid 400m North of Interlaken Road has a trafficable width of 3.2m and will be widened to 4.0m for firefighting vehicle access.
- iv. *Have car parking space dimensions which satisfy the requirements in Table C2.3.*

90-degree car parking spaces are proposed 2.6m wide by 5.4m long which match Table C2.3 requirements.
- v. *Have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces.*

Light Vehicles

Manoeuvre space is available for the proposed 90-degree parking spaces, satisfying the Table C2.3 requirement.

Heavy Vehicles

The site access, manoeuvring and circulation spaces have been designed to accommodate the largest vehicle likely to visit the site, being a 19 m prime mover and semi-trailer, refer drawing A103 in Appendix A.

The paved areas will be constructed with compacted gravel pavement for usability in all weather conditions.

- vi. *Have a vertical clearance of not less than 2.1 metres above the parking surface level, Satisfied.*

Excluding a single dwelling, be delineated by line marking or other clear physical means. Satisfied.

Acceptable Solution A1.2

Parking spaces provided for use by persons with a disability must satisfy the following:

- (a) Be located as close as practical to the main entry point to the building. Satisfied.*
- (b) be incorporated into the overall car park design. Satisfied.*
- (c) be designed and constructed in accordance with Australian/ New Zealand Standard AS/NZS 2890.6-2009 Parking facilities - Off-street parking for people with disabilities.*

Not Applicable.

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1

The number of accesses provided for each frontage must:

- (a) be no more than 1; or*
- (b) no more than the existing number of accesses whichever is greater.*

The existing two-way farm access road is proposed. **A1 is satisfied.**

C2.6.5 Pedestrian access

Acceptable Solution A1.1

*Applies to uses that require 10 or more car parking spaces. The proposal requires < 10 car parking spaces. **A1.1 is not applicable.***

Acceptable Solution A1.2

*In parking areas containing accessible car parking spaces for uses by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building. **A1.2 is not applicable.***

C2.6.6 Loading bays

Acceptable Solution A1

The area and dimensions of loading bays and access way areas must be designed in accordance with Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities, for the type of vehicles likely to use the site.

Ensiler product loading areas comply with AS 2890.2-2002. **A1 is satisfied.**

Acceptable Solution A2

The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2-2002, Parking facilities, Part 2: Off-street commercial vehicle facilities.

The site access, manoeuvring and circulation spaces have been designed to accommodate the largest vehicle likely to visit the site, being a 19 m prime mover and semi-trailer, refer drawing A103. The paved areas will be constructed as compacted gravel pavement for usability in all weather conditions.

Existing truck and trailer combinations are proposed to be used with the expanded operation, complying with paved area satisfying AS 2890.2-2002. **A2 is satisfied.**

7.2 Road and Railway Assets Code C3

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

Acceptable Solution A1.1 – For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:

- (a) *A new junction*
- (b) *A new vehicle crossing*
- (c) *A new level crossing*

Not applicable as the roads are not Category 1.

Acceptable Solution A1.2 – For a road, excluding a Category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.

A1.2 is satisfied, proposal involves an existing access.

Acceptable Solution A1.3 – For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.

Not applicable as a new private level crossing is not required.

Acceptable solution A1.4: Vehicular traffic to and from the site, using and existing vehicle crossing or private level crossing will not increase by more than:

- (a) *The amounts in Table C3.1*
- (b) *Allowed by a licence issued under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road; and*

The proposed traffic generation is estimated as:

- 24 heavy vehicle movements /day
- 8 light vehicle movements / day

Interlaken Road access to 6820 Midlands Highway farm road

- Interlaken Road has an estimated AADT of 100 vpd (2025) without the proposal.
- Proposal increases AADT on Interlaken Road by 32 vpd East of the access.
- Interlaken Road is classed as a Major Road and in accordance with Table C3.1 may have:
 - an increase of 10vpd or 10% (10vpd) whichever greater for vehicles < 5.5m.
 - an increase of 10% (10 vpd) for vehicles > 5.5m long.

Table C3.1 is satisfied for light vehicles but not heavy vehicles on Interlaken Road.

A1.4 is not satisfied.

Performance Criteria P1: *Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:*

- (a) *any increase in traffic caused by the use.*

Estimated intersection performance at the Interlaken Road access to 6820 Midlands Hwy is LOS A indicating Interlaken Road would be minimally impacted.

- (b) *the nature of the traffic generated by the use.*

The Interlaken Road allowable increase is 10 vpd for heavy vehicles and the proposal is estimated to contribute 24 vpd i.e. 2.4 times the guideline.

- (c) *the nature of the road.*

Interlaken Rd is of suitable width & standard to support the increased traffic. i.e LGAT Rural Sealed Road Standard S4, as per TSD-R02.

- (d) *the speed limit and traffic flow of the road.*

An 80 km/h speed limit applies on Interlaken Road at the farm access and considered suitable for the proposed operation of the access.

- (e) *any alternative access to a road.*

There is no suitable alternative access.

f) *the need for the use.*

The use is required for commercial access and operation of the site.

(g) *any traffic impact assessment; and*

This TIA finds no reason to disallow the proposal due to traffic impacts.

(h) *any advice received from the rail or road authority.*

No feedback from Southern Midlands Council has been received.

In summary the proposal will minimally impact traffic safety and efficiency on Interlaken Road. **P1 is satisfied.**

Acceptable solution A1.5: Vehicular traffic must be able to enter and leave a major road in a forward direction. A1.5 is satisfied.

C3.6.1 Habitable buildings for sensitive uses within a road or railway

attenuation area - Not applicable as the proposal does not involve Habitable buildings for sensitive uses.

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

Not applicable - Not applicable as the proposal does not involve subdivision.

8. Recommendations and Conclusions

This traffic impact assessment has been prepared to assess the proposed Spectran Ensiler at 6820 Midlands Highway accessed from Interlaken Road. The proposal involves expansion of operation capacity from 60 to 200 Tonnes/day.

The adjacent road traffic is as follows without the proposal:

- Midlands Hwy: 4,500 vpd (2025)
- Interlaken Rd: 100 vpd (2025)
- Farm access road to ensiler site: 8vpd (2025)

It is estimated the proposal will increase traffic on the above roads by 32 vpd with the transport operations estimated to have 100% operation between the site and the Midlands Highway at Oatlands. The proposal has been assessed in terms of:

- Impact on traffic capacity on the adjacent state and council road network
- Traffic safety from review of existing road conditions, 5 year reported crash history and Austroads Safe System Assessment.
- Austroads junction warrants
- Tasmanian Planning Scheme – Southern Midlands

8.1 Traffic Capacity

Midlands Hwy / Interlaken Rd junction

The proposal will increase turning movements at this junction by 3vph which is insignificant in terms of the junction capacity and the current activity level of 4,500 vpd (Midland Hwy) and 100 vpd (Interlaken Rd).

Detailed intersection analysis is not required as the traffic volumes are low where operation is at LOS A. See Appendix F for Level of Service (LOS) descriptions.

Interlaken Rd farm access to 6820 Midlands Hwy property

As shown in Figure 41, the proposal will increase turning movements at this junction by 3vph which is insignificant in terms of the junction capacity and the current activity level of some 100vpd (Interlaken Rd) and 8vpd (the farm road). Detailed intersection analysis is not required as the traffic volumes are low where operation is at LOS A.

Farm access to ensiler operation

The proposal will increase turning movements at this junction by 3vph which is insignificant in terms of the junction capacity and the current activity level of some 8vpd on the farm access road. Detailed intersection analysis is not required as the traffic volumes are low where operation is at LOS A.

8.2.1 Road Safety Review

The following road safety issues were identified:

Interlaken Rd farm access to 6820 Midlands Hwy property

- Unsealed access to Interlaken Road.
- Blocked culvert outlet with no endwall.

The farm road

- 3.2m cattle grid does not allow fire fighting vehicle access

Farm access to ensiler operation

- Divided access to site with no guidance on how access is intended to operate.

8.2.2 5 Year Reported Crash History

The 5-year reported crash history for Interlaken Road provides no evidence of a crash propensity on Interlaken Road.

8.2.3 Austroad Safe System Assessment

Safe System Assessment of roads used to access the quarry indicate low crash risks and compliance with the safe system objective for *a forgiving road system where crashes do not result in death or serious injury*:

Calculated crash risk scores are summarised as follows:

- Interlaken Road 18/448 (Very low crash risk)
- Farm access road 11/448 (Very low crash risk)

8.3 Austroads junction warrants

Austroad junction warrants are summarised as follows:

Midlands Hwy / Interlaken Rd junction

Figure 10 shows that a Channelised Right CHR and Channelised Left CHL junction has been provided. This junction at the current operation level has ample capacity to absorb the traffic generated by the proposal.

Interlaken Rd farm access to 6820 Midlands Hwy property

The existing farm road access with Interlaken Road has a simple layout considered adequate for proposed use subject to sealing and culvert endwalls.

8.4 Tasmanian Planning Scheme – Southern Midlands

Evidence is provided to demonstrate that requirements of the Tasmanian Planning Scheme – Southern Midlands – Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3 are satisfied.

8.5 Recommendations:***Interlaken Rd farm access to 6820 Midlands Hwy property***

- Seal farm access to the cattle grid consistent with LGAT Rural Road property access for trucks standard drawing TSD-R05 and install driveable culvert endwalls type 1, see Appendix H.
- Install “Trucks Entering” warning sign W5-22 on the Interlaken Road approaches 150m in advance of the farm access, see Appendix G.

The farm road

- Widen cattle grid 400m North of Interlaken Road from 3.2 to 4m wide for firefighting truck access, see Figure 18.

Ensiler access from the farm road

- Sign divided access to clarify intended access operation, see Figure 35.

Comply with recommendations of the Bushfire Hazard Report.**8.6 Conclusion**

Overall, it is concluded that subject to the recommendations above Interlaken Road and the farm access road to 6820 Midlands Highway should continue to operate safely and efficiently with the proposal. Based on the findings of this report the proposal is supported on traffic grounds.

SMC - KEMPTON

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Traffic Impact Assessment



Appendices

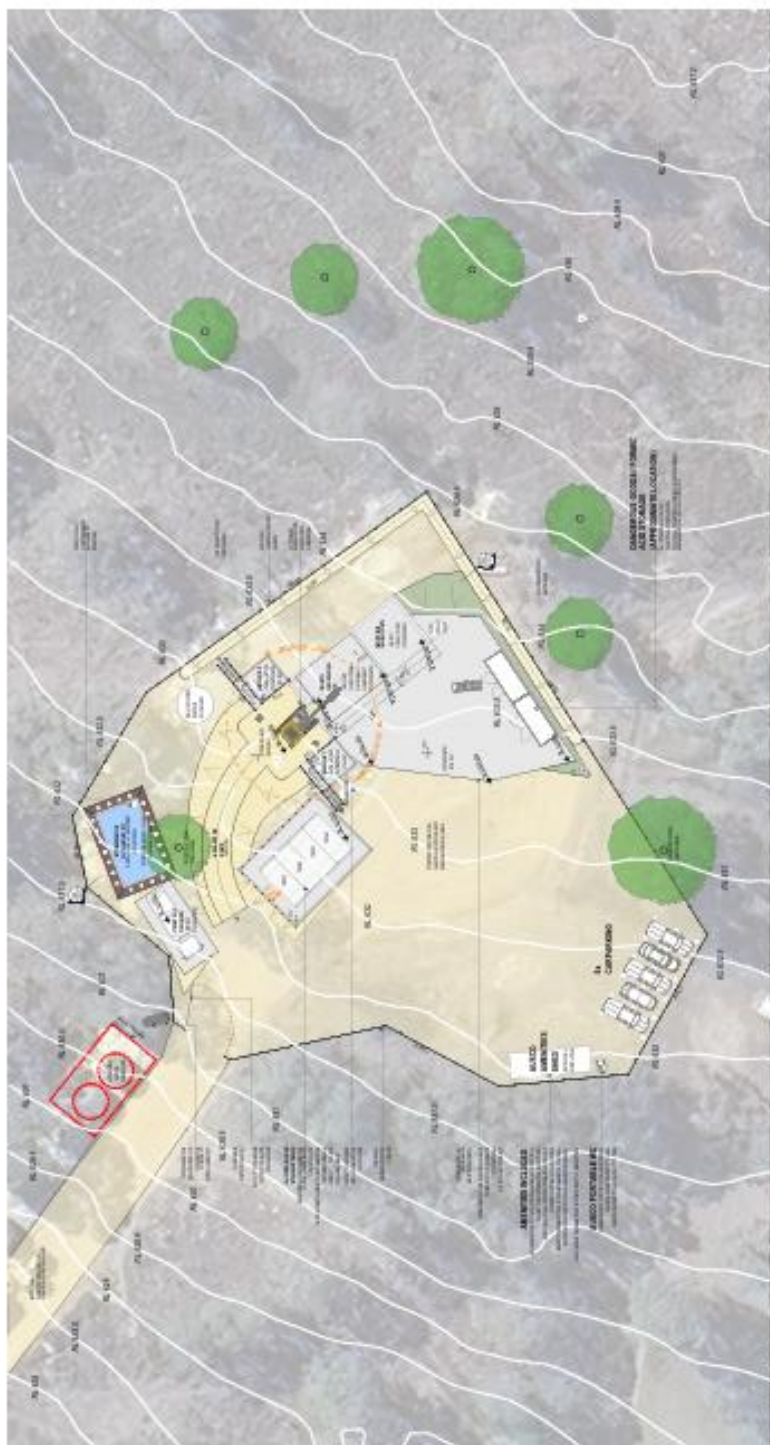


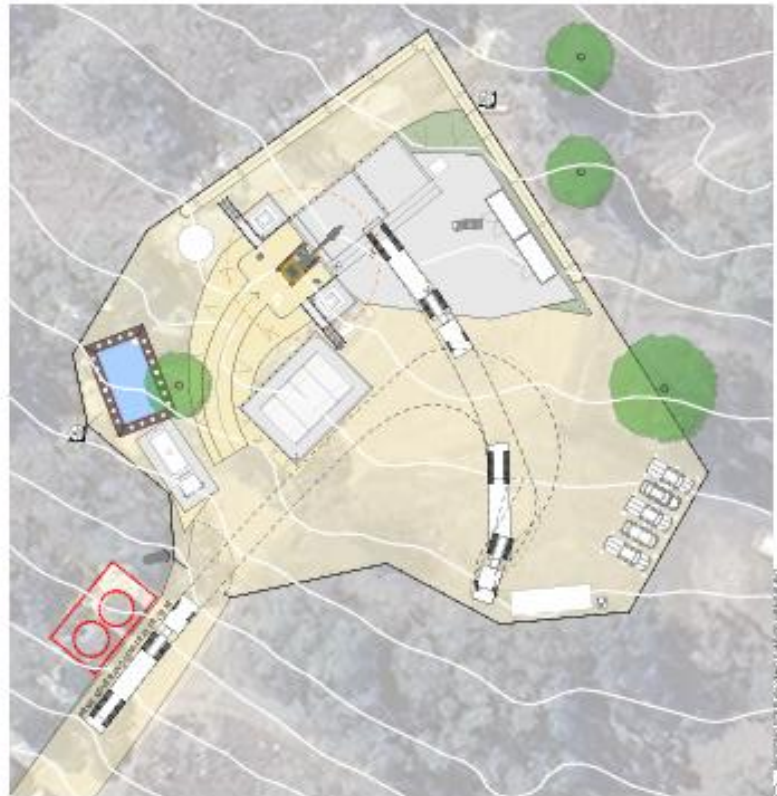
Appendix A – Spectran Ensiler Design Plans



ED
TOS
TRAFFIC & CIVIL SERVICES

22/12/2025





DESIGN/REVISIONS		VEHICLE MANOEUVRING PLANS (A1)	
NO.	DATE	DESCRIPTION	NO.
1	12/01/2025	ISSUED FOR PERMIT	02
INSIDE UPGRADES		A113	
100% VEHICLE MANOEUVRING PLANS (A1)		A113	
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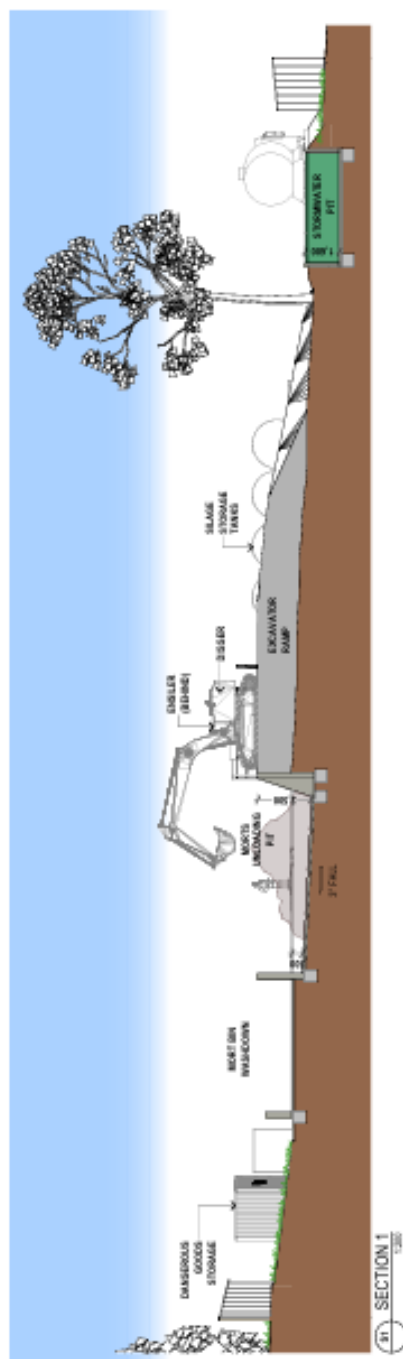
22/12/2025

Figure 1. The effect of the concentration of the polymer solution on the surface free energy of the polymer film. The surface free energy of the polymer film decreased as the concentration of the polymer solution increased. The surface free energy of the polymer film was 1.5 mJ/m² at 0.1 g/dL, 1.0 mJ/m² at 0.5 g/dL, 1.5 mJ/m² at 1.0 g/dL, 2.0 mJ/m² at 1.5 g/dL, 2.5 mJ/m² at 2.0 g/dL, 3.0 mJ/m² at 2.5 g/dL, 3.5 mJ/m² at 3.0 g/dL, 4.0 mJ/m² at 3.5 g/dL, 4.5 mJ/m² at 4.0 g/dL, 5.0 mJ/m² at 4.5 g/dL, 5.5 mJ/m² at 5.0 g/dL, 6.0 mJ/m² at 5.5 g/dL, 6.5 mJ/m² at 6.0 g/dL, 7.0 mJ/m² at 6.5 g/dL, 7.5 mJ/m² at 7.0 g/dL, 8.0 mJ/m² at 7.5 g/dL, 8.5 mJ/m² at 8.0 g/dL, 9.0 mJ/m² at 8.5 g/dL, 9.5 mJ/m² at 9.0 g/dL, 10.0 mJ/m² at 9.5 g/dL, 10.5 mJ/m² at 10.0 g/dL, 11.0 mJ/m² at 10.5 g/dL, 11.5 mJ/m² at 11.0 g/dL, 12.0 mJ/m² at 11.5 g/dL, 12.5 mJ/m² at 12.0 g/dL, 13.0 mJ/m² at 12.5 g/dL, 13.5 mJ/m² at 13.0 g/dL, 14.0 mJ/m² at 13.5 g/dL, 14.5 mJ/m² at 14.0 g/dL, 15.0 mJ/m² at 14.5 g/dL, 15.5 mJ/m² at 15.0 g/dL, 16.0 mJ/m² at 15.5 g/dL, 16.5 mJ/m² at 16.0 g/dL, 17.0 mJ/m² at 16.5 g/dL, 17.5 mJ/m² at 17.0 g/dL, 18.0 mJ/m² at 17.5 g/dL, 18.5 mJ/m² at 18.0 g/dL, 19.0 mJ/m² at 18.5 g/dL, 19.5 mJ/m² at 19.0 g/dL, 20.0 mJ/m² at 19.5 g/dL, 20.5 mJ/m² at 20.0 g/dL, 21.0 mJ/m² at 20.5 g/dL, 21.5 mJ/m² at 21.0 g/dL, 22.0 mJ/m² at 21.5 g/dL, 22.5 mJ/m² at 22.0 g/dL, 23.0 mJ/m² at 22.5 g/dL, 23.5 mJ/m² at 23.0 g/dL, 24.0 mJ/m² at 23.5 g/dL, 24.5 mJ/m² at 24.0 g/dL, 25.0 mJ/m² at 24.5 g/dL, 25.5 mJ/m² at 25.0 g/dL, 26.0 mJ/m² at 25.5 g/dL, 26.5 mJ/m² at 26.0 g/dL, 27.0 mJ/m² at 26.5 g/dL, 27.5 mJ/m² at 27.0 g/dL, 28.0 mJ/m² at 27.5 g/dL, 28.5 mJ/m² at 28.0 g/dL, 29.0 mJ/m² at 28.5 g/dL, 29.5 mJ/m² at 29.0 g/dL, 30.0 mJ/m² at 29.5 g/dL, 30.5 mJ/m² at 30.0 g/dL, 31.0 mJ/m² at 30.5 g/dL, 31.5 mJ/m² at 31.0 g/dL, 32.0 mJ/m² at 31.5 g/dL, 32.5 mJ/m² at 32.0 g/dL, 33.0 mJ/m² at 32.5 g/dL, 33.5 mJ/m² at 33.0 g/dL, 34.0 mJ/m² at 33.5 g/dL, 34.5 mJ/m² at 34.0 g/dL, 35.0 mJ/m² at 34.5 g/dL, 35.5 mJ/m² at 35.0 g/dL, 36.0 mJ/m² at 35.5 g/dL, 36.5 mJ/m² at 36.0 g/dL, 37.0 mJ/m² at 36.5 g/dL, 37.5 mJ/m² at 37.0 g/dL, 38.0 mJ/m² at 37.5 g/dL, 38.5 mJ/m² at 38.0 g/dL, 39.0 mJ/m² at 38.5 g/dL, 39.5 mJ/m² at 39.0 g/dL, 40.0 mJ/m² at 39.5 g/dL, 40.5 mJ/m² at 40.0 g/dL, 41.0 mJ/m² at 40.5 g/dL, 41.5 mJ/m² at 41.0 g/dL, 42.0 mJ/m² at 41.5 g/dL, 42.5 mJ/m² at 42.0 g/dL, 43.0 mJ/m² at 42.5 g/dL, 43.5 mJ/m² at 43.0 g/dL, 44.0 mJ/m² at 43.5 g/dL, 44.5 mJ/m² at 44.0 g/dL, 45.0 mJ/m² at 44.5 g/dL, 45.5 mJ/m² at 45.0 g/dL, 46.0 mJ/m² at 45.5 g/dL, 46.5 mJ/m² at 46.0 g/dL, 47.0 mJ/m² at 46.5 g/dL, 47.5 mJ/m² at 47.0 g/dL, 48.0 mJ/m² at 47.5 g/dL, 48.5 mJ/m² at 48.0 g/dL, 49.0 mJ/m² at 48.5 g/dL, 49.5 mJ/m² at 49.0 g/dL, 50.0 mJ/m² at 49.5 g/dL, 50.5 mJ/m² at 50.0 g/dL, 51.0 mJ/m² at 50.5 g/dL, 51.5 mJ/m² at 51.0 g/dL, 52.0 mJ/m² at 51.5 g/dL, 52.5 mJ/m² at 52.0 g/dL, 53.0 mJ/m² at 52.5 g/dL, 53.5 mJ/m² at 53.0 g/dL, 54.0 mJ/m² at 53.5 g/dL, 54.5 mJ/m² at 54.0 g/dL, 55.0 mJ/m² at 54.5 g/dL, 55.5 mJ/m² at 55.0 g/dL, 56.0 mJ/m² at 55.5 g/dL, 56.5 mJ/m² at 56.0 g/dL, 57.0 mJ/m² at 56.5 g/dL, 57.5 mJ/m² at 57.0 g/dL, 58.0 mJ/m² at 57.5 g/dL, 58.5 mJ/m² at 58.0 g/dL, 59.0 mJ/m² at 58.5 g/dL, 59.5 mJ/m² at 59.0 g/dL, 60.0 mJ/m² at 59.5 g/dL, 60.5 mJ/m² at 60.0 g/dL, 61.0 mJ/m² at 60.5 g/dL, 61.5 mJ/m² at 61.0 g/dL, 62.0 mJ/m² at 61.5 g/dL, 62.5 mJ/m² at 62.0 g/dL, 63.0 mJ/m² at 62.5 g/dL, 63.5 mJ/m² at 63.0 g/dL, 64.0 mJ/m² at 63.5 g/dL, 64.5 mJ/m² at 64.0 g/dL, 65.0 mJ/m² at 64.5 g/dL, 65.5 mJ/m² at 65.0 g/dL, 66.0 mJ/m² at 65.5 g/dL, 66.5 mJ/m² at 66.0 g/dL, 67.0 mJ/m² at 66.5 g/dL, 67.5 mJ/m² at 67.0 g/dL, 68.0 mJ/m² at 67.5 g/dL, 68.5 mJ/m² at 68.0 g/dL, 69.0 mJ/m² at 68.5 g/dL, 69.5 mJ/m² at 69.0 g/dL, 70.0 mJ/m² at 69.5 g/dL, 70.5 mJ/m² at 70.0 g/dL, 71.0 mJ/m² at 70.5 g/dL, 71.5 mJ/m² at 71.0 g/dL, 72.0 mJ/m² at 71.5 g/dL, 72.5 mJ/m² at 72.0 g/dL, 73.0 mJ/m² at 72.5 g/dL, 73.5 mJ/m² at 73.0 g/dL, 74.0 mJ/m² at 73.5 g/dL, 74.5 mJ/m² at 74.0 g/dL, 75.0 mJ/m² at 74.5 g/dL, 75.5 mJ/m² at 75.0 g/dL, 76.0 mJ/m² at 75.5 g/dL, 76.5 mJ/m² at 76.0 g/dL, 77.0 mJ/m² at 76.5 g/dL, 77.5 mJ/m² at 77.0 g/dL, 78.0 mJ/m² at 77.5 g/dL, 78.5 mJ/m² at 78.0 g/dL, 79.0 mJ/m² at 78.5 g/dL, 79.5 mJ/m² at 79.0 g/dL, 80.0 mJ/m² at 79.5 g/dL, 80.5 mJ/m² at 80.0 g/dL, 81.0 mJ/m² at 80.5 g/dL, 81.5 mJ/m² at 81.0 g/dL, 82.0 mJ/m

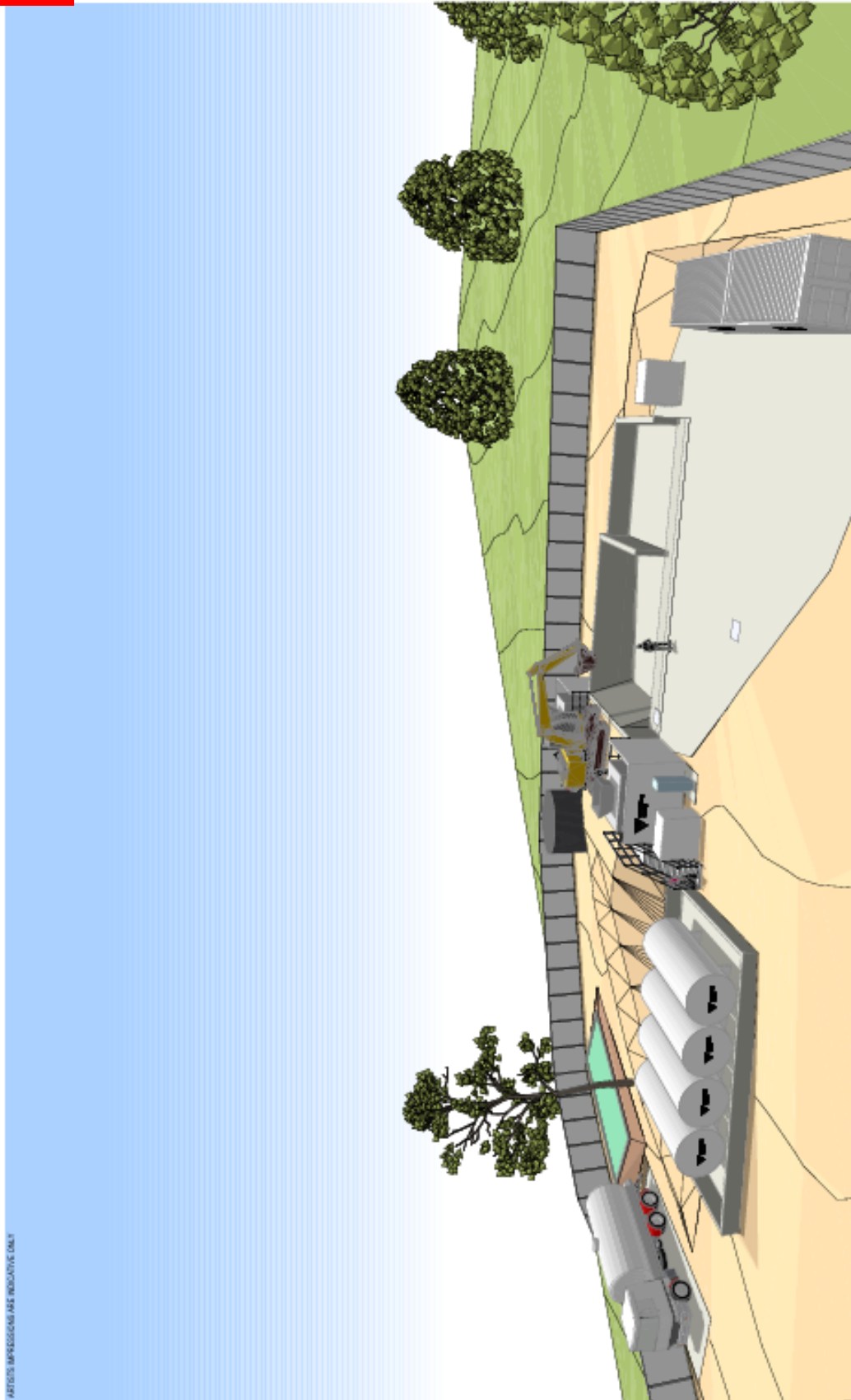




22/12/2025



ARTISTS IMPRESSIONS ARE INDICATIVE ONLY



GENERAL PERSPECTIVE 1

DESIGN DEVELOPMENT

ENSILER UPGRADES

6820 MIDLAND HIGHWAY ONTARIOS TAS 7120

SPECTRAN GROUP

NAME: JASON BROWN
DESIGNER: JASON BROWN
DATE: 12/01/2025

ISSUED BY: JASON BROWN
DATE: 12/01/2025

PROJECT: P25016

REV: 02



www.cbmgap.com.au @cbmgap

CBM SUSTAINABILITY

17 York Street, PO Box 1071, Launceston TAS 7200
P: +61 (0)11 8881 E: info@cbmgap.com.au A: 02111132

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GENERAL PERSPECTIVE 2

CBM SUSTAINABILITY

31 Oak Street, PO Box 1071, Laverston SA 5206
 P: +61 8 8332 8888 E: info@langrup.co.uk A: 0211132

www.langrup.co.uk
 0800 000 000



ENSILER UPGRADES

6620 MIDLAND HIGHWAY OXTLANDS TAS 7120

SPECTRAN GROUP

SCALE (A3)

DESIGN DEVELOPMENT

NO.	DATE	BY	FOR	REVISION
01	10/12/2024	AL	AL	ISSUED FOR MARKING
02	10/12/2024	AL	AL	ISSUED FOR MARKING
03	10/12/2024	AL	AL	ISSUED FOR MARKING
04	10/12/2024	AL	AL	ISSUED FOR MARKING
05	10/12/2024	AL	AL	ISSUED FOR MARKING
06	10/12/2024	AL	AL	ISSUED FOR MARKING
07	10/12/2024	AL	AL	ISSUED FOR MARKING
08	10/12/2024	AL	AL	ISSUED FOR MARKING
09	10/12/2024	AL	AL	ISSUED FOR MARKING
10	10/12/2024	AL	AL	ISSUED FOR MARKING

PERSPECTIVE VIEW 2

A702

S2-02

PROJECT P25016



Appendix B – DSG Traffic Counts

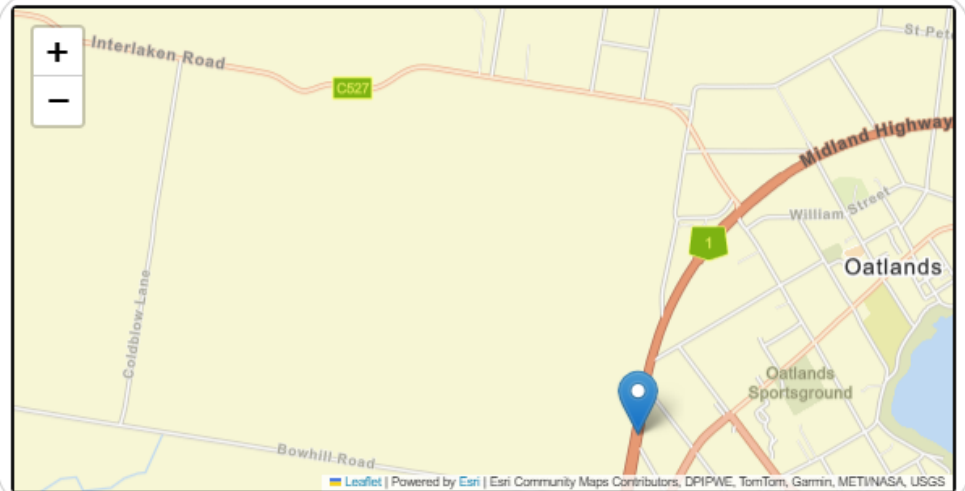
Midlands Hwy, Oatlands

A0087380 - Midland Highway 300m N Of Tunnack MR

City: Oatlands

Route number: A0087

Site Data



Traffic Statistics by Direction

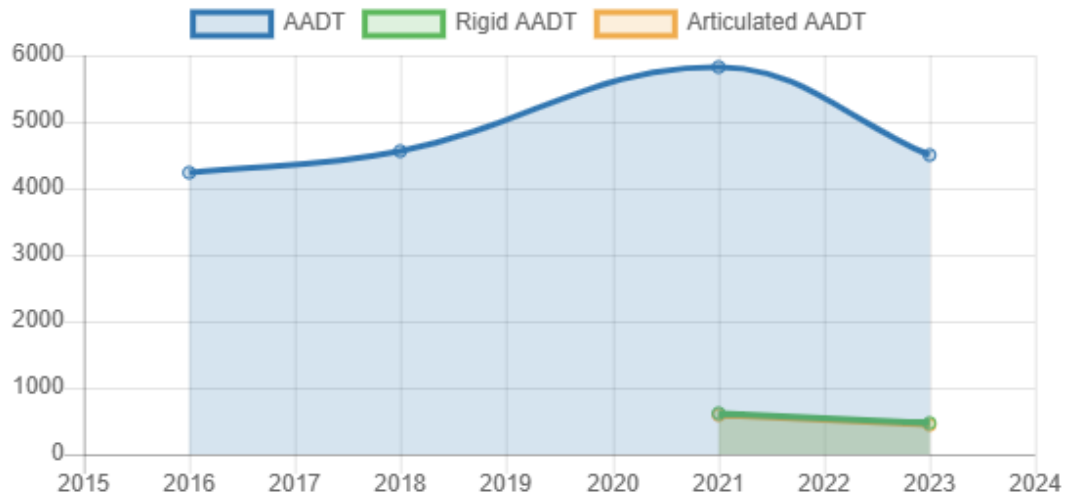
Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
North	2,528	2,494	17,347
South	2,274	2,279	15,831
Total	4,802	4,773	33,178



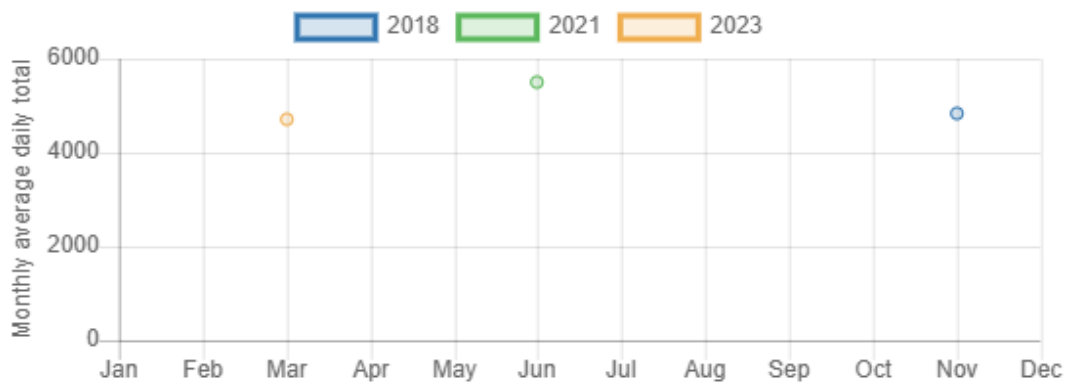
Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	-	4,225	-	4,557	-	-	5,815	-	4,500	-
% HV	-	16.8%	-	18.9%	-	-	20.4%	-	20.4%	-

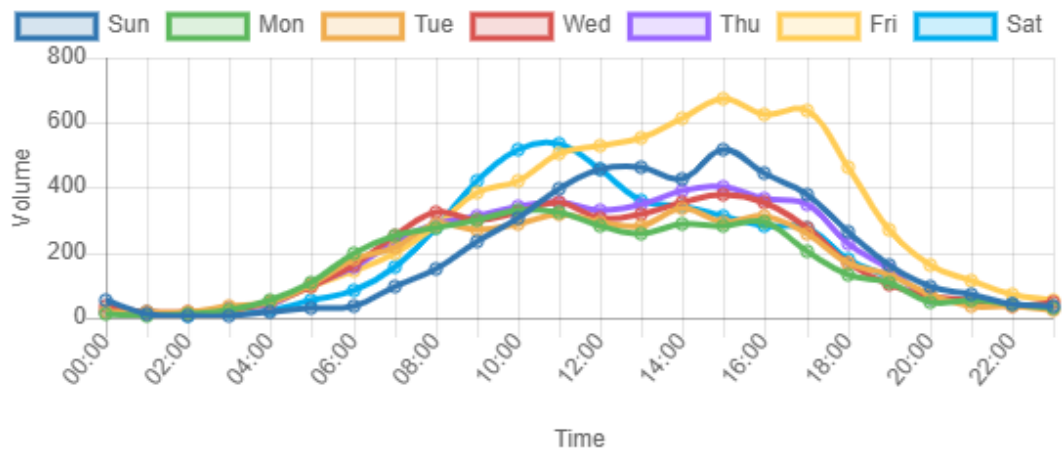
AADT Trend



Monthly average daily total



Daily Volume



Appendix C – TCS Traffic Counts

Location: Midlands Highway at Interlaken Highway, Oatlands

GPS Coordinates:

Date: 2025-10-13

Day of week: Monday

Weather:

Analyst: Richard Burk

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
09:15	0	14	1	0	0	0	0	15	0	0	0	0	30
09:20	0	13	0	0	0	0	0	12	0	0	0	1	26
09:25	0	13	1	0	0	0	1	18	0	0	0	0	33
09:30	0	13	0	0	0	0	0	12	0	0	0	0	25
09:35	0	15	0	0	0	0	0	19	0	0	0	0	34
09:40	0	12	0	0	0	0	0	14	0	0	0	0	26

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
09:15	0	11	0	0	0	0	0	12	0	0	0	0	23
09:20	0	11	0	0	0	0	0	10	0	0	0	0	21
09:25	0	11	0	0	0	0	1	11	0	0	0	0	23
09:30	0	12	0	0	0	0	0	10	0	0	0	0	22
09:35	0	10	0	0	0	0	0	17	0	0	0	0	27
09:40	0	9	0	0	0	0	0	13	0	0	0	0	22

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
09:15	0	3	1	0	0	0	0	3	0	0	0	0	7
09:20	0	2	0	0	0	0	0	2	0	0	0	1	5
09:25	0	2	1	0	0	0	0	7	0	0	0	0	10
09:30	0	1	0	0	0	0	0	2	0	0	0	0	3
09:35	0	5	0	0	0	0	0	2	0	0	0	0	7
09:40	0	3	0	0	0	0	0	1	0	0	0	0	4

Intersection Count Summary

09:15 - 09:44

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	80	2	0	0	0	1	90	0	0	0	1	174

Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	64	0	0	0	0	1	73	0	0	0	0	138
Truck	0	16	2	0	0	0	0	17	0	0	0	1	36
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians Summary

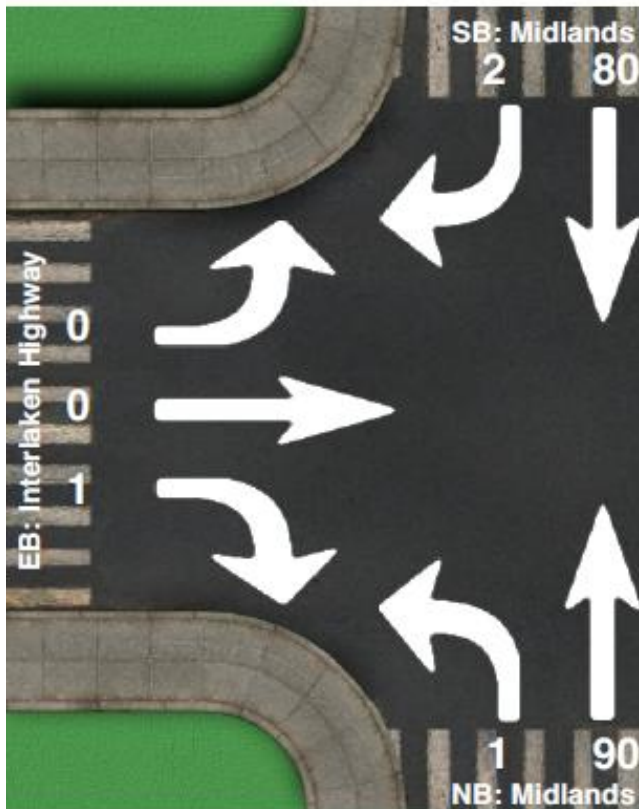
	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Count Summary

Location: Midlands Highway at Interlaken Highway, Oatlands
GPS Coordinates:
Date: 2025-10-13
Day of week: Monday
Weather:
Analyst: Richard Burk

Estimated AADT:

Midlands Hwy – 3,400 vpd



Estimated AADT:

Interlaken Rd – 80 vpd

(Based on count data 9:15 to 9:45AM)

Interlaken Rd – 100 vpd

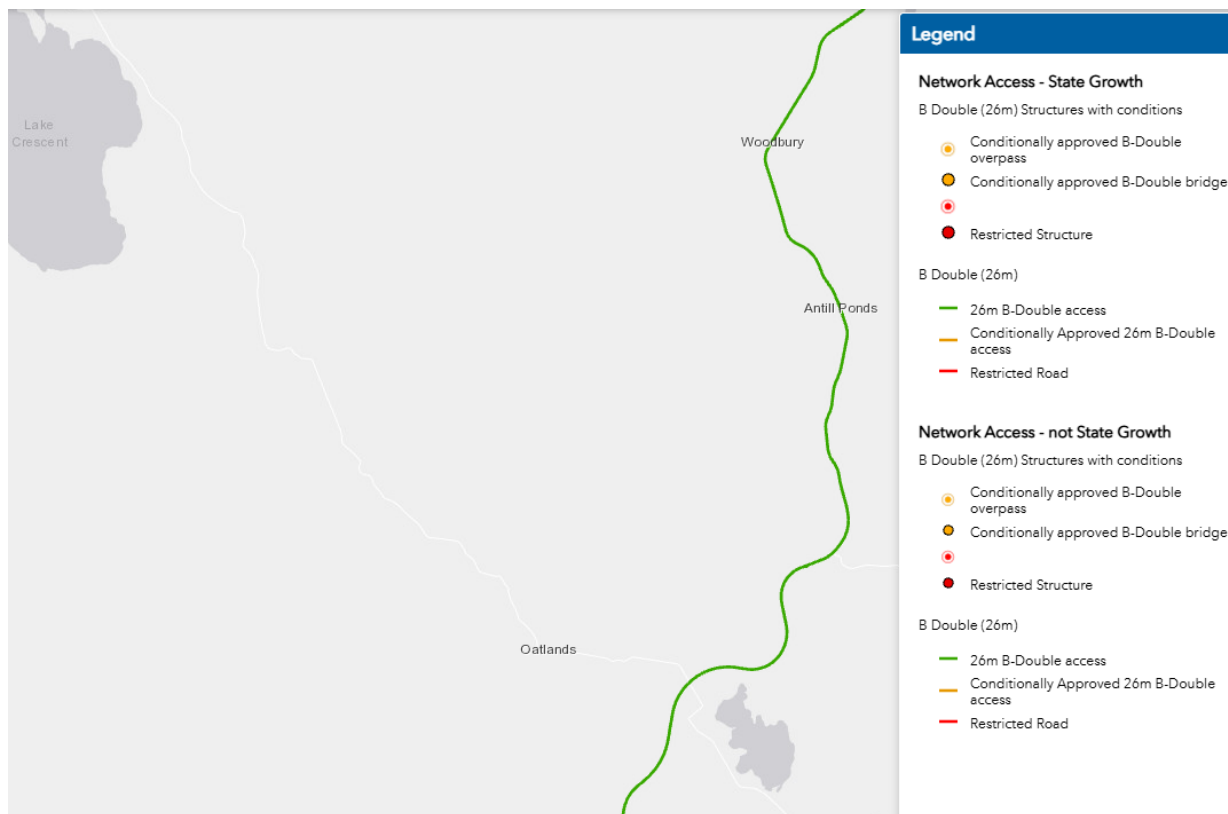
(Based on count data 10 to 11AM)

Intersection Count Summary

09:15 - 09:44

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	80	2	0	0	0	1	90	0	0	0	1	174

Appendix D – Tas. 26m B Double Network



Appendix E – Safe System Assessments

Safe System Assessment			Interlaken Road approaches to 6820 Midlands Hwy farm access					
Exposure	Justification (AADT 100 vpd)	Run-off-road	Head-on	Intersection	farm access	Pedestrian	Cyclist	Motorcyclist
	Score / 4	1	1	1	1	0	1	1
Likelihood	Justification	Straight road, 6.2m seal width, 0.5m gravel shoulders, delineation with guideposts and as new road condition	Straight road, 6.2m seal width, 0.5m gravel shoulders, delineation with guideposts and as new road condition	CHR & CHL junction	Simple unsealed farm access with ample sight distance	No provisions for pedestrians in remote rural area.	Straight road, 6.2m seal width, 0.5m gravel shoulders, delineation with guideposts and as new road condition	Straight road, 6.2m seal width, 0.5m gravel shoulders, delineation with guideposts and as new road condition
	Score / 4	1	1	1	2	0	1	1
Severity	Justification (80 km/h speed limit)	Moderate speed	Moderate speed	Moderate speed	Moderate speed	High speed for vulnerable road users	High speed for vulnerable road users	High speed for vulnerable road users
	Score / 4	2	2	2	2	4	4	4
Product	Total Score /64	2	2	2	4	0	4	4
Total /448								18

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Safe System Assessment Farm access road over 6820 Midlands Hwy property "St Peters Pass "

Exposure	Justification (AADT 8 vpd)	Run-off-road	Head-on	Intersection	Ensiler access	Pedestrian	Cyclist	Motorcyclist
	Score / 4	1	1	1	1	0	1	1
Likelihood	Justification	Straight road gravel road with 4m trafficable width in good condition, with cattle grids.	Straight road gravel road with 4m trafficable width in good condition, with cattle grids.	Simple unsealed farm road access	Simple unsealed site access with unclear operation	No provisions for pedestrians in remote rural area.	Straight road gravel road with 4m trafficable width in good condition, with cattle grids.	Straight road gravel road with 4m trafficable width in good condition, with cattle grids.
	Score / 4	1	1	1	4	0	1	1
Severity	Justification (50 km/h speed environment)	Low speed	Low speed	Low speed	Low speed	Moderate speed for vulnerable road users	Moderate speed for vulnerable road users	Moderate speed for vulnerable road users
	Score / 4	1	1	1	1	2	2	2
Product	Total Score /64	1	1	1	4	0	2	2
	Total /448							11

Appendix F – Austroads Level of Service descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

Appendix G – Trucks Entering Warning Sign

Australian Standard Trucks Entering warning sign W5-22B.



04-0724

VOL.**FOL**

ANNEXURE TO CERTIFICATE OF TITLE

3258 14

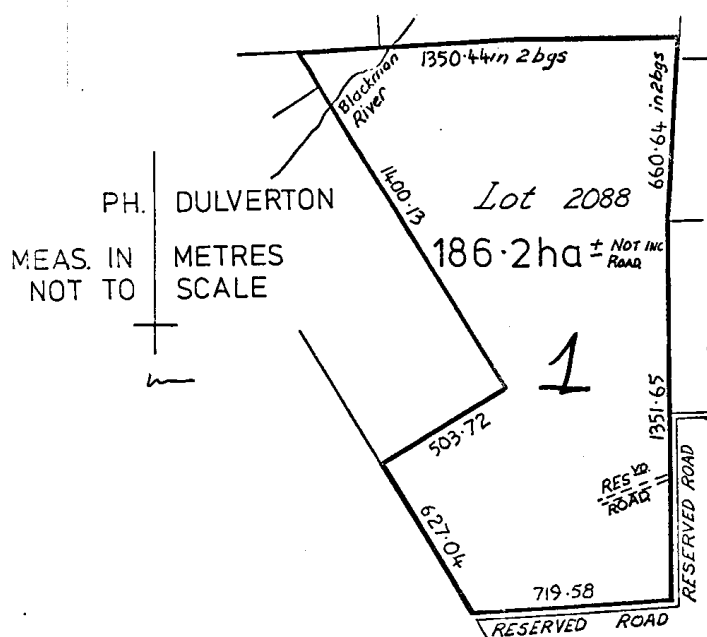
Whitcomb
Recorder of Titles

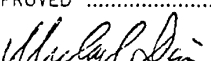


REGISTERED NUMBER

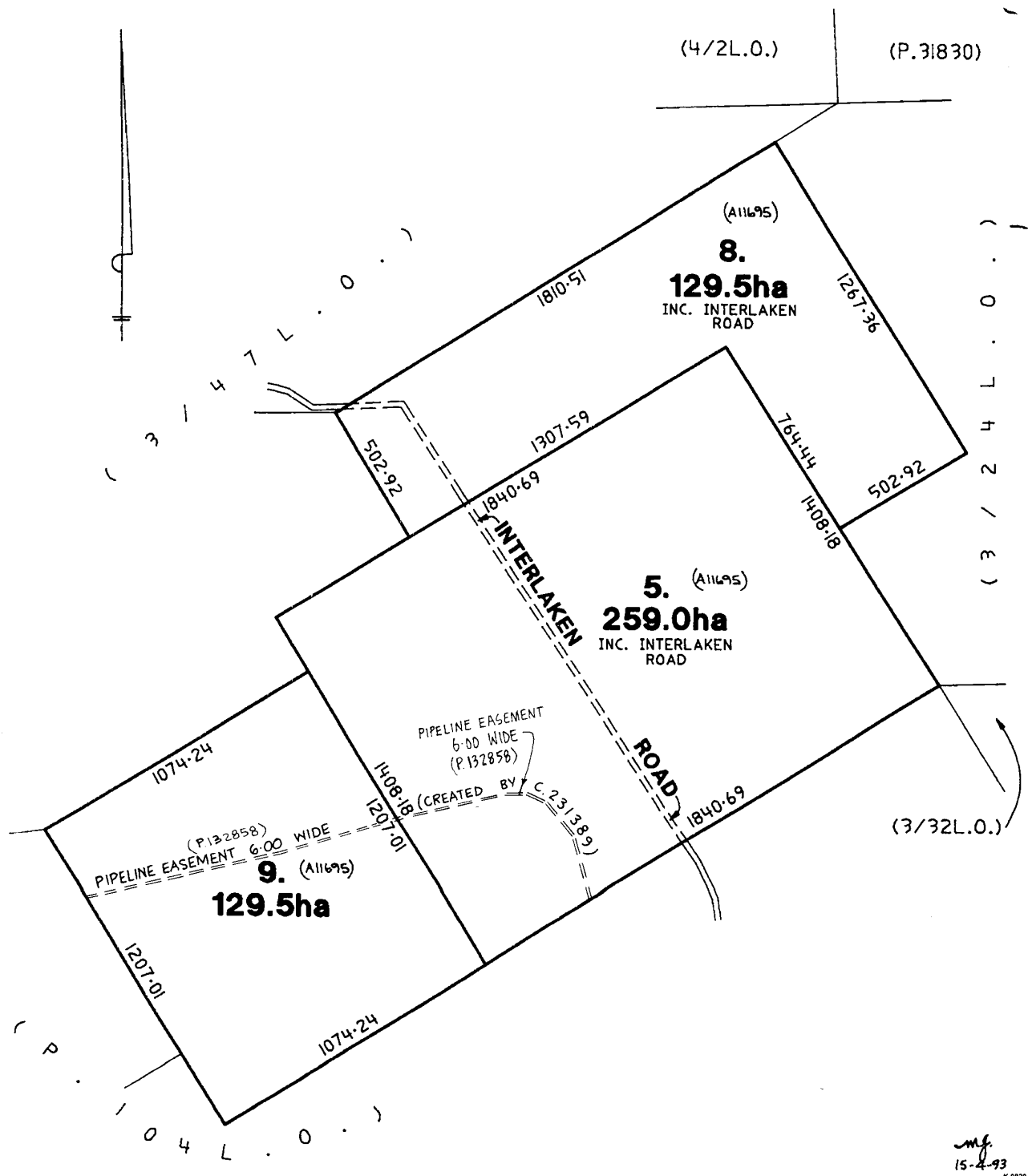
235278

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register



OWNER L.T.ACT 1980		PLAN OF TITLE LOCATION SOMERSET DULVERTON & EXMOUTH		D.104897
FOLIO REFERENCE A.11695				
GRANTEE WHOLE OF LOT 54, 640 ACRES, LOT 499, 320 ACRES & LOT 500 320 ACRES GTD TO THOMAS ANSTEY		COMPILED FROM 2/574 SOM. L.O. COMPILED BY SCALE 1: 15 000 LENGTHS IN METRES		APPROVED <u>20 APR 1993</u>  Recorder of Titles
STATE MUNICIPAL CODE No. 25	LAST UPI No. 1407, 2310 & 2311	LAST SURVEY PLAN No.	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

~~BALANCE PLAN~~



SEARCH OF TORRENS TITLE

VOLUME 235278	FOLIO 1
EDITION 4	DATE OF ISSUE 09-May-2022

SEARCH DATE : 14-Aug-2025

SEARCH TIME : 10.28 AM

DESCRIPTION OF LAND

Parish of DULVERTON, Land District of DEVON

Lot 1 on Plan [235278](#)

Derivation : Whole of Lot 2088 Gtd to A Morrison

Prior CT [3258/14](#)

SCHEDULE 1

[A456796](#) TRANSFER to ST. PETER'S PASS PTY LTD

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

[B934984](#) MORTGAGE to Commonwealth Development Bank of
Australia Registered 10-Jul-1996 at 12.05 PM

[C34184](#) TRANSFER of MORTGAGE [B934984](#) to Commonwealth Bank of
Australia Registered 24-Jul-1997 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

SEARCH OF TORRENS TITLE

VOLUME 104897	FOLIO 5
EDITION 5	DATE OF ISSUE 09-May-2022

SEARCH DATE : 14-Aug-2025

SEARCH TIME : 10.29 AM

DESCRIPTION OF LAND

Parish of DULVERTON, Land District of SOMERSET
 Lot 5 on Diagram [104897](#)
 Derivation : Whole of 640A-0R-0Ps. Gtd. to T. Anstey
 Derived from A11695

SCHEDULE 1

ST. PETER'S PASS PTY. LTD.

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
[C231389](#) BURDENING EASEMENT: a pipeline rights fully defined
 therein for the Southern Midlands Council over the
 Pipeline Easement 6.00 wide on D.[104897](#) (subject to
 provisions) Registered 17-Aug-2000 at noon
[B934984](#) MORTGAGE to Commonwealth Development Bank of
 Australia Registered 10-Jul-1996 at 12.05 PM
[C34184](#) TRANSFER of MORTGAGE [B934984](#) to Commonwealth Bank of
 Australia Registered 24-Jul-1997 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations