



# PUBLIC NOTICE DETAILS

## PLANNING APPLICATION DETAILS

|  |                                       |
|--|---------------------------------------|
| <b>Application Number:</b>                 | DA 2025/16                            |
| <b>Application Type:</b>                   | Discretionary Development Application |
| <b>Property Location:</b>                  | Lake Repulse Road, Ouse (CT 121681/1) |
| <b>Proposal:</b>                           | Extractive Industry                   |
| <b>Applicant:</b>                          | D Hills                               |
| <b>Advertising Commencement Date:</b>      | 20 June 2025                          |
| <b>Representation Period Closing Date:</b> | 4 July 2025                           |
| <b>Responsible Officer:</b>                | Louisa Brown, Senior Planning Officer |

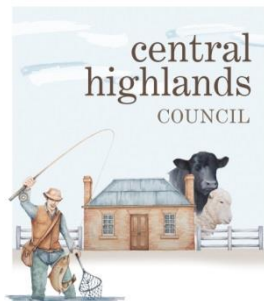
The relevant documents may be viewed at Council's website [www.centralhighlands.tas.gov.au](http://www.centralhighlands.tas.gov.au) or at Council's Offices 19 Alexander Street, Bothwell & 6 Tarleton Street, Hamilton during normal business hours.

Enquiries regarding this Application can be made by contacting Central Highlands Council on (03) 6259 5503 or by emailing [development@centralhighlands.tas.gov.au](mailto:development@centralhighlands.tas.gov.au). Please quote the "Application Number" when making your enquiry.

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

Post: 19 Alexander Street, Bothwell TAS 7030  
Email: [development@centralhighlands.tas.gov.au](mailto:development@centralhighlands.tas.gov.au)

All representations must include the authors full name, contact number and postal address and be received by 5.00pm on the representation period closing date.



central  
highlands  
COUNCIL

Development & Environmental Services  
19 Alexander Street  
BOTHWELL TAS 7030

Phone: (03) 6259 5503  
Fax: (03) 6259 5722

[www.centralhighlands.tas.gov.au](http://www.centralhighlands.tas.gov.au)

**OFFICE USE ONLY**

Application No.: \_\_\_\_\_

Property ID No.: \_\_\_\_\_

Date Received: \_\_\_\_\_

## Application for Planning Approval Use and Development

Use this form to apply for planning approval in accordance with section 57 and 58 of the *Land Use Planning and Approvals Act 1993*

**Applicant / Owner Details:**

|   |                               |           |              |
|---|-------------------------------|-----------|--------------|
| <b>Applicant Name</b>                     | Danny Hills                   |           |              |
| Postal Address                            | 4 Stoke Street                | Phone No: | 0428 124 362 |
|   | New Town TAS                  | 7008      | Fax No:      |
| Email address                             | danny@msdcivilservices.com.au |           |              |
| <b>Owner/s Name</b><br>(if not Applicant) | Hydro Electric Commission     |           |              |
| Postal Address                            | GPO Box 355                   | Phone No: |              |
|   | Hobart TAS                    | 7001      | Fax No:      |
| Email address:                            |                               |           |              |

**Description of proposed use and/or development:**

|   |  |        |   |           |
|---|--|--------|---|-----------|
| Address of new use and development:         | Lake Repulse Road, Ouse TAS 7140                       |        |   |           |
| Certificate of Title No:                    | Volume No  | 121681 | Lot No:   | 1         |
| Description of proposed use or development: | Extractive Industry - Level 1 activity                 |        |   |           |
|   | Extract up to 4,999 cubic m/annum incl drill and blast |        |   |           |
|   | Crush/screen up to 1,000 cubic m/annum                 |        |   |           |
| Current use of land and buildings:          | Disused quarry   |        |   |           |
|   | Power generation infrastructure and roads              |        |   |           |
|   |  |        |   |           |
| Proposed Material                           | What are the proposed external wall colours            | NA     | What is the proposed roof colour                          | NA        |
|   | What is the proposed new floor area m <sup>2</sup> .   | 0      | What is the estimated value of all the new work proposed: | \$ 58,000 |

ie: New Dwelling / Additions / Demolition / Shed / Farm Building / Carport / Swimming Pool or detail other etc.

Eg. Are there any existing buildings on this title?  
If yes, what is the main building used as?

Is proposed development to be staged:

Yes ☐

No ☒

Tick ✓

Is the proposed development located on land previously used as a tip site?

Yes ☐

No ☒

Is the place on the Tasmanian Heritage Register?

Yes ☐

No ☒

Have you sought advice from Heritage Tasmania?

Yes ☐

No ☒

Has a Certificate of Exemption been sought for these works?

Yes ☐

No ☒

### Signed Declaration

**I/we hereby apply for a planning approval to carry out the use or development described in this application and in the accompanying plans and documents, accordingly I declare that:**

1. The information given is a true and accurate representation of the proposed development. I understand that the information and materials provided with this development application may be made available to the public. I understand that the Council may make such copies of the information and materials as, in its opinion, are necessary to facilitate a thorough consideration of the Development Application. I have obtained the relevant permission of the copyright owner for the communication and reproduction of the plans accompanying the development application, for the purposes of assessment of that application. I indemnify the Central Highlands Council for any claim or action taken against it in respect of breach of copyright in respect of any of the information or material provided.
2. In relation to this application, I/we agree to allow Council employees or consultants to enter the site in order to assess the application.
3. I am the applicant for the planning permit and I have notified the owner/s of the land in writing of the intention to make this application in accordance with Section 52(1) of the *Land Use Planning Approvals Act 1993* (or the land owner has signed this form in the box below in "Land Owner(s) signature");  
***Applies where the applicant is not the Owner and the land is not Crown land or owned by a council, and is not land administered by the Crown or a council.***

Applicant Signature



(if not the Owner)

Applicant Name (Please print)

Danny Hills

Date

28/07/25

Land Owner(s) Signature

Land Owners Name (please print)

Date

Land Owner(s) Signature

Land Owners Name (please print)

Date

✓

[illegible]



|   |                          |
|---|--------------------------|
| <p><b>Information</b></p> <p>If you provide an email address in this form then the Central Highlands Council (“the Council”) will treat the provision of the email address as consent to the Council, pursuant to Section 6 of the Electronic Transactions Act 2000, to using that email address for the purposes of assessing the Application under the Land Use Planning and Approvals Act 1993 (“the Act”).</p> <p>If you provide an email address, the Council will not provide hard copy documentation unless specifically requested.</p> <p>It is your responsibility to provide the Council with the correct email address and to check your email for communications from the Council.</p> <p>If you do not wish for the Council to use your email address as the method of contact and for the giving of information, <b>please tick ✓</b> the box</p> | <input type="checkbox"/> |
| <p><b>Heritage Tasmania</b></p> <p>If the Property is listed on the Tasmanian Heritage Register then the Application will be referred to Heritage Tasmania unless an Exemption Certificate has been provided with this Application.<br/>(Phone 1300 850 332 or email <a href="mailto:enquires@heritage.tas.gov.au">enquires@heritage.tas.gov.au</a>)</p>  |                          |
| <p><b>TasWater</b></p> <p>Depending on the works proposed Council may be required to refer the Application to TasWater for assessment (Phone 136992)</p>  |                          |
| <p><b>Submission of Application</b></p> <p>Applications can be submitted in a number of ways as follows:</p> <ul style="list-style-type: none"> <li>• Electronically: Email to <a href="mailto:development@centralhighlands.tas.gov.au">development@centralhighlands.tas.gov.au</a></li> <li>• Post: 19 Alexander Street, BOTHWELL 7030</li> <li>• In Person: Development &amp; Environmental Services Office, 19 Alexander Street, Bothwell 7030</li> </ul>  |                          |

## **DEVELOPMENT APPLICATION SUPPORTING INFORMATION**

### **REPULSE QUARRY, OUSE (EXTRACTIVE INDUSTRY)**



Van Diemen Consulting Pty Ltd

PO Box 1

New Town, Tasmania

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

This document has been prepared in accordance with the scope of services agreed upon between Van Diemen Consulting (VDC) and the Client.

To the best of VDC's knowledge, the report presented herein represents the Client's intentions at the time of completing the document. However, the passage of time, manifestation of latent conditions or impacts of future events may result in changes to matters that are otherwise described in this document. In preparing this document VDC has relied upon data, surveys, analysis, designs, plans and other information provided by the client, and other individuals and organisations referenced herein. Except as otherwise stated in this document, VDC has not verified the accuracy or completeness of such data, surveys, analysis, designs, plans and other information.

No responsibility is accepted for use of any part of this document in any other context or for any other purpose by third parties.

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

#### Document Status

| Revision | Authors            | Review                          | Date      |
|----------|--------------------|---------------------------------|-----------|
| 1        | R Barnes C McCoull | R Barnes                        | 26-3-2025 |
| 1        | R Barnes C McCoull | D Hills                         | 27-3-2025 |
| 1        |                    | Council RFI dated 15 April 2025 |           |
| 1        | R Barnes C McCoull | R Barnes                        | 18-4-2025 |
| 1        | R Barnes C McCoull | D Hills                         | 18-4-2025 |
|          |                    |                                 |           |
|          |                    |                                 |           |

## STATEMENT BY PROPONENT

This development application supporting information (the 'Document') has been prepared on behalf of Mr Danny Hills (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.
3. VDC prepared the Document using the use/development relevant information provided by the Proponent.

Name            Danny Hills

Signature

A handwritten signature in black ink, appearing to read 'D Hills', written over a light blue circular stamp.

Date            18 April 2025



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|                  |  |
|------------------|--|
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## DEFINITION OF TERMS/ABBREVIATIONS

|                     |  |
|---------------------|--|
| <b>DA</b>           | Development Application  |
| <b>Development</b>  | <p>means the resurrection of the disused quarry in the ML; annual production of up to 4,999 cubic metres per annum.</p> <p>The following activities are included in the development and Use –</p> <ul style="list-style-type: none"> <li>• Stripping vegetation and topsoil, subsoils - stockpiling soils and subsoil for future use;</li> <li>• Ripping gravel and rock;</li> <li>• Drill and blasting (very unlikely in the first 5 years of production; once every 2-3 years);</li> <li>• Crushing and/or screening – up to a maximum of 1,000 cubic metres per annum;</li> <li>• Stockpiling of processed material, and rock; and the</li> <li>• Carting of product</li> </ul> |
| <b>EMPCA</b>        | <i>Environmental Management and Pollution Control Act 1994</i>   |
| <b>(the) Land</b>   | Mining Lease – 2159P/M (pending) which is a small part of the Site   |
| <b>LUPAA</b>        | <i>Land Use Planning and Approvals Act 1993</i>  |
| <b>ML</b>           | Mining Lease – 2159P/M (pending)   |
| <b>MRT</b>          | means Mineral Resources Tasmania   |
| <b>Quarry</b>       | means Repulse Quarry   |
| <b>(the) Scheme</b> | means Tasmanian Planning Scheme – Central Highlands  |
| <b>Site</b>         | means the Certificates of Title Volume 121681 Folio 1  |

## PREFACE

This documentation has been prepared to support a Development Application submitted by Mr Danny Hills to the Central Highlands Council for a permit to resurrect an existing disused quarry and to have maximum extraction levels of 4,999 cubic metres per annum. Up to 1,000 cubic metres per annum of the 4,999 cubic metres may be crushed/screened.

The Land comprises Mining Lease 2095P/M (pending granting).

The document contains the following components –

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

**PART A – PROPONENT INFORMATION**

|   |  |
|---|--|
| <b>Name of proponent</b>                | Danny Hills  |
| <b>Postal address of proponent</b>      | 4 Stokes Street New Town TAS 7008  |
| <b>Contact person's details</b>         | M: 0428 124 362<br>E: <a href="mailto:danny@msdcivilservices.com.au">danny@msdcivilservices.com.au</a>   |
| <b>Consultant engaged to prepare DA</b> | Van Diemen Consulting Pty Ltd<br>Dr Richard Barnes<br>PO Box 171 Brighton TAS 7030<br>M: 0438 588 695<br>E: <a href="mailto:rwbarnes73@gmail.com">rwbarnes73@gmail.com</a> |

## PART B - PROJECT DESCRIPTION

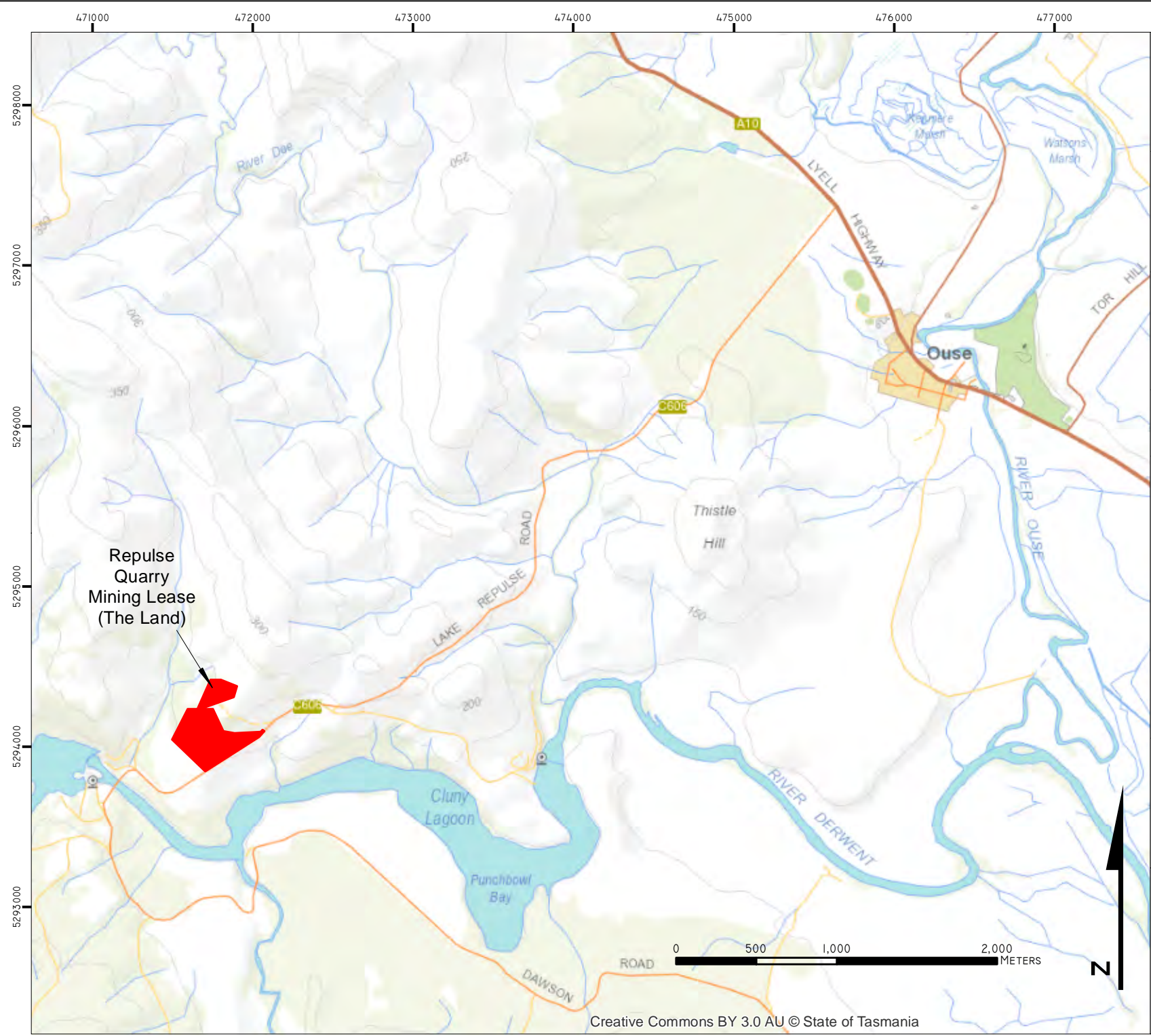
### B.1 PROPOSED ACTIVITY

|  |  |
|--|--|
| <b>New activity</b>                                  | <p>It is proposed to resurrect a disused quarry in ML2159P/M; annual production of up to 4,999 cubic metres per annum.</p> <p>The following activities are included in the Development and Use –</p> <ul style="list-style-type: none"> <li>• Stripping vegetation and topsoil, subsoils - stockpiling soils and subsoil for future use;</li> <li>• Ripping gravel and rock;</li> <li>• Drill and blasting (very unlikely in the first 5 years of production; once every 2-3 years);</li> <li>• Crushing and/or screening – up to a maximum of 1,000 cubic metres per annum;</li> <li>• Stockpiling of processed material, and rock; and the</li> <li>• Carting of product.</li> </ul> <p>No new infrastructure is proposed.</p> |
| <b>Material to be extracted and maximum quantity</b> | <p>The material to be extracted is Jurassic dolerite.</p> <p>The application seeks approval for the extraction of up to 4,999 cubic metres per annum (the equivalent of approximately 8,000 tonnes). Up to 1,000 cubic metres of extracted material may be crushed/screened (mechanised/vibratory) to reduce particle size and/or make a uniform particle size product.</p>  |
| <b>Maximum Extraction Area</b><br>Figure 8           | <p>The Maximum Extraction Area from where rock and gravel will be excavated is depicted in <b>Figure 8</b>.</p>  |
| <b>Material extraction and processing</b>            | <p>The Quarry would include the following activities:</p> <ul style="list-style-type: none"> <li>• surface site preparation by soil removal and stockpiling;</li> <li>• excavation and ripping of rock and gravel material;</li> <li>• drilling and blasting by licensed contractor;</li> <li>• rock (blasted or otherwise) removal by means of an excavator/dozer;</li> <li>• crushing and screening (mechanised/vibratory) of rock to reduce material size;</li> <li>• stockpiling of material (crushed and uncrushed) in quarry area;</li> <li>• loading trucks with wheel loader from stockpile area in quarry; and the</li> <li>• transport of materials by truck with/without trailer.</li> </ul>                          |
| <b>Transport</b>                                     | <p>All traffic would enter and exit from Lake Repulse Road (<b>Figures 1 and 2</b>).</p>   |



|                               |   |
|-------------------------------|---|
| <p>Figures 1 and 2</p>        | <p>Lake Repulse Road is a private road (Hydro) that joins the Lyell Highway just north of the Ouse township and is the main thoroughfare for transport movements for several industries and local vehicular traffic.</p> <p>Material will be transported from the Quarry on a demand basis, as occurs for most quarries supplying a hard-rock product. As the volume extracted is changing from the current approved amount there will be additional traffic generated.</p> <p>Traffic movements for the 4,999 cubic metre per annum (approximately 8,000 tonnes) production operation consists of staff cars at a maximum of 6 movement per day (3 vehicles) and heavy vehicles consisting of gravel trucks to collect material. Trucks (with or without trailer) can cart between 10 and 20 m<sup>3</sup> (about 32 tonnes) capacity and comply with vehicle safety and regulation standards and these are likely to be around 30 to 40 (maximum) movements per day. Truck and trailer combinations would represent about 60% of the total number of trucks hauling material from the Quarry.</p> <p>There would be about 300 truck movements (truck and trailer combination) and 640 truck movements throughout the year to haul the total maximum processed material from the Quarry (based on the full extraction of 8,000 tonnes per annum); a total of about 940 truck movements per annum.</p> <p>Over an operational period of 200 days, for example, haulage equates to about 4.5 movements per day. Realistically, cartage is likely to occur in a narrower timeframe, like 40 operational days – 23.5 truck movements per day.</p> <p>The maximum number of truck movements per day is proposed to be 40 (20 truck and/or trailer combinations) owing to the limited number of available trucks in the area and times needed to load and reload as trucks return to the Quarry.</p> |
| <p><b>Stockpiling</b></p>     | <p>Processed material will continue to be stored in stockpiles on the quarry floor.</p> <p>Soil will be stored separately so that it can be kept free of contamination for reuse in progressive rehabilitation works.</p>   |
| <p><b>Major equipment</b></p> | <p>Machinery is floated to and from the Quarry as needed and is likely to include the following (with assumed sound power level ranges noted) –</p> <ul style="list-style-type: none"> <li>• Crusher Mobile unit, Terex Pegson AX 846 and Screen Vibratory Sizing Screen RD 90 (SPL – 110 to 120dBA),</li> <li>• Loader (FEL) Komatsu WA350 (SPL – 102 to 106 dBA),</li> <li>• Excavator 3 Tonne, SK250 (SPL – 105 to 107 dBA),</li> <li>• Drill rig (to be supplied by the drill/blast contractor); and</li> <li>• Dozer Cat D6H (SPL – 107 dBA).</li> </ul> <p>A water tank truck is used to access water off-site for use in the Quarry to dampen road surfaces and supply water to the crushing/screening equipment.</p> <p>Like any machinery and equipment, those nominated above will be progressively replaced over time with other more modern equipment as older equipment is retired.</p>  |
| <p><b>Infrastructure</b></p>  | <p>Existing roads and ingress from Lake Repulse Road will be used to access the Quarry.</p> <p>No new infrastructure is proposed.</p>   |

|                   |  |   |   |   |
|-------------------|--|---|---|---|
| Figures 4 and 5   | <p>Existing infrastructure includes the following –</p> <p><u>Sediment pond and associated drainage</u></p> <p>Stormwater and associated sediment control will be managed via the existing water management system at the quarry. This includes an existing internal drainage system, and sediment pond.</p> <p><u>Amenities</u></p> <p>No amenities are existing nor proposed. A portaloo would be made available at the quarry for long campaigns.</p> |   |   |   |
| Proposal timeline | <p>It is anticipated that the activity will commence in the fourth quarter of the 2024-2025 financial year (i.e., April to June 2025).</p>   |   |   |   |
| Operating hours   | <p>Operating hours are proposed to be the following.</p>   |   |   |   |
|                   | Operating Hours  | Specific Quarry Activities              |   |   |
|                   |  | Drill and blast                         | Crushing and Screening                  | Haulage (including loading)   |
|                   | <p>0700 - 1900 hrs Monday to Friday</p> <p>0800 - 1600 hrs on Saturday</p> <p>Closed Sunday and public holidays (those gazetted Statewide).</p>  | <p>1000 - 1600 hrs Monday to Friday</p> | <p>0700 - 1700 hrs Monday to Friday</p> | <p>0700 - 1900 hrs Monday to Friday</p> <p>0800 - 1600 hrs Saturday</p> |



M.S.D.  
Constructions  
Pty. Ltd.

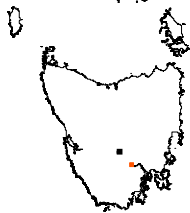
DEVELOPMENT  
APPLICATION

Figure 1: Location of  
Repulse Quarry  
Mining Lease  
(The Land)

TASMAP:  
OUSE  
4629

LGA:  
CENTRAL  
HIGHLANDS

Base data by TASMAP. © State of Tasmania  
Base image by TASMAP. © State of Tasmania

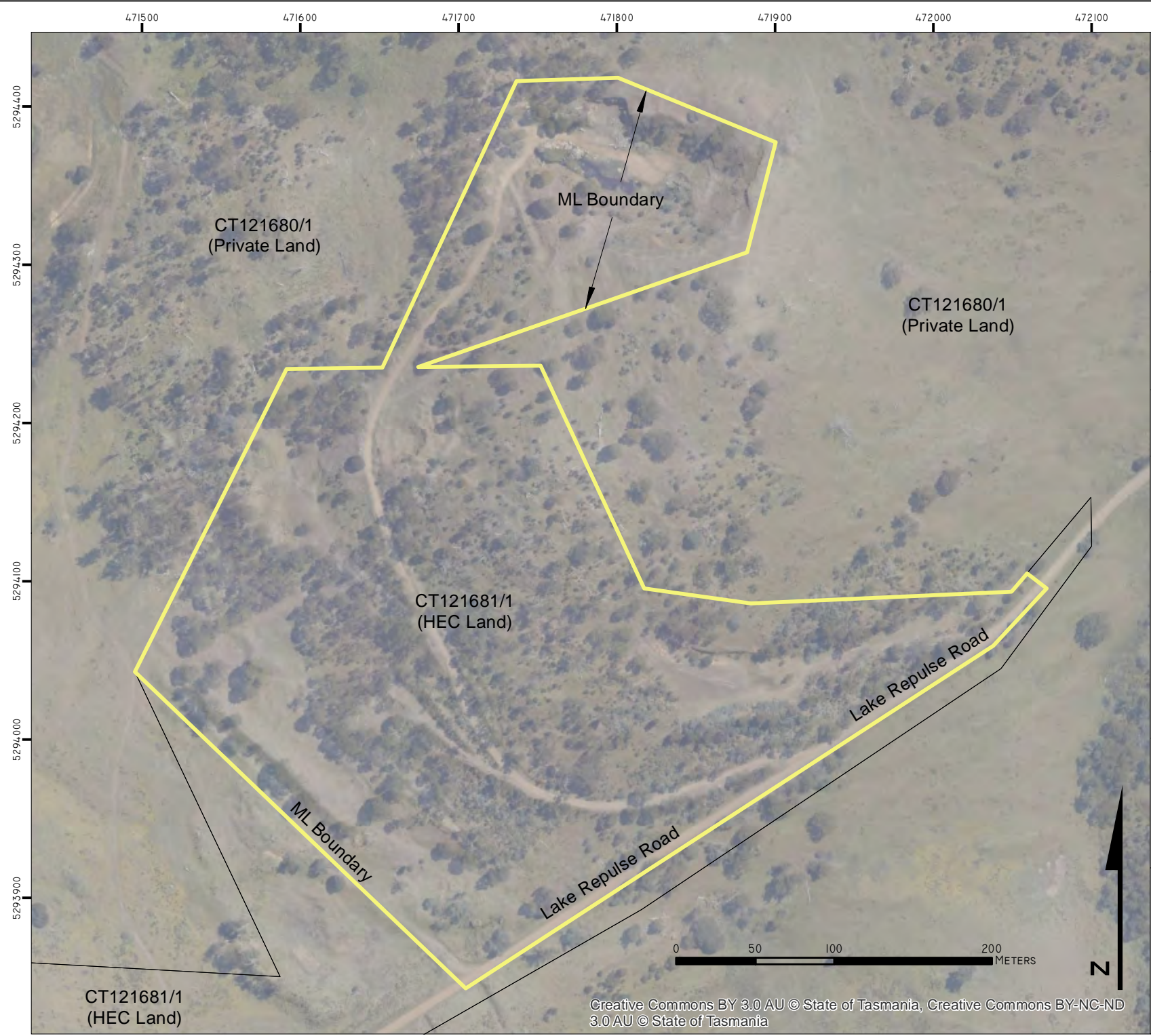


DATUM: GDA94  
GRID: MGA ZONE 55  
SCALE: @A4 - NA

CLIENT:  
M.S.D.  
Constructions  
Pty. Ltd.

DATE: 26 MAR 2025





M.S.D.  
Constructions  
Pty. Ltd.

## DEVELOPMENT APPLICATION

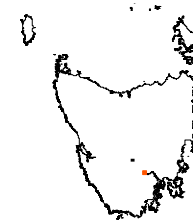
Figure 2: Location of  
Repulse Quarry  
Mining Lease  
and Land Titles

**TASMAP:**  
OUSE  
4629

**LGA:**  
CENTRAL  
HIGHLANDS

Base data by TASMAP. © State of Tasmania  
Base image by TASMAP. © State of Tasmania

 **an Diemen** CONSULTING



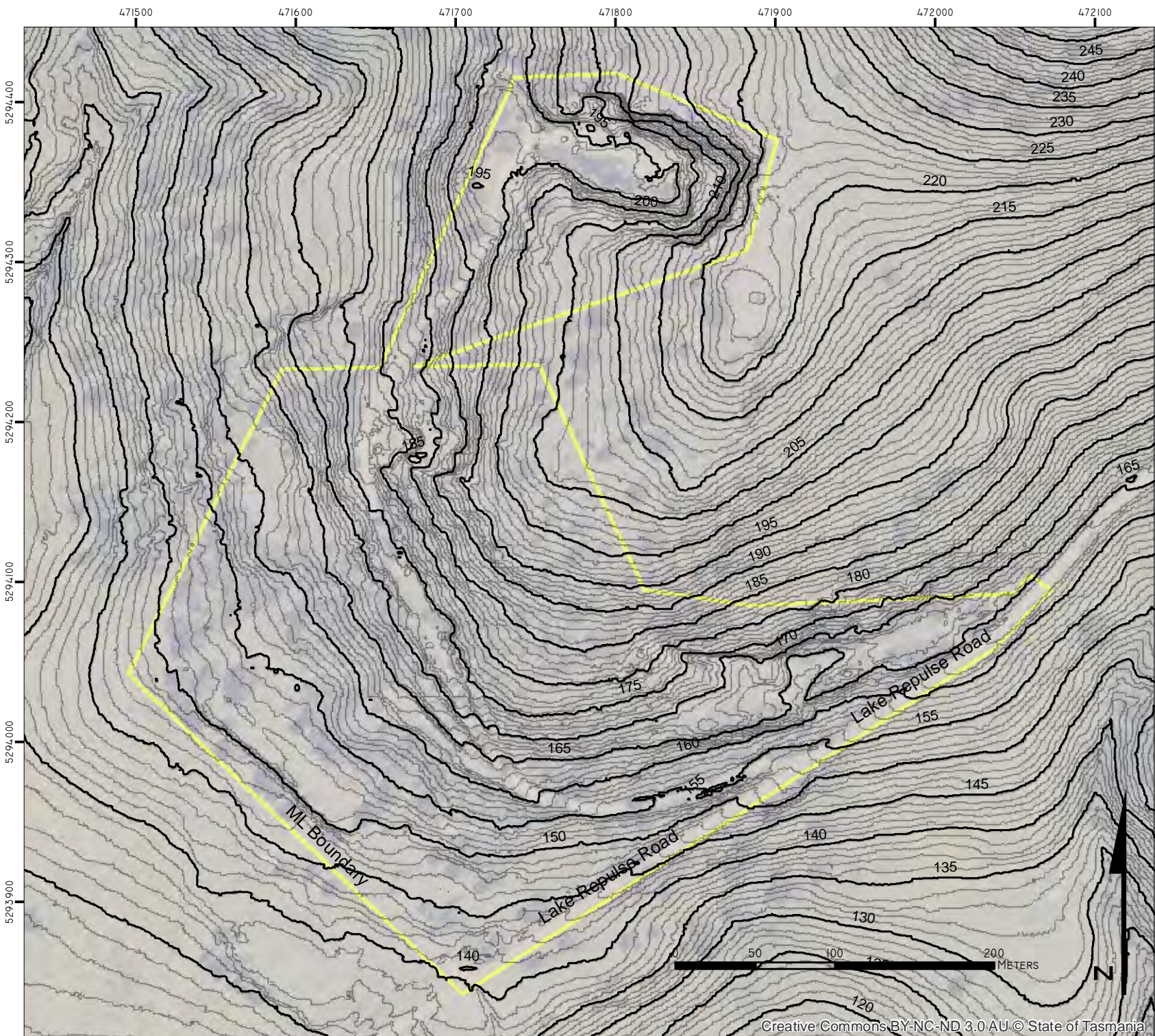
DATUM: GDA94  
GRID: MGA ZONE 55  
SCALE: @A4 - NA

CLIENT:  
M.S.D.  
Constructions  
Pty. Ltd.

DATE: 26 MAR 2025

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M.S.D.  
Constructions  
Pty. Ltd.

## DEVELOPMENT APPLICATION

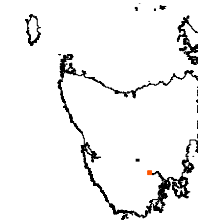
Figure 3: Topography  
at the Repulse Quarry  
Mining Lease  
(The Land)

**TASMAP:**  
OUSE  
4629

**LGA:**  
CENTRAL  
HIGHLANDS

Base data by TASMAP. © State of Tasmania  
Base image by TASMAP. © State of Tasmania

an Diemen CONSULTING



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

CLIENT:  
M.S.D.  
Constructions  
Pty. Ltd.

DATE: 26 MAR 2025



## B.2 LOCATION AND PLANNING CONTEXT

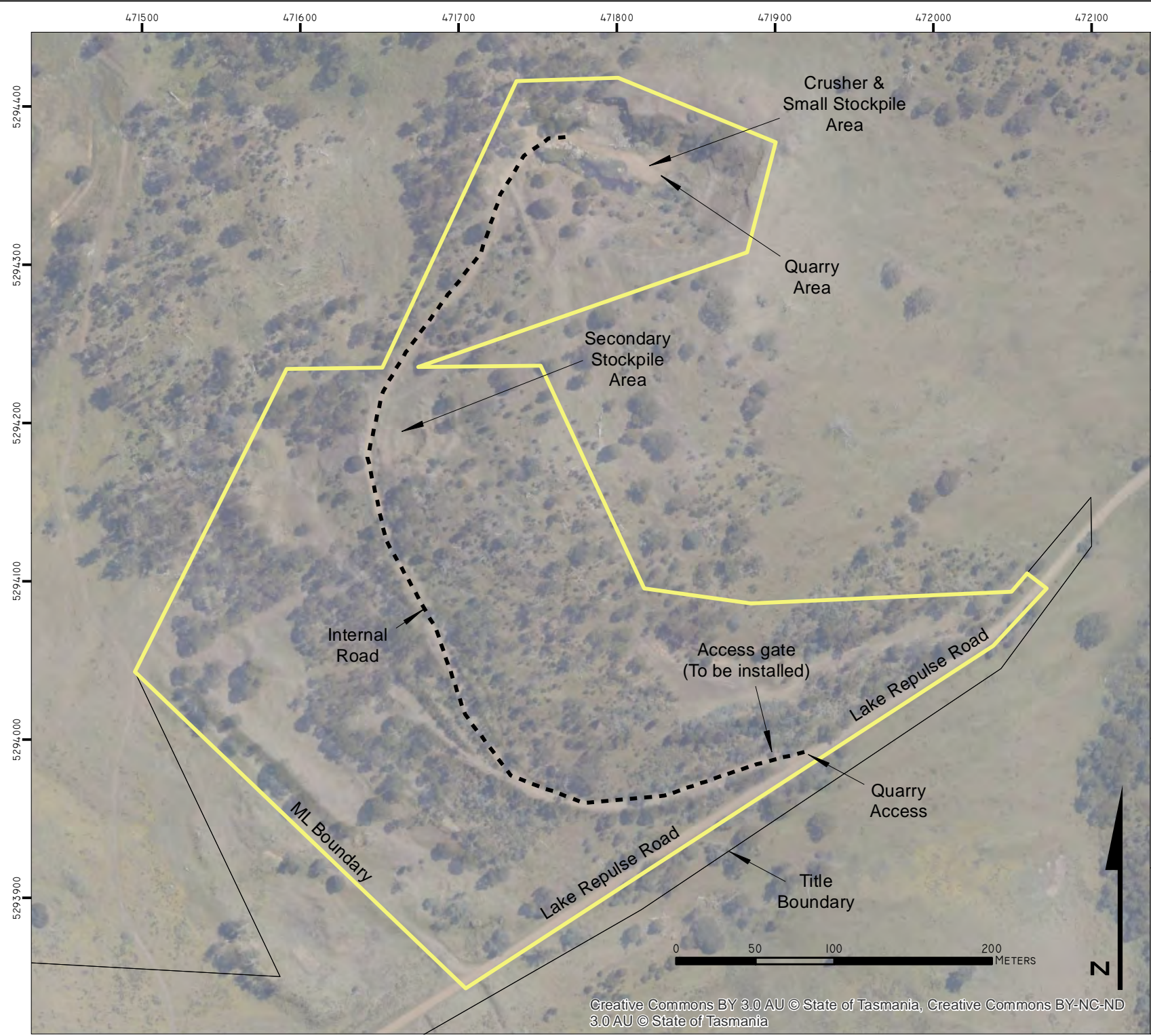
|   |   |
|---|---|
| <b>Location and Access</b><br>Figures 2 and 4 | The application is for land at Lake Repulse Road, Ouse TAS 7140<br><br>Access is from Lake Repulse Road.  |
| <b>Existing topography</b><br>Figures 3 and 9 | The landform is a south-westerly facing slope, with existing pits from previous extraction activities. No watercourses are present in the Land.   |
| <b>The Land</b><br>Figures 1 to 3             | Mining Lease 2159P/M (pending).   |
| <b>Land Titles</b><br>Figure 2, Attachment 1  | The following Certificates of Title apply – <ul style="list-style-type: none"> <li>• 121681/1</li> </ul>  |
| <b>Planning Scheme</b>                        | Tasmanian Planning Scheme – Central Highlands   |
| <b>Zoning</b><br>Figure 11                    | Rural   |
| <b>Relevant Mapped Overlays</b><br>Figure 12  | There are several relevant mapped overlays: <ul style="list-style-type: none"> <li>• Natural Assets Code (Priority Vegetation overlay); and</li> <li>• Landslip Hazard (Low Landslip Hazard Band).</li> </ul>   |
| <b>Use Class and Permissibility</b>           | The activity is consistent with the <i>Extractive Industry</i> <sup>1</sup> Use Class.<br>Extractive Industry is a Permitted Use in the Rural Zone.<br>The volumes to be extracted and materially handled make the activity a Level 1 permissible activity within the meaning of Schedule 2 of EMPCA. |
| <b>Mining Lease</b><br>Figure 2               | 2159P/M (pending)   |

---

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



|                 |   |
|-----------------|---|
| <b>Land Use</b> | <p>The current land use is a now disused quarry (Extractive Industry).</p> <p>Surrounding land use is predominantly agricultural land and native forest remnants.</p> |
|-----------------|---|



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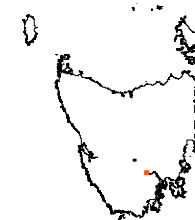
Figure 4: Repulse Quarry  
Mining Plan  
Access and Overview

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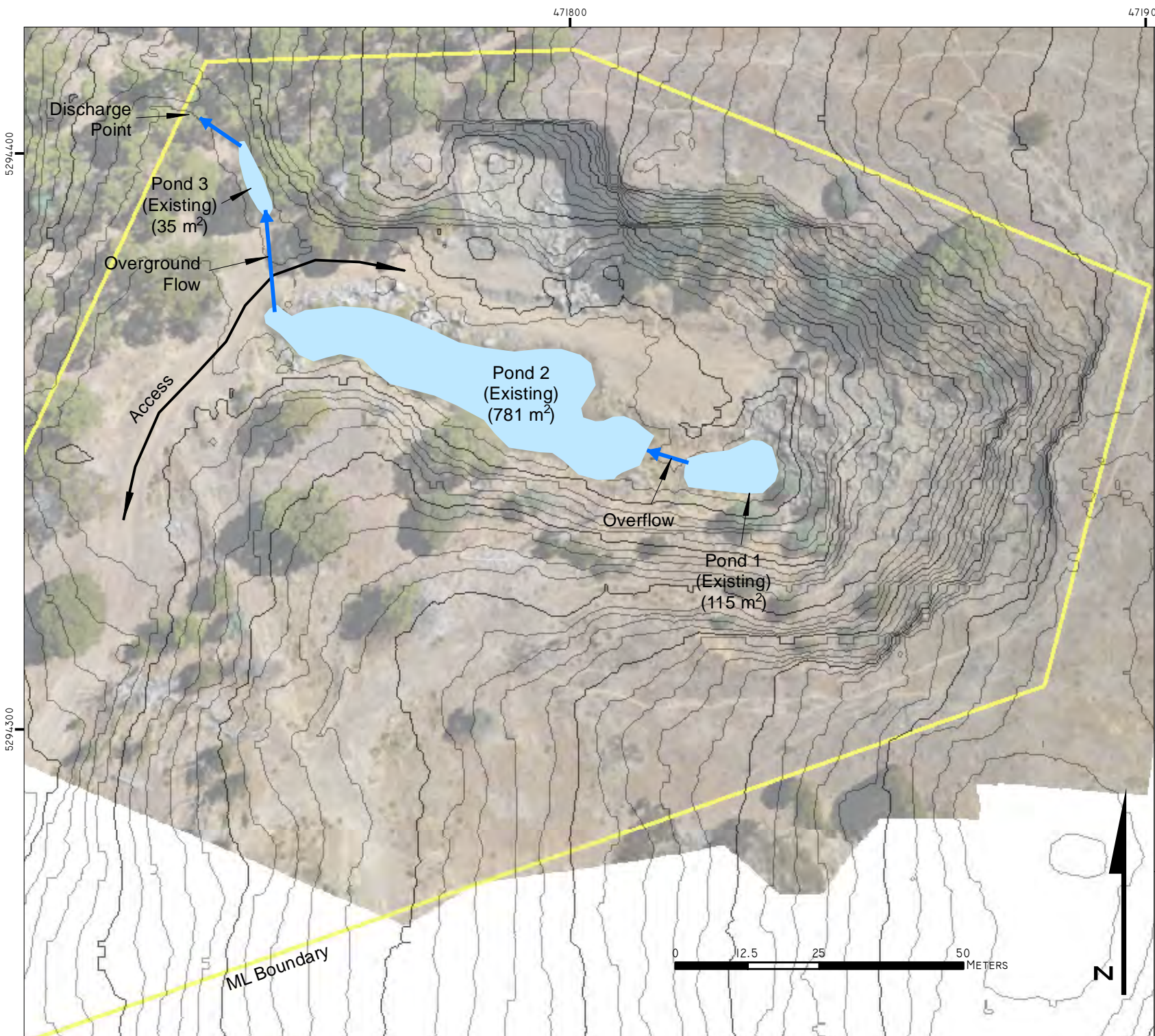
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## DEVELOPMENT APPLICATION

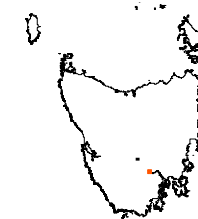
Figure 5: Repulse Quarry  
Mining Plan  
Current Quarry Site

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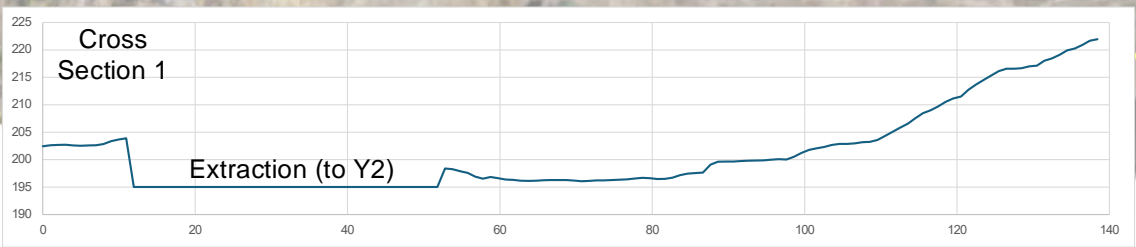
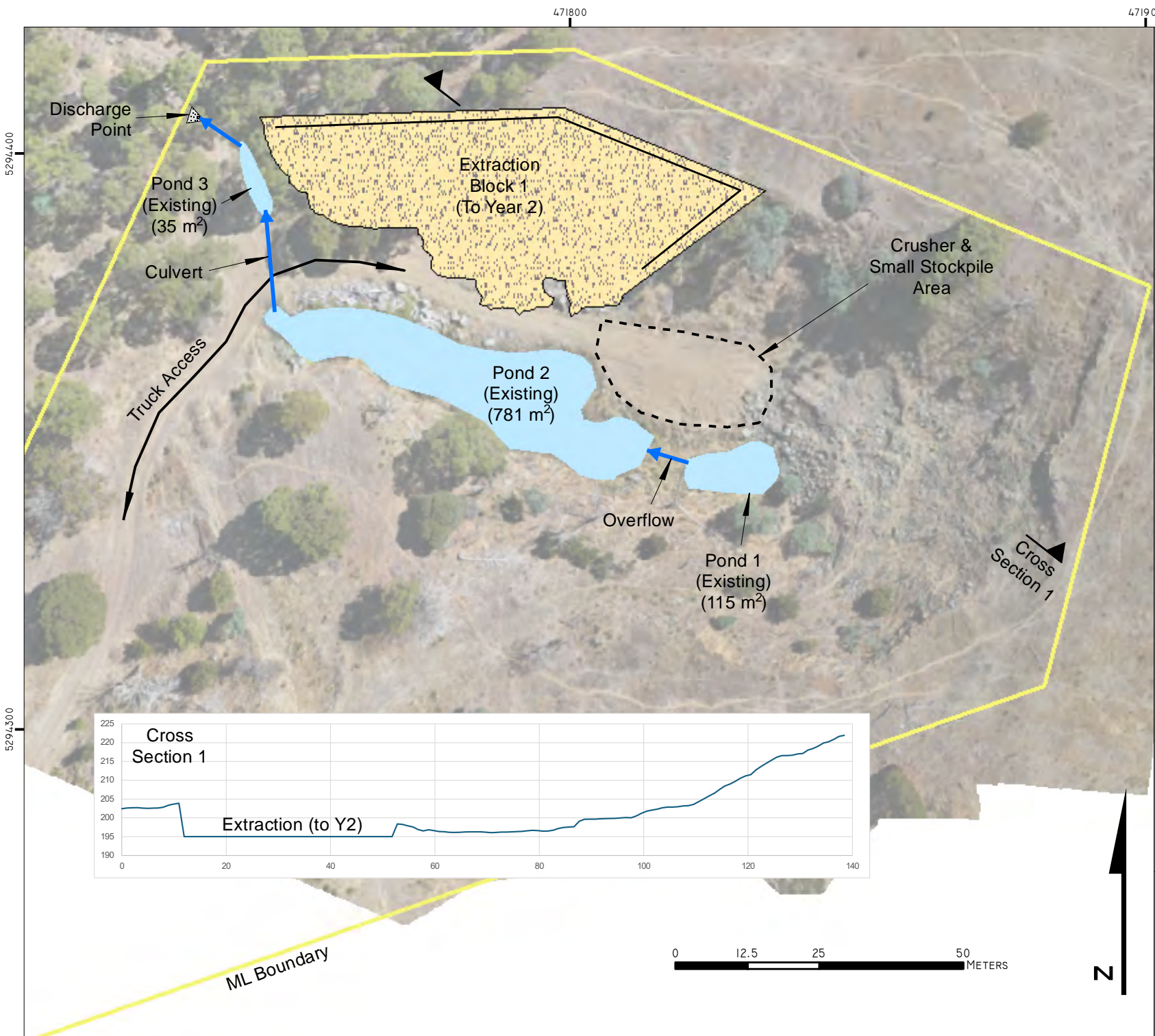


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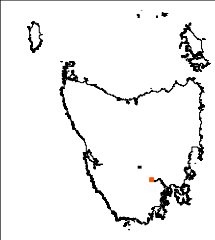
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Figure 6: Repulse Quarry  
Mining Plan  
(To Year 2)

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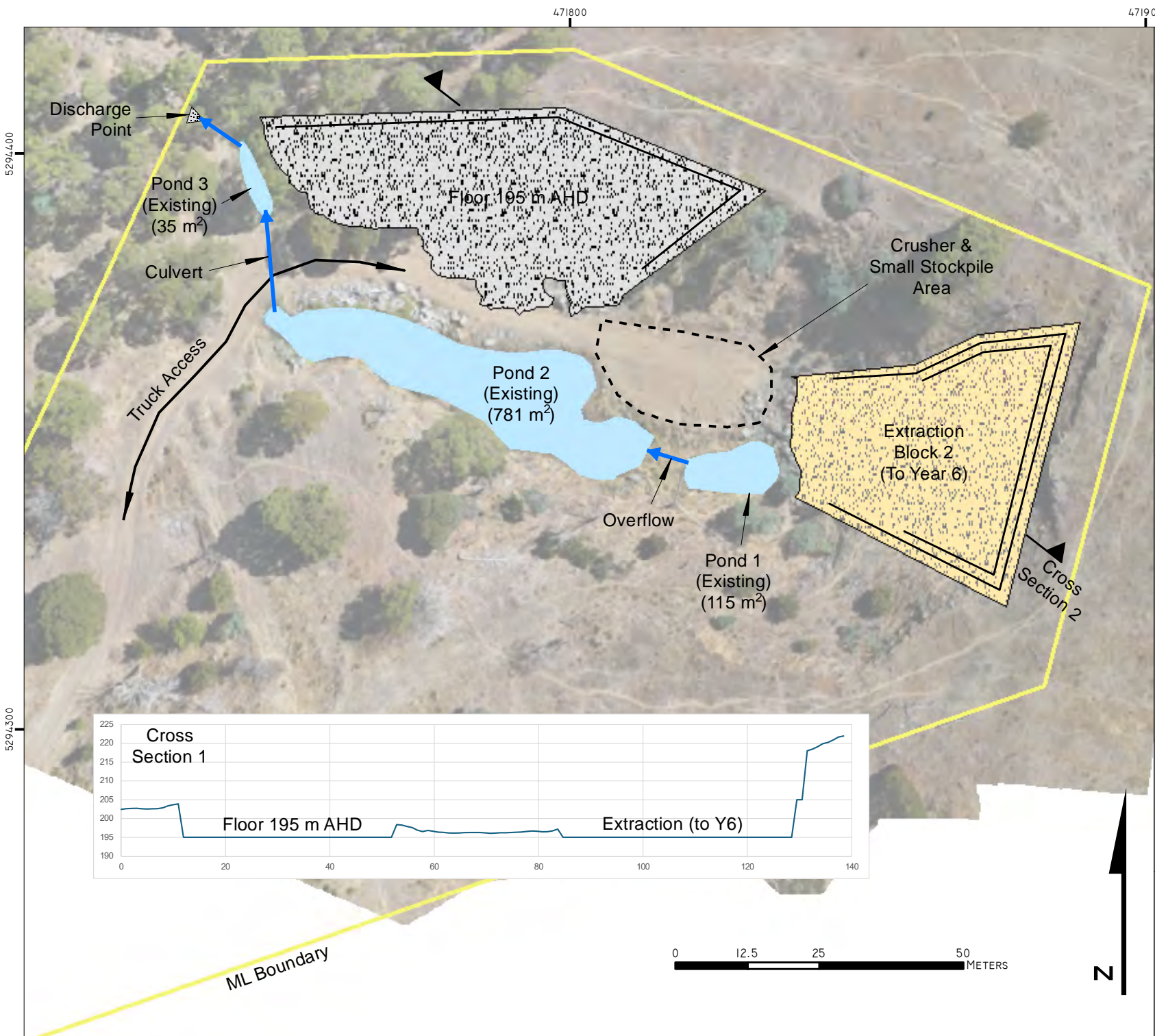


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Figure 7: Repulse Quarry  
Mining Plan  
(To Year 6)

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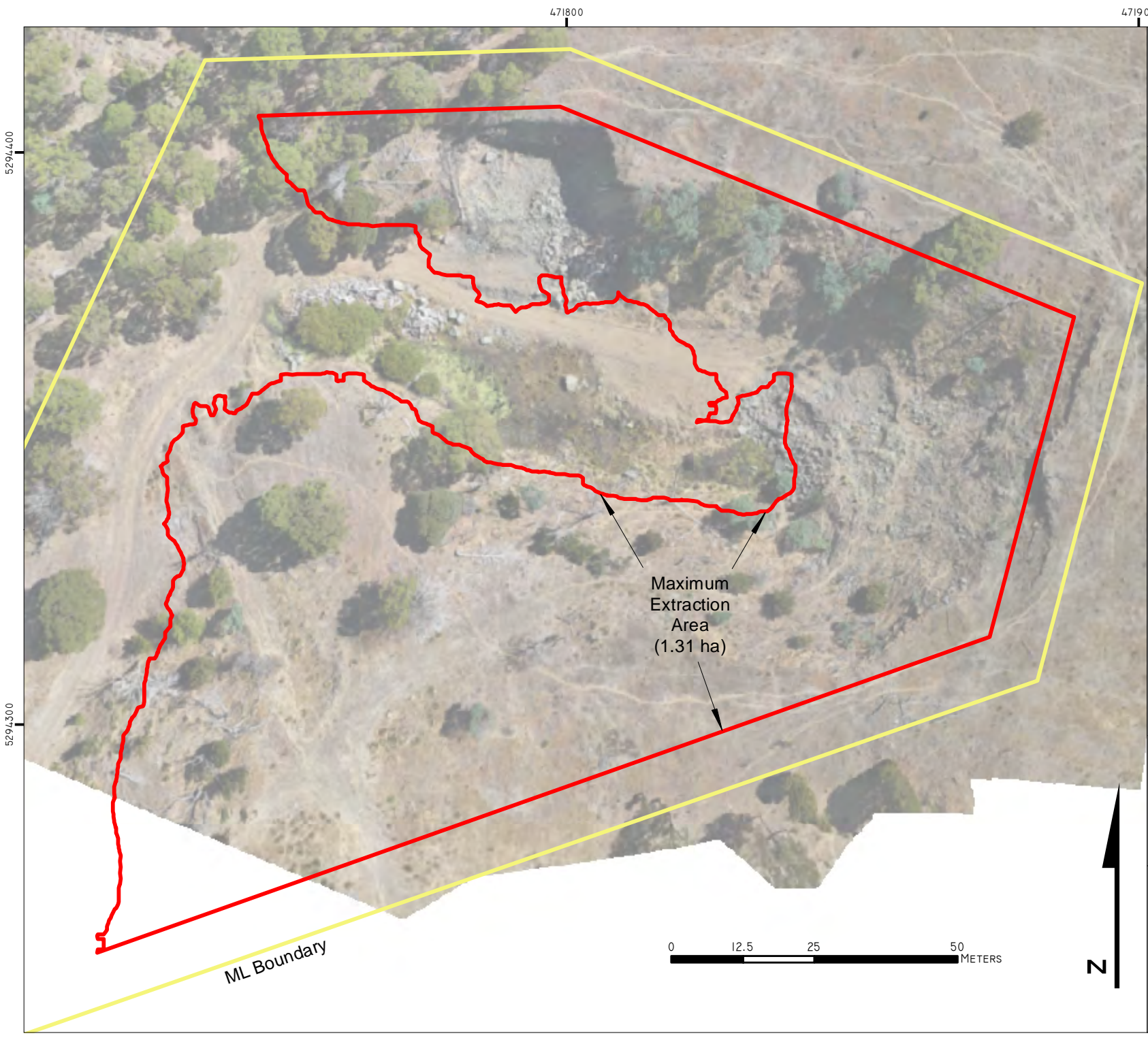


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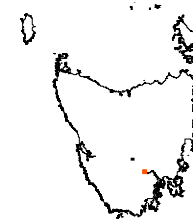
Figure 8: Repulse Quarry  
Mining Plan  
(Maximum Extraction  
at Year 20)

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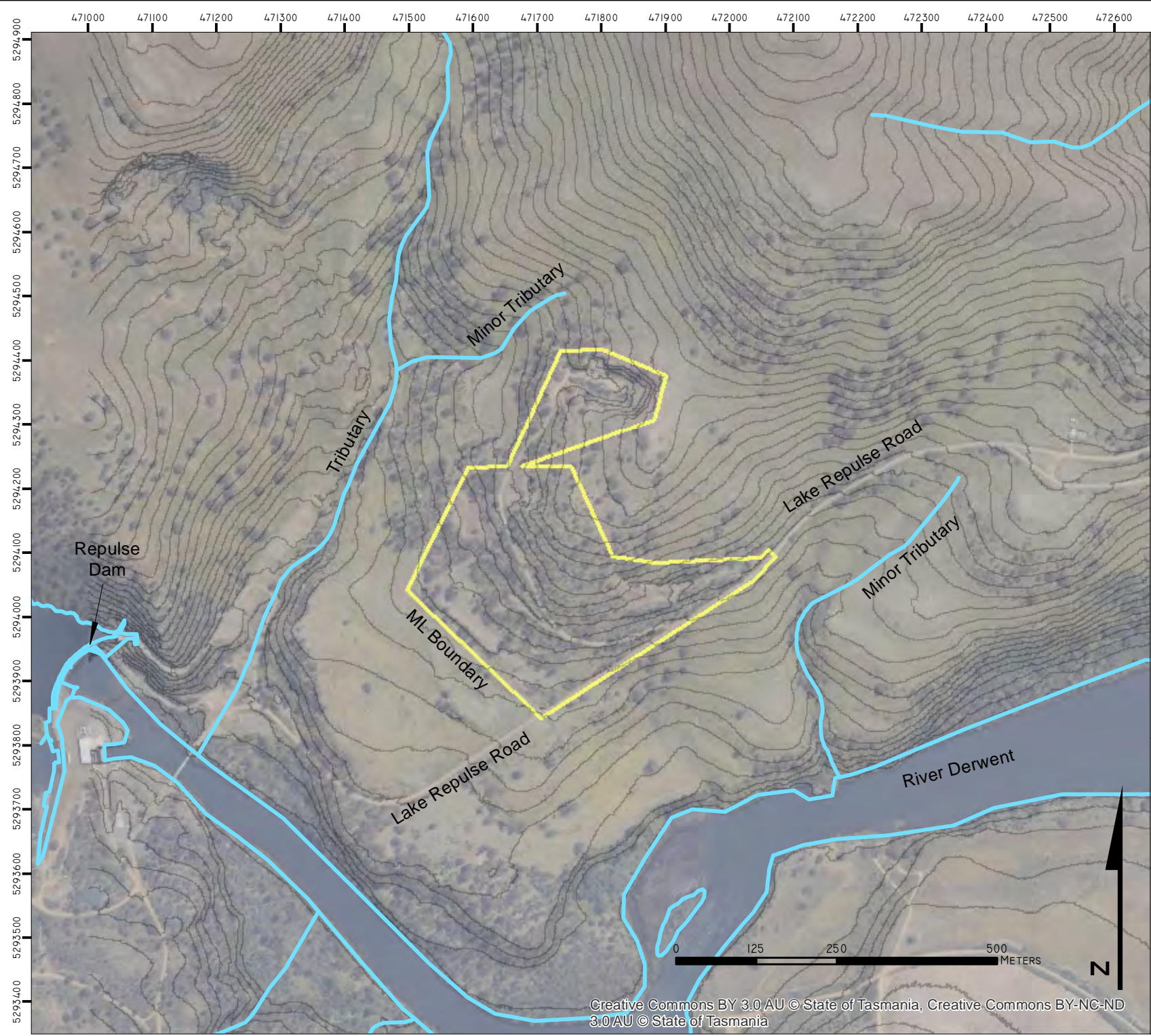


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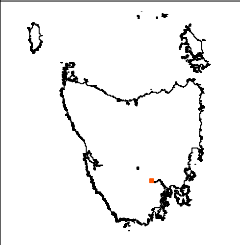
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Figure 9: Hydrology  
around the  
Repulse Quarry  
Mining Lease

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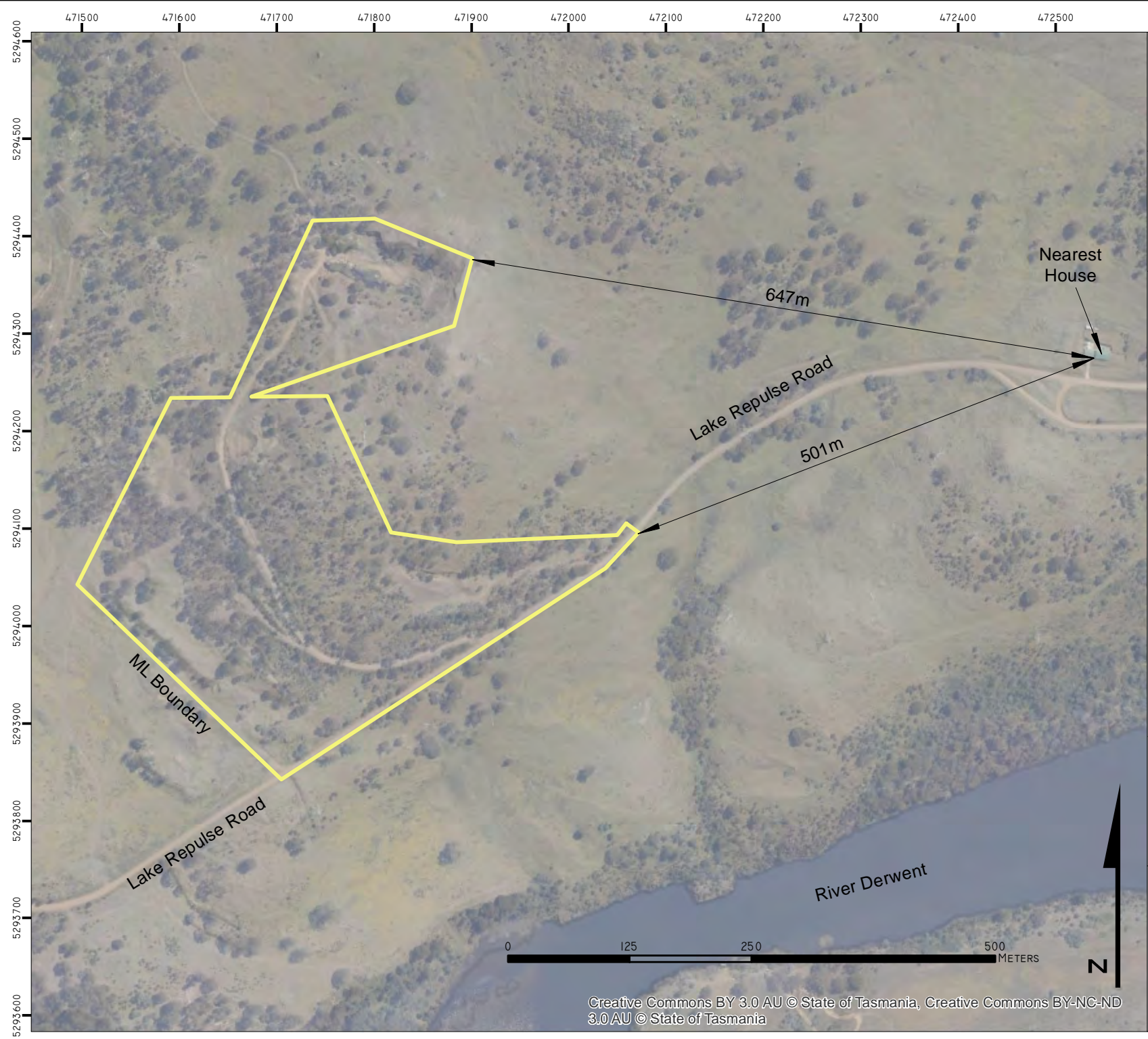


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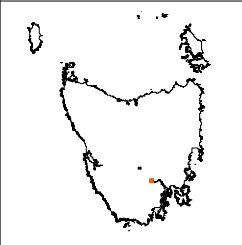
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Figure 10: Nearest  
Sensitive Receptor

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## PART C – RELEVANT PLANNING INFORMATION

### C.1 CATEGORISATION OF USE/DEVELOPMENT

The development and use is consistent with the definition of *Extractive Industry* –

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

### C.2 ZONING

The Quarry occurs in the Rural zone (**Figure 11**). An *Extractive Industry* is a Permitted use within the Rural zone.

The following notes and comments are made about the intent of the zones relative to the Development.

| Zone Purpose Statement |   | Comments with respect to the Development   |
|------------------------|---|--|
| 20.1.1                 | <p>To provide for a range of use or development in a rural location:</p> <ul style="list-style-type: none"> <li>(a) where agricultural use is limited or marginal due to topographical, environmental or other site or</li> <li>(b) regional characteristics;</li> <li>(c) that requires a rural location for operational reasons;</li> <li>(d) is compatible with agricultural use if occurring on agricultural land; and</li> <li>(e) minimises adverse impacts on surrounding uses.</li> </ul> | <p>The Site is marginally suitable for agricultural use – it is limited to dryland grazing.</p> <p>The Quarry requires a rural location for operational reasons including the ability to have separation distance to sensitive uses.</p> <p>Dryland grazing can continue unfettered on the remainder of the Land while the Quarry is operating. The Quarry is compatible with agricultural uses occurring on the remainder of the Site and surrounds.</p> <p>The Quarry would be operated in accordance with the Quarry Code of Practice to ensure that adverse impacts on surrounding uses (especially the nearby dwelling) are minimised through mitigation.</p> |
| 20.1.2                 | To minimise conversion of agricultural land for non-agricultural use.   | The Quarry will only impact a very small area of ground.   |
| 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.   | The Quarry is of a scale and intensity appropriate for the rural location and does not compromise the function of surrounding settlements.   |

### C.3 USE STANDARDS

No use standards are applicable because *Extractive Industry* is a Permitted Use Class.





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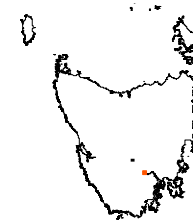
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Figure 11: Tasmanian Planning  
Scheme Zone Map  
(Central Highlands Local  
Provisions Schedule)

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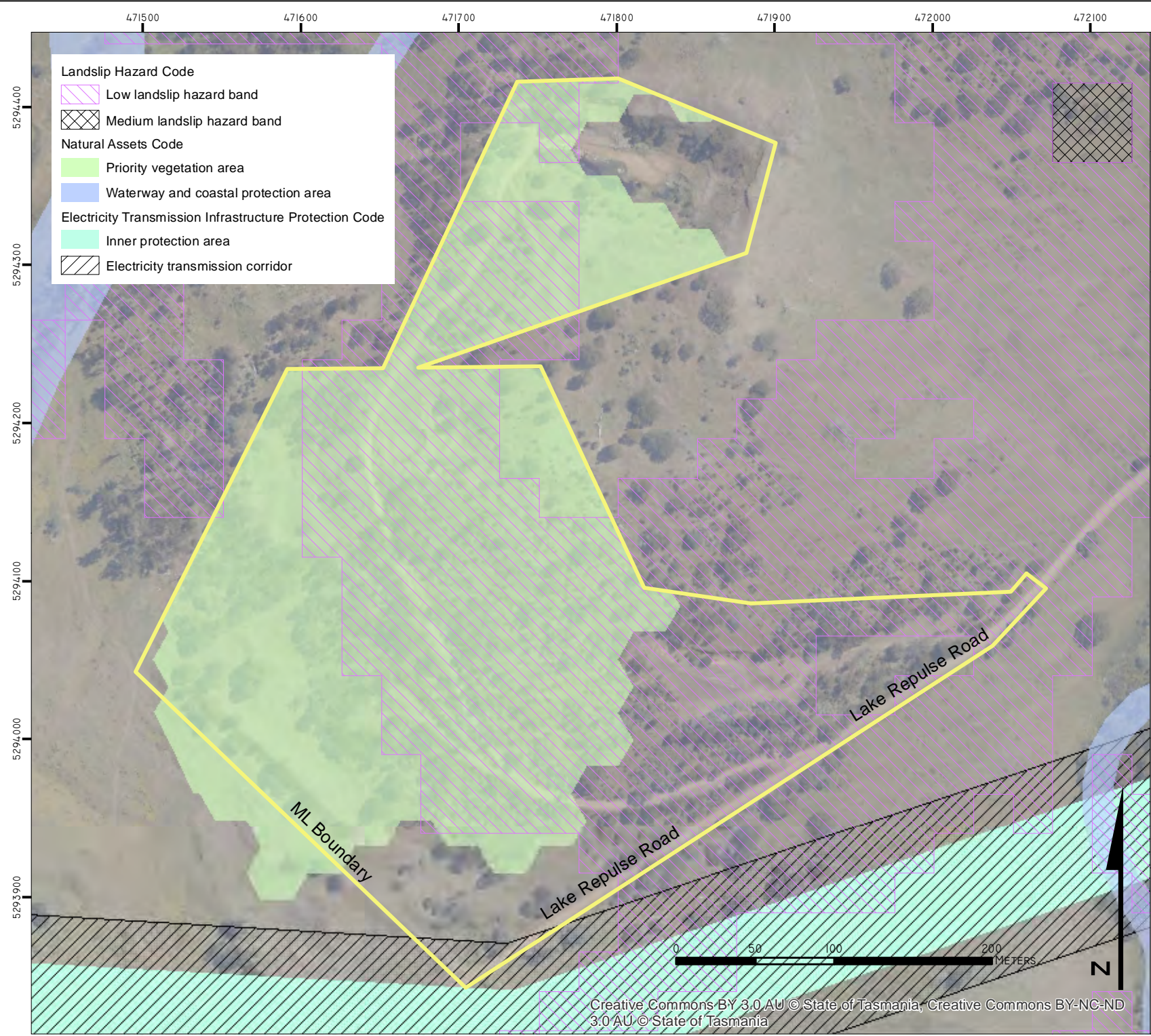


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**Landslip Hazard Code**

Low landslip hazard band

Medium landslip hazard band

**Natural Assets Code**

Priority vegetation area

Waterway and coastal protection area

**Electricity Transmission Infrastructure Protection Code**

Inner protection area

Electricity transmission corridor

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Figure 12: Tasmanian Planning  
Scheme Code Overlay Map  
(Central Highlands Local  
Provisions Schedule)

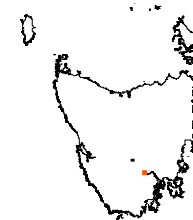
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Note 1:  
Entire Map is:  
Bushfire-prone Areas Code

Note 2:  
Intersected Codes are:  
Bushfire-prone Areas Code  
Natural Assets Code  
Landslip Hazard Code &  
Electricity Transmission  
Infrastructure Protection Code

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#### C.4 DEVELOPMENT STANDARDS

The following notes and comments are made about relevant Development Standard. The numbers used to label each table below is the same as for the Scheme.

##### Clause 20.4.1 Building Height

| <b>Objective</b> | To provide for a building height that:<br>(a) is necessary for the operation of the use; and<br>(b) minimises adverse impacts on adjoining properties. |   |
|------------------|--|---|
|                  | Acceptable Solution (A)  | Comments  |
| <b>A1</b>        | Building height must be no more than 12m   | <b>Not relevant.</b><br><br>Buildings are not proposed. |

##### Clause 20.4.2 Setbacks

| <b>Objective</b> | That the siting of buildings minimises potential conflict with use on adjoining sites.   |   |
|------------------|--|---|
|                  | Acceptable Solution (A)  | Comments  |
| <b>A1</b>        | Buildings must have a setback from all boundaries of:<br>(a) not less than 5m; or<br>(b) if the setback of an existing building is within 5m, not less than the existing building.   | <b>Not relevant.</b><br><br>There are no buildings proposed.                    |
| <b>A2</b>        | Buildings for a sensitive use must be separated from an Agriculture Zone a distance of:<br>(a) not less than 200m; or<br>(b) if an existing building for a sensitive use on the site is within 200m of that boundary, not less than the existing building. | <b>Not relevant.</b><br><br>There are no buildings (or sensitive use) proposed. |



## C.5 CODES

### C.5.1 Applicable Codes

The following notes and comments are made about relevant Codes in the Scheme. **Table 1** provides a summary of the applicable Codes.

**Table 1. Applicable Codes for the Development**

|  |   |
|--|---|
| <b>C1.0 Signs</b>  | Not applicable; no signage proposed (other than safety signage which is exempt).  |
| <b>C2.0 Parking and Sustainable Transport</b>                  | <b>Applies;</b> new use and development.  |
| <b>C3.0 Road and Railway Assets</b>                            | <b>Applies;</b> new use and development..   |
| <b>C4.0 Electricity Transmission Infrastructure Protection</b> | Not applicable; use and development not within the stipulated buffer areas.   |
| <b>C5.0 Telecommunications</b>                                 | Not applicable; no telecommunications infrastructure is proposed.   |
| <b>C6.0 Local Historic Heritage</b>                            | 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. |
| <b>C7.0 Natural Assets</b>                                     | <b>Applies;</b> Priority Vegetation Overlay intersected.  |
| <b>C8.0 Scenic Protection</b>                                  | Not applicable; development not on land within a scenic protection area or scenic road corridor.  |
| <b>C9.0 Attenuation</b>  | <b>Applies;</b> Extractive Industry is proposed, and it is not a Level 2 activity assessed by the Environment Protection Authority.                                   |
| <b>C10.0 Coastal Erosion Hazard</b>                            | Not applicable; use and development not within a coastal erosion hazard area.   |
| <b>C11.0 Coastal Inundation Hazard</b>                         | Not applicable; use and development of land is not within a coastal inundation hazard area.   |

|  |   |
|--|---|
| <b>C12.0 Flood-Prone Areas Hazard</b>      | Not applicable; overlay is not intersected.   |
| <b>C13.0 Bushfire-Prone Areas</b>          | Not applicable; not a hazardous or vulnerable use and subdivision not proposed.   |
| <b>C14.0 Potentially Contaminated Land</b> | Not applicable; sensitive use is not proposed.  |
| <b>C15.0 Landslip Hazard</b>               | <b>Applies;</b> the Low Hazard band is intersected.   |
| <b>C16.0 Safeguarding of Airports</b>      | 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
- C7.0 Natural Assets
- C9.0 Attenuation
- C15.0 Landslip Hazard

### **C.7.2 Code C2.0 Parking and Sustainable Transport**

The purpose of the Parking and Sustainable Transport Code is:

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

### 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*

| <b>Objective</b>   | 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  |
| <p><b>A1</b></p> <p>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:</p> <p>(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;</p> <p>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(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</p> <p>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p><math>N = A + (C - B)</math></p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on-site car parking spaces</p> <p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p> |  | <p><b>Complies.</b></p> <p>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 – two car spaces will be provided (to accommodate the up to 4 employees at the Site when it is fully operating).</p> <p>The Site is of sufficient size to accommodate parking of vehicles and will not cause any parking overflow outside of the property.</p> |

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

### Development Standards

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

#### *C2.6.1 Construction of parking areas*

| <b>Objective</b>  | That parking areas are constructed to an appropriate standard. |  |
|---|--|--|
| Performance Criterion (P)   |  | Comments with reference to proposed development and use  |
| <b>P1</b>   |  |  |
| <p>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:</p> <ul style="list-style-type: none"> <li>(a) the nature of the use;</li> <li>(b) the topography of the land;</li> <li>(c) the drainage system available;</li> <li>(d) the likelihood of transporting sediment or debris from the site onto a road or public place;</li> <li>(e) the likelihood of generating dust; and</li> <li>(f) the nature of the proposed surfacing.</li> </ul> |  | <p><b>Complies.</b></p> <p>The on-site parking spaces will be situated close to the stockpile area, and is to be an all-weather gravel surface, with suitable grade to enable surface water to drain naturally to the internal drainage network of the Quarry.</p> <p>The access way, manoeuvring and circulation spaces are all existing and are formed by an all-weather gravel base with roadside drainage and culverts to direct water to existing discharge points.</p> |

#### *C2.6.2 Design and layout of parking areas*

| <b>Objective</b>  | 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  |
| <b>P1</b>   |   |  |
| <p>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the characteristics of the site;</li> <li>(b) the proposed slope, dimensions and layout;</li> </ul> |   | <p><b>Complies.</b></p> <p>Access ways, manoeuvring and circulation spaces are existing and are readily identifiable to facilitate convenient, safe, and efficient access to the Quarry.</p> <p>The on-site parking spaces will be situated close to the stockpile area, and is to be an</p> |

|   |  |
|---|--|
| <ul style="list-style-type: none"> <li>(c) useability in all weather conditions;</li> <li>(d) vehicle and pedestrian traffic safety;</li> <li>(e) the nature and use of the development;</li> <li>(f) the expected number and type of vehicles;</li> <li>(g) the likely use of the parking areas by persons with a disability;</li> <li>(h) the nature of traffic in the surrounding area;</li> <li>(i) the proposed means of parking delineation; and</li> <li>(j) the provisions of <i>Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</i></li> </ul> | <p>all-weather gravel surface, with suitable grade to enable surface water to drain naturally to the internal drainage network of the Quarry.</p> <p>The use is not open to the public (ie no gate sales) so those persons working and attending the Site for work-related activities will know of the parking and access arrangements of the use.</p> |
|---|--|

### C2.6.3 Number of accesses for vehicles

|   |   |  |
|---|---|--|
| <b>Objective</b>  | That:<br><br>(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;<br><br>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and<br><br>(c) the number of accesses minimise impacts on the streetscape. |  |
| <b>Performance Criterion (P)</b>  |   | <b>Comments with reference to proposed development and use</b> |
| <b>A1</b><br><br>The number of accesses provided for each frontage must:<br><br>(a) be no more than 1; or<br><br>(b) no more than the existing number of accesses,<br><br>whichever is the greater. | <b>Complies.</b><br><br>The development will use the existing single vehicular access connecting onto Lake Repulse Road.  |  |
| <b>A2</b><br><br>Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.  | <b>Not an applicable standard.</b><br><br>Development and use not in the Central Business Zone or pedestrian priority street.   |  |

The following Clauses are not relevant to the Development:

| Clause   | Comments   |
|--|--|
| <b>C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone</b>                     | 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. |
| <b>C2.6.5 Pedestrian access</b>  | Less than 10 car parking spaces are required so the provision is not an applicable standard.   |
| <b>Clause C2.6.6 Loading bays</b>  | The 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.                        |
| <b>Clause C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone</b> | Not relevant because the use is not in the relevant zones.   |
| <b>Clause C2.6.8 Siting of parking and turning areas</b>   | 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.              |
| <b>Clause C2.7 Parking Precinct Plan</b>   | Not relevant because the development is not within a parking precinct plan <sup>2</sup> area.  |

### C.7.3 Code C3.0 Road and Railway Asset

The purpose of this provision is to:

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

This code applies to a use or development that:

\_\_\_\_\_

<sup>2</sup> 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

- (a) will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;
- (b) will require a new vehicle crossing, junction or level crossing; or
- (c) involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use.

### Use Standards

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*

| <b>Objective</b>  | 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   |
| <p><b>P1</b></p> <p>Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:</p> <ul style="list-style-type: none"> <li>i. any increase in traffic caused by the use;</li> <li>ii. the nature of the traffic generated by the use;</li> <li>iii. the nature of the road;</li> <li>iv. the speed limit and traffic flow of the road;</li> <li>v. any alternative access to a road;</li> <li>vi. the need for the use;</li> <li>vii. any traffic impact assessment; and</li> <li>viii. any advice received from the rail or road authority.</li> </ul> | <p><b>Complies.</b></p> <p>All traffic would enter and exit from Lake Repulse Road (Figures 1 and 2).</p> <p>Lake Repulse Road joins the Lyell Highway just north of the Ouse township and is the main thoroughfare for transport movements for several industries and local vehicular traffic. It is unsealed, and infrequently used as it is a <b>no through road</b>.</p> <p>Material will be transported from the Quarry on a demand basis, as occurs for most quarries supplying a hard-rock product. As the volume extracted is changing from the current approved amount there will be additional traffic generated.</p> <p>Traffic movements for the 4,999 cubic metre per annum (approximately 8,000 tonnes) production operation consists of staff cars at a maximum of 6 movement per day (3 vehicles) and heavy vehicles consisting of gravel trucks to collect material. Trucks (with or without trailer) can cart between 10 and 20 m<sup>3</sup> (about 32 tonnes) capacity and comply with vehicle safety and regulation standards and these are likely to be around 30 to 40 (maximum) movements per day.</p> <p>Truck and trailer combinations would represent about 60% of the total number of trucks hauling material from the Quarry.</p> <p>There would be about 300 truck movements (truck and trailer combination) and 640 truck movements throughout the year to haul the total maximum processed material from the Quarry</p> |

|  |  |
|--|--|
|  | <p>(based on the full extraction of 8,000 tonnes per annum); a total of about 940 truck movements per annum.</p> <p>Over an operational period of 200 days, for example, haulage equates to about 4.5 movements per day. Realistically, cartage is likely to occur in a narrower timeframe, like 40 operational days – 23.5 truck movements per day.</p> <p>The maximum number of truck movements per day is proposed to be 40 (20 truck and/or trailer combinations) owing to the limited number of available trucks in the area and times needed to load and reload as trucks return to the Quarry.</p> <p>On balance the proposed use minimises the risk of any adverse effects on the safety of a junction and does not affect the safety or efficiency of the road network.</p> |
|--|--|

### Development Standards

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

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

### **C.7.3 C7.0 Natural Assets**

The purpose of this provision is to:

|               |   |
|---------------|---|
| <b>C7.1.1</b> | To minimise impacts on water quality, natural assets including native riparian vegetation, river condition and the natural ecological function of watercourses, wetlands and lakes.   |
| <b>C7.1.2</b> | To minimise impacts on coastal and foreshore assets, native littoral vegetation, natural coastal processes and the natural ecological function of the coast.  |
| <b>C7.1.3</b> | To protect vulnerable coastal areas to enable natural processes to continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes and other sensitive coastal habitats due to sea-level rise. |



|               |   |
|---------------|---|
| <b>C7.1.4</b> | To minimise impacts on identified priority vegetation.  |
| <b>C7.1.5</b> | To manage impacts on threatened fauna species by minimising clearance of significant habitat. |

### Development Standards

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

#### *C7.6.2 Clearance within a priority vegetation area*

| <b>Objective</b> | <p>That clearance of native vegetation within a priority vegetation area:</p> <ul style="list-style-type: none"> <li>(a) does not result in unreasonable loss of priority vegetation;</li> <li>(b) is appropriately managed to adequately protect identified priority vegetation; and</li> <li>(c) minimises and appropriately manages impacts from construction and development activities.</li> </ul>  |  |
|------------------|--|--|
|                  | Performance Criterion (P)  | Comments with reference to proposed development and use  |
|                  | <p><b>P1.1</b></p> <p>Clearance of native vegetation within a priority vegetation area must be for:</p> <ul style="list-style-type: none"> <li>(a) an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmania Fire Service or an accredited person;</li> <li>(b) buildings and works associated with the construction of a single dwelling or an associated outbuilding;</li> <li>(c) subdivision in the General Residential Zone or Low Density Residential Zone;</li> <li>(d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;</li> <li>(e) clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or</li> </ul> | <p><b>Complies.</b></p> <p>The clearance of native vegetation is of a limited scale relative to the extent of priority vegetation on the Site.</p> <p>The Site is a considerably large parcel of land with an extensive area of native vegetation (grassy forest and woodland) identified by the Priority Vegetation overlay (<b>Figure 12</b>).</p> <p>Within the Land, the Priority Vegetation overlay is excluded from the existing open disused pit, and only marginally intersects with the area proposed to be worked for the Quarry – see <b>Figures 4 to 8</b> for the mining plan sequence.</p> <p>About 8.6 hectares of the Priority Vegetation overlay on the Site is to remain undisturbed by the Quarry, with approximately only 0.9 hectares of the Priority Vegetation overlay to be disturbed over the next 20 years; about 90% of the Priority Vegetation overlay on the Site will be unaffected by the Quarry. Hence, the clearance is of a limited scale.</p> |

|   |  |
|---|--|
| (f) the clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.  |  |
| <p><b>P1.2</b></p> <p>Clearance of native vegetation within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the design and location of buildings and works and any constraints such as topography or land hazards;</li> <li>(b) any particular requirements for the buildings and works;</li> <li>(c) minimising impacts resulting from bushfire hazard management measures through siting and fire-resistant design of habitable buildings;</li> <li>(d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;</li> <li>(e) any on-site biodiversity offsets; and</li> <li>(f) any existing cleared areas on the site.</li> </ul> | <p><b>Complies.</b></p> <p>The clearance of native vegetation minimises adverse impacts to priority vegetation.</p> <p>Priority Vegetation means -</p> <p><i>‘native vegetation where any of the following apply:</i></p> <ul style="list-style-type: none"> <li><i>(a) it forms an integral part of a threatened native vegetation community as prescribed under Schedule 3A of the Nature Conservation Act 2002;</i></li> <li><i>(b) is a threatened flora species;</i></li> <li><i>(c) it forms a significant habitat for a threatened fauna species; or</i></li> <li><i>(d) it has been identified as native vegetation of local importance.’</i></li> </ul> <p>There is no threatened flora present, no threatened native vegetation community as prescribed under Schedule 3A of the <i>Nature Conservation Act 2002</i> (nor any vegetation that is integral to a threatened native vegetation community as prescribed under Schedule 3A of the <i>Nature Conservation Act 2002</i>), and no vegetation that has been identified as native vegetation of local importance (there is no list in the Scheme that prescribes ‘local importance’). There is no habitat present in the development area that <i>forms a significant habitat for a threatened fauna species.</i></p> <p>Given there is no priority vegetation affected (let alone cleared) by the Quarry the Performance Criterion is not applicable.</p> |

### C.7.3 C9.0 Attenuation

The purpose of this provision is to:

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

This code applies to:

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

The Use is an extractive Industry which is listed in Table C9.1, and no exemption exists.

#### Use Standards

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

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

| <b>Objective</b> | That an activity with potential to cause emissions is located so that it does not cause an unreasonable impact on an existing sensitive use.  |   |
|------------------|---|---|
|                  | Performance Criterion (P)   | Comments with reference to proposed development and use   |
|                  | <p><b>P1</b></p> <p>An activity listed in Tables C9.1 or C9.2 must not cause:</p> <ul style="list-style-type: none"> <li>(a) an unreasonable loss of amenity or unreasonable impacts on health and safety of a sensitive use which is existing, or has a planning permit; or</li> <li>(b) unreasonable impacts on land within the relevant attenuation area that is in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed Use Zone, having regard to: <ul style="list-style-type: none"> <li>(i) operational characteristics of the activity;</li> <li>(ii) scale and intensity of the activity;</li> <li>(iii) degree of hazard or pollution that may be emitted from the activity;</li> <li>(iv) hours of operation of the activity;</li> <li>(v) nature of likely emissions such as noise, odour, gases, dust,</li> </ul> </li> </ul> | <p><b>Complies.</b></p> <p>The nearest sensitive receptor (dwelling) is located on lake Repulse Road, approximately (see <b>Figure 10</b>).</p> <p>The nearest point of the Land (Mining Lease) is 501m to the dwelling, however no activity is proposed to occur in that portion of the Land. The nearest section of the Land where development (extraction and processing) is to occur is 647m west northwest of the dwelling (see <b>Figure 10</b>), with the actual area for extraction and processing further away than that.</p> <p>Several aspects of the development and use serve to reduce the possibility of unreasonable loss of amenity on the nearest sensitive use to negligible levels, or to eliminate them altogether.</p> <p>These include for example -</p> <ul style="list-style-type: none"> <li>• The hours of operation are consistent with the QCP which seek to constrain activities to daytime hours to minimise the risk of nuisance.</li> <li>• Dust emissions will be managed by sprays on crushing units (to be accessed from water source at Ouse, or nearby Derwent River with approval by Hydro Tas).</li> <li>• Noise and vibration emissions are to be managed primarily by the topographic shielding – see cross sections in <b>Figures 6 and 7</b> and also the topography of the existing pit in <b>Figure 3</b>.</li> </ul> |

|  |  |
|--|--|
| <p>particulates, radiation, vibrations or waste;</p> <p>(vi) existing emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; and</p> <p>(vii) measures to eliminate, mitigate or manage emissions from the activity.</p> |  |
|--|--|

The Acceptable Standards in the **Quarry Code of Practice**<sup>3</sup> (QCP) will be applied at and during the activity.

### C.7.3 C15.0 Landslip Hazard

The purpose of this provision is to:

|                |   |
|----------------|---|
| <b>C15.1.1</b> | To ensure that a tolerable risk can be achieved and maintained for the type, scale and intensity and intended life of use or development on land within a landslip hazard area. |
|----------------|---|

Pursuant to C15.4.1, the proposed use and development of an *Extractive Industry* will be exempt from this code when the mining lease come into force under the *Mineral Resources Development Act 1995*.

---

<sup>3</sup> Environment Protection Authority (2017) **Quarry Code of Practice** 3rd Edition, EPA Tasmania, Hobart, Tasmania.

**PART D - ATTACHMENTS**

**ATTACHMENT 1. CERTIFICATE OF TITLE**





## SEARCH OF TORRENS TITLE

|                  |                              |
|------------------|------------------------------|
| VOLUME<br>121681 | FOLIO<br>1                   |
| EDITION<br>2     | DATE OF ISSUE<br>25-Jun-2015 |

SEARCH DATE : 06-Feb-2025

SEARCH TIME : 05.34 PM

DESCRIPTION OF LAND

Parish of FLORENTINE, Land District of CUMBERLAND  
Lot 1 on Plan 121681  
Derivation : Part of 2000 Acres Gtd to A W H Humphries  
Prior CT 4750/45

SCHEDULE 1

SP 42249 AND B398005 HYDRO ELECTRIC COMMISSION

SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
B381700 ADHESION ORDER under Section 477A of the Local  
Government Act 1962 Registered 22-Feb-1991 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Friday, April 18, 2025

Ms Louisa Brown  
Planning Officer, Development & Environmental Services  
Southern Midlands Council  
85 Main Street, Kempton, TAS 7030  
E: [lbrown@southernmidlands.tas.gov.au](mailto:lbrown@southernmidlands.tas.gov.au), [planner@centralhighlands.tas.gov.au](mailto:planner@centralhighlands.tas.gov.au)

Dear Ms Brown

**FURTHER INFORMATION REQUEST - DEVELOPMENT APPLICATION NO. DA 2025/016**  
**QUARRY (EXTRACTIVE INDUSTRY) AT LAKE REPULSE ROAD, OUSE**

Thank you for your request for further information in relation to DA2025/016.

I provide in this correspondence information to address each of the matters raised by Council, and at Annexure 1 I provide V2 of the *Development Application Supporting Information* which has some very minor changes to reflect corrections around the Attenuation Code.

**1. Traffic Impact Assessment**

*The Acceptable solution C3.5 A1.4 has not been met, as the proposal will increase AADT for vehicles greater than 5.5m in length by more than 5 vmph. Please provide a Traffic Impact Assessment prepared by a suitably Qualified person.*

The application does not seek to satisfy Acceptable Solution C3.5 A1.4, and there is no requirement to do so. In a performance based scheme, as is the case with the Tasmanian Planning Scheme, there isn't a requirement to satisfy any Acceptable Solution unless it is an applicable standard **and** there is no Performance Criterion available to demonstrate compliance (these circumstances are very rare in the Scheme); this is explained at Clause 5.6.3 of the Scheme (i.e., *Compliance for the purposes of sub-clause 5.6.1 of this planning scheme consists of complying with the Acceptable Solution or satisfying the Performance Criterion for that standard.*)

It is correct to say that C3.5 applies.

Accordingly, it has been addressed in the DA Supporting Information by the Performance Criterion (C3.5 P1) pathway. C3.5 P1 does not identify a Traffic Impact Assessment (TIA) as a mandatory requirement, and it is my view that such a requirement for this Level 1 activity is an unnecessary cost burden and time impediment to the applicant.

## **2. Electricity Transmission Infrastructure Protection Code**

*The Mining area is within the Electricity Transmission Infrastructure Protection Code of the Tasmanian Planning scheme. Please provide a response to C4.5.2 Dust or other airborne particulates within an electricity transmission corridor P1.*

The Mining Lease (pending) identifies the Land for the purpose of the Act, however mineral extraction will only occur in the area identified in **Figure 9** of the DA Supporting Information document. This area is not within the electricity transmission corridor mapped overlay, nor any mapped buffers nor is any use or development proposed (not even use for a road, access track etc.). Given these facts, the code is not relevant, as was stated in **Table 1** of the previous DA Supporting Information, because none of the matters listed at C4.2.1 are triggered by the proposed development.

## **3. Environmental Management Plan**

*Council's Environmental Health Officer has also requested that an Environmental Management Plan be prepared which address the following;*

- *Atmospheric – Covering of vehicles, control of dust emissions, control of dust emissions from plant;*
- *Blasting – times, noise and vibration limits, notifications;*
- *Decommissioning and Rehabilitation – Notification of cessation, Stockpiling of surface soil, progressive rehabilitation, rehab on cessation, any temp suspension of activities;*
- *Effluent disposal – perimeter drains, stormwater, maintenance of settling ponds;*
- *Hazardous substances – storage and handling, spill kits;*
- *Noise Control;*
- *Weed and disease management; and*
- *Green house gas emissions.*

The development of an Environmental Management Plan for this Level 1 activity is in my view an unnecessary cost burden and time impediment to the applicant. The activity is small, has only one nearby residence, and can be managed in an environmentally acceptable way by the application of the acceptable standards of the **Quarry Code of Practice**.

You may not be aware that the EPA issued a **Quarry Code of Practice** in 2017 (a revised version of the document issued in 1999), which is also a Code for the purpose of s204 of the *Mineral Resources Development Act 1995* (MRDA). The QCP has the following citation and can be downloaded at the link below -

*Environment Protection Authority (2017) Quarry Code of Practice 3rd Edition, EPA Tasmania, Hobart, Tasmania - available for download at <https://epa.tas.gov.au/business-industry/regulation/industrial-activities/mining-and-extractive>.*

The Purpose of the QCP is stated as –



'This document is not a Code of Practice for the purposes of Sections 23A(4) and 102(2)(d) of EMPCA, which refer to Codes of Practice made and approved in accordance with EMPCA regulations. Rather, the purpose of this code is to document acceptable environmental guidelines for quarrying, in order to:

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

You may also not be aware that the EPA has issued standard generic environmental management related conditions for use by a Planning Authority (for Level 1 activities) when granting a permit with conditions -

*Environment Protection Authority (2024) EPA Standard Conditions and Definitions, Environment Protection Authority, Hobart, Tasmania (available for download at <https://epa.tas.gov.au/business-industry/regulation/regulatory-tools/standard-conditions-and-definitions>).*

The webpage states the following of the document of conditions –

'This document includes some of the standard conditions used by the EPA in drafting Permits and EPNs. The conditions included here are considered applicable to a wide range of environmental Activities and considered appropriate for Level 1 Activities as defined in EMPCA.'

It is not unusual for a Planning Authority to impose the following Condition (which is within the set of EPA generic conditions mentioned above) when granting a permit, and likewise the EPA always imposes this condition for extractive industry related activities –

*'Quarry Code of Practice - Unless otherwise required by these conditions or required in writing by the General Manager, the activity (or activities) undertaken within the Activity Area must comply with the Acceptable Standards provisions of the Quarry Code of Practice.'*

The applicant is open to the imposition of the above condition in any permit granted because it clearly identifies the QCP as 'best practice environmental management' for the activity. Furthermore, a comparable condition already exists as a clause in the standard Mining Lease that would be granted (if it was granted) by the Minister administering the MRDA. Given these 'checks and balances', and the ability of the Planning Authority to impose a condition requiring compliance with the Acceptable Standards of the QCP we do not propose to prepare and submit an environmental management plan for this small quarry.

I look forward to your response in relation to the above matters. I am hopeful that the information provided in the attached V2 DA Supporting Information and this correspondence will satisfy the RFI matters.

Yours sincerely



**Dr Richard Barnes**

B.Sc.(Hons). Ph.D., GDURP MPIA, MESA, EIANZ

Director, Van Diemen Consulting Pty Ltd

Cc

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## **ANNEXURE 1**

**Development Application Supporting Information, V2 (18 April 2025) – PDF file**

# **REPULSE QUARRY, OUSE (EXTRACTIVE INDUSTRY) TRAFFIC IMPACT STATEMENT**

**MAY 2025**

**APPLICANT: DANNY HILLS**



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## DEFINITION OF TERMS/ABBREVIATIONS

|                    |   |
|--------------------|---|
| <b>DA</b>          | Development Application   |
| <b>Development</b> | <p>Means the resurrection of the disused quarry in the ML; annual production of up to 4,999 cubic metres per annum.</p> <p>The following activities are included in the development and Use –</p> <ul style="list-style-type: none"> <li>• Stripping vegetation and topsoil, subsoils - stockpiling soils and subsoil for future use;</li> <li>• Ripping gravel and rock;</li> <li>• Drill and blasting (very unlikely in the first 5 years of production; once every 2-3 years);</li> <li>• Crushing and/or screening – up to a maximum of 1,000 cubic metres per annum;</li> <li>• Stockpiling of processed material, and rock; and the</li> <li>• Carting of product.</li> </ul> |
| <b>(the) Land</b>  | Means the Certificates of Title Volume 121681 Folio 1   |
| <b>LUPAA</b>       | <i>Land Use Planning and Approvals Act 1993</i>   |
| <b>ML</b>          | Mining Lease 2159 P/M (proposed – application pending)  |
| <b>QUARRY</b>      | means Repulse Road Quarry   |
| <b>SISD</b>        | Safe Intersection Sight Distance  |

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This document has been prepared in accordance with the scope of services agreed upon between Van Diemen Consulting (VDC) and the Client.

To the best of VDC's knowledge, the report presented herein represents the Client's intentions at the time of completing the document. However, the passage of time, manifestation of latent conditions or impacts of future events may result in changes to matters that are otherwise described in this document. In preparing this document VDC has relied upon data, surveys, analysis, designs, plans and other information provided by the client, and other individuals and organisations referenced herein. Except as otherwise stated in this document, VDC has not verified the accuracy or completeness of such data, surveys, analysis, designs, plans and other information.

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#### Document Status

| REV | Author                              | Review                   | Date       |
|-----|-------------------------------------|--------------------------|------------|
| 1   | J Senavirathna<br>CPEng MIEAust NER | S Ineshka<br>Eng MIEAust | 20/05/2025 |
|     |                                     |                          |            |
|     |                                     |                          |            |
|     |                                     |                          |            |
|     |                                     |                          |            |

## PREFACE

### FUNCTION OF THE TRAFFIC IMPACT STATEMENT

This document has been prepared in support of a Development Application submitted by Mr Danny Hills to the Central Highlands Council.

The application seeks approval to recommence operations at an existing, disused quarry, with a proposed maximum extraction volume of 4,999 cubic metres per annum. Of this total, up to 1,000 cubic metres per annum may be subject to crushing and/or screening activities.

The proposed works are located within Mining Lease 2159P/M.

This document contains the following components –

|               |  |
|---------------|--|
| <b>Part A</b> | <i>Information about the proponent</i> of the development including details of their name and contact details and the activity location.                       |
| <b>Part B</b> | <i>Proposal Description</i> including details of the volume extracted, extraction process, machinery, and equipment to be used and timeframe for the activity. |
| <b>Part C</b> | <i>Existing Conditions of current Land Use and Traffic Network in the vicinity.</i>  |
| <b>Part D</b> | <i>Traffic Impacts from proposed access road/track to Lake Repulse Road</i>  |
| <b>Part E</b> | <i>Attachments</i> referenced in the TIS.  |

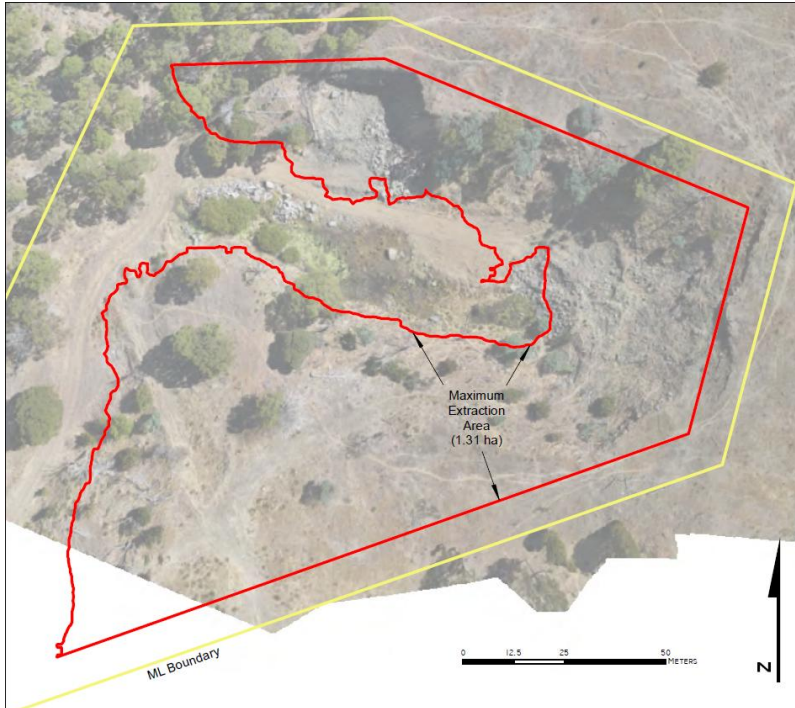








## PART A – PROPONENT AND SITE INFORMATION

|  |  |
|--|--|
| <b>Name of proponent</b>                 | Danny Hills  |
| <b>Postal address of proponent</b>       | 4 Stokes Street New Town TAS 7008  |
| <b>Contact person's details</b>          | M: 0428 124 362<br>E: danny@msdcivilservices.com.au  |
| <b>Consultant engaged to prepare TIS</b> | Van Diemen Consulting Pty Ltd<br>Dr Richard Barnes<br>PO Box 1 New Town TAS 7008<br>0438 588 695<br><a href="mailto:rwbarnes73@gmail.com">rwbarnes73@gmail.com</a> |
| <b>Location and Access</b>               | The site is located at Lake Repulse Road, Ouse TAS 7140<br>Access is from Lake Repulse Road  |
| <b>The Land</b>                          | CT121681/1   |
| <b>Mining Lease</b>                      | 2159P/M (application pending)  |
| <b>Land Use</b>                          | The current land use is a now disused quarry (Extractive Industry).<br>Surrounding land use is predominantly agricultural land and native forest remnants.         |

## PART B - PROJECT DESCRIPTION

### B.1 PROPOSED ACTIVITY

|   |  |                                |  |                         |  |  |  |                   |                        |  |  |   |  |   |  |   |  |
|---|--|--------------------------------|--|-------------------------|--|--|--|-------------------|------------------------|--|--|---|--|---|--|---|--|
| <b>New Activity</b>   | <p>It is proposed to resurrect a disused quarry in ML2159P/M; annual production of up to 4,999 cubic metres per annum.</p> <p>The following activities are included in the Development and Use –</p> <ul style="list-style-type: none"> <li>• Stripping vegetation and topsoil, subsoils - stockpiling soils and subsoil for future use;</li> <li>• Ripping gravel and rock;</li> <li>• Drill and blasting (very unlikely in the first 5 years of production; once every 2-3 years);</li> <li>• Crushing and/or screening – up to a maximum of 1,000 cubic metres per annum;</li> <li>• Stockpiling of processed material, and rock; and the</li> <li>• Carting of product.</li> </ul> <p>No new infrastructure is proposed.</p>   |                                |  |                         |  |  |  |                   |                        |  |  |   |  |   |  |   |  |
| <b>Material to be extracted and Maximum extraction quantity</b>   | <p>The material to be extracted is Jurassic dolerite.</p> <p>The application seeks approval for the extraction of up to 4,999 cubic metres per annum (the equivalent of approximately 8,000 tonnes). Up to 1,000 cubic metres of extracted material may be crushed/screened (mechanised/vibratory) to reduce particle size and/or make a uniform particle size product.</p>  |                                |  |                         |  |  |  |                   |                        |  |  |   |  |   |  |   |  |
| <b>Maximum Extraction Area</b>  | <p>The Maximum Extraction Area from where rock and gravel will be excavated is depicted in the figure below.</p> <p><b>Figure 01: Maximum Extraction Area</b></p>  <table border="1" data-bbox="1230 1312 1469 2018"> <tr> <td colspan="2">M.S.D. Constructions Pty. Ltd.</td> </tr> <tr> <td colspan="2">DEVELOPMENT APPLICATION</td> </tr> <tr> <td colspan="2">Figure 8: Repulse Quarry Mining Plan (Maximum Extraction at Year 20)</td> </tr> <tr> <td>TASMAP: OUSE 4629</td> <td>LGA: CENTRAL HIGHLANDS</td> </tr> <tr> <td colspan="2">Base data by TASMAP. © State of Tasmania<br/>Base image © VDC</td> </tr> <tr> <td colspan="2">  </td> </tr> <tr> <td colspan="2">  </td> </tr> <tr> <td colspan="2">           DATUM: GDA94<br/>           GRID: MGA ZONE 55<br/>           SCALE: @A4 - 1:10,000<br/>           CLIENT: M.S.D. Constructions Pty. Ltd.<br/>           DATE: 26 MAR 2025         </td> </tr> </table> | M.S.D. Constructions Pty. Ltd. |  | DEVELOPMENT APPLICATION |  | Figure 8: Repulse Quarry Mining Plan (Maximum Extraction at Year 20) |  | TASMAP: OUSE 4629 | LGA: CENTRAL HIGHLANDS | Base data by TASMAP. © State of Tasmania<br>Base image © VDC |  |  |  |  |  | DATUM: GDA94<br>GRID: MGA ZONE 55<br>SCALE: @A4 - 1:10,000<br>CLIENT: M.S.D. Constructions Pty. Ltd.<br>DATE: 26 MAR 2025 |  |
| M.S.D. Constructions Pty. Ltd.  |  |                                |  |                         |  |  |  |                   |                        |  |  |   |  |   |  |   |  |
| DEVELOPMENT APPLICATION   |  |                                |  |                         |  |  |  |                   |                        |  |  |   |  |   |  |   |  |
| Figure 8: Repulse Quarry Mining Plan (Maximum Extraction at Year 20)  |  |                                |  |                         |  |  |  |                   |                        |  |  |   |  |   |  |   |  |
| TASMAP: OUSE 4629   | LGA: CENTRAL HIGHLANDS   |                                |  |                         |  |  |  |                   |                        |  |  |   |  |   |  |   |  |
| Base data by TASMAP. © State of Tasmania<br>Base image © VDC  |  |                                |  |                         |  |  |  |                   |                        |  |  |   |  |   |  |   |  |
|                                      |  |                                |  |                         |  |  |  |                   |                        |  |  |   |  |   |  |   |  |
|                                      |  |                                |  |                         |  |  |  |                   |                        |  |  |   |  |   |  |   |  |
| DATUM: GDA94<br>GRID: MGA ZONE 55<br>SCALE: @A4 - 1:10,000<br>CLIENT: M.S.D. Constructions Pty. Ltd.<br>DATE: 26 MAR 2025 |  |                                |  |                         |  |  |  |                   |                        |  |  |   |  |   |  |   |  |

|   |   |
|---|---|
| <b>Material extraction and processing</b> | <p>The quarrying operation would continue to include the following activities:</p> <ul style="list-style-type: none"> <li>• Surface site preparation by soil removal and stockpiling;</li> <li>• Excavation and ripping of rock and gravel material;</li> <li>• Drilling and blasting by licensed contractor;</li> <li>• Rock (blasted or otherwise) removal by means of an excavator/dozer;</li> <li>• Crushing and screening (mechanised/vibratory) of rock to reduce material size;</li> <li>• Stockpiling of material (crushed and uncrushed) in quarry area;</li> <li>• Loading trucks with wheel loader from stockpile area in quarry; and the</li> <li>• Transport of materials by truck with/without trailer.</li> </ul>  |
| <b>Transport</b>                          | <p>All traffic would enter and exit from Lake Repulse Road. Lake Repulse Road joins the Lyell Highway just north of the Ouse township and is the main thoroughfare for transport movements for several industries and local vehicular traffic.</p> <p>Material will be transported from the quarry on a demand basis, as occurs for most quarries supplying a hard-rock product. As the volume extracted is changing from the current approved amount there will be additional traffic generated.</p> <p>Traffic movements for the 4,999 cubic metre per annum (approximately 8,000 tonnes) production operation consists of staff cars at a maximum of 8 movement per day (4 vehicles) and heavy vehicles consisting of gravel trucks to collect material. Trucks (with or without trailer) can cart between 10 and 20 m<sup>3</sup> (about 32 tonnes) capacity and comply with vehicle safety and regulation standards and these are likely to be around 30 to 40 (maximum) movements per day. Truck and trailer combinations would represent about 60% of the total number of trucks hauling material from the Quarry.</p> <p>There would be about 300 truck movements (truck and trailer combination) and 640 truck movements throughout the year to haul the total maximum processed material from the Quarry (based on the full extraction of 8,000 tonnes per annum); a total of about 940 truck movements per annum.</p> <p>Over an operational period of 200 days, for example, haulage equates to about 4.5 movements per day. Realistically, cartage is likely to occur in a narrower timeframe, like 40 operational days – 23.5 truck movements per day.</p> <p>The maximum number of truck movements per day is proposed to be 40 (20 truck and/or trailer combinations) owing to the limited number of available trucks in the area and times needed to load and reload as trucks return to the Quarry.</p> |
| <b>Stockpiling</b>                        | <p>Processed material will continue to be stored in stockpiles on the quarry floor.</p> <p>Soil will be stored separately so that it can be kept free of contamination for reuse in progressive rehabilitation works.</p>   |
| <b>Major equipment</b>                    | <p>Machinery is floated to and from the Quarry as needed and is likely to include the following (with assumed sound power level ranges noted) –</p> <ul style="list-style-type: none"> <li>• Crusher Mobile unit, Terex Pegson AX 846 and Screen Vibratory Sizing Screen RD 90 (SPL – 110 to 120dBA);</li> </ul>  |

|  | <ul style="list-style-type: none"><li>• Loader (FEL) Komatsu WA350 (SPL – 102 to 106 dBA);</li><li>• Excavator 3 Tonne, SK250 (SPL – 105 to 107 dBA);</li><li>• Drill rig (to be supplied by the drill/blast contractor); and</li><li>• Dozer Cat D6H (SPL – 107 dBA).</li></ul> <p>A water tank truck is used to access water off-site for use in the Quarry to dampen road surfaces and supply water to the crushing/screening equipment.</p> <p>Like any machinery and equipment, those nominated above will be progressively replaced over time with other more modern equipment as older equipment is retired.</p>  |                                     |                                     |  |  |                 |                        |                             |                                     |                                     |                                     |                                     |                                |  |  |                             |  |  |  |  |
|--|--|-------------------------------------|-------------------------------------|--|--|-----------------|------------------------|-----------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------|--|--|-----------------------------|--|--|--|--|
| Proposal timeline  | It is anticipated that the activity will commence in the fourth quarter of the 2024-2025 financial year (i.e., April to June 2025).  |                                     |                                     |  |  |                 |                        |                             |                                     |                                     |                                     |                                     |                                |  |  |                             |  |  |  |  |
| Operating hours  | <p>Operating hours are proposed to be the following.</p> <table><tr><th rowspan="2">Operating Hours</th><th colspan="3">Specific Quarry Activities</th></tr><tr><th>Drill and blast</th><th>Crushing and Screening</th><th>Haulage (including loading)</th></tr><tr><td>0700 - 1900 hrs<br/>Monday to Friday</td><td>1000 - 1600 hrs<br/>Monday to Friday</td><td>0700 - 1700 hrs<br/>Monday to Friday</td><td>0700 - 1900 hrs<br/>Monday to Friday</td></tr><tr><td>0800 - 1600 hrs on<br/>Saturday</td><td></td><td></td><td>0800 - 1600 hrs<br/>Saturday</td></tr><tr><td colspan="4">Closed Sunday and<br/>public holidays (those gazetted Statewide).</td></tr></table> | Operating Hours                     | Specific Quarry Activities          |  |  | Drill and blast | Crushing and Screening | Haulage (including loading) | 0700 - 1900 hrs<br>Monday to Friday | 1000 - 1600 hrs<br>Monday to Friday | 0700 - 1700 hrs<br>Monday to Friday | 0700 - 1900 hrs<br>Monday to Friday | 0800 - 1600 hrs on<br>Saturday |  |  | 0800 - 1600 hrs<br>Saturday | Closed Sunday and<br>public holidays (those gazetted Statewide). |  |  |  |
| Operating Hours  | Specific Quarry Activities   |                                     |                                     |  |  |                 |                        |                             |                                     |                                     |                                     |                                     |                                |  |  |                             |  |  |  |  |
|  | Drill and blast  | Crushing and Screening              | Haulage (including loading)         |  |  |                 |                        |                             |                                     |                                     |                                     |                                     |                                |  |  |                             |  |  |  |  |
| 0700 - 1900 hrs<br>Monday to Friday                              | 1000 - 1600 hrs<br>Monday to Friday  | 0700 - 1700 hrs<br>Monday to Friday | 0700 - 1900 hrs<br>Monday to Friday |  |  |                 |                        |                             |                                     |                                     |                                     |                                     |                                |  |  |                             |  |  |  |  |
| 0800 - 1600 hrs on<br>Saturday                                   |  |                                     | 0800 - 1600 hrs<br>Saturday         |  |  |                 |                        |                             |                                     |                                     |                                     |                                     |                                |  |  |                             |  |  |  |  |
| Closed Sunday and<br>public holidays (those gazetted Statewide). |  |                                     |                                     |  |  |                 |                        |                             |                                     |                                     |                                     |                                     |                                |  |  |                             |  |  |  |  |



## **PART C – EXISTING CONDITIONS**

### **C.1 LAND USES**

The current land use is a disused quarry within Mining Lease 2159P/M (pending), situated on a parcel of land formerly used for extractive purposes. The site contains remnants of previous quarry operations, including exposed pits and internal haulage tracks. No new infrastructure is proposed as part of this application, and existing access tracks, drainage features, and a sediment pond remain in place. The land is primarily undeveloped, with areas of native vegetation and disturbed ground associated with the former quarry.

Surrounding land uses are predominantly rural, comprising a mixture of agricultural land (mainly grazing) and native forest remnants. The area is sparsely developed, with no nearby urban settlements. The nearest sensitive receptor (residential dwelling) is located more than 647 metres from the active quarry zone, ensuring appropriate separation to manage potential amenity impacts. No sensitive uses or community infrastructure are immediately adjacent to the proposed works.

### **C.2 TRANSPORT NETWORK**

#### **C.2.1 LAKE REPULSE ROAD**

Lake Repulse Road is a local rural road that connects to the Lyell Highway just north of Ouse township while the other end connected to Repulse Dam with a closed gate. It is the primary transport route for dam and serves as the sole access route to the quarry site. The road is used with maximin speed limit of 80km/h.

The quarry will continue to utilise the existing unsealed internal access road connecting directly to Lake Repulse Road. No new junction or track is proposed. The existing road layout, including internal haul roads, is adequate for the proposed increase in traffic volume and complies with relevant safety and engineering standards.

#### **C.2.2 ACCESS TO LYELL HIGHWAY**

The quarry site has an existing single vehicular access point from Lake Repulse Road, which is then connected to the Lyell Highway. The Lyell Highway is a Department of State Growth road that connects New Norfolk and Ouse townships, with a maximum speed limit of 100 km/h.

## **PART D – TRAFFIC IMPACTS**

### **D.1 TRAFFIC GENERATION**

#### *D.1.1 CHARACTERISTICS OF TRAFFIC*

Traffic generated by the Repulse Quarry will primarily consist of heavy vehicles, including rigid trucks and truck/trailer combinations engaged in the carting of crushed and uncrushed dolerite material. Light vehicle movements will be minimal and limited to staff (maximum of four vehicles daily).

A water cart may also be used intermittently to manage dust, and machinery (e.g. crusher, screen) may be floated to and from the site infrequently (once or twice per year), depending on operational needs and contractor engagement.

#### *D.1.2 PROPOSED TRIP GENERATION AT ACCESS*

A trip is defined as a one-way vehicle movement. Therefore, a return journey is counted as two trips. Based on an annual production rate of 4,999 m<sup>3</sup> (equivalent to approximately 8,000 tonnes), and assuming a typical truck capacity of 10–20 m<sup>3</sup> per load (approx. 32 tonnes), the following trip estimates apply:

- Truck movements per annum: ~940 movements (300 truck/trailer combinations + 640 rigid truck movements).
- Average daily truck movements (assuming 200 operating days): ~6 truck movements/day.
- Peak daily truck movements: up to 40 movements/day (20 truckloads in and out), primarily during short-duration haulage campaigns.

This low to moderate volume of vehicle traffic is typical for a Level 1 quarry and aligns with rural quarry operations elsewhere in Tasmania.

#### *D.1.3 ADDITIONAL TRAFFIC GENERATION ON LYLLE HIGHWAY*

Traffic generated from the quarry will be fully directed to Lake Repulse Road. Since the other end of Lake Repulse Road is closed at the Repulse Dam and there are no other major industries in the area, it can be considered that all traffic generated from the quarry will be directed to and from the Lyell Highway.

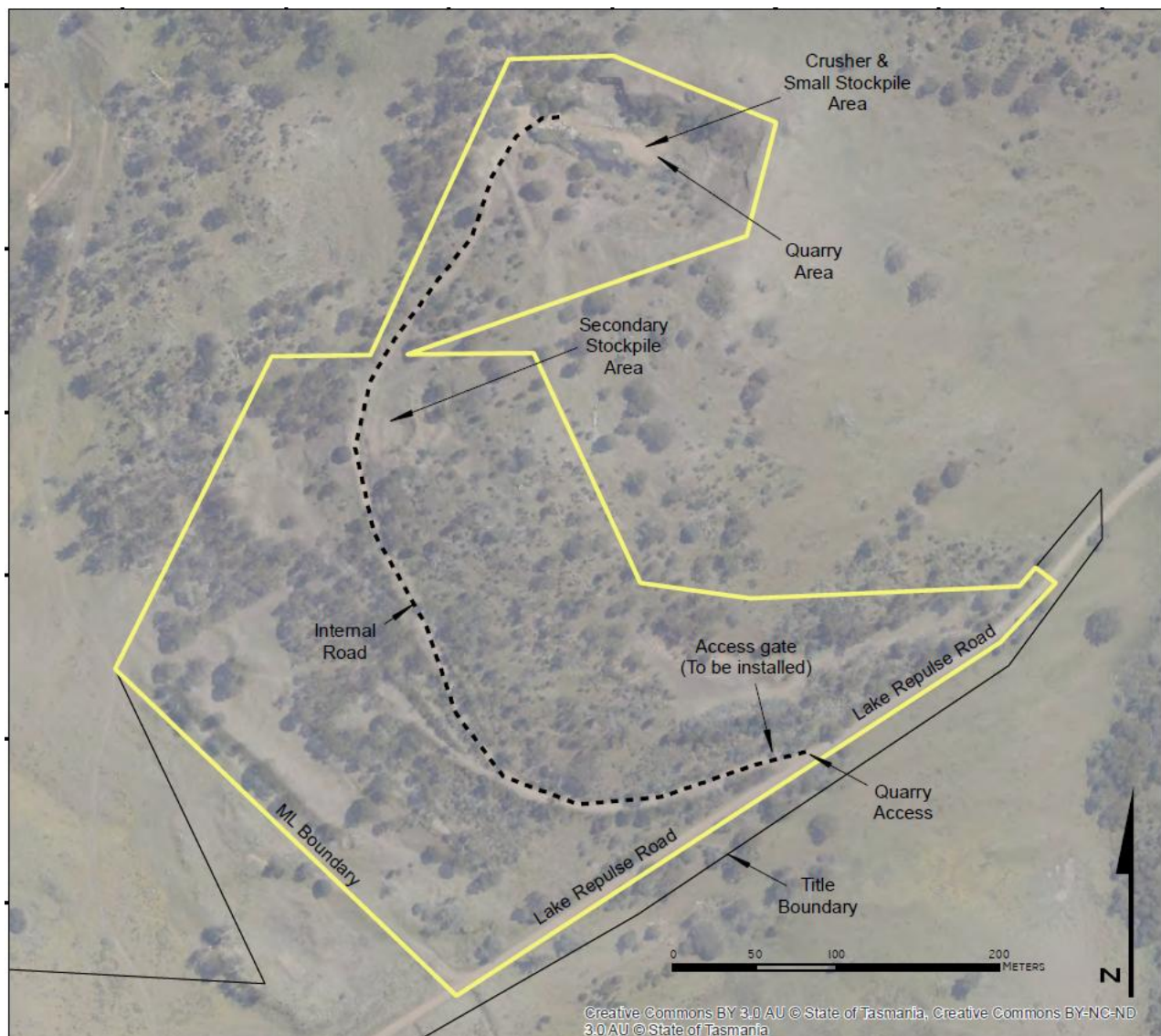
### **D.2 ACCESS IMPACTS**

#### *D.2.1 LAKE REPULSE ROAD (C606)*

Lake Repulse Road is a rural two-way road that connects to the Lyell Highway just north of Ouse township and has a closed end at Repulse Dam. It serves as the primary freight and access corridor for the Repulse Dam and surrounding area. While not classified as a state highway, it accommodates heavy vehicle usage and provides direct access to the quarry.

The width of Lake Repulse Road varies from 3.75m to 5.3m, and the road is a no-through road at Repulse Dam. Additionally, there is no bus route and the only other major industries with heavy vehicle access in the area is hydro power station. Therefore, there is existing minimum heavy vehicle usage and Lake Repulse Road is capable of accommodating heavy vehicles and allowing for vehicle passing.

**Figure 02: Proposed Site Access**

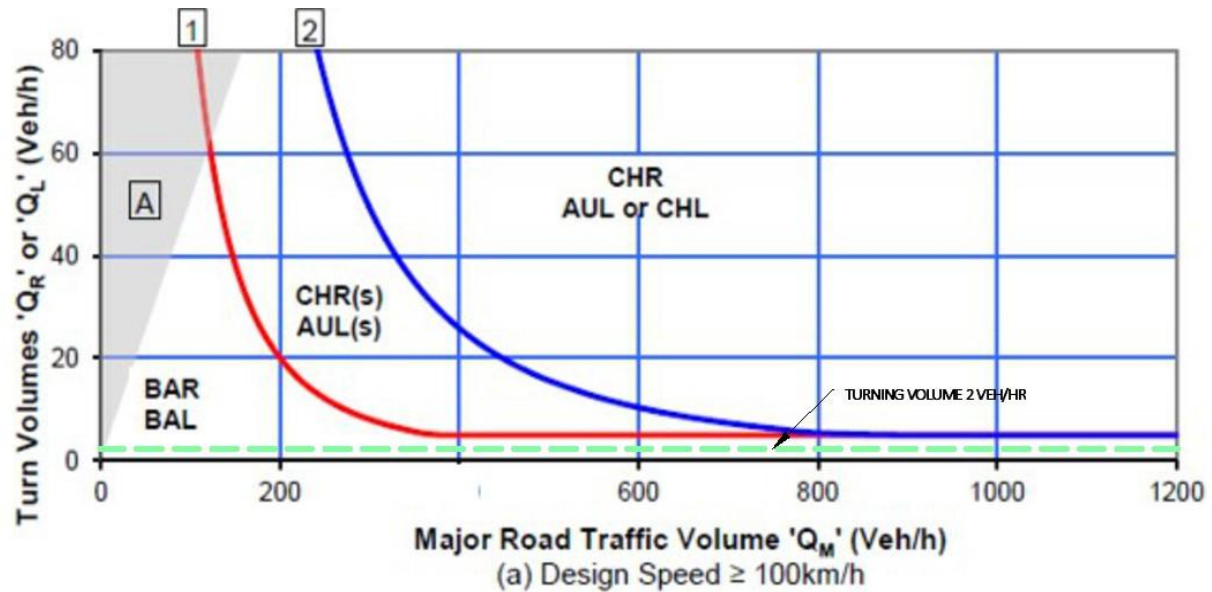


#### D.2.2 TURN TREATMENTS - LYELL HIGHWAY

According to the Austroads Guide to Road Design – Part 6, turn treatments at rural intersections depend on traffic volumes and turning rates. Given that peak turning movements into the Lyell Highway are estimated at 2–3 vehicles per hour during peak operation, a BAR (Basic Auxiliary Left Turn) or CHR treatment is not warranted, regardless of the traffic volumes on the Lyell Highway. The existing road geometry and turning

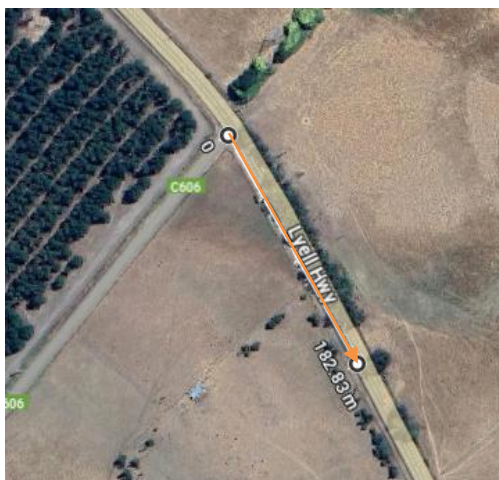
volumes fall well below the thresholds that would trigger the need for separate turning lanes. As such, no intersection upgrades are proposed or required.

**Figure 03: Warrants for turn treatments on major roads at unsignalized intersections**

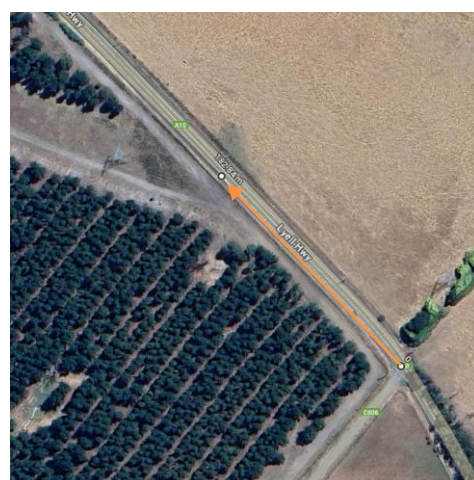


### D.3 SAFE INTERSECTION SIGHT DISTANCE (SISD) ASSESSMENT - LYELL HIGHWAY

The assessment of safe intersection sight distances was completed at the Lake Repulse Road entrance to the Lyell Highway. The road section at the Lake Repulse access on the Lyell Highway is relatively flat and straight. While formal survey data is not currently available, a preliminary visual inspection indicates that the available sight distance in both directions approaches or exceeds 182 meters.



**Figure 04: South Bound SISD**



**Figure 05: North Bound SISD**

Given the current road alignment and low traffic volumes, the intersection is expected to provide sufficient visibility for entering and exiting vehicles. A desktop assessment has been completed to verify visibility from



the 182m point northbound and visibility to the 182m point southbound. However, a formal sight distance survey is recommended prior to the commencement of quarry operations to confirm that the minimum SISD of 182m is fully met in both directions.

Available sight distance from and to the furthest point is shown in **Figures 6 and 7**.



**Figure 06: SISD From 182m North to the Intersection**



**Figure 07: SISD To 182m from the Intersection**



## PART E – PLANNING SCHEME CONSIDERATIONS AND CONCLUSION

### E.1 PLANNING SCHEME

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

The quarry has existing access from and to Lake Repulse Road.

| <b>C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction</b>  |  |
|---|--|
| <b>Objective:</b> To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.   |  |
| <b>PERFORMANCE CRITERIA P1</b><br>Vehicular traffic to and from the site must minimize 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:   | <b>ASSESSMENT</b>  |
| <ul style="list-style-type: none"> <li>a) any increase in traffic caused by the use;</li> <li>b) the nature of the traffic generated by the use;</li> <li>c) the nature of the road;</li> <li>d) the speed limit and traffic flow of the road;</li> <li>e) any alternative access to a road;</li> <li>f) the need for the use;</li> <li>g) any traffic impact assessment; and</li> <li>h) any advice received from the rail or road authority.</li> </ul> | <ul style="list-style-type: none"> <li>a) There is an increase in traffic caused by the proposed quarry. The impact on the Lake Repulse Road – Lyell Highway intersection is within a safe zone; there is no turn treatment required.</li> <li>b) The site generates both heavy and light vehicle movements. However, the majority of heavy vehicle movements are limited to normal work hours.</li> <li>c) The site is accessed via Lake Repulse Road, which is a minor unsealed road.</li> <li>d) The speed limit on the ML internal access road is to be posted at 50 km/hr and speed on Lake Repulse Road is already 80km/hr.</li> <li>e) There are no alternative accesses to the quarry from any other road.</li> <li>f) The use of the site is a pre-existing quarry.</li> <li>g) This TIS covers the traffic impact from the proposed quarry operations.</li> <li>h) Aware of none.</li> </ul> |

### E.2 CONCLUSION

The Repulse Road Quarry will generate low to moderate traffic volumes, with a maximum of 40 truck movements per day during peak haulage periods and an average of 5 movements/day.

Access is via a formed entry off Lake Repulse Road to and from the Lyell Highway, which provides an adequate turning area and is expected to have acceptable sight distance, though this should be confirmed via field measurement prior to the commencement of operations (no upgrade is required, but some trees along the roadline may need to be trimmed).

No intersection upgrades or turn lanes are required, and the road network can safely accommodate the projected quarry traffic without adverse impacts. The quarry does not present any additional road safety risks, and the proposed activity is consistent with rural quarry operations elsewhere in Tasmania.