Figure 7: Max Velocity
Developed Case

1440 Saundridge Road, Cressy
Poatina Pump Station

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LEGEND
Cadastral Parcels
RoadCentrelines
Road Access
4
Pump Station

MAP REF:	T-P211833-HYD_Workspace.qgz
AUTHOR:	Chimuka Mweemba
REVISION:	A
DATE:	2024-05-30T10:56:28.096

DATA SOURCES: Base Map - TheLIST Orthophoto

N

0 40 80 120 160 m

COORDINATE SYSTEM: GDA2020 / MGA zone 55
SCALE @ A3: 1:2,000

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Flood Maps

Appendix A

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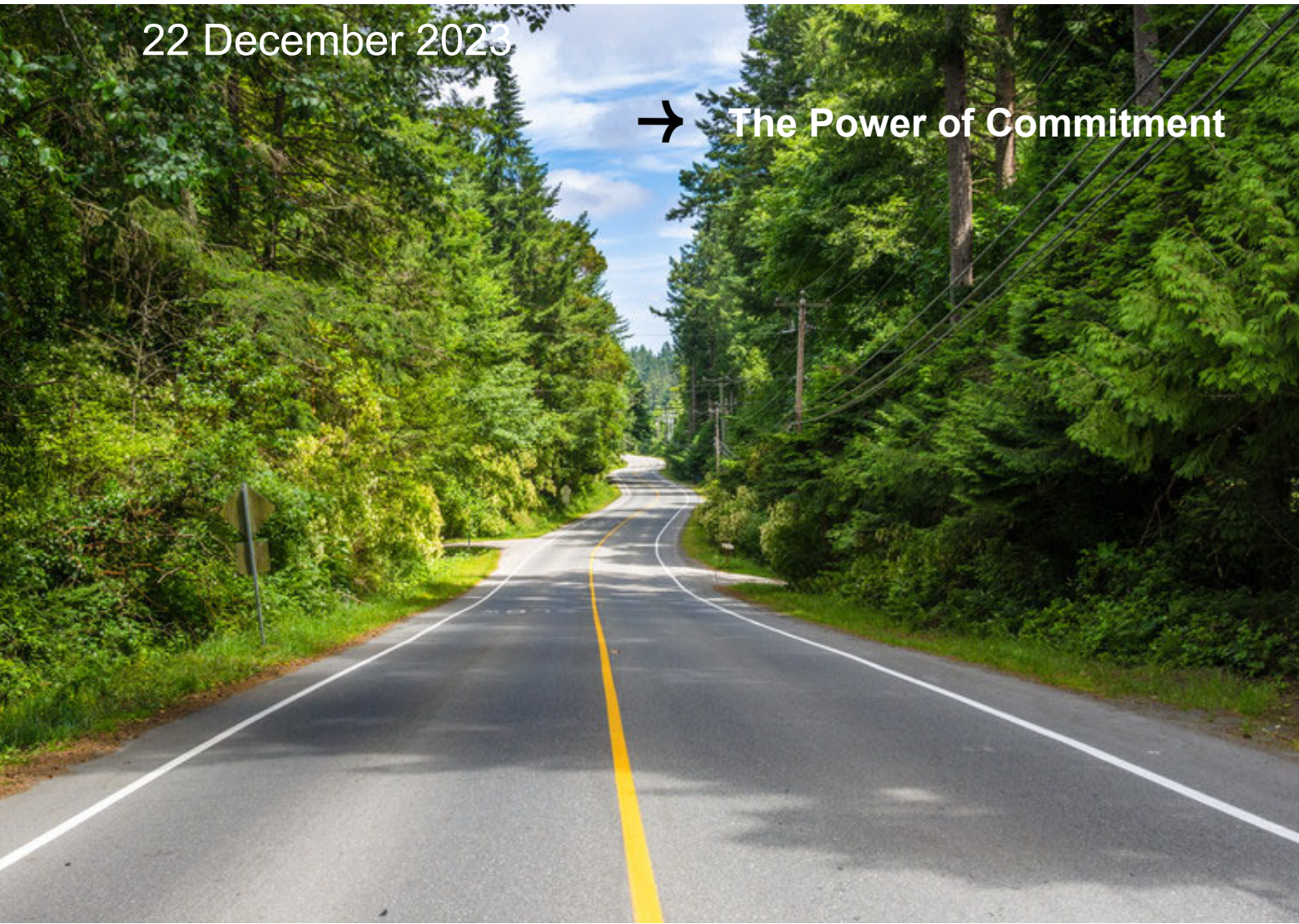
Appendices

Northern Midlands Irrigation Scheme Poatina Pump Station

Transport Impact Assessment

Tasmanian Irrigation Pty Ltd

22 December 2023



Exhibited

This planning application is open for public comment until 28 June 2024

Reference no	**PLN-24-0047**
Site	**1440 SAUNDRIDGE ROAD CRESSY**
Proposed Development	**Pump shed for irrigation scheme (Utilities)**
Zone	**21.0 Agriculture**
Use class	**General Resource**

Written representations may be made during this time to the General Manager;
mailed to PO Box 156, Longford, Tasmania 7301,
delivered to Council offices or
a pdf letter emailed to planning@nmc.tas.gov.au

(no special form required)

PLANNING APPLICATION

Exhibited

Proposal

Description of proposal: Development and use of the Poatina Pump Station (Utilities use)

(attach additional sheets if necessary)

If applying for a subdivision which creates a new road, please supply three proposed names for the road, in order of preference:

1…… 2…… 3……

Site address: **1440 Saundridge Road, Cressy**

CT no: **105802/1**

Estimated cost of project $ 4.4 million *(include cost of landscaping, car parks etc for commercial/industrial uses)*

Are there any existing buildings on this property? Yes
If yes – main building is used as Agricultural buildings

If variation to Planning Scheme provisions requested, justification to be provided:

Please see attached planning report

(attach additional sheets if necessary)

Is any signage required? No

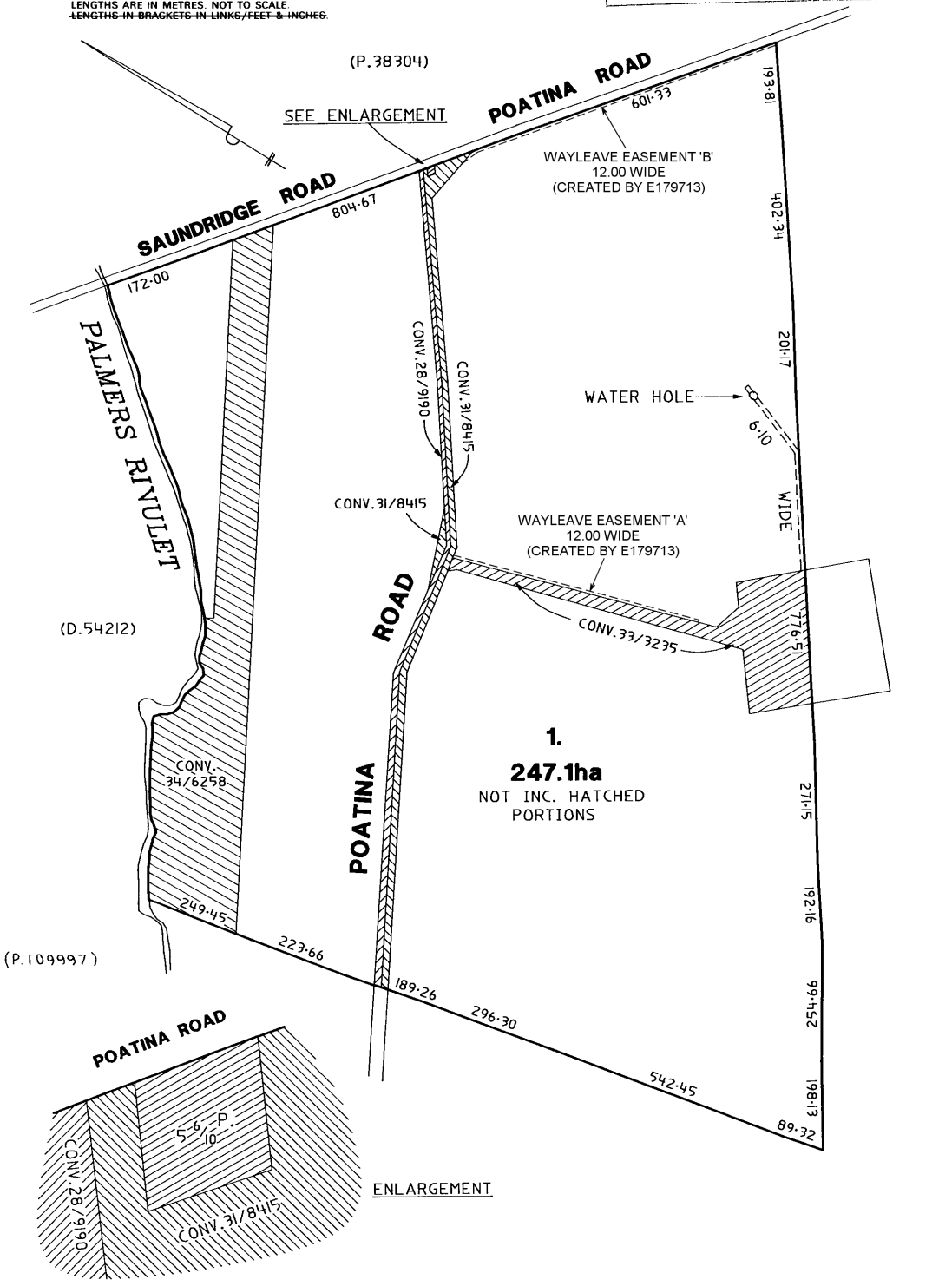
(if yes, provide details)

APPROVED 28 MAY 1993 RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 39/6017	REGISTERED NUMBER P.105802
FILE NUMBER Y.16079	GRANTEE: PART OF 3000Ac. GTD. TO JOSEPH ARCHER	DRAWN M.J.T. 27-5-93

SKETCH BY WAY OF ILLUSTRATION ONLY

TASMAP MUNICIPAL CODE NO. 56	LAST TASMAP SHEET NO. 0275	LAST SURVEY PLAN NO.
ALL EXISTING SURVEY NUMBERS ON THE SHEET AFFECTED BY THIS PLAN		

~~CITY/TOWN OF~~
LAND DISTRICT OF WESTMORLAND
PARISH OF WOODSIDE
LENGTHS ARE IN METRES. NOT TO SCALE.
~~LENGTHS IN BRACKETS IN LINKS/FEET & INCHES.~~



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Proposed Poatina Pump Station

Report to Support a Planning Permit Application

Prepared for
Tasmanian Irrigation

Client representative
Jacob Tierney

Date
4 June 2024

Rev01

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Appendices

Appendix A — Proposed Plans
Appendix B — Title Details
Appendix C — Traffic Impact Assessment
Appendix D — Flood Hazard Report

Prepared by — Doug Fotheringham		**Date — 4/06/2024**
Reviewed by — Lucas Paterno		**Date — 4/06/2024**
Authorised by — Doug Fotheringham		**Date — 4/06/2024**

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
A	Draft to client	D Fotheringham	L Paterno	D Fotheringham	26/03/2024
00	Final to Council	D Fotheringham	L Paterno	D Fotheringham	27/03/2024
01	Final to Council	D Fotheringham	K Hill	D Fotheringham	4/06/2024

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1. Introduction

The purpose of this report is to support a planning permit application for the proposed Poatina Pump Station at 1440 Saundridge Road, Cressy. Tasmanian Irrigation is the proponent and the pump station is part of the Northern Midlands Irrigation Scheme (NMIS). Its approximate location is shown in Figure 1 below. Under the Tasmanian Planning Scheme – Northern Midlands (the planning scheme), a planning permit is required for the pump station. This report demonstrates that the proposed pump station complies with the applicable provisions of the planning scheme, and that the planning permit application can be approved. The proposed plans are at Appendix A.

Figure 1 Approximate location

2. Property Details

The property details are shown in the table below and the title details are located at Appendix B of this report.

Development / Address	Property ID	Title Ref	Owner Name(s)	Tenure
1440 Saundridge Road, Cressy	6753396	105802/1	Scott-Young Pty Ltd	Private Freehold

3. The Proposal

3.1 Overview of the Proposal

The proposed pump station is to be located on a flat piece of agricultural land. It will be set back approximately 55m to the west of Saundridge Road, with a floor area of approximately 251m². It will be accessed by new vehicle crossing on this road. The hardstand, internal driveway, parking and turning areas will be comprised of compacted gravel. Vehicles will be able to enter and leave the site in a forward direction. Approximately 30m of existing hedgerow will be removed for the vehicle crossing and will ensure adequate site lines. The vehicle crossing will be accessed via new farm gates and the existing standard stock fencing will be maintained along the frontage. The internal accessway and parking area will be comprised of compacted gravel. The Traffic Impact Assessment at Appendix C demonstrates that the potential traffic impacts from the pump station are acceptable. The Flood Hazard Report at Appendix D demonstrates that the proposal complies with the applicable provisions of the Flood-prone Areas Hazard Code.
The pump station will be connected to a section of the NMIS pipeline. The pipeline in this area is exempt from a planning permit under Clause 4.2.3 (irrigation pipes) of the planning scheme.

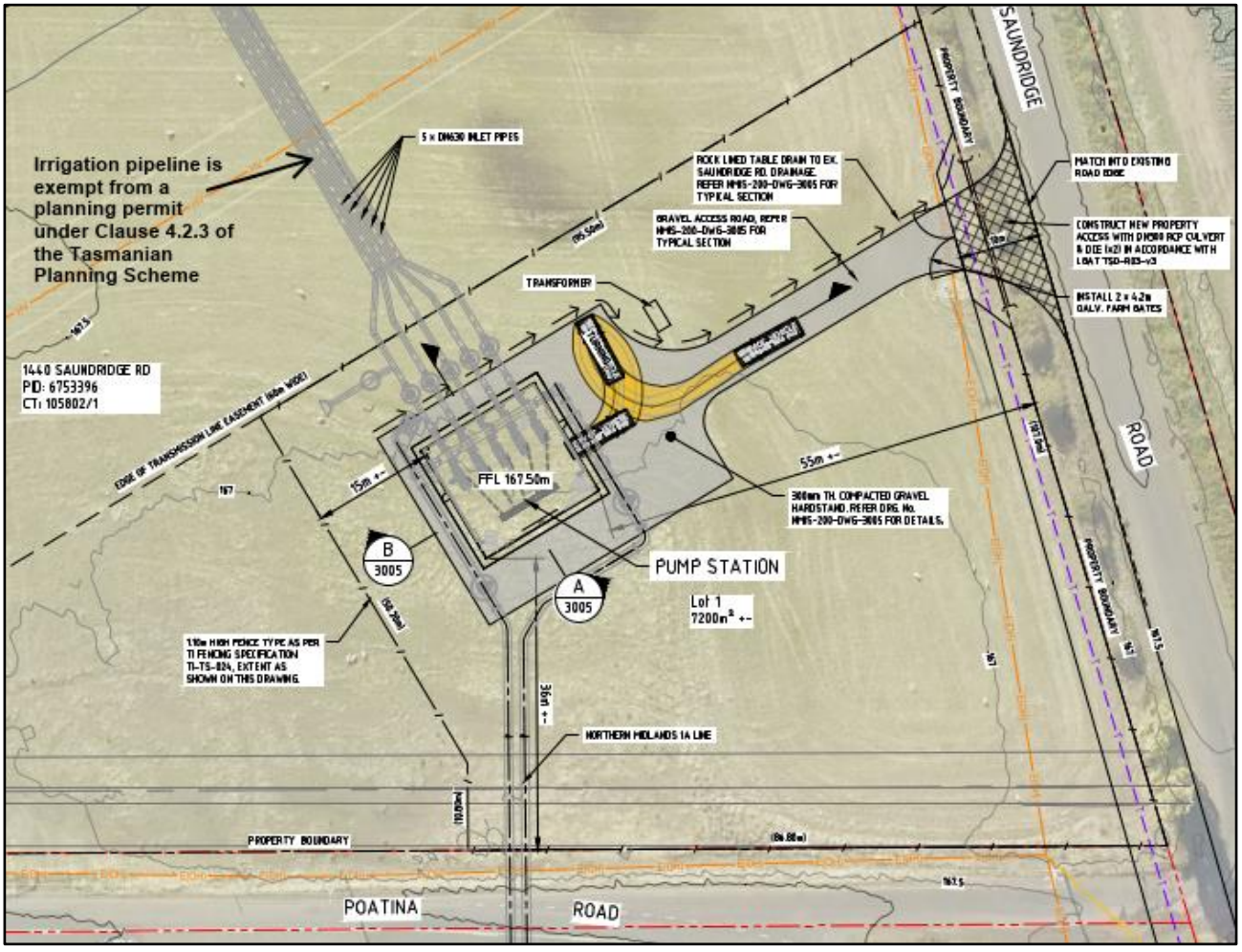


Figure 2: Proposed site plan

As shown below (*Figure 3*), the pump station will be approximately 9m high with the external walls and roof being colorbond, coloured Eucalypt Green.

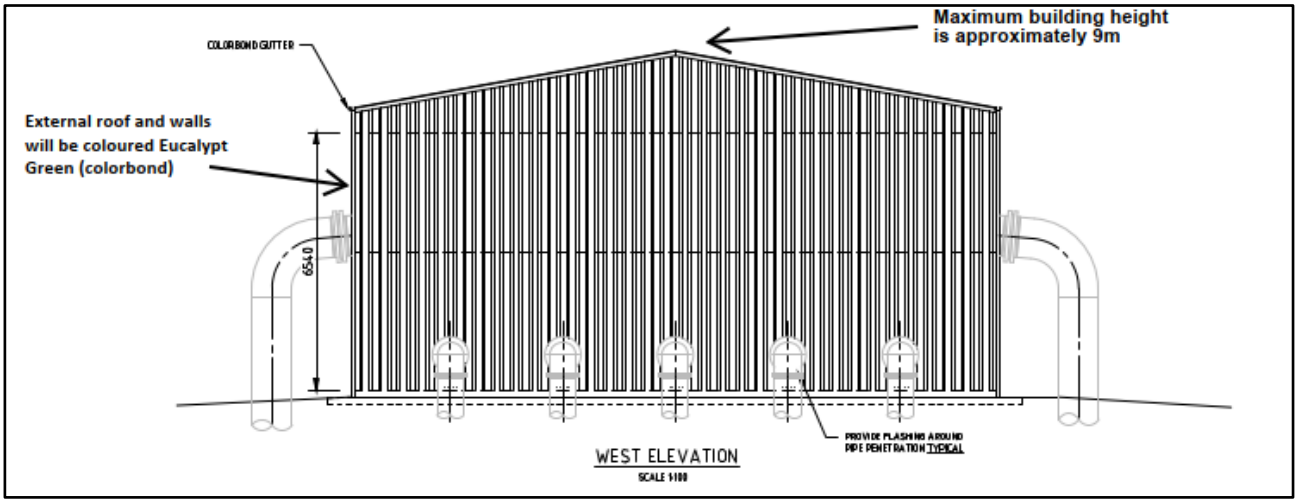


Figure 3: West Elevation

3.2 Construction Timing

Construction is anticipated to commence from June 2024. The NMIS is expected to be fully operational by June 2026.

3.3 Construction Management

3.3.1 Access for Construction

Access for Construction will be from the adjacent road. Access for ongoing maintenance will be in accordance with the *Irrigation Clauses Act 1973*.

3.3.2 Equipment

Machinery to be used during construction includes excavators, cranes and other large construction equipment.

3.3.3 Vegetation and Soil Management

The proposed works are generally positioned in cleared areas and minimal clearing is anticipated. The contractor is required to develop a Construction Environmental Management Plan (CEMP) addressing requirements of the EPRs in relation to vegetation clearing, protection and management. Where appropriate, sediment control measures will be implemented where there is a risk of erosion and sediment loss to the environment.

3.3.4 Weed Management

The contractor is required to submit a Weed and Hygiene Management Plan to Tasmanian Irrigation as part of the development of the CEMP.

- All machinery, equipment and vehicles brought to site should be free of any soil, seed or plant material.
- Appropriate hygiene protocols, including wash-down procedures, will be maintained on the site at all times, including the rehabilitation phase.
- These protocols will be consistent with the recommendations of Weed and Disease Planning and Hygiene Guidelines - Preventing the spread of weeds and diseases in Tasmania prepared by the Department of Primary Industries, Parks, Water and Environment, 2015.

- As required suitably qualified personnel will assess constructions sites for the presence of infectious plant, diseases and weeds.
- Understanding and identifying *Phytophthora cinnamomi*, gorse and other potential weed signs and symptoms will form part of all employee induction information.
- All project and contractor staff will be inducted into weed control.

4. Planning Assessment

4.1 Planning Scheme

The applicable planning scheme is the Tasmanian Planning Scheme - Northern Midlands (the planning scheme).

4.2 Planning Exemption Applies to the Pipeline

The pump station will be connected to a section of the NMIS pipeline. In this area, the pipeline is exempt from a planning permit under Clause 4.2.3 Irrigation Pipes, which states:

If for the laying or installation of irrigation pipes in the Rural Zone or Agriculture Zone that are directly associated with an agricultural use, provided no pipes are located within a wetland, unless the Landslip Hazard Code applies and requires a permit for the use or development.

4.3 Land Use

Under the planning scheme, the proposed pump station is classified as Utilities (not minor), which means land for utilities and infrastructure including:

a) *telecommunications;*

b) *electricity generation;*

c) *transmitting or distributing gas, oil, or electricity;*

d) *transport networks;*

e) *collecting, treating, transmitting, storing or distributing water; or*

f) *collecting, treating, or disposing of storm or floodwater, sewage, or sullage.*

Examples include an electrical sub-station or powerline, gas, water or sewerage main, optic fibre main or distribution hub, pumping station, railway line, retention basin, road, sewage treatment plant, storm or flood water drain, water storage dam and weir.

The abovementioned examples are not meant to be an exhaustive list, and it is reasonable to consider an irrigation pipeline as being part of the utilities land use classification.

4.4 Planning Zone

As shown in *Figure 4*, the proposed plans at Appendix A, the proposed pipeline is located in the Agriculture Zone.

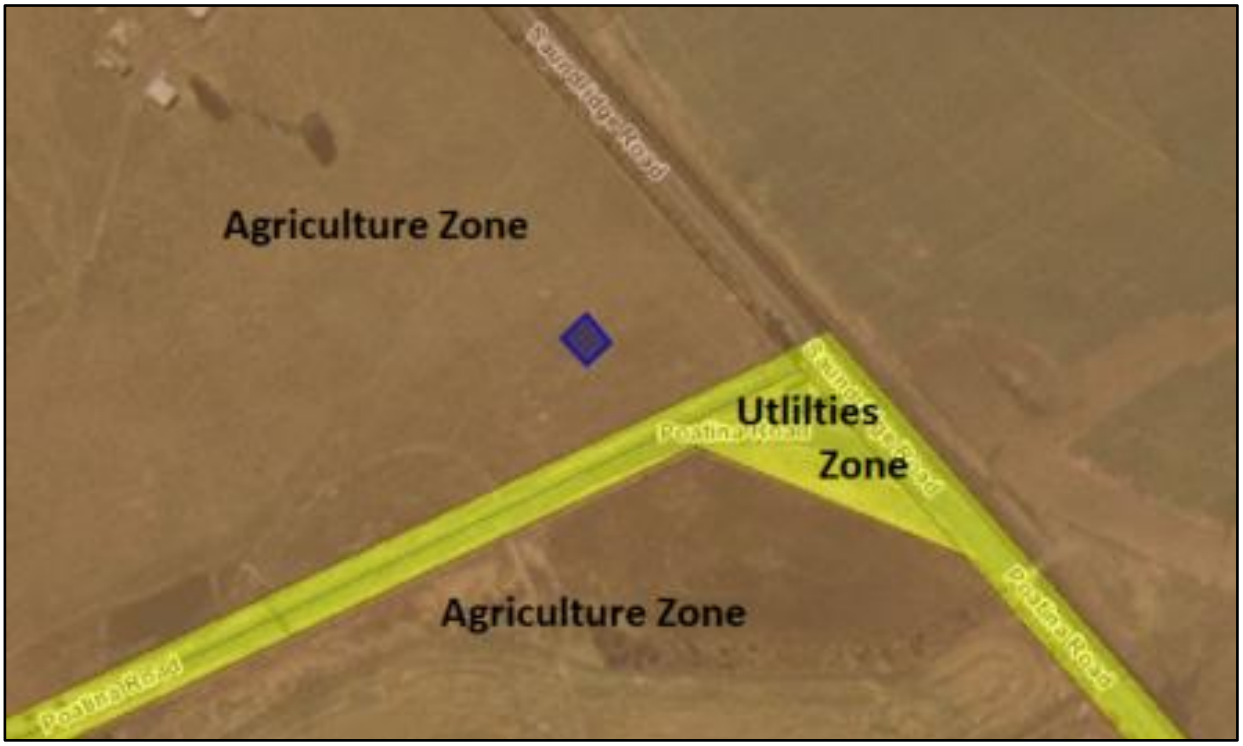


Figure 4: Planning zones

4.5 Planning Overlays

As shown in the proposed plans at Appendix A, the areas of the NMIS that require a planning permit are variously located in the:

- Electricity Transmission Corridor (*Figure 5*);
- Scenic Road Corridor (*Figure 6*);
- Bushfires-prone Areas (*Figure 7*); and
- Airport Obstacle Limitation Area (*Figure 8*).

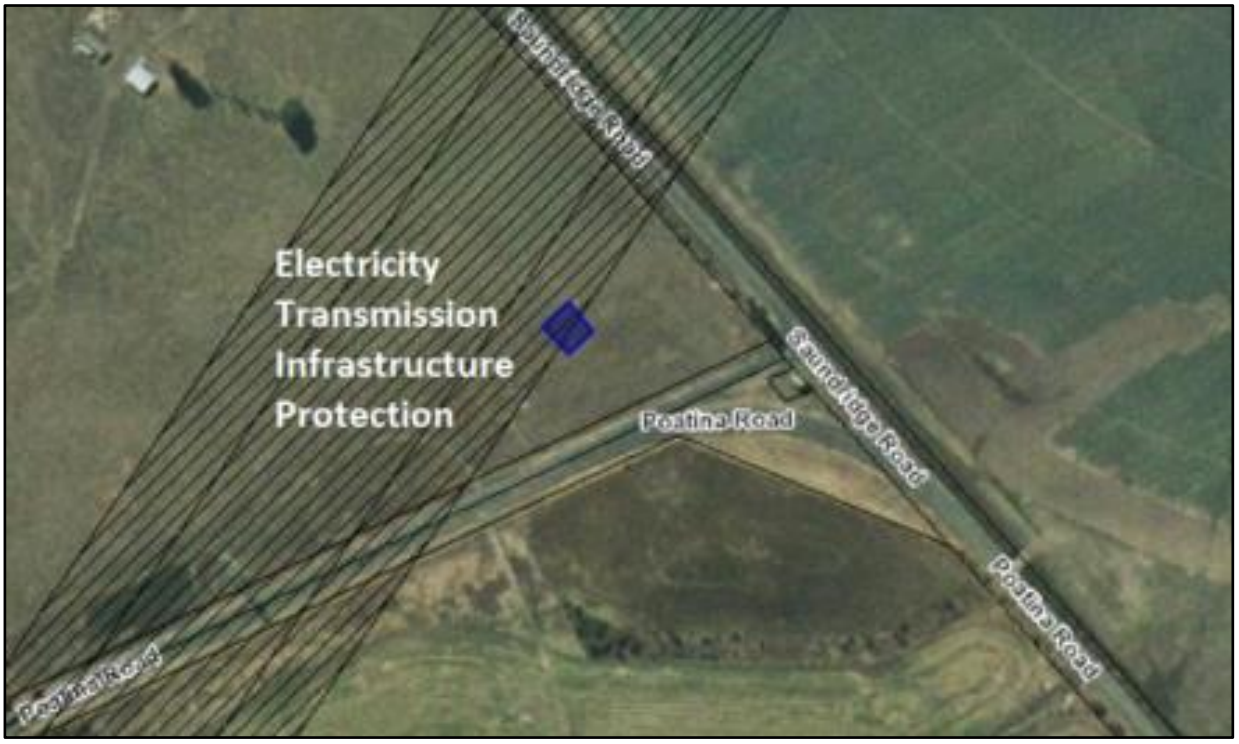


Figure 5: Electricity Transmission Corridor

Figure 6: Scenic Road Corridor

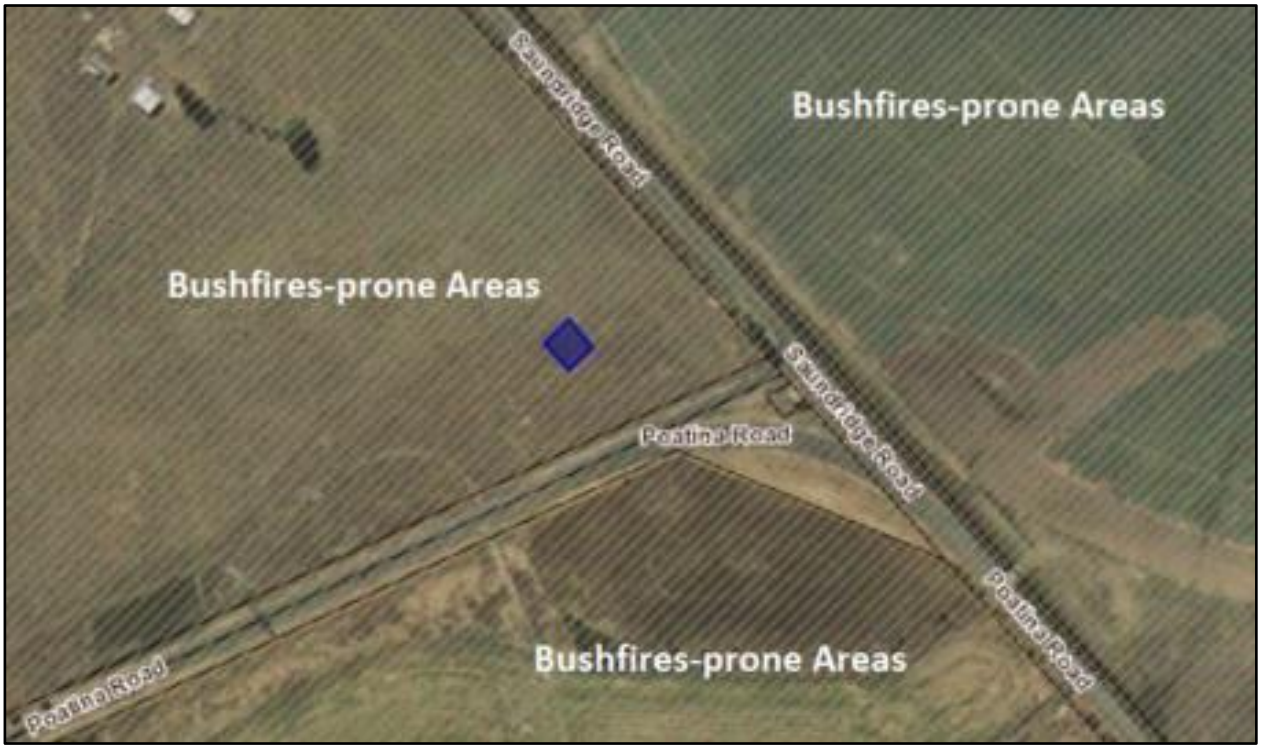


Figure 7: Bushfires-prone Areas

Figure 8: Airport Obstacle Limitation Area

4.6 Planning Codes

The table below demonstrates which planning scheme codes apply to the proposed development.

Code	Comment
C1.0 Signs Code	Not applicable.
C2.0 Parking and Sustainable Transport Code	**Applicable – see subsection 4.9 below.**
C3.0 Road and Railway Assets Code	**Applicable – see subsection 4.10 below.**
C4.0 Electricity and Transmission Infrastructure Protection Code	**Applicable – see subsection 4.11 below.**
C5.0 Telecommunications Code	Not applicable.
C6.0 Local Historic Heritage Code	Not applicable.
C7.0 Natural Assets Code	Not applicable.
C8.0 Scenic Protection Code	**Applicable to the removal of a portion of roadside hedgerow adjoining a scenic road within a scenic road corridor only – see subsection 4.12 below.** The pump station (including the ancillary access and parking arrangements) it is exempt from this Code under C8.4.1(b) because it is categorised as development in the Agriculture Zone for irrigation purposes.
C9.0 Attenuation Code	Not applicable.
C10.0 Coastal Erosion Hazard Code	Not applicable.
C11.0 Coastal Inundation Hazard Code	Not applicable.
C12.0 Flood-Prone Area Hazards Code	**Applicable – see subsection 4.13 below.**
C13.0 Bushfire-Prone Areas Code	Not applicable.
C14.0 Potentially Contaminated Land Code	Not applicable.
C15.0 Landslip Hazard Code	Not applicable.
C16.0 Safeguarding of Airports Code	**Exempt under C16.4.1 (a)**. The proposed building height is less than the AHD height specified for the site of the development in the relevant airport obstacle limitation area, which is 1467.84m AHD.

4.7 Requirement for a Planning Permit

The proposal requires a planning permit for the following reasons:

- is a Discretionary Use in the Agriculture Zone; and
- the proposal relies on compliance with various performance criteria, as demonstrated in the subsections below.

4.8 Agriculture Zone

As the proposed pump station is located in this zone, it must comply with the applicable requirements. The planning assessment below demonstrates that the proposed use and development for the pump station complies with these requirements.

4.8.1 Purpose

The assessment below demonstrates that the proposal is consistent with the purpose of the zone.

Purpose Statement	Assessment
21.1.1 To provide for the use or development of land for agricultural use.	As the proposed use and development will support agricultural uses in this zone, it is consistent with 21.1.1.
21.1.2 To protect land for the use or development of agricultural use by minimising: (a) conflict with or interference from non-agricultural uses; (b) non-agricultural use or development that precludes the return of the land to agricultural use; and (c) use of land for non-agricultural use in irrigation districts.	The proposed use and development is consistent with 21.1.2 for the following reasons: (a) The proposed buildings and structures have been located, as far as possible, to avoid interference from non-agricultural uses; (b) The proposed buildings and structures have been located to minimise the loss of agricultural land; and (c) The proposed use and development is located in the Midlands Irrigation District, and is a suitable use in this district.
21.1.3 To provide for use or development that supports the use of the land for agricultural use.	As the proposed use and development will support agricultural uses in this zone, it is consistent with 21.1.3.

4.8.2 Use Standards

The following use standard does not apply:

- 21.3.1 Discretionary Use:
    - A3/P3 (the proposed Utilities use, is located on Class 4 Agricultural Land, which is not prime agricultural land); and
    - A4/P4 (the proposed Utilities use is not a Residential use).

21.3.1 Discretionary uses	
Objective: That uses listed as Discretionary: (a) support agricultural use; and (b) protect land for agricultural use by minimising the conversion of land to non-agricultural use.	
Acceptable Solution	**Performance Criteria**
A1 There is no acceptable solution.	**P1** A use listed as Discretionary, excluding Residential or Resource Development, must be required to locate on the site, for operational or security reasons or the need to contain or minimise impacts arising from the operation such as noise, dust, hours of operation or traffic movements, having regard to: (a) access to a specific naturally occurring resource on the site or on land in the vicinity of the site;

	(b) access to infrastructure only available on the site or on land in the vicinity of the site; (c) access to a product or material related to an agricultural use; (d) service or support for an agricultural use on the site or on land in the vicinity of the site; (e) the diversification or value adding of an agricultural use on the site or in the vicinity of the site; and (f) provision of essential Emergency Services or Utilities.
Assessment The proposed pump station satisfies P1 for the following reasons: (a) It will be connected to the wider NMIS, which accesses water resources on land in vicinity of the development sites. (b) It will connect to the wider NMIS, which will connect to irrigation infrastructure on land in vicinity of the development sites. (c) It does not require access to a product or material related to an agricultural use. (d) It will connect to the wider NMIS, which will provide irrigation water to support local agricultural uses. (e) It will connect to the wider NMIS, which will provide irrigation water that will support value adding and agricultural diversification. (f) It will provide a Utilities service (i.e. the NMIS).	
A2 There is no acceptable solution.	**P2** A use listed as Discretionary, excluding Residential, must minimise the conversion of agricultural land to non-agricultural use, having regard to: (a) the area of land being converted to non-agricultural use; (b) whether the use precludes the land from being returned to an agricultural use; (c) whether the use confines or restrains existing or potential agricultural use on the site or adjoining sites.
Assessment The proposed pump station satisfies P2 for the following reasons: (a) When compared to the vast surrounding agricultural areas, it will only result in a relatively small area of agricultural land that will be converted to the Utilities use. (b) The pump station area will not be returned to agricultural use. (c) The proposed pump station is comprised of a relatively small area adjoining the road which will not confine or restrain existing or potential agricultural use on the site or adjoining sites.	

4.8.3 Development Standards

The following standards do not apply:

- 21.4.2 Setbacks: A2/P2 (the proposal is not for a sensitive use);
- 21.4.3 Access for new dwellings (no dwellings are proposed);
- 21.5 Development Standards for Subdivision (no subdivision is proposed).

21.4 Development Standards for Buildings and Works
Objective: To provide for a building height that: (a) is necessary for the operation of the use; and

(b) minimises adverse impacts on adjoining properties.	
Acceptable Solution	**Performance Criteria**
A1 Building height must be not more than 12m.	P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: (a) the proposed height of the building; (b) the topography of the site; (c) the bulk and form of the building; (d) separation from existing use on adjoining properties; (e) the nature of the existing uses on adjoining properties; and (f) any buffers created by natural or other features.
Assessment As shown in the proposed plans (Appendix A), the maximum building height of the proposed pump station is approximately 9m, which complies with A1.	

21.4.2 Setbacks	
Objective: That the siting of buildings minimises potential conflict with use on adjoining properties.	
Acceptable Solution	**Performance Criteria**
A1 Buildings must have a setback from all boundaries of: (a) not less than 5m; or (b) if the setback of an existing building is within 5m, not less than the existing building.	P1 Buildings must be sited to provide adequate vehicle access and not cause an unreasonable impact on existing use on adjoining properties, having regard to: (a) the bulk and form of the building; (b) the nature of existing use on the adjoining properties; (c) separation from existing use on the adjoining properties; and (d) any buffers created by natural or other features.
Assessment As shown in the proposed plans (Appendix A), the pump station will be set back from all boundaries by more than 5m, which complies with A1.	

4.9 Parking and Sustainable Transport Code

This code applies to all use and development. The planning assessment below demonstrates that the proposed vegetation removal complies with the code's applicable standards. As the proposed development complies with the applicable standards, it is consistent with the purpose of the code, which is:

- C2.1.1 To ensure that an appropriate level of parking facilities is provided to service use and development.

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

4.9.1 Use Standards

The following Use Standards are not applicable:

- C2.5.1 Car parking numbers (there is no requirement for the Utilities use);
- C2.5.2 Bicycle Parking Numbers (there is no requirement for the Utilities use);
- C2.5.3 Motorcycle parking numbers (does not apply to the Utilities use);
- C2.5.4 Loading Bays (does not apply to the Utilities use); and
- C2.5.5 Number of Spaces within the General Residential and Inner Residential Zone because (the proposed Utilities use is not located in these zones).

4.9.2 Development Standards

The following Development Standards are not applicable:

- C2.6.2 Design and layout of parking areas A1.2 (the proposal does not require car parking for persons with a disability);
- C2.6.3: A2/P2 (the development area is not located in the Central Business Zone);
- C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone (the development area is not located in these zones);
- C2.6.5 Pedestrian access (the proposal does not require 10 or more car parking spaces);
- C2.6.6 Loading bays (there are no requirements to provide loading bays under Clause C.2.2.3);
- C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone (there is no requirement to provide bicycle parking and the development area is not located in these zones);
- C2.6.8 Siting of parking and turning areas (the development area is not located within the Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone, General Business Zone or Central Business Zone); and
- C2.7 Parking Precinct Plan (there is no applicable plan).

C2.6.1 Construction of parking areas	
Objective: That parking areas are constructed to an appropriate standard.	
Acceptable Solutions	**Performance Criteria**
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement;	P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use;

(b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and 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.	(b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.

Assessment

The proposed gravel parking area satisfies P1 for the following reasons:

(a) The proposed pump station will generally be accessed by vehicles for occasional maintenance purposes.

(b) The land that will be used for parking within the pump station is generally flat.

(c) Stormwater will drain through the proposed gravel surface and to the existing roadside drain, as shown on the proposed plans (Appendix A).

(d) Due to the location and design of the proposed parking areas, it is unlikely that sediment or debris from the site will be transported onto a road or public place.

(e) The proposed compact gravel surface and relatively low level of use will minimise the generation of dust.; and

(f) The parking area will be comprised of compacted gravel.

C2.6.2 Design and layout of parking areas	
Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
Acceptable Solutions	**Performance Criteria**
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following: i. have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6; ii. provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces; iii. have an access width not less than the requirements in Table C2.2; iv. have car parking space dimensions which satisfy the requirements in 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;	P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to: (a) the characteristics of the site; (b) the proposed slope, dimensions and layout; (c) useability in all weather conditions; (d) vehicle and pedestrian traffic safety; (e) the nature and use of the development; (f) the expected number and type of vehicles; (g) the likely use of the parking areas by persons with a disability; (h) the nature of traffic in the surrounding area; (i) the proposed means of parking delineation; and (j) the provisions of *Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking*

vi. have a vertical clearance of not less than 2.1m above the parking surface level; and vii. excluding a single dwelling, be delineated by line marking or other clear physical means; or (b) comply with *Australian Standard AS 2890- Parking facilities, Parts 1-6*.	*facilities, Part 2: Off-street commercial vehicle facilities*.
Assessment The proposed gravel car parking area satisfies P1 for the following reasons: (a) The proposed pump station is characterised by being a low-intensity use, accessed by occasional maintenance vehicle. (b) The car parking area is located on generally flat land, with sufficient width for maintenance vehicles to safely enter and leave the site in a forward direction. (c) The proposed compacted gravel hard stand is suitable for all-weather usage. (d) The maintenance vehicles will be able to enter and leave the sites safely in a forwards direction, with adequate space for onsite manoeuvring. Only maintenance workers will be onsite. (e) The proposed pump station will generally be accessed by vehicles for occasional maintenance purposes. (f) Low numbers of maintenance vehicles will use the site. (g) It is not anticipated thar persons with a disability will use the site. (h) As the pump station is located in a rural, agricultural area, the nature of the traffic is a mixture of large and small vehicles, which pass the sites intermittently, as opposed to heavy, congested urban traffic. (i) While there is no specific requirement to design the car parking areas in accordance with *Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities*, the proposed parking area is considered fit for purpose.	

C2.6.3 Number of accesses for vehicles	
Objective: That: (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.	
Acceptable Solutions	**Performance Criteria**
A1.1 The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	P1 The number of accesses for each frontage must be minimised, having regard to: (a) any loss of on-street parking; and (b) pedestrian safety and amenity; (c) traffic safety; (d) residential amenity on adjoining land; and (e) the impact on the streetscape.
Assessment	

As no more than 1 access is proposed, the proposal complies with A1.1.

4.10 Road and Railway Assets Code

This code applies because a new vehicle crossing is proposed. The planning assessment below demonstrates that the proposal complies with the applicable requirements of the code. As the proposed development satisfies the applicable standards, it achieves the purpose of the code, which is:

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

4.10.1 Use Standards

The following standards are not applicable:

- C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction:
    - A1.1 (the development site is not located on a category 1 road);
    - A1.2 (the proposal does not include any new vehicle crossings);
    - A1.3 (the proposal does not affect the rail network); and
    - A1.4 (the proposal will not increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing).

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction	
Objective: To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.	
Acceptable Solutions	**Performance Criteria**
A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.	P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.
Assessment The proposed pump station minimises adverse effects on the proposed vehicle crossing and the safety and efficiency of the road network, satisfies P1 for the following reasons: (a) The proposed pump station will generally be accessed by vehicles for occasional maintenance purposes only. (b) The traffic generated by the proposed use is occasional maintenance vehicles.	

(c) The road on which the pump station is located is a local road maintained by Council.

(d) The maximum speed on this road is 100km/h.

(e) Due to the pump station's location there is no reasonable alternative access point to the road.

(f) The proposed pump station is needed to assist with the operations of the NMIS.

(g) The Traffic Impact Assessment at Appendix C demonstrates that the potential traffic impacts from the pump station are acceptable.

(h) The road authority (Northern Midlands Council) has not yet provided advice but will consider traffic impacts when assessing the permit application.

Due to the site layout and access arrangements, vehicular traffic can enter and leave in a forward direction, which complies with A1.5.

4.10.2 Development Standards

The following Development Standards are not applicable:

- C3.6.1 Habitable buildings for sensitive uses within a road or railway attenuation area (no habitable buildings proposed)
- C3.7.1 Subdivision for sensitive uses within a road or railway attenuation area (no subdivision proposed)

4.11 Electricity Transmission Infrastructure Protection Code

As a portion of the proposed pump station is located in the Electricity Transmission Corridor, this code applies. The planning assessment below demonstrates that the proposed vegetation removal complies with the code's applicable standards. As the proposal meets the requirements of these standards, it consistent with the code's purpose, which is:

- C4.1.1 To protect use and development against hazards associated with proximity to electricity transmission infrastructure;
- C4.1.2 To ensure that use and development near existing and future electricity transmission infrastructure does not adversely affect the safe and reliable operation of that infrastructure; and
- C4.1.3 To maintain future opportunities for electricity transmission infrastructure.

4.11.1 Use Standards

The following standards do not apply:

- C4.5.1 Sensitive use within a substation facility buffer area (the proposal does not involve a sensitive use and is not in this type of area);
- C4.5.2 Dust or other airborne particulates within an electricity transmission corridor (the proposal does not involve a use listed in Table C4.1); and
- C4.5.3 Dust or other airborne particulates within a substation facility buffer area (the proposed pipeline is not located within this type of area).

4.11.2 Development Standards for Buildings and Works

The following standards do not apply:

- C4.6.2 Buildings or works within a substation facility buffer area (the proposed pipeline is not located in this type of area);

- C4.6.3 Buildings or works within a communications station buffer area (the proposed pipeline is not located in this type of area); and
- C4.7 Development Standards for Subdivision (subdivision is not included in the proposal).

C4.6.1 Buildings or works within an electricity transmission corridor	
Objective: That buildings or works within an electricity transmission corridor are located at appropriate distances from transmission lines or cables to: (a) ensure operational efficiencies, access to, and security of, existing or future electricity transmission infrastructure; and (b) protect against a safety hazard associated with proximity to existing or future electricity transmission infrastructure.	
Acceptable Solution	**Performance Criteria**
A1 Buildings or works within an electricity transmission corridor must not be within: (a) An inner protection area; or (b) A registered electricity easement.	P1 Buildings or works within an electricity transmission corridor must not cause an unreasonable impact on the safety, security, operation of, or access to, existing or future electricity transmission infrastructure, having regard to: (a) The nature, height and materials of the buildings and works; (b) The extent of encroachment of the buildings and works into the electricity transmission corridor; (c) The location of the buildings and works within the electricity transmission corridor; and (d) Any advice from the electricity entity.
Assessment The proposed pump station satisfies P1 for the following reasons: (a) The pump station will be approximately 9m high and is a low-intensity use that will produce no significant emissions and will not attract significantly high vehicles that may interfere with electricity infrastructure. (b) Only the northern portion of the proposed building extends into the outer area of the Electricity Transmission corridor. (c) Only the northern portion of the proposed building extends into the outer area of the Electricity Transmission Corridor. (d) No advice has been provided from the electricity entity.	

4.12 Scenic Protection Code

This code applies to the removal of roadside hedgerows adjoining a scenic road within a scenic road corridor only. The planning assessment below demonstrates that the proposed vegetation removal complies with the code's applicable standards. The pump station (including the ancillary access and parking arrangements) it is exempt from this Code under C8.4.1(b). It is development in the Agriculture Zone for irrigation purposes.

As the proposal complies with the applicable standards, it can reasonably be considered consistent with the purpose of the code which is:

C8.1.1 To recognise and protect landscapes that are identified as important for their scenic values.

4.12.1 Use Standards

There are no Use Standards in this code.

4.12.2 Development Standards for Buildings and Works

The following development standard is not applicable:

- C8.6.2 Development within a scenic road corridor (the proposed development is not located in a scenic road corridor).

C8.6.1 Development within a scenic protection area	
Objective: That: (a) destruction of vegetation does not cause an unreasonable reduction of the scenic value of a scenic protection area; and (b) buildings and works do not cause an unreasonable reduction of the scenic value of a scenic protection area.	
Acceptable Solutions	**Performance Criteria**
A1 Buildings or works, including destruction of vegetation, within a scenic protection area must: (a) Be on land not less than 50m in elevation below a skyline; and (b) Not total more than 500m² in extent.	P1.1 Destruction of vegetation within a scenic protection area must not cause an unreasonable impact on the scenic value of a scenic protection area, having regard to: (a) The nature of the vegetation to be removed; (b) The area of vegetation to be removed; (c) The topography of the site; (d) Any visual impact on a skyline; (e) The nature of the reduction of the scenic value; and (f) The purpose of any management objectives identified in the relevant local provisions schedule. P1.2 Buildings or works within a scenic protection area must not cause an unreasonable reduction of the scenic value of a scenic protection area, having regard to: (a) The topography of the site; (b) The location of, and materials used in construction of, driveways or access tracks; (c) Proposed reflectance and colour of external finishes; (d) Design and proposed location of the buildings or works; (e) The extent of any cut or fill required; (f) Any visual impact on a skyline; (g) Any existing or proposed screening; and (h) The purpose of any management objectives identified in the relevant local provisions schedule.
Assessment The proposed removal of a portion of the hedgerow to make way for the new vehicle crossing satisfies P1.1 for the following reasons:	

(a) The vegetation is comprised of a roadside hedgerow.

(b) Approximately 30m length of hedgerow will be removed. It is approximately 1.5m to 2m high.

(c) The site is flat.

(d) Due to the height and location of the hedgerow, there will be no significant visual impact on the skyline.

(e) The due to the type of vegetation and its location, there will be minimal reduction of scenic values.

(f) As only a relatively minor are of hedgerow will be removed and existing views from the road to the west will be largely maintained, the development is consistent with the Sandridge Road Management Objectives, which are to:

- Maintain scenic landscape views and minimise development that would adversely impact on the rural scenery and heritage properties.
- Development of land does not intrude onto skylines or river flood plains, or change the landscape character of elevated areas, pastoral scenes, or river flood plain views.

P1.2 does not apply because P1.1 applies to the vegetation removal.

4.13 Flood-prone Areas Hazard Code

While the proposed pump station is not located in Flood-Prone Hazard Areas overlay Council have advised that the site is potentially prone to flooding. Given this, an assessment of the proposal against the code's applicable standards is provided below. As the proposal meets the requirements of the applicable standards, it is consistent with the code's purpose, which is to:

C12.1.1 To ensure that use or development subject to risk from flood is appropriately located and managed, so that:

(a) people, property and infrastructure are not exposed to an unacceptable level of risk;

(b) future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised; and

(c) it does not increase the risk from flood to other land or public infrastructure.

C12.1.2 To preclude development on land that will unreasonably affect flood flow or be affected by permanent or periodic flood.

4.13.1 Use Standards

The following standards do not apply:

- C12.5.1 Uses within a flood-prone hazard area (no habitable buildings are proposed); and
- C12.5.2 Critical use, hazardous use or vulnerable use (the proposed Utilities use is not categorised as a critical use, hazardous use or vulnerable use).

4.13.2 Development Standards for Buildings and Works

The following standard does not apply:

C12.7.1 Subdivision within a flood-prone hazard area (subdivision does not form part of the proposal).

C12.6.1 Buildings and works within a flood-prone hazard area
Objective: That:

(a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.	
Acceptable Solution	**Performance Criteria**
A1 No Acceptable Solution.	P1.1 Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: (a) the type, form, scale and intended duration of the development; (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a flood hazard report. P1.2 A flood hazard report also demonstrates that the building and works: (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.
Assessment The Flood Hazard Report at Appendix D demonstrates that the proposal satisfies P1.1 and P.1.2.	

5. Conclusion

As the proposed use and development complies with the applicable provisions of the planning scheme, the permit application should be approved.

pitt&sherry

Proposed Plans

Appendix A

Exhibited Received 04/06/2024

Irrigation pipeline is exempt from a planning permit under Clause 4.2.3 of the Tasmanian Planning Scheme

5 x DN630 INLET PIPES

ROCK LINED TABLE DRAIN TO EX. SAUNDRIDGE RD. DRAINAGE. REFER NMIS-200-DWG-3005 FOR TYPICAL SECTION

GRAVEL ACCESS ROAD, REFER NMIS-200-DWG-3005 FOR TYPICAL SECTION

MATCH INTO EXISTING ROAD EDGE

CONSTRUCT NEW PROPERTY ACCESS WITH DN300 RCP CULVERT & DCE (x2) IN ACCORDANCE WITH LGAT TSD-R03-v3

INSTALL 2 x 4.2m GALV. FARM GATES

TRANSFORMER

1440 SAUNDRIDGE RD
PID: 6753396
CT: 105802/1

EDGE OF TRANSMISSION LINE EASEMENT (60m WIDE)

FFL 167.50m

300mm TH. COMPACTED GRAVEL HARDSTAND. REFER DRG. No. NMIS-200-DWG-3005 FOR DETAILS.

PUMP STATION

Lot 1
7200m² +-

1.10m HIGH FENCE TYPE AS PER TI FENCING SPECIFICATION TI-TS-024, EXTENT AS SHOWN ON THIS DRAWING.

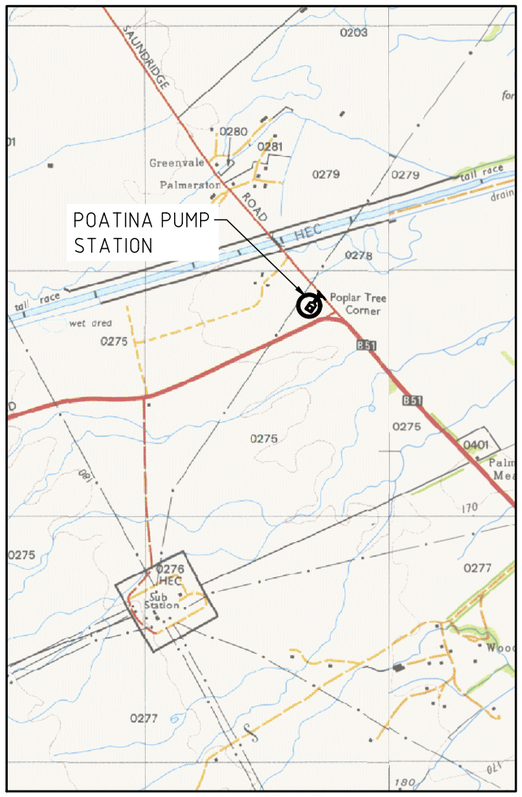
NORTHERN MIDLANDS 1A LINE

PROPERTY BOUNDARY

SAUNDRIDGE ROAD

POATINA ROAD

HV E(OH) LV T



LOCALITY PLAN
SCALE 1: 25, 000

0 250 500 750m
SCALE 1:25,000 AT ORIGINAL SIZE

0 5 10 15m
SCALE 1:500 AT ORIGINAL SIZE

SITE PLAN
SCALE 1: 500

REFERENCE DRAWINGS:

DRAWING STATUS: **PRELIMINARY**

No	REVISION	DATE	BY	Approved
2	PUMP STATION LOCATION REVISED	05.02.24	GJS	BD
1	ISSUED FOR CONSTRUCTION	17.03.23	GJS	BD
0	ISSUED FOR CONSTRUCTION	22.12.22	GJS	BD

DO NOT SCALE

DIMENSIONS IN MILLIMETERS DRAWING PRACTICE TO AS1100-1992

GHD REF: 12556374

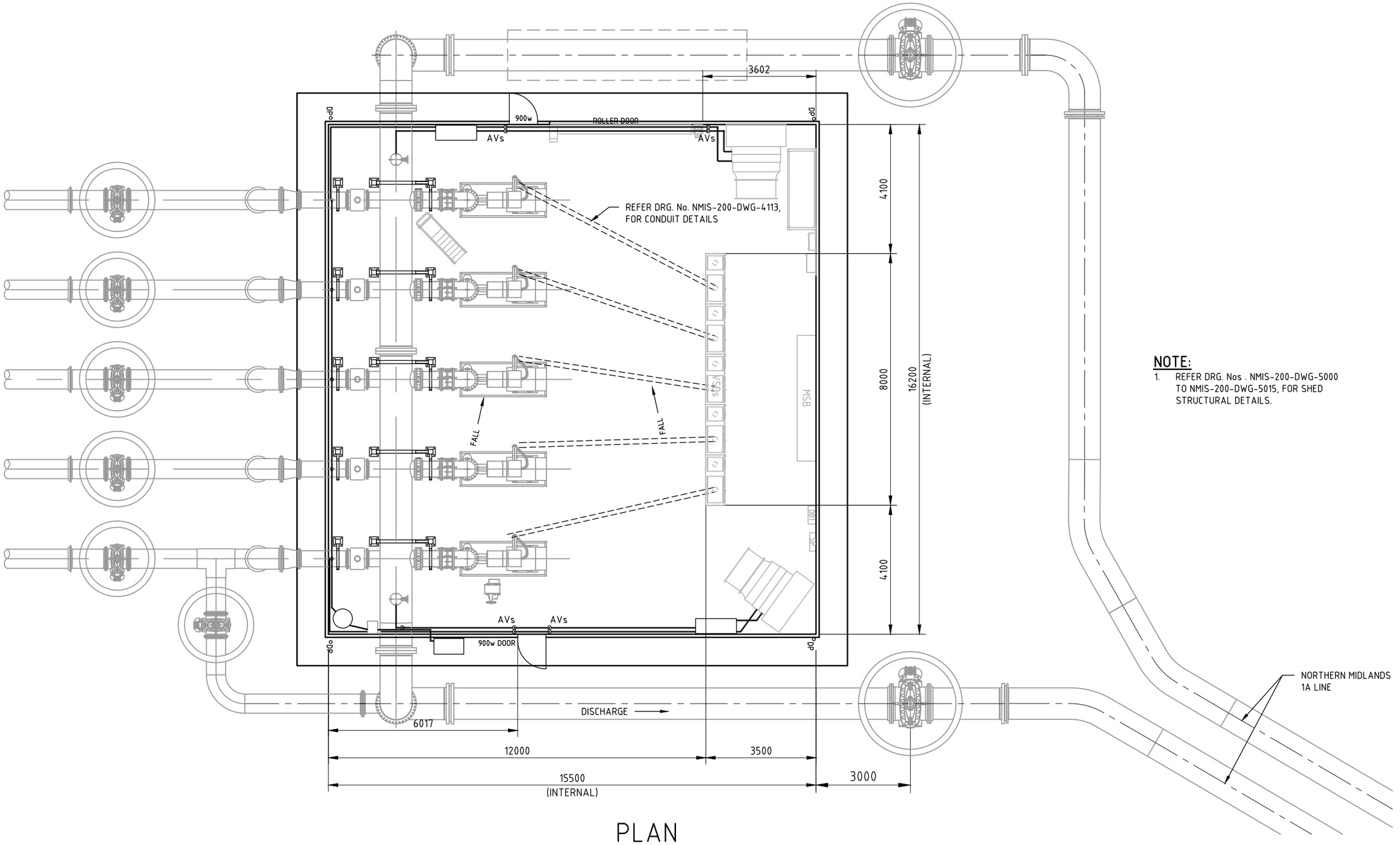
	Signed	Date
Drawn	G. SCOLYER	11/23
Checked		
Designed	GHD/PINION	11/23
Design Approved		
TI Approved/Accepted		

Tasmanian Irrigation
ABN: 95 722 799 075 ACN: 133 148 384
LEVEL 2 TERMINAL BUILDING LAUNCESTON AIRPORT, WESTERN JUNCTION. TASMANIA
P.O. BOX 84 EVANDALE TAS. 7212
PHONE. 03 6398 8433 FAX. 03 6398 8441

PROJECT NAME	NORTHERN MIDLANDS IRRIGATION SCHEME (NMIS)
DRAWING TYPE	CE
DRAWING TITLE	POATINA PUMP STATION SITE PLAN
EQUIPMENT ID	
SCALE AT A3	AS SHOWN
TI DRAWING NUMBER	NMIS-200-DWG-3000
REVISION	2

Exhibited

Received
04/06/2024



NOTE:

1. REFER DRG. Nos . NMIS-200-DWG-5000 TO NMIS-200-DWG-5015, FOR SHED STRUCTURAL DETAILS.

PLAN

SCALE 1:125

0 1250 2500 3750mm
SCALE 1:125 AT ORIGINAL SIZE

REFERENCE DRAWINGS:

DRAWING STATUS: **PRELIMINARY**

No	REVISION	DATE	BY	Approved
3	PUMP STATION LOCATION REVISED			
2	RE-ISSUED FOR CONSTRUCTION	28.07.23	JMA	BD
1	ISSUED FOR CONSTRUCTION	17.03.23	GJS	BD
0	ISSUED FOR CONSTRUCTION	22.12.22	GJS	BD

DO NOT SCALE

DIMENSIONS IN MILLIMETERS — DRAWING PRACTICE TO AS1100-1992

GHD REF: 12556374

	Signed	Date
Drawn	G.SCOLYER	11/21
Checked	B. DAVIE	05/22
Designed	B. NADLER	05/22
Design Approved	B. DAVIE	06/22
TI Approved/Accepted		

Tasmanian Irrigation
ABN: 95 722 799 075 ACN: 133 148 384
LEVEL 2 TERMINAL BUILDING LAUNCESTON AIRPORT, WESTERN JUNCTION. TASMANIA
P.O. BOX 84 EVANDALE TAS. 7212
PHONE. 03 6398 8433 FAX. 03 6398 8441

PROJECT NAME: NORTHERN MIDLANDS IRRIGATION SCHEME (NMIS)

DRAWING TYPE: AR

DRAWING TITLE: POATINA PUMP STATION
ARCHITECTURAL - GENERAL ARRANGEMENT
FLOOR PLAN

EQUIPMENT ID:

SCALE AT A3: 1:125

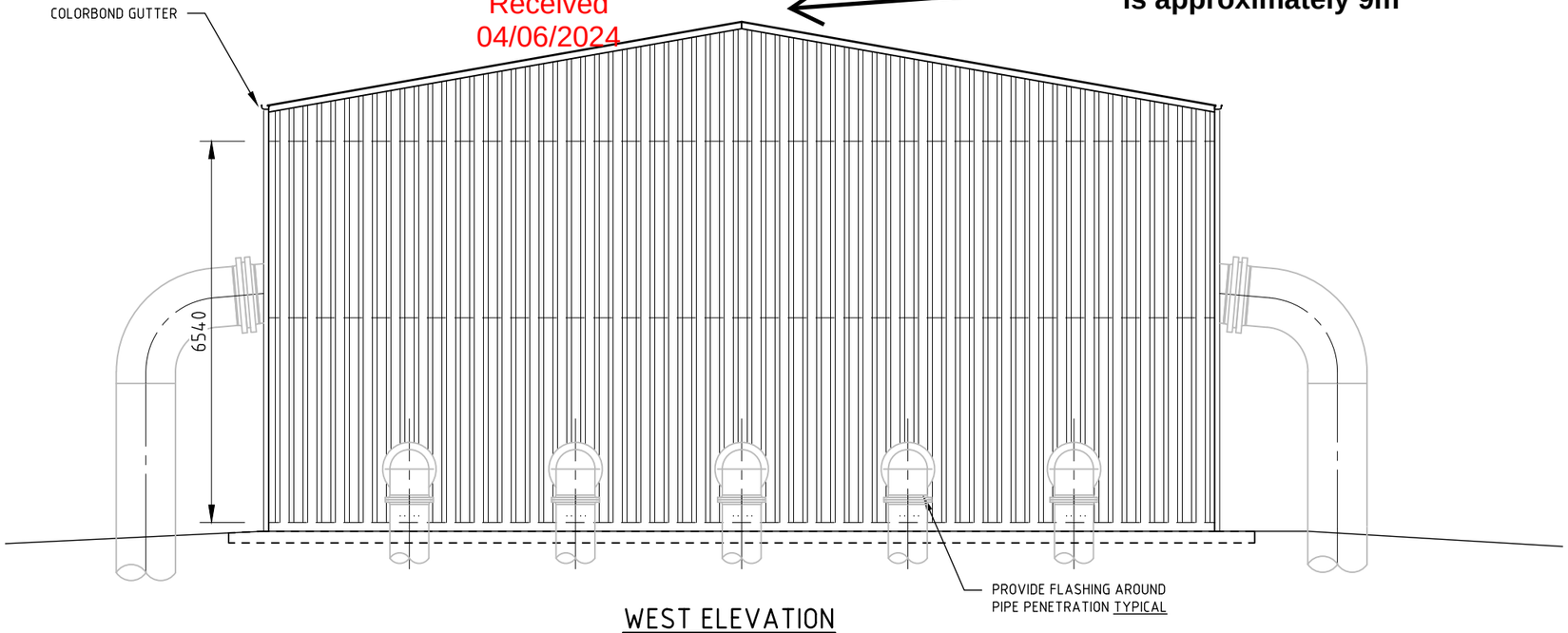
TI DRAWING NUMBER: NMIS-200-DWG-3001

REVISION: 3

Exhibited

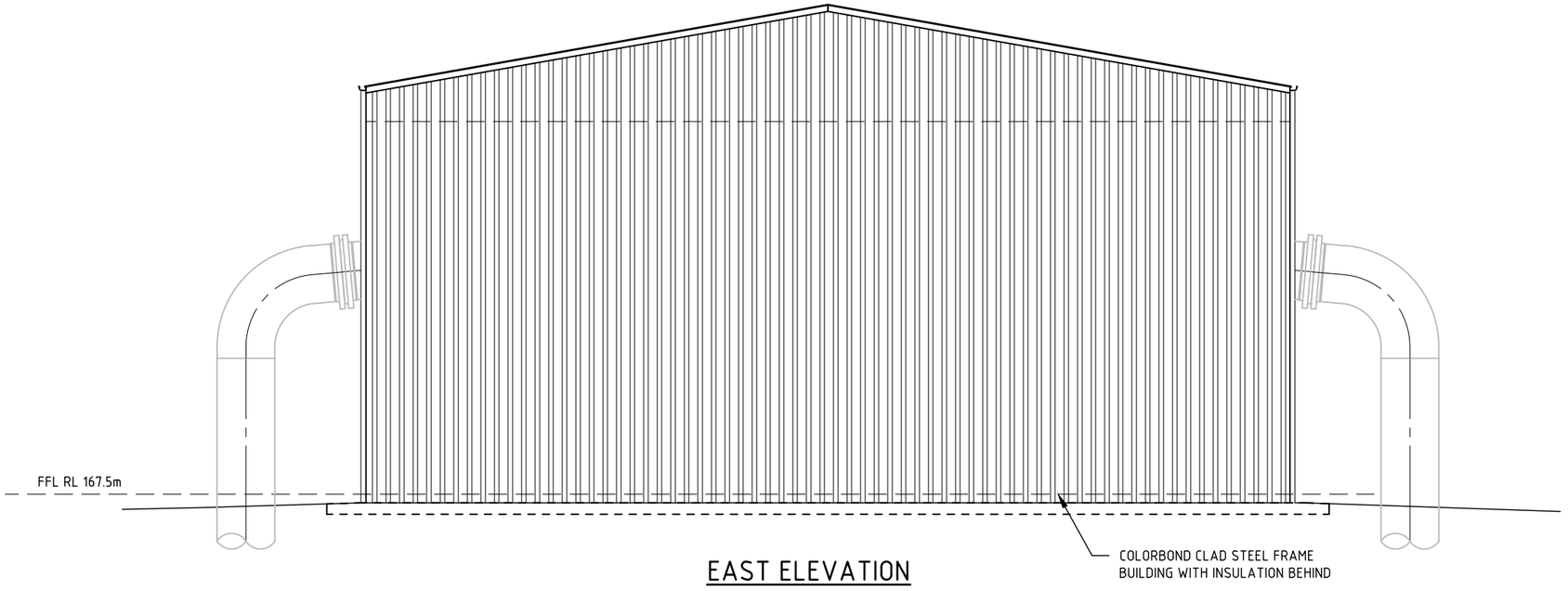
Received
04/06/2024

Maximum building height is approximately 9m



WEST ELEVATION

SCALE 1:100



EAST ELEVATION

SCALE 1:100

0 1000 2000 3000mm

SCALE 1:100 AT ORIGINAL SIZE

REFERENCE DRAWINGS:

DRAWING STATUS: **PRELIMINARY**

No	REVISION	DATE	BY	Approved
3	PUMP STATION LOCATION REVISED			
2	RE-ISSUED FOR CONSTRUCTION	28.07.23	JMA	BD
1	ISSUED FOR CONSTRUCTION	17.03.23	GJS	BD
0	ISSUED FOR CONSTRUCTION	22.12.22	GJS	BD

DO NOT SCALE

DIMENSIONS IN MILLIMETERS DRAWING PRACTICE TO AS1100-1992

GHD REF: 12556374

	Signed	Date
Drawn	G. SCOLYER	11/21
Checked	B. NADLER	11/21
Designed	B. NADLER	11/21
Design Approved	B. DAVIE	06/22
TI Approved/Accepted		

Tasmanian Irrigation
ABN: 95 722 799 075 ACN: 133 148 384
LEVEL 2 TERMINAL BUILDING LAUNCESTON AIRPORT, WESTERN JUNCTION. TASMANIA
P.O. BOX 84 EVANDALE TAS. 7212
PHONE. 03 6398 8433 FAX. 03 6398 8441

PROJECT NAME: NORTHERN MIDLANDS IRRIGATION SCHEME (NMIS)

DRAWING TYPE: AR

DRAWING TITLE: POATINA PUMP STATION
ARCHITECTURAL - GENERAL ARRANGEMENT
ELEVATIONS - SHEET 1 OF 2

EQUIPMENT ID:

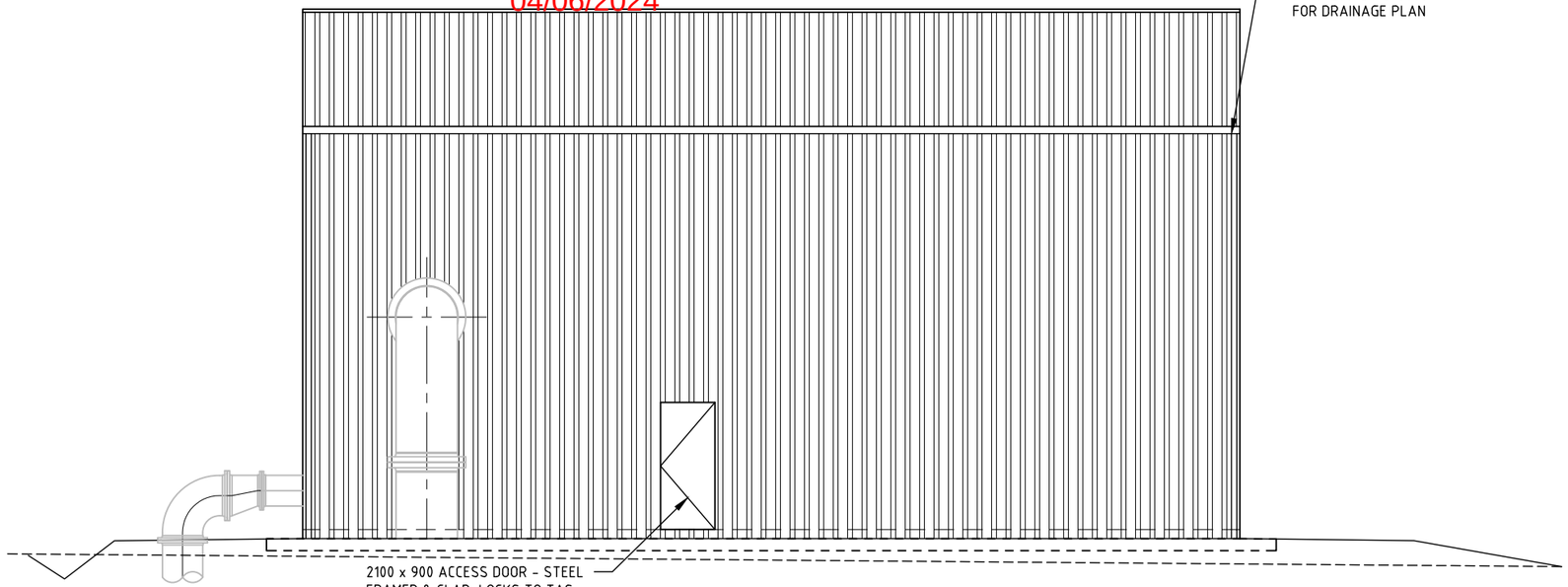
SCALE AT A3: 1:100

TI DRAWING NUMBER: NMIS-200-DWG-3002

REVISION: 3

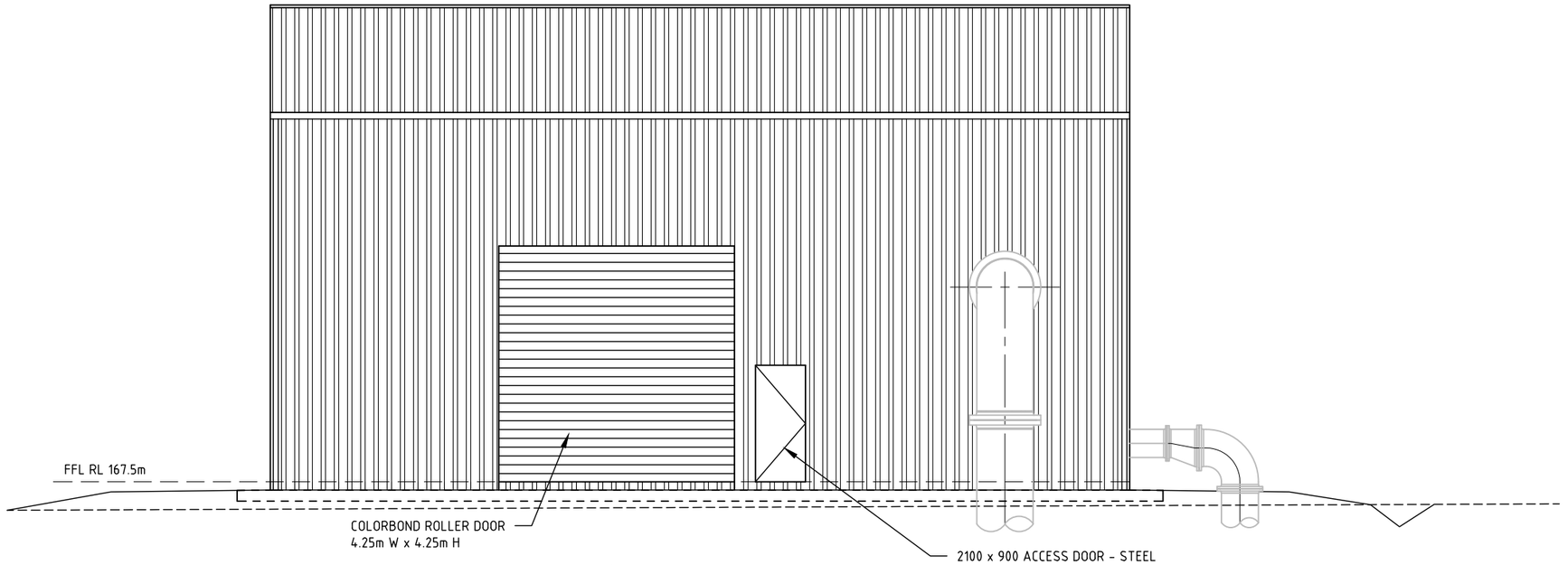
Exhibited

Received
04/06/2024



SOUTH ELEVATION

SCALE 1:100



NORTH ELEVATION

SCALE 1:100

0 1000 2000 3000mm

SCALE 1:100 AT ORIGINAL SIZE

REFERENCE DRAWINGS:

DRAWING STATUS: **PRELIMINARY**

No	REVISION	DATE	BY	Approved
3	PUMP STATION LOCATION REVISED			
2	RE-ISSUED FOR CONSTRUCTION	28.07.23	JMA	BD
2	ISSUED FOR CONSTRUCTION	17.03.23	GJS	BD
0	ISSUED FOR CONSTRUCTION	22.12.22	GJS	BD

DO NOT SCALE

DIMENSIONS IN MILLIMETERS DRAWING PRACTICE TO AS1100-1992

GHD REF: 12556374

	Signed	Date
Drawn	G. SCOLYER	11/21
Checked	B. NADLER	11/21
Designed	B. NADLER	11/21
Design Approved	B. DAVIE	06/22
TI Approved/Accepted		

Tasmanian Irrigation

ABN: 95 722 799 075 ACN: 133 148 384

LEVEL 2 TERMINAL BUILDING LAUNCESTON AIRPORT, WESTERN JUNCTION, TASMANIA
P.O. BOX 84 EVANDALE TAS. 7212
PHONE. 03 6398 8433 FAX. 03 6398 8441

PROJECT NAME: NORTHERN MIDLANDS IRRIGATION SCHEME (NMIS)

DRAWING TYPE: AR

DRAWING TITLE: POATINA PUMP STATION
ARCHITECTURAL - GENERAL ARRANGEMENT
ELEVATIONS - SHEET 2 OF 2

EQUIPMENT ID:

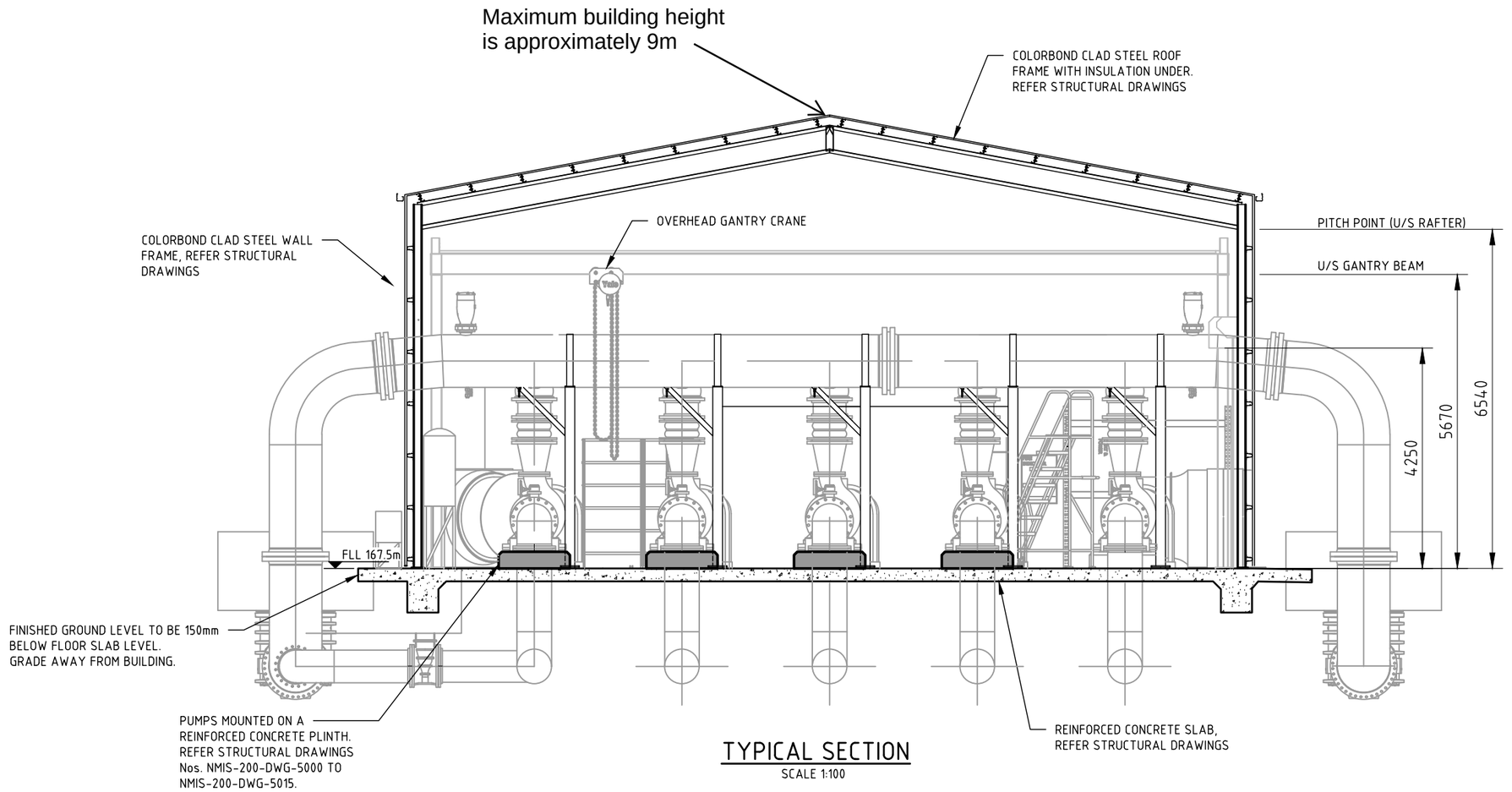
SCALE AT A3: 1:100

TI DRAWING NUMBER: NMIS-200-DWG-3003

REVISION: 3

Exhibited

Received
04/06/2024



TYPICAL SECTION

SCALE 1:100

0 1000 2000 3000mm

SCALE 1:100 AT ORIGINAL SIZE

REFERENCE DRAWINGS:

DRAWING STATUS: **PRELIMINARY**

No	REVISION	DATE	BY	Approved
3	PUMP STATION LOCATION REVISED			
2	RE-ISSUED FOR CONSTRUCTION	28.07.23	JMA	BD
1	ISSUED FOR CONSTRUCTION	17.03.23	GJS	BD
0	ISSUED FOR CONSTRUCTION	22.12.22	GJS	BD

DO NOT SCALE

DIMENSIONS IN MILLIMETERS DRAWING PRACTICE TO AS1100-1992

GHD REF: 12556374

	Signed	Date
Drawn	G. SCOLYER	11/21
Checked	B. DAVIE	05/22
Designed	B. NADLER	10/21
Design Approved	B. DAVIE	06/22
TI Approved/Accepted		

Tasmanian Irrigation
ABN: 95 722 799 075 ACN: 133 148 384
LEVEL 2 TERMINAL BUILDING LAUNCESTON AIRPORT,
WESTERN JUNCTION. TASMANIA
P.O. BOX 84 EVANDALE TAS. 7212
PHONE. 03 6398 8433 FAX. 03 6398 8441

PROJECT NAME: NORTHERN MIDLANDS IRRIGATION SCHEME (NMIS)

DRAWING TYPE: AR

DRAWING TITLE: POATINA PUMP STATION
ARCHITECTURAL - GENERAL ARRANGEMENT
TYPICAL SECTION

EQUIPMENT ID:

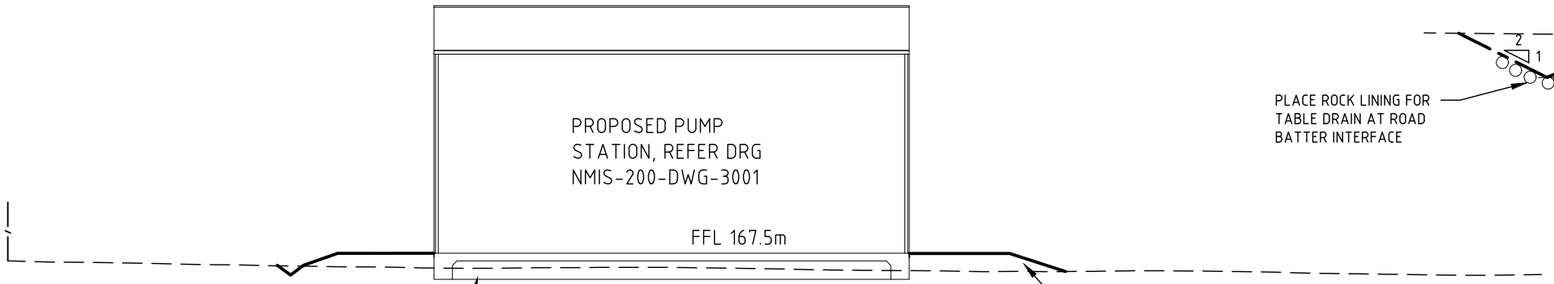
SCALE AT A3: 1:100

TI DRAWING NUMBER: NMIS-200-DWG-3004

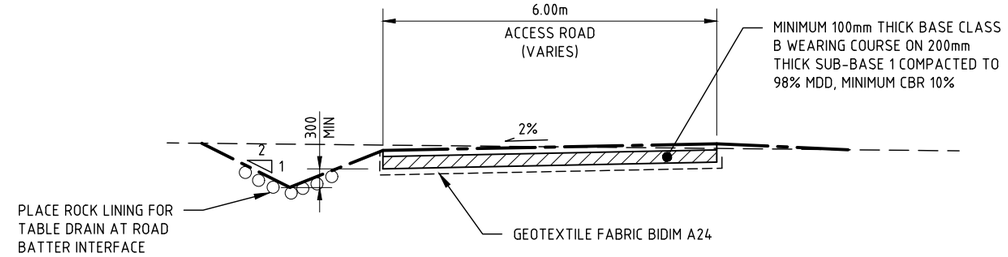
REVISION: 3

Exhibited

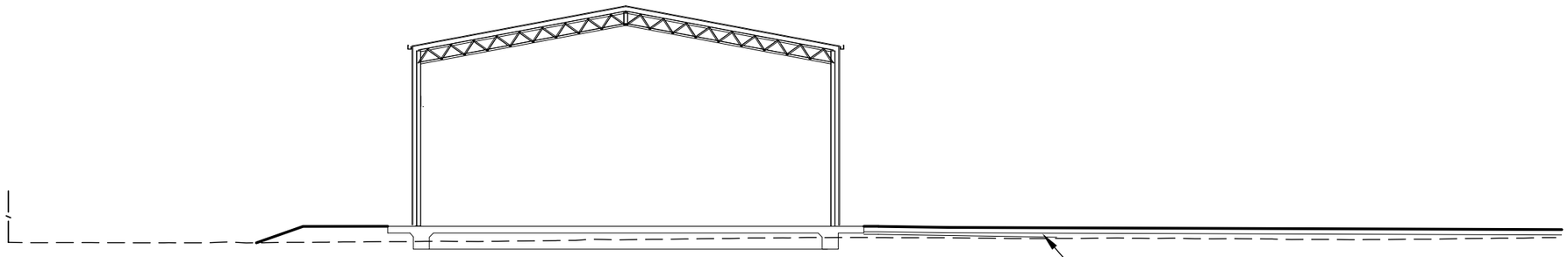
Received
04/06/2024



SECTION A-A
SCALE 1:200



TYPICAL ACCESS ROAD SECTION
SCALE 1: 100



SECTION B-B
SCALE 1:200

0 2 4 6m
SCALE 1:200 AT ORIGINAL SIZE

REFERENCE DRAWINGS:

DRAWING STATUS: **PRELIMINARY**

No	REVISION	DATE	BY	Approved
2	PUMP STATION LOCATION REVISED			
1	ISSUED FOR CONSTRUCTION	17.03.23	GJS	BD
0	ISSUED FOR CONSTRUCTION	22.12.22	GJS	BD

DO NOT SCALE

DIMENSIONS IN MILLIMETERS DRAWING PRACTICE TO AS1100-1992

GHD REF: 12556374

	Signed	Date
Drawn	G. SCOLYER	10/21
Checked	B. DAVIE	05/22
Designed	B. NADLER	02/22
Design Approved	B. DAVIE	06/22
TI Approved/Accepted		

Tasmanian Irrigation
ABN: 95 722 799 075 ACN: 133 148 384
LEVEL 2 TERMINAL BUILDING LAUNCESTON AIRPORT,
WESTERN JUNCTION. TASMANIA
P.O. BOX 84 EVANDALE TAS. 7212
PHONE. 03 6398 8433 FAX. 03 6398 8441

PROJECT NAME	NORTHERN MIDLANDS IRRIGATION SCHEME (NMIS)
DRAWING TYPE	CE
DRAWING TITLE	POATINA PUMP STATION SITEWORKS TYPICAL CROSS SECTIONS
EQUIPMENT ID	
SCALE AT A3	1:200
TI DRAWING NUMBER	NMIS-200-DWG-3005
REVISION	2

pitt&sherry

Title Details

Appendix B

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
105802	1
EDITION	DATE OF ISSUE
6	08-Jun-2022

SEARCH DATE : 27-Feb-2024
SEARCH TIME : 06.03 PM

DESCRIPTION OF LAND

Parish of WOODSIDE, Land District of WESTMORLAND
Lot 1 on Plan 105802
Being the land secondly described in Conveyance No. 39/6017
Derivation : Part of 3 000-0-0 Granted to J. Archer
Derived from Y16079

SCHEDULE 1

C803114 SCOTT-YOUNG PTY LTD Registered 05-Jul-2011 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
E179713 BURDENING WAYLEAVE EASEMENT with the benefit of a restriction as to user of land in favour of Tasmanian Networks Pty Ltd over the lands marked Wayleave Easement 'A' 12.00 wide and Wayleave Easement 'B' 12.00 wide on Plan 105802 Registered 10-Jul-2020 at 12.01 PM
M970282 CAVEAT by Akaysha Energy Pty Ltd affecting part of the said land within described as shown on the plan annexed thereto Registered 08-Jun-2022 at 12.01 PM
E364823 NOTICE of Notified Corridor under Section 15 of the Major Infrastructure Development Approvals Act 1999 affecting the land therein described Registered 26-Sep-2023 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Exhibited
Received
04/06/2024

APPROVED 28 MAY 1993 RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 39/6017	REGISTERED NUMBER P.105802
FILE NUMBER Y.16079	GRANTEE: PART OF 3000Ac. GTD. TO JOSEPH ARCHER	DRAWN M.J.T. 27-5-93

SKETCH BY WAY OF ILLUSTRATION ONLY

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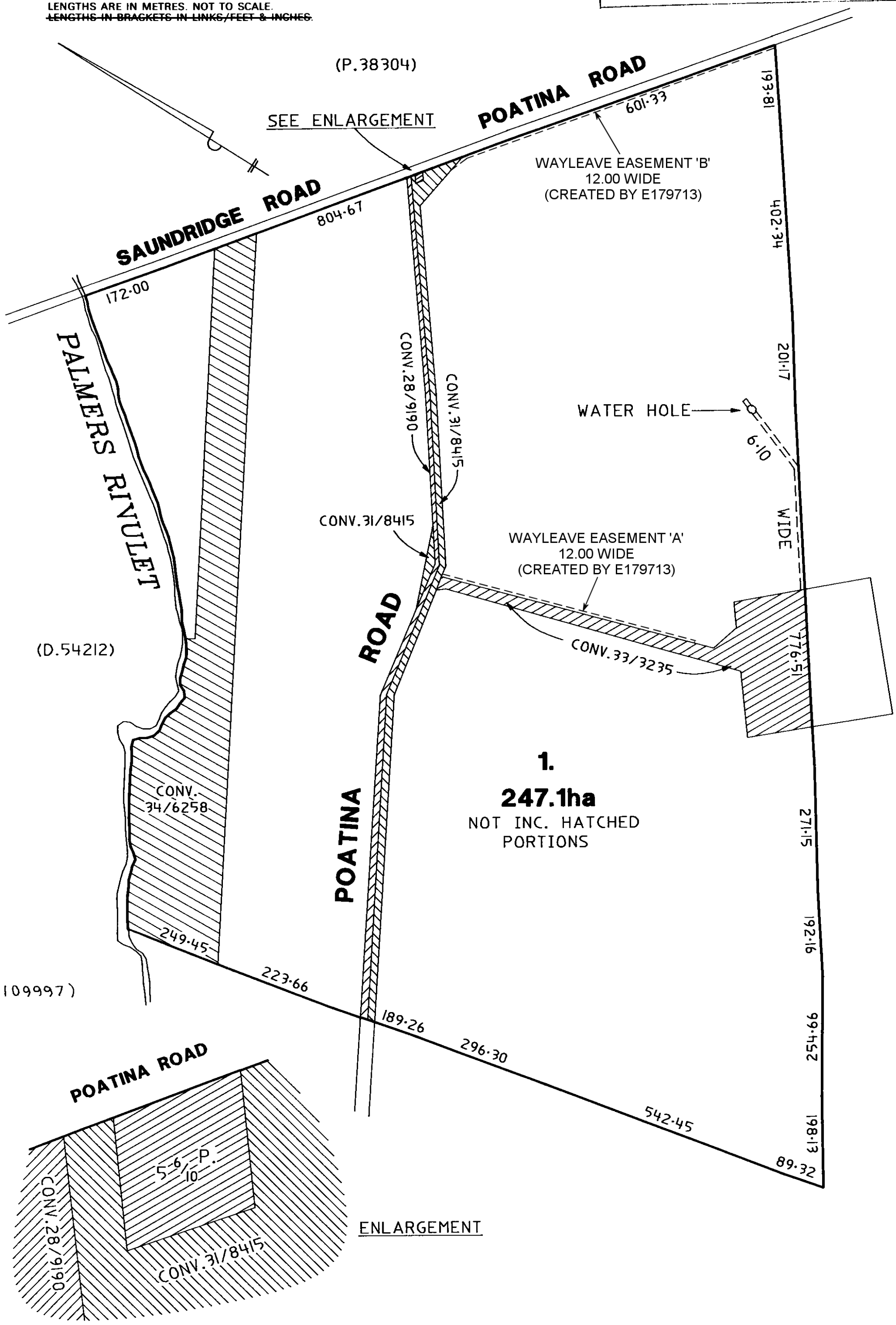

pitt&sherry

Traffic Impact Assessment

Appendix C

Project name		Northern Midlands Irrigation Scheme					
Document title		Northern Midlands Irrigation Scheme Poatina Pump Station | Transport Impact Assessment					
Project number		12556374					
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1. Introduction

1.1 Purpose of this report

GHD was engaged by Tasmanian Irrigation Pty Ltd (Tasmanian Irrigation) to prepare a Transport Impact Assessment (TIA) report for the proposed Poatina Pump Station (PPS) at the corner of Saundridge Road and Poatina Road, Cressy to support a Development Application for this project.

The objective of this TIA is to document the anticipated traffic and transport impacts of the proposed site and identify appropriate measures to mitigate any traffic and safety issues that may arise or be exacerbated during the construction and operational phases of the PPS. The proposed site is assessed against the provisions of Northern *Midlands Local Provisions Schedule* which was in effect during the preparation of this report, as well as the *Tasmanian Planning Scheme State Planning Provisions*.

1.2 Scope and limitations

This report: has been prepared by GHD for Tasmanian Irrigation Pty Ltd and may only be used and relied on by Tasmanian Irrigation Pty Ltd for the purpose agreed between GHD and Tasmanian Irrigation Pty Ltd as set out in Section 1.1 of this report.

GHD otherwise disclaims responsibility to any person other than Tasmanian Irrigation Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer Section 1.3 of this report). GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Tasmanian Irrigation Pty Ltd and others who provided information to GHD (including Government authorities)], which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.3 Assumptions

This report is based on the following assumptions:

- Traffic data obtained is representative of a normal weekday activity in the study area.
- This is a desktop assessment based on aerial photography and the information available at the time. No site visit was undertaken.
- Traffic volumes recorded at the traffic counter to the west of the site (Site 1) are indicative of the volumes on Poatina Road near the site access on Saundridge Road.
- Traffic volumes on Saundridge Road are assumed to be in the range of 100-300 vehicles per day, based on the volumes recorded on Poatina Road.
- The majority of construction traffic will travel to the site from the broader Launceston area.
- Construction and operation traffic volumes have been provided by Tasmanian Irrigation.
- Site vehicles comprise light vehicles (Class 1 and Class 2), which include utility vehicles and light vans.
- Heavy vehicles used during construction are truck and dog combinations.
- Light vehicles will access the site from the north via Saundridge Road.

- Heavy vehicles will access the site from the south via Saundridge Road, as they will be instructed use Poatina Road as it is a higher order road.
- All vehicles considered 'heavy vehicles' in Section 0 and Section 7.1 are greater 5.5m in length.

1.4 References

The following documents and information have been referenced throughout this report:

- Crash data, Department of State Growth
- *Tasmanian Planning Scheme – State Planning Provisions*
- *Tasmanian Planning Scheme – Northern Midlands Local Provisions Schedule*
- LISTmap, Tasmanian Government
- AS/NZS 2890.1 Off-street car parking, 2004
- Infrastructure Design Manual, 2022

2. Existing conditions

2.1 Site location

The subject site is located 6.7km to the northeast of Poatina, approximately 40km to the southwest of Launceston and 125 km north of Hobart, as shown in Figure 1. This site falls within the Northern Midlands Council area.

Figure 1 Site location

Source: LISTmap

The project site is located at the northwest corner of the intersection of Poatina Road and Saundridge Road, with frontages to both roads. With an approximate area of 223,000m^2 the site is located amongst farming land.

The site is currently occupied by several sheds used for farming practices. An existing crossover provides access to the site from Saundridge Road, approximately 290m north of the intersection with Poatina Road.

The aerial photograph in Figure 2 provides context to the project site.

Figure 2 *Site context*

Source: Nearmap (Accessed on 13/12/2023)

The terrain in the general vicinity of the project site is relatively flat. The land adjacent to the development is zoned Agriculture in the Tasmanian Planning Scheme – Northern Midlands. The surrounding area is sparsely populated with several residential properties within the township of Poatina. The Great Lake Conservation Area is approximately 17 km west of the site.

2.2 Road network

2.2.1 Poatina Road

Poatina Road is a State controlled rural arterial. As a Category 4 road, its function is to provide safe passenger vehicle and tourist movement within the regions of Tasmania according to the state road hierarchy. Poatina Road is approved for use by vehicles up to 26m B-doubles and is subject to a default speed limit of 100 km/hr as a sealed road in a country area.

Poatina Road is approximately 75km long and runs in a generally north-south direction passing through the Great Lake Conservation Area.

The cross-section of Poatina Road is shown in Figure 3 and Figure 4 below, each of which are photographed from the property boundary on Poatina Road.

Figure 3 Poatina Road looking east, subject site on the left

Figure 4 Poatina Road looking west, subject site on the right

2.2.2 Saundridge Road

Saundridge Road is a Council-owned rural collector, approximately 14.3km long and Saundridge Road runs generally southwest from the Cressy town centre to Poatina Road. Saundridge Road is a two-way sealed road with a sealed width of approximately 6.6m, a road reserve of approximately 20m width and shoulders of approximately 2m width. Saundridge Road has a default speed limit of 50km/hr.

The cross-section of Saundridge Road is shown in Figure 3 and Figure 4 below, each of which are photographed from the approximate location of the proposed new property access.

Figure 5 ***Saundridge Road looking southeast, subject site on the right***

Figure** 6* ***Saundridge Road looking northwest, subject site on the left

2.3 Sustainable transport

There is no existing active travel infrastructure for pedestrians or cyclists and no public transport located in close walking distance of the subject site. The nearest bus stops are located approximately 12km northeast of the site on the Main Street at Cressy.

2.4 Traffic volumes

Daily traffic volumes using the state managed roads in the vicinity of the project site are shown in Figure 7. These volumes represent the Annual Average Daily Traffic (AADT) in 2022 and were sourced from the Department of State Growth.

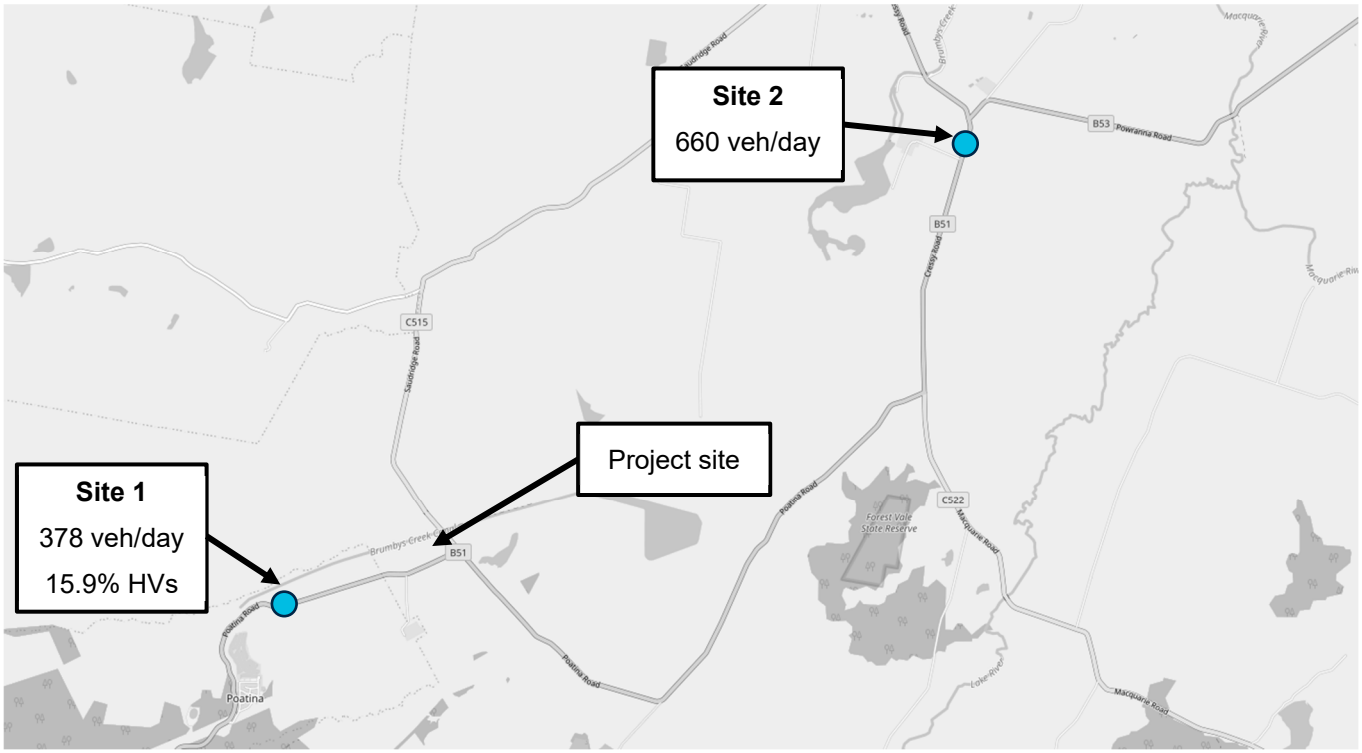

Figure 7 2022 Traffic volumes (AADT and % HVs)

Data source: Tasmanian Traffic Data, Drakewell

Site 1 is located to the immediate west of the site, on the way into the Poatina township whereas Site 2 is located to the northeast, on the way into the Cressy township. Based on these locations, the volumes at the frontage of the site are expected to be approximately equal to the Site 1 volumes.

The traffic volumes recorded at each of the Poatina Road sites in 2021 and 2022 are shown in Table 1.

Table 1 Existing traffic volumes

Data collection site	2021		2022	
	AADT	%HV	AADT	%HV
Site 1 (Poatina Road to the west of the project site)	406	17	378	15.9
Site 2 (Poatina Road, approaching Cressy)	709	25.1	660	n/a

While there are no public records of traffic volumes along Saundridge Road as it is a Council controlled road, based on the Site 1 volumes it is expected that volumes would be in the range of 100-300 vehicles per day.

2.5 Crash history

Crash data in the vicinity of the site was obtained from the Department of State Growth for the 5-year period from February 2018 until January 2023. Crashes reported within 5km of the project site are presented in Figure 8 and summarised in Table 2.

There have been nine crashes in the vicinity of the site in the last five years, seven of which occurred on Poatina Road with the remaining two occurring on Saundridge Road. There have been no fatal accidents.

Figure 8 Crash locations surrounding subject site (2018 – 2023)

Data source: Department of State Growth, Base map source: OpenStreetMap

Table 2 Summary of crash statistics (2018 – 2023, YTD)

Location	Number of crashes					Crash types
	Fatal	Other injury	Property damage	Unknown	Total	
Midblock locations						
Poatina Road	0	2	3	2	7	Other straight (1), Animal (1), Other manoeuvring (1), Right off carriageway into object or parked vehicle (1), Off right bend into object/parked vehicle (1), Other curve (1), Wrong side/other head on (not overtaking) (1)
Saundridge Road	0	2	0	0	2	Other curve (1), Animal (1)
Total	**0**	**4**	**3**	**2**	**9**	

3. Proposed development

3.1 General

It is proposed to develop the subject site for use as the Poatina Pump Station. This development falls under the 'Utilities' land use under the Tasmanian *Planning Scheme – Northern Midlands Local Provisions Schedule.*

As part of the development a new crossover will be constructed to Saundridge Road providing two-way vehicular access to the site. From the access point a gravel access track will be constructed to the pump station. Parking will be provided informally across the site. The proposed development is shown in Figure 9.

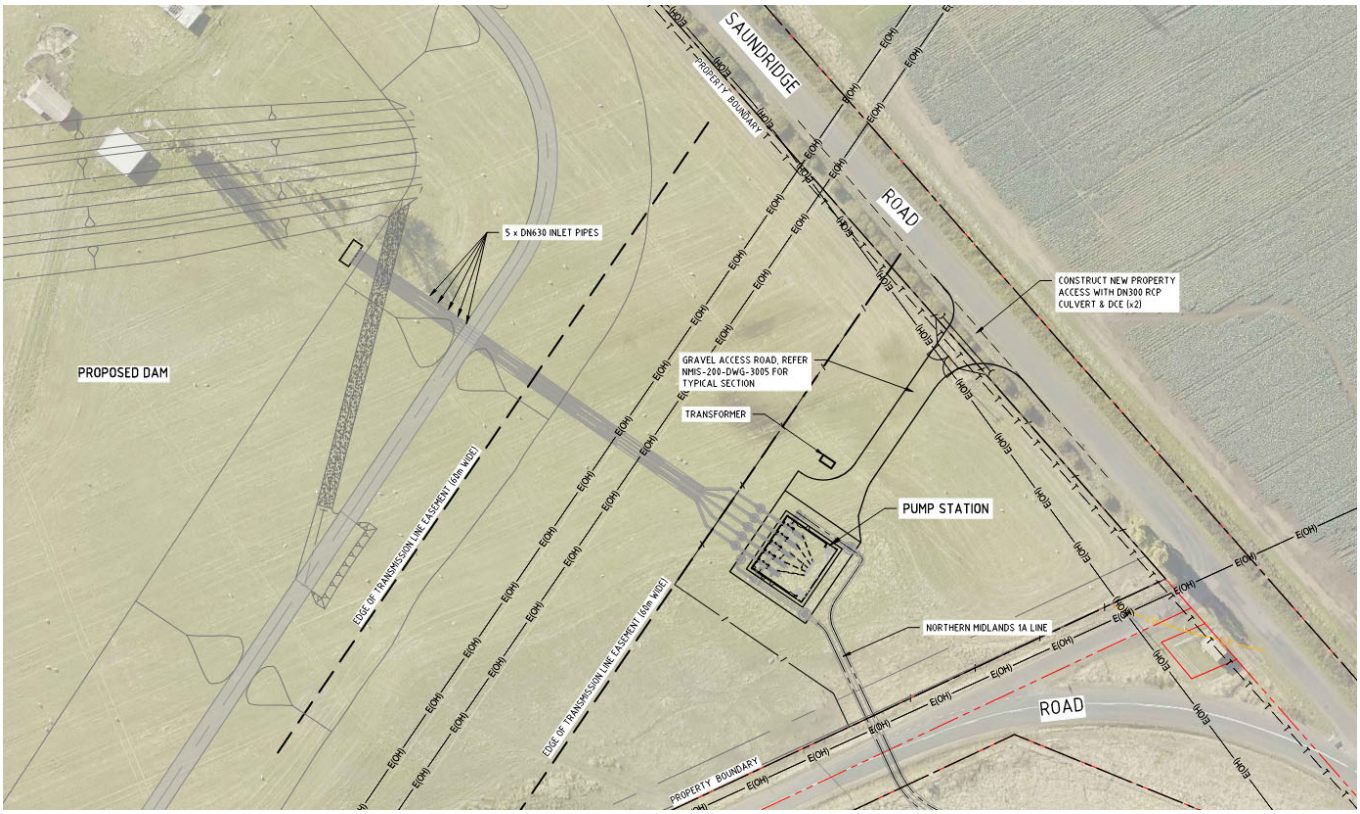

Figure 9 ***Proposed development***

3.2 Construction

Tasmanian Irrigation have provided details around the construction of the PPS. In this regard, it is understood that construction will run for 18 months between September 2024 and March 2026. Works will typically be restricted to Monday through Friday between 7:00am and 5:00pm with some minor weekend works required.

The construction period will typically see 30 light vehicles attending the site each day. During the construction peak traffic will increase to approximately 50 light vehicles and 40 trucks (truck and dog) each day.

A section of the site will be clearly delineated for construction vehicle parking, ensuring there is adequate room for laydown and large plant such as excavators, scrapers, bulldozers and cranes.

3.3 Operation

Once the PPS is complete operation of the facility will involve one utility vehicle visiting the site each day between 7:00am and 5:00pm.

Periodic maintenance will be required roughly every five years. This will require access to the site by a franna crane. Access to the site may also be required by emergency vehicles however, this would be infrequent.

4. Proposed haulage route

During the construction period, there will be heavy vehicles which will travel to/from the site from the broader Launceston area. The standard heavy vehicles (HRVs, MRVs, semi-trailers etc.) do not require a permit to travel on the Tasmanian Heavy Vehicle network.

There will be however, some equipment that is transported to the site by oversize over mass (OSOM) vehicles including large excavators, scrapers, bulldozers and cranes. As such, a detailed route assessment must be undertaken from the port of entry, and appropriate permits obtained from the National Heavy Vehicle Regulator (NHVR).

GHD has undertaken a preliminary review of the heavy vehicle road network to propose haulage route options from each of Bell Bay (via Launceston) and Hobart. While these routes provide an early indication of potential haulage routes, the ultimate route will need to be further assessed based on the specifications of the OSOM vehicles and the haulage operator. This should include a pavement assessment, swept path assessments at intersections, and a height clearance assessment. Furthermore, the ultimate route will need to be confirmed by the haulage operator.

The following sections outline the proposed haulage routes from Bell Bay (via Launceston) and from Hobart. Routes from Bell Bay and Hobart have been reviewed as these are the likely origins for the delivery of large plant such as the transformer and large machinery such as excavators, scrapers, bulldozers and cranes. For these identified routes, the following sections outline identified risks and constraints for OSOM vehicles.

Sections of these routes are also likely to be used by other heavy vehicles providing plant and materials during construction depending on their origin.

4.1 Bell Bay (Launceston) route

Figure 10 shows the proposed haulage route from Bell Bay to Launceston (red) and from Launceston to the site (blue). It is noted that the standard heavy vehicles accessing the site from greater Launceston will follow the second part of this route.

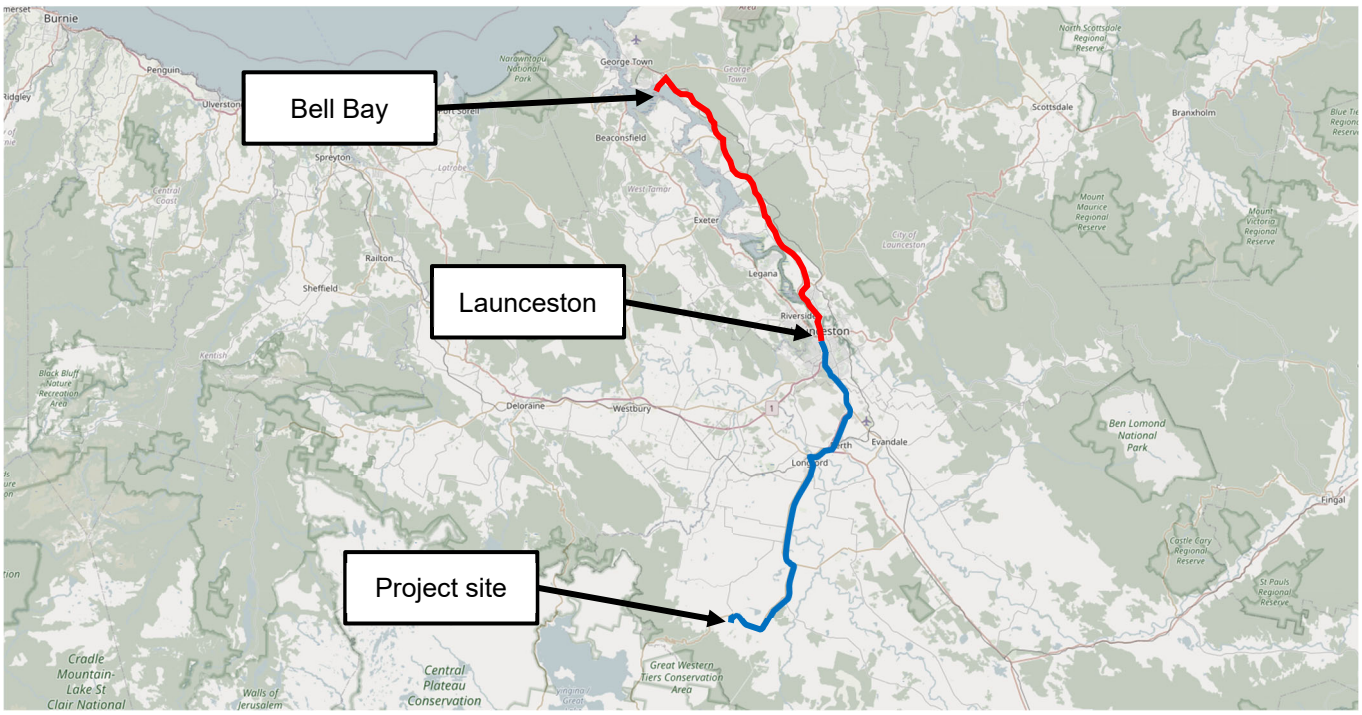

Figure 10 Bell Bay (Launceston) route

Base map source: OpenStreetMap

Preliminary review of the OSOM route from Bell Bay to the project site has identified several road network constraints as outlined in Table 3.

Table 3 Road network risks and constraints (Bell Bay route)

Constraint	Location	Details
Roundabout	Bell Bay Road / East Tamar Highway	Right-turn swept paths to be tested from Bell Bay Road onto East Tamar Highway (southbound)
East Tamar Rail Overpass #2	East Tamar Highway, Long Reach (north)	5.4m height restriction
East Tamar Highway Rail O'Pass (TasRail)	East Tamar Highway, Long Reach (south)	5.4m height restriction
TCAE Pedestrian Overpass	East Tamar Highway, near the University of Tasmania Newnham Campus	5.5m height restriction
Roundabout	East Tamar Highway / Mowbray Link	Swept paths to continue southbound through the roundabout from East Tamar Highway (north)
Mayne Street Overpass	East Tamar Highway / Mayne Street	5.3m height restriction
Thistle Street Ped Overpass	Midland Highway / Thistle Street	5.4m height restriction
Glen Dhu Overpass	Midland Highway / Pipeworks Road	5.5m height clearance
Roundabout	Illawarra Road / Wellington Street	Left-turn swept paths to be tested from Illawarra Road (east) onto Wellington Street (southbound)
T-intersection	Macquarie Road / Poatina Road	Right-turn swept paths to be tested from Macquarie Road (north) into Poatina Road
Site access	Poatina Road / site access	Left-turn swept paths to be tested from Poatina Road into the site access road

The potential risks and constraints as noted above would need to be confirmed as part of a more detailed assessment, such as a Construction Traffic Management Plan (CTMP) via consultation with the haulage operator, once the transport task and haulage routes are fully understood.

4.2 Hobart route

Figure 11 shows the proposed OSOM haulage route from Hobart to the site.

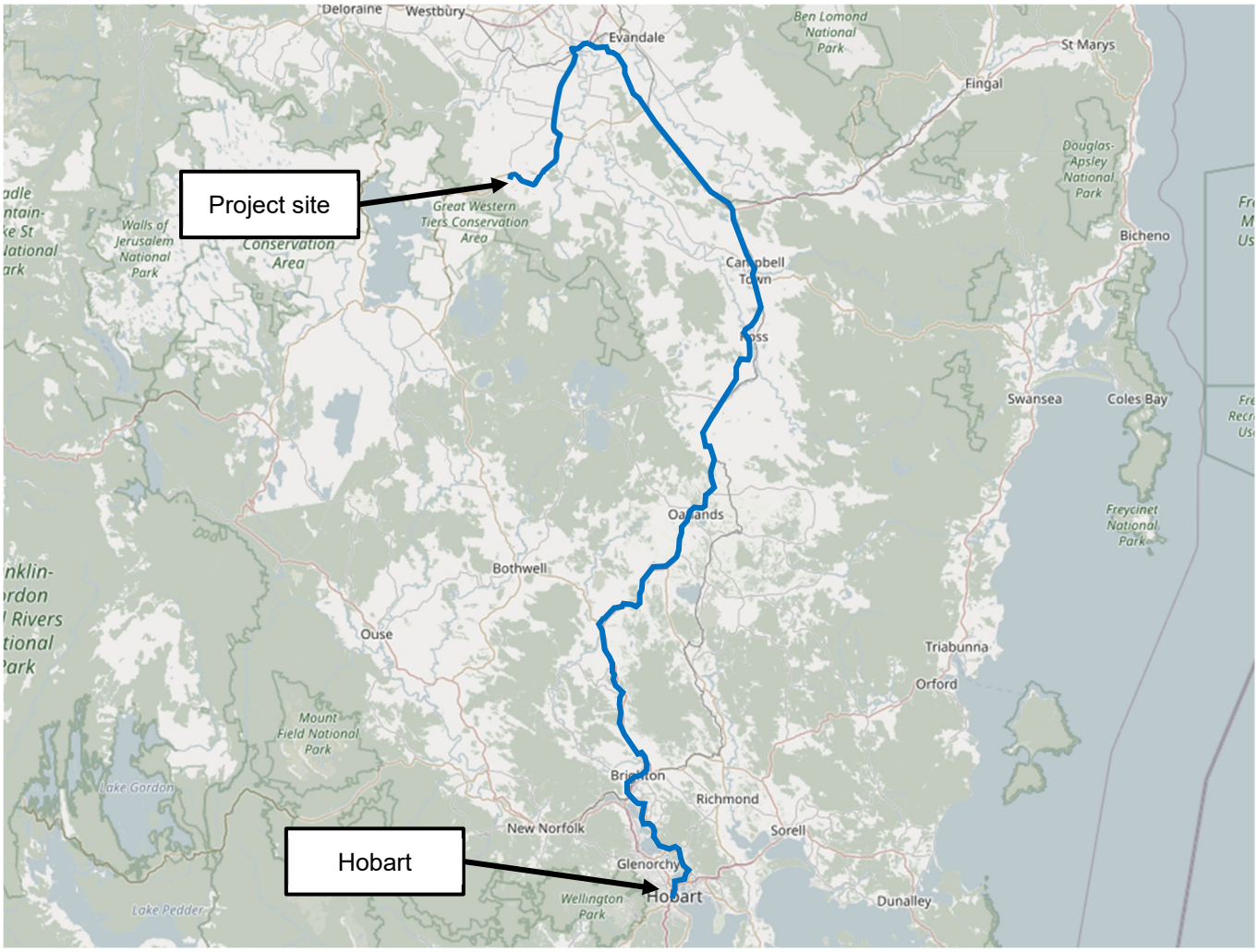

Figure 11 Hobart route

Base map source: OpenStreetMap

Preliminary review of the OSOM route from Hobart to the project site has identified several road network constraints as outlined in Table 4.

Table 4 Road network risks and constraints (Hobart route)

Constraint	Location	Details
Tasman Bridge Interchange W	Tasman Highway / Domain Highway	4.7m height restriction
Tasman Bridge	Tasman Highway	5.4m height restriction 3m width restriction (could potentially be exceeded with a permit)
Yolla Street Pedestrian Overpass	East Derwent Highway / Yolla Street	5.8m height restriction
Roundabout	East Derwent Highway / Grasstree Hill Road	Left-turn swept paths to be tested from East Derwent Highway (southeast) onto East Derwent Highway (southwest)

Constraint	Location	Details
Roundabout	East Derwent Highway / Midland Highway	Right-turn swept paths to be tested from East Derwent Highway (east) onto the Midland Highway (north)
Roundabout	Midland Highway / Brighton Road	Right-turn swept paths to be tested form Midland Highway (east) onto the Midland Highway (northbound)
Roundabout	Illawarra Road / Wellington Street	Left-turn swept paths to be tested from Illawarra Road (east) onto Wellington Street (southbound)
T-intersection	Macquarie Road / Poatina Road	Right-turn swept paths to be tested from Macquarie Road (north) into Poatina Road
Site access	Poatina Road / site access	Left-turn swept paths to be tested from Poatina Road into the site access road

The potential risks and constraints as noted above would need to be confirmed as part of a more detailed assessment, such as a Construction Traffic Management Plan (CTMP) via consultation with the haulage operator, once the transport task and haulage routes are fully understood.

5. Parking assessment

5.1 Car parking

The car parking requirements for the subject site are identified in Clause C2.5.1-A1 of the Planning Scheme. In this regard, Clause C2.5.1-A1 states that "*The number of on-site car parking spaces must be no less than the number specified in Table C2.1".*

Based on the proposed use of the site for utilities, Table C2.1 specifies "no requirement". This means the use or development is not required to provide any onsite parking. Accordingly, there is no formal car parking provided in the operational site layout, however the site provides areas for informal parking of utility and emergency vehicles as shown in Figure 9.

5.2 Bicycle parking

The bicycle parking requirements for the subject site are identified in Clause C2.5.2-A1 of the Planning Scheme which states that there must '*be no less than the number specified in Table C2.1'*.

Based on the proposed use of the site for utilities, Table C2.1 specifies "no requirement". This means the use or development is not required to provide any onsite parking. Accordingly, no onsite bicycle parking has been provided.

5.3 Loading bays

The Planning Scheme does not define loading bay requirements for land used for utilities, such as the proposed. As such, no loading bays are specifically required and instead should be considered based on the proposed operation of the site. Accordingly, there is no formal loading bay in the final site layout, however there is significant space on site for heavy vehicles to manoeuvre and unload and the access width will typically by 6 metres wide, as shown in Figure 9.

6. Design assessment

6.1 Construction of parking areas

The acceptable solution in Clause C2.6.1 of the Planning Scheme states:

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, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and 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.

The proposed site specifies a gravel driveway, this is acceptable given the site is located in an Agriculture Zone.

6.2 Car park design

The acceptable solution in Clause C2.6.2 of the Planning Scheme states:

Parking, access ways, manoeuvring and circulation spaces must either:

(a) comply with the following:

(i) have a gradient in accordance with Australian Standard AS 2890 – Parking facilities, Parts 1-6;

(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;

(iii) have an access width not less than the requirements in Table C2.2;

(iv) have car parking space dimensions which satisfy the requirements in 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;

(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and

(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or

(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.

Table 5 summarises the Planning Scheme requirements for an acceptable solution for the internal accessway widths and car parking space dimensions. It is noted that no formal car parking is being provided and as such, most of these requirements do not apply.

Table 5 Clause C2.6.2 – Acceptable solution assessment

Planning Scheme Requirement	Comments
A1.1	Parking, access ways, manoeuvring and circulation spaces
Have a gradient in accordance with Australian Standard AS 2890 – Parking facilities, Parts 1-6	**Not applicable:** No formal car parking spaces are provided
Provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces	**Satisfied**: All vehicles can enter and exit the car park in a forward direction
Have an access width not less than the requirements in Table C2.2	**Satisfied:** The proposed accessway has a width of 6m
Have car parking space dimensions which satisfy the requirements in Table C2.3	**Not applicable:** No formal car parking spaces are provided

Planning Scheme Requirement	Comments
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	**Not applicable:** No formal car parking spaces are provided
Have a vertical clearance of not less than 2.1m above the parking surface level	**Not applicable:** No formal car parking spaces are provided, nevertheless all informal car parking is provided as open-air parking and as such there are no overhead obstructions
Excluding a single dwelling, be delineated by line marking or other clear physical means	**Not applicable:** No formal car parking spaces are provided
A1.2	Parking spaces provided for use by persons with a disability
Be located as close as practicable to the main entry point to the building	**N/A:** As no car parking is required for the development there is no requirement to provide accessible parking.
Be incorporated into the overall car park design	
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*	

Based on the above, the proposed design meets the acceptable design criteria of the Planning Scheme and is therefore considered appropriate.

6.3 Vehicle accessways

The acceptable solution in Clause C2.6.3 of the Planning Scheme states:

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.

There is a single crossover to Saundridge Road which provides access to the site. As part of the proposal, the existing crossover will be removed and reinstated as kerb. A new crossover to Saundridge Road is proposed approximately 85m north of the intersection with Poatina Road, as shown in Figure 9.

As such, the proposal to provide a single vehicle accessway meets the acceptable solution criteria of the Planning Scheme and is therefore considered appropriate.

6.4 Sight distance assessment

AS/NZS 2890.1 requires a minimum sight distance of 45m and a desirable sight distance of 69m for a frontage road with a speed of 50km/h such as Saundridge Road. Sightlines were assessed to be in excess of 100m in both directions from the access point on Saundridge Road. Based on the foregoing, the sight distance is considered appropriate.

6.5 Pedestrian access

The acceptable solution in Clause 2.6.5 of the Planning Scheme states:

Uses that require 10 or more car parking spaces must:

(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or 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

(iii) be signed and line marked at points where pedestrians cross access ways or parking aisles.

Noting the use does not require car parking, no pedestrian paths are required. The proposal is therefore considered acceptable.

6.6 Loading bays

The acceptable solution in Clause 2.6.6-A2 of the Planning Scheme states:

The type of commercial vehicle likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with Australian Standard AS 2890.2-2022, Parking Facilities, Part 2: Parking facilities Offstreet commercial vehicle facilities.

During the construction phase the site will be required to accommodate truck and dog trailers on a regular basis as well as larger vehicles for the delivery of the transformer and the bulldozers, cranes and excavators. Nevertheless, during construction the accessway can be widened to ensure vehicles can turn in and out of the site.

During operation the site will typically be accessed by light vehicles. Tasmanian Irrigation has however identified that a franna crane will be required on site approximately once every five years. As such, noting the limited width of Saundridge Road, it may be advisable to undertake swept paths to ensure the franna crane can access the site without any clearance breach.

7. Traffic assessment

7.1 Traffic generation

7.1.1 Construction

Based on information from Tasmanian Irrigation, the construction period is expected to last 18 months from September 2024 until March 2026. Based on the information provided by Tasmanian Irrigation, the traffic generation during construction periods is summarised in Table 6.

Table 6 Traffic generation during construction phase

Construction period	Vehicle type	Typical trip generation (one-way vehicles per day)
Regular	LVs	30
Peak	LVs	50
	HVs	40
	Total	**90**

Based on the above, up to 180 vehicle movements per day (two-way) will be generated from the site during the peak construction period.

7.1.2 Operation

As outlined in Section 3.3, during the operation phase there will be one employee using a utility vehicle to access the site each day. Additional traffic will be generated for periodic maintenance and in the case of an emergency, however on a day-today basis this would be negligible.

As such for purposes of this assessment, the site is considered to generate one vehicle trip per day which includes a single inbound and outbound movement.

7.2 Traffic distribution

It is assumed that all light vehicles accessing the site will travel to/from the north of Saundridge Road as this provides the most direct access from Greater Launceston. All heavy vehicles will be instructed to access the site from the south of Saundridge Road, utilising Poatina Road as a higher order road.

7.3 Traffic impact

The requirements for acceptable traffic generation at vehicle crossings at the subject site are identified in Clause C3.5.1-A1.4 of the Planning Scheme, the Acceptable Solution states:

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; or

(b) Allowed by a license under Part IVA of the Roads and Jetties Act 1935 in respect to a limited access road.

The acceptable increase in average annual daily traffic on Saundridge Road as outlined within Table C3.1 includes:

– An increase in vehicles up to 5.5m long of 20% or 40 vehicle movements per day (whichever is greater)
– An increase in vehicles longer than 5.5m long of 20% or 5 vehicle movements per day (whichever is greater)

It is assumed that all vehicles considered ‘heavy vehicles’ in Section 0 and Section 7.1 are greater 5.5m in length.

7.3.1 Construction

The Planning Scheme requirements for traffic impact typically relate to the operational phase of a development with the construction traffic to be assessed within a Construction Traffic Management Plan (CTMP). Nevertheless, noting the extended construction period of 18 months, the projected construction volumes have been assessed here.

Based on the traffic volumes outlined in Section 7.1.1, the site will see up to 30 light vehicles accessing the site per day for most of the construction period, with this increasing to 50 light vehicles plus 40 heavy vehicles in the construction peak. In this regard, both the light and heavy vehicle traffic generation will exceed the permitted increases outlined within the Planning Scheme.

The Infrastructure Design Manual (IDM 2022) indicates the indicative maximum traffic volume for a rural living access road with a sealed width of 6.2m is 1000 vehicles per day. With current daily traffic volumes in the order of 100-300 vehicles per day on Saundridge Road, it is considered that the additional 180 vehicle movements during the peak construction stage would be well accommodated by the existing road network. Furthermore, the traffic increase would be considered acceptable, noting the increase is temporary and reflects the peak construction period only. Additionally, Tasmanian Irrigation have indicated that traffic management will be utilised to increase safety near the site entrance during the peak construction periods where there are significant site deliveries via heavy vehicles.

It is noted that large heavy vehicles such as truck and dog combinations, OSOM trucks, cranes, excavators and bulldozers can cause wear to road infrastructure. As such, mitigation measures for this damage should be included as part of the Traffic Management Plan. Tasmanian Irrigation would reinstate any damage to public infrastructure should, under the unlikely scenario, this occurs while transporting these heavy vehicles to the project site.

7.3.2 Operation

As outlined in Section 7.1.2, the proposal will generate 2 vehicle movements per day. This level of traffic generation is extremely low and meets the Acceptable Solution listed in the Planning Scheme.

8. Conclusion

This Traffic Impact Assessment has investigated the potential traffic and transport related impacts associated with the proposed Pump Station. The key findings are as follows:

- The proposed redevelopment is anticipated to generate up to 180 vehicle movements per day during peak construction periods.
- The level of additional traffic is temporary and can be accommodated by the road network, safety will be maintained through traffic management during peak construction periods where there are high volumes of heavy vehicles.
- The proposed development is anticipated to generate 2 light vehicle movements per day during operation, which can be easily absorbed by the road network.
- A new crossover to Saundridge Road will provide access to the pump station.
- Formal car parking is not required and will not be provided.
- Swept paths should be undertaken to ensure a franna crane can access the site during operation.

Based on the findings of this report, and subject to any recommendations listed above, the proposed development is supported on traffic and transport grounds.

pitt&sherry

Flood Hazard Report

Appendix A

pitt&sherry

Poatina Pump Station

Flood Hazard Report

Prepared for
Tasmanian Irrigation

Client representative
Jacob Tierney

Date
04/06/24

Rev01

Prepared by — Chimuka Mweemba		**Date —** 04/06/24
Reviewed by — Robert Webster		**Date —** 04/06/24
Authorised by — Robert Webster		**Date —** 04/06/24

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	DRAFT	BH/CM	RW	RW	31/05/24
01	FINAL	CM	RW	RW	04/06/24

1. Background

pitt&sherry have been commissioned by Tasmanian Irrigation Pty Ltd to support the development application for the proposed Poatina Pump Station at 1440 Saundridge Road, Cressy (see Figure 1). The Northern Midlands Council have identified the site as potentially prone to flooding (as shown in *Figure 2*) and this report documents the updated hydrologic and hydraulic assessment for the site against and requested additional information for planning application PLN-24-0047.

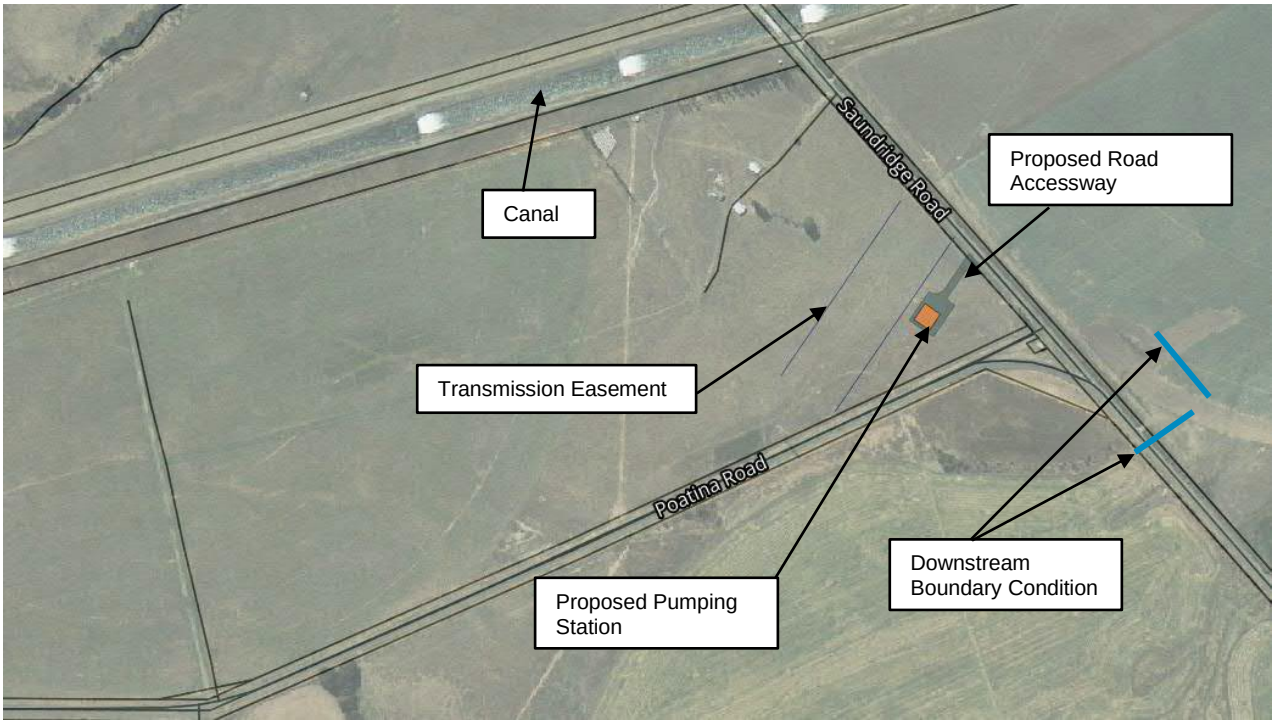

Figure 1: Proposed development on Saundridge Road, Cressy

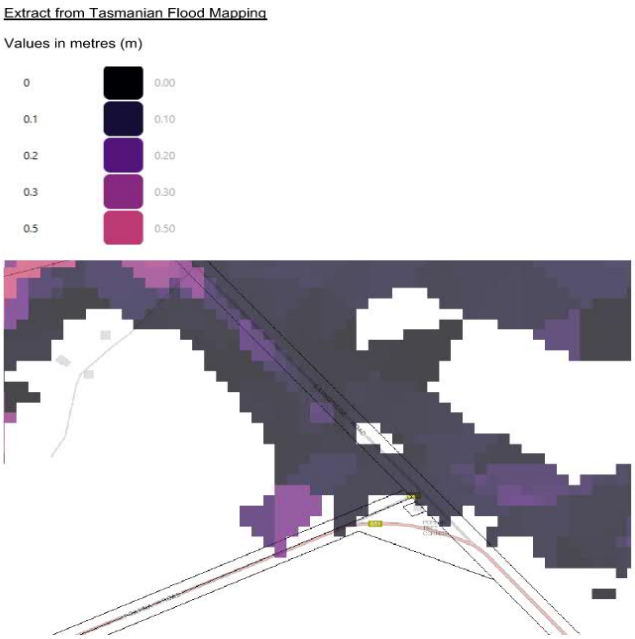

Figure 2: Council Flood Mapping Extract

2. Flood Assessment

2.1 Relevant Provisions

As the proposed development is located within an inundation prone area, it must respond to relevant flood related planning criteria. The proposed building is assumed to be habitable and as such, the council requests to provide commentary addressing Tasmanian Planning Scheme C12.6.1 represented below in Table 1.

Table 1: C12.6.1 – Buildings and works within a flood-prone hazard area, Tasmanian Planning Scheme

Objective	
That: (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.	
Acceptable Solution	**Performance Criteria**
A1 No Acceptable Solution.	**P1.1** Buildings and works within a flood-prone hazard zrea must achieve and maintain a tolerable risk from a flood, having regard to: (a) the type, form, scale and intended duration of the development; (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a flood hazard report. **P1.2** A flood hazard report also demonstrates that the building and works: (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

2.2 Catchment flood behaviour

Flood behaviour and terrain analysis has been undertaken using 1m LiDAR (Northern Midlands 2019) downloaded from Geoscience Australia Elevation Platform.

The catchment reporting to the site has the following characteristics.

- Catchment area of approximately 51.8 hectares.
- Primarily “grass field” land

A catchment delineation process was undertaken against the LiDAR data and the proposed development is located within the 51.8ha catchment presented within *Figure 3*. The site catchment is enclosed to the north by the canal and to the south by Poatina Road. Due to the location of the adjacent canal and Palmers Rivulet to the north of the site catchment, there was concern that the catchment delineation process had not interpreted the potential interaction of these water features with the site catchment. There was also concern that the Poatina Road limiting the southern extent to the south wasn't accurate. These concerns were removed through additional level interrogation. The following was confirmed:

- Section A-A demonstrates that Poatina Road is raised above the site catchment and encloses its southern extent.
- Section B-B demonstrates that the canal is raised above the site catchment and encloses its northern extent. The canal flows easterly and appears independent of the site catchment.
- Section C-C demonstrates that Palmers Rivulet is lower than the canal to the north and the canal severs the two catchments meaning that the Palmers Rivulet catchment appears independent of the site catchment.
- Section D-D Demonstrates that there is an open channel on the western side of Saundridge Road that is below the site catchment and encloses the sites eastern extent.
- The catchment delineation line has been queried through further interrogation of the local terrain and aerial imagery. The outcome of this interrogation suggests that there is a field drain that runs from the south to the north and discharges into the canal via a culvert through the culvert wall.

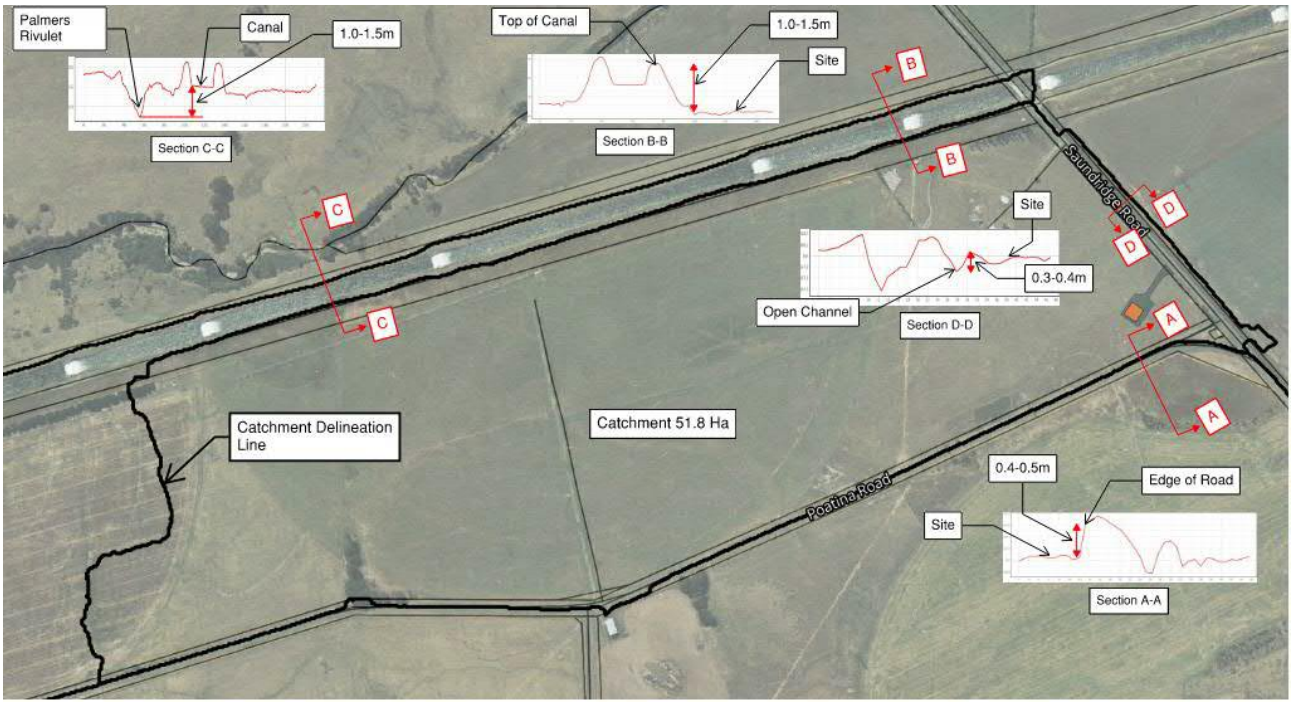

Figure 3: Catchment Delineation

2.3 Hydrology and Hydraulic analysis

The following hydrologic and hydraulic assumptions have been made:

- Pervious initial loss 21.0 mm, continuing loss 4.7mm/h taken from ARR, median pre-burst applied for worst case scenario shown in figure 4. Median pre-burst of 9.5mm collected from ARR Data.
- Time of concentration = 100 min by stream velocity method, 0.3m/s velocity due to flat 0.56% slope, 1852m Longest flow path (LFP) within the catchment.
- Climate change rainfall increase 16.3% (RCP8.5, 2090) – taken from ARR Data Hub for specified site.

- Manning's roughness as per Table 2.
- The existing small culverts at the intersection of Saundridge and Poatina Road appear to have a small diameter (approx. 150mm) and as such will become blocked very easily. The conservative approach within this model has assumed that this culvert is 100% blocked
- Downstream boundary condition (1%AEP + Climate Change) is located just south of the intersection of Saundridge and Poatina Road. Refer to Figure 1
- The canal and Palmers Rivulet are independent from the site's catchment and have not been included within this assessment
- Hydraulic method of analysis for the site catchment was Rain on Grid only.
- The building FFL within the model has been set to 167.5m AHD as specified within dwg NMIS-200-DWG-3000 and the surrounding hardstand and access road has been set to existing levels.
- The rock lined table drain as indicated within dwg NMIS-200-DWG-3000 is believed to be for stormwater runoff from the building hardstand and access road only and has been sized for this purpose (meaning that it will be small). As a worst-case scenario – this feature has been excluded from this model on the assumption that this small feature will block over time.

Table 2: Manning Roughness for surfaces with impact to the proposed

Material	Roughness
Grass (default)	0.035 (above 400mm)
Road	0.018
Gravel	0.020

2.3.1 Peak Flow Estimation

An estimate of the peak flows from the catchment has been made using DRAINS hydrologic software. Analysis suggests a 1% AEP plus 16.3% increase in rainfall intensity produces a peak discharge from the catchment of 2.494 m^3/s. Figure 4 displays the flow estimation for storm durations from 45-minute to 12-hours, with the 3-hour storm, temporal pattern number 10, estimated to be critical.

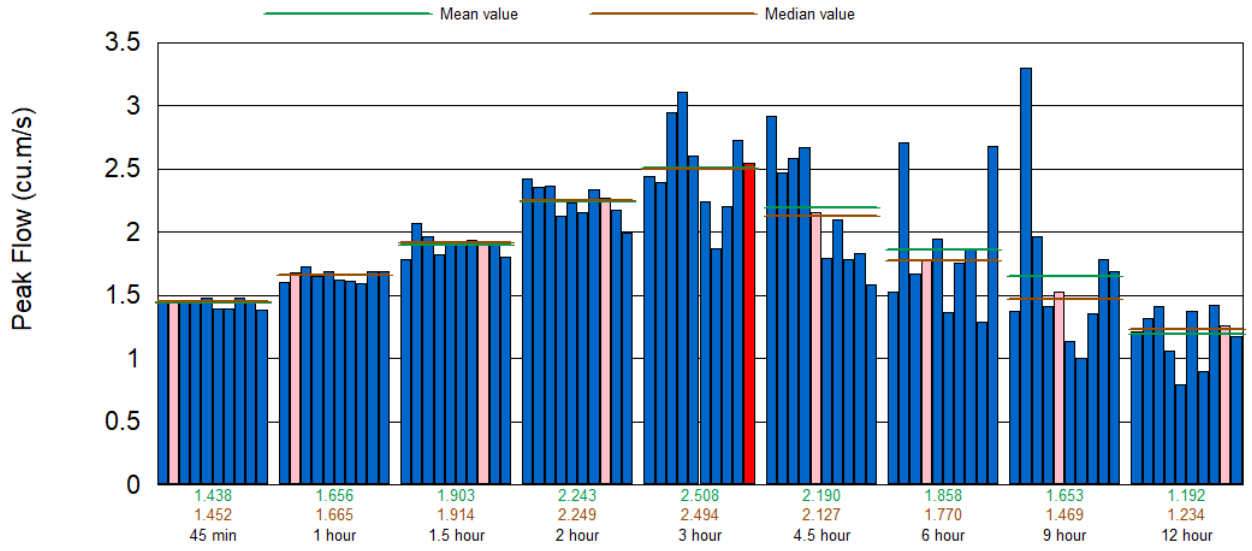

Figure 4: Critical storm, 100-min Tc, 3hr TP10

2.4 Hydrologic model verification - RFFE

To ensure the results of the hydrologic modelling (with the adopted of the IL/CL loss model) are reasonable, the model was validated against the Regional Flood Frequency Estimate (RFFE) method. Developed by Australian Rainfall & Runoff, a RFFE utilises nearby gauged catchments to approximate the response times and losses of the area to estimate peak flows. Location and other input data for RFFE using Catchment A as the test catchment:

Table 3: RFFE catchment inputs

Latitude (Outlet)	-41.776
Longitude (Outlet)	146.998
Latitude (Centroid)	146.992
Longitude (Centroid)	-41.777
Catchment Area	0.518km^2

The model results are presented below:

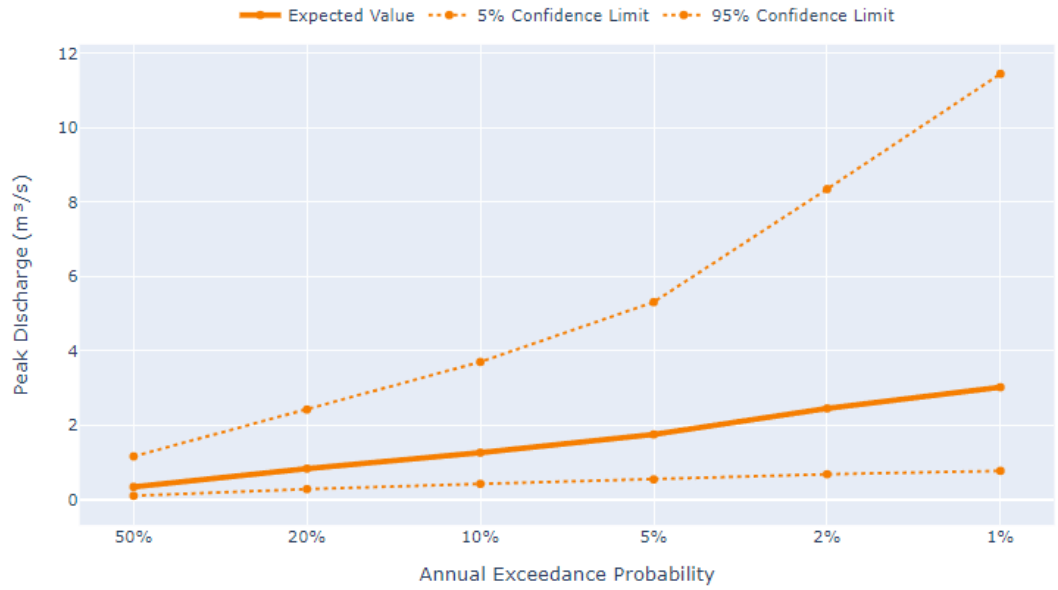

Figure 5: RFFE peak flow chart – Catchment A

Table 4: RFFE Confidence Limits - Catchment

AEP (%)	Expected Value (m³/s)	Lower Confidence Limit (m³/s)	Upper Confidence Limit (m³/s)
50%	0.34	0.10	1.16
20%	0.83	0.28	2.42
10%	1.26	0.42	3.70
5%	1.75	0.54	5.31
2%	2.45	0.68	8.35
1%	3.02	0.77	11.45

Figure 6: Flow Vs. Catchment Area Comparison – Catchment A

The peak 1% AEP flow defined within the modelling outputs (2.494 m^3/s) is within the lower and upper confidence limits for 1% storm for a catchment of this size as observed in Table 4. The recorded flow values for stations with catchments of a similar size are larger than those observed within this model, however this is expected to be due to the uncertainty surrounding small catchments. The peak flow output from DRAINS model aligns with the outputs of the RFFE and this therefore suggests that the IL/CL modelling is appropriate.

2.5 Hydraulic Results

Flood model results indicate the site to be inundated by low hazard and flood water in a 1% AEP+CC flood event. The flood depth in the centre of the flood storage to the south if the proposed development site is generally estimated to be approximately 400-450mm on south-east side of the proposed building. Figure 7 and Figure 8 show the flood depth map for the 1% AEP + Climate Change event. The results suggest that the southeast side acts as a natural detention basin due to the topographic gradient between the site and the adjacent road. This configuration creates a weir effect, causing water to pond within the site before overflowing onto the roadway.

The existing culvert at the intersection of Saundridge and Poatina Road looks to be of a small diameter (approx. 150mm) and as such will become blocked very easily. The conservative approach within this model has assumed that this culvert is 100% blocked. Consequently, overflow from the property is expected to enter the existing open channel until sufficient hydraulic pressure builds, causing overflow across the road and contributing to the overall flood depth.

Flood hazard is a categorisation of the danger to people and infrastructure. The hazard categories presented in Figure 10 are those recommended in Australian Rainfall & Runoff and have been utilised in this assessment. Figure 9 represents the flood hazard as being low hazard, mostly H1 within the road access way and half of the proposed building. The other half of the building and a small area of the access way is categorised as H2 due to

the depth of the flood shown in figure 7 and 8. As illustrated in Figure 11, negligible flow velocities are expected within the modelled overflow pathways on the proposed site. The designated hazard zones correspond to areas considered "generally safe for people, vehicles, and buildings" (H1) and "unsafe for small vehicles" (H2) as per ARR classifications.

The building FFL within the model has been set to 167.5m AHD as specified within dwg NMIS-200-DWG-3000. This raised level means that flood water ponds around the building, but it is currently above the water level during the 1% AEP + CC event.

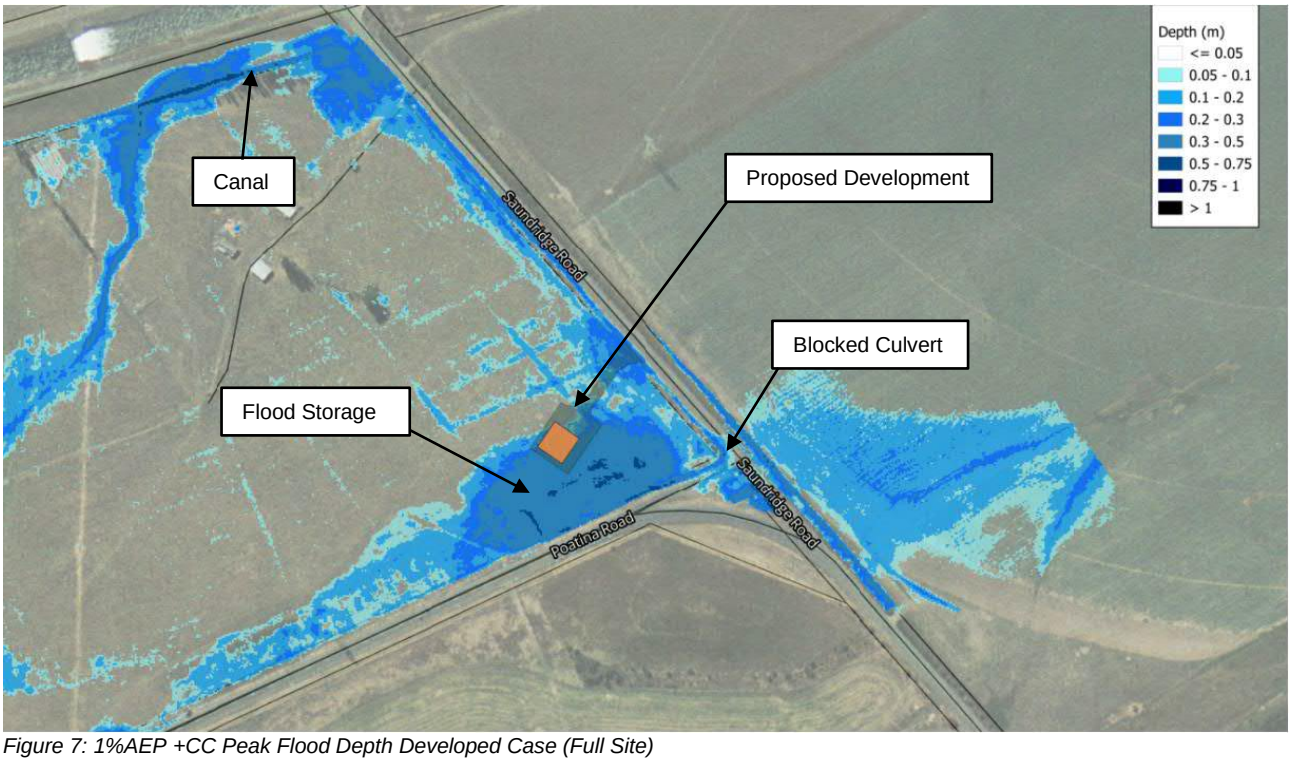

Figure 7: 1%AEP +CC Peak Flood Depth Developed Case (Full Site)

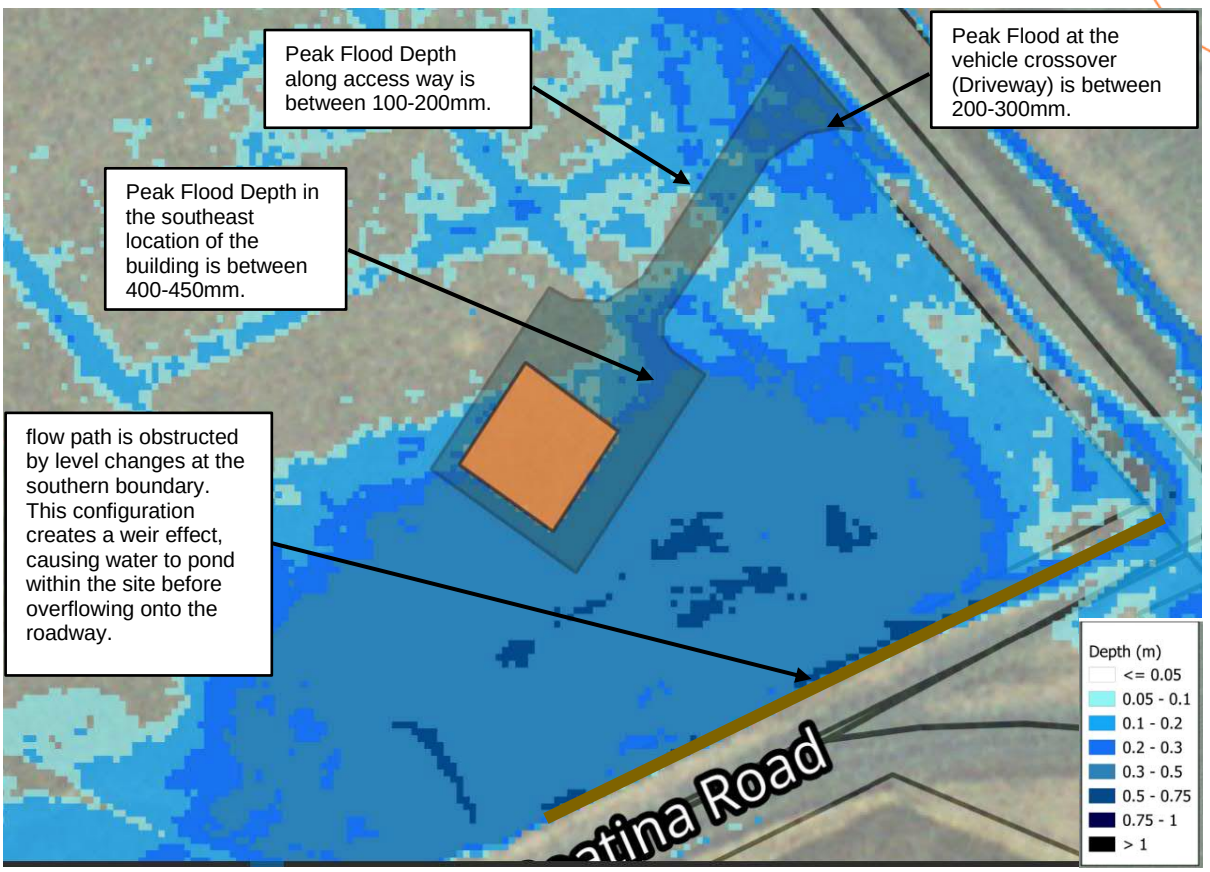

Figure 8: 1%AEP +CC Peak Flood Depth Developed Case (Proposed build and road accessway)

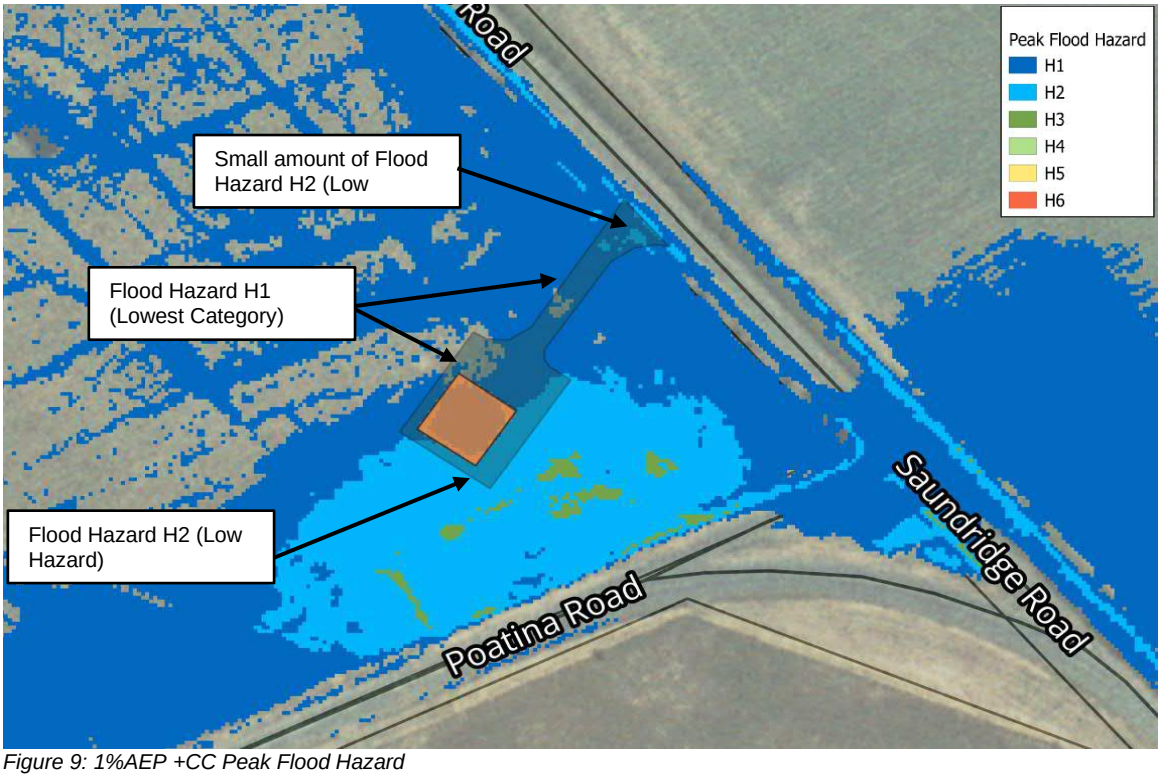

Figure 9: 1%AEP +CC Peak Flood Hazard

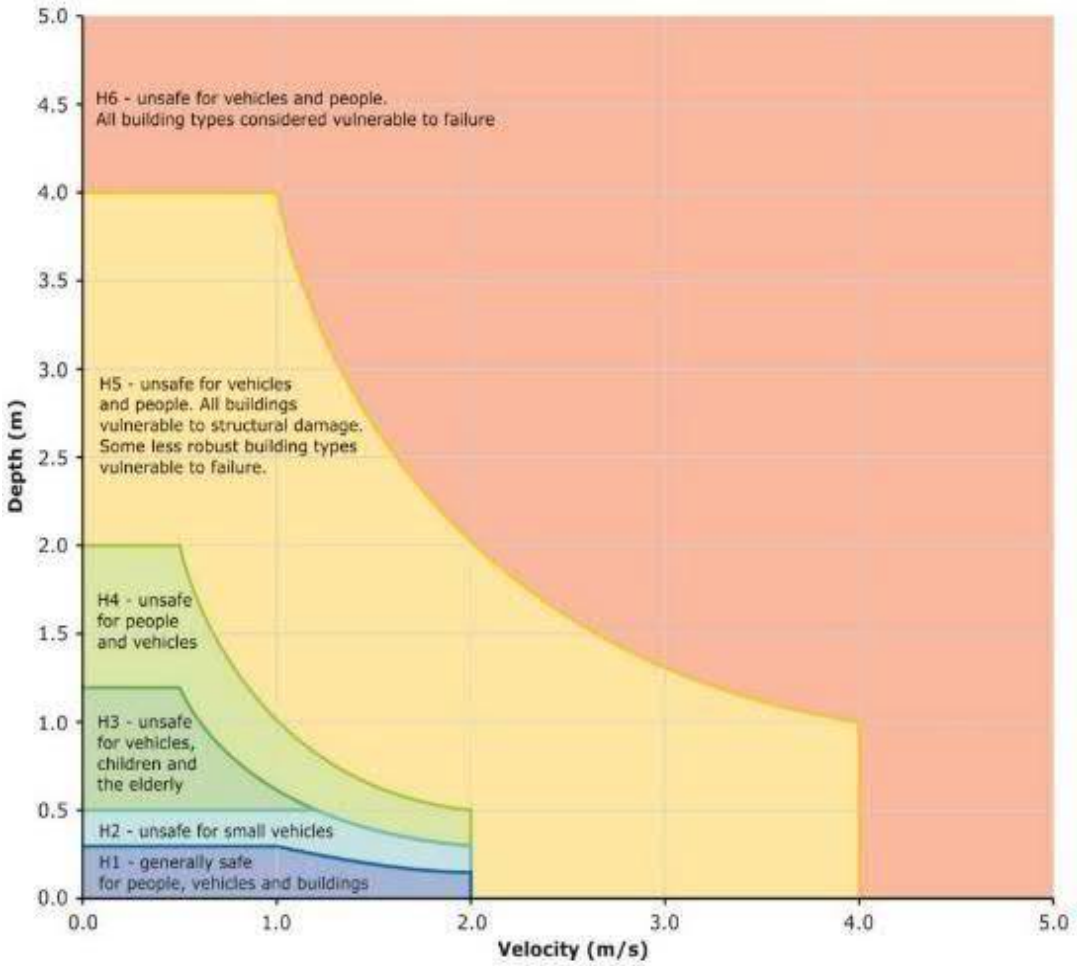

Figure 10: Australian Rainfall & Runoff Flood Hazard Categories

Figure 11: 1%AEP +CC Max Velocity

Flood afflux is a measure of the water level difference between existing and proposed conditions. Figure 12 indicates that the only change is that the flood water depths have decreased within the extent of the proposed buildings (as the building is raised above the existing terrain level). It also shows that the proposed development will not adversely impact flood levels on adjacent areas, with any increase in flood level contained within the bounds of the property.

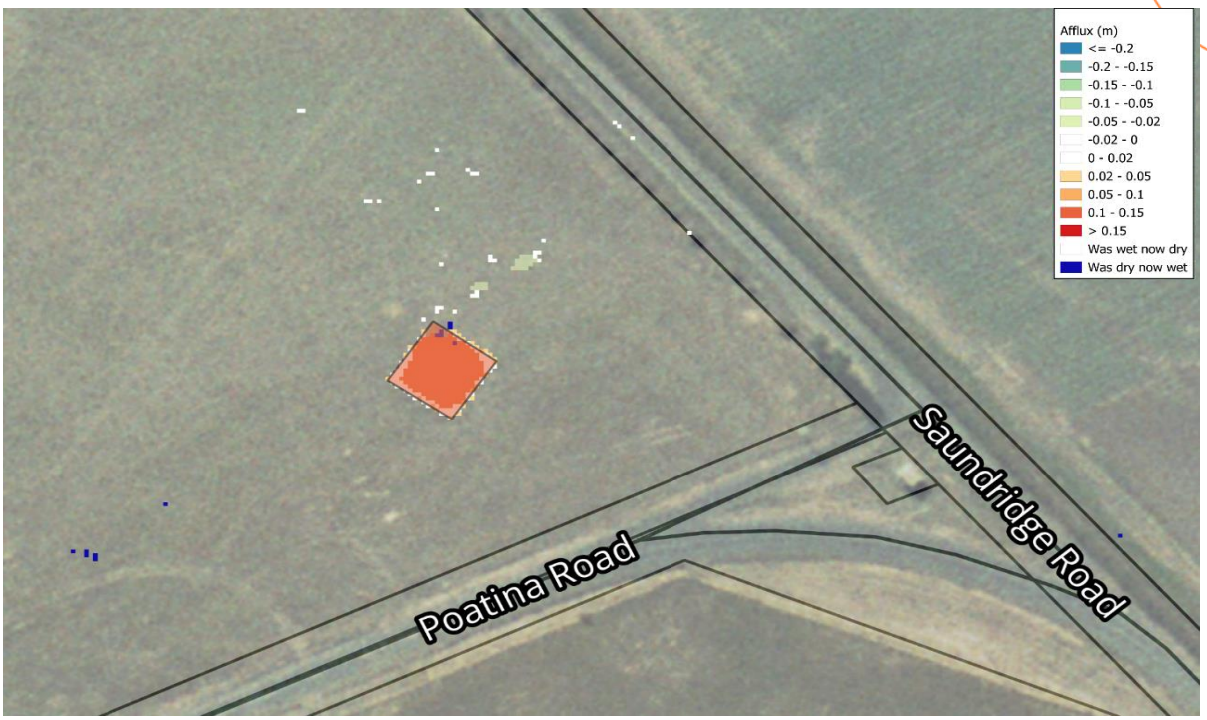

Figure 12: Flood Afflux 1%AEP +CC

3. Response to planning criteria

Table 5: Response to C12.6.1

Objective
That: (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.

Acceptable Solution	**Performance Criteria**
A1 No Acceptable Solution.	**P1.1** Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: (a) the type, form, scale and intended duration of the development; (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures. (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a flood hazard report. **P1.2** A flood hazard report also demonstrates that the building and works: (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.

Response

As there are no acceptable solution for building and works within a flood-prone hazard area, the following response to each performance criteria are as follows:

P1.1

a) A tolerable risk will be achieved as it is estimated that floodwater poses low risk to persons.

b) The estimated flood behaviour poses low risk level to people. The proposed design has incorporated building and road accessway siting within flooded area. It is recommended that critical infrastructure within the building have the required freeboard of 300mm to prevent damage during 1%AEP + CC rainfall event.

c) No specific advice has been provided other than the requirement for a flood hazard report and Council flood mapping data which has been considered in the hazard assessment.

d) Recommendations have been provided, see conclusions and recommendations section.

P1.2

a) The flood hazard assessment has undertaken “existing” vs “development” case flood modelling which has shown the proposed works will not cause or exacerbate flooding on adjacent properties.

b) The 1% AEP plus climate change flood extent has been estimated and the full proposed works avoid high hazard rated areas.

4. Conclusion and recommendations

To comply with the Flood Prone Area Code of the Tasmanian Planning Scheme, a hydrologic and hydraulic analysis was performed to quantify and characterize probable flood behaviour. Results for the peak 1% AEP flood plus climate change event indicate that the proposed building sits within the flood extent, but it raised and therefore above the flood water. The surrounding hardstand and access track also sit within the flood extent, but the hazard ratings for both are generally low.

The building is not intended for regular occupation by people, only transient occupation for maintenance and inspections. It is recommended that a freeboard of 300mm to critical infrastructure within the building is provided to prevent operational impact.

The proposed development does not increase flood risk to adjacent properties and poses a low risk to persons using the site.

Important information about your report

In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the Client for the purpose set out in the Report. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of the Client or such third parties.

The services undertaken by pitt&sherry in connection with preparing the Report were limited to those specifically detailed in the report and are subject to the restrictions, limitations and exclusions set out in the Report. The Report's accuracy is limited to the time period and circumstances existing at the time the Report was prepared. The opinions, conclusions and any recommendations in the Report are based on conditions encountered and information reviewed at the date of preparation of the Report. pitt&sherry has no responsibility or obligation to update the Report to account for events or changes occurring after the date that the report was prepared. If such events or changes occurred after the date that the report was prepared render the Report inaccurate, in whole or in part, pitt&sherry accepts no responsibility, and disclaims any liability whatsoever for any injury, loss or damage suffered by anyone arising from or in connection with their use of, reliance upon, or decisions or actions based on the Report, in whole or in part, for whatever purpose.

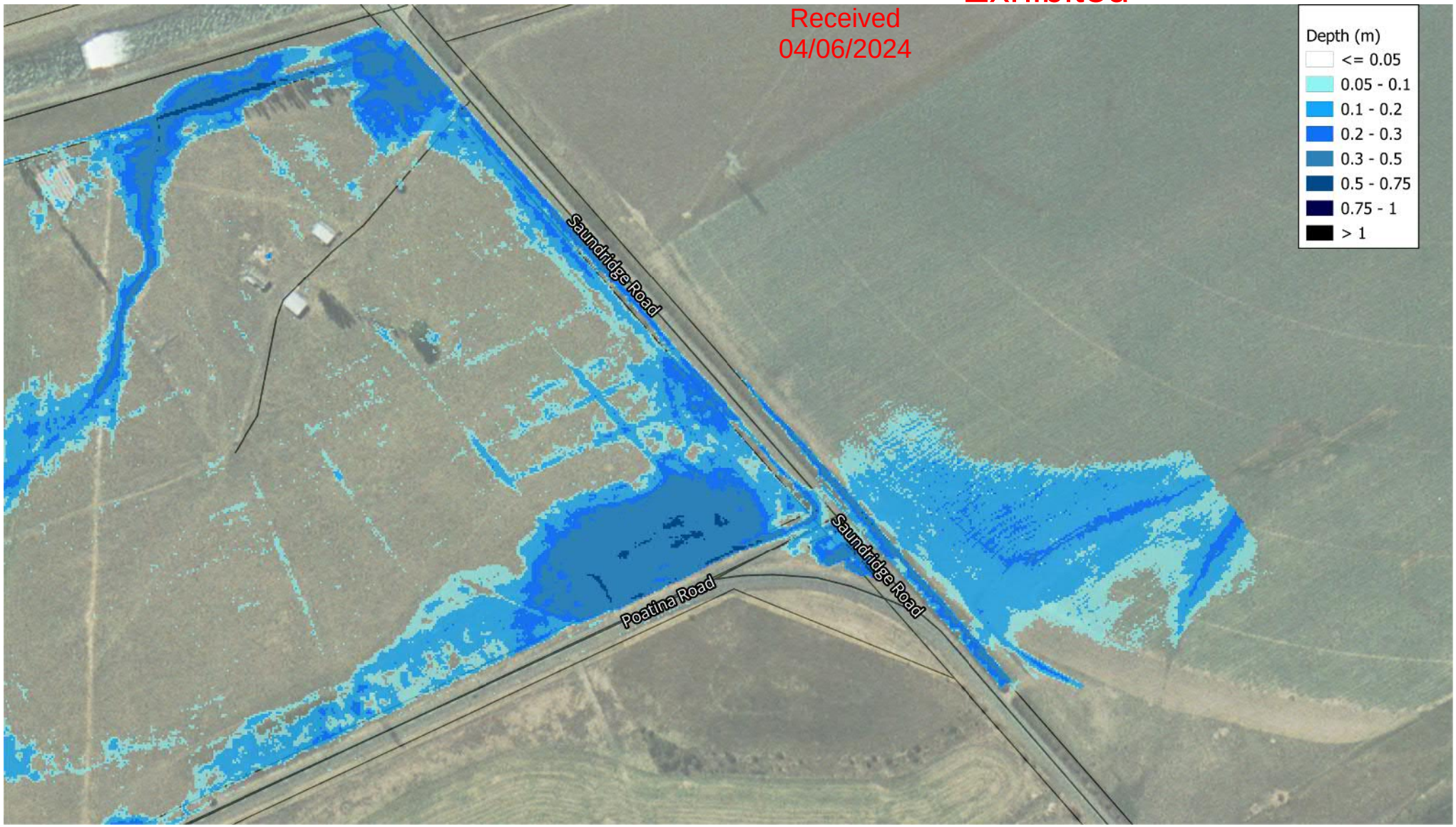

Figure 1: Flood Depths
Existing Case

1440 Saundridge Road, Cressy
Poatina Pump Station

pitt&sherry

LEGEND
CadastralParcels
RoadCentrelines
Road Access
4
Pump Station

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REVISION:	A		
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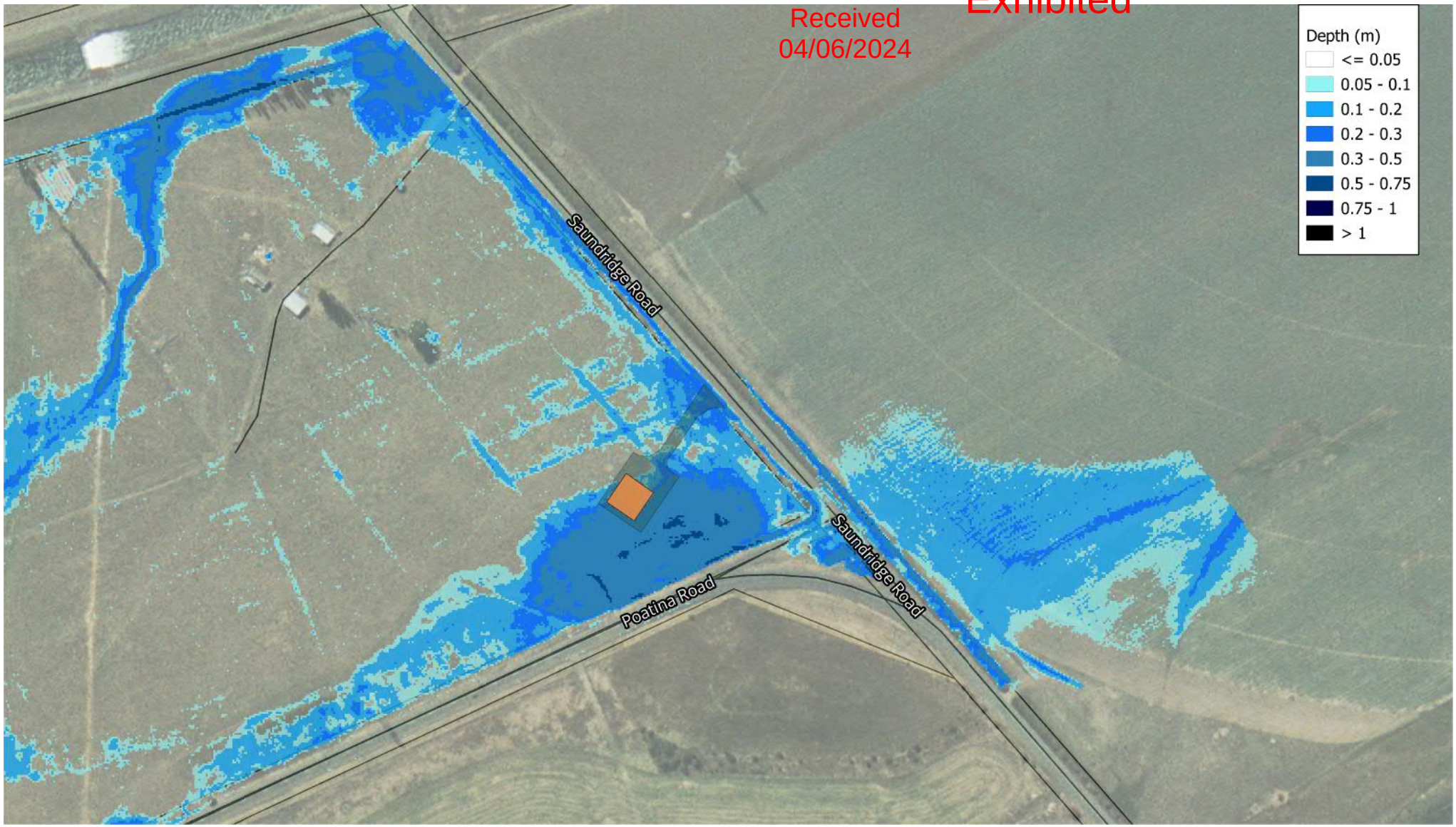

Figure 2: Flood Depths
Developed Case

1440 Saundridge Road, Cressy
Poatina Pump Station

pitt&sherry

LEGEND
CadastralParcels
RoadCentrelines
Road Access
4
Pump Station

MAP REF:	T-P211833-HYD_Workspace.qgz
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REVISION:	A
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DATA SOURCES: Base Map - TheLIST Orthophoto

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COORDINATE SYSTEM: GDA2020 / MGA zone 55
SCALE @ A3: 1:2,000

Figure 3: Afflux
Developed Case

1440 Saundridge Road, Cressy
Poatina Pump Station

pitt&sherry

LEGEND
CadastralParcels
RoadCentrelines
Road Access
4
Pump Station

MAP REF:	T-P211833-HYD_Workspace.qgz
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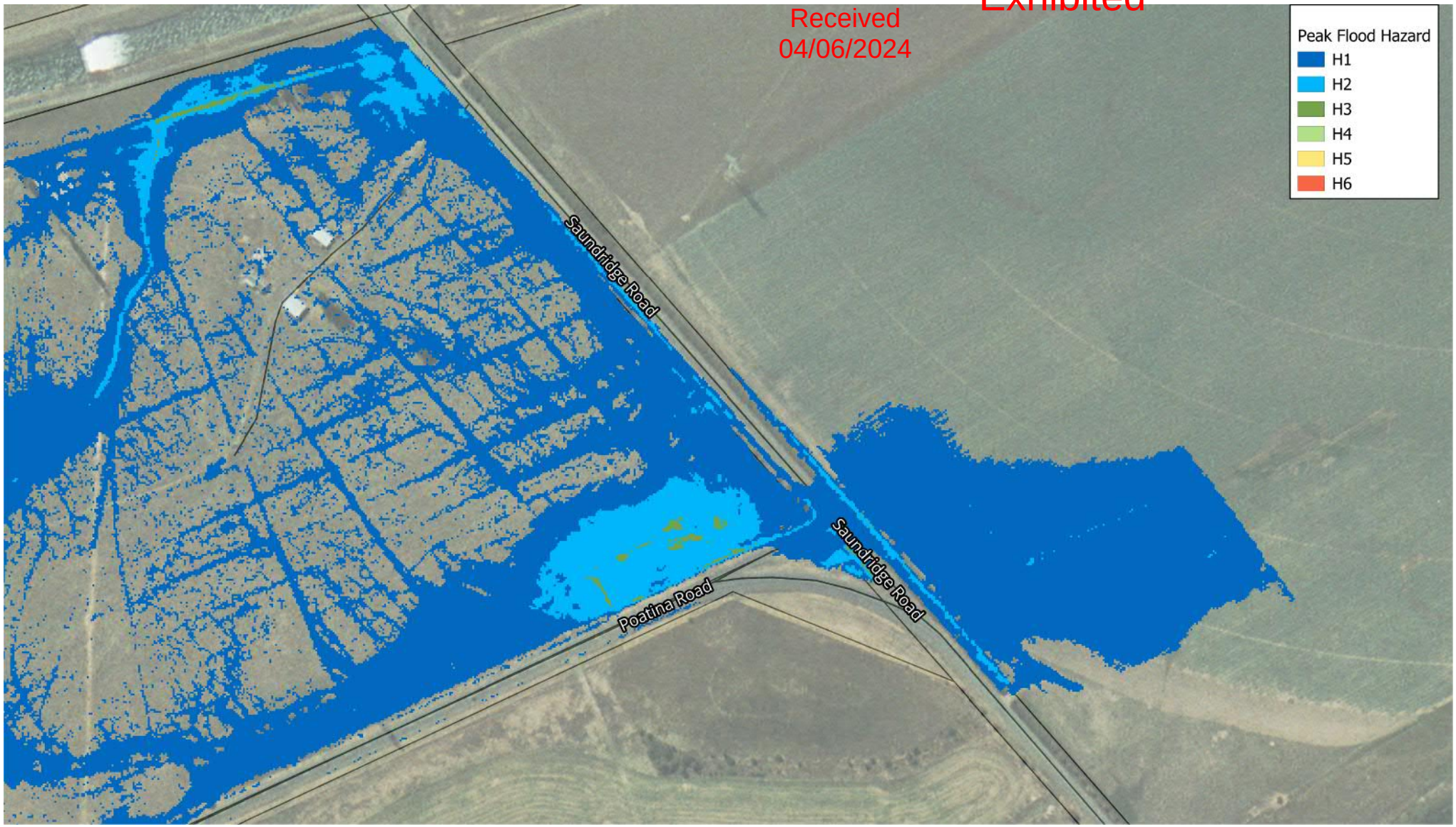

Figure 4: Peak Flood Hazard
Existing Case

1440 Saundridge Road, Cressy
Poatina Pump Station

pitt&sherry

LEGEND
CadastralParcels
RoadCentrelines
Road Access
4
Pump Station

MAP REF:	T-P211833-HYD_Workspace.qgz
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REVISION:	A
DATE:	2024-05-30T10:59:01.635

DATA SOURCES: Base Map - TheLIST Orthophoto

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0 40 80 120 160 m

COORDINATE SYSTEM: GDA2020 / MGA zone 55
SCALE @ A3: 1:2,000

Exhibited

Figure 5: Peak Flood Hazard
Developed Case

1440 Saundridge Road, Cressy
Poatina Pump Station

pitt&sherry

LEGEND
CadastralParcels
RoadCentrelines
Road Access
4
Pump Station

MAP REF:	T-P211833-HYD_Workspace.qgz
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DATA SOURCES: Base Map - TheLIST Orthophoto

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COORDINATE SYSTEM: GDA2020 / MGA zone 55
SCALE @ A3: 1:2,000

Exhibited

Figure 6: Max Velocity
Existing Case

1440 Saundridge Road, Cressy
Poatina Pump Station

pitt&sherry

LEGEND CadastralParcels, RoadCentrelines, Road Access, 4, Pump Station

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COORDINATE SYSTEM: GDA2020 / MGA zone 55
SCALE @ A3: 1:2,000

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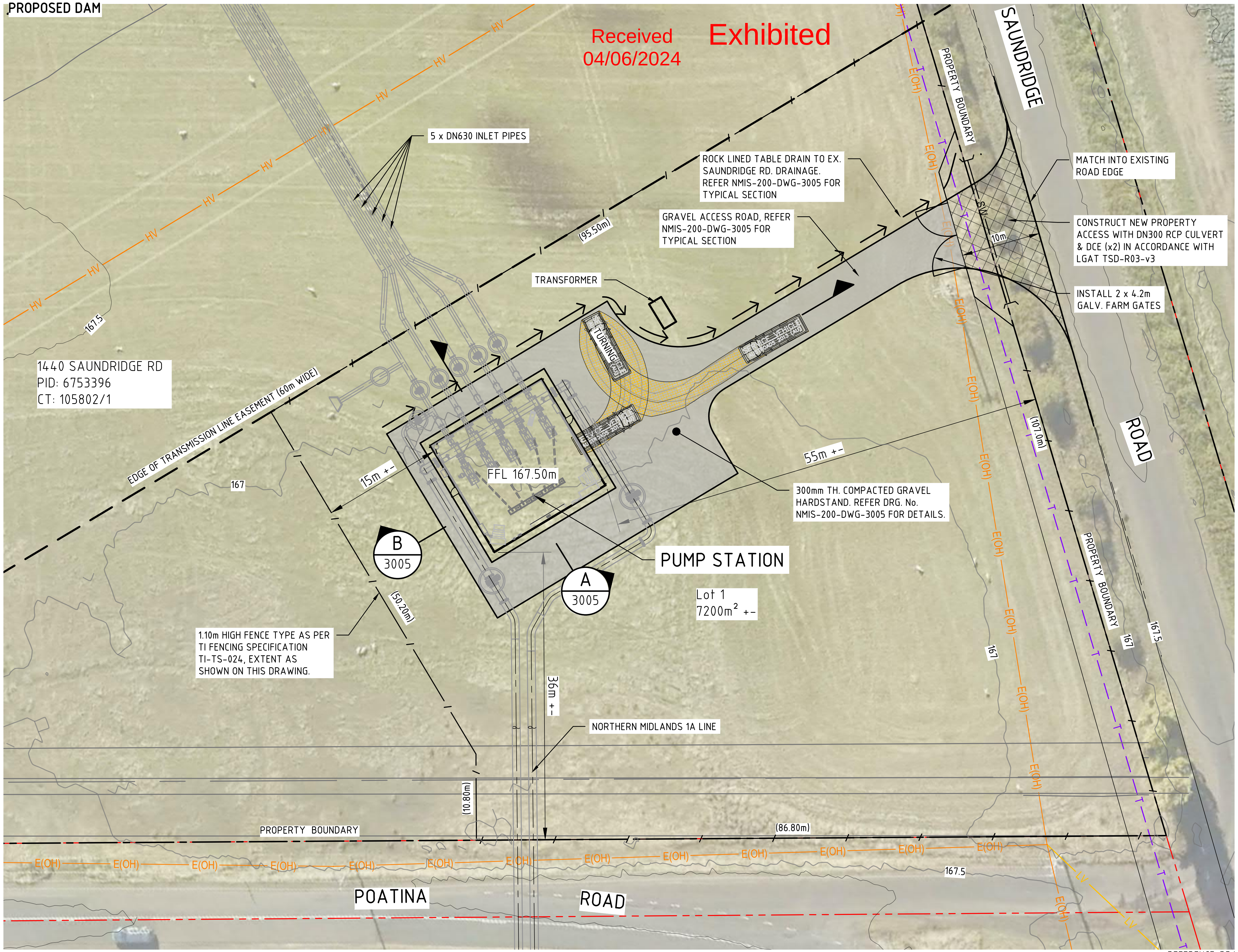
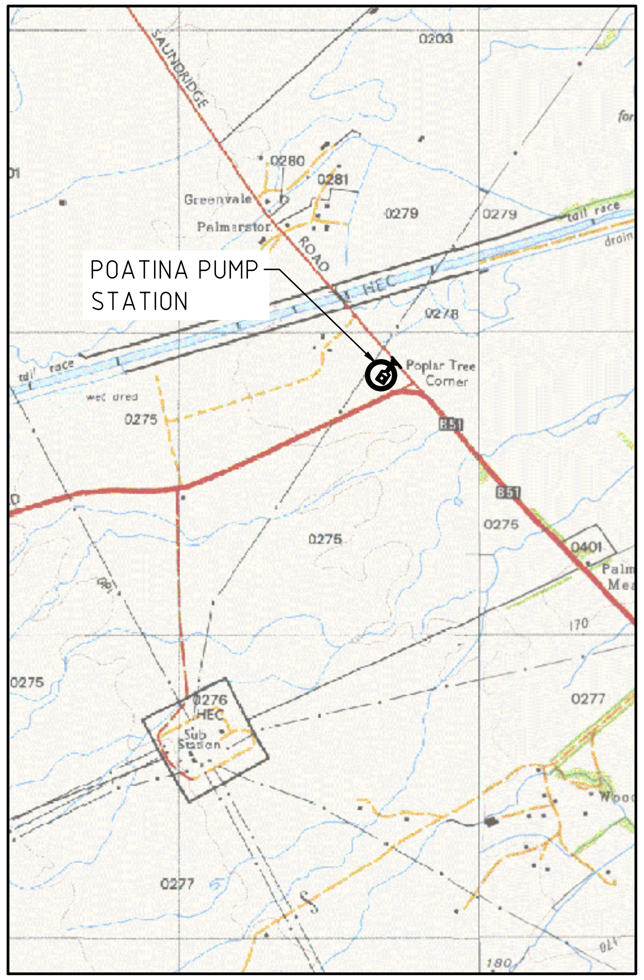
Proposed Development

Appendix B





LOCALITY PLAN

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0 5 10 15m — SCALE 1:500 AT ORIGINAL SIZE

SITE PLAN

SCALE 1: 500

REFERENCE DRAWINGS:

DRAWING STATUS: **PRELIMINARY**

No	REVISION	DATE	BY	Approved
2	PUMP STATION LOCATION REVISED	05.02.24	GJS	BD
1	ISSUED FOR CONSTRUCTION	17.03.23	GJS	BD
0	ISSUED FOR CONSTRUCTION	22.12.22	GJS	BD

DO NOT SCALE

DIMENSIONS IN MILLIMETERS — DRAWING PRACTICE TO AS1100-1992

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GHD REF: 12556374

pinion ADVISORY — GHD

	Signed	Date
Drawn	G. SCOLYER	11/23
Checked		
Designed	GHD/PINION	11/23
Design Approved		
TI Approved/Accepted		

Tasmanian Irrigation

ABN: 95 722 799 075 ACN: 133 148 384

LEVEL 2 TERMINAL BUILDING LAUNCESTON AIRPORT, WESTERN JUNCTION, TASMANIA
P.O. BOX 84 EVANDALE TAS. 7212
PHONE. 03 6398 8433 FAX. 03 6398 8441

PROJECT NAME: NORTHERN MIDLANDS IRRIGATION SCHEME (NMIS)

DRAWING TITLE: POATINA PUMP STATION SITE PLAN

DRAWING TYPE: CE

EQUIPMENT ID:

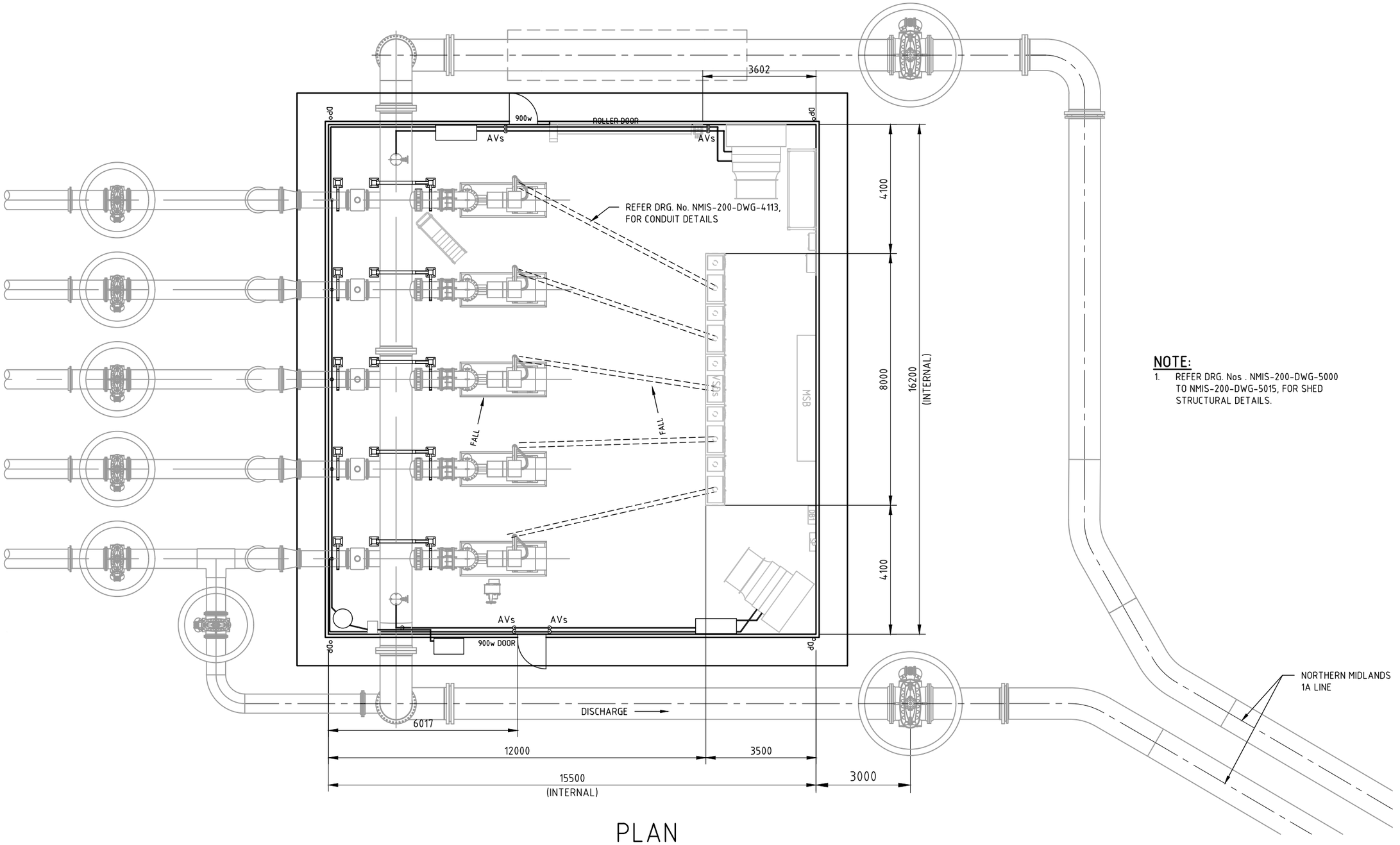
SCALE AT A3: AS SHOWN

TI DRAWING NUMBER: NMIS-200-DWG-3000

REVISION: 2

Received
04/06/2024

Exhibited



PLAN

SCALE 1:125

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SCALE 1:125 AT ORIGINAL SIZE

NOTE:

1. REFER DRG. Nos . NMIS-200-DWG-5000 TO NMIS-200-DWG-5015, FOR SHED STRUCTURAL DETAILS.

REFERENCE DRAWINGS:

DRAWING STATUS: **PRELIMINARY**

No	REVISION	DATE	BY	Approved
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1	ISSUED FOR CONSTRUCTION	17.03.23	GJS	BD
0	ISSUED FOR CONSTRUCTION	22.12.22	GJS	BD

DO NOT SCALE

DIMENSIONS IN MILLIMETERS DRAWING PRACTICE TO AS1100-1992

GHD REF: 12556374

	Signed	Date
Drawn	G.SCOLYER	11/21
Checked	B. DAVIE	05/22
Designed	B. NADLER	05/22
Design Approved	B. DAVIE	06/22
TI Approved/Accepted		

Tasmanian Irrigation
ABN: 95 722 799 075 ACN: 133 148 384
LEVEL 2 TERMINAL BUILDING LAUNCESTON AIRPORT, WESTERN JUNCTION. TASMANIA
P.O. BOX 84 EVANDALE TAS. 7212
PHONE. 03 6398 8433 FAX. 03 6398 8441

PROJECT NAME: NORTHERN MIDLANDS IRRIGATION SCHEME (NMIS)

DRAWING TYPE: AR

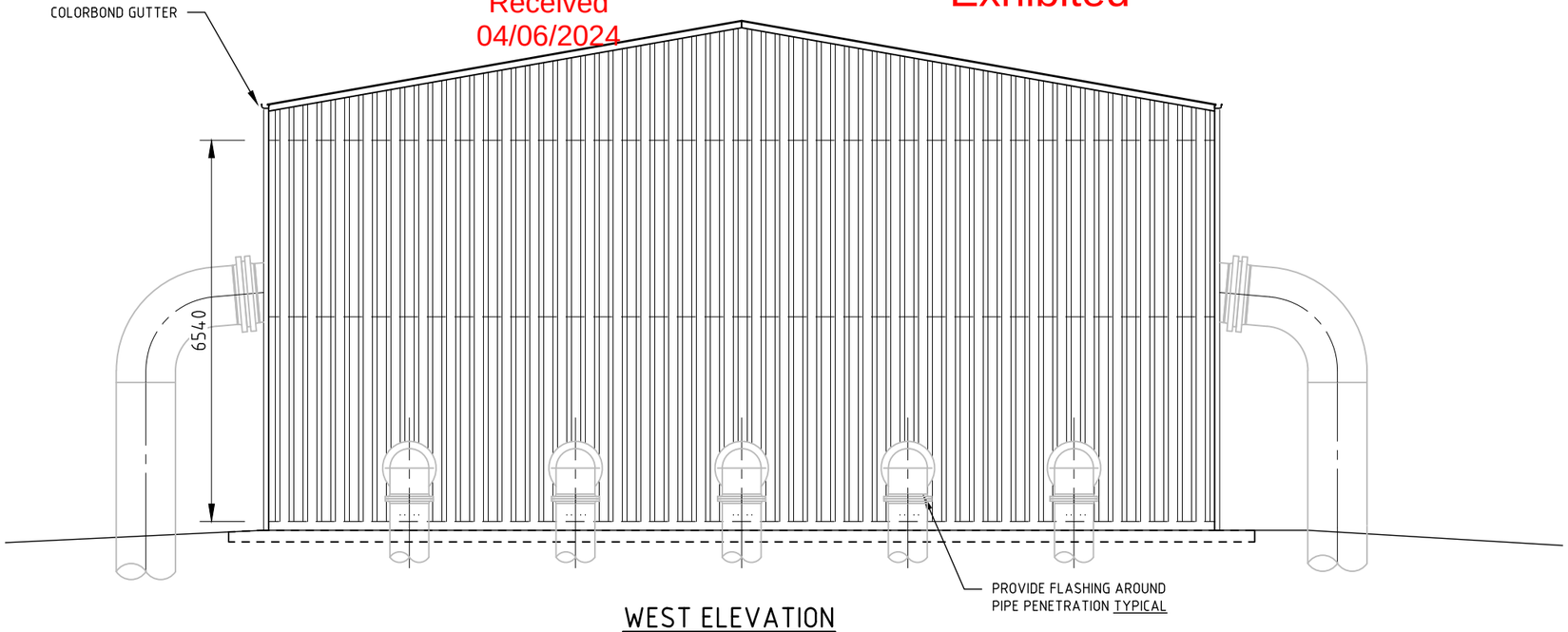
DRAWING TITLE: POATINA PUMP STATION
ARCHITECTURAL - GENERAL ARRANGEMENT
FLOOR PLAN

EQUIPMENT ID:

SCALE AT A3: 1:125

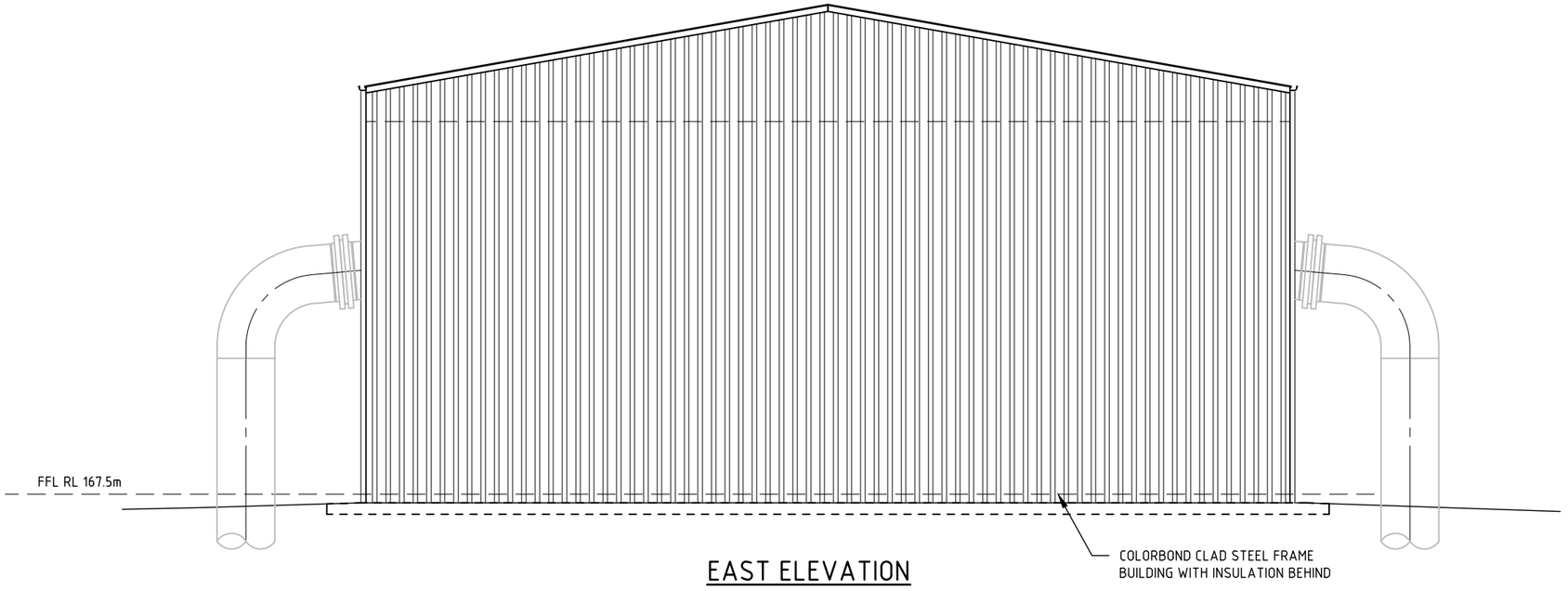
TI DRAWING NUMBER: NMIS-200-DWG-3001

REVISION: 3



WEST ELEVATION

SCALE 1:100



EAST ELEVATION

SCALE 1:100

0 1000 2000 3000mm
SCALE 1:100 AT ORIGINAL SIZE

REFERENCE DRAWINGS:

DRAWING STATUS: **PRELIMINARY**

No	REVISION	DATE	BY	Approved
3	PUMP STATION LOCATION REVISED			
2	RE-ISSUED FOR CONSTRUCTION	28.07.23	JMA	BD
1	ISSUED FOR CONSTRUCTION	17.03.23	GJS	BD
0	ISSUED FOR CONSTRUCTION	22.12.22	GJS	BD

DO NOT SCALE

DIMENSIONS IN MILLIMETERS DRAWING PRACTICE TO AS1100-1992

GHD REF: 12556374

	Signed	Date
Drawn	G. SCOLYER	11/21
Checked	B. NADLER	11/21
Designed	B. NADLER	11/21
Design Approved	B. DAVIE	06/22
TI Approved/Accepted		

Tasmanian Irrigation
ABN: 95 722 799 075 ACN: 133 148 384
LEVEL 2 TERMINAL BUILDING LAUNCESTON AIRPORT, WESTERN JUNCTION. TASMANIA
P.O. BOX 84 EVANDALE TAS. 7212
PHONE. 03 6398 8433 FAX. 03 6398 8441

PROJECT NAME: NORTHERN MIDLANDS IRRIGATION SCHEME (NMIS)

DRAWING TYPE: AR

DRAWING TITLE: POATINA PUMP STATION
ARCHITECTURAL - GENERAL ARRANGEMENT
ELEVATIONS - SHEET 1 OF 2

EQUIPMENT ID:

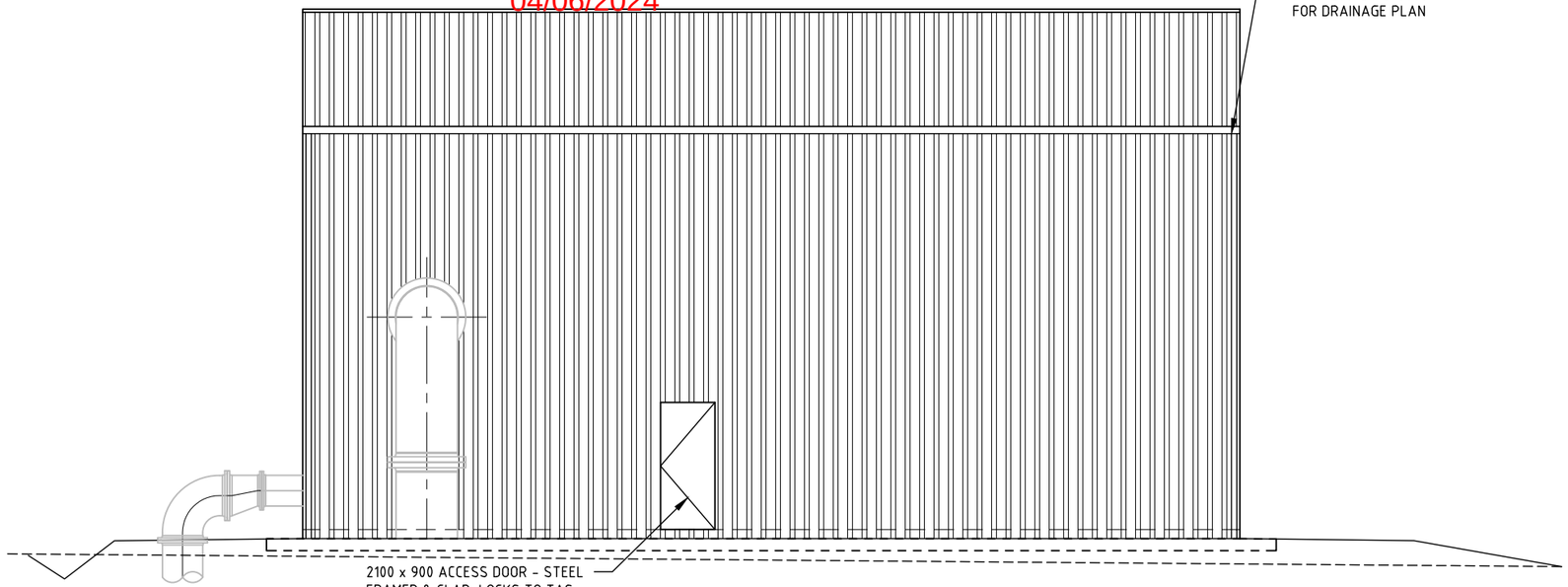
SCALE AT A3: 1:100

TI DRAWING NUMBER: NMIS-200-DWG-3002

REVISION: 3

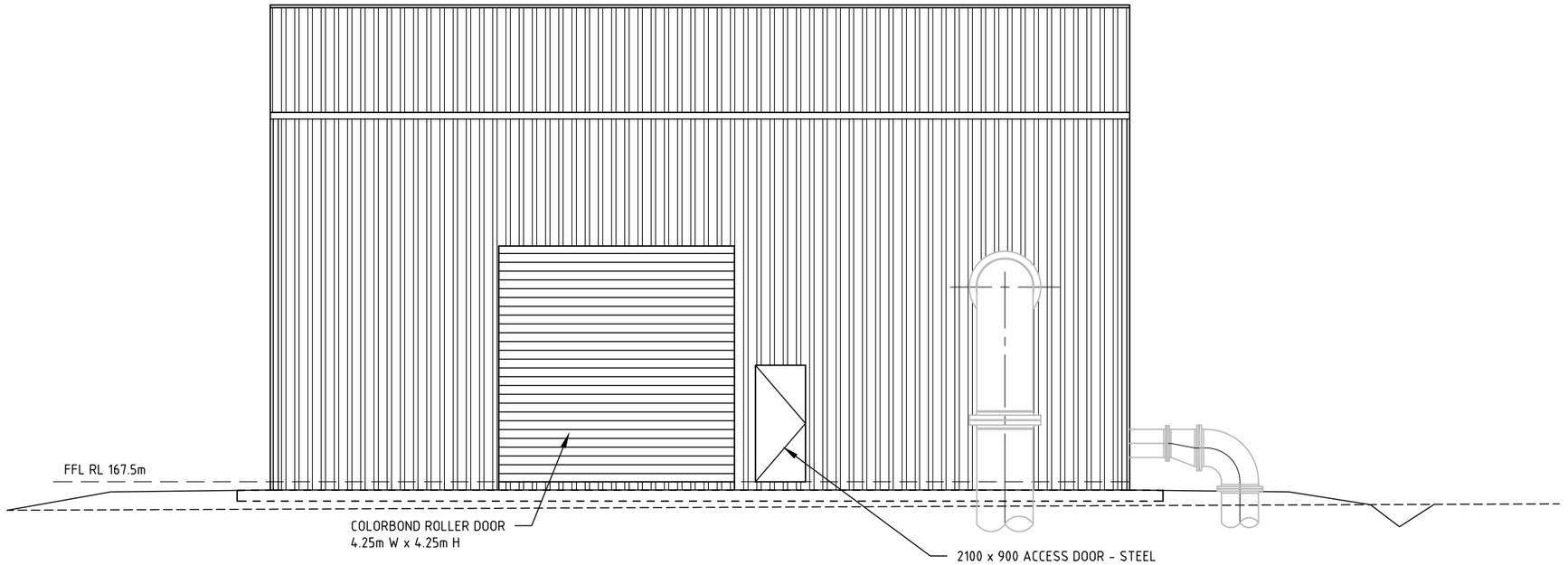
Exhibited

Received
04/06/2024



SOUTH ELEVATION

SCALE 1:100



NORTH ELEVATION

SCALE 1:100

0 1000 2000 3000mm

SCALE 1:100 AT ORIGINAL SIZE

REFERENCE DRAWINGS:

DRAWING STATUS: **PRELIMINARY**

No	REVISION	DATE	BY	Approved
3	PUMP STATION LOCATION REVISED			
2	RE-ISSUED FOR CONSTRUCTION	28.07.23	JMA	BD
2	ISSUED FOR CONSTRUCTION	17.03.23	GJS	BD
0	ISSUED FOR CONSTRUCTION	22.12.22	GJS	BD

DO NOT SCALE

DIMENSIONS IN MILLIMETERS DRAWING PRACTICE TO AS1100-1992

GHD REF: 12556374

	Signed	Date
Drawn	G. SCOLYER	11/21
Checked	B. NADLER	11/21
Designed	B. NADLER	11/21
Design Approved	B. DAVIE	06/22
TI Approved/Accepted		

Tasmanian Irrigation

ABN: 95 722 799 075 ACN: 133 148 384

LEVEL 2 TERMINAL BUILDING LAUNCESTON AIRPORT, WESTERN JUNCTION, TASMANIA
P.O. BOX 84 EVANDALE TAS. 7212
PHONE. 03 6398 8433 FAX. 03 6398 8441

PROJECT NAME: NORTHERN MIDLANDS IRRIGATION SCHEME (NMIS)

DRAWING TYPE: AR

DRAWING TITLE: POATINA PUMP STATION
ARCHITECTURAL - GENERAL ARRANGEMENT
ELEVATIONS - SHEET 2 OF 2

EQUIPMENT ID:

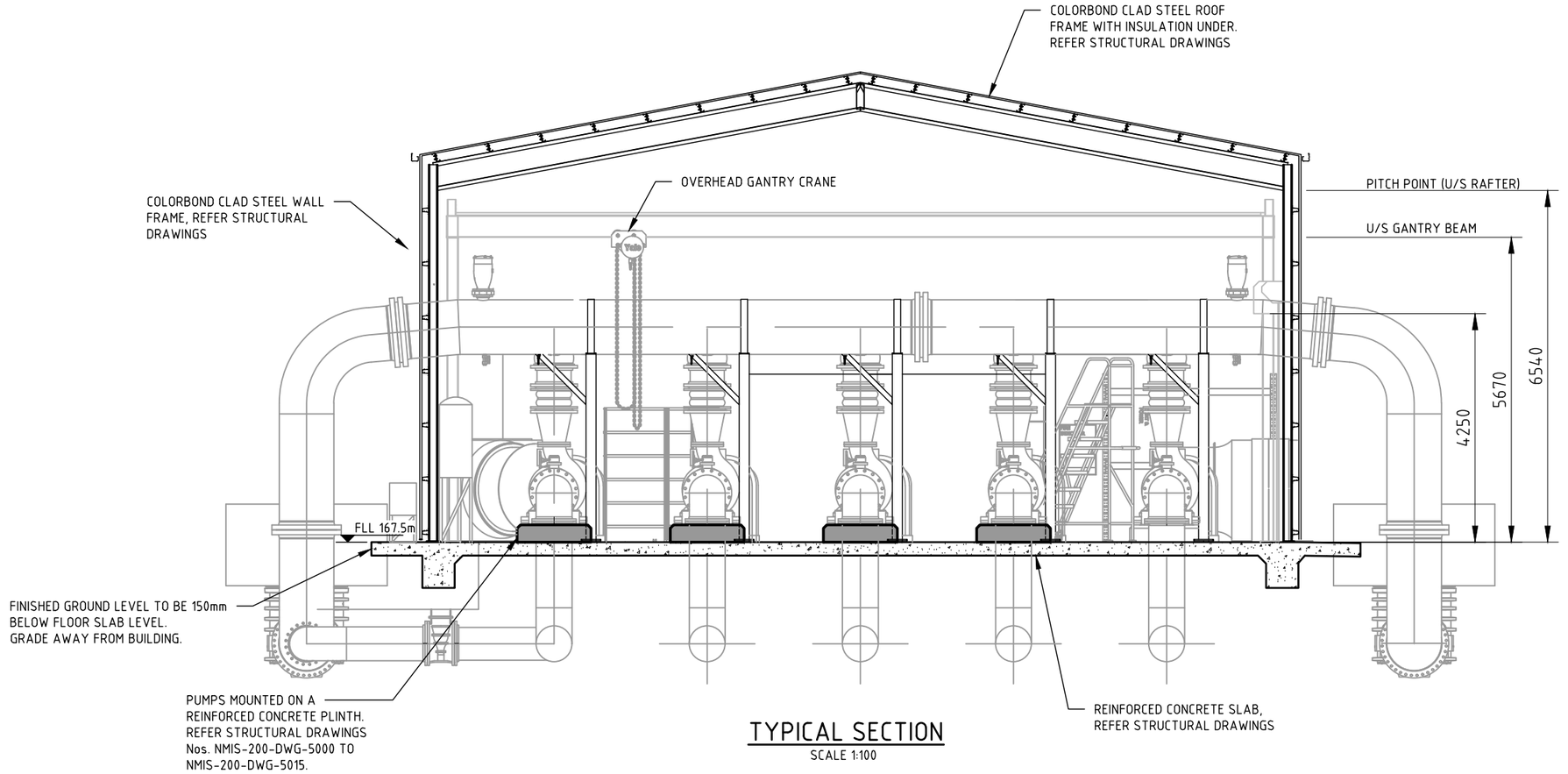
SCALE AT A3: 1:100

TI DRAWING NUMBER: NMIS-200-DWG-3003

REVISION: 3

Exhibited

Received
04/06/2024



TYPICAL SECTION

SCALE 1:100

0 1000 2000 3000mm

SCALE 1:100 AT ORIGINAL SIZE

REFERENCE DRAWINGS:

DRAWING STATUS: **PRELIMINARY**

No	REVISION	DATE	BY	Approved
3	PUMP STATION LOCATION REVISED			
2	RE-ISSUED FOR CONSTRUCTION	28.07.23	JMA	BD
1	ISSUED FOR CONSTRUCTION	17.03.23	GJS	BD
0	ISSUED FOR CONSTRUCTION	22.12.22	GJS	BD

DO NOT SCALE

DIMENSIONS IN MILLIMETERS DRAWING PRACTICE TO AS1100-1992

GHD REF: 12556374

	Signed	Date
Drawn	G. SCOLYER	11/21
Checked	B. DAVIE	05/22
Designed	B. NADLER	10/21
Design Approved	B. DAVIE	06/22
TI Approved/Accepted		

Tasmanian Irrigation
ABN: 95 722 799 075 ACN: 133 148 384
LEVEL 2 TERMINAL BUILDING LAUNCESTON AIRPORT,
WESTERN JUNCTION. TASMANIA
P.O. BOX 84 EVANDALE TAS. 7212
PHONE. 03 6398 8433 FAX. 03 6398 8441

PROJECT NAME: NORTHERN MIDLANDS IRRIGATION SCHEME (NMIS)

DRAWING TYPE: AR

DRAWING TITLE: POATINA PUMP STATION
ARCHITECTURAL - GENERAL ARRANGEMENT
TYPICAL SECTION

EQUIPMENT ID:

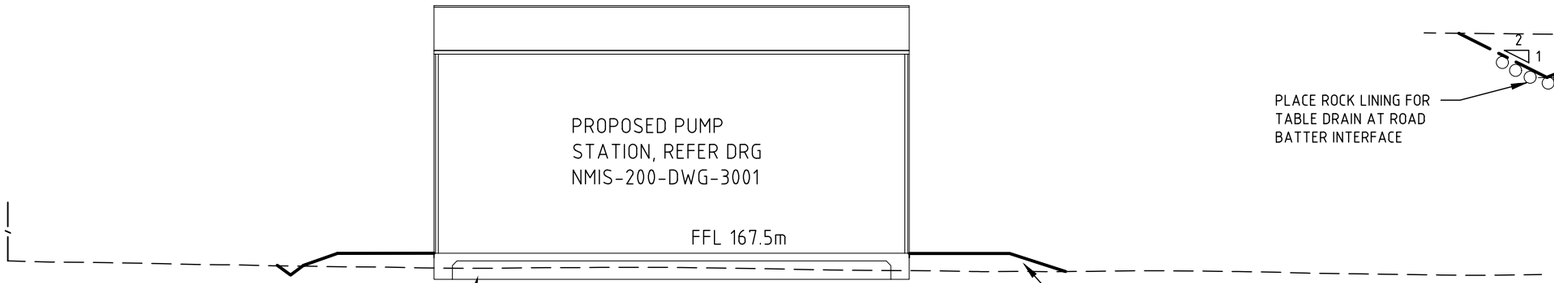
SCALE AT A3: 1:100

TI DRAWING NUMBER: NMIS-200-DWG-3004

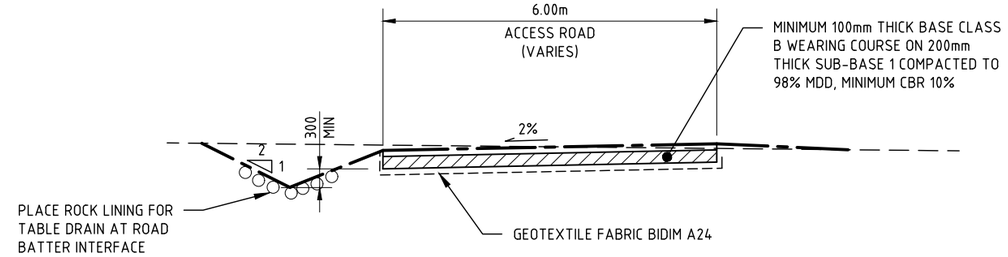
REVISION: 3

Exhibited

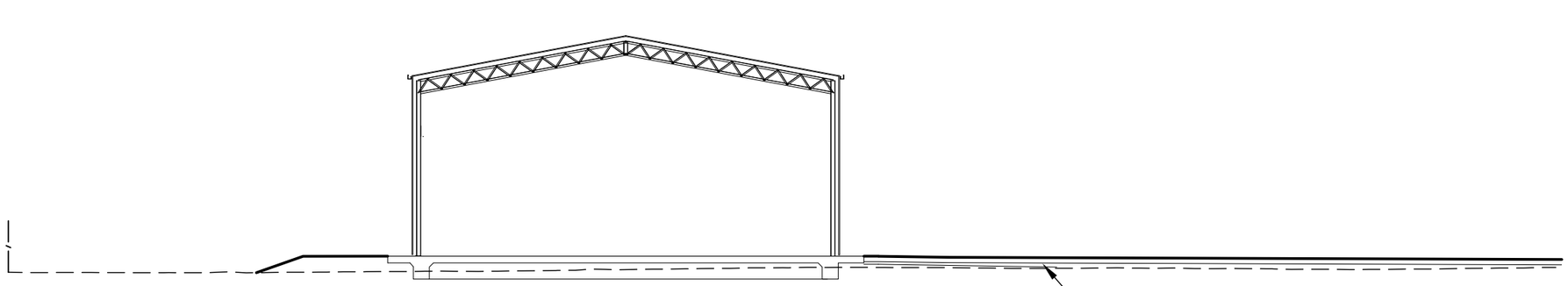
Received
04/06/2024



SECTION A-A
SCALE 1:200



TYPICAL ACCESS ROAD SECTION
SCALE 1: 100



SECTION B-B
SCALE 1:200

0 2 4 6m
SCALE 1:200 AT ORIGINAL SIZE

REFERENCE DRAWINGS:

DRAWING STATUS: **PRELIMINARY**

No	REVISION	DATE	BY	Approved
2	PUMP STATION LOCATION REVISED			
1	ISSUED FOR CONSTRUCTION	17.03.23	GJS	BD
0	ISSUED FOR CONSTRUCTION	22.12.22	GJS	BD

DO NOT SCALE

DIMENSIONS IN MILLIMETERS DRAWING PRACTICE TO AS1100-1992

GHD REF: 12556374

	Signed	Date
Drawn	G. SCOLYER	10/21
Checked	B. DAVIE	05/22
Designed	B. NADLER	02/22
Design Approved	B. DAVIE	06/22
TI Approved/Accepted		

Tasmanian Irrigation
ABN: 95 722 799 075 ACN: 133 148 384
LEVEL 2 TERMINAL BUILDING LAUNCESTON AIRPORT,
WESTERN JUNCTION. TASMANIA
P.O. BOX 84 EVANDALE TAS. 7212
PHONE. 03 6398 8433 FAX. 03 6398 8441

PROJECT NAME	NORTHERN MIDLANDS IRRIGATION SCHEME (NMIS)
DRAWING TYPE	CE
DRAWING TITLE	POATINA PUMP STATION SITEWORKS TYPICAL CROSS SECTIONS
EQUIPMENT ID	
SCALE AT A3	1:200
TI DRAWING NUMBER	NMIS-200-DWG-3005
REVISION	2

pitt&sherry

Poatina Pump Station
Flood Hazard Report

Pitt & Sherry (Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally
—
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport

pitt&sherry

Report to support a planning permit application

Contact

Doug Fotheringham
03 6323 1915
dfotheringham@pittsh.com.au

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Hobart
Launceston
Newcastle
Devonport

ref: T-P.21.1833-CIV-NMIS-DA-Poatina-REP-Rev01