



PUBLIC NOTICE DETAILS

PLANNING APPLICATION DETAILS

Application Number:	DA 2025/37
Application Type:	Discretionary Development Application
Property Location:	Ellendale Road, Ouse (CT 178925/2)
Proposal:	Dairy & Associated Infrastructure
Applicant:	CBM Sustainability Pty Ltd
Advertising Commencement Date:	Tuesday 12 August 2025
Representation Period Closing Date:	Tuesday 26 August 2025
Responsible Officer:	Louisa Brown, Senior Planning Officer

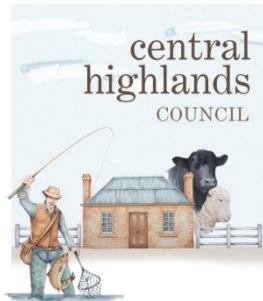
The relevant documents may be viewed at Council's website www.centralhighlands.tas.gov.au or at Council's Offices 19 Alexander Street, Bothwell & 6 Tarleton Street, Hamilton during normal business hours.

Enquiries regarding this Application can be made by contacting Central Highlands Council on (03) 6259 5503 or by emailing development@centralhighlands.tas.gov.au. 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

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
Email: development@centralhighlands.tas.gov.au
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:

Applicant Name	CBM Sustainability		
Postal Address	51 York Street	Phone No:	(03) 6332 6988 (Office) 0417 565 979 (Daniel)
	Launceston TAS	7250	Fax No: N/A
Email address	info@cbmgroup.com.au dstanford@cbmgroup.com.au		
Owner/s Name (if not Applicant)	Compass Derwent River Properties Pty Ltd		
Postal Address	Suite 417, 838 Collins Street	Phone No:	(03) 9021 9970
	Victoria Harbour VIC	3008	Fax No: N/A
Email address:	info@compassagriaus.au nigel@compassagriaus.au		

Description of proposed use and/or development:

Address of new use and development:	Lot 2 Ellendale Road Ouse TAS 7140		
Certificate of Title No:	Volume No	178925	Lot No: 2
Description of proposed use or development:	New dairy facility		
Current use of land and buildings:	No existing buildings, site is used for agriculture		

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?

Proposed Material	What are the proposed external wall colours	Colorbond Monument	What is the proposed roof colour	Colorbond Monument
	What is the proposed new floor area m ² .	743.6	What is the estimated value of all the new work proposed:	\$ 500,000

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)

Daniel Stanford
Architect C/- CBM Sustainability

Date

20/06/2025

Land Owner(s) Signature

Land Owners Name (please print)

Date

Land Owner(s) Signature

Land Owners Name (please print)

Date

✓

[illegible]

<p>Information</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, please tick ✓ the box</p>	<input type="checkbox"/>
<p>Heritage Tasmania</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. (Phone 1300 850 332 or email enquires@heritage.tas.gov.au)</p>	
<p>TasWater</p> <p>Depending on the works proposed Council may be required to refer the Application to TasWater for assessment (Phone 136992)</p>	
<p>Submission of Application</p> <p>Applications can be submitted in a number of ways as follows:</p> <ul style="list-style-type: none"> • Electronically: Email to development@centralhighlands.tas.gov.au • Post: 19 Alexander Street, BOTHWELL 7030 • In Person: Development & Environmental Services Office, 19 Alexander Street, Bothwell 7030 	



Planning assessment memorandum

Date	20/06/2025
Project Title	Compass – Norley dairy
Project number	P25023
Author	Sam Dingemanse <i>BBus BSc MEIANZ</i>

Background

This planning memo supports a planning application for a new dairy shed proposed at Lot 2 Ellendale Rd, Ouse. The site is currently undeveloped and is used as a runoff block (where fodder is grown to feed the herd) to support an existing dairy located nearby.

Compass is planning to develop the site as a new dairy, consisting of the following:

- Construct dairy shed and associated concrete yards and gates
- Construct new effluent ponds (not subject to planning approval, but requires approval from NRE Water Branch via Division 4 dam permit).
- Retain existing site access, resurface existing internal road to the new dairy shed location

A pre-lodgement planning discussion was had with Louise Brown on 17/06/2025 via phone.

The new dairy will be designed to best practice environmental and animal health standards. A dairy effluent management plan will be developed for the proposal, to be approved by the Tasmanian Dairy Industry Authority. It will consist of the capture of all effluent and washdown water to a solids pond where solids will settle, and liquid will decant to a storage pond. The liquid effluent will be irrigated to pasture at the property via existing irrigation infrastructure for approx. 6 months of the year, with the pond providing adequate storage volume for a 1-in-10 wet year, for the remaining 6 months, when the soil moisture levels are elevated and there is a higher risk of effluent runoff. This provides for the beneficial reuse of the solids and liquid effluent via land application, with all effluent contained within the property boundary.

Stormwater from the external yard will be managed via the effluent system. Stormwater from the roof will be stored in a tank, for reuse in the dairy shed. The dairy has a substantial daily water demand of approx. 30,000L so all stormwater will be reused. In the unlikely event of the tank overflowing, it will have an overflow discharge connecting to the tanker track drain, via an erosion controlled outlet.



The site details are as follows:

Project Address: Lot 2 Ellendale Rd, Ouse
Owner: COMPASS DERWENT RIVER PROPERTIES PTY LTD
Property ID: 9142447
Title Reference: 178925/2

Planning assessment

The planning aspects of the site are as follows:

Zone: Agriculture
Use: Resource development (no permit required, site is not prime agricultural land)

Overlays

(within development footprint) Bushfire-prone areas

A response to the agriculture zone planning controls are as follows:

Assessment against Agriculture Zone

21.3 Use standards

N/A, use is no permit required

21.4 Development Standards for Buildings and Works

21.4.1 Building height

A1 Building height is less than 12m.

21.4.2 Setbacks

A1 Setbacks are greater than 5m.

A2 N/A

21.4.3 Access for new dwellings

N/A

21.5 Development Standards for Subdivision

N/A

A response to the relevant codes are as follows:

C3.0 Road and Railway Assets Code

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

A1.1 N/A access is not to a category 1 road.

A1.2 No new access is required



Head Office : 51 York Street, Launceston Tas

Phone : (03) 6332 6988

Email : info@cbmgroup.com.au

Web : cbmsustainabledesign.com.au



A1.3 N/A

A1.4(a) The existing site access is to the Lyle Highway which is a category 2 road, and thus a major road as defined in the TPS.

The farm currently serves as a support block, where fodder production takes place using both farm-owned machinery and contractors' equipment. During fodder production, machinery frequently moves on and off the farm, along with the continuous transportation of bales to other dairy farms in the vicinity. Cropping operations are also conducted, involving machinery for planting and periodic maintenance, followed by harvesting.

The farm's usage is transitioning from producing feed for external use to housing animals permanently for milking purposes. This change will result in a milk tanker visiting the farm approximately 300 days per year, thereby reducing the need for other machinery to come and go. The overall traffic in and out of the farm will remain similar to its current pattern.

While the light vehicle traffic will increase by approx. 8 movements per day (2 dairy operators coming and going for two milkings per day) this is less than 10 movements.

C3.6 Development Standards for Buildings or Works

N/A

C3.7 Development Standards for Subdivision

N/A



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SEARCH OF TORRENS TITLE

VOLUME 178925	FOLIO 2
EDITION 2	DATE OF ISSUE 19-Aug-2024

SEARCH DATE : 13-Jun-2025

SEARCH TIME : 11.30 AM

DESCRIPTION OF LAND

Parish of LAWRENNY Land District of CUMBERLAND
Lot 2 on Sealed Plan 178925
Derivation : Part of 20,903A-0R-17P Gtd. to the Closer
Settlement Board
Prior CTs 164996/4 and 169382/1

SCHEDULE 1

N148262 TRANSFER to COMPASS DERWENT RIVER PROPERTIES PTY LTD
Registered 19-Aug-2024 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP178925 EASEMENTS in Schedule of Easements
SP178925 FENCING COVENANT in Schedule of Easements
SP164996 & SP169382 FENCING COVENANT in Schedule of Easements
E391189 MORTGAGE to Westpac Banking Corporation Registered
19-Aug-2024 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

<p>OWNER: T R Brown ASGARD HOLDINGS AUSTRALIA PTY. LIMITED</p> <p>FOLIO REFERENCE: C.T.164996/4, C.T.169382/1</p> <p>GRANTEE: Part of 20,939A.0R.17P gtd to The Closer Settlement Board</p>	<h2 style="margin: 0;">PLAN OF SURVEY</h2> <p>BY SURVEYOR: N.M.CREESE</p> <p>LOCATION: Land District of CUMBERLAND Parish of LAWRENNY</p> <p>SCALE 1:10,000 LENGTHS IN METRES</p>	<p>REGISTERED NUMBER SP178925</p> <p>APPROVED EFFECTIVE FROM - 6 AUG. 2020</p> <p style="text-align: right;"><i>Ren</i> Recorder of Titles</p>
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LOT 2 IS COMPILED FROM C.T.164996/4, C.T.169382/1 AND THIS SURVEY

100. PUBLIC OPEN SPACE

MEADOWBANK LAKE

SEE INSET 1

ELTENDALE (P1207)

UPPER CARRIER 10.06 WIDE

ROAD

HIGHWAY

SEE INSET 2

RIGHT OF WAY VARIABLE WIDTH (PRIVATE) (SP169382)

LYELL

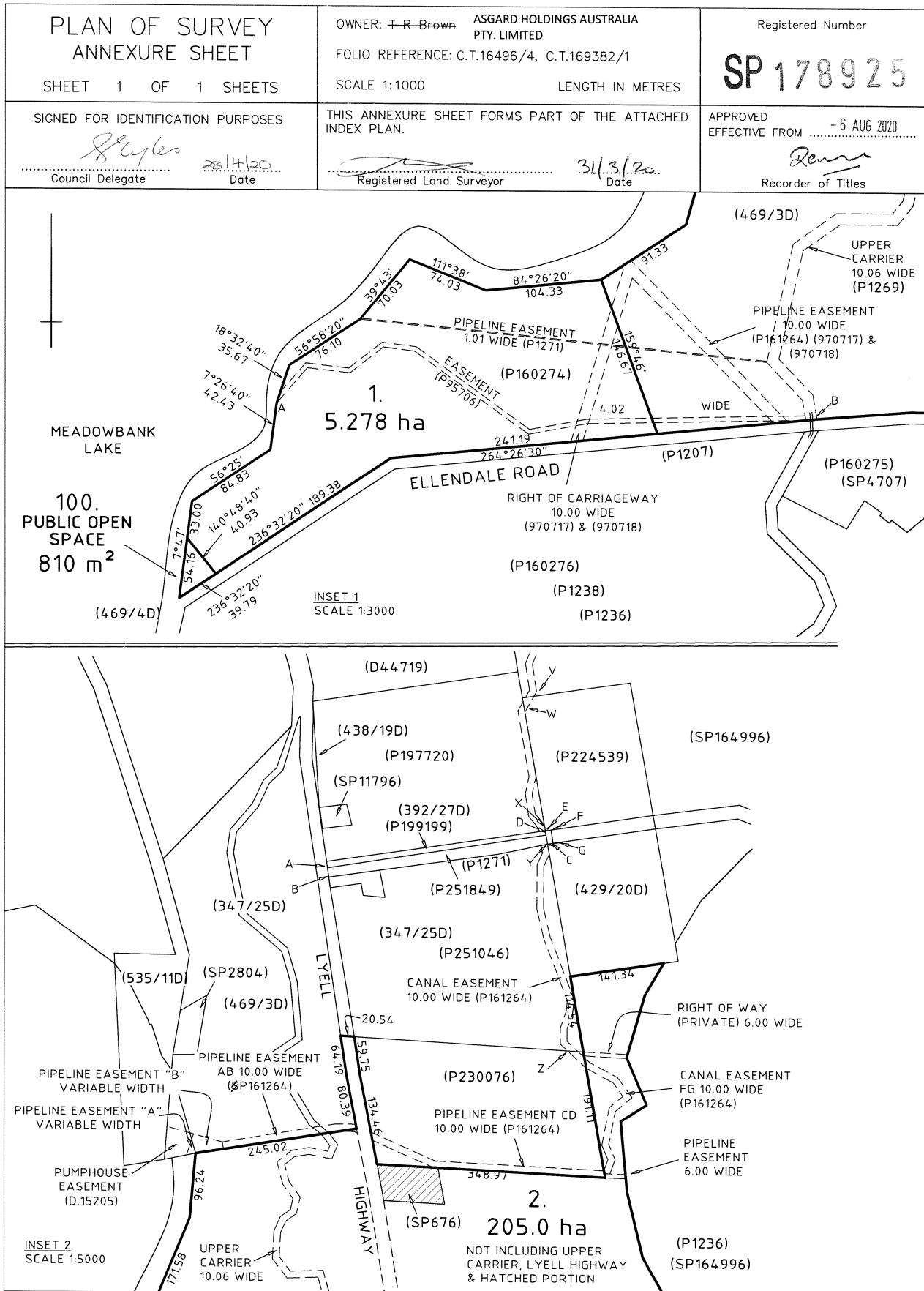
2. 205.0 ha

NOT INCLUDING UPPER CARRIER, LYELL HIGHWAY & HATCHED PORTIONS

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

CANAL EASEMENT HI 10.00 WIDE (P161264)

<p><i>[Signature]</i> Registered Land Surveyor</p> <p style="text-align: right;">31/3/20 Date</p>	<p><i>[Signature]</i> Council Delegate</p> <p style="text-align: right;">20/4/20 Date</p>
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SCHEDULE OF EASEMENTS	Registered Number SP 178925
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	

PAGE 1 OF 6 PAGE/S
6

EASEMENTS AND PROFITS

Each lot on the plan is together with:

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.


Lots 1 & 2 on the Plan are each


~~Lot 1 on the Plan~~ is subject to (appurtenant to the lands comprised in Certificate of Title Volume 986 Folio 76) the right at all times to construct lay and maintain such drains, channels and pipes as Lawrenny Water Trust from time to time considers necessary for the passage and flow of water in through along and upon that portion of the land marked EASEMENT 4.02 WIDE A.B (P95706) passing through ^{Lots 1 & 2} ~~Lot 1~~ on the Plan and the right at all times to enter into and upon the said land marked EASEMENT 4.02 WIDE A.B on the Plan and upon the said Lot as may be necessary for the purpose of inspecting repairing cleansing or renewing the said drains, channels and pipes without doing unnecessary damage to the said land marked on EASEMENT 4.02 WIDE A.B (P95706) on the Plan.

Lots 1 & 2 on the Plan are each


~~Lot 1 on the Plan~~ is subject to a right of carriageway (appurtenant to Lot 1 on Sealed Plan 160276 and Lot 1 on ~~Sealed~~ Plan 160275) over the land marked RIGHT OF CARRIAGEWAY 10.00 WIDE ^{(970717) &} ~~(970718)~~ on the Plan as created by C970717. (Private)

Lot 1 on the Plan is together with the right at all times to lay and maintain a line of water pipes through the strip of land marked PIPELINE EASEMENT 1.01 WIDE (P1271) passing through Lot 2 on the Plan and the right at all times to enter into and upon the said strip of land for the purposes of inspecting, repairing, cleansing and renewing the said pipes without doing unnecessary damage to the said strip of land.


Secretary ~~DRETT~~


Director

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: ASGARD HOLDINGS AUSTRALIA PTY LIMITED (ACN 630 526 180) FOLIO REF: VOLUME 164996 FOLIO 4 & VOLUME 169382 FOLIO 1 SOLICITOR & REFERENCE: Page Seager (AES: 191529)	PLAN SEALED BY: Central Highlands Council DATE: <u>23 April 2020</u> <u>DA 2019/56</u> REF NO. _____ Council Delegate 
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 2 OF 3 PAGES 6	Registered Number SP 178925
SUBDIVIDER: ASGARD HOLDINGS AUSTRALIA PTY LIMITED (ACN 630 526 180) FOLIO REFERENCE: VOLUME 164996 FOLIO 4 & VOLUME 169382 FOLIO 1	

Lot 2 on the Plan is subject to a right of carriage way appurtenant to Lot 2 on Sealed Plan 169382 over ~~that part of the strip of land marked RIGHT OF WAY (private) 6.00 WIDE on Sealed Plan 169382 as passes through Lot 1 on Sealed Plan 169382~~, shown passing through such Lot.

Lot 2 on the Plan is subject to a Pipeline Easement (as defined in SP169382) appurtenant to Lot 2 on Sealed Plan 169382 and Lot 3 on Sealed Plan 169382 over ~~that part of the strip of land marked PIPELINE EASEMENT 6.00 WIDE on Sealed Plan 169382 as passes through Lot 1 on Sealed Plan 169382~~ shown passing through such Lot.

Lot 2 on the Plan is subject to a Canal Easement (as defined in SP169382) appurtenant to Lot 2 on Sealed Plan 169382 and Lot 3 ~~on~~ ^{over} Sealed Plan 169382 over ~~that part of the strip of land marked CANAL EASEMENT FG 10.00 WIDE (P.161264) on Sealed Plan 169382 as passes through Lot 1 on Sealed Plan 169382~~, shown passing through such Lot.

That part of Lot 2 formerly comprised in Lot 1 on Sealed Plan 169382

~~Lot 2 on the Plan~~ is together with a Pipeline Easement (as defined) over ~~that part of the strip of land marked PIPELINE EASEMENT CD 10.00 WIDE (P.15177, D.15200) on Sealed Plan 169382 as passes through Lot 4 on Sealed Plan 169382~~ the Plan. P161264

Lot 2 on the Plan is subject to a right of carriage way appurtenant to Lot 4 on Sealed Plan 164996 over the strip of land marked RIGHT OF WAY VARIABLE WIDTH (Private) ~~on Sealed Plan 169382 passing through Lot 1 on Sealed Plan 169382~~, shown passing through such Lot.

That part of Lot 2 formerly comprised in Lot 1 on Sealed Plan 169382

~~Lot 2 on the Plan~~ is together with a right of carriageway over the land marked E.F.G.C. on ~~Sealed Plan 169382~~, the Plan

That part of Lot 2 formerly comprised in Lot 1 on Sealed Plan 169382

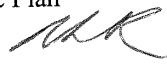
~~Lot 2 on the Plan~~ is together with a right of carriageway over the land marked A.B.C.D. on the ~~Sealed Plan 169382~~.

That part of Lot 2 formerly comprised in Lot 1 on Sealed Plan 169382

~~Lot 2 on the Plan~~ is together with a Canal Easement over the land marked CANAL EASEMENT 10.00 WIDE (P. 161264) as more fully set forth in D15197 and marked VW on ~~Sealed Plan 164996~~ the Plan

Lot 2 on the Plan is together with a Pipeline Easement and Right of Carriageway over the land marked PIPELINE EASEMENT (AB) 10.00 WIDE AND PIPELINE EASEMENTS A & B VARIABLE WIDTH on, ~~Sealed Plan 169382~~ as more fully set forth in D15197.

the Plan


Secretary-DIRECTOR


Director

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 3 OF 8 PAGES 6	Registered Number SP 178925
SUBDIVIDER: ASGARD HOLDINGS AUSTRALIA PTY LIMITED (ACN 630 526 180) FOLIO REFERENCE: VOLUME 164996 FOLIO 4 & VOLUME 169382 FOLIO 1	

Lot 2 on the Plan is subject to a Canal Easement (appurtenant to Lot 1 on P224539) over the land marked CANAL EASEMENT FG 10.00 WIDE (P.161264) ~~on Sealed Plan 169382 as more fully set forth in D15199.~~ shown passing through such Lot as more fully set forth in D15199.

Lot 2 on the Plan is subject to a Canal Easement (appurtenant to Lot 1 on P251046 & Lot 1 on P197720) over the land marked CANAL EASEMENT FG 10.00 WIDE (P.161264) ~~on Sealed Plan 169382 as more fully set forth in D15200.~~ shown passing through such Lot as more fully set forth in D15200.

That part of Lot 2 formerly comprised in Lot 1 on Sealed Plan 169382
~~Lot 2 on the Plan~~ is together with a Canal Easement over the land marked CANAL EASEMENT 10.00 WIDE MARKED W.X. & Y.Z. on ~~Sealed Plan 169382~~ ^{the} as more fully set forth in D15202.

Lot 2 on the Plan is together with a Pump House Easement over the land marked PUMP HOUSE EASEMENT on ~~Sealed Plan 169382~~ ^{the Plan} as more fully set forth in D15205.

Lot 2 on the Plan is together with a Pipeline Easement and Right of Carriageway over the land marked PIPELINE EASEMENT A VARIABLE WIDTH and PIPELINE EASEMENT B VARIABLE WIDTH on ~~Sealed Plan 169382~~ ^{the Plan} as more fully set forth in D15205.

That part of Lot 2 formerly comprised in Lot 1 on Sealed Plan 169382

~~Lot 2 on the Plan~~ is together with a Pipeline Easement over the land marked PIPELINE EASEMENT AB 10.00 WIDE (SP164996) on ~~Sealed Plan 169382~~ ^{the Plan} P161264

FENCING COVENANT

In respect to the Lots on the Plan, the Vendor (Asgard Holdings Australia Pty Limited (ACN 630 526 180)) shall not be required to fence.

INTERPRETATION

“Pipeline Easement” shall mean:

The full and free right of every person who is entitled to an estate or interest in possession indicated as the dominant tenement or any part thereof with which said right shall be capable of enjoyment in common with the owner of the servient tenement to lay install use erect and maintain forever water mains pipes pumps and such other apparatus and infrastructure including but not limited to electric cables as are required to facilitate the pumping and passing of water of such amount and quantity as shall from time to time be

 Secretary DIRECTOR	 Director
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NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 4 OF ⁴ / ₆ PAGES	Registered Number SP 178925
SUBDIVIDER: ASGARD HOLDINGS AUSTRALIA PTY LIMITED (ACN 630 526 180) FOLIO REFERENCE: VOLUME 164996 FOLIO 4 & VOLUME 169382 FOLIO 1	

required in the relevant strips of land and the right for their surveyors and workmen from time to time and at all times hereafter to have access to the said strips of land across the adjoining land and to enter into and upon the said strips of land or any part hereof bringing upon the Pipeline Easements such vehicles, material, machinery and other things as they shall think fit and to inspect the condition of the said Pipeline Easements and water mains pipes pumps and other apparatus and to repair, alter, amend and cleanse them PROVIDED HOWEVER that any damage occasioned thereby shall be made good.

“Canal Easement” shall mean:

The full and free right of every person who is entitled to an estate or interest in possession indicated as the dominant tenement or any part thereof with which said right shall be capable of enjoyment in common with the owner of the servient tenement to flow water through and over the relevant strips of land together with the right to lay install use erect and maintain forever water mains pipes pumps and such other apparatus including but not limited to electric cables as are required to facilitate the flow of water of such amount and quantity as shall from time to time be required and the right for their surveyors and workmen from time to time and at all times hereafter to enter into and upon the said strip of land or any part thereof bringing upon the Canal Easement such material, machinery and other things as they shall think fit and inspect the condition of the said Canal Easement and water mains pipes pumps and other apparatus and to repair, alter, amend and cleanse PROVIDED HOWEVER that any damage occasioned thereby shall be made good.


Secretary- DIRECTOR


Director

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 5 OF 6 PAGES	Registered Number SP 178925
SUBDIVIDER: ASGARD HOLDINGS AUSTRALIA PTY LIMITED (ACN 630 526 180) FOLIO REFERENCE: VOLUME 164996 FOLIO 4 & VOLUME 169382 FOLIO 1	

EXECUTED by ASGARD HOLDINGS AUSTRALIA)
PTY LIMITED (ACN 630 526 180), as registered)
proprietor of the land comprised in Folio of the Register)
Volume 164996 Folio 4 and Volume 169382 Folio 1)
pursuant to section 127 of the Corporations Act 2001 by:)


.....
Director Signature

HAMISH CHARLES KEITH EDGE
.....
Director Full Name (print)


.....
*Director/~~*Secretary~~ Signature

NIGEL PANNETT
.....
*Director/~~*Secretary~~ Full Name (print)
DIRECTOR

(*please strike out inapplicable *if Sole Director/Secretary write 'Sole')

NOTE: Every annexed page must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.

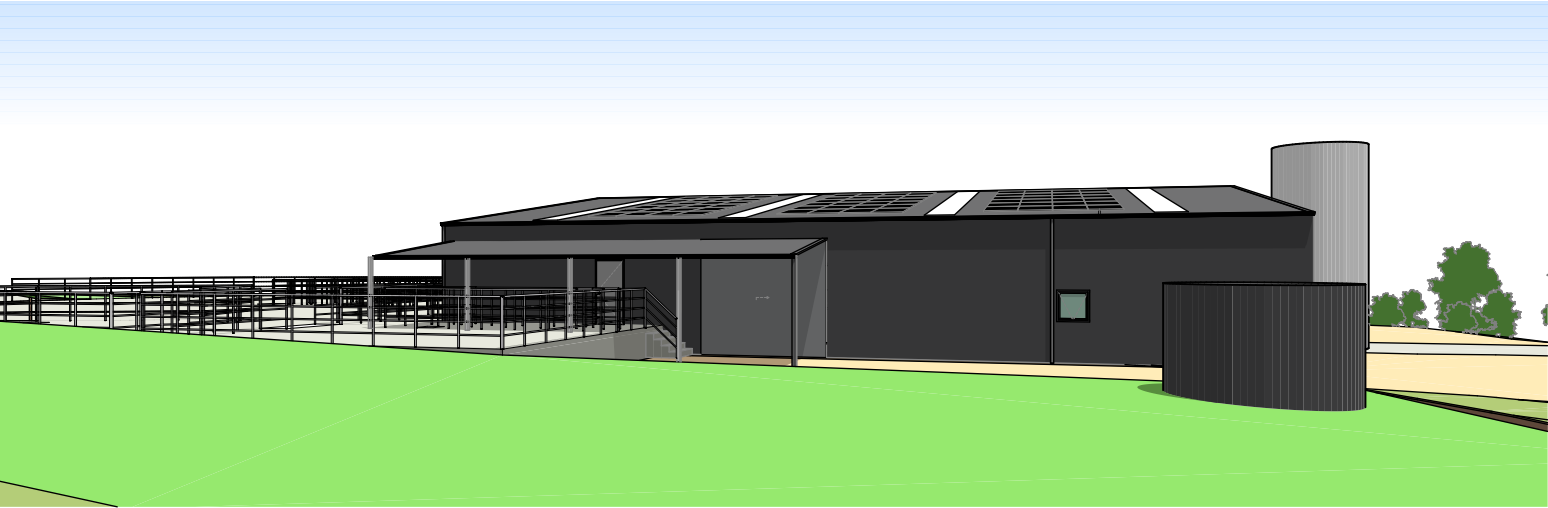
ANNEXURE TO SCHEDULE OF EASEMENTS PAGE 6 OF 6 PAGES	Registered Number SP178925
SUBDIVIDER: - ASGARD HOLDINGS AUSTRALIA PTY LTD FOLIO REFERENCE: - 164996/4 & 169382/1	
<p>EASEMENTS CONTINUED</p> <p>Lot 2 on the Plan is subject to the right at all times to lay and maintain a line of water pipes (appurtenant to Lot 1 on the Plan) through the strip of land marked Pipeline Easement 1.01 wide (P1271) and the right at all times to enter into and upon the said strip of land for the purposes of inspecting, repairing, cleansing and renewing the said pipes without doing unnecessary damage to the said strip of land.</p> <p>Lot 2 on the Plan is subject to a pipeline easement (as herein defined) (appurtenant to Lots 1, 2 & 3 on Sealed Plan 164996) over that part of the strip of land marked Pipeline Easement AB 10.00 wide (P161264) on the Plan as passes through such Lot.</p> <p>Lots 1 & 2 on the Plan are each subject to (appurtenant to Lot 11 on Plan No. 1236) the right to lay and maintain a line of water pipes through the strip of land marked Pipeline Easement 1.01 wide (P1271) on the Plan and the right at all times to enter into and upon the said strip of land for the purpose of inspecting, repairing, cleansing or renewing the said pipes without doing unnecessary damage to the said strip of land.</p> <p>Lots 1 & 2 on the Plan are each subject to a right of carriageway (appurtenant to Lot 1 on Plan 160277) over the land marked Right of Carriageway 10.00 wide (Private) on the Plan as created by C970718.</p> <p>Lot 2 on the Plan is subject to a pipeline easement (appurtenant to Lot 1 on Plan 160276 and Lot 1 on Plan 160275) over the land marked Pipeline Easement 10.00 wide on the Plan as more fully set forth in C970717.</p> <p>Lot 2 on the Plan is subject to a pipeline easement (appurtenant to Lot 1 on Plan 160277) over the land marked Pipeline Easement 10.00 wide on the Plan as more fully set forth in C970718.</p> <p>Lot 2 on the Plan is subject to a pipeline easement (appurtenant to Lot 1 on Plan 224539) over the land marked Pipeline Easement (AB) 10.00 wide on the Plan as more fully set forth in D15199.</p> <p>Lot 2 on the Plan is subject to a pipeline easement (appurtenant to Lot 1 on Plan 197720 & Lot 1 on Plan 251046) over the land marked Pipeline Easement (AB) 10.00 wide on the Plan as more fully set forth in D15200.</p>	
NOTE: - Every annexed sheet must be signed by the parties to the dealing or where the party is a corporate body be signed by the persons who have attested the affixing of the seal of that body to the dealing.	

DWG NO.	DRAWING	REV	DATE AND TIME
A000	COVER PAGE	02	20/06/2025 3:42 PM
A101	LOCATION PLAN	02	20/06/2025 3:42 PM
A102	PROPOSED SITE PLAN 1:2500	02	20/06/2025 3:42 PM
A103	PROPOSED SITE PLAN 1:1000	02	20/06/2025 3:42 PM
A201	GROUND FLOOR PLAN	02	20/06/2025 3:42 PM
A207	ROOF PLAN	02	20/06/2025 3:42 PM
A301	ELEVATIONS	02	20/06/2025 3:42 PM
A302	ELEVATIONS	02	20/06/2025 3:42 PM
A701	PERSPECTIVE VIEW	02	20/06/2025 3:42 PM
A702	PERSPECTIVE VIEW	02	20/06/2025 3:42 PM
A703	PERSPECTIVE VIEW	02	20/06/2025 3:42 PM
A704	PERSPECTIVE VIEW	02	20/06/2025 3:42 PM

IMPORTANT: BEFORE COMMENCING WORK ONSITE:

1. PLEASE CONFIRM WITH CBM SUSTAINABILITY PTY LTD THAT ALL REQUIRED PERMITS HAVE BEEN OBTAINED FROM BUILDING SURVEYOR AND COUNCIL.
2. BUILDER TO LODGE **FORM 39 START WORK NOTIFICATION AND AUTHORISATION - BUILDING WORK**, WITH BUILDING SURVEYOR.
3. BUILDER TO LODGE **FORM 73 START WORK NOTIFICATION AND AUTHORISATION - DEMOLITION WORK**, WITH BUILDING SURVEYOR. (IF RELEVANT)
4. PLUMBER TO LODGE **FORM 60 START WORK NOTIFICATION AND AUTHORISATION - PLUMBING WORK** WITH COUNCIL.

FORMS AVAILABLE AT: <https://cbos.tas.gov.au/>



PROJECT CONTACTS

CLIENT / OWNER:
**COMPASS DERWENT RIVER
PROPERTIES PTY LTD**
CLIENT EMAIL

ARCHITECT / DESIGNER:
CBM SUSTAINABILITY
info@cbmgroup.com.au

BUILDING CONTRACTOR:
BISON / OTHERS

BUILDING SURVEYOR:
PITT&SHERRY

ENGINEER - CIVIL:
EXCEED ENGINEERING
info@exceedengineering.com.au

BUSHFIRE CONSULTANT:
BUSHFIRE CONSULTANT

ENGINEER - HYDRAULIC:
TBA

ENGINEER - MECHANICAL:
TBA

ENGINEER - FIRE:
ENGINEER - FIRE

ENGINEER - ELECTRICAL:
ENGINEER - ELECTRICAL

ENGINEER - STRUCTURAL:
EXCEED ENGINEERING
info@exceedengineering.com.au

ENERGY EFFICIENCY CONSULTANT:
CBM SUSTAINABILITY

GEOTECHNICAL ENGINEER:
GEOTON

WASTE WATER CONSULTANT:
GEOTON

NCC BUILDING
CLASSIFICATION(S):
CLASS 8 (DAIRY)

BAL ASSESSMENT:
[\(AS3959-2018\)](#) **TBA**

NEW ROOFED
GROUND FLOOR AREA: **744m²**

EXPOSED ROUNDYARD
AND EXTERIOR
CONCRETE: **1273m²**

LOCAL COUNCIL:
CENTRAL HIGHLANDS COUNCIL

PLANNING ZONE:
21. AGRICULTURE

LAND TITLE REF: **178925/2**

PROPERTY ID: **9142447**

SOIL CLASSIFICATION: **TBA**
[\(AS2870-2021\)](#)

WIND CLASSIFICATION: **TBA**
[\(AS4055-2012\)](#)

CLIMATE ZONE: **7**
[\(NCC 2022\)](#)

ALPINE AREA: **N/A**
[\(NCC 2022\)](#)

CORROSION ENV: **C3 MEDIUM**
[\(AS4312-2019\)](#)

DRAWINGS TO BE READ IN
CONJUNCTION WITH ANY WRITTEN
SPECIFICATIONS AND ANY
ASSOCIATED DOCUMENTATION
PREPARED BY SUB-CONSULTANTS.

BOUNDARY INFORMATION AND
CONTOURS HAVE BEEN SOURCED
FROM THE LIST AND ELVIS
FOUNDATION SPATIAL DATA
AND IS APPROXIMATE.

DIMENSIONS IN MILLIMETRES (MM)
UNLESS NOTED OTHERWISE.
LEVELS ARE IN METRES (M).
DO NOT SCALE.

WRITTEN DIMENSIONS TAKE
PRECEDENCE OVER SCALED
DIMENSIONS.

VERIFY ALL DIMENSIONS ON SITE
PRIOR TO COMMENCEMENT OF
WORKS.

DOCUMENTATION IS SUBJECT TO
STATUTORY APPROVALS.

THIS DESIGN IS INTENDED TO BE
BUILT ONLY ONCE AND ONLY ON THE
SITE THAT THE DESIGN WAS
PREPARED FOR.

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

STANDARD ABBREVIATIONS

AIR/C:	AIR-CONDITIONING UNIT	DRW:	DRAWER	GR:	GRAB RAIL	O/H:	OVERHEAD (STORAGE)	SPL:	SPOT LIGHT
ACP:	ALUMINIUM COMPOSITE PANEL: (ALUCOBOND 'PLUS' OR 'A2' ONLY)	DW:	DISHWASHER	HBL:	HIGH-BAY LIGHT	ORG:	OVERFLOW RELIEF GULLY	SS:	STAINLESS STEEL
AG:	AWNING GLASS	DY:	DRYER	HC:	HOSE COCK	OV:	OVEN	TBR:	TIMBER
B:	BENCH	EML:	EMERGENCY LIGHT	HDY:	HAND DRYER	PB:	PLASTERBOARD	TLE:	TILE
BH:	BULKHEAD	EG:	EMBER GUARDS	HG:	HINGED GLASS	PC:	POLYCARBONATE SHEET	TR:	TOWEL RAIL
BG:	BOX GUTTER	EQ:	EQUAL	HK:	COAT HOOK	P/D:	PHONE / DATA OUTLET	TRH:	TOILET ROLL HOLDER
BL:	BLOCKWORK	EV:	EAVE VENT	HL:	COMBINATION HEAT / LIGHT / FAN	P/L:	PENDENT LIGHT	TUB:	LAUNDRY TROUGH / TUB
BOL:	BOLLARD	EX:	EXISTING	HR:	HANDRAIL / GRAB-RAIL	PLY:	PLYWOOD SHEET	TV:	TELEVISION OUTLET
BPZ:	BUILDING PROTECTION ZONE	F/FRZ:	FRIDGE / FREEZER	HTR:	HEATER	PTD:	PAPER TOWEL DISPENSER	U/B:	UNDER BENCH
BR:	BRICKWORK	FAN:	EXTRACTION / EXHAUST FAN	HWC:	HOT WATER CYLINDER	PTY:	PANTRY	URL:	URINAL
BTH:	BATH	FBL:	FIRE BLANKET	IO:	INSPECTION OPENING	PV:	PHOTOVOLTAIC PANELS (SOLAR)	VB:	VANITY BASIN
CF:	CEILING FAN	FC:	FIBRE CEMENT SHEET	JU:	JOINERY UNIT	RC:	RIDGE CAPPING (FLASHING)	VP:	VENT PIPE
CK:	COOK-TOP / COOKER	FE:	FIRE EXTINGUISHER	KB:	KICKBOARD	RHD:	RANGE-HOOD	VSS:	VERTICAL SEWER STACK
CJ:	CONTROL JOINT	FFL:	FINISHED FLOOR LEVEL	LAM:	LAMINATE	RL:	RELATIVE LEVEL	VYL:	VINYL
CL:	CEILING LEVEL	FG:	FIXED GLASS	LG:	LOUVERED GLASS	RV:	ROOF VENT	W:	WINDOW
CM:	COFFEE MACHINE	FH:	FIRE HYDRANT	LT:	LIGHT (SURFACE MOUNTED)	RM:	ROOM	WC:	TOILET
COL:	COLUMN	FHR:	FIRE HOSE REEL	M:	METRES	RWH:	RAIN WATER HEAD	WIR:	WALK IN ROBE
CON:	EXPOSED CONCRETE (P: POLISHED)	FL:	FLASHING	MH:	MAINTENANCE HATCH	SD:	SMOKE DETECTOR	WDH:	WOOD-HEATER / FIRE
CPT:	CARPET	FMBZ:	FUEL MODIFIED BUFFER ZONE	MM:	MILLIMETRES	SF:	SOFT-FALL RUBBER	WL:	WALL LIGHT
CUPB:	CUPBOARD	FPB:	FIRE RESISTANT PLASTERBOARD	MRS:	METAL ROOF SHEETING	SH:	SHED / OUTBUILDING	WM:	WASHING MACHINE
D:	DOOR / AND OR / DETAIL	FRZ:	FREEZER	MSB:	MAIN SWITCH BOARD	SHF:	SHELF (A/ ADJUSTABLE) (F/FIXED)	WP:	WEATHERPROOF POWER OUTLET
DB:	DISTRIBUTION BOARD	FT:	FLUORO TUBE LIGHT	MW:	MICROWAVE OVEN	SHR:	SHOWER	WPB:	WATER RESISTANT PLASTERBOARD
DL:	DOWNLIGHT (RECESSED)	FW:	FLOOR WASTE	MWS:	METAL WALL SHEETING	SK:	SINK	WT:	WALL TYPE
DP:	DOWNPIPE	G:	GATE	NGL:	NATURAL GROUND LINE	SKT:	SKIRTING	WHT:	WATER HARVESTING TANK
		GF:	GROUND FLOOR	O/A:	OVER ALL	SKL:	SKY LIGHT	1F:	1ST FLOOR
		GPO:	GENERAL POWER OUTLET	O/B:	OVER BENCH	SL:	SLIDING GLASS		

DEVELOPMENT APPLICATION

REV	AMENDMENT	DATE
01	SKETCH DESIGN	20/06/2025
02	PLANNING APPLICATION	20/06/2025

ISSUED BY:
dstanford

DRAWN BY:
dstanford

APPROVED BY:
jpinner

COVER PAGE

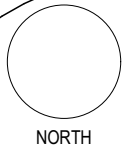
DWG: **A000**
PROJECT: **P25023**

REV: **02**

 CBM SUSTAINABILITY

51 York Street, PO Box 1971, Launceston TAS 7250

P: +613 6332 6988 E: info@cbmgroup.com.au A: CC1113Z



NORLEY DAIRY

LOT 2 ELLENDALE ROAD OUSE TAS 7140
COMPASS DERWENT RIVER
PROPERTIES PTY LTD

SCALE: **(A3)**



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BASE DATA FROM
theLIST (www.tasmap.tas.gov.au) © STATE OF TASMANIA
ELVIS - ELEVATION AND DEPTH - FOUNDATION SPATIAL DATA



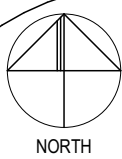
**PLANNING CODES
LEGEND:**

- WATERWAY AND COASTAL PROTECTION AREA
- LOW LANDSLIP HAZARD BAND
- MEDIUM LANDSLIP HAZARD BAND
- PRIORITY VEGETATION AREA
- ELECTRICITY TRANSMISSION INFRASTRUCTURE PROTECTION

LOCATION PLAN
1:10000

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

G:\Projects\P25023 Compass - Norley Dairy Design\20 Working files\20.1 Design and drawings\P25023 Compass - Norley Dairy Design.pln 6/08/2025



NORLEY DAIRY
LOT 2 ELLENDALE ROAD OUSE TAS 7140
COMPASS DERWENT RIVER
PROPERTIES PTY LTD

SCALE: 1:10000 (A3)

DEVELOPMENT APPLICATION

REV	AMENDMENT	DATE	ISSUED BY:
01	SKETCH DESIGN	20/06/2025	dstanford
02	PLANNING APPLICATION	20/06/2025	DRAWN BY:
03	UPDATED DRIVEWAY	6/08/2025	dstanford
			APPROVED BY:
			Jamie Pinner

LOCATION PLAN

DWG: **A101**
PROJECT: **P25023**

REV: **03**

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BAL ASSESSMENT: 12.5
(AS3959-2018)

PLANNING ZONE:
21. AGRICULTURE

SOME ITEMS LISTED BELOW MAY
NOT BE APPLICABLE.

REFER MATERIALS & FINISHES
SCHEDULE FOR FURTHER DETAIL.

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

AG: AG-DRAIN
COM: COMMS LINE
G: GAS LINE
HV: HV POWER LINE
LV: LV POWER LINE
S: SEWER LINE
SW: STORMWATER
W: WATER LINE

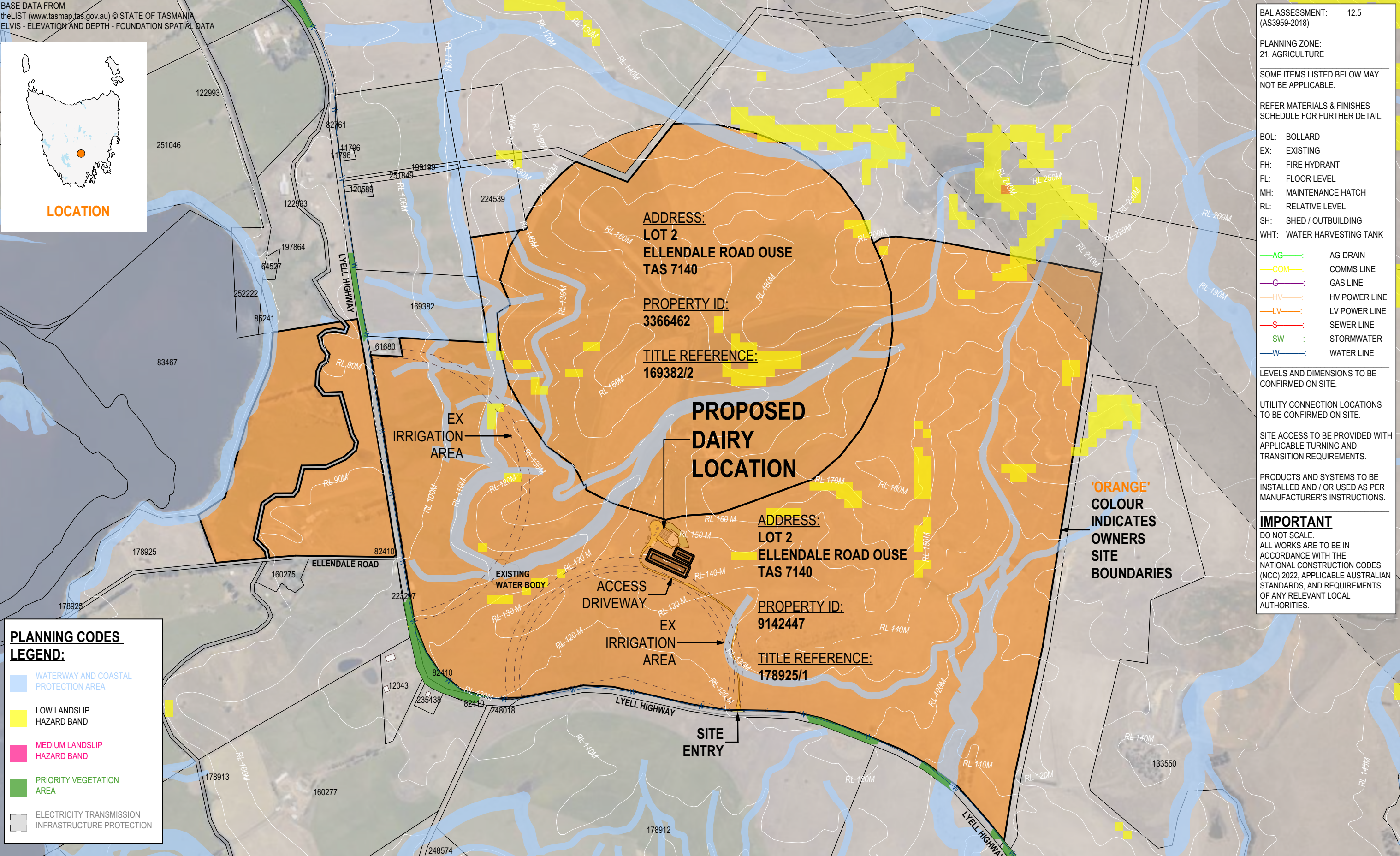
LEVELS AND DIMENSIONS TO BE
CONFIRMED ON SITE.

UTILITY CONNECTION LOCATIONS
TO BE CONFIRMED ON SITE.

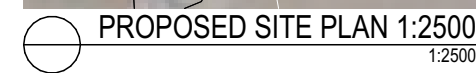
SITE ACCESS TO BE PROVIDED WITH
APPLICABLE TURNING AND
TRANSITION REQUIREMENTS.

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

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



0m 10m 50m



PROPOSED DAIRY SHED LOCATION

ADDRESS:
LOT 2
ELLENDALE ROAD OUSE
TAS 7140

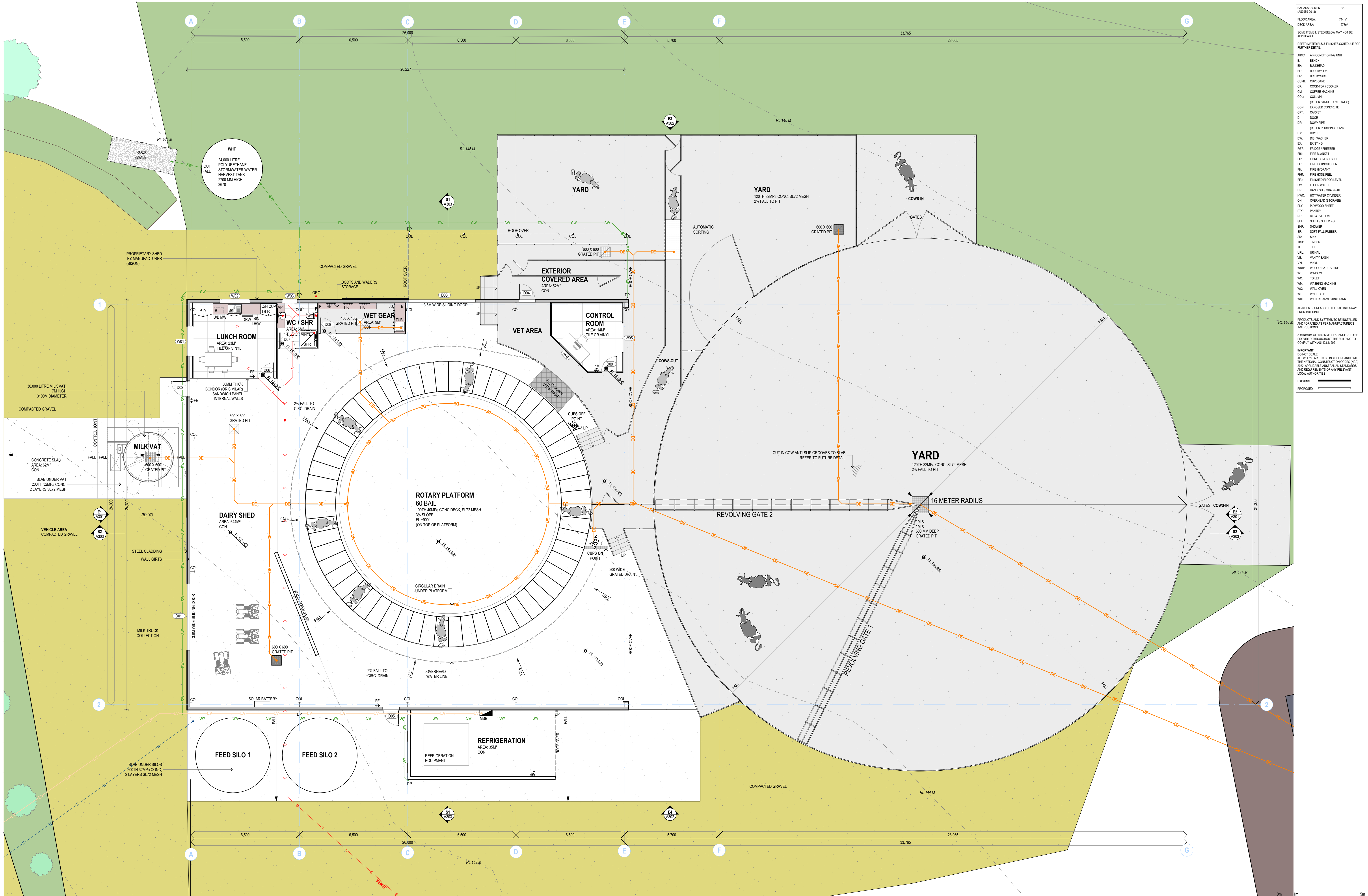
PROPERTY ID:
9142447

TITLE REFERENCE:
178925/1

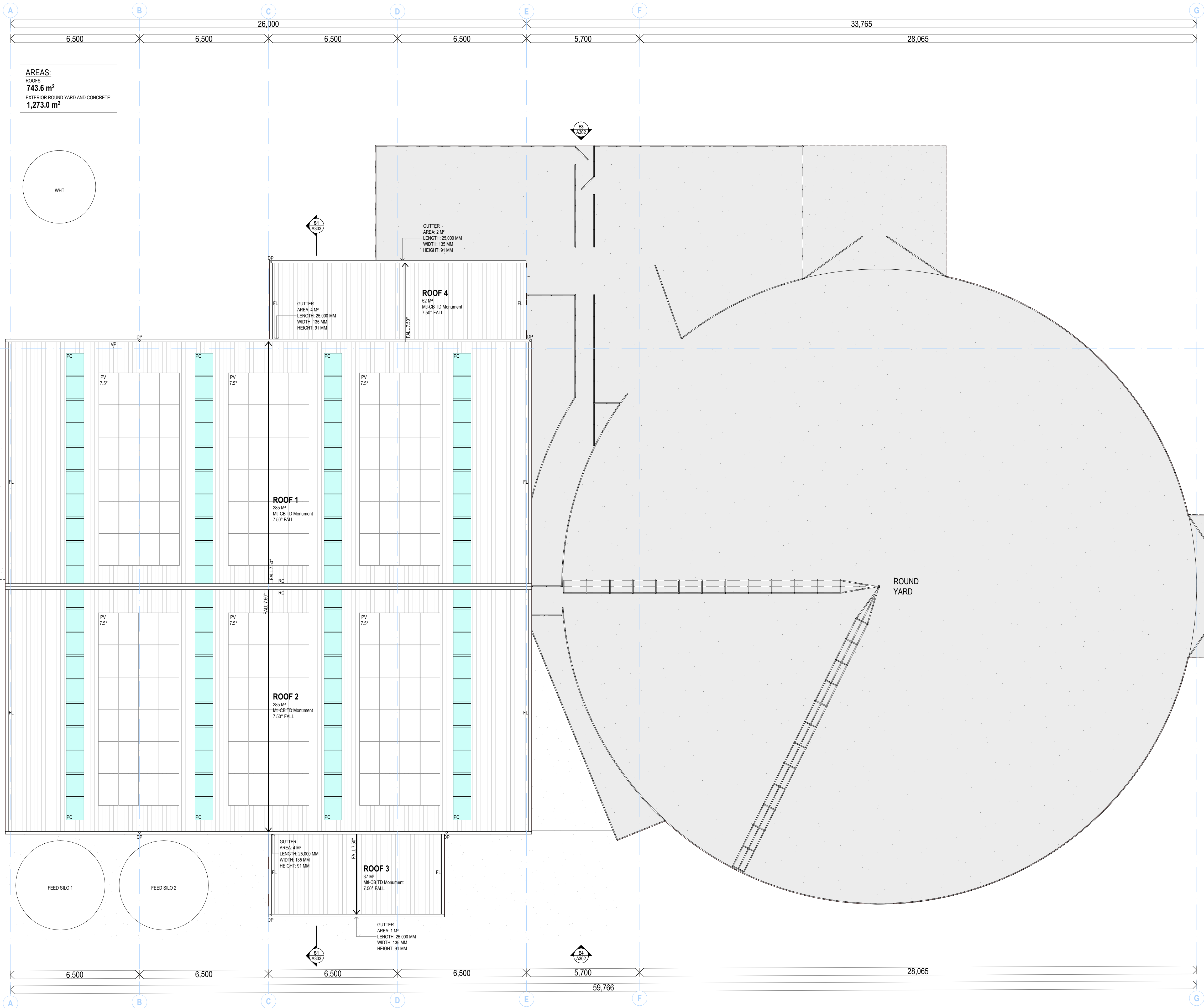
Other labels on the plan include: SITE BOUNDARY, 30,000 LITRE MILK VAT, 144,000 LITRE STATIC FIRE FIGHTING WATER SUPPLY TANK, 6X VEHICLE PARKS 5.7M LONG BY 2.6M WIDE, WASTE WATER TREATMENT AND IRRIGATION AREA, WHT, FEED SIDO 1, FEED SIDO 2, ROUND YARD, EFFLUENT POND, EXISTING IRRIGATION EQUIPMENT AREA, P.BAY, and various elevation points (RL 136M to RL 166M).

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

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copyright 2



BAL. ASSESSMENT:	TBA
FLOOR AREA:	144MP
DECK AREA:	1273MP
SOME ITEMS LISTED BELOW MAY NOT BE APPLICABLE.	
REFER MATERIALS & FINISHES SCHEDULE FOR FURTHER DETAIL.	
ARC:	AIR-CONDITIONING UNIT
B:	BENCH
BR:	BULLHEAD
BL:	BLOCKWORK
BR:	BRICKWORK
CUP:	CUPBOARD
CK:	COOK TOP / COOKER
CM:	COFFEE MACHINE
COL:	COLUMN
CON:	CONCRETE (REFER STRUCTURAL DWGS)
CPT:	CARPET
D:	DOOR
DP:	DOWNPIPE
DP:	DOWNPIPE (REFER PLUMBING PLAN)
DY:	DRYER
DW:	DISHWASHER
EX:	EXISTING
FFR:	Fridge / Freezer
FL:	FIRE BLANKET
FC:	FIBRE CEMENT SHEET
FE:	FIRE EXTINGUISHER
FW:	FIRE HYDRANT
FHR:	FIRE HOSE REEL
FFL:	FINISHED FLOOR LEVEL
FW:	FLOOR WASTE
HR:	HANDRAIL (GRAB-RAIL)
HWC:	HOT WATER CYLINDER
OH:	OVERHEAD (STORAGE)
PLY:	PLYWOOD SHEET
PTY:	PANTRY
RL:	RELATIVE LEVEL
SHF:	SHED / SHEDLING
SHR:	SHOWER
SF:	SOFT FALL RUBBER
SK:	SINK
TBR:	TIMBER
TLE:	TILE
UL:	UPRILL
VB:	VANITY BASIN
VYL:	VINYL
WCH:	WOOD HEATER / FIRE
W:	WINDOW
WC:	TOILET
WM:	WASHING MACHINE
WO:	WALL OVER
WT:	WALL TYPE
WHT:	WATER HARVESTING TANK
ADJACENT SURFACES TO BE FALLING AWAY FROM BUILDING	
PRODUCTS AND SYSTEMS TO BE INSTALLED AND / OR USED AS PER MANUFACTURER'S INSTRUCTIONS	
A MINIMUM OF 100MM CLEARANCE IS TO BE PROVIDED THROUGHOUT THE BUILDING TO COMPLY WITH AS1428.1:2021	
IMPORTANT	
DO NOT SCALE	
ALL WORKS ARE TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODES (NCC 2022) APPLICABLE AUSTRALIAN STANDARDS, AND REQUIREMENTS OF ANY RELEVANT LOCAL AUTHORITIES	
EXISTING	
PROPOSED	



BAL ASSESSMENT: TBA
(AS3959-2018)

DECK AREA: 1273m²

SOME ITEMS LISTED BELOW MAY NOT BE APPLICABLE.

REFER MATERIALS & FINISHES SCHEDULE FOR FURTHER DETAIL.

AIRC: AIR-CONDITIONING UNIT

BG: BOX GUTTER

COL: COLUMN
(REFER STRUCTURAL DWGS)

CON: EXPOSED CONCRETE

DP: DOWNPIPE
(REFER PLUMBING PLAN)

EG: EMER GUARDS

EX: EXISTING

FC: FIBRE CEMENT SHEET

FL: FLASHING

HR: HANDRAIL / GRAB-RAIL

HWC: HOT WATER CYLINDER

MRS: METAL ROOF SHEETING

PC: POLYCARBONATE SHEET

PV: PHOTOVOLTAIC PANELS

RC: RIDGE CAPPING (FLASHING)

RL: RELATIVE LEVEL

RWH: RAIN WATER HEAD

RV: ROOF VENT

SS: STAINLESS STEEL

TLE: TILE

DOWNPIPES TO BE UPVC (SHROUDED IN FINISH MATERIAL AS REQUIRED).

BOX-GUTTERS TO BE STAINLESS STEEL.

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

MATERIAL FINISHES TO BE SYMPATHETIC TO SITE CONTEXT.

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

SUNLIGHT PENETRATES LIGHT-COLOURED PLASTIC DOWNPIPES PROMOTING THE GROWTH OF ALGAE IN THE WARMED WATER. LIGHT-COLOURED ABOVE-GROUND CHARGED DOWNPIPES SHOULD BE COATED IN A DARK PAINT BEFORE APPLYING A TOPCOAT FOR COSMETIC PURPOSES.

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

ROOF PLAN
1:100

CBM SUSTAINABILITY

51 York Street, PO Box 1971, Launceston TAS 7250

P: +613 6332 6988 E: info@cbmgroup.com.au A: CC11132

© Project/P25023 Complex - Norley Dairy Design/02 Working Rev/02.1 Design and drawings/P25023 Complex - Norley Dairy Design/02 2024/02/25



NORLEY DAIRY

LOT 2 ELLENDALE ROAD OUSE TAS 7140

COMPASS DERWENT RIVER PROPERTIES PTY LTD

SCALE: 1:100 (A1)

REV	AMENDMENT	DATE
01	SKETCH DESIGN	20/06/2025
02	PLANNING APPLICATION	20/06/2025

ISSUED BY:	dstanford
DRAWN BY:	dstanford
APPROVED BY:	jpinner

DEVELOPMENT APPLICATION

ROOF PLAN

DWG: A207

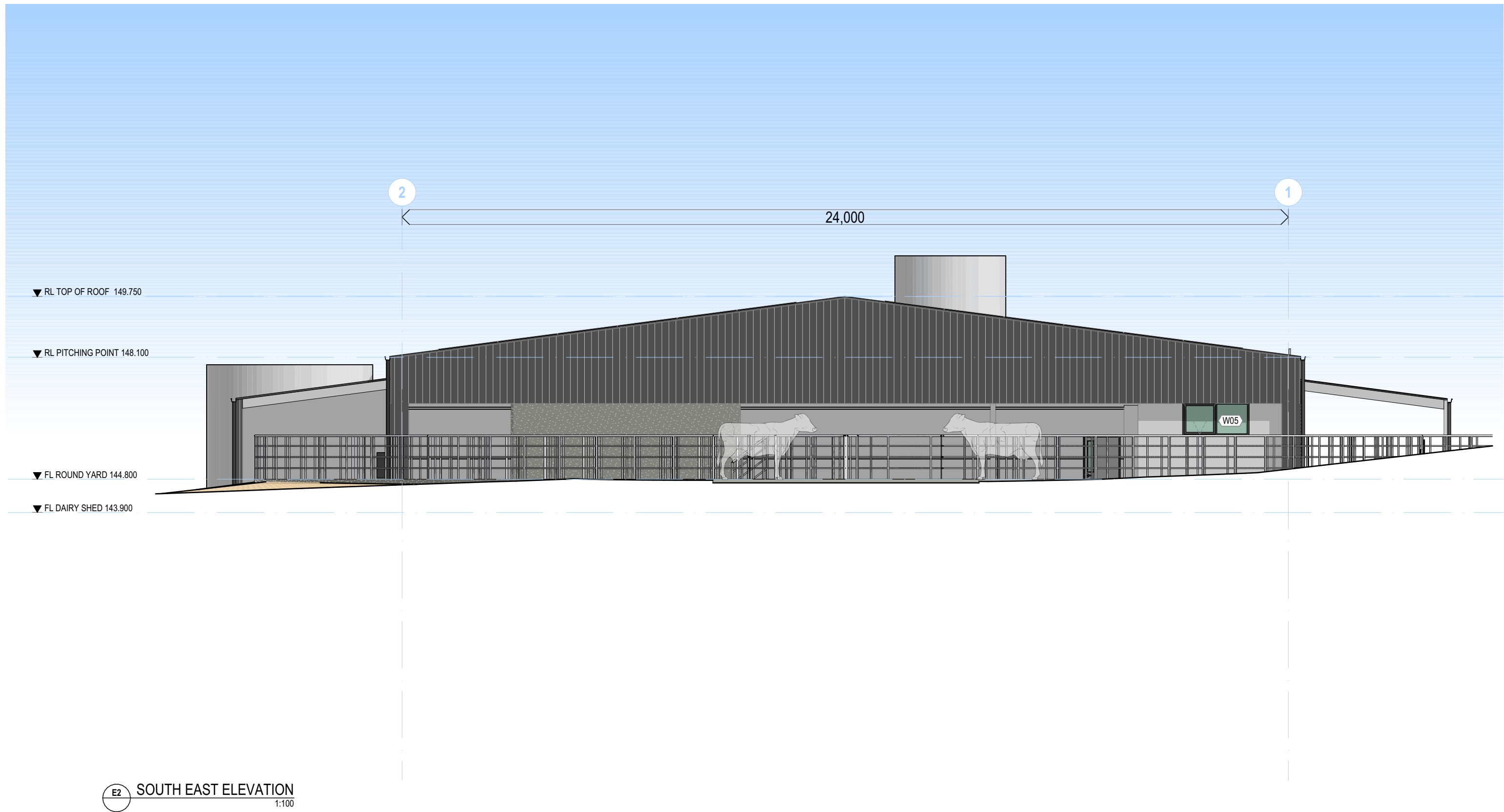
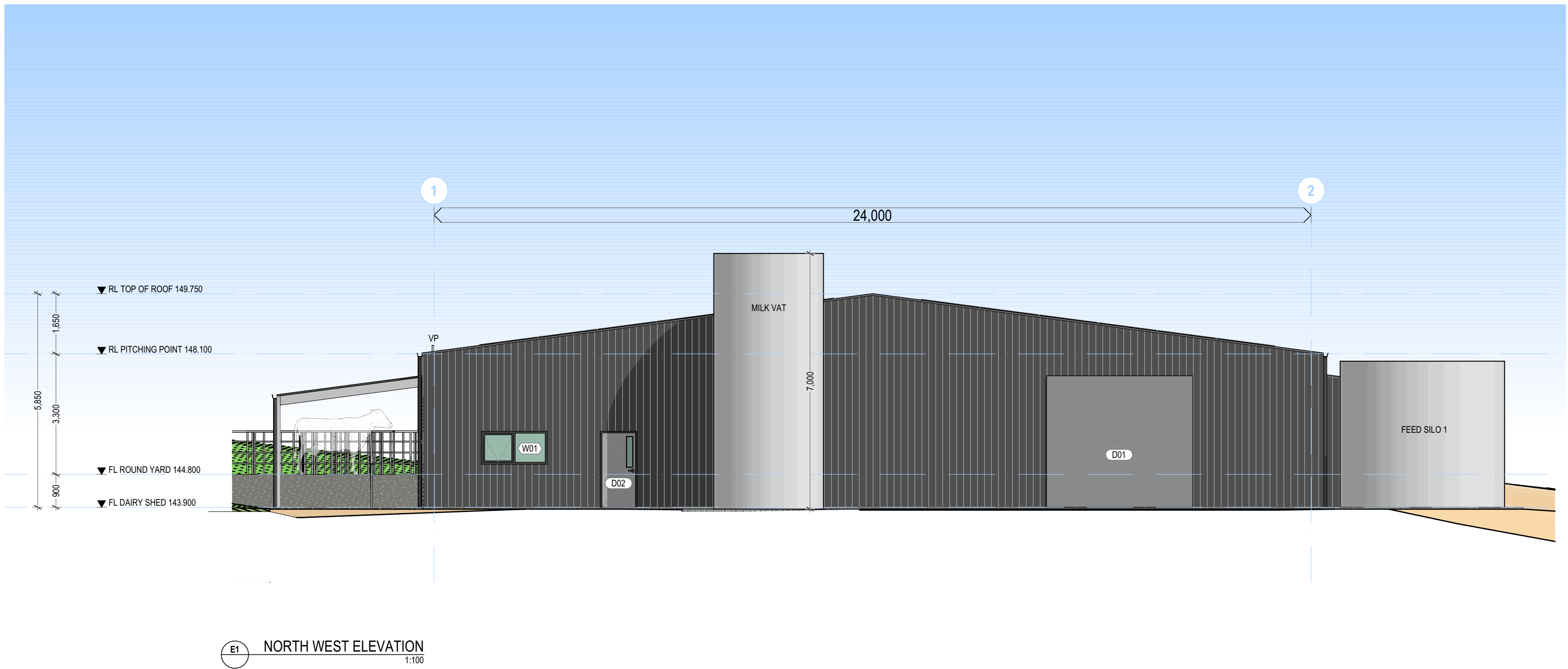
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PROJECT: P25023

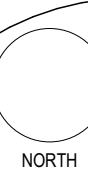
0m 1m 5m
SCALE: 1:100



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BAL ASSESSMENT:	TBA
(AS3999-2018)	
SOME ITEMS LISTED BELOW MAY NOT BE APPLICABLE	
REFER MATERIALS & FINISHES SCHEDULE FOR FURTHER DETAIL	
AIRC:	AIR-CONDITIONING UNIT
ACP:	ALUMINIUM COMP. PANEL
(ALUCOBOND PLUS OR A2 ONLY)	
B:	BENCH
BK:	BULKHEAD
BOL:	BOLLARD
BL:	BLOCKWORK
BR:	BRICKWORK
CJPB:	CURBOARD
CL:	CEILING LEVEL
COL:	COLUMN
(REFER STRUCTURAL DWGS)	
CON:	EXPOSED CONCRETE
D:	DOOR
DP:	DOWNPipe
(REFER PLUMBING PLAN)	
EX:	EXISTING
FC:	FIBRE CEMENT SHEET
FL:	FLOOR LEVEL
FRB:	FIRE RESISTANT PBOARD
HR:	HANDRAIL / GRAB-RAIL
HWC:	HOT WATER CYLINDER
MRS:	METAL ROOF SHEETING
MWS:	METAL WALL SHEETING
NGL:	NATURAL GROUND LINE
OH:	OVERHEAD (STORAGE)
PB:	PLASTERBOARD
PC:	POLYCARBONATE SHEET
PLY:	PLYWOOD SHEET
PV:	PHOTOVOLTAIC PANELS
RL:	RELATIVE LEVEL
SHF:	SHELF / SHELVING
SH:	SHED / OUTBUILDING
SS:	STAINLESS STEEL
TBR:	TIMBER
TLE:	TILE
VYL:	VINYL
W:	WINDOW
WCH:	WOOD-HEATER / FIRE
WPB:	WATER RESISTANT PBOARD
WHT:	WATER HARVESTING TANK
ADJACENT SURFACES TO BE FALLING AWAY FROM BUILDING.	
FLASHINGS AND TRIMS TO BE COLOUR MATCHED (AS POSSIBLE).	
MATERIAL FINISHES TO BE SYMPATHETIC TO SITE CONTEXT.	
PRODUCTS AND SYSTEMS TO BE INSTALLED AND / OR USED AS PER MANUFACTURER'S INSTRUCTIONS.	
IMPORTANT	
DO NOT SCALE.	
ALL WORKS ARE TO BE IN ACCORDANCE WITH THE NATIONAL CONSTRUCTION CODES (NCC) 2022, APPLICABLE AUSTRALIAN STANDARDS, AND REQUIREMENTS OF ANY RELEVANT LOCAL AUTHORITIES.	



NORLEY DAIRY

LOT 2 ELLENDALE ROAD OUSE TAS 7140

COMPASS DERWENT RIVER PROPERTIES PTY LTD

SCALE: 1:100 (A1)

REV	AMENDMENT	DATE
01	SKETCH DESIGN	20/06/2025
02	PLANNING APPLICATION	20/06/2025

ISSUED BY:
dstanford

DRAWN BY:
dstanford

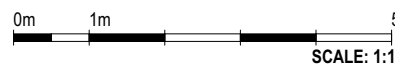
APPROVED BY:
jpinner

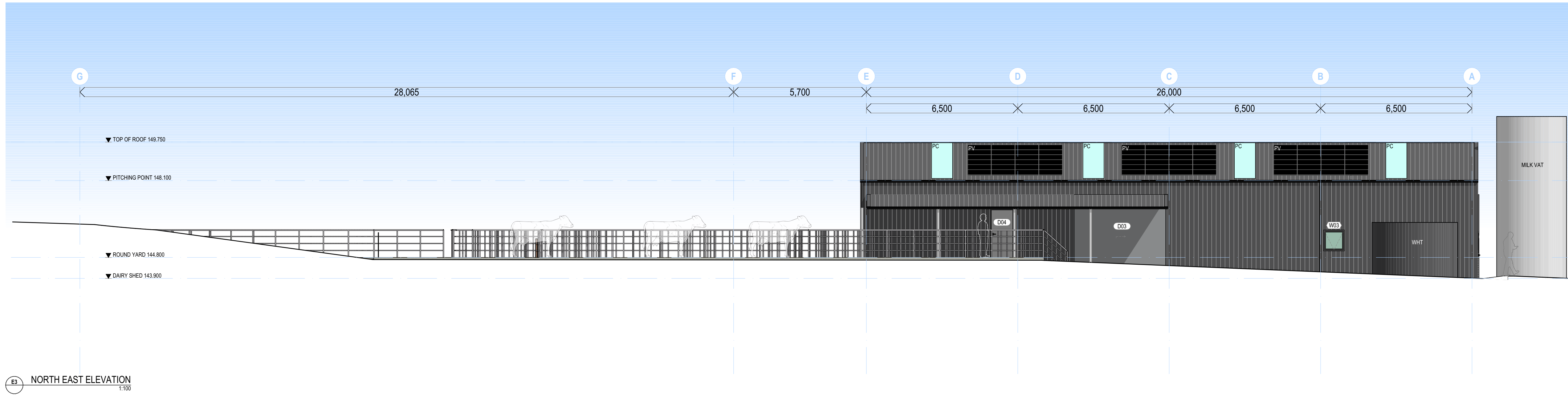
ELEVATIONS

DWG: A301

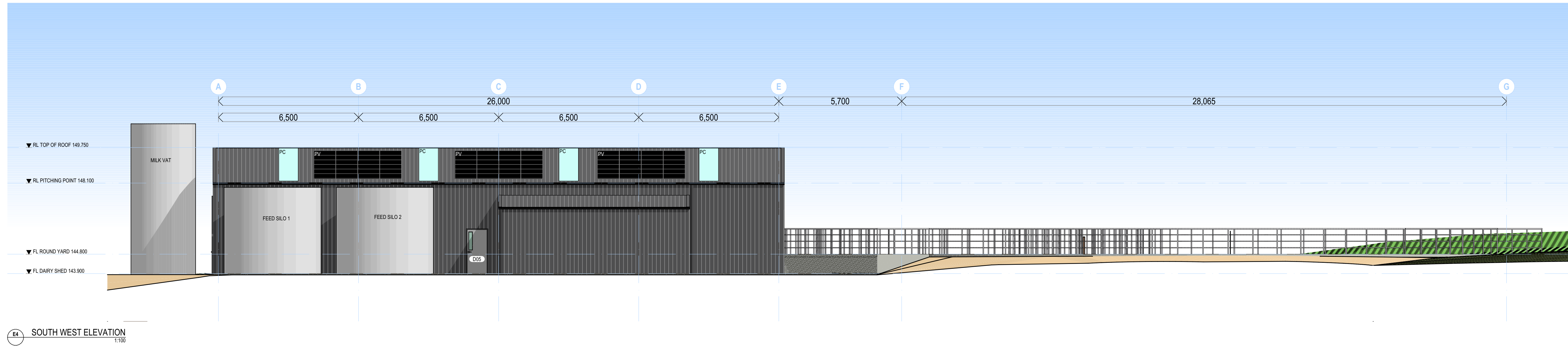
REV: 02

PROJECT: P25023

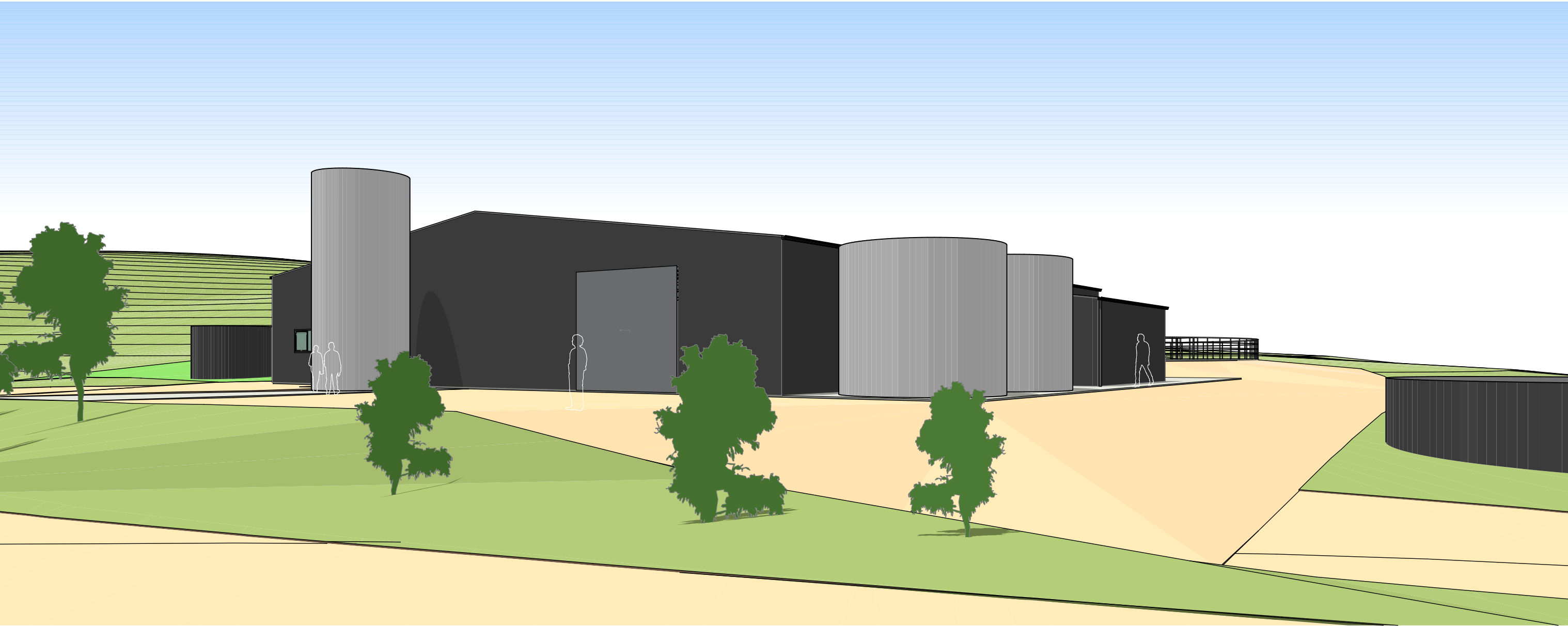




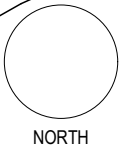
BAL ASSESSMENT:	TBA
(AS3999-2018)	
SOME ITEMS LISTED BELOW MAY NOT BE APPLICABLE	
REFER MATERIALS & FINISHES SCHEDULE FOR FURTHER DETAIL	
AR/C:	AIR-CONDITIONING UNIT
ACP:	ALUMINIUM COMP. PANEL
(ALUCOBOND PLUS OR A2 ONLY)	
B:	BENCH
BK:	BULKHEAD
BOL:	BOLLARD
BL:	BLOCKWORK
BR:	BRICKWORK
CLPB:	CUPBOARD
CL:	CEILING LEVEL
COL:	COLUMN
(REFER STRUCTURAL DWGS)	
CON:	EXPOSED CONCRETE
D:	DOOR
DP:	DOWNPIPE
(REFER PLUMBING PLAN)	
EX:	EXISTING
FC:	FIBRE CEMENT SHEET
FL:	FLOOR LEVEL
FRB:	FIRE RESISTANT PBOARD
HR:	HANDRAIL / GRAB-RAIL
HWC:	HOT WATER CYLINDER
MRS:	METAL ROOF SHEETING
MWS:	METAL WALL SHEETING
NGL:	NATURAL GROUND LINE
OH:	OVERHEAD (STORAGE)
PB:	PLASTERBOARD
PC:	POLYCARBONATE SHEET
PLY:	PLYWOOD SHEET
PV:	PHOTOVOLTAIC PANELS
RL:	RELATIVE LEVEL
SHF:	SHelf / SHELVING
SH:	SHED / OUTBUILDING
SS:	STAINLESS STEEL
TBR:	TIMBER
TLE:	TILE
VYL:	VINYL
W:	WINDOW
WCH:	WOOD-HEATER / FIRE
WRB:	WATER RESISTANT PBOARD
WHT:	WATER HARVESTING TANK
ADJACENT SURFACES TO BE FALLING AWAY FROM BUILDING.	
FLASHINGS AND TRIMS TO BE COLOUR MATCHED (AS POSSIBLE).	
MATERIAL FINISHES TO BE SYMPATHETIC TO SITE CONTEXT.	
PRODUCTS AND SYSTEMS TO BE INSTALLED AND / OR USED AS PER MANUFACTURER'S INSTRUCTIONS.	
IMPORTANT	
DO NOT SCALE.	
ALL WORKS ARE TO BE IN ACCORDANCE WITH THE	
NATIONAL CONSTRUCTION CODES (NCC)	
2022, APPLICABLE AUSTRALIAN STANDARDS, AND REQUIREMENTS OF ANY RELEVANT LOCAL AUTHORITIES.	



REV	AMENDMENT	DATE	ISSUED BY:
01	SKETCH DESIGN	20/06/2025	dstanford
02	PLANNING APPLICATION	20/06/2025	dstanford
			APPROVED BY:
			jpinner



P1 EXTERIOR PERSPECTIVE 1: ENTRY



NORLEY DAIRY
LOT 2 ELLENDALE ROAD OUSE TAS 7140
COMPASS DERWENT RIVER
PROPERTIES PTY LTD

SCALE: **(A3)**

DEVELOPMENT APPLICATION

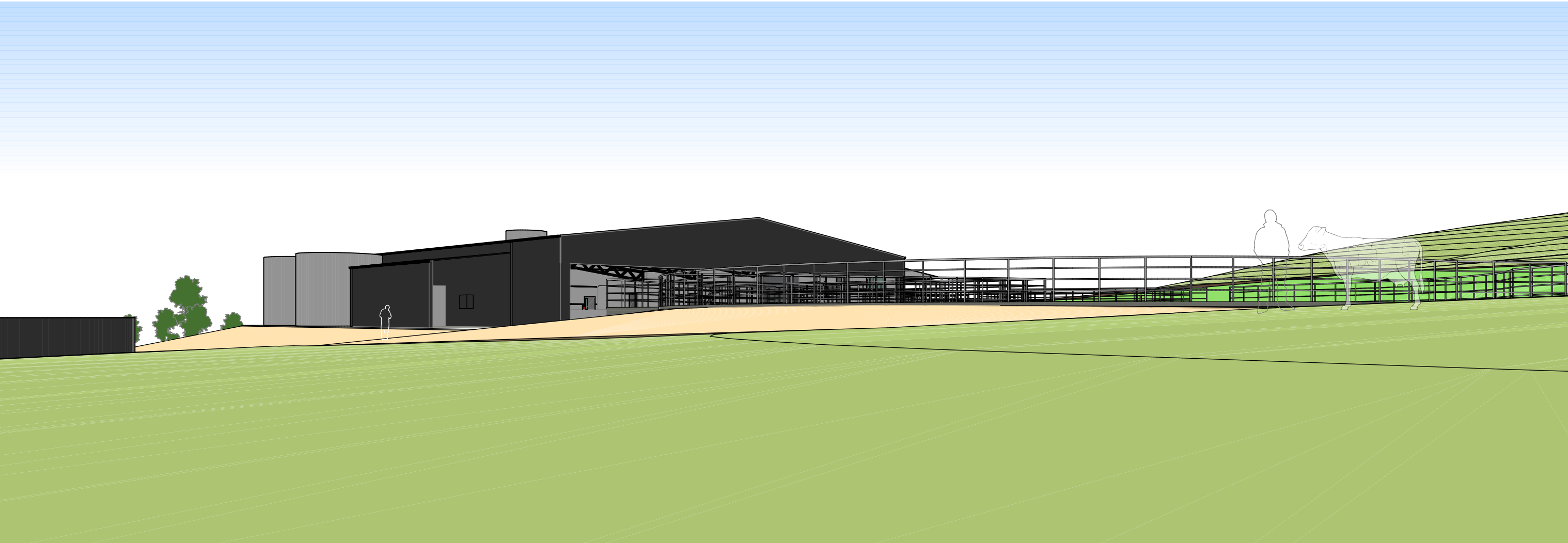
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01	SKETCH DESIGN	20/06/2025	dstanford
02	PLANNING APPLICATION	20/06/2025	
			DRAWN BY:
			dstanford
			APPROVED BY:
			jpinner

PERSPECTIVE VIEW

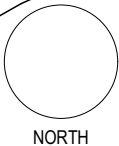
DWG: **A701**
PROJECT: **P25023**

REV: **02**





P2 EXTERIOR PERSPECTIVE 2



NORLEY DAIRY
LOT 2 ELLENDALE ROAD OUSE TAS 7140
COMPASS DERWENT RIVER
PROPERTIES PTY LTD

SCALE: **(A3)**

DEVELOPMENT APPLICATION

REV	AMENDMENT	DATE	ISSUED BY:
01	SKETCH DESIGN	20/06/2025	dstanford
02	PLANNING APPLICATION	20/06/2025	
			DRAWN BY:
			dstanford
			APPROVED BY:
			jpinner

PERSPECTIVE VIEW

DWG: **A702**

REV: **02**

PROJECT: **P25023**

EXTERIOR PERSPECTIVE 3



P: +613 6332 6988 E: info@cbmgroup.com.au A: CC1113Z



LOT 2 ELLENDALE ROAD OUSE TAS 7140
COMPASS DERWENT RIVER
PROPERTIES PTY LTD

SCALE: **(A3)**

REV	AMENDMENT	DATE
01	SKETCH DESIGN	20/06/2025
02	PLANNING APPLICATION	20/06/2025

APPROVED BY:
jpinner

DWG: **A703**
PROJECT: **P25023**

REV: **02**

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NORLEY DAIRY

LOT 2 ELLENDALE ROAD OUSE TAS 7140

COMPASS DERWENT RIVER PROPERTIES PTY LTD

 CBM SUSTAINABILITY
51 York Street, PO Box 1971, Launceston TAS 7250

www.cbmgroupp.com.au @cbmgroupp
P: +613 6332 6988 E: info@cbmgroupp.com.au A: CC1113Z

PROJECT: **P25023**

20/06/2025

TRANSMITTAL

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Sheet List Table	
Sheet Number	Sheet Title
C100	COVER
C101	GENERAL SITE PLAN
C102	SITE ACCESS
C103	SITE ACCESS

IMPORTANT
WORKS ARE TO BE IN ACCORDANCE WITH THE
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DRAWINGS TO BE READ IN CONJUNCTION WITH
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OR BUILDING DESIGNER AND THE RELEVANT
SUB-CONSULTANTS

BASE DRAWING(S) PREPARED AND PROVIDED BY:
• CBM

THE FOLLOWING ARE SURVEY DETAILS USED AS
BASIS FOR DESIGN:
 SURVEYOR: NA
 SURVEY REF:
 SURVEY DATE:
 COORDINATE SYSTEM:
 VERTICAL DATUM:

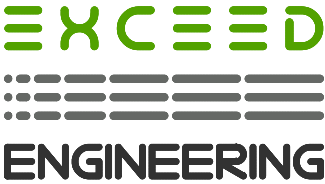
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SCALED DIMENSIONS
DIMENSIONS IN MILLIMETRES UNLESS NOTED
OTHERWISE

DOCUMENTATION IS SUBJECT TO STATUTORY
APPROVALS

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AND ONLY ON THE SITE THAT THE DESIGN WAS
PREPARED FOR

FOR CLIENT REVIEW

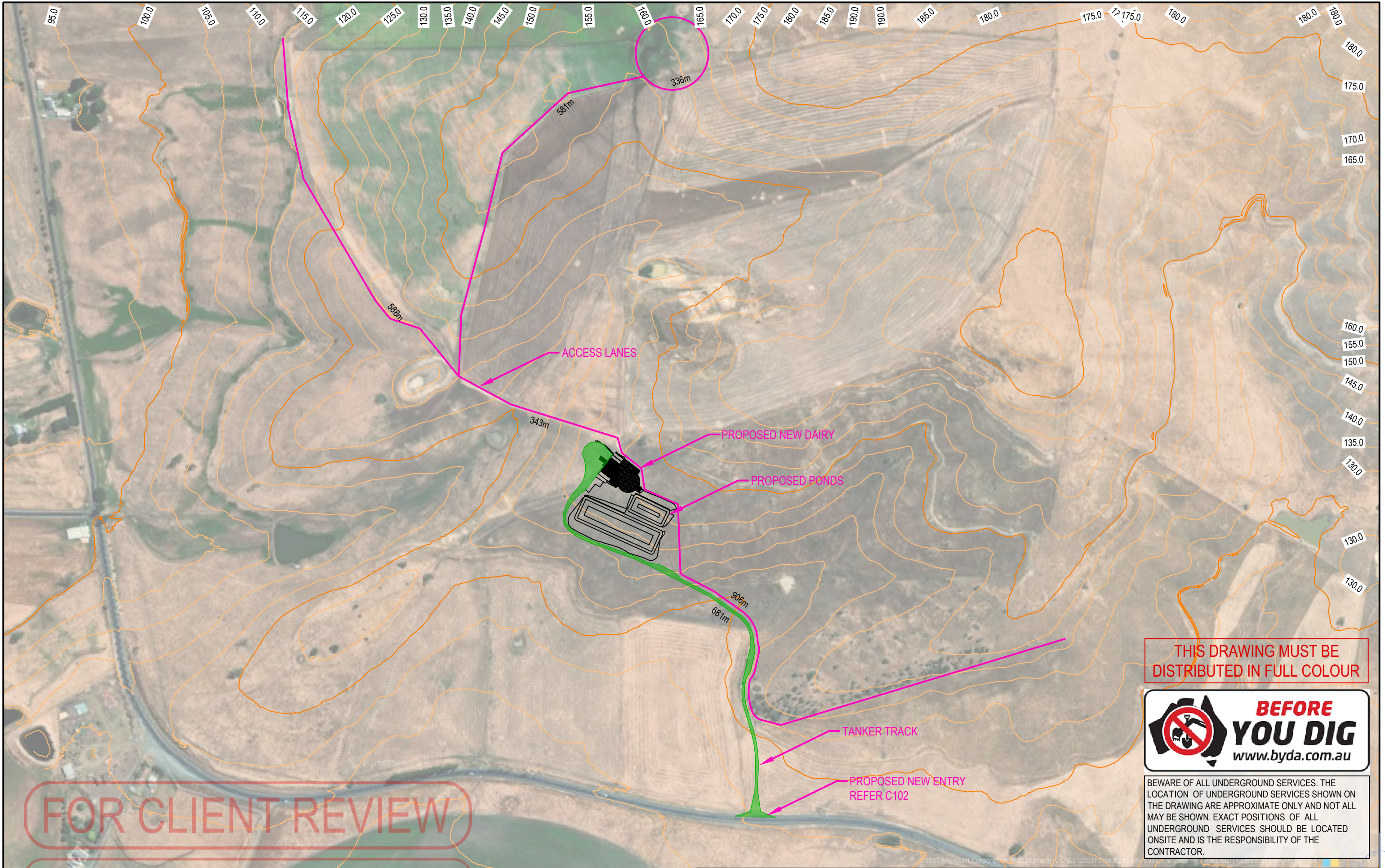
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LAUNCESTON, TAS 7250
Ph: 03 6332 6955
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NORLEY DAIRY CONVERSION
COMPASS AGRI AUSTRALIA

COVER



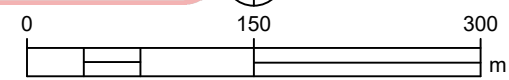
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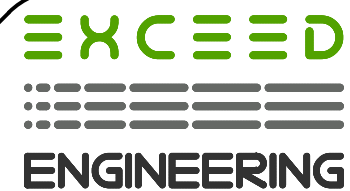
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REV	DESCRIPTION	DRAFT	DES	CHKD	APP	DATE
PLOTED: Jul 30, 2025 - 2:33pm FILE: G:\Projects\P25023 Compass - Norley Dairy Design\20 Working files\20.1 Design and drawings\C3D\P25023 C3D NORLEY - ENTIRE SITE.dwg						



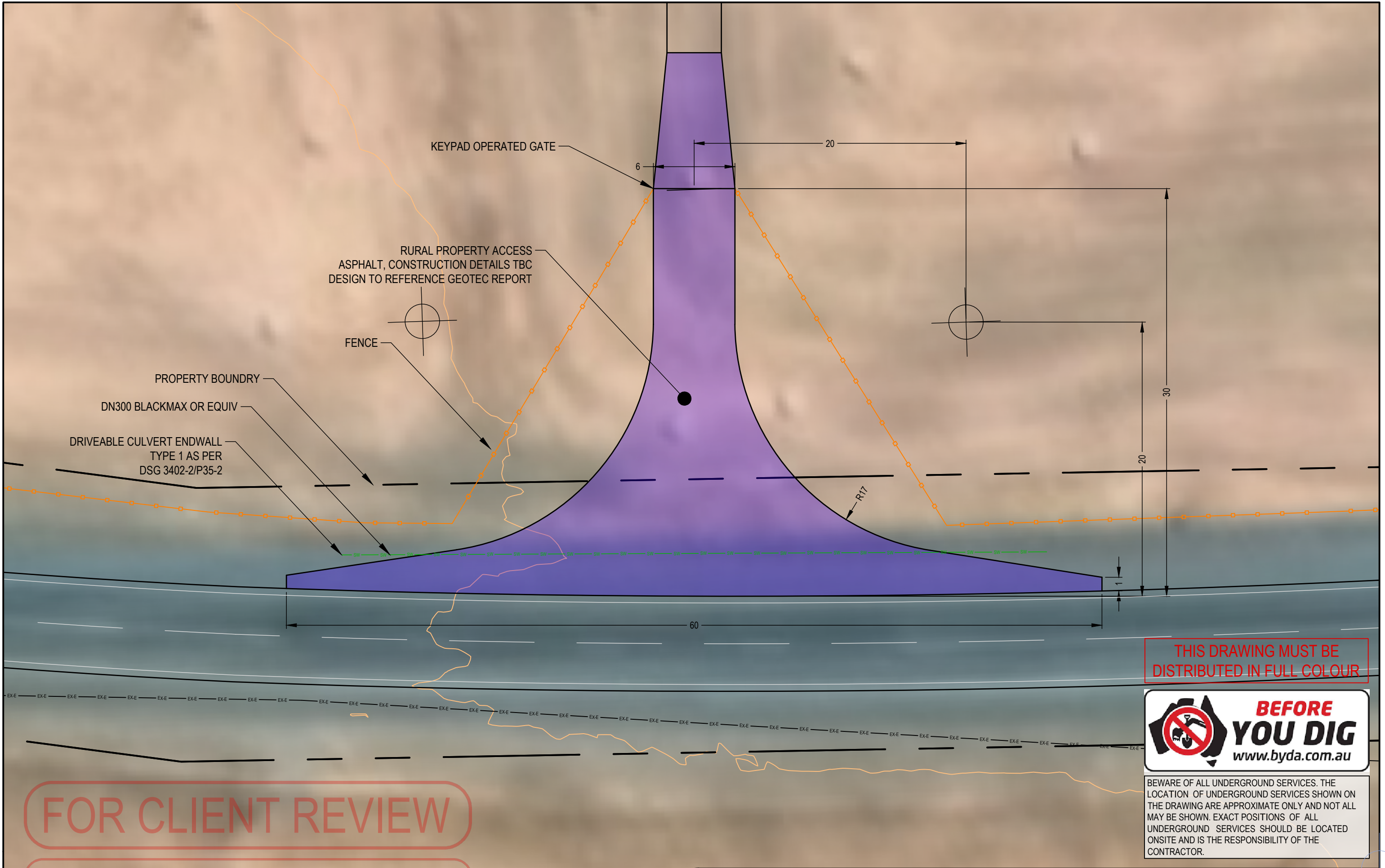
SHEET: A3



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NORLEY DAIRY CONVERSION
COMPASS AGRI AUSTRALIA
SITE AND CIVIL DESIGN
GENERAL SITE PLAN
ACCESS LANEWAYS

PROJECT #:	SHEET #:	REVISION #:
P25023	C101	01



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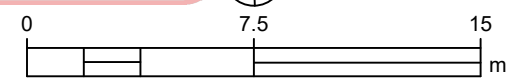
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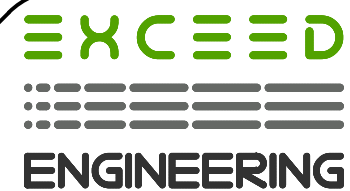


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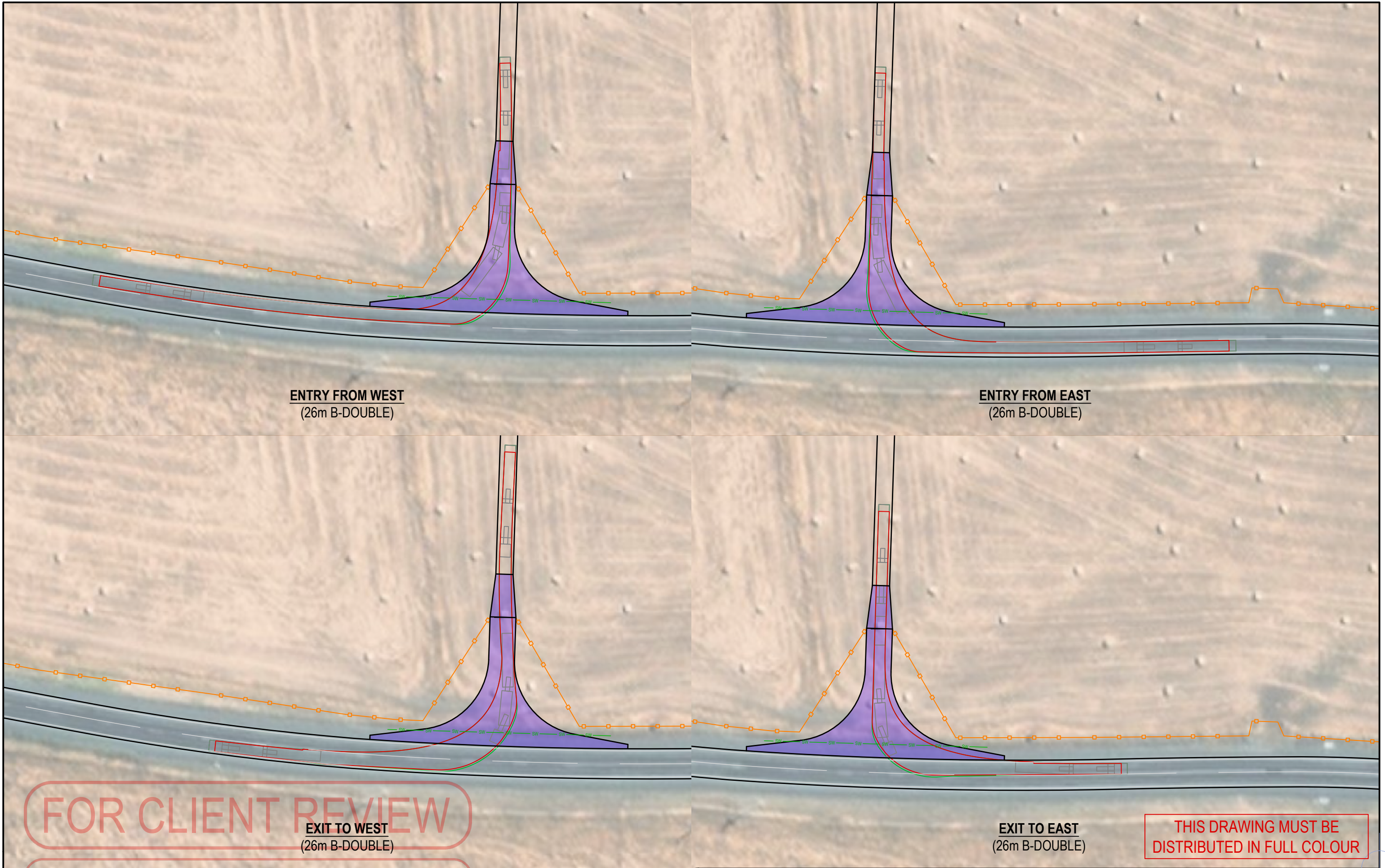
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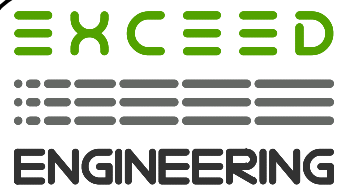
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NORLEY DAIRY CONVERSION
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CROSSOVER DETAIL

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SITE AND CIVIL DESIGN
SITE ACCESS
TURN PATHS

PROJECT #:
P25023

SHEET #:
C103

REVISION #:
01

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SHEET: A3



5th August 2025

1 Cooper Crescent
Riverside TAS 7250
M: 0456 535 746
P: 03 6334 1868
E: Richard.burk@trafficandcivil.com.au

Sam Dingemanse
Director
CBM Sustainability Pty Ltd

sd@cbmgroup.com.au

Dear Brodie,

**TRAFFIC IMPACT STATEMENT FOR PROPOSED NORLEY DAIRY AT
LOT 2 ELLENDALE ROAD, OUSE**

This traffic impact statement assesses the proposed access in terms of traffic engineering principles, Tasmanian Planning Scheme – Central Highlands - Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

Department of State Growth (DSG) Traffic Impact Assessment guidelines and requirements are also considered including:

- site inspection and review of available sight distances and the speed environment,
- consideration of property access requirements,
- consideration of traffic safety for all road users.

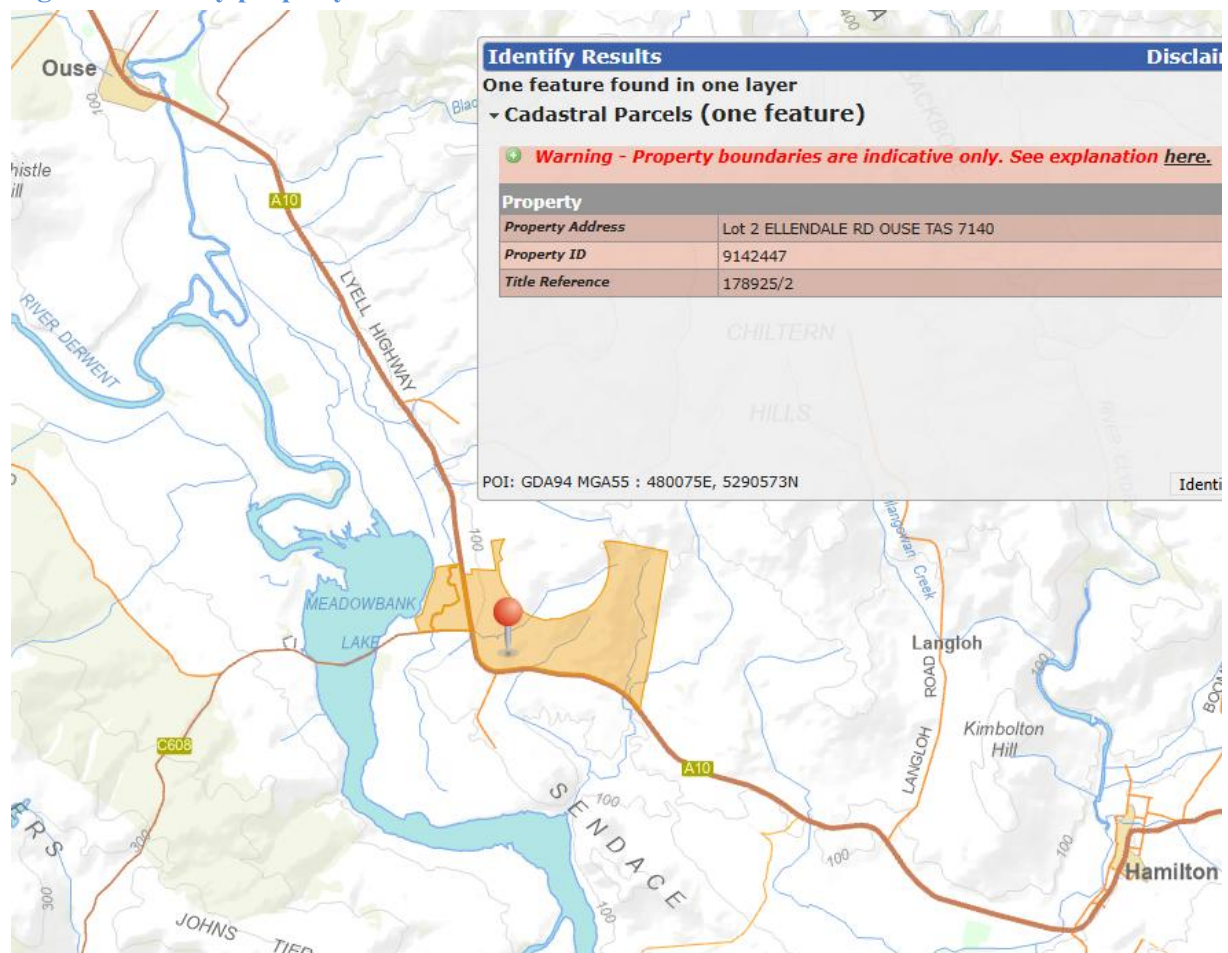
1) Background

The developer proposes to operate a dairy at Lot 2 Ellendale Road, with access relocated some 1.25km South of the current Lyell Highway access which is opposite the Ellendale Road junction.

2) Site Description

Lot 2 Ellendale Road property has road frontage to Lyell Highway, opposite Ellendale Road, see Figures 1 & 2, and is located between Ouse and Hamilton. An aerial view of the site is shown in Figure 3.

Figure 1 – Norley property location



Source: The List, DPIPW

Figure 2 – Norley property access opposite Ellendale Road junction

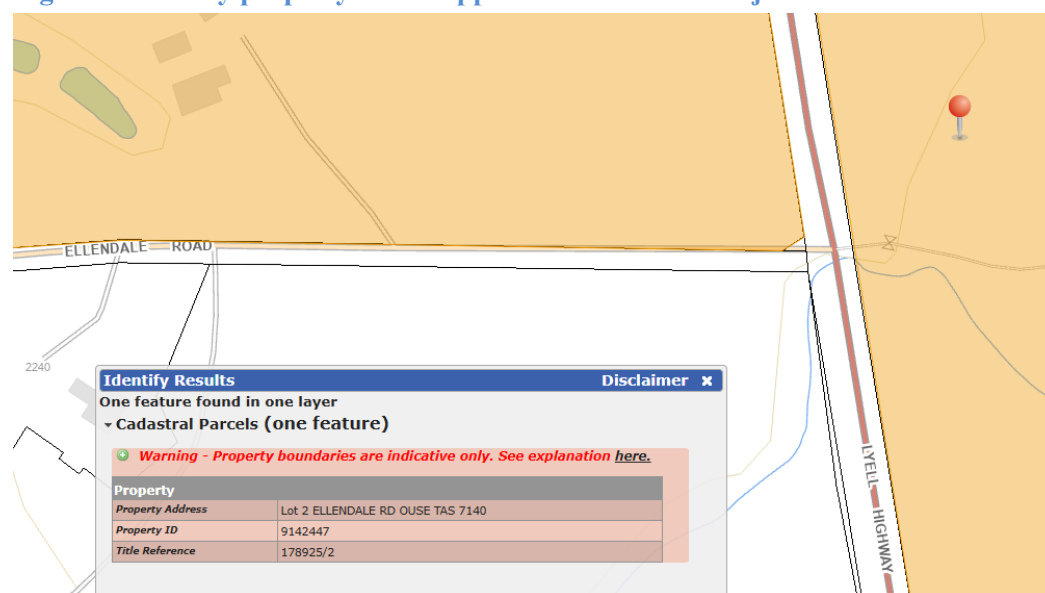


Figure 3 – Aerial view of current Norley access opposite Ellendale Road junction



3) Proposal

3.1 Description of Proposed Development

Original Proposal

The original proposal involved the current access and options either side and opposite the Ellendale Rd junction with the Lyell Highway, see Figures 4a, 4b and 4c.

Also see Appendix A for original dairy layout plans.

Figure 4a – Original proposed Norley dairy layout and access



Figure 4b –Original proposed Norley dairy access

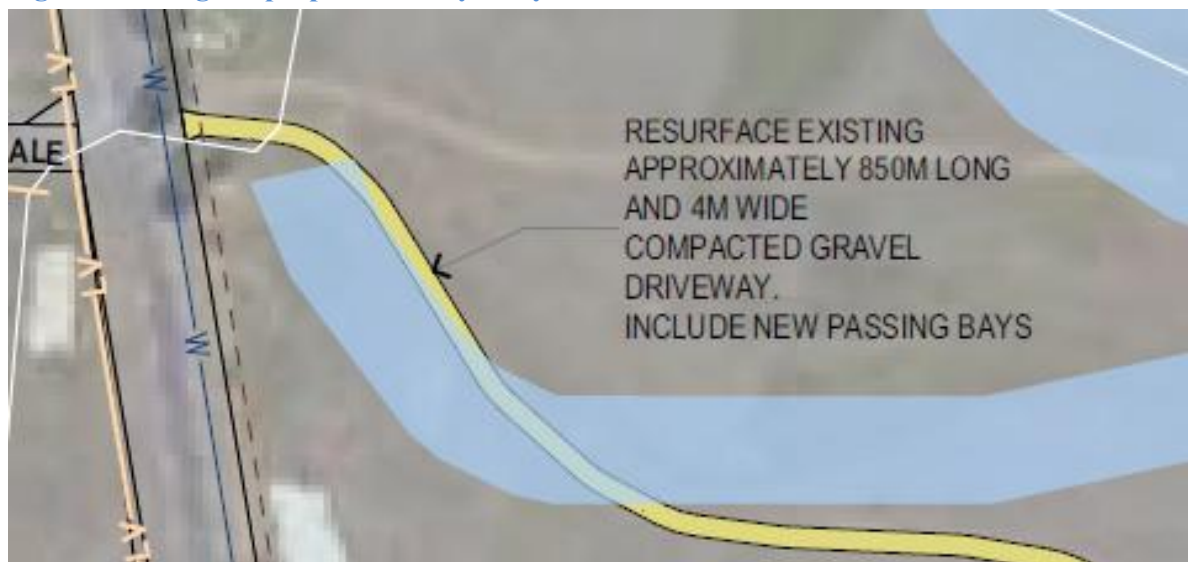
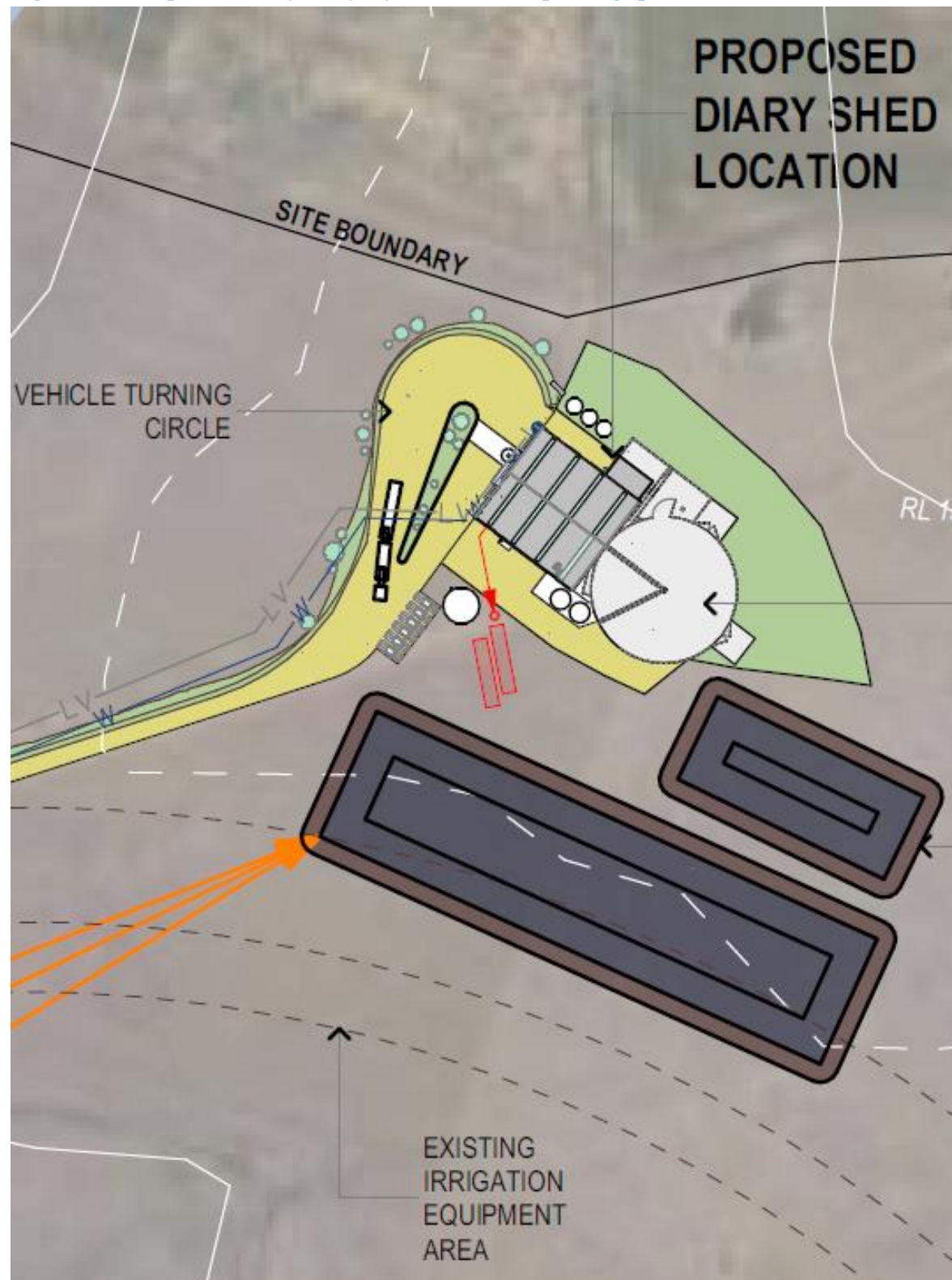


Figure 4c – Proposed Norley dairy layout with 6 car parking spaces.





Revised (current) Proposal

From revision of the situation a better access location has been identified as shown in Figure 5a & 5b. See Appendix A for detailed design plans.

Figure 5b shows the new driveway and turn circle for 26m B Double milk tankers.

Figure 5a – Revised Norley dairy layout and access (1.25km East of Ellendale Rd)

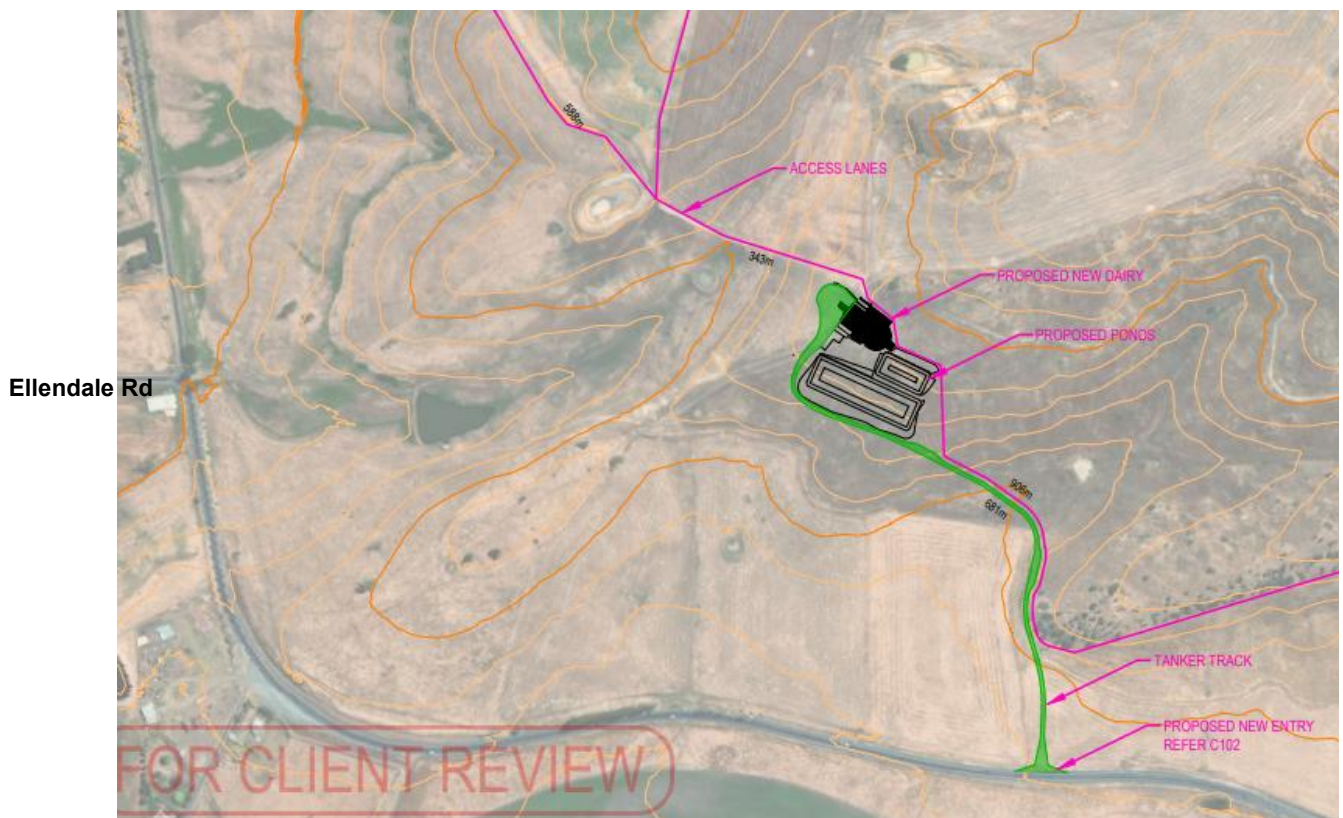
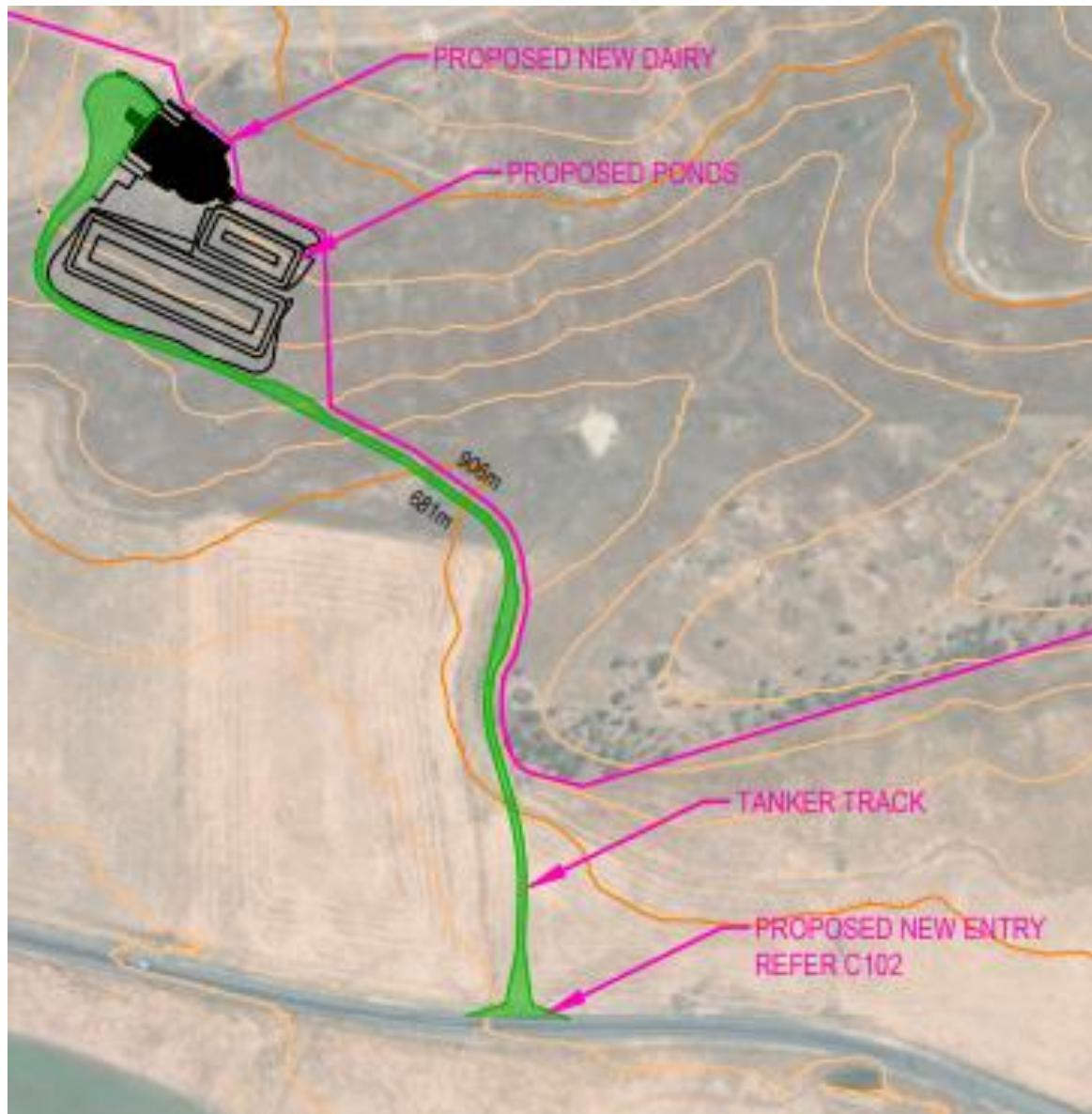


Figure 5b – Revised Norley dairy layout and access

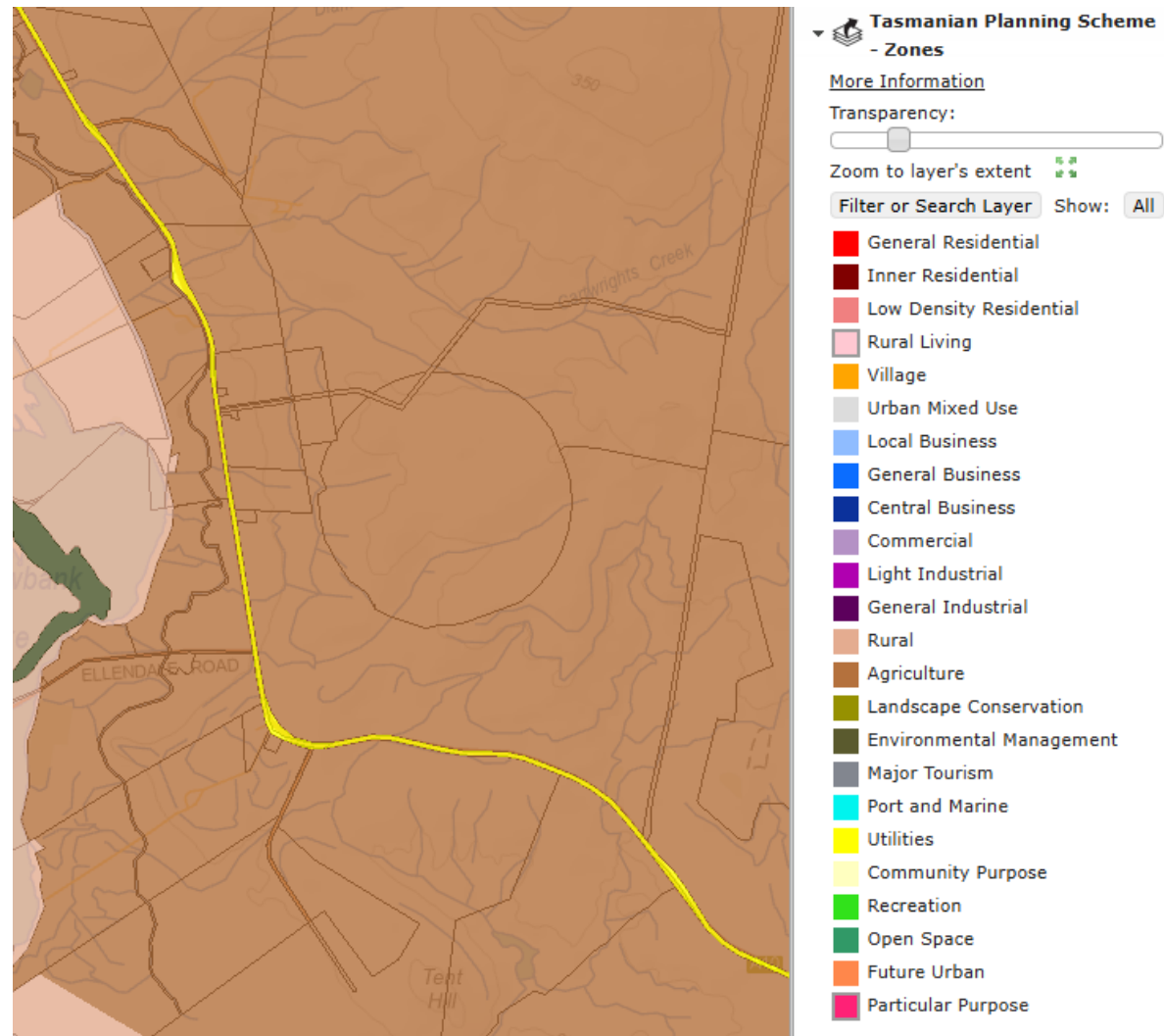




3.2 Tasmanian Planning Scheme – Central Highlands

Land use zoning for the development site is shown in Figure 6.

Figure 6 – The Lot 2 Ellendale Road property “Norley” is zoned Agriculture



Source: *The List*, DPIPWE

3.3 State Road Network Owner Objectives

The Department of State Growth objectives for the Lyell Highway are to maintain traffic safety and capacity. A Highway upgrade is also proposed by DSG, see Appendix I

3.4 Council Road Network Owner Objectives

The Central Highlands Council objectives for Ellendale Road are to maintain traffic safety and capacity.



4) Existing Conditions

4.1 Lyell Highway

Lyell Highway is a Category 3 Regional Access Road in the State Road Highway connecting Southern Tasmania with the West Coast of Tasmania. Lyell Highway is part of the Tasmanian 26m B double Network, see Appendix C and not classifies as a Limited Access Road, see Appendix D.

Lyell Highway has a 100km/h sign posted Speed Limit and is delineated with Edge Lines, Separation Line, guideposts and RRPMS. The road has a sealed width of 6.0m with 0.5m gravel shoulders and AADT in the order of 700vpd in the vicinity of the Norley property access.

4.2 Lyell Hwy Existing Access to Norley property

Figures 7 to 14 show the access approaches & available sight distances.

Figure 7 – Aerial view of existing Lyell Hwy access to Norley



Source: *The List*, DPIWPE

Figure 8 – Looking right along Lyell Hwy from existing Norley access



Sight distance
right is > 300m.

Figure 9 – Looking left along Lyell Hwy from existing Norley access



Sight distance
left is 285m.

Figure 10 – Side view of existing Lyell Hwy access to the Norley property



Figure 11 – Elevation view of existing Lyell Hwy access to the Norley property



The existing access is
unsealed and partially
concealed by trees.



Figure 12 – Lyell Hwy Southern approach to existing Norley access



The existing access
is partially
concealed by trees.

Figure 13 – Lyell Hwy Southern approach at existing Norley access



Figure 14 – Lyell Hwy Northern approach to existing Norley access



The existing access
is partially
concealed by trees.



4.3 Proposed Norley Northern access to Lyell Hwy

Figures 15 to 22 show the access approaches & available sight distances.

Figure 15 – Aerial view of proposed Norley Northern access to Lyell Hwy



This site would need to be 100m North of the existing access.

Source: *The List*, DPIWPE

Figure 16 – Looking right along Lyell Hwy from proposed Northern Norley access



Sight distance right is > 300m.

Figure 17 – Looking left along Lyell Hwy from proposed Northern Norley access



Sight distance left is 320m.



Figure 18 – Side view of proposed Northern Norley access to Lyell Hwy



Figure 19 – Elevation view of proposed Northern Norley access to Lyell Hwy



Figure 20 – Lyell Hwy Southern approach to proposed Northern Norley access





Figure 21 – Lyell Hwy Southern approach at proposed Northern Norley access



Figure 22 – Lyell Hwy Northern approach to proposed Northern Norley access



4.4 Proposed Norley Southern access to Lyell Hwy

Figures 23 to 30 show the access approaches & available sight distances.

Figure 23 – Aerial view of proposed Norley Southern access to Lyell Hwy



This access site would need to be 50m South of the existing access and would avoid the stormwater overland flow path.

Source: *The List*, DPIPWE



Figure 24 – Looking right along Lyell Hwy from proposed Southern Norley access



Sight distance
right is > 300m.

Figure 25 – Looking left along Lyell Hwy from proposed Southern Norley access



Sight distance
left is 250m.

Figure 26 – Side view of proposed Southern Norley access to Lyell Hwy





Figure 27 – Elevation view of proposed Southern Norley access to Lyell Hwy



Figure 28 – Lyell Hwy Southern approach to proposed Southern Norley access



Figure 29 – Lyell Hwy Southern approach at proposed Southern Norley access





Figure 30 – Lyell Hwy Northern approach to proposed Southern Norley access



4.5 Revised Norley Southern access to Lyell Hwy

Figures 31 to 39 show the access approaches & available sight distances.

Figure 31 – Aerial view of revised Norley Southern access to Lyell Hwy



Source: *The List*, DPIPWE

Figure 32 – Revised Norley driveway approach to Lyell Hwy





Figure 33 – Looking right along Lyell Hwy from revised Southern Norley access



Sight distance
right is > 400m.

Source: *The List*, DPIPWE

Figure 34 – Looking left along Lyell Hwy from revised Southern Norley access



Sight distance
left is 250m.

Figure 35 – Side view of revised Southern Norley access to Lyell Hwy





Figure 36 – Elevation view of revised Southern Norley access to Lyell Hwy



Figure 37 – Lyell Hwy Eastern approach to revised Southern Norley access



Figure 38 – Lyell Hwy Eastern approach at revised Southern Norley access





Figure 39 – Lyell Hwy Western approach to revised Southern Norley access



4.6 Lyell Hwy / Ellendale Road junction

Figures 40 to 47 show the access approaches & available sight distances.

Figure 40 – Aerial view of Lyell Hwy / Ellendale Road junction



Source: *The List*, DPIWWE

Figure 41 – Looking right along Lyell Hwy from Ellendale Road



Sight distance
right is 285m.



Figure 42 – Looking left along Lyell Hwy from Ellendale Road



Sight distance
left is > 300m.

Figure 43 – Side view of Lyell Hwy / Ellendale Road junction



Figure 44 – Elevation view of Lyell Hwy / Ellendale Road junction





Figure 45 – Lyell Hwy Southern approach to the junction



Figure 46 – Lyell Hwy Northern approach to the junction



Figure 47 – Lyell Hwy Northern approach at the junction



4.7 Sight Distance Review

Sight distance review is summarised in Figure 48.

Figure 48 – Summary of required and available SISD

			Austroroads	Current Provision		AS / NZS 2890.1 (m)
Junction Major Rd - Minor Rd	Speed Limit (km/h)	Speed Environ. (km/h)	Road frontage sight distance			
			SISD (m)	Available		SSD(m)
				Left(m)	Right(m)	
Lyell - Ellendale	100	100	248	> 300	250	na
Existing Lyell acces to Norley	100	100	248	285	> 300	160
OP. Nth. Lyell acces to Norley	100	100	248	320	> 300	160
OP. Sth. Lyell acces to Norley	100	100	248	235	> 300	160
CP. for Lyell acces to Norley	100	100	248	250	> 400	160

AS/NZS 2890.1 Compliant

OP | Original proposal
CP | Current proposal

Austroads Compliant

4.8 Crash History

DSG is supplied with reported crashes by Tasmania Police. The DSG maintains a crash database from the crash reports which is used to monitor road safety, identify problem areas and develop improvement schemes. The 5-year reported crash history for Lyell Highway approaches to the Norley access are summarised in Figures 49 & 50.

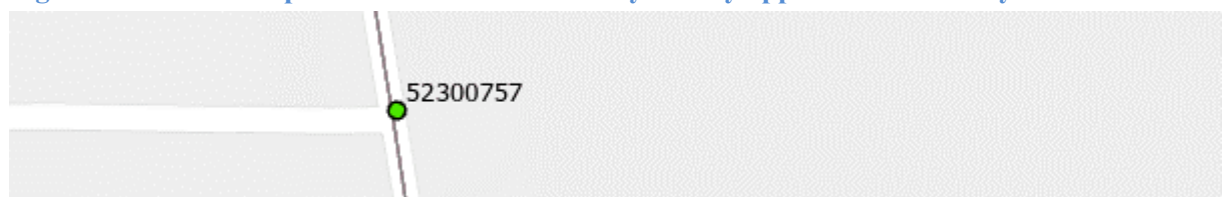
The reported crash history provides no evidence of a crash propensity on the Lyell Highway or Ellendale Road approaches to the Norley access.

Figure 49 – 5 Year Reported Crash History – Lyell Hwy approaches to Norley access

Crash Id	Units	Description	Date	Time	Severity	Location
52300757	LV; LV	132 - Veh's in same lane/ right rear	26-FEB-2024	16:45	First Aid	Lyell Hwy / Ellendale Rd Jcn.

LV | Light Vehicle

Figure 50 – 5 Year Reported Crash Locations – Lyell Hwy approaches to Norley access





4.9 Traffic Activity

From TCS Traffic Survey Data, see Appendix B, Lyell Hwy has estimated AADT of 700vpd in the vicinity of the Norley access.

4.10 Road Safety Review

From site inspection Lyell Highway has a sealed width of 6.0m with 0.5m unsealed shoulders and a 100km/h Speed Limit and Speed Environment 100 Km/h South bound, and 90 to 100 km/h North bound (comfortable driving speed or 85th percentile speed).

Given the high-speed environment, driveable culvert endwalls are required and the access should be sealed.

The existing access is poorly located being and inconspicuous amongst trees and opposite a State Road junction where conflict potential is maximised.

4.11 Austroads Safe System Assessment

From Austroads Safe System assessment the Osmaston Road approaches to the access are assessed as follows:

- Crash exposure is low as traffic activity and the number of reported crashes is low at < 700vpd and there is minimal vulnerable road user activity.
- Crash likelihood is low as the road alignment is straight with an adequate seal width of 6.0m for the function of the road with full delineation is provided with guideposts.
- Crash severity is high due to 100km/h speed environment.

Consistent with Austroads Safe System Assessment methodology crash risk on the Lyell Highway approaches to the Norley Access is low.

4.12 Bushfire Prone Area

The proposed dairy does not include storage of diesel or explosives on site. Accordingly, a bushfire hazard report is not required.



4.13 Access Standard

State Roads access should meet DSG requirements, see Appendix E.

The Norley dairy access should be designed for heavy vehicles including:

- Sealing of the access to at least 14m from the edge of the highway with sealed access footprint as shown in the Appendix E.
- Driveable Culvert Endwalls, Type 1, see Appendix E.
- Splayed fence lines, see Appendix E.

4.14 Tasmanian Subdivision Guideline Considerations

Not applicable.

4.15 Transport Planning Considerations

The existing Norley access to the Lyell Hwy is opposite Ellendale Road junction and not considered suitable for the proposed operation.

The alternative original proposed access locations were North and South of the existing access and while feasible from traffic considerations are not desirable for operation of the property.

The revised access location 1.25km East of the Ellendale Road junction satisfies traffic and property operation criteria.

The revised access has adequate sight distance and satisfies turn path requirements for milk tanker trucks (26m B Doubles), see Appendix H.

A Lyell Highway Upgrade programme (Grantton to Strahan) is being developed by DSG and includes the section of the Lyell Highway between Ouse and Hamilton where the preferred Norley access is proposed, see Appendix I.

It is anticipated that DSG will advise any access requirements and conditions in relation to the Lyell Highway upgrade when the developer makes application for an Access Works Permit.

The preferred proposal is relocation of the Norley Access 1.25km East of the Ellendale Road junctions and closure of the existing access opposite Ellendale Road.



5) Traffic Generation and Assignment

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

5.1 Traffic Growth

Estimated compound annual traffic growth rate of 0% for Lyell Highway based on DSG traffic growth history, see Appendix B, excluding the impact of the proposal.

5.2 Trip Generation

The following traffic generation assumptions have been made for the proposed dairy operation which would operate on some 311 Ha.

From Australian experience 300 Ha dairies generate between 12 and 25 vehicle movement per day, see Appendix F. These figures include allowance for 2 to 4 milk tankers per day.

Accordingly for a 311 Ha site typical traffic generation is estimated to vary between 12 and 26 vpd.

5.3 Trip Assignment

Given that the site is north of the milk processing centres in Southern Tasmania, 95% of traffic movements are expected to and from South of the Norley access.



6) Tasmanian Planning Scheme – Central Highlands

Parking and Sustainable Transport Code C2

C2.5.1 Car parking numbers

Acceptable Solution A1: *The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if:*

- (a) The site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash in lieu) must be in accordance with that plan,*
- (b) The site is contained within a parking precinct plan and subject to Clause C2.7,*
- (c) The site is subject to Clause C2.5.5; or*
- (d) It relates to an intensification of an existing use or development or a change of use where:*
 - i. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional onsite car parking is required; or*
 - ii. The number of onsite car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:*

$$N=A+ (C-B)$$

N = Number of on-site car parking spaces required

A = Number of existing on-site car parking spaces

B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1

C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1

The proposal is assessed as Resource Processing.

Table C2.1 requires 2 car parking space per 3 employees.

Proposal provides 6 car parking spaces for up to 6 employees.

A1 is satisfied.



C2.5.2 Bicycle parking numbers

Acceptable Solution A1: *Bicycle parking spaces must:*

- (a) Be provided on the site or within 50m of the site; and*
- (b) Be no less than the number specified in Table C2.1.*

Table C2.1 requires for 1 space / 5 employees. **A1 is satisfied.**

C2.5.3 Motorcycle parking numbers

Acceptable Solution A1: *The number of on-site motorcycle parking spaces for all uses must:*

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

Where less than 20 car parking spaces are required, there is no requirement for motorcycle parking spaces. **A1 is satisfied.**

C2.5.4 Loading Bays

Acceptable Solution A1: *A loading bay must be provided for uses with a floor area of more than 1000m² in a single occupancy.*

Not applicable as proposed floor area is some 750m².

C2.6.1 Construction of parking areas

Acceptable Solution A1: *All parking, access ways, manoeuvring and circulation spaces must:*

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



An unsealed permeable crushed rock pavement is proposed for the carpark & driveway which is fit for purpose in Agricultural zone.

All trafficable areas will be drained to the public stormwater drainage system.

A1 is satisfied.

C2.6.2 Design and layout of parking areas

Acceptable Solution A1.1: *Parking, accessways, manoeuvring and circulation spaces must All parking, access ways, manoeuvring and circulation spaces must either:*

(a) comply with the following:

- i. *have a gradient in accordance with Australian Standard AS 2890 Parking facilities. Satisfied.*
- ii. *Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces. Satisfied.*
- iii. *Have an access width not less than the requirements in Table C2.2. A DSG heavy vehicle access is proposed see Appendix E with 4m thereafter, exceeding Table C2.2 requirement.*
- iv. *Have car parking space dimensions satisfying Table C2.3. 2.8m*6.0m 90-degree parking spaces are proposed with 14m of manoeuvring width satisfying Table C2.3.*
- v. *Have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces. Satisfied.*
- vi. *Have a vertical clearance of not less than 2.1 metres above the parking surface level. Satisfied.*
- vii. *Excluding a single dwelling, be delineated by line marking or other clear physical means. Satisfied.*

(b) Comply with Aust. Stand. AS2890 Parking facilities, Parts 1-6.

A1.1 is satisfied.



Acceptable Solution A1.2

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

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

Not applicable.

C2.6.3 Number of accesses for vehicles

Acceptable Solution A1: *The number of accesses provided for each frontage must:*

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

Relocation of an existing two-way access is proposed. **A1 is satisfied.**

C2.6.5 Pedestrian access

Acceptable Solution A1.1: *Applies to uses that require 10 or more car parking space must:*

- (a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways/ parking aisles, by:*
 - i. a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or*
 - ii. protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and*
- (b) be signed and line marked at points where pedestrians cross access ways or parking aisles.*

Not applicable as less than 10 car parking spaces are proposed.



Road and Railway Assets Code C3

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

Acceptable Solution A1.1: Not applicable as the roads under consideration are not Category 1.

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

Not applicable as an existing access is proposed.

Acceptable Solution A1.3: Not applicable as no rail-line is impacted.

Acceptable solution A1.4:

Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing will not increase by more than:

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

Lyell Hwy is classified a *major road* functioning as a Category 3 Regional Access Road in the State Road Hierarchy with estimated AADT of 700vpd with 16% commercial vehicles (i.e. 112 trucks/day) approaching Norley.

In accordance with Table C3.1 for *major roads* the acceptable increase in AADT for vehicles:

- up to 5.5m long is 10% or 10 vehicles per day whichever is greater (10% of 700 is 70 vpd.)
- longer than 5.5m is 10% (10% of 112 is 11 trucks/day)

Proposal is estimated to generate 12-26 vpd including 2 - 4 trucks /day.

A1.4 is satisfied.

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



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

Proposal does not involve habitable buildings.

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

Not applicable as no subdivision is proposed.

7) Impacts on the environment and road users

The proposal will have negligible impact on road users provided the recommendations are implemented.

7.1 Environment

- No adverse environmental impacts are anticipated in terms of:
 - Noise, vibration, visual impact and residential amenity
 - Ecological Impacts, Heritage and Conservation
- Additional street lighting is not required.

7.2 Road users

- Public Transport - No impact.
- Delivery Vehicles - No impact.
- Pedestrians and Cyclists - No impact.



8) Department of State Growth requirements

DSG review of TIA

These reviews are required to:

- consider proposals and whether the TIA prepared satisfies DSG requirements.
- resolve any issues so the TIA can be finalised.
- enable the TIA endorsement provided by DSG to be communicated to Council as part of the Development application process.

These reviews are usually arranged by the TIA author. The email address for submissions is:

Development@stategrowth.tas.gov.au

Crown landowner consent

This is to provide DSG to opportunity to check alignment of proposals with DSG objectives for the road. If the proposal aligns with DSG objectives Crown Land Consent is issued by DSG. Crown Landowner Consent is required where there is a proposed change in use of property adjacent to a state road. The website for Crown Landowner Consent is:

https://www.transport.tas.gov.au/road/permits/crown_landownerconsent/

Access works permits

Developers must obtain an access works permit from DSG for proposed work within a state road reservation. Applications need to include:

- suitably design plans detailing the proposal and services affected.
- relevant design calculations for stormwater management and pavement design
- a traffic impact assessment

The website for access works permit applications is:

<https://www.transport.tas.gov.au/road/permits/road-access>

Summary of DGS requirements

DSG advice of acceptance of this TIA is attached in Appendix G.

The developer will need to apply for:

- Crown Landowner consent for the proposed dairy operation.
- DSG access works permit to close the existing and construct the proposed access consistent with DSG heavy vehicle requirements, see Appendix E.



9) Recommendations and Conclusions

This traffic impact statement has been prepared to assess the proposed y access relocation to the Norley property some 1.25km East of the Lyell Hwy/ Ellendale Road junction.

Existing road conditions have been reviewed including the speed environment and available sight distances. Road safety has been reviewed with consideration of 5 year reported crash history and Austroads Safe System Assessment.

It is assessed that the proposal will have minimal impact on traffic safety and capacity for all road users and the proposed access location is safe and will be of appropriate standard.

Evidence is provided that the proposal satisfies the Tasmanian Planning Scheme – Central Highlands - Parking & Sustainable Transport Code C2 and Road & Railway Assets Code C3.

Recommendations:

- *Apply for Crown Landowner consent for the proposed dairy access, see Part 8 of this report.*
- *Apply for DSG access works permit to relocate the Norley property access some 1250m East of the current access.*
- *Close the existing Norley dairy access opposite Ellendale Road.*
- *Design & construct the proposed property access consistent with DSG heavy vehicle access standard, see Appendix E, including:*
 - *Sealing of the access to at least 14m from the edge of the highway with access footprint as shown in the Appendix E.*
 - *Driveable Culvert Endwalls, Type 1, see Appendix E.*
 - *Splayed fence lines, see Appendix E.*

DSG advice of acceptance of this TIA is attached in Appendix G.

It is assumed DSG conditions due to the future Lyell Hwy upgrade, see Appendix I, will be issued with the DSG Works Permit for the proposal.



Overall, it has been concluded that the proposal will not create any traffic issues and traffic will continue to operate safely and efficiently along Lyell Highway approaches to the proposed Norley Property access. Based on the findings of this report and subject to the recommendations above, the proposal is supported on traffic grounds.

10) Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 38 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit www.trafficandcivil.com.au .

Yours sincerely

A handwritten signature in blue ink, appearing to read 'R Burk', with a small horizontal line underneath.

Richard Burk

Director

Traffic and Civil Services

M: 0456 535 746

P: 03 63341868

E: Richard.burk@trafficandcivil.com.au

Appendices

- **Appendix A – Location and site plans**
- **Appendix B – TCS Traffic Survey Data**
- **Appendix C – Tas. 26m B Double Network**
- **Appendix D – DSG Limited Access Roads**
- **Appendix E – DSG Rural Road Property Access Standard**
- **Appendix F – Traffic Generation rates for 300 Ha Dairies**
- **Appendix G – DSG advice on TIS acceptability**
- **Appendix H – Norley dairy access for 26m B Double trucks**
- **Appendix I – Lyell Highway Upgrade**



Appendix A – Location and site plans

Sheet List Table

Sheet Number	Sheet Title
C100	COVER
C101	GENERAL SITE PLAN
C102	SITE ACCESS
C103	SITE ACCESS

IMPORTANT
WORKS ARE TO BE IN ACCORDANCE WITH THE APPLICABLE AUSTRALIAN STANDARDS, CONSTRUCTION CODES (NCC) & REQUIREMENTS OF ANY RELEVANT LOCAL AUTHORITIES

DRAWINGS TO BE READ IN CONJUNCTION WITH ANY WRITTEN SPECIFICATIONS AND ASSOCIATED DOCUMENTATION PREPARED BY THE ARCHITECT OR BUILDING DESIGNER AND THE RELEVANT SUB-CONSULTANTS

BASE DRAWING(S) PREPARED AND PROVIDED BY:

- CBM

THE FOLLOWING ARE SURVEY DETAILS USED AS BASIS FOR DESIGN:

SURVEYOR: NA

SURVEY REF:

SURVEY DATE:

COORDINATE SYSTEM:

VERTICAL DATUM:

WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS

DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE

DOCUMENTATION IS SUBJECT TO STATUTORY APPROVALS

THIS DESIGN IS INTENDED TO BE BUILT ONLY ONCE AND ONLY ON THE SITE THAT THE DESIGN WAS PREPARED FOR

EXCEED

51 YORK STREET, PO BOX 1971
LAUNCESTON, TAS 7250
Ph: 03 6322 6955
E: info@exceeding.com.au
www.exceeding.com.au

ENGINEERING

###

NORLEY DAIRY CONVERSION
COMPASS AGRI AUSTRALIA
###

COVER

FOR CLIENT REVIEW

NOT FOR CONSTRUCTION

01
REV
DESCRIPTION
DATE

JAN
DRAFT

JAN
DES

JAN
ISO

JAN
CHG

JAN
APP

JAN
LD

30/07/25
DATE

PROJECT #
P25023

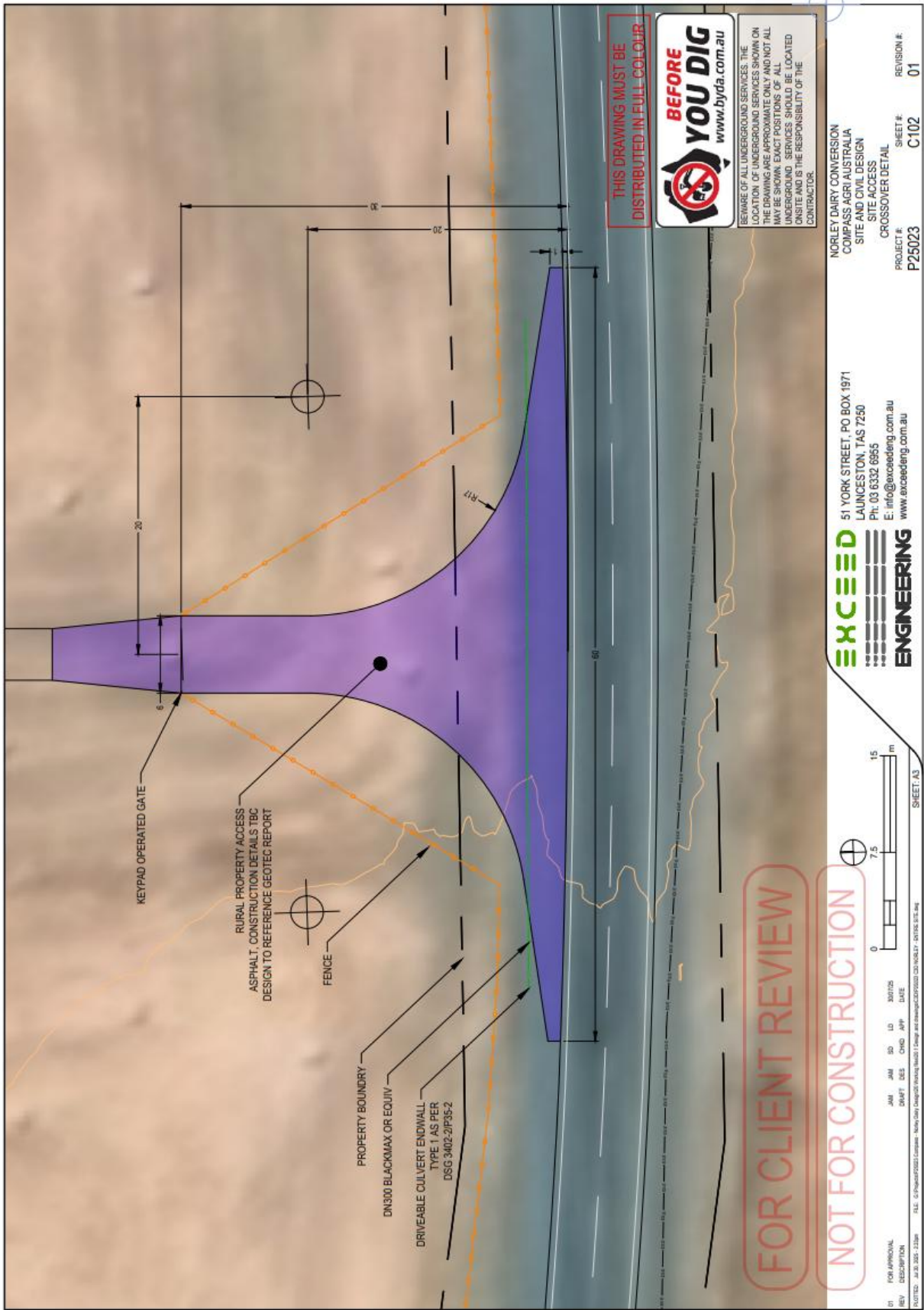
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C100

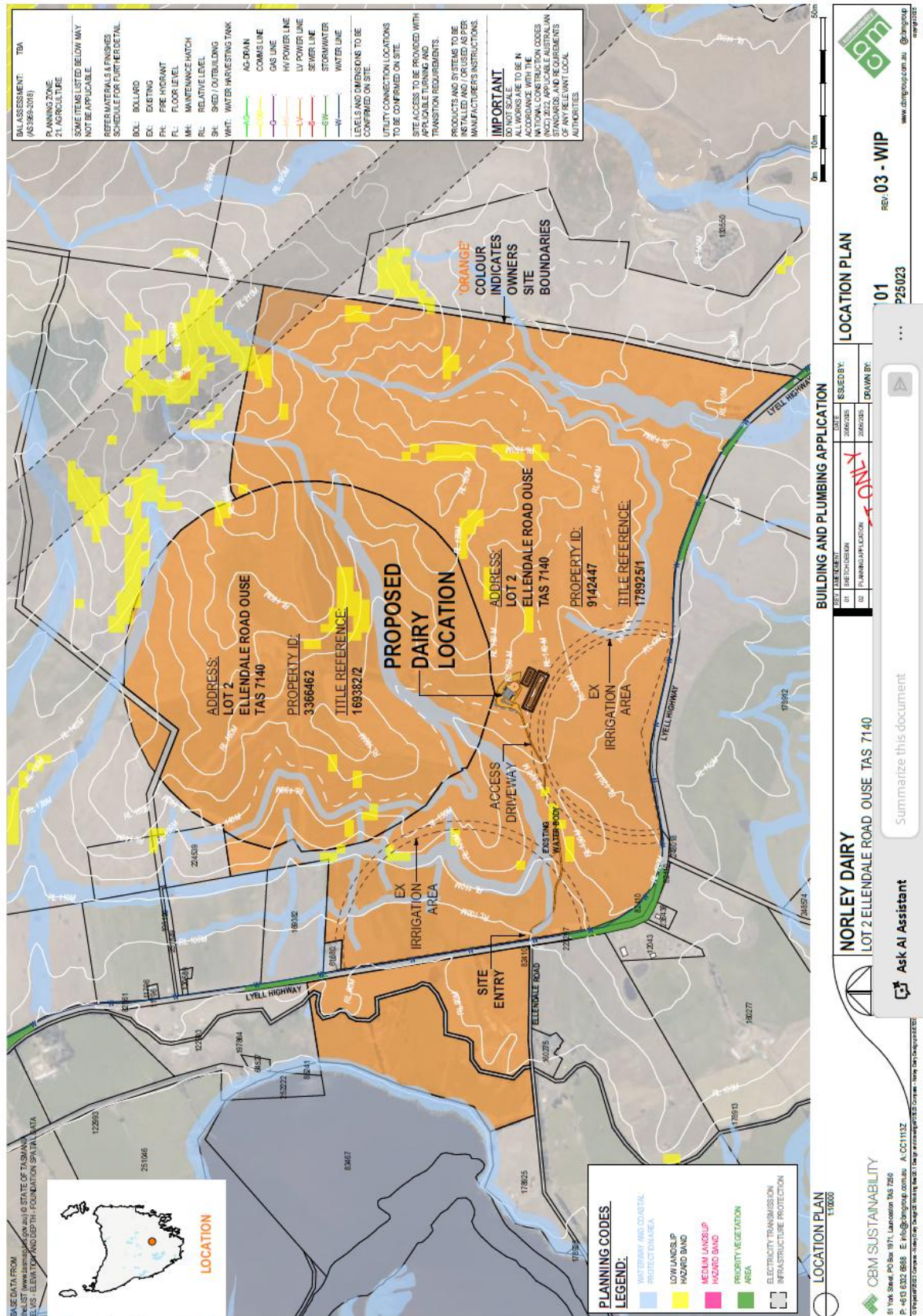
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SHEET: A3

36 | Page









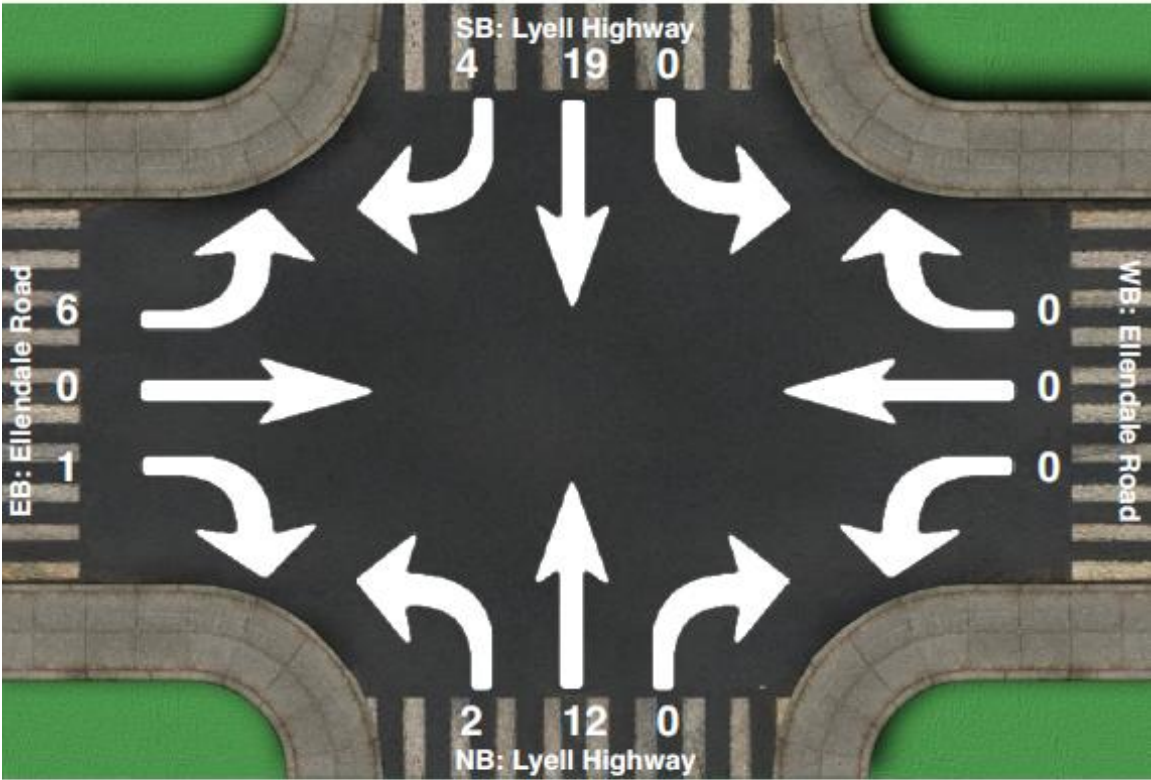


Appendix B – Traffic Survey Data

TCS Traffic Survey Data

Intersection Count Summary

Location: Lyell Highway at Ellendale Road, Ouse
GPS Coordinates:
Date: 2025-07-21
Day of week: Monday
Weather:
Analyst: Sid Saxby



Intersection Count Summary

11:53 - 12:23

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	19	4	0	0	0	2	12	0	6	0	1	44

Turn Count Summary

Location: Lyell Highway at Ellendale Road, Ouse

GPS Coordinates:

Date: 2025-07-21

Day of week: Monday

Weather:

Analyst: Sid Saxby

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:53	0	0	0	0	0	0	0	1	0	1	0	0	2
11:55	0	2	0	0	0	0	0	2	0	2	0	1	7
12:00	0	1	0	0	0	0	0	3	0	0	0	0	4
12:05	0	3	2	0	0	0	1	2	0	0	0	0	8
12:10	0	4	1	0	0	0	0	0	0	0	0	0	5
12:15	0	5	1	0	0	0	0	2	0	3	0	0	11
12:20	0	4	0	0	0	0	1	2	0	0	0	0	7

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:53	0	0	0	0	0	0	0	1	0	1	0	0	2
11:55	0	1	0	0	0	0	0	2	0	1	0	0	4
12:00	0	1	0	0	0	0	0	3	0	0	0	0	4
12:05	0	2	1	0	0	0	1	1	0	0	0	0	5
12:10	0	4	0	0	0	0	0	0	0	0	0	0	4
12:15	0	5	1	0	0	0	0	2	0	3	0	0	11
12:20	0	4	0	0	0	0	1	2	0	0	0	0	7

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11:53	0	0	0	0	0	0	0	0	0	0	0	0	0
11:55	0	1	0	0	0	0	0	0	0	1	0	1	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:05	0	1	1	0	0	0	0	1	0	0	0	0	3
12:10	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:20	0	0	0	0	0	0	0	0	0	0	0	0	0



Intersection Count Summary

11:53 - 12:23

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	19	4	0	0	0	2	12	0	6	0	1	44

Vehicle Summary

Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	0	17	2	0	0	0	2	11	0	5	0	0	37
Truck	0	2	2	0	0	0	0	1	0	1	0	1	7
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians Summary

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



DSG Traffic Survey Data

A0197220

- Lyell Highway 540m W Of Tarleton St

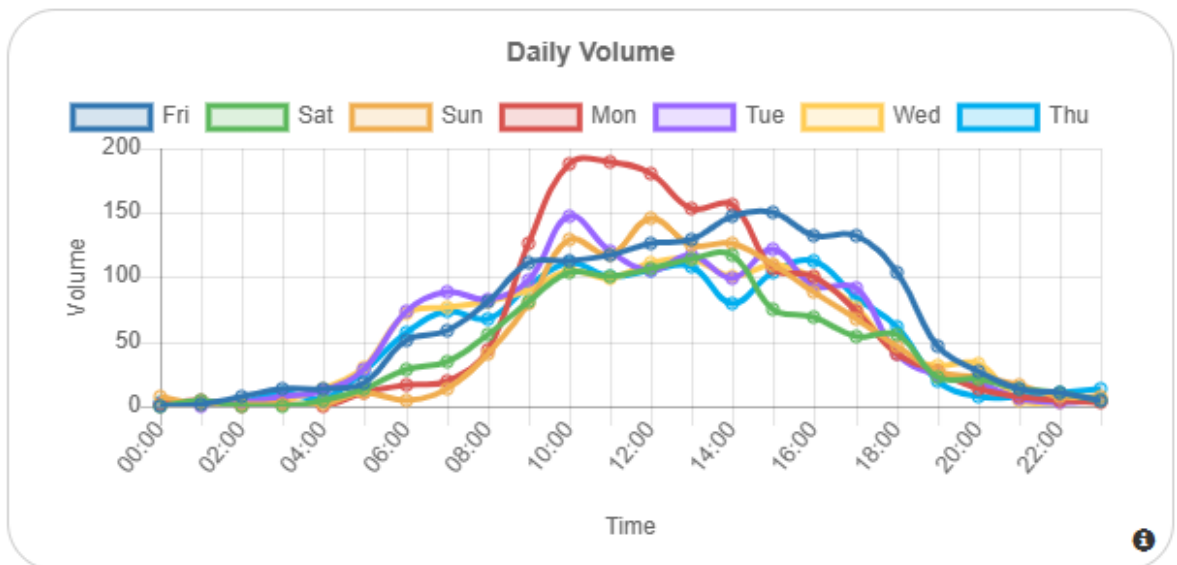
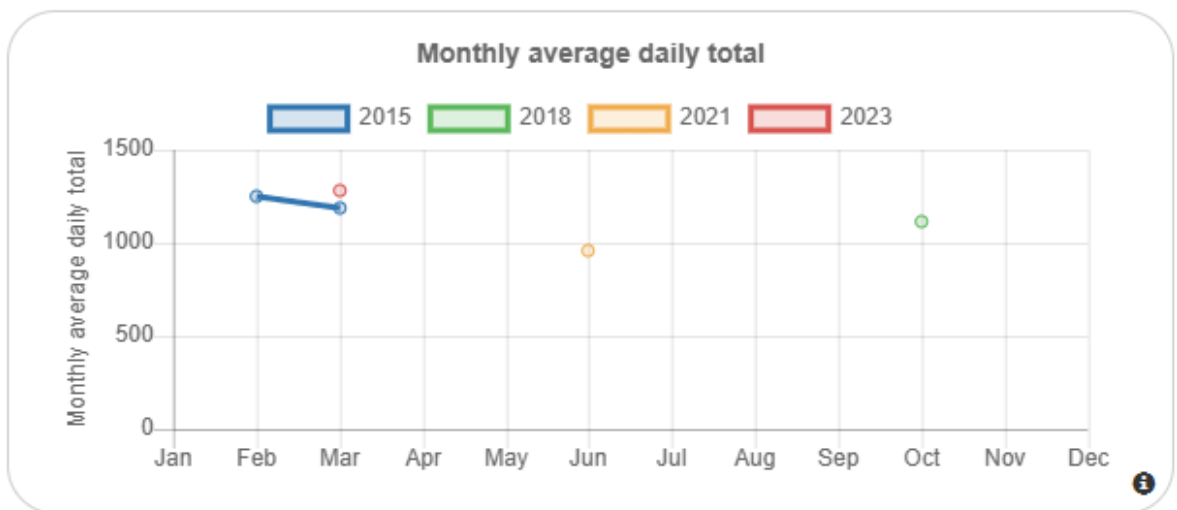
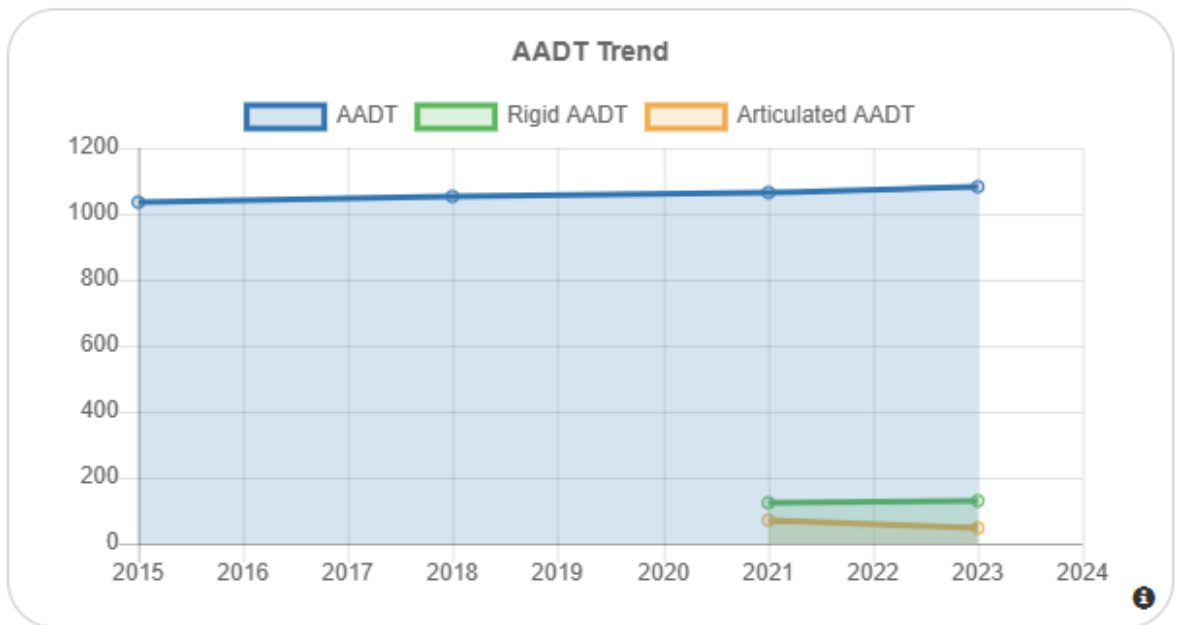
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Route number: A0197

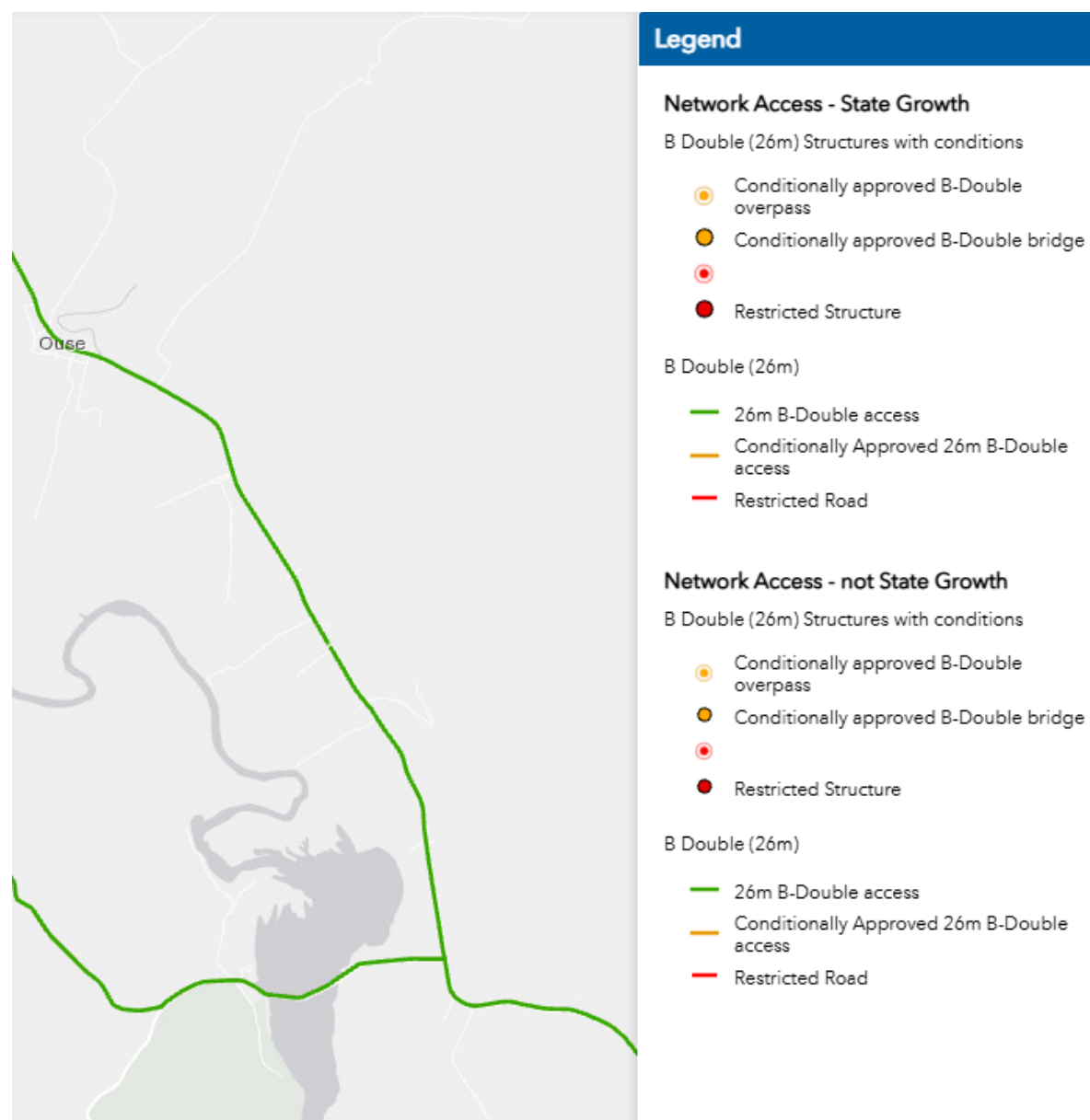
Site Data

Traffic Statistics by Channel			
Channel	Weekday average total traffic	7-day average traffic	Weekly traffic total
Total	0	0	0

Annual Statistics										
Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AADT	1,037	-	-	1,055	-	-	1,063	-	1,082	-
% HV	15.6%	-	-	18.3%	-	-	18.4%	-	16.5%	-

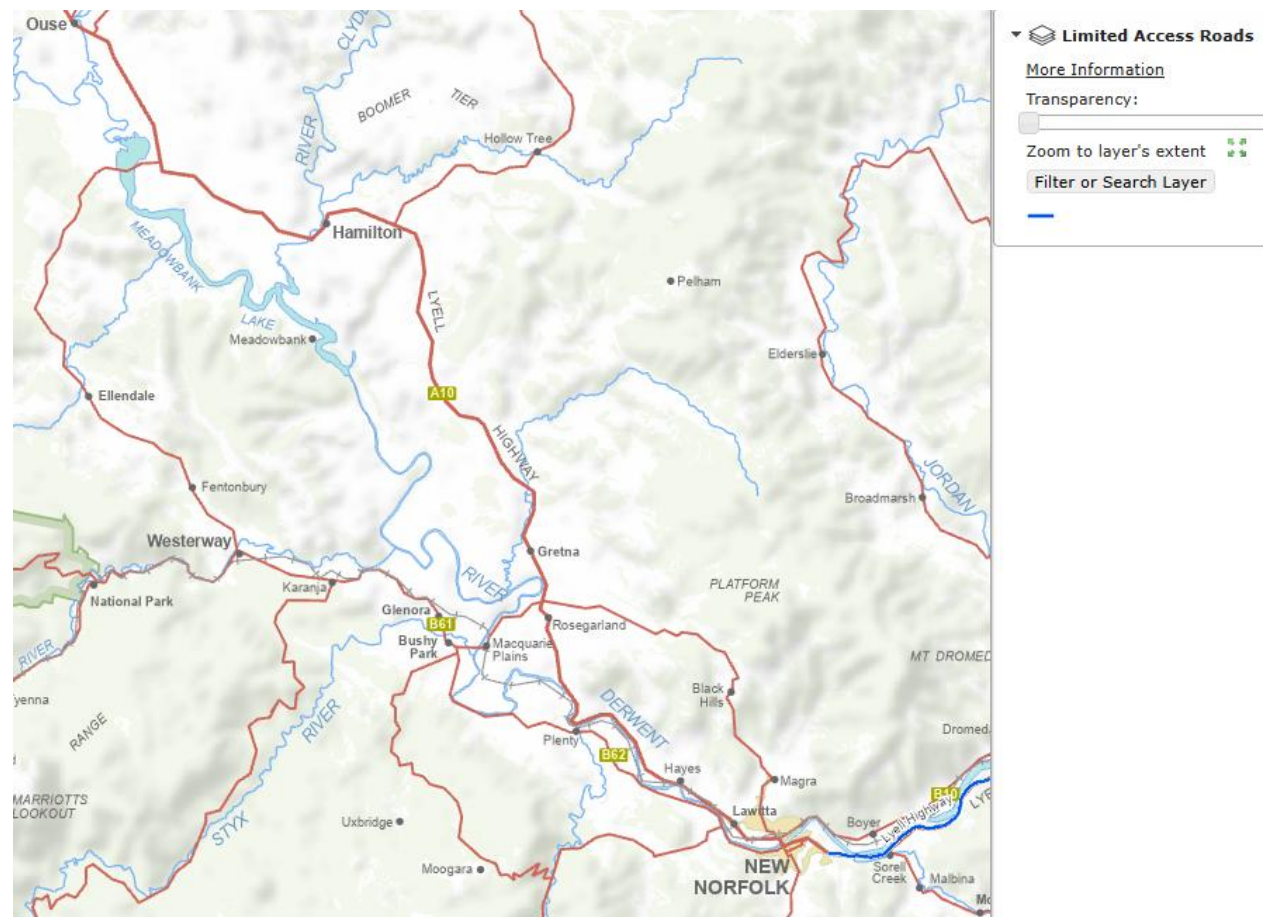


Appendix C – Tas. 26m B Double Network



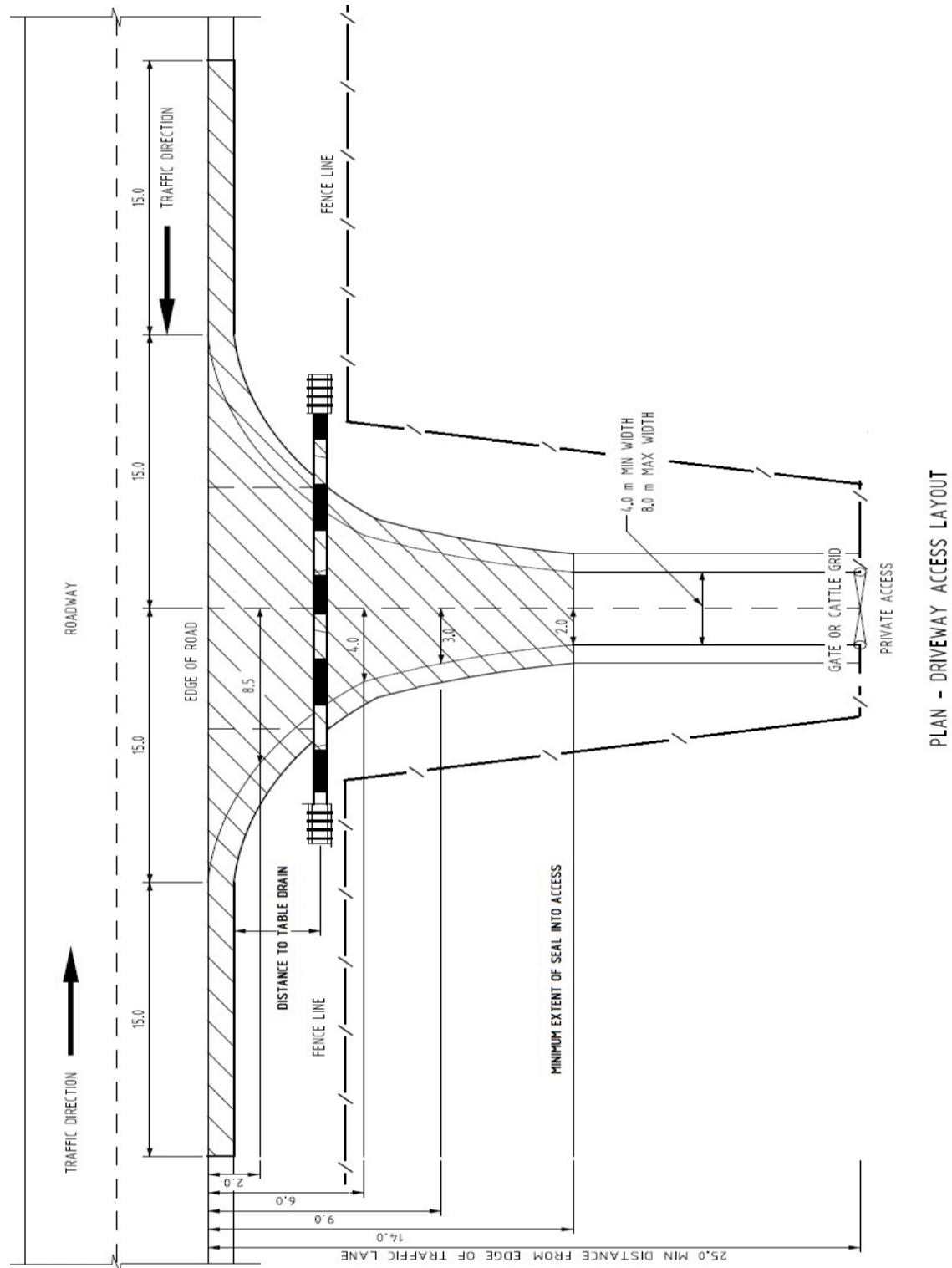


Appendix D – DSG Limited Access Roads



Appendix E – DSG Rural Road Property Access Standard

DSG Heavy Vehicle Access Standard



PIPE CULVERT
O/A LENGTH DEPENDS ON PIPE DIAMETER.

PLAN
RAILS
REFER NOTE 4 & 5

END ELEVATION
RAILS NOT SHOWN FOR CLARITY

SECTION A
S-1

DRAFTING		DESIGN	
DRAWN	DATE	DESIGNED	DATE
A.J.W.	22/2/99		
CHECKED	DATE	RECOMMENDED/CHECKED	DATE
G.K.R.	11/7/03	B.J.WILLIAMS	3/9/99
CHECKED	DATE	ACCEPTED	DATE
G.K.R.	15/5/02	G.K.ROBERTS	6/9/99
APPROVED	DATE	APPROVED	DATE
P.J.HOLLAND	3/9/99		

RAIL FITTING AMENDED
NOTE 6 ADDED

AMENDMENTS

DEPARTMENT OF INFRASTRUCTURE, ENERGY AND RESOURCES, TASMANIA
DRIVEABLE CULVERT ENDWALL
TYPE 1
SINGLE PIPE CULVERT 600mm DIA. MAX.
3402-2/P35-2



Appendix F – Traffic Generation rates for 300 Ha Dairies

Summary of typical traffic generation rates for 300-hectare dairy farms in Australia based on industry norms and rural traffic assessments.

Estimated Daily Traffic Generation (Typical 300 ha Dairy Site):

Trip Type	Vehicle Movements (Two-Way)	Frequency
Milk Tanker	2 to 4 / day	1 2 pickups per day
Feed Deliveries (Trucks)	1 to 2 / week	Varies seasonally
Farm Equipment / Staff	10 to 20 / day	Daily farm operations
Service Vehicles (Vet, Mechanics)	1 to 2 / week	Varies
Visitors / Contractors	2 to 5 / day	Higher during busy seasons
Total Daily Traffic Range	12 to 25 / day	Daily average

Key Influencing Factors:

- Stock numbers: higher cow numbers (e.g., 400 600 cows) increase traffic.
- Milk pickup frequency: larger farms may have twice-daily pickups.
- Seasonality: calving and silage seasons increase contractor traffic.
- Irrigation: may add additional light vehicle and machinery trips.

Reference Points:

- Australian rural planning standards often consider dairy farms low traffic generators (typically <20 30 trips/day).
- Example: NSW RMS Guide to Traffic Generating Developments states rural primary production typically generates under 20 daily trips, with dairy slightly higher depending on scale.



Appendix G – DSG advice on TIS acceptability 5th Aug. 2025

RE: DA 2025/37 - Ellendale Road, Ouse (CT 178925/2)



Head, Alex <Alex.Head@stategr
To Kathy Bradburn; council@centralhighlands.tas.gov.au
Cc Richard Burk



10:22 AM



Hi Kathy,

Following a review of the Traffic Impact Statement provided for DA 2025/37 - Ellendale Road, Ouse (CT 178925/2), the Department requests the following conditions be included in any permit (if issued):

- Proposed access off the Lyell Highway for Norley Dairy to be located some 1.25km south-east of the existing Lyell Highway access which is opposite the Ellendale Road junction.
- Proposed access to be designed and constructed in general accordance with TSD-R05-v3 (truck access to rural properties 'type A') and to suit design vehicle as referenced in application.
- Existing access to the Lyell Highway (opposite the Ellendale Road junction) to be permanently closed.
- Prior to undertaking any access works in the state road reserve, an Access Works Permit is required from the Department of State Growth in accordance with Section 16 of the Roads and Jetties Act 1935.

Applications for permits can be found [here](#). Applications must be received by the Department of State Growth at least 20 business days before the expected start date for works, to allow enough time to assess the application.

Regards,

Alex Head | Traffic Engineering Technical Officer | Traffic Engineering (south)

State Roads | Department of State Growth

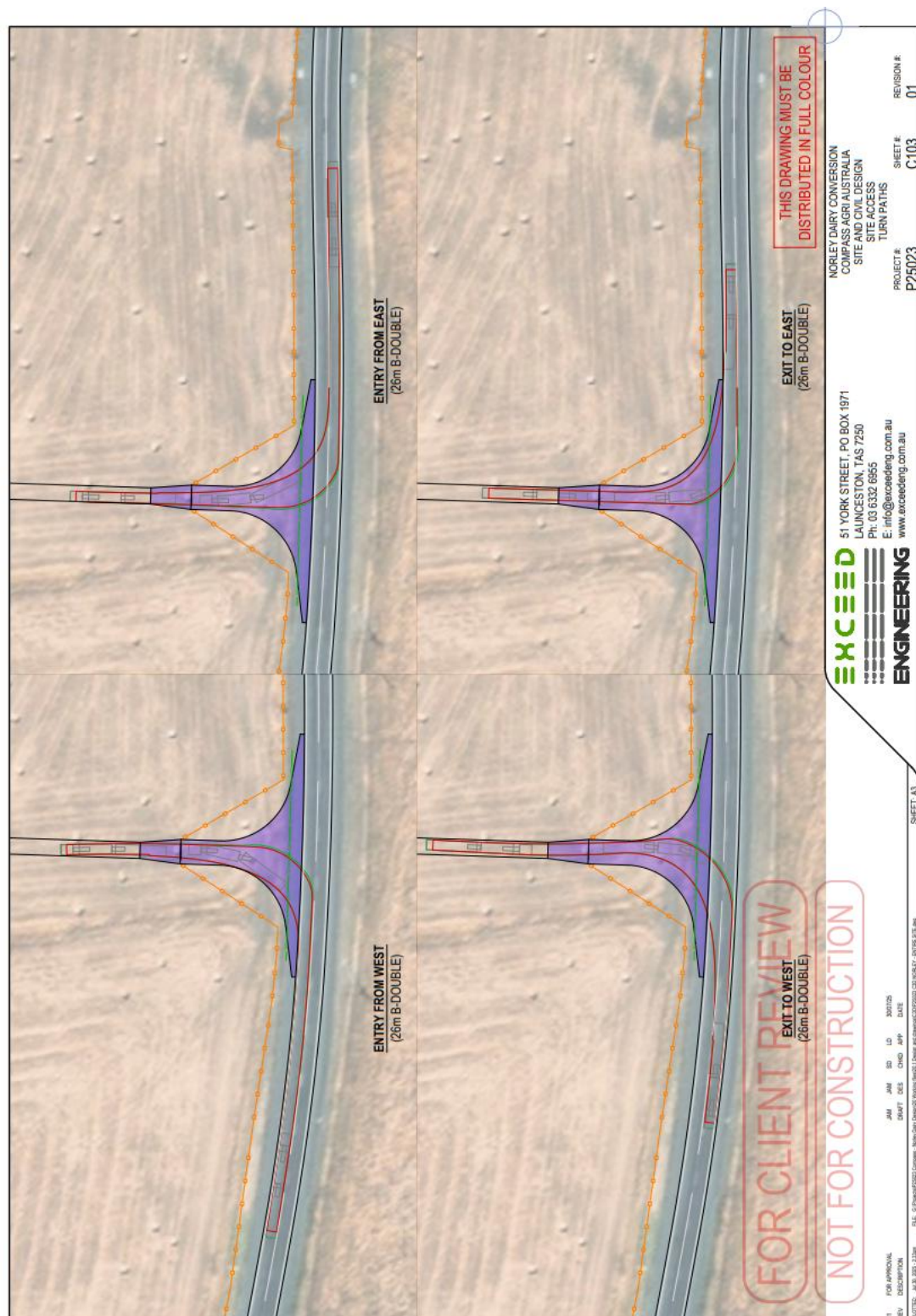
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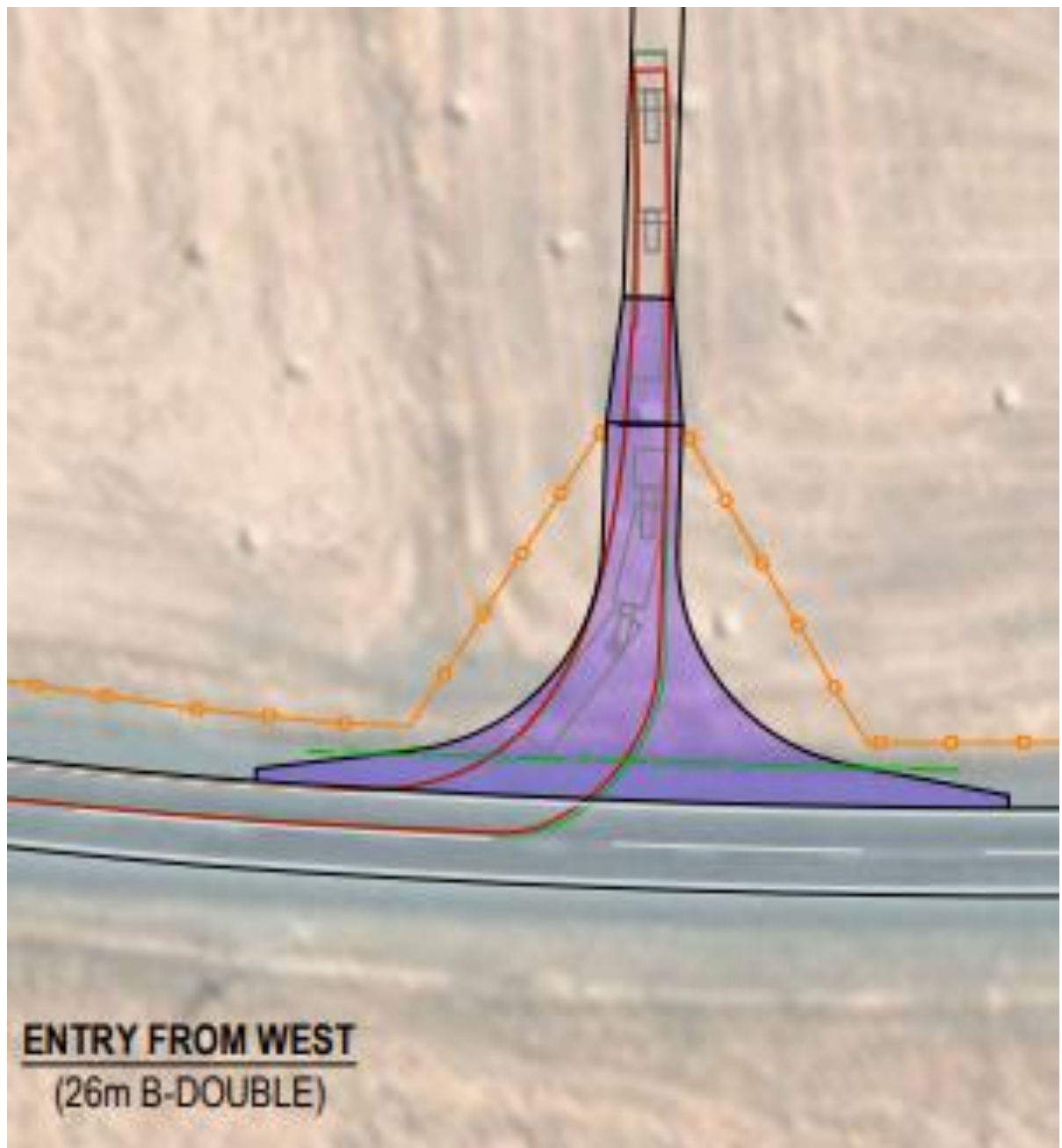
Phone: (03) 6165 5205 | alex.head@stategrowth.tas.gov.au

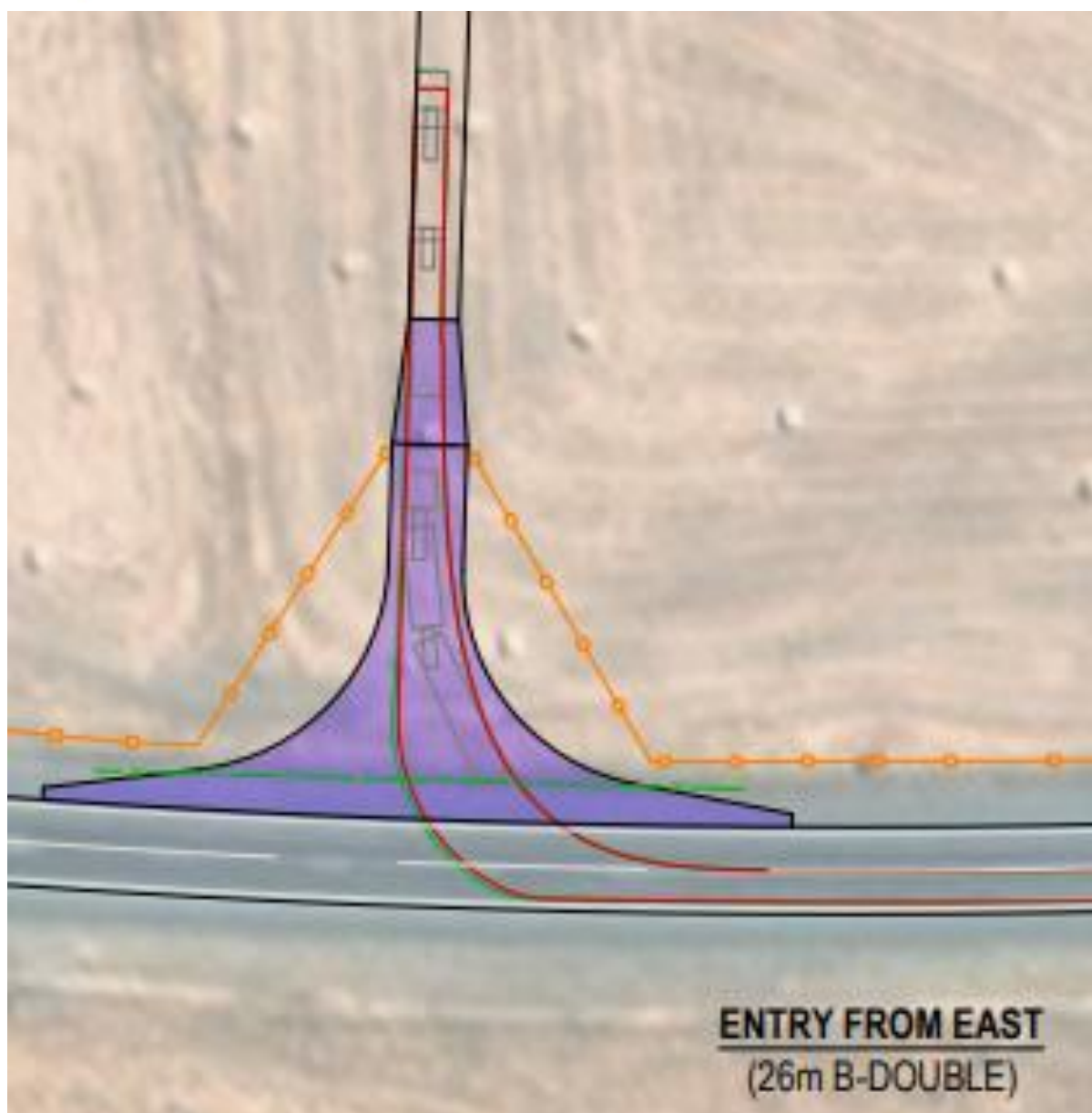
www.transport.tas.gov.au

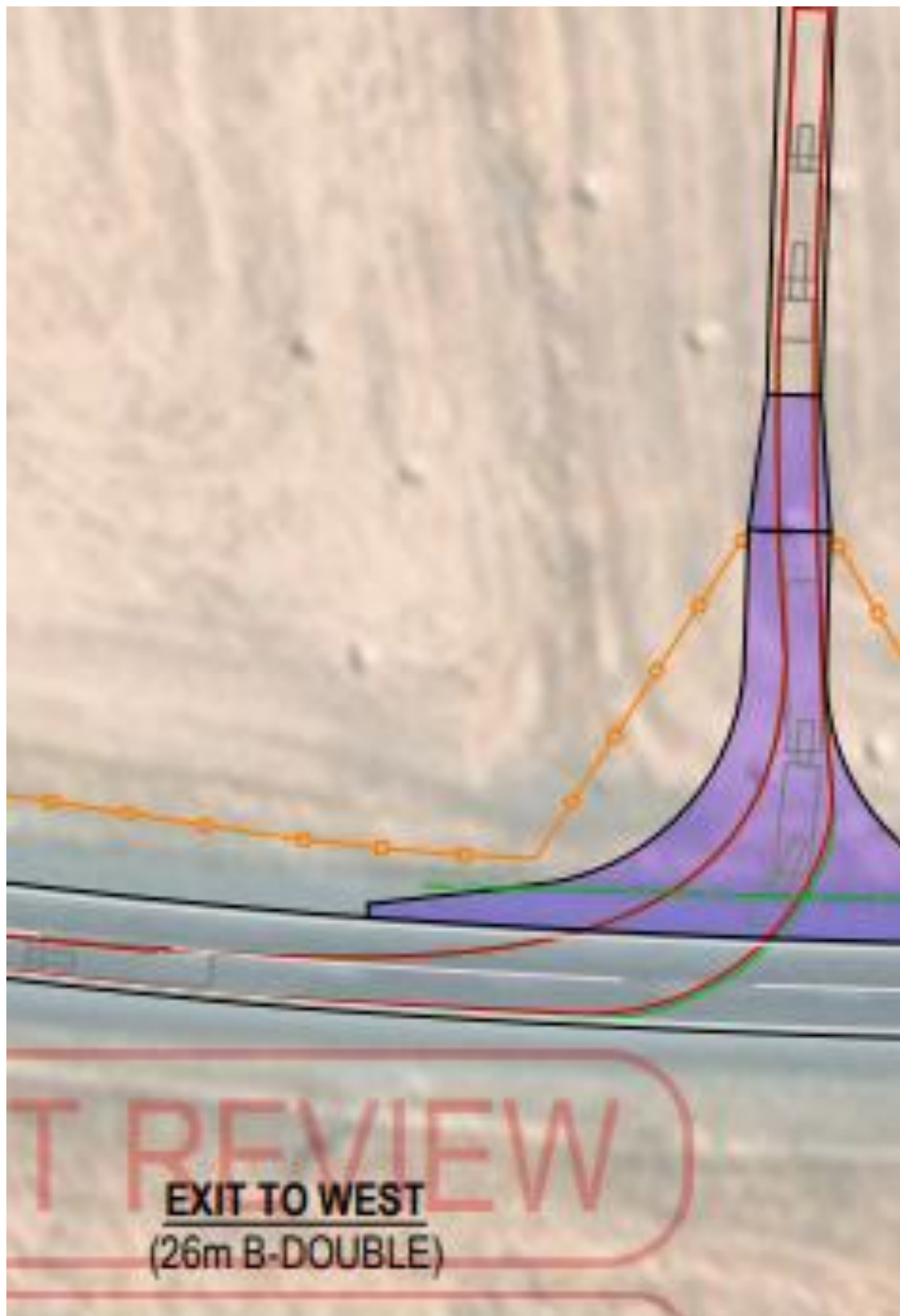
Appendix H – Norley dairy access for 26m B Double trucks

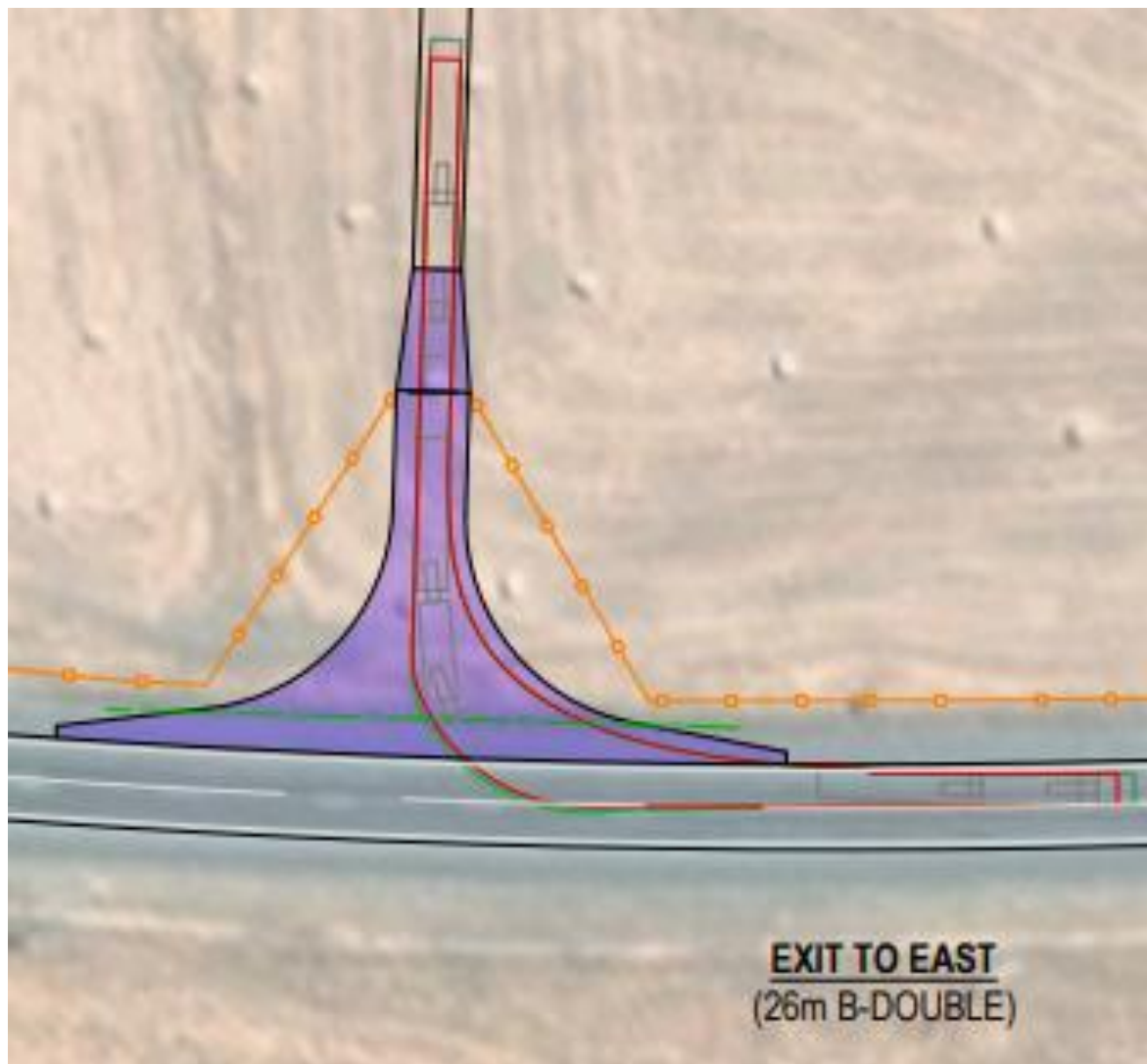
Turning Template checks showing suitable access for milk tankers.













Appendix I – Lyell Highway Upgrade

https://www.transport.tas.gov.au/roadworks/current_projects/south_road_projects/lyell_highway_upgrade_-_granton_to_strahan

Lyell Highway upgrade - Granton to Strahan

This project will focus on improving safety and travel time predictability for the community.

About the project

We are now developing a corridor strategy for the Lyell Highway from Granton to Strahan to identify and prioritise improvement opportunities.

This planning work will help inform how best to improve safety, capacity, and resilience of the highway.

For the section of the highway between Granton and New Norfolk, we will investigate improvements such as shoulder and road widening, new overtaking lanes, new and improved active and public transport facilities, intersection upgrades and more.

We will consult with the community when we have more information.

Visuals



Community consultation



FAQs



Accessibility

If you would like to find out more information and you have accessibility requirements, please contact the project team (details below).

You can find out more about [Transport Services' commitment to accessibility](#).

Contact

Contact Connie Steers, Stakeholder Engagement Consultant, and Christa Capel, Stakeholder Engagement Consultant, by email LyellHighwayStrategy@stategrowth.tas.gov.au or on (03) 6165 0443.

Lyell Highway upgrade - Granton to Strahan

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We will consult with the community when we have more information.

Visuals

