PLAN 1

PLANNING APPLICATION PLN-20-0026

19 PEEL STREET, LONGFORD

ATTACHMENTS

A Application & plans

B Responses from referral agencies

C Representation & applicant's response

PLANNING APPLICATION

Proposal

Description of proposal: Central North Division Police Station (see attached planning report)

(attach additional sheets if necessary)

Site address: Cnr Cressy Road and Peel Street, Longford (CT 29939/1)

CT no: 29939/1

Estimated cost of project $ 5M *(include cost of landscaping, car parks etc for commercial/industrial uses)*

Are there any existing buildings on this property? *Yes / No*

If yes – main building is used as .....

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

Please see attached planning assessment report

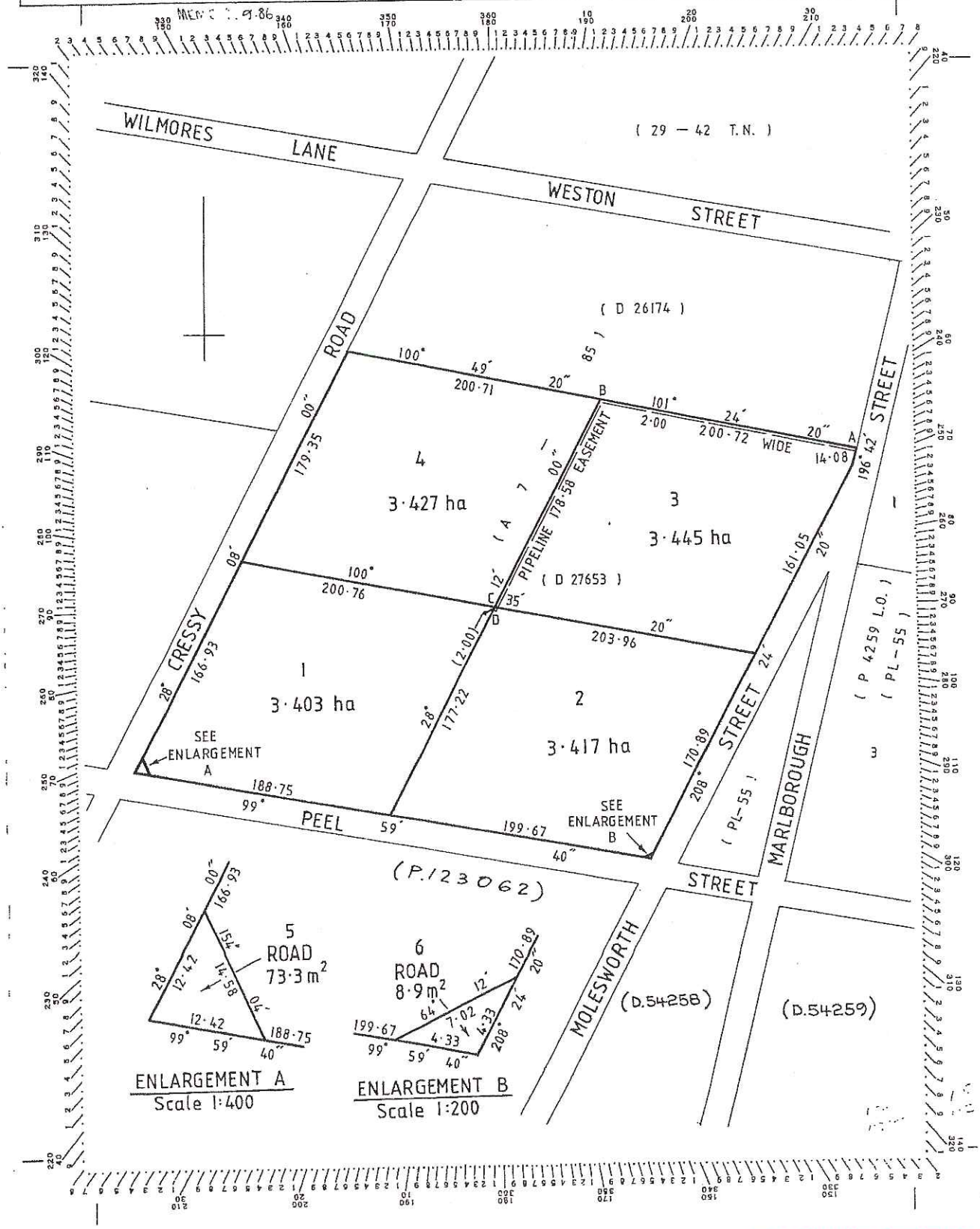
(attach additional sheets if necessary)

Is any signage required? Not as part of this application

(if yes, provide details)

25184

Owner: Phyllis Mary Archer & Anthony Kerry Archer	**PLAN OF SURVEY** by Surveyor R.V.Tait of land situated in the TOWN OF LONGFORD Section B2	Registered Number: **S. P29939**
Title Reference C.T. Vol. 4236 Fol. 91.		~~Approved~~ Effective from: 7 - NOV 1986
Grantee: Whole of 33a.2r. 18p., Robert Thirkell, pur.	SCALE 1: 3 000 MEASUREMENTS IN METRES	Acting Recorder of Titles



EXHIBITED

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HOBART TASMANIA 7004
TELEPHONE (03) 6224 9997

LAUNCESTON LEVEL 2 HOLYMAN HOUSE
52 - 54 BRISBANE STREET
LAUNCESTON TASMANIA 7250
TELEPHONE (03) 6224 9997

EMAIL hbv@hbvarchitects.com.au

HBV ARCHITECTS

Council Development Officer
13 Smith Street
LONGFORD TAS 7301

Design Statement:

Please find enclosed development application that details our proposal for Longford Police Station, located on the corner of Cressy Road & Peel Street. This letter is intended to accompany the proposal and assist in outlining the priorities that have shaped the design.

The site is located on flat country in the Northern Midlands between the Great Westerns Tiers and Ben Lomond peaks which are the dominant features in the landscape. The siting and design of the station aims to be an open and legible community building that welcomes the public, references its landscape and conveys an impression of belonging.

The materiality of the building and its scale and placement in the landscape recalls other rural buildings in the area. Zincalume cladding, precast concrete and timber milled from Macrocarpa trees that have resided on site for most of the last century will ground the building and help ease it into its surroundings

The roof forms of the proposed police station act as fifth façade and serve as an abstract representation of the folding valleys and ridges of the Western Tiers that can be seen from certain parts of the site. The building presents as a sculptural form on the relatively flat site and sets up the plain/plateau relationship that is experienced on a macro scale, but a on a smaller human scale.

The site, as opposed to stations in urban settings, will be most commonly be viewed from within travelling vehicles. This consideration has informed the design of the roof forms as mentioned above, but also the design of the elevation facing Cressy Road. Through the use of specifically spaced vertical battens, a 'shimmering' effect will be experienced when moving past the building, creating a dynamic façade that generates interest in the building.

The public entrance to the building has been thoughtfully expressed from the vehicle entrance, and the landscaping will provide wayfinding to help guide the public to the designated carpark. A longitudinal textured concrete wall will escort visitors to a main foyer space for public services, while the functional police entrance is concealed behind a vehicle gate. The secure police entrance is directly accessed from the main road entrance to aid in efficiency of vehicle movement.

Thank you for your consideration of the attached. It has been our focus to submit a considered and sympathetic proposal that is appropriate to the site and locality. Please contact the undersigned directly to discuss in detail or for further information as required.

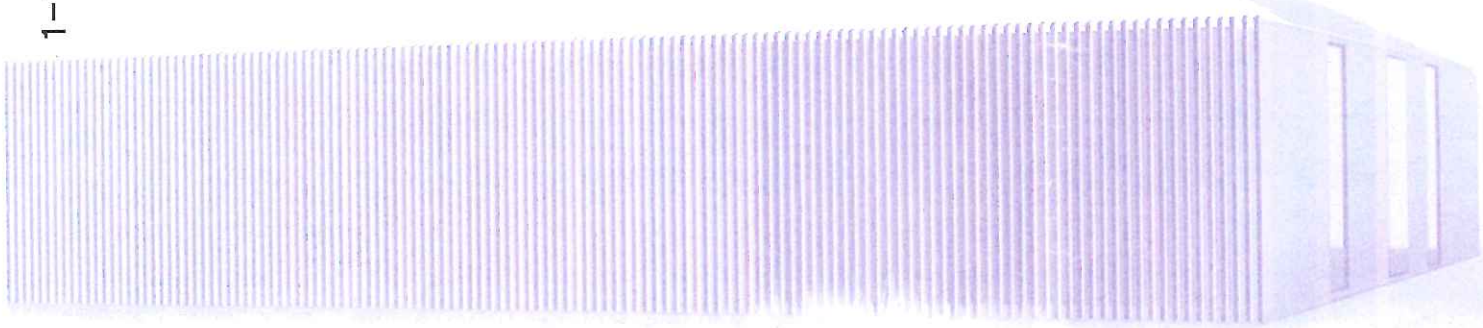
Yours sincerely,

Rohan Pace
HBV Architects

CENTRAL NORTH DIVISION STATION

LONGFORD

1–109



ADVERTISING DOCUMENTS

NOT FOR CONSTRUCTION

REV No.	DETAILS	DATE

DPFEM

HEFFERNAN BUTTON VOSS ARCHITECTS

DRAWING LIST:

A000 - Cover
A100 - Location Plan
A101 - Site Plan
(omitted for advertising) ~~A102 - Floor Plan~~
A201 - Elevations
A301 - Render 01
A302 - Render 02

EXHIBITED

PROJECT
Cressy Road, Longford
Proposed
Central North Division Station

DRAWING
DEVELOPMENT APPLICATION DRAWINGS

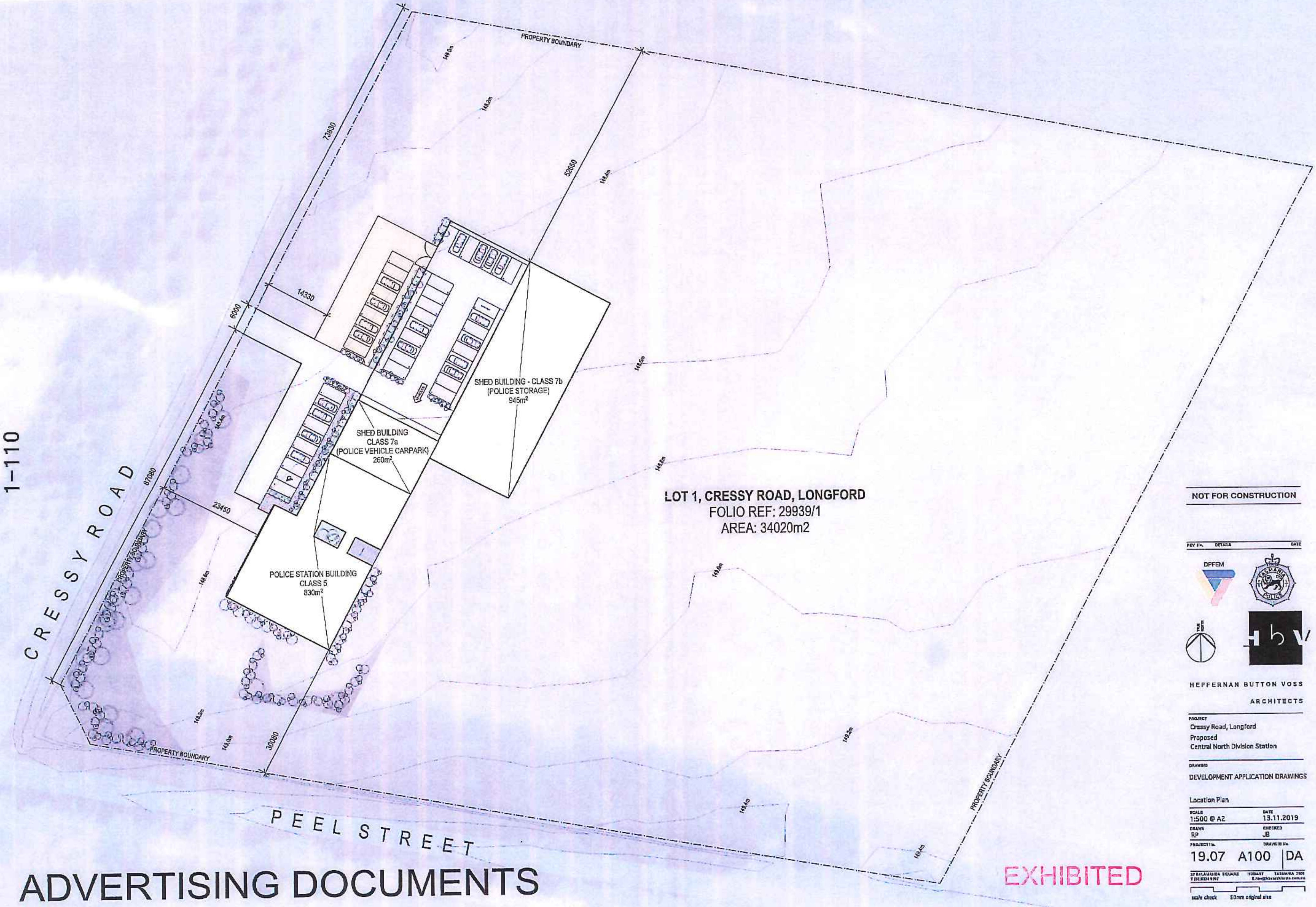
Cover Page

SCALE	DATE
N/A @ A2	13.11.2019
DRAWN	CHECKED
RP	JB

PROJECT No. 19.07 DRAWING No. A000 | DA

37 SALAMANCA SQUARE HOBART TASMANIA 7000
T (03)6224 6955 E hbv@hbvarchitects.com.au

scale check 50mm original size



NOT FOR CONSTRUCTION

REV No. | DETAILS | DATE

DPFEM

HEFFERNAN BUTTON VOSS ARCHITECTS

PROJECT
Cressy Road, Longford
Proposed
Central North Division Station

DRAWING
DEVELOPMENT APPLICATION DRAWINGS

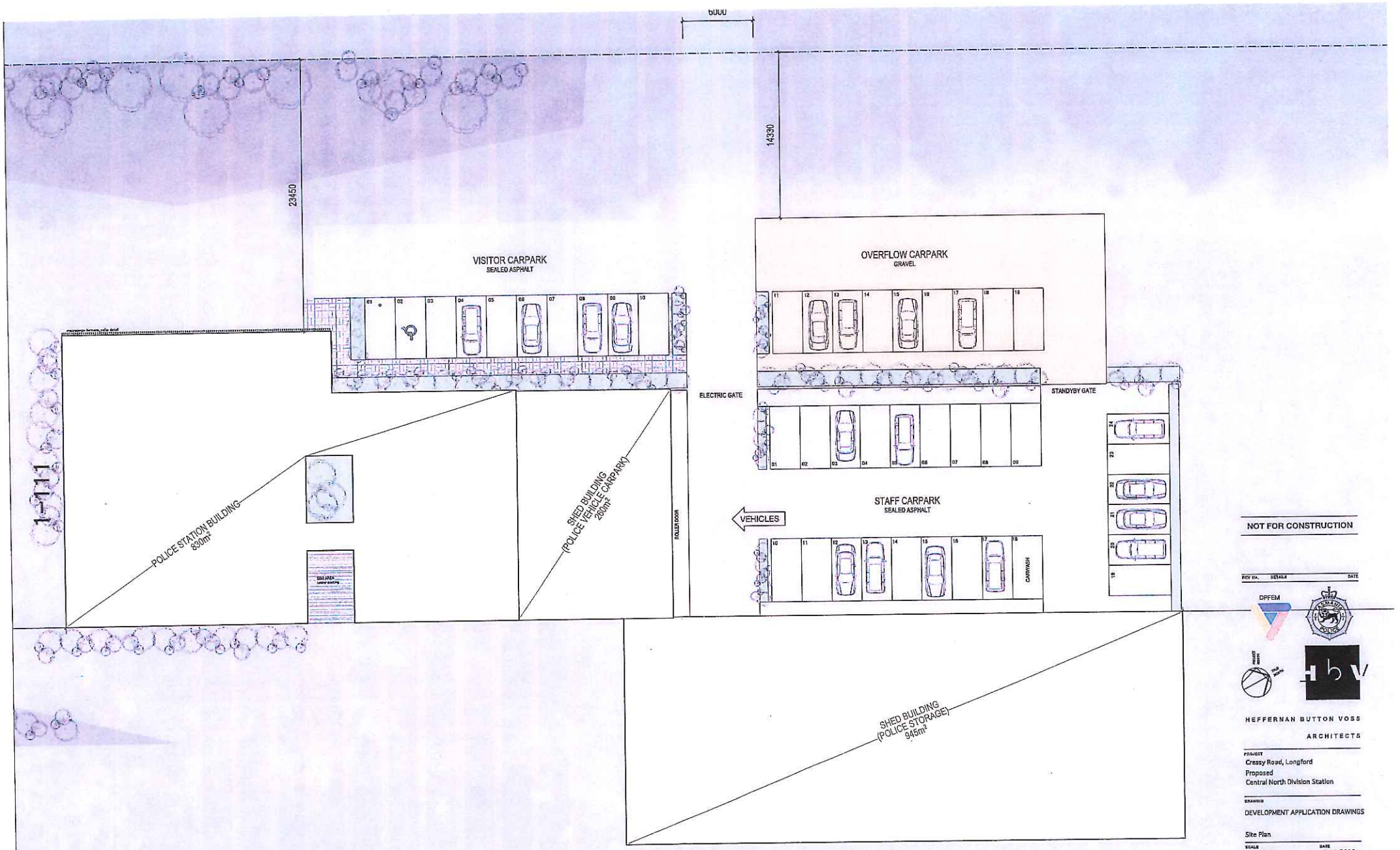
Location Plan

SCALE 1:500 @ A2	DATE 13.11.2019
DRAWN RP	CHECKED JB
PROJECT No. 19.07	DRAWING No. A100 DA

scale check 50mm original size

ADVERTISING DOCUMENTS

EXHIBITED



NOT FOR CONSTRUCTION

REV No.	DETAILS	DATE

DPFEM

HEFFERNAN BUTTON VOSS ARCHITECTS

PROJECT
Cressy Road, Longford
Proposed
Central North Division Station

DRAWING
DEVELOPMENT APPLICATION DRAWINGS

Site Plan

SCALE	DATE
1:200 @ A2	13.11.2019
DRAWN	CHECKED
RP	JB
PROJECT No.	DRAWING No.
19.07	A101 DA

22 SALAMANCA SQUARE HOBART TASMANIA 7000
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ADVERTISING DOCUMENTS

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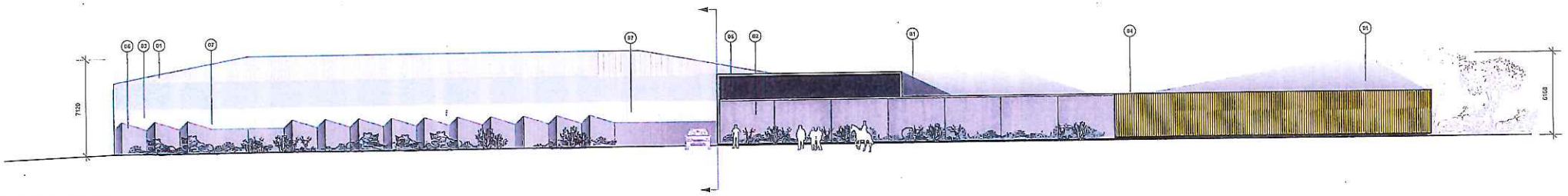
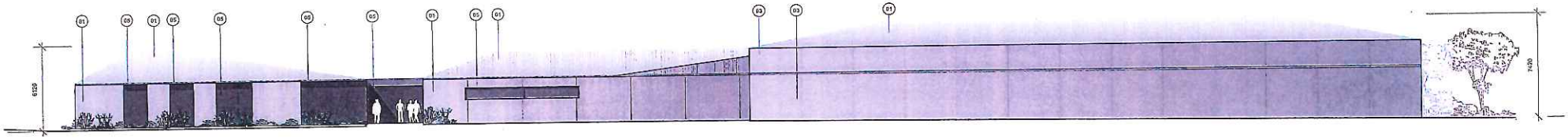
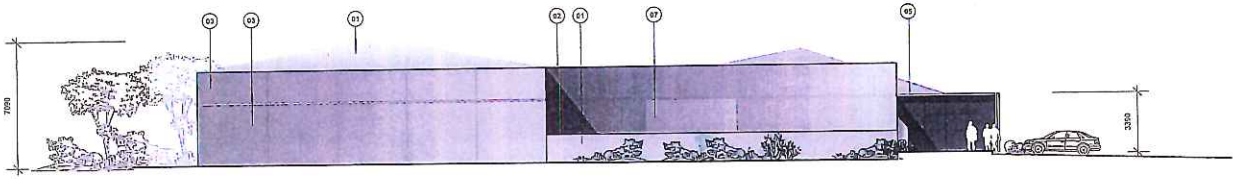


WEST ELEVATION

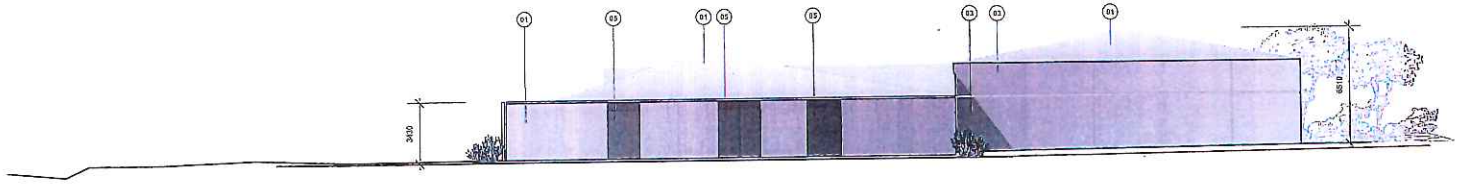


EAST ELEVATION

1-112



NORTH ELEVATION



SOUTH ELEVATION

ADVERTISING DOCUMENTS

EXHIBITED

MATERIALS SCHEDULE

01 - SPANDEK WALL AND ROOF CLADDING, ZINCALUME STEEL FINISH.

02 - PRECAST CONCRETE PROFILE TO MATCH SPANDEK PROFILE GREY OFF FORM FINISH.

03 - PRECAST CONCRETE GREY OFF FORM FINISH.

04 - 150X50 MACROCARPA VERTICAL BATTENS TWO TONE FINISH.

05 - GLAZING.

06 - TRANSLUCENT FACADE TO MATCH SPANDEK PROFILE.

07 - SECURITY ROLLER DOOR.

NOT FOR CONSTRUCTION

REV No.	DETAILS	DATE

DPFEM

HEFFERNAN BUTTON VOSS ARCHITECTS

PROJECT
Cressy Road, Longford
Proposed
Central North Division Station

DRAWING
DEVELOPMENT APPLICATION DRAWINGS

Elevations

SCALE	DATE
1:200 @ A2	13.11.2019
DRAWN	CHECKED
RP	JB

PROJECT No. 19.07 DRAWING No. A201 DA

22 SALAMANCA SQUARE HOBART TASMANIA 7000
T (03)6274 9097 E hbv@hbvarchitects.com.au

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RENDER 01

1–113

NOT FOR CONSTRUCTION

REV No.	DETAILS	DATE

DPFEM

HEFFERNAN BUTTON VOSS
ARCHITECTS

PROJECT
Cressy Road, Longford
Proposed
Central North Division Station

DRAWING
DEVELOPMENT APPLICATION DRAWINGS

Render 01

SCALE n/a @ A2	DATE 13.11.2019
DRAWN RP	CHECKED JB
PROJECT No. 19.07	DRAWING No. A301 DA

22 SALAMANCA SQUARE HOBART TASMANIA 7000
T (03)6221 9297 E hbv@hbvarchitects.com.au

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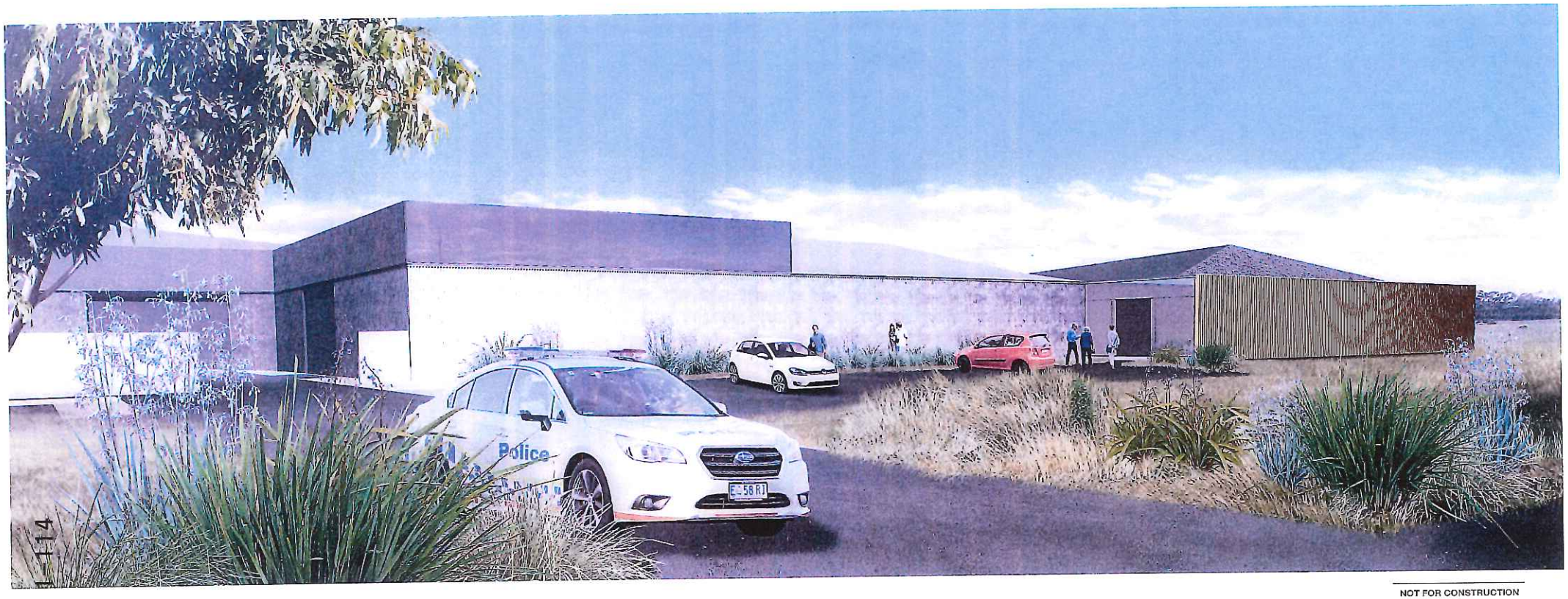
EXHIBITED

ADVERTISING DOCUMENTS



RENDER 02

NOT FOR CONSTRUCTION

REV No.	DETAILS	DATE

DPPEM

HEFFERNAN BUTTON VOSS

ARCHITECTS

PROJECT
Cressy Road, Longford
Proposed
Central North Division Station

DRAWING
DEVELOPMENT APPLICATION DRAWINGS

Render 02

SCALE	DATE
n/a @ A2	13.11.2019
DRAWN	CHECKED
BP	JB
PROJECT No.	DRAWING No.
19.07	A302 | DA

23 SALAMANCA SQUARE HOBART TASMANIA 7000
T (03)6224 0997 E hbv@hbvarchitects.com.au

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EXHIBITED

ADVERTISING DOCUMENTS

LONGFORD POLICE STATION

Landscape Documentation for Development Application

Issued on 05 FEB 2020

Schedule of Drawings

1–115

EXHIBITED

urban initiatives

GROUND FLOOR 143 FRANKLIN STREET
MELBOURNE, VIC 3000

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F: (03) 9329 6336
E: office@urbaninitiatives.com.au
W: www.urbaninitiatives.com.au

LANDSCAPE ARCHITECTS & URBAN DESIGN CONSULTANTS

Client: HBV Architects

Consultants:

No.	Date	REVISION	By

No.	Date	ISSUE	By
A	5/2/20	DEVELOPMENT APPLICATION	DS

Dwg Date: 4/2/20
Plot Date: 5/2/20
Drawn By: DS
Checked By: AT
CAD File Name: 200203 Longford Police Station_DA.vwx

North

Scale: 1:750 @ ISO A1

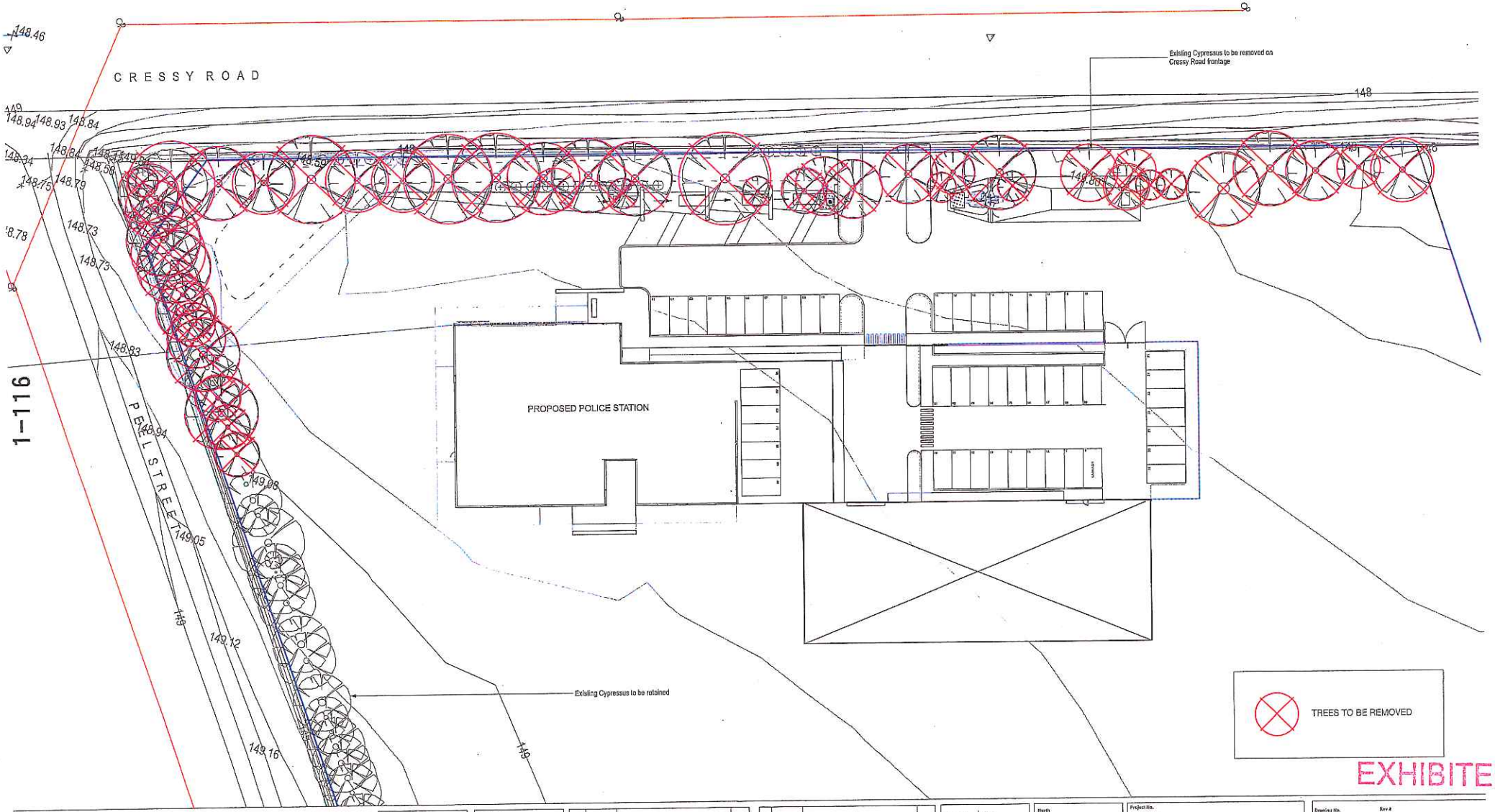
Project No.: 19018

Longford Police Station

Cressy Road, Longford, TAS 7301

Drawing No.: DA00 Rev A

Drawing Name: Cover Page



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LANDSCAPE ARCHITECTS & URBAN DESIGN CONSULTANTS

Client: HBV Architects

Consultants:

No.	Date	REVISION	By

No.	Date	ISSUE	By
A	5/2/20	DEVELOPMENT APPLICATION	DS

Dwg Date: 8/2/20
Plot Date: 6/2/20
Drawn By: DS
Checked By: AT
CAD File Name: 200203 Longford Police Station_DA.vwx

North

Scale: 1:250 @ ISO A1

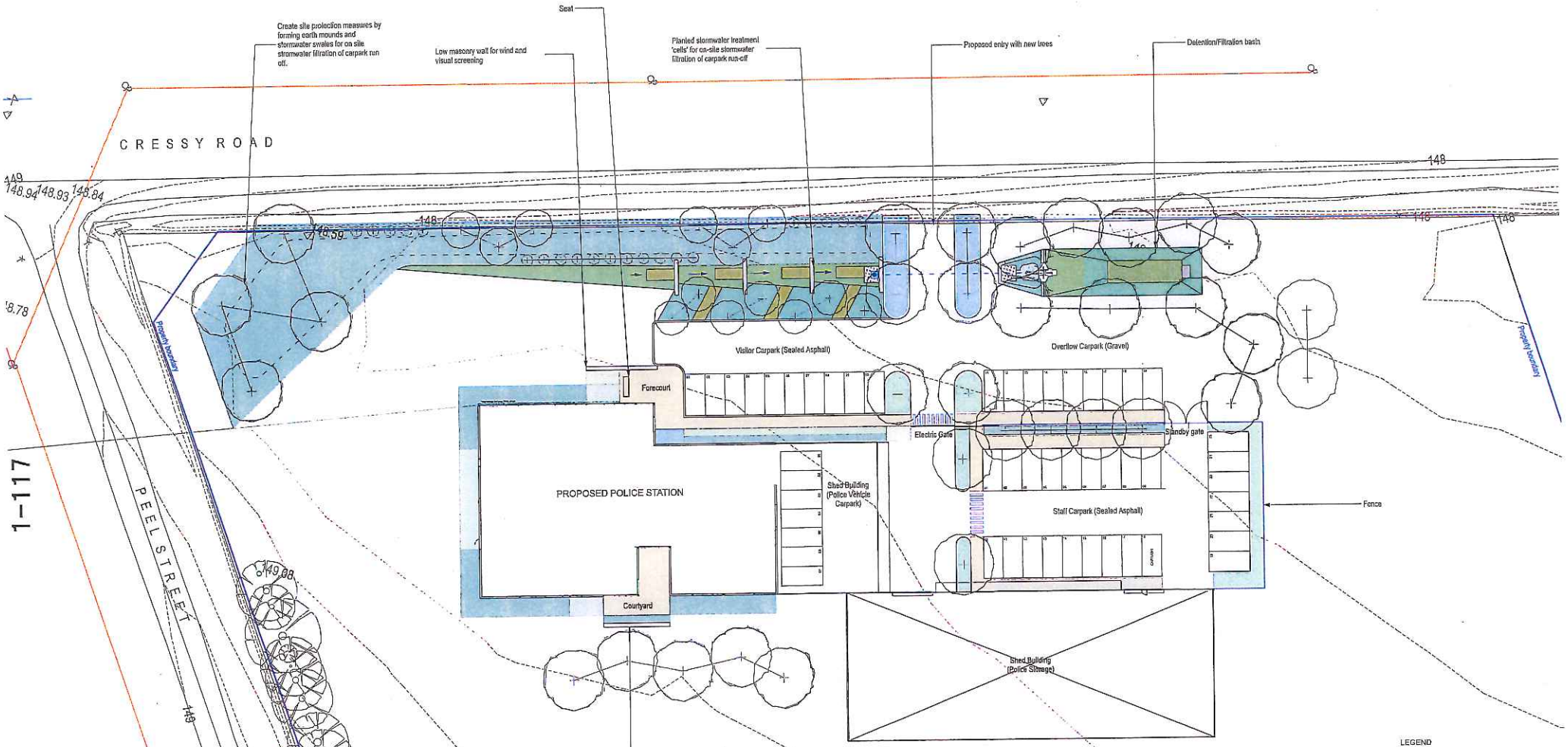
Project No.: 19018

Longford Police Station

Cressy Road, Longford, TAS 7301

Drawing No.: DA01 Rev #

Drawing Name: Existing Conditions and Demolition



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F: (03) 9329 5339
E: police@urbaninitiatives.com.au
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Client: HBV Architects

Consultants:

No.	Date	REVISION	By

No.	Date	ISSUE	By
A	5/2/20	DEVELOPMENT APPLICATION	DS

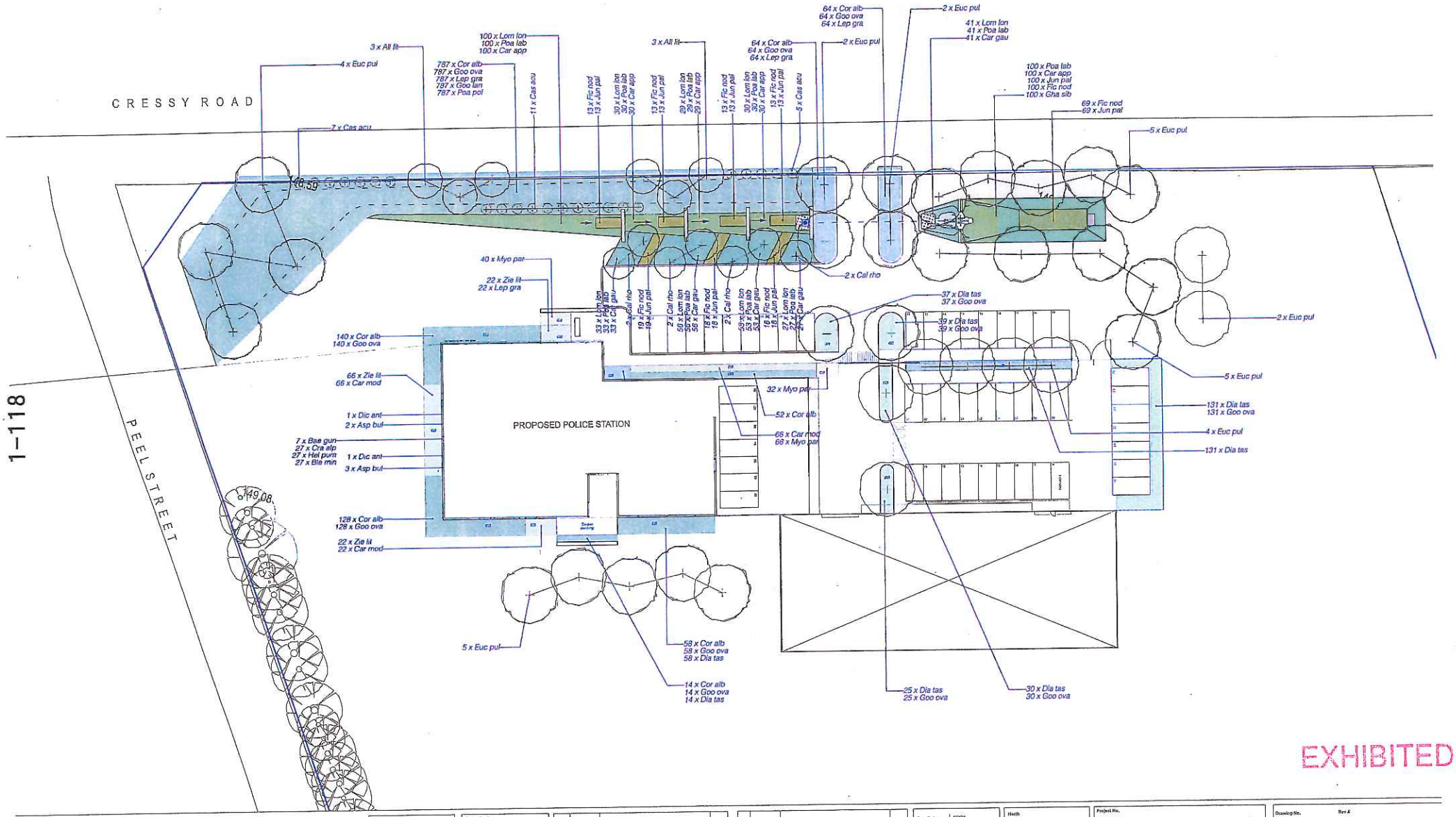
Dwg Date: 5/2/20
Plot Date: 4/2/20
Drawn by: DS
Checked by: AT
CAD File Name: 200203 Longford Police Station_DA.dwg

North

Scale: 1:250 @ ISO A1

Project No.: 19018
Longford Police Station
Cressy Road, Longford, TAS 7301

Drawing No.: DA02
Rev #
Drawing Name: Landscape Plan



EXHIBITED

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LANDSCAPE ARCHITECTS & URBAN DESIGN CONSULTANTS

Client: HBV Architects

Consultants

No.	Date	REVISION	By

No.	Date	ISSUE	By
A	5/2/20	DEVELOPMENT APPLICATION	DS

Dwg Date: 6/2/20
Plot Date: 6/2/20
Drawn By: DS
Checked By: AT
CAD File Name: 200203 Longford Police Station_DA.dwg

North

Scale: 1:250 @ ISO A1

Project No.: 19018
Longford Police Station
Cressy Road, Longford, TAS 7301

Drawing No.: DA03 Rev A
Drawing Name: Planting Plan

Plant Schedule

	ID	Qty	Common Name	Botanical Name	Mature Height	Mature Spread
	Trees					
1	All lit	6	Black She Oak	Allocasuarina littoralis	10m	4m
2	Cal rho	6	Port Jackson Cypress	Callitris rhomboidea	8 - 12m	2 - 4m
3	Euc pul	33	White peppermint	Eucalyptus pulchella	10 - 25m	10
	Shrubs					
4	Bae gun	7	Alpine Baeckea	Baeckea gunniana	3 - 5m	2.0 - 3.5m
5	Cas acu	23	Common cassinia	Cassinia aculeata	2 - 4m	1 - 2m
6	Cor alb	1313	White Correa	Correa alba	0.9 - 1.5m	0.9 - 1.2m
7	Die tas	405	Flax Lily	Dianella tasmanica	1m	1m
8	Goo lan	787	Native Primrose, Trailing Gooden	Goodenia lanata	0.3 - 0.45m	0.0 - 0.3m
9	Goo ova	1531	Hop Goodenia	Goodenia ovata	3 - 5m	2.0 - 3.5m
10	Lep gra	037	Wooly Tea Tree	Leptospermum grandiflorum	3 - 5m	2.0 - 3.5m
11	Myo par	139	Carpet Spreading Myoporum	Myoporum parvifolium	0.3 - 0.5m	2.0 - 3.5m
	Ground Covers					
12	Car mod	154	Inland Pigface	Carpobrotus modestus		
13	Cra alp	27	Alpine Billy Buttons	Craspedia alpina	Height	Spread
14	Hel pum	27	Alpine Daisy	Helichrysum pumilum	10cm	
15	Ze lit	113	Downy Zeria	Zieria littoralis	0.75 - 0.9m	0.3 - 0.6m
	Grasses and Sedges					
16	Car app	289	Tall Sedge	Carex appressa	1.5 - 3m	0.9 - 1.2m
17	Car gau	210	Tussle Sedge	Carex gaudichaudiana	1m	1m
18	Fic nod	276	knobby club-rush	Ficinia nodosa	1m	0.8m
19	Gha sib	100	Red-Fruit Saw Sedge	Gahnia sieberiana	1.5 - 2m	1.5 - 2m
20	Jun pal	276	Pale Rush	Juncus pallidus	2.3m	1.0m
21	Lom lon	399	Spiny-headed mat rush	Lomandra longifolia	50-60cm	50-60cm
22	Poa lab	499	Tussock Grass	Poa labillardieri	0.3 - 1.3m	0.3 - 0.6m
23	Poa pol	707	Coastal Poa	Poa poiformis	0.75 - 0.9m	0.3 - 0.6m
	Climbers					
	Aquatic Plants					
	Perennials					
	Ferns					
24	Asp bul	5	Mother Fern	Asplenium bulbiferum	1 - 1.5m	0.5 - 1m
25	Ble min	27	Salt Water Fern	Blechnum minus	0.5 - 1.2m	0.5 - 1m
26	Dic ant	2	Tasmanian Tree Fern	Dicksonia antarctica	1.5 - 15m	1 - 2m
	Total	8430				

TREES


1


2


3

SHRUBS


4


5


6


7


8


9

GROUND COVERS


10


11


12


13


14


15

GRASSES AND SEDGES


16


17


18


19


20


21


22


23

FERNS


24


25


26

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LANDSCAPE ARCHITECTS & URBAN DESIGN CONSULTANTS

Client: HBV Architects

Consultants

No.	Date	REVISION	By

No.	Date	ISSUE	By
A	5/2/20	DEVELOPMENT APPLICATION	DS

Dwg Date: 5/2/20
Plot Date: 5/2/20
Drawn By: DS
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CAD File Name: 200203 Longford Police Station_DA.vwx

North

Scale: 1:250 @ ISO A1

Project No. 19018
Longford Police Station
Cressy Road, Longford, TAS 7301

Drawing No. DA04
Rev #

Drawing Name: Planting Schedule and Pallette

AllUrbanPlanning PTY LTD

Planning Report
Central North Division
Station, Longford

Date January 2020

EXHIBITED

19 Mawhera Ave, Sandy Bay Tasmania 7005 **Call** 0400 109 582
Email frazer@allurbanplanning.com.au **allurbanplanning.com.au**

Table of contents

1. Introduction

All Urban Planning Pty Ltd has been engaged by HBV Architects to prepare the following planning assessment for a new police station at Longford under the provisions of the Northern Midlands Interim Planning Scheme 2013 (planning scheme).

1.1Site & Surrounds

The proposal relates to an existing vacant title on the corner of Cressy Road and Peel Street Longford, CT 29939/1 on the southern outskirts of Longford. The site has an area of 34020m^2.

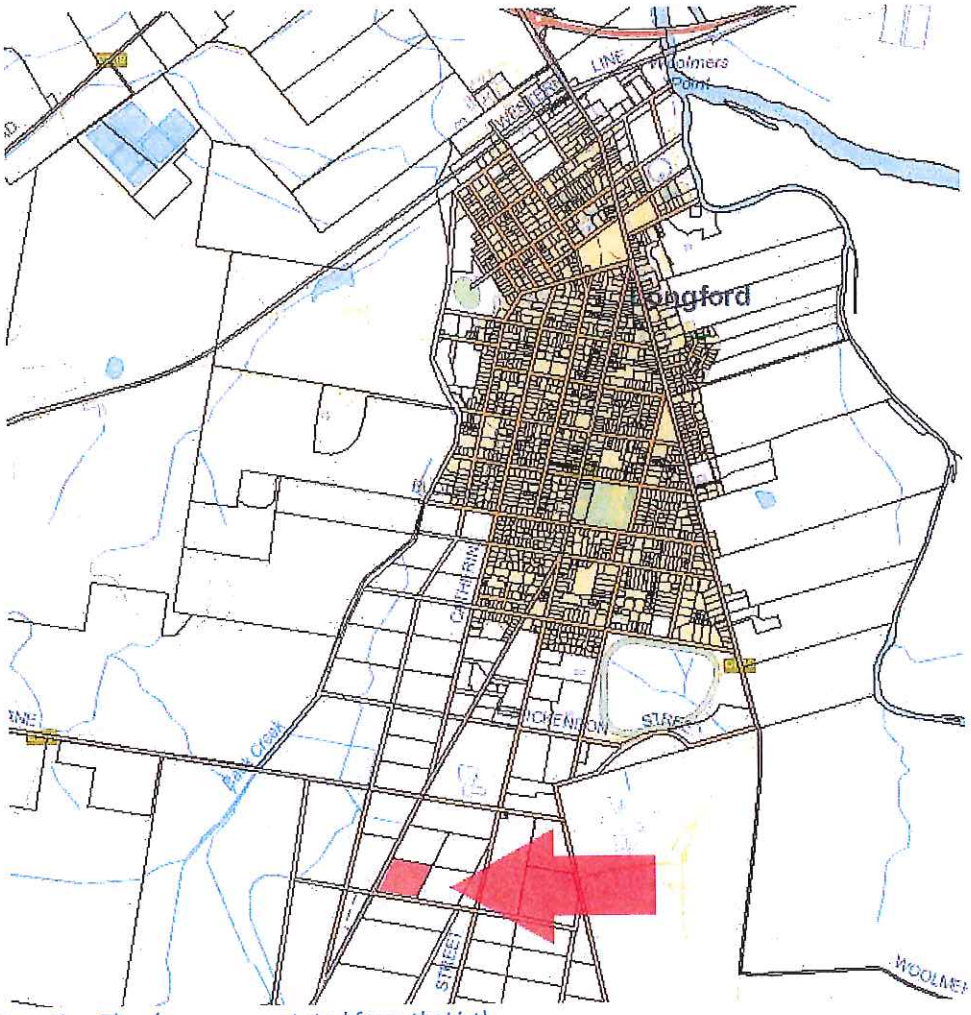

Figure 1– Location Plan (source annotated from theList)

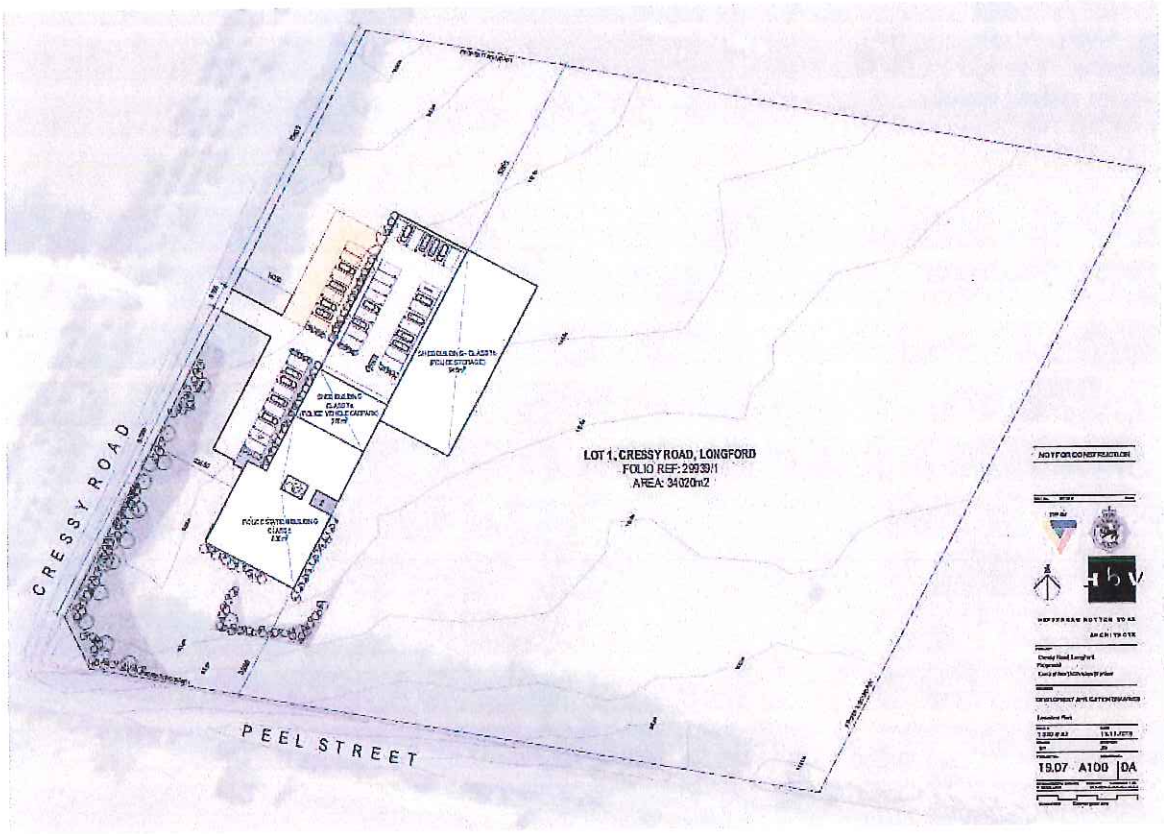

Figure 2 – Site Plan (Source: HBV architects)

2. Proposal

It is proposed to develop the western side of the site fronting Cressy Road for a new police station including:

- 830m² police station building including office and meeting spaces as well as amenities and operations areas;
- 7 space secure garage for police vehicles;
- 945m² storage building;
- an additional 45 car parking spaces for staff and visitors in addition to the 7 garaged spaces (a total of 52 parking spaces including 1 accessible space);
- new 6m wide access from Cressy Road;
- removal of the existing Macrocarpa trees along Cressy Road; and
- associated landscaping.

The buildings are of simple single storey design with hipped roof forms and have been designed to be complementary to the rural landscape. The architect's Design Statement is attached.

3. The Planning Scheme

Under Clause 8.10.1 of the planning scheme the planning authority must, in addition to the matters required by ss51(2) of the Act, take into consideration:

(a) all applicable standards and requirements in this planning scheme; and

(b) any representations received pursuant to and in conformity with ss57(5) of the Act,

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

Relevantly, a standard is applicable if the site is within the relevant zone and the standard deals with a matter that could affect or be affected by the proposed development; cl.7.5.2.

A standard is defined to mean the objective for a particular planning issue and the means for satisfying that objective through either an acceptable solution or corresponding performance criterion.

Compliance with a standard is achieved by complying with either the acceptable solution or corresponding performance criterion; cl.7.5.3.

The objective of the standard may be considered to help determine whether the proposed use or development complies with the performance criterion of that standard; cl.7.5.4. The acceptable solution is not relevant to the assessment of the corresponding performance criteria.

Discretionary uses are to be determined with regard to the zone purpose and the purpose of any applicable code.

3.1 Rural Resource Zone

The site and surrounding lots are zoned Rural Resource.

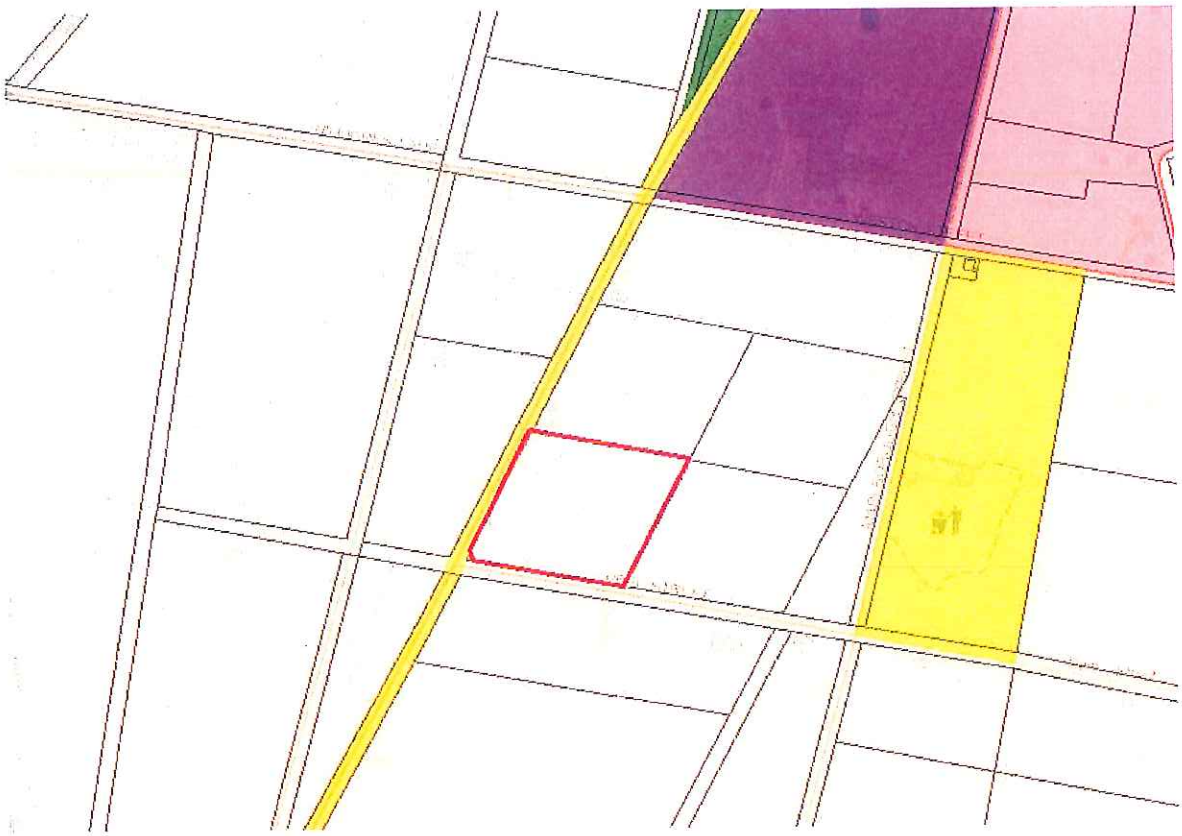

Figure 3 - Zoning plan (Source: iplan)

The Zone Purpose Statements under Clause 26.1 are:

- *To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.*
- *To provide for other use or development that does not constrain or conflict with resource development uses.*
- *To provide for economic development that is compatible with primary industry, environmental and landscape values.*
- *To provide for tourism-related use and development where the sustainable development of rural resources will not be compromised.*

The Local Area Objectives are:

a) Primary Industries:

Resources for primary industries make a significant contribution to the rural economy and primary industry uses are to be protected for long-term sustainability.

The prime and non-prime agricultural land resource provides for variable and diverse agricultural and primary industry production which will be protected through individual consideration of the local context.

Processing and services can augment the productivity of primary industries in a locality and are supported where they are related to primary industry uses and the long-term sustainability of the resource is not unduly compromised.

b) Tourism

Tourism is an important contributor to the rural economy and can make a significant contribution to the value adding of primary industries through visitor facilities and the downstream processing of produce. The continued enhancement of tourism facilities with a relationship to primary production is supported where the long-term sustainability of the resource is not unduly compromised.

The rural zone provides for important regional and local tourist routes and destinations such as through the promotion of environmental features and values, cultural heritage and landscape. The continued enhancement of tourism facilities that capitalise on these attributes is supported where the long-term sustainability of primary industry resources is not unduly compromised.

c) Rural Communities

Services to the rural locality through provision for home-based business can enhance the sustainability of rural communities. Professional and other business services that meet the needs of rural populations are supported where they accompany a residential or other established use and are located appropriately in relation to settlement activity centres and surrounding primary industries such that the integrity of the activity centre is not undermined and primary industries are not unreasonably confined or restrained.

The Desired Future Character Statement is:

The visual impacts of use and development within the rural landscape are to be minimised such that the effect is not obtrusive.

3.2 Use Table

The proposed police station and associated storage falls within the Emergency Services Use Class meaning:

use of land for police, fire, ambulance and other emergency services including storage and deployment of emergency vehicles and equipment. Examples include ambulance station, fire station and police station.

Emergency Services is a Discretionary Use in the Zone.

Under Clause 8.10.2, in determining a discretionary use the planning authority must, in addition to the matters referred to in subclause 8.10.1, have regard to:

(a) the purpose of the applicable zone;

(b) any relevant local area objective or desired future character statement for the applicable zone;

(c) the purpose of any applicable code; and

(d) the purpose of any applicable specific area plan,

but only insofar as each such purpose, local area objective or desired future character statement is relevant to the particular discretion being exercised.

Having regard to these considerations, in this case the proposed police station is considered acceptable in that:

- the use is consistent with Zone Purpose Statement 26.1.1.2 in that it represents a necessary community facility on a relatively small site on the southern fringe of Longford that will not constrain or conflict with resource development uses;
- the use is consistent with the Local Area Objectives for Rural Communities under Clause 26.1.2(c) in that it will provide services to the rural locality;
- The proposal has been specifically designed so that the proposed use will have minimal impact on the rural landscape.

3.3 Use Standards

Discretionary Uses if not a single dwelling (26.3.1)

Objectives:

a) To provide for an appropriate mix of uses that support the Local Area Objectives and the location of discretionary uses in the rural resources zone does not unnecessarily compromise the consolidation of commercial and industrial uses to identified nodes of settlement or purpose built precincts.

b) To protect the long term productive capacity of prime agricultural land by minimising conversion of the land to non-agricultural uses or uses not dependent on the soil as a growth medium, unless an overriding benefit to the region can be demonstrated.

c) To minimise the conversion of non-prime land to a non-primary industry use except where that land cannot be practically utilised for primary industry purposes.

d) Uses are located such that they do not unreasonably confine or restrain the operation of primary industry uses.

e) Uses are suitable within the context of the locality and do not create an unreasonable adverse impact on existing sensitive uses or local infrastructure.

f) The visual impacts of use are appropriately managed to integrate with the surrounding rural landscape.

Use Standard	***Assessment***
P1.1 It must be demonstrated that the use is consistent with local area objectives for the provision of nonprimary industry uses in the zone, if applicable; and	As discussed above under 3.2 the proposed use is considered consistent with the Local Area Objectives for provision of non primary uses. The use is considered to satisfy this criterion.
P1.2 Business and professional services and general retail and hire must not exceed a combined gross floor area of 250m2over the site.	Not applicable. The proposal does not involve a Business and professional services or General retail and hire use.
P2.1 Utilities, extractive industries and controlled environment agriculture located on prime agricultural land must demonstrate that the: i) amount of land alienated/converted is minimised; and ii) location is reasonably required for operational efficiency; and	Not applicable. The proposal does not involve one of these uses.

P2.2 Uses other than utilities, extractive industries or controlled environment agriculture located on prime agricultural land, must demonstrate that the conversion of prime agricultural land to that use will result in a significant benefit to the region having regard to the economic, social and environmental costs and benefits.	The proposal relates to a relatively small title of predominantly Class 4 land but with a small portion of Class 3 Land as shown in Figure 4 below. The extent of conversion is minimised and is considered acceptable in that the use will serve and therefore benefit the region. The proposal is considered to satisfy this criterion.
P3 The conversion of non-prime agricultural to nonagricultural use must demonstrate that: a) the amount of land converted is minimised having regard to: i) existing use and development on the land; and ii) surrounding use and development; and iii) topographical constraints; or b) the site is practically incapable of supporting an agricultural use or being included with other land for agricultural or other primary industry use, due to factors such as: i) limitations created by any existing use and/or development surrounding the site; and ii) topographical features; and iii) poor capability of the land for primary industry; or c) the location of the use on the site is reasonably required for operational efficiency.	The proposal is considered to satisfy this criterion in that the land is relatively small title surrounded on two boundaries by roads such that it is incapable of supporting agricultural use. The use has been located to minimise disturbance on the site and is required in this location to satisfy its operational requirements.
P4 It must demonstrated that: a) emissions are not likely to cause an environmental nuisance; and b) primary industry uses will not be unreasonably confined or restrained from conducting normal operations; and c) the capacity of the local road network can accommodate the traffic generated by the use.	The proposal is considered to satisfy P4 in that: • no significant noise or other emissions are likely to result from the site; and • that as discussed in the accompanying Traffic Impact Assessment, the use can be accommodated within the surrounding road network.
P5 It must be demonstrated that the visual appearance of the use is consistent with the local area having regard to: a) the impacts on skylines and ridgelines; and b) visibility from public roads; and c) the visual impacts of storage of materials or equipment; and d) the visual impacts of vegetation clearance or retention; and e) the desired future character statements.	As discussed above and in the accompanying Design Statement the proposal has been designed to be complementary to the surrounding rural landscape. The proposal is therefore considered to satisfy this criterion.

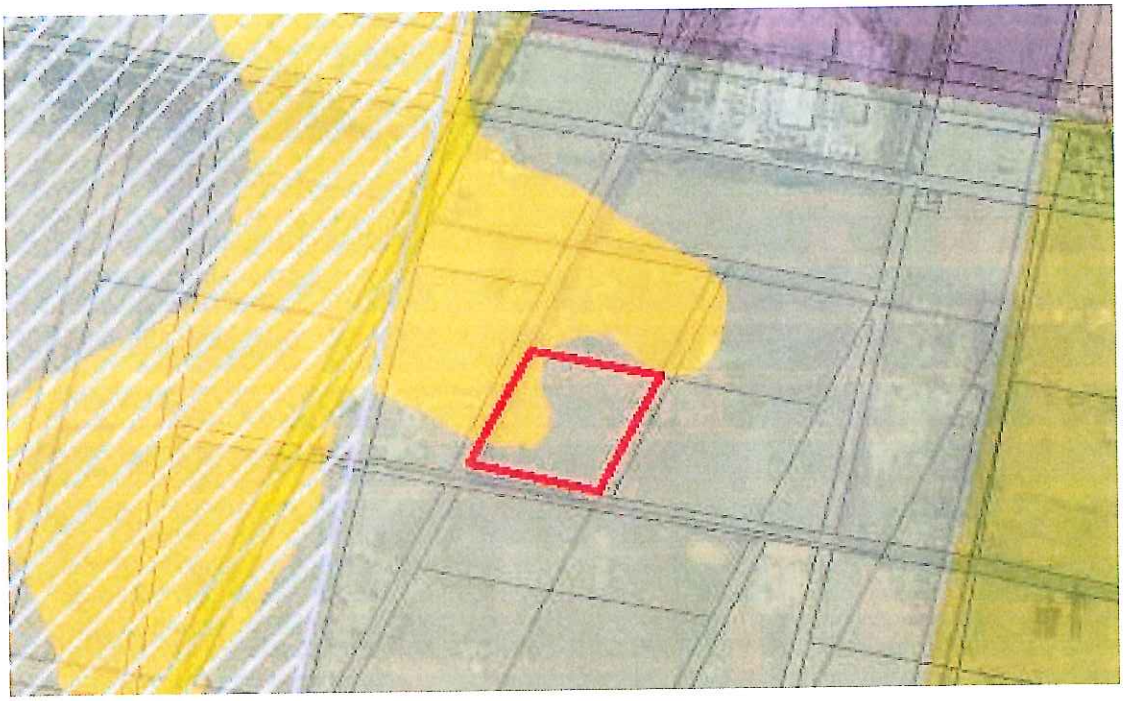

Figure 4 - Land Capability and Irrigation District; yellow- Class3, Green- Class 4, white hatching – Irrigation District (Source: theList)

Irrigation Districts (26.3.3)

The proposal complies with A1 in that the non agricultural use is not located within an irrigation district as shown in Figure 4 above.

3.4 Development Standards for Buildings and Works

Building Location and Appearance (26.4.1)

Objective

To ensure that the:

a) ability to conduct extractive industries and resource development will not be constrained by conflict with sensitive uses; and

b) development of buildings is unobtrusive and complements the character of the landscape.

Development Standard	***Assessment***
A1 *Building height must not exceed:* *a) 8m for dwellings; or* *b) 12m for other purposes*	The proposal comfortably complies with A1 in that the maximum building height of approximately 7.1m is well below the 12m permitted standard.

A2 *Buildings must be set back a minimum of:* *a) 50m where a non-sensitive use or extension to existing sensitive use buildings is proposed; or* *b) 200m where a sensitive use is proposed; or* *c) the same as existing for replacement of an existing dwelling.*	The proposal is to be setback 23m from the front boundary with Cressy Road and 30m from Peel Street. It is therefore to be assessed under P1.
P2 *Buildings must be setback so that the use is not likely to constrain adjoining primary industry operations having regard to:* *a) the topography of the land; and* *b) buffers created by natural or other features; and* *c) the location of development on adjoining lots; and* *d) the nature of existing and potential adjoining uses; and* *e) the ability to accommodate a lesser setback to the road having regard to:* *i) the design of the development and landscaping; and* *ii) the potential for future upgrading of the road; and* *iii) potential traffic safety hazards;* *and* *iv) appropriate noise attenuation.*	The proposal is considered to be appropriately sited such that it is unlikely to constrain adjoining primary industry operations and therefore satisfy P1 in that: a) There are no particular topographical features that relevant to this proposal; b) The building is sited on the corner of two roads with some of the Macrocarpa, shelterbelt trees to be retained; c) There is an existing dwelling located nearby on the opposite side of Cressy Road; d) Adjoining land is divided into relatively small lots such that it is unlikely to be used for intensive agricultural activities; and e) The design of the development and landscaping support a lesser setback to the road frontages and there will be no resultant traffic or noise attenuation matters for the proposed use.

4. Planning Scheme Codes

The site is within a Bushfire Prone Area but not otherwise within any specific mapped planning scheme overlays. The proposal is considered in relation to the relevant codes below.

4.1 Bushfire-Prone Areas Code

Notwithstanding that the site is within a Bushfire Prone Area, the proposal does not involve subdivision or a vulnerable or hazardous use. The Code therefore does not apply.

4.2 Potentially Contaminated land Code

The proposal does not involve a sensitive use and pursuant to Clause E2.2.1, the Code does not apply.

4.3 Landslip Code

The site is not mapped or known to be subject to landslip hazard and pursuant to Clause E3.2.1 the Code does not apply.

Notwithstanding the above, a Geo-Environmental assessment accompanies the report and includes recommendations for foundation design, drainage and construction.

4.4 Road and Railway Assets Code

The requirements of this Code are addressed in the accompanying Traffic Impact Assessment.

4.5 Flood Prone Areas Code

The site is well outside mapped flood prone areas under the Code.

4.6 Car Parking and Sustainable Transport Code

This code applies to all use and development and has been addressed by the accompanying Traffic Impact Assessment. There is no specific requirement for a Police Station under Table E6.1.

4.7 Scenic Management Code

The site is not within a mapped scenic management area.

4.8 Biodiversity Code

The proposal does not involve an area of priority habitat on the planning scheme maps or removal of native vegetation.

4.9 Water Quality Code

The proposal is not located within 50m of a wetland or watercourse.

4.10 Recreation and Open Space Code

The proposal does not involve subdivision and the Code does not apply.

4.11 Environmental Impacts and Attenuation Code

The proposal does not involve a sensitive use or a use listed under Table E11.1 or E11.2 and the Code does not apply.

4.12 Airports Impact Management Code

The proposal is not within a relevant area under this Code.

4.13 Local Historic Heritage Code

The proposal is not within a listed place or relevant area under this Code.

4.14 Signage

No signage is proposed at this stage and will form a separate application if required.

5. Conclusion

The proposed police station is in response to an identified demand and has been sited for ease of access, to minimise exposure to natural hazards, minimise impacts on environmental values and avoid impacts on residential amenity or the viability of the surrounding rural resource land.

The building has been carefully designed to complement the rural landscape and is considered to comply with all relevant provisions of the planning scheme.

The proposal is considered acceptable and in my opinion a permit should be issued following public advertising and assessment pursuant to Section 57 of the Act.

Frazer Read

Principal

31 January 2020

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HBV Architects

Longford Police Station
Traffic Impact Assessment

January 2020

ENGINEERS AUSTRALIA

PROFESSIONAL ENGINEER OF THE YEAR
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1. Introduction

1.1 Background

Midson Traffic were engaged by HBV Architects to prepare a traffic impact assessment for a proposed new Police Station in Longford.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *A Framework for Undertaking Traffic Impact Assessments*, September 2007. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management*, Part 12: *Traffic Impacts of Developments*, 2009.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses Northern Midlands Interim Planning Scheme.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *A Framework for Undertaking Traffic Impact Assessments*, September 2007, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 24 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at Lot 1 Cressy Road, located on the corner of Peel Street and Cressy Road.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

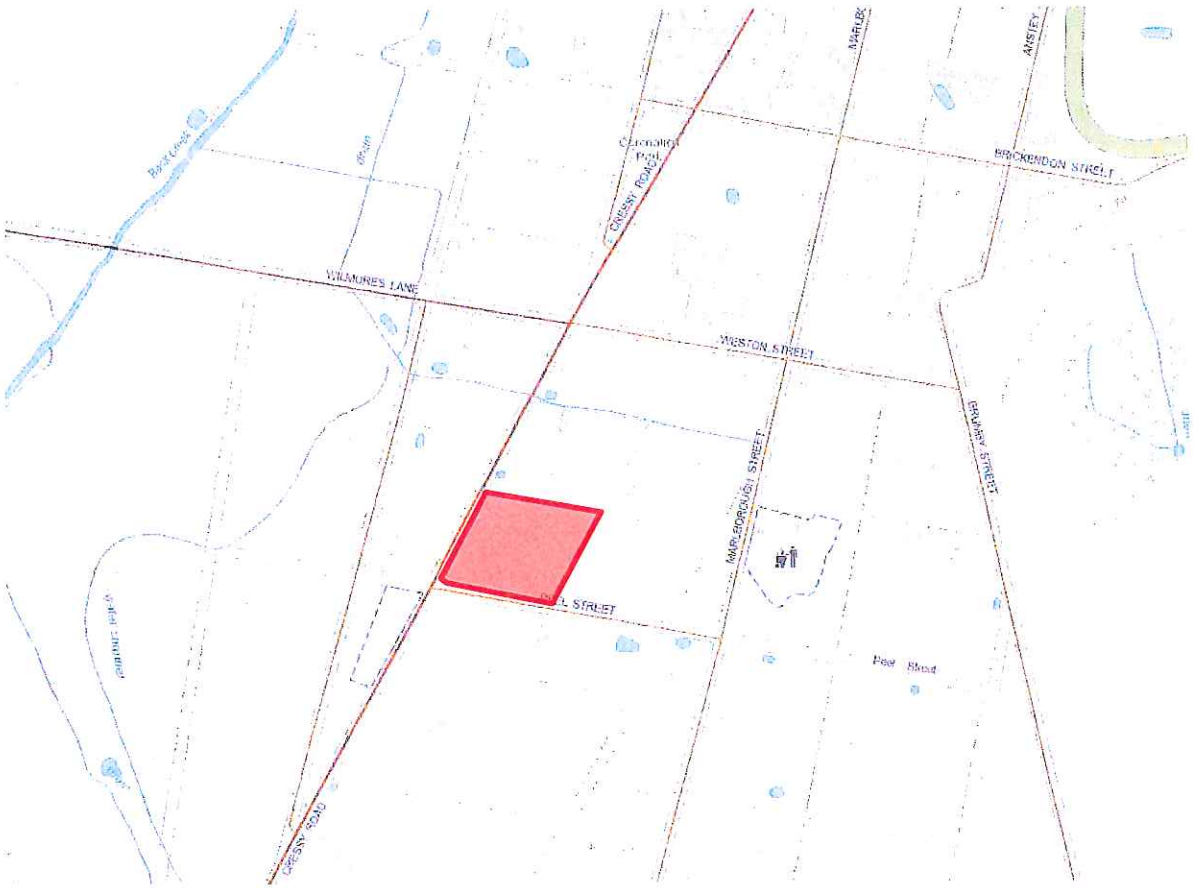

Image Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Northern Midlands Interim Planning Scheme, 2013 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2009
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2019
- Department of State Growth, *A Framework for Undertaking Traffic Impact Assessments*, 2007
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1:2004)

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2. Existing Conditions

2.1 Transport Network

For the purpose of this report, the transport network consists of Cressy Road and Peel Street.

Peel Street is an unsealed road that connects between Cressy Road and Brumby Street, a distance of approximately 1.1 kilometres. It provides access to rural property along its length. Malborough Street crosses Peel Street approximately half-way along its length.

Peel Street at the Cressy Road junction is shown in Figure 2.

Figure 2 Peel Street

Cressy Road is a rural arterial road that connects between Poatina and Longford. Cressy Road carries approximately 3,200 vehicles per day[1] has a posted speed limit of 80-km/h near the subject site. Cressy Road is classified as Category 4 road under the Department of State Growth's road hierarchy. Category 4 roads provide safe passenger vehicle and tourist movement within the regions of Tasmania. Where the main road servicing the town is a State Road, Feeder Roads connect towns with a population of around 1,000 or more to Trunk, Regional Freight and Regional Access Roads.

Cressy Road near the subject site is shown in Figure 3.

[1] Department of State Growth, 2018 traffic data.

Figure 3 Cressy Road

2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a five-year period between 1st January 2015 to 31st December 2019 for Peel Street and Cressy Street between Weston Street and Cotton Street.

The findings of the crash data is summarised as follows:

- No crashes were reported in Peel Street.
- A total of 4 crashes were reported in Cressy Street during this time.
- Severity. 1 crash involved serious injury; 3 crashes involved property damage only.
- Crash types. No trends were noted. 1 x 'reversing"; 1 x 'cross-traffic'; 1 x 'off-carriageway'; 1 x right-turn-side-swipe'.
- Crash locations. Two crashes were reported at the intersection of Cressy Road and Wilmores Lane/ Weston Street; 2 crashes were reported at midblock locations south of Peel Street.

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The crash history is typical of a rural collector road with a relatively low traffic volume. The crash history does not provide an indication that there are any pre-existing road safety deficiencies that might be exacerbated by traffic generated by the proposed development.

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3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of a new police station. The development includes on-site car parking for 50 cars as well as a compound for approximately 16 police vehicles (including RBT vehicles, armoured vehicles, etc).

The main parking consists of the following:

- 24 staff parking spaces
- 10 visitor parking spaces
- 9 visitor overflow parking spaces (gravel car park)
- 7 police vehicle parking spaces (garaged)

Access to the site is via a new driveway in Cressy Street, approximately 100 metres north of the Peel Street junction.

The proposed development is shown in Figure 4 and Figure 5.

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Figure 4 Proposed Development Plans – Site Layout

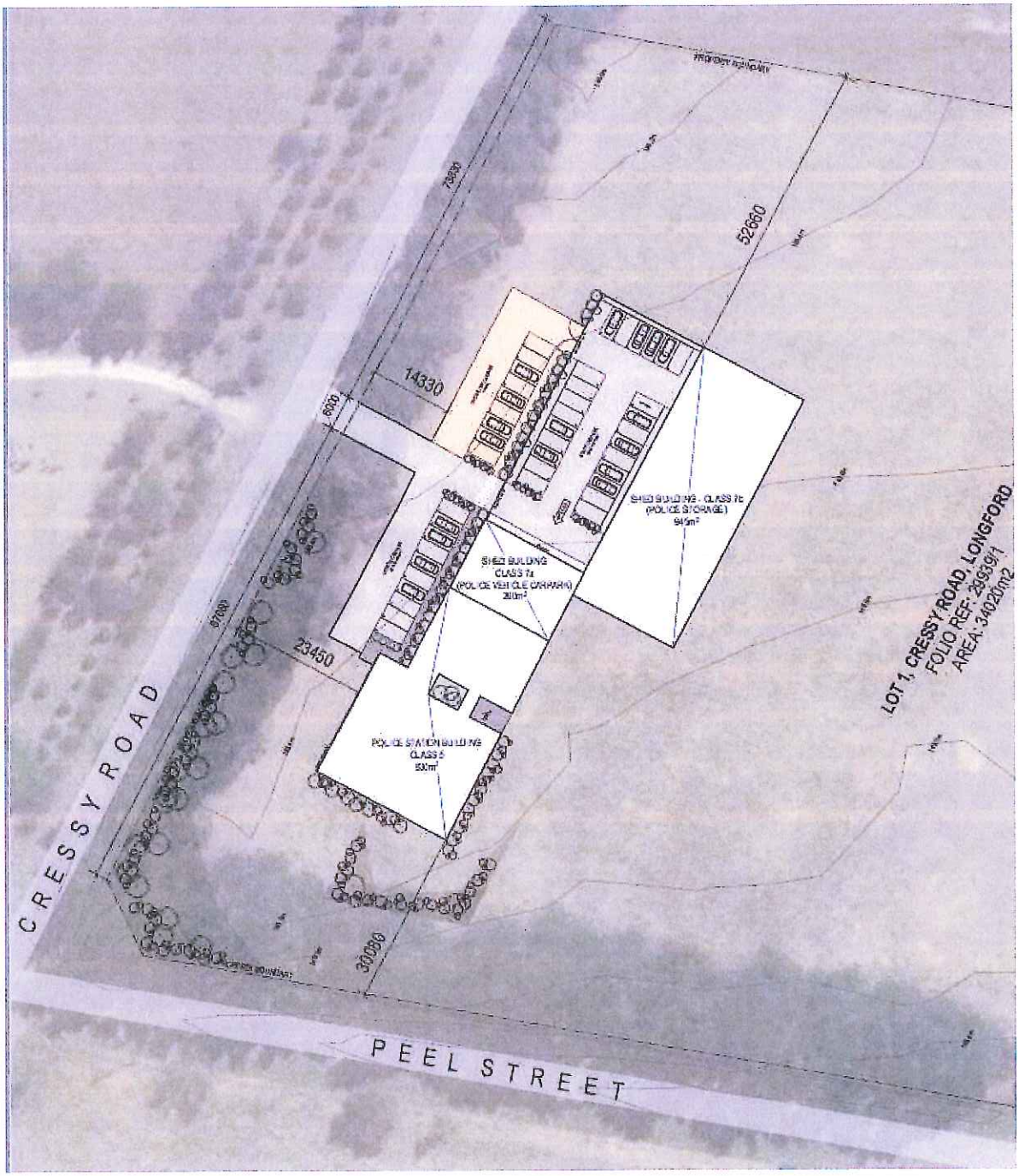

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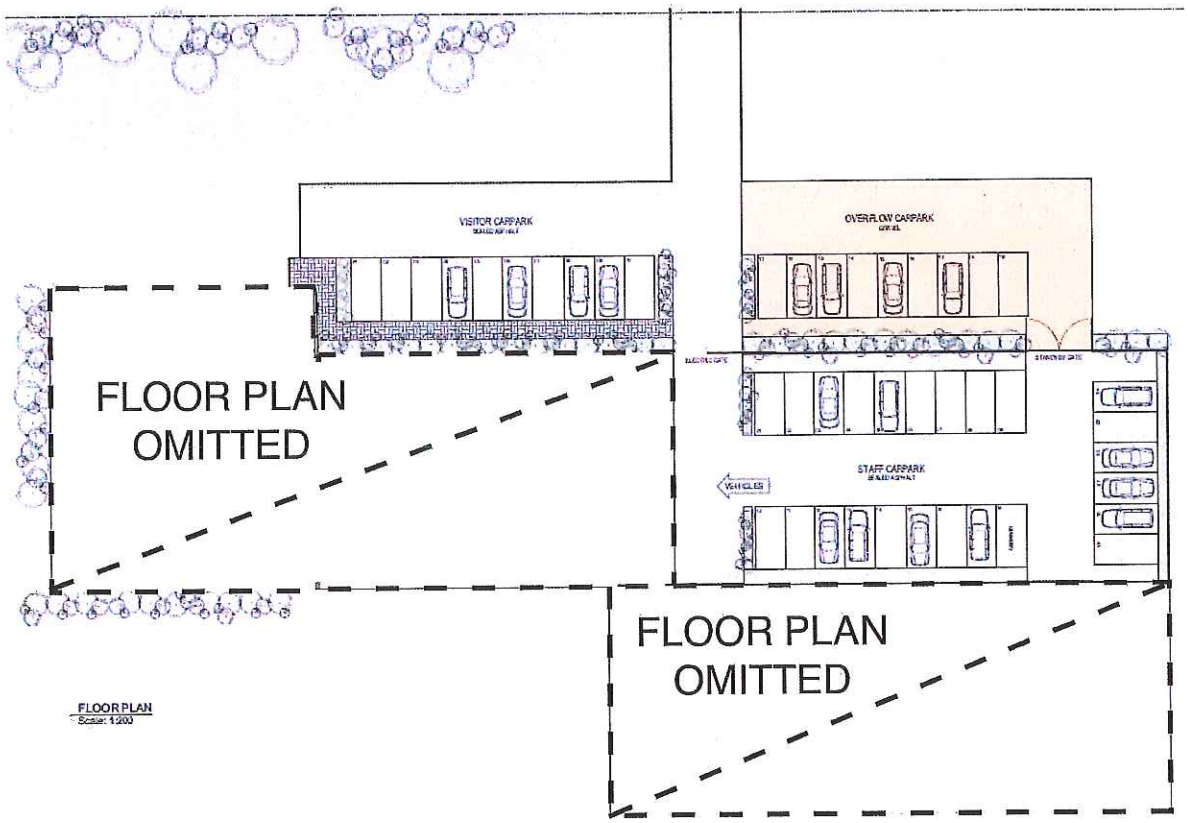
Figure 5 Proposed Development Plans – Floor Plan



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4. Traffic Impacts

4.1 Traffic Generation

Traffic generation was determined from first principles. The following is relevant for the proposed development:

- Staff — 24 staff
- General visitors — approximately 20 to 30 per day

Traffic generation consists of staff movements, visitor movements, and police vehicle movements throughout the day.

Based on existing operations and forecast staff movements, it is estimated that the daily traffic generation will be 200 vehicles per day. The peak volume is likely to be 25 vehicles per hour. Note that the traffic generation represents little change over the traffic generated by the existing police station on the site.

4.2 Access Impacts

The Acceptable Solution A2 of Clause E4.7.2 of the Planning Scheme states "*For roads with a speed limit of more than 60-km/h the development must not include a new access or junction*". The development proposes a new access on Cressy Road and therefore the development does not comply with the requirements of Acceptable Solution A2 of Clause E4.7.2 of the Planning Scheme.

The Performance Criteria P2 states:

> *"For limited access roads and roads with a speed limit of more than 60km/h:*
>
> *a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and*
>
> *b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and*
>
> *c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users".*

In this case the following is relevant with respect to the development proposal:

a. Category 1 road access. Not applicable. Cressy Road is classified as a Category 4 road.

b. New access to category 1, 2 or 3 road. Not applicable. Cressy Road is classified as a Category 4 road.

c. New access design. The new access will be clear and obvious for all road users. Cressy Road is a low volume road with clear sight lines on both approaches to the access.

Based on the above assessment the proposed access on Cressy Road complies with the requirements of Performance Criteria P2 of Clause E4.7.2 of the Planning Scheme.

4.3 Sight Distance

The Acceptable Solution A1 of Clause E4.7.4 of the Planning Scheme states: "*Sight distances at an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4*".

The requirements of Table E4.7.4 are reproduced in Table 1.

Table 1 Planning Scheme Sight Distance Requirements

Vehicle Speed	Safe Intersection Sight Distance (S.I.S.D) in metres, for speed limit of:	
km/h	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

Assuming the vehicle speed is equal to the posted speed limit of 80-km/h, then the required SISD is 175 metres.

The available sight distance at the access's junction with Cressy Road exceeds this minimum requirement. The available sight distance therefore complies with the Acceptable Solution A1 of Clause E4.7.4 of the Planning Scheme.

4.4 Pedestrian Impacts

The proposed development is likely to generate any (or at a very small amount) of pedestrian movements due to the site's moderately high distance from Longford's town centre (approximately 2.5 kilometres).

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4.5 Road Safety Impacts

No substantial adverse road safety impacts are therefore foreseen for the following reasons:

- The existing crash history of the surrounding transport network does not indicate that there are any road safety deficiencies that would be exacerbated by the proposed development.
- The change in traffic generation of the proposed development (when considering the existing traffic generation associated with the current police station within the town centre) is considered relatively insignificant, and therefore will not alter the level of service of any part of the transport network.
- The site access is located in a relatively low traffic volume environment. All traffic movements into and out of the site are clear and obvious for other road users.

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5. Parking Assessment

5.1 Parking Provision

On-site parking provision includes parking for 50 cars as well as a compound for approximately 16 police vehicles (including RBT vehicles, armoured vehicles, etc).

The on-site car parking consists of the following:

- 24 staff parking spaces
- 10 visitor parking spaces
- 9 visitor overflow parking spaces (gravel car park)
- 7 police vehicle parking spaces (garaged)

The parking layout is shown in Figure 5.

5.2 Planning Scheme Requirements

Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme states "*The number of car parking spaces must not be less than the requirements of Table E6.1*".

The Use Class is classified as 'Emergency Services', which requires 1 space for each employee. This is a requirement for 24 spaces. The provision of 50 spaces satisfies the requirements of Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme.

5.3 Motorcycle Parking

The Acceptable Solution A1 of Clause E6.6.4 of the Planning Scheme states "*One motorcycle parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof*". This is a requirement for 2 motorcycle spaces (noting that the requirement in Table E6.1 is 24 spaces).

No motorcycle parking is shown on the development plans, however it is noted that there is an over-supply of car parking. Motorcycle parking can therefore be created by converting one existing car parking space into two motorcycle parking spaces.

5.4 Car Parking Access and Manoeuvring

The Acceptable Solution A2.1 of Clause E6.7.2 of the Planning Scheme states:

> *"Car parking and manoeuvring space must:*
>
> *a) have a gradient of 10% or less; and*
>
> *b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and*

c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3"

The following is relevant with respect to the development proposal:

a. The gradient is less than 10%.
b. Vehicles can enter and exit the car park in a forward direction.
c. The access width is 6.0 metres, which is greater than the requirement in Table E6.2 (requiring minimum of 5.5 metres for >21 spaces).

The car park therefore complies with the requirements of Acceptable Solution A2.1 of Clause E6.7.2 of the Planning Scheme.

Note that the access on Cressy Road should be designed in accordance with Department of State Growth requirements.

5.5 Car Parking Layout

The Acceptable Solution A2.2 of Clause E6.7.2 of the Planning Scheme states: "*The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking*".

The design of the car parking areas of the proposed development have been designed in accordance the requirements of AS2890.1 as follows:

Visitor parking -

- User Class 3 (short-term city and town centre parking. Parking stations, hospital and medical centres)
- Space width requirement 2.6 metres
- Space length requirement 5.4 metres
- Aisle width requirement 5.8 metres

The visitor parking spaces comply with these physical dimensions.

Police vehicle parking –

- User class 1A (residential, domestic and employee parking)
- Space width requirement 2.5 metres
- Space length requirement 5.4 metres

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- Aisle width requirement 5.8 metres

The designated Police vehicle parking spaces comply with these dimensions.

The proposed car parking spaces therefore comply with the requirements of Acceptable Solution A2.2 of Clause E6.7.2 of the Planning Scheme.

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6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed new police station at the corner of Cressy Road and Peel Street in Longford.

The key findings of the TIA are summarised as follows:

- The daily traffic generation is likely to be approximately 200 vehicles per day. The peak volume is likely to be 25 vehicles per hour. Note that the traffic generation is similar in magnitude to the existing police station located in Longford and will therefore generally redistribute the traffic away from the town centre.
- The development provides a total of 50 on-site car parking spaces, as well as a compound area for the storage and parking of specialist police vehicles (approximately 16 vehicles). This complies with the requirements of Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme.
- No motorcycle parking is shown on the plans. Two motorcycle parking spaces are required under the Acceptable Solution A1 of Clause E6.6.4 of the Planning Scheme. This can be provided by converting one car parking space into two motorcycle parking spaces.
- The car parking layout complies with the requirements of Acceptable Solution A2.1 and A2.2 of Clause E6.7.2 of the Planning Scheme.

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

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	21 January 2020

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PROJECT COMMUNICATION

To:	Jacob Britten	PC No:	19002 PC01
Company:	HBV Architects	Date:	13 Feb 2020
From:	David Devenish	No. of Pages:	5
Project:	Longford Police Station	Trade:	Stormwater

Stormwater Management Plan for Lot 1, Cressy Road, Longford

Introduction

The Department of Police, Fire & Emergency Management (DPFEM) is proposing to develop the existing green field site at the above address to create a new Police Station. The site is approximately 34,000m^2 in area, although only part of the site will be subject to the development. This communication addresses the management of stormwater discharge from the proposed development site in relation to the Northern Midlands Interim Planning Scheme 2013.

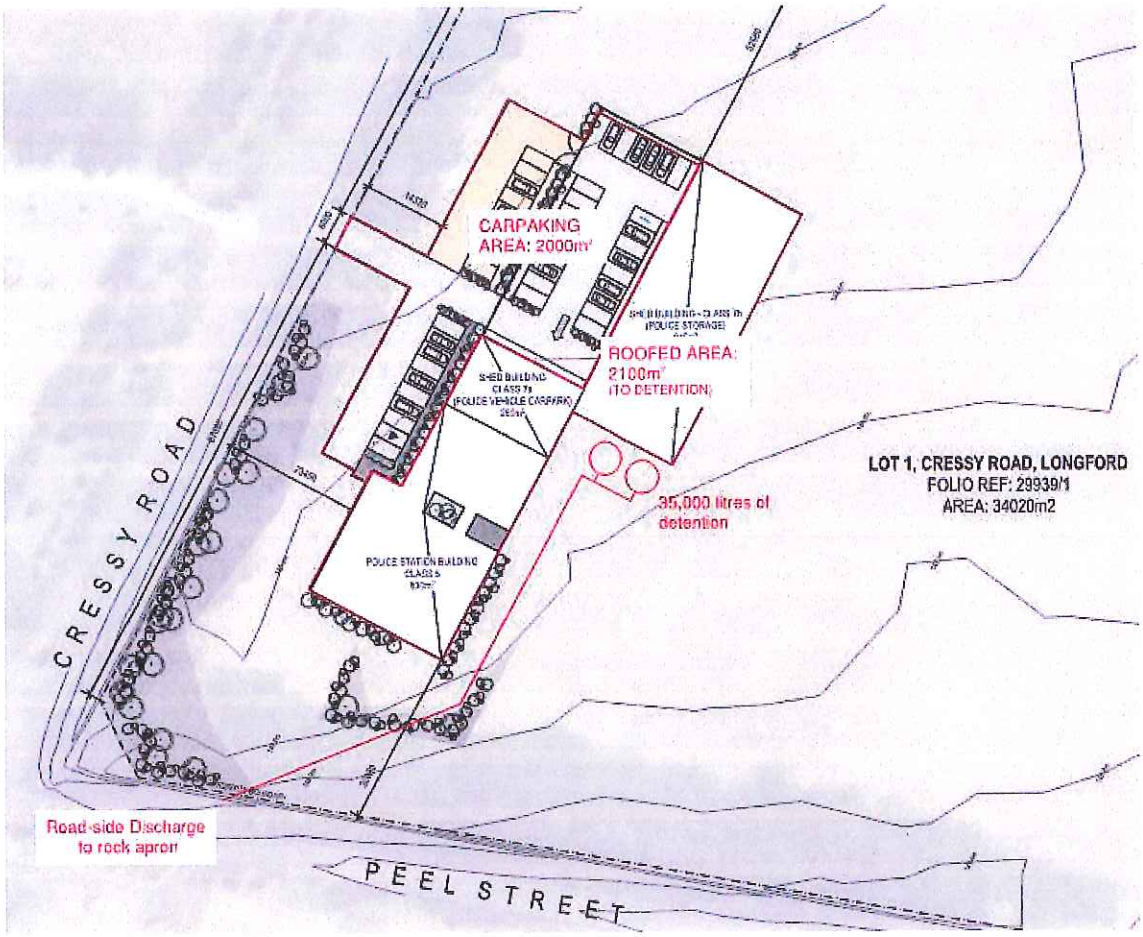
Proposed Development Site – Existing

EXHIBITED

ENGINEERING SOLUTIONS TASMANIA

199 Macquarie Street
Hobart 7000
Tasmania

100 Cameron Street
Launceston 7250
Tasmania



Proposed Development with Stormwater Management Features

Proposed Stormwater Network

- 100% of runoff from the proposed buildings will be drained through a new stormwater drainage system prior to discharge from the site to the Council's road-side stormwater infrastructure on Peel Street. The proposed connection will be a stormwater pipe draining onto a rock apron adjacent to the existing road-side drainage.
- On-site detention of 35,000 litres is proposed for this development to reduce the peak loading on the road-side drainage infrastructure.
- New pavement will drain directly to the road-side stormwater infrastructure via multiple overland flow paths.
- Small swales uphill and around the proposed buildings will be sufficient to direct existing overland flow paths to the Cressy Road road-side drainage.

Note that the area generally drains by road-side and open drainage channels to Back Creek located less than 1 km to the west.

Stormwater Quantity Management

The proposed development removes natural ground (4,100m^2) and replaces it with roofed area (2,100m^2) and pavement (2,000m^2). The pavement will drain directly to the road-side drainage, while the roofed area will drain to detention which is gravity fed at a controlled rate to the road-side drainage. The design rainfall data is given in Appendix A. The calculation for the detention tank sizing and discharge is summarised in Appendix B. The detention discharge is limited to 10 l/s before the tanks overflow through the use of orifice plates or equivalent.

The stormwater flow rates involved in the development area are:

Pre-existing run-off:	4100m^2 @ 7.02mm/5 min* x 0.25 (runoff coefficient) is	**28.2 l/s**
Proposed new run-off:	2000m^2 @ 7.02mm/5 min* x 0.9 (runoff coefficient) is	42.0 l/s
	Detention tank discharge (roofed area)*	6.9 l/s
	Total	**48.9 l/s**

* 5min – ARI 20year

While this may seem a significant increase, taken over the whole site of 34,000m^2, the pre-existing run-off is 199 l/s. The increase of 20 l/s is only 10%.

It is expected that any additional flows generated by the development for 1% (1:100 ARI) events will be managed adequately by multiple overland flow paths to the Cressy Road road-side drainage in a similar manner to the existing conditions.

Conclusion

The proposed stormwater system manages the stormwater appropriately through the use of on-site detention of the roofed areas.

David Devenish BE(Mech), CPEng, FIEAust.
BP Accreditation No. CC5311T

1-156

Appendix A – Design Rainfall Data

Design Rainfall Data System (2016)

Conditions of Use | Help | New IFD feedback

New Search >

Analysis - Single Point

Design Rainfalls

- Very Frequent
- IFDs (Frequent and Infrequent)
- Rare

Standard Durations

- 1 - 45 minutes
- 1 - 18 hours
- 24 - 168 hours

- Non-Standard Durations

Duration: minutes

+ Observed Rainfalls

Update Reset

Other Options

- Coefficients
- Seasonality

Location

Label: Not provided

Latitude: -41.6 [Nearest grid cell: 41.5875 (S)]

Longitude: 147.12 [Nearest grid cell: 147.1125 (E)]

IFD Design Rainfall Depth (mm)

Issued: 21 November 2019

Rainfall depth for Durations, Exceedance per Year (EY), and Annual Exceedance Probabilities (AEP).
FAQ for New ARR probability terminology

Table | Chart

Unit: mm

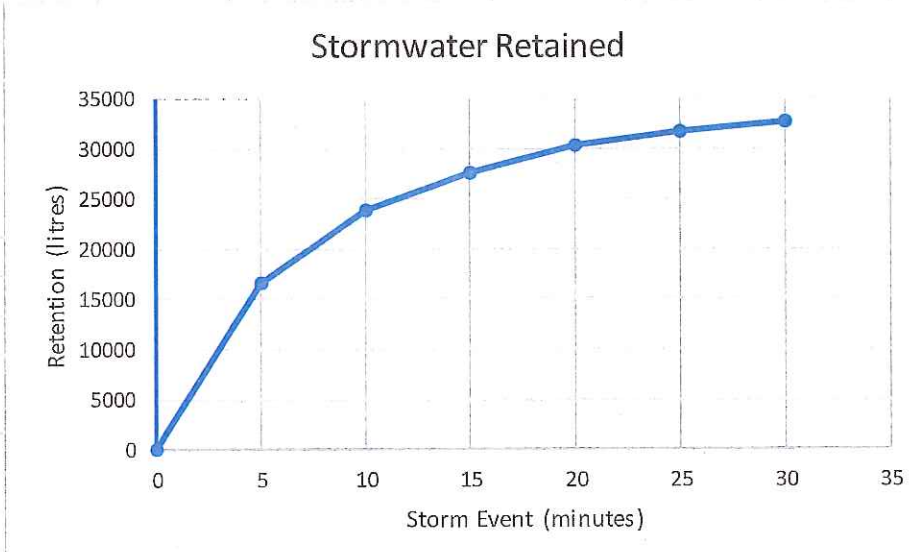
	Annual Exceedance Probability (AEP)						
Duration	63.2%	50%#	20%*	10%	5%	2%	1%
1 min	1.12	1.24	1.64	1.95	2.27	2.73	3.12
2 min	1.95	2.15	2.80	3.26	3.71	4.26	4.66
3 min	2.58	2.85	3.72	4.34	4.97	5.76	6.37
4 min	3.09	3.42	4.49	5.26	6.06	7.12	7.96
5 min	3.53	3.90	5.15	6.07	7.02	8.34	9.41
10 min	5.12	5.68	7.58	9.02	10.6	12.8	14.8
15 min	6.25	6.93	9.27	11.0	12.9	15.8	18.2
20 min	7.15	7.93	10.6	12.6	14.8	18.0	20.7
25 min	7.92	8.77	11.7	13.9	16.2	19.6	22.5
30 min	8.59	9.52	12.6	15.0	17.5	21.0	24.0
45 min	10.3	11.3	15.0	17.6	20.4	24.2	27.3
1 hour	11.6	12.8	16.8	19.6	22.6	26.5	29.7

EXHIBITED

Appendix B – Retention Calculation

Stormwater Retention

Collection Area	2540	m^2						
Outflow	Varies with sqrt of storage volume							
Absorption Factor	1							
Storage Volume	35000	litres						
Storm Event	minutes	0	5	10	15	20	25	30
Rainfall	mm	0	7.02	10.6	12.9	14.8	16.2	17.5
Inflow	l/s	0	59.4	44.9	36.4	31.3	27.4	24.7
Peak Outflow	l/s	0	6.9	8.3	8.9	9.3	9.5	9.7
Stored	litres	0	16675	23837	27595	30226	31595	32662



This means that detention of 35,000 litres is sufficient for storm events up to 30 minutes. For storm events longer than 30 minutes, the run-off coefficients for the pre-existing and proposed conditions equalise in any case.

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199 Macquarie Street
Hobart 7000
Tasmania

100 Cameron Street
Launceston 7250
Tasmania

1-158

PROJECT COMMUNICATION

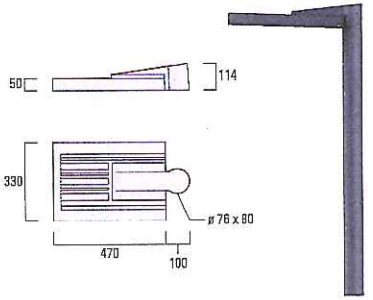
To:	Jacob Britten	PC No:	19002 PC02
Company:	HBV Architects	Date:	13 Feb 2020
From:	David Devenish	No. of Pages:	1 + Drawing
Project:	Longford Police Station	Trade:	Electrical

External Lighting Design

Please see attached the proposed external lighting design for the purposes of Development Application.

LIGHTING FIXTURE SCHEDULE

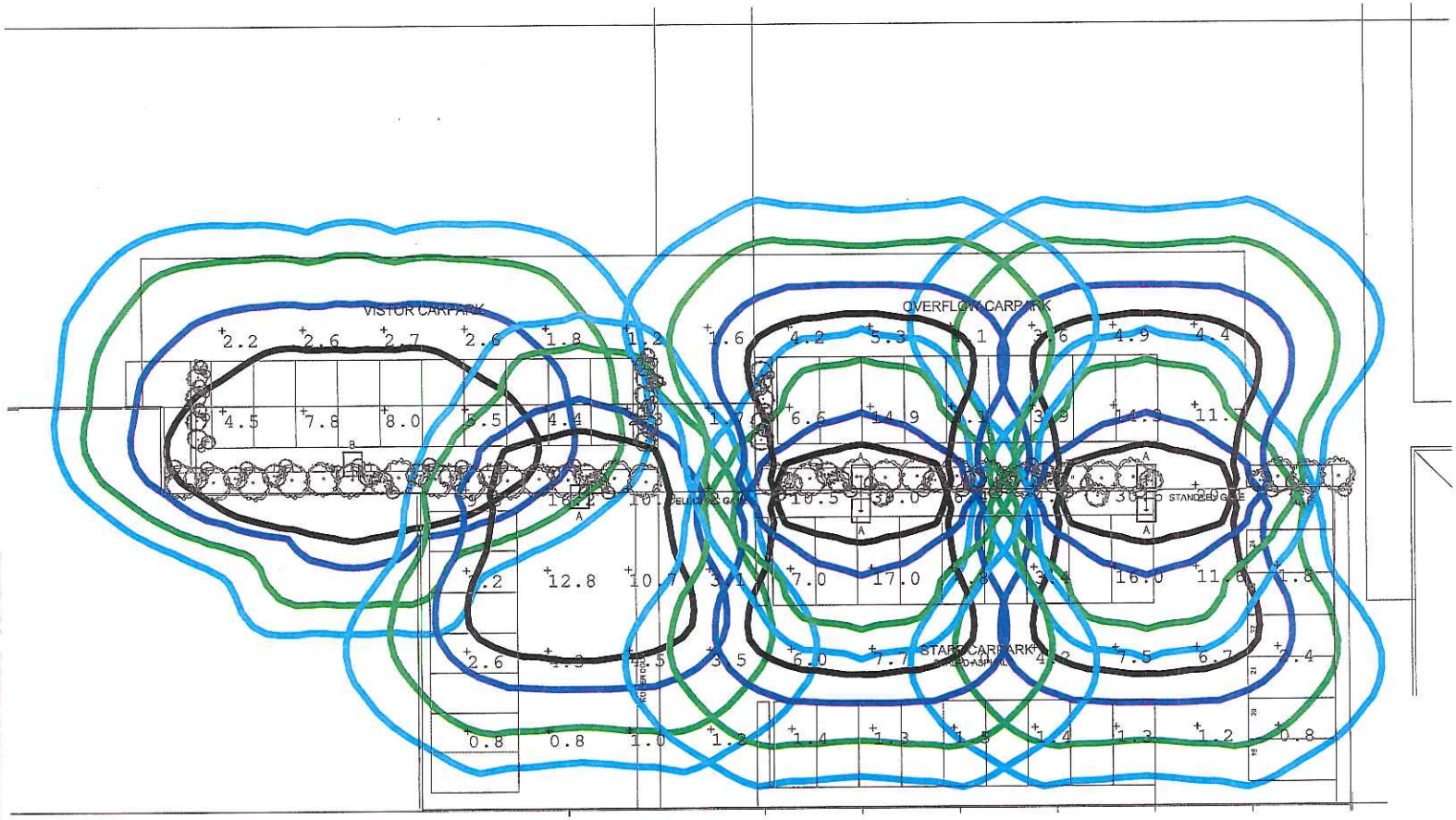
TYPE MARK	DESCRIPTION	MANUFACTURER	MODEL	LIGHT FITTING COLOUR	LIGHT WATTAGE	INTIAL COLOUR TEMPERATURE	QTY.
A	POLE MOUNTED LUMINAIRE IN BLACK. BLACK 4.5M POLE	WEEF	VFL530 (108-1144)	BLACK	24 W	3000 K	5
B	POLE MOUNTED LUMINAIRE IN BLACK. BLACK 4.5M POLE	WEEF	VFL530 (108-1165)	BLACK	24 W	3000 K	1



LIGHTING NOTES

1. CARPARK LIGHTING IS COMPLIANT TO AS1158.3.1-2015. CATEGORY P11C. NIGHT TIME VEHICLE OR PEDESTRIAN MOVEMENTS ARE LOW, NIGHT TIME OCCUPANCY RATES ARE LESS THAN 25%, AND RISK OF CRIME IS LOW.
2. EXTERNAL LIGHTING COMPLIES WITH THE REQUIREMENTS OF AS NZS 4282-2019 CONTROL OF THE OBTRUSIVE EFFECTS OF OUTDOOR LIGHTING.

0.35 LUX
0.7 LUX
1.75LUX
3.5 LUX



CARPARK LIGHTING PLAN
1 : 200

SCALE
1:200
4 8 12 16 20m

EXHIBITED

FOR BUILDING APPROVAL

By	Date	Revision Description	Rev
R.Y	13/02/20	DESIGN APPROVAL	DA2
R.Y	19/12/19	DESIGN APPROVAL	DA1

REVISIONS

ENGINEERING SOLUTIONS TASMANIA

Client

Project
DPFEM LONGFORD POLICE STATION

Sheet Title
CARPARK LIGHTING PLAN

ELECTRICAL SERVICES

Designed By	Drawn By
R.Y	R.Y
Checked By	Revision
A.B	DA2
Scale As Indicated A3	Drawing No. 19002-S1-E01

1-159

GEO-ENVIRONMENTAL ASSESSMENT

Longford Police Station

Corner of Peel Street and Cressy Road

Longford

December 2019

GES

GEO-ENVIRONMENTAL

SOLUTIONS

Geo-Environmental Solutions P/L 29 Kirksway Place Battery Point 7004. Ph 6223 1839 Fax 6223 4539

Introduction

Client:	HBV Architects
Date of inspection:	11/12/19
Location:	Corner of Peel Street and Cressy Road, Longford (CT:29939/1)
Land description:	Approx. 4.6ha
Building type:	Proposed police station and two dwellings
Investigation:	GoeProbe 540UD
Inspected by:	G. McDonald

Background information

Map:	Mineral Resources Tasmania, Longford sheet 1:25 000
Rock type:	Cenozoic sediments
Soil depth:	Approx. 2.0 - 3.0m+
Planning overlays:	Bushfire Prone areas
Local meteorology:	Annual rainfall approx. 550mm
Local services:	Tank water with onsite wastewater required

Site conditions

Slope and aspect:	~3% West facing slope
Site drainage:	Imperfect subsoil drainage
Vegetation:	Mixed grass species
Weather conditions:	Cloudy, ~Approx. <5mm rainfall received in preceding 7 days.
Ground surface:	Dry surface conditions

Investigation

A number of excavations were completed to identify the distribution of, and variation in soil materials on the site. Representative excavations at the approximate locations indicated in the site plan were chosen for testing and classification according to AS2870-2011 and AS1547-2012 (see profile summaries).

Profile Summaries

Hole 1 Depth (m)	Hole 2 Depth (m)	Horizon	Description
0.0 - 0.10	0.0 - 0.20	A1	Grey **SAND (SW)**, trace of clay, single grain, dry, medium dense consistency, common rootlets, gradual boundary to
0.10 – 0.90	0.20 - 1.10	B1	Strong Brown and Yellowish Brown **CLAY (CL)**, moderate polyhedral structure, slightly moist, very stiff consistency, medium plasticity, gradual boundary to
0.90 – 2.10	1.10 – 2.0+	B2	Reddish Brown and Grey **CLAY (CH)**, moderate polyhedral structure, slightly moist, stiff to very stiff consistency, high plasticity, lower boundary undefined in hole 2, gradual boundary to
2.10 – 3.0+		B21	Grey and Reddish Brown **CLAY (CH)**, moderate polyhedral structure, slightly moist, stiff consistency, high plasticity, gravel lenses, lower boundary undefined.

Holes 3, 4 & 5 Depth (m)	Horizon	Description
0.0 - 0.10	A1	Grey **SAND (SW)**, trace of clay, single grain, dry, medium dense consistency, common rootlets, gradual boundary to
0.10 – 0.90	A3	Light Grey **Gravelly SAND (GP)**, single grain, dry, dense consistency, clear boundary to
0.90 – 2.10	B1	Strong Brown and Yellowish Brown **CLAY (CL)**, moderate polyhedral structure, slightly moist, very stiff consistency, medium plasticity, gradual boundary to
2.10 – 3.0+	B2	Reddish Brown and Grey **CLAY (CH)**, moderate polyhedral structure, slightly moist, stiff to very stiff consistency, high plasticity, lower boundary undefined in hole 2, gradual boundary to

Soil Profile Notes

The soils found on the site have developed from Cenozoic sediments and consist of clay rich profiles that are likely to exhibit significant ground surface movement with moisture fluctuations. The soil has a low permeability but good nutrient retention capability for wastewater disposal.

DCP Results

Dynamic Cone Penetration (DCP) Conversion to Californian Bearing Ratio (ref: Australian Standard AS 1289.6.3.2 - 1997)					
Date	11/12/2019			Borehole 1	
Location	Longford Police Station				
Bedrock Depth (mm)	2+				
Water Table Location	not encountered				
DCP Commencement Depth	0				
DCP Measure	100				
Slope and Aspect	3% W				

Depth (mm)	DCP (Blows/100mm)	DCP (mm/Blow)	DCP Resistance (mPa)	Bearing Capacity (kPa)	CBR
0-100	2	50.0	0.7	84	4
100-200	4	25.0	1.4	168	8
200-300	6	16.7	2.1	252	13
300-400	9	11.1	3.2	378	20
400-500	1	100.0	0.4	42	2
500-600	9	11.1	3.2	378	20
600-700	10	10.0	3.6	420	22
700-800	14	7.1	5.0	588	32
800-900	10	10.0	3.6	420	22
900-1000	9	11.1	3.2	378	20
1000-1100	9	11.1	3.2	378	20
1100-1200	9	11.1	3.2	378	20
1200-1300	9	11.1	3.2	378	20
1300-1400	6	16.7	2.1	252	13
1400-1500	6	16.7	2.1	252	13
1500-1600	7	14.3	2.5	294	15
1600-1700	5	20.0	1.8	210	10
1700-1800	7	14.3	2.5	294	15
1800-1900	6	16.7	2.1	252	13
1900-2000	6	16.7	2.1	252	13
2000-2100	7	14.3	2.5	294	15
2100-2200	6	16.7	2.1	252	13
2200-2300	7	14.3	2.5	294	15
2300-2400	11	9.1	3.9	462	25
2400-2500	12	8.3	4.3	504	27
2500-2600	14	7.1	5.0	588	32

Site Classification

According to AS2870-2011 for construction the natural soil is classified as **Class H-1** which is a highly reactive site. Design and construction must adhere to this classification.

Wind Classification

The AS 4055-2012 *Wind load for Housing* classification of the site is:

Region:	**A**
Terrain category:	**TC2**
Shielding Classification:	**NS**
Topographic Classification:	**T1**
Wind Classification:	**N3**
Design Wind Gust Speed (V_{hu})	**50 m/sec**

Wastewater Classification & Recommendations

According to AS1547-2012 (on-site waste-water management) the natural soil is classified as **LIGHT CLAY (category 5)** with a Design Irrigation Rate (DIR) of 3mm/day.

The proposed new police station has a calculated maximum wastewater loading of 1900L/day. This is based on tank water supply and a maximum use of up to 20 people at 20L/person/day. The wastewater loading has been increased to account for future expansion of the site.

Given a loading of 1900L/day, and a DIR of 3mm/day, then 650m^2 of subsurface irrigation connected to a commercial AWTS unit is required. A cut-off diversion drain will be required upslope of the absorption area and the area excluded from traffic or any future building works. A 100% reserve area should be set aside for future wastewater requirements. For further detail please refer to the attached plan and Trench summary reports.

The following setback distances are required to comply with the Building Act 2016:

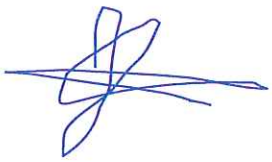
Buildings:	6m
Upslope or level boundaries:	1.5m
Downslope boundaries:	3.5m
Downslope surface water:	19m

Compliance with Building Act 2016 Guidelines for On-site Wastewater Management Systems is outlined in the attached table.

Construction Recommendations

According to AS2870-2011 for construction the natural soil is classified as **Class H-1** which is a highly reactive site (40-60mm Y^s range). Consideration should be given to drainage and sediment control on site during and after construction to minimise potential foundation movement. In particular, close attention should be paid to backfilling and drainage surrounding the footings, and appropriate articulation in the building in accordance with recommendations for reactive sites in AS2870-2011.

During construction GES will need to be notified of any major variation to the foundation conditions or wastewater loading as predicted in this report.



Dr John Paul Cumming B.Agr.Sc (hons) PhD CPSS GAICD
Environmental and Engineering Soil Scientist

Geo Environmental Solutions

Land suitability and system sizing for on-site wastewater management

Trench 3.0 (Australian Institute of Environmental Health)

Assessment Report

Site assessment for on-site waste water disposal

Assessment for	HBV Architects	Assess. Date	19-Dec-19
		Ref. No.	
Assessed site(s)	Longfors Police Station, Longford	Site(s) inspected	11-Dec-19
Local authority	Northern Midlands	Assessed by	John Paul Cumming

This report summarises wastewater volumes, climatic inputs for the site, soil characteristics and sustem sizing and design issues. Site Capability and Environmental sensitivity issues are reported separately, where 'Alert' columns flag factors with high (A) or very high (AA) limitations which probably require special consideration for system design(s). Blank spaces on this page indicate data have not been entered into TRENCH.

Wastewater Characteristics

Wastewater volume (L/day) used for this assessment = 1,900 (using a method independent of the no. of bedrooms)
Septic tank wastewater volume (L/day) = 634
Sullage volume (L/day) = 1,266
Total nitrogen (kg/year) generated by wastewater = 5.8
Total phosphorus (kg/year) generated by wastewater = 3.9

Climatic assumptions for site (Evapotranspiration calculated using the crop factor method)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Mean rainfall (mm)	57	46	57	57	43	49	64	62	66	61	56	58
Adopted rainfall (R, mm)	57	46	57	57	43	49	64	62	66	61	56	58
Retained rain (Rr, mm)	51	41	51	51	39	44	58	56	59	55	50	52
Max. daily temp. (deg. C)												
Evapotrans (ET, mm)	130	110	91	63	42	29	32	42	63	84	105	126
Evapotr. less rain (mm)	79	69	40	12	3	-15	-26	-14	4	29	55	74

Annual evapotranspiration less retained rain (mm) = 309

Soil characterisitics

Texture = light clay Category = 5 Thick. (m) = 2
Adopted permeability (m/day) = 0.24 Adopted LTAR (L/sq m/day) = 3 Min depth (m) to water = 5

Proposed disposal and treatment methods

Proportion of wastewater to be retained on site:	All wastewater will be disposed of on the site
The preferred method of on-site primary treatment:	In a package treatment plant
The preferred method of on-site secondary treatment:	In-ground
The preferred type of in-ground secondary treatment:	None
The preferred type of above-ground secondary treatment:	None
Site modifications or specific designs:	Are needed

Suggested dimensions for on-site secondary treatment system

Total length (m) =	93
Width (m) =	7
Depth (m) =	0.2
Total disposal area (sq m) required =	650
comprising a Primary Area (sq m) of:	650
and a Secondary (backup) Area (sq m) of:	

Sufficient area is available on site

To enter comments, click on the line below 'Comments'. (This yellow-shaded box and the buttons on this page will not be printed.)

Comments
Using the DIR of 3mm/day, an irrigation area of 650m2 is required to accommodate the expected wastewater flows.

Geo Environmental Solutions

Land suitability and system sizing for on-site wastewater management

Trench 3.0 (Australian Institute of Environmental Health)

Site Capability Report

Site assessment for on-site waste water disposal

Assessment for	HBV Architects	Assess. Date	19-Dec-19
		Ref. No.	
Assessed site(s)	Longfors Police Station, Longford	Site(s) inspected	11-Dec-19
Local authority	Northern Midlands	Assessed by	John Paul Cumming

This report summarises data relating to the physical capability of the assessed site(s) to accept wastewater. Environmental sensitivity and system design issues are reported separately. The 'Alert' column flags factors with high (A) or very high (AA) site limitations which probably require special consideration in site acceptability or for system design(s). Blank spaces indicate data have not been entered into TRENCH.

Alert	Factor	Units	Value	Confid level	Limitation Trench	Limitation Amended	Remarks
	Expected design area	sq m	2,000	V. high	Low	Moderate	
	Density of disposal systems	/sq km	5	Mod.	Very low		
	Slope angle	degrees	2	High	Very low		
	Slope form	Straight simple		High	Low		
	Surface drainage	Imperfect		High	Moderate		
	Flood potential	Site floods 1 in 50-75 yrs		High	Moderate		
	Heavy rain events	Infrequent		High	Moderate		
	Aspect (Southern hemi.)	Faces E or W		V. high	Moderate		
	Frequency of strong winds	Common		High	Low		
AA	Wastewater volume	L/day	1,900	High	Very high		
	SAR of septic tank effluent		1.7	High	Low		
	SAR of sullage		2.6	High	Moderate		
	Soil thickness	m	2.0	V. high	Very low		
	Depth to bedrock	m	2.5	V. high	Very low		
	Surface rock outcrop	%	0	V. high	Very low		
	Cobbles in soil	%	0	V. high	Very low		
	Soil pH		6.0	High	Low		
	Soil bulk density	gm/cub. cm	1.6	High	Moderate		
	Soil dispersion	Emerson No.	7	V. high	Very low		
	Adopted permeability	m/day	0.24	Mod.	Very low		
	Long Term Accept. Rate	L/day/sq m	3	High	High	Moderate	Other factors lessen impact

To enter comments, click on the line below 'Comments' . (This yellow-shaded box and the buttons on this page will not be printed.)

Comments

Wastewater disposal on site is limited by the low permeability of the soil. As a result, the calculated LTAR based upon permeability has been reduced to allow for more absoprtion of treated water within the soil system.

Geo Environmental Solutions

Land suitability and system sizing for on-site wastewater management

Trench 3.0 (Australian Institute of Environmental Health)

Environmental Sensitivity Report

Site assessment for on-site waste water disposal

Assessment for	HBV Architects	Assess. Date	19-Dec-19
		Ref. No.	
Assessed site(s)	Longfors Police Station, Longford	Site(s) inspected	11-Dec-19
Local authority	Northern Midlands	Assessed by	John Paul Cumming

This report summarises data relating to the environmental sensitivity of the assessed site(s) in relation to applied wastewater. Physical capability and system design issues are reported separately. The 'Alert' column flags factors with high (A) or very high (AA) limitations which probably require special consideration in site acceptability or for system design(s). Blank spaces indicate data have not been entered into TRENCH.

Alert	Factor	Units	Value	Confid level	Limitation Trench	Limitation Amended	Remarks
	Cation exchange capacity	mmol/100g	100	High	Low		
	Phos. adsorp. capacity	kg/cub m	0.7	High	Moderate		
	Annual rainfall excess	mm	-309	High	Very low		
	Min. depth to water table	m	5	High	Very low		
	Annual nutrient load	kg	9.7	High	Low		
	G'water environ. value	Agric non-sensit		V. high	Low		
	Min. separation dist. required	m	5	High	Very low		
	Risk to adjacent bores		Very low	V. high	Very low		
	Surf. water env. value	Agric non-sensit		V. high	Low		
AA	Dist. to nearest surface water	m	50	V. high	Very high		
A	Dist. to nearest other feature	m	20	V. high	High		
	Risk of slope instability		Low	V. high	Low		
	Distance to landslip	m	3300	V. high	Very low		

To enter comments, click on the line below 'Comments'. (This yellow-shaded box and the buttons on this page will not be printed.)

Comments

The soil on site has a clay texture and a good high CEC, Therefore the soil system has a good capacity to cope with the applied nutrient load from the system.

Demonstration of wastewater system compliance to *Building Act 2016 Guidelines for On-site Wastewater Disposal*

Acceptable Solutions	**Performance Criteria**	**Compliance**
A1 Horizontal separation distance from a building to a land application area must comply with one of the following: a) be no less than 6m; or b) be no less than: (i) 3m from an upslope building or level building; (ii) If primary treated effluent to be no less than 4m plus 1m for every degree of average gradient from a downslope building; (iii) If secondary treated effluent and subsurface application, no less than 2m plus 0.25m for every degree of average gradient from a downslope building.	P1 a) The land application area is located so that (i) the risk of wastewater reducing the bearing capacity of a building's foundations is acceptably low.; and (ii) is setback a sufficient distance from a downslope excavation around or under a building to prevent inadequately treated wastewater seeping out of that excavation	Complies with A1 (a) Land application area will be located with minimum separation distance to proposed building of 6m.
A2 Horizontal separation distance from downslope surface water to a land application area must comply with (a) or (b) (a) be no less than 100m; or (b) be no less than the following: (i) if primary treated effluent 15m plus 7m for every degree of average gradient to downslope surface water; or (ii) if secondary treated effluent and subsurface application, 15m plus 2m for every degree of average gradient to down slope surface water.	P2 Horizontal separation distance from downslope surface water to a land application area must comply with all of the following: a) Setbacks must be consistent with AS/NZS 1547 Appendix R; b) A risk assessment in accordance with Appendix A of AS/NZS 1547 has been completed that demonstrates that the risk is acceptable.	Complies with A2 (b) (ii) Land application area will be located with a minimum separation distance of 19m of downslope surface water

A3 Horizontal separation distance from a property boundary to a land application area must comply with either of the following: (a) be no less than 40m from a property boundary; or (b) be no less than: (i) 1.5m from an upslope or level property boundary; and (ii) If primary treated effluent 2m for every degree of average gradient from a downslope property boundary; or (iii) If secondary treated effluent and subsurface application, 1.5m plus 1m for every degree of average gradient from a downslope property boundary.	P3 Horizontal separation distance from a property boundary to a land application area must comply with all of the following: (a) Setback must be consistent with AS/NZS 1547 Appendix R; and (b) A risk assessment in accordance with Appendix A of AS/NZS 1547 has been completed that demonstrates that the risk is acceptable.	Complies with A3 (b) (i) Land application area will be located with a minimum separation distance of 1.5m from an upslope or level property boundary Complies with A3 (b) (iii) Land application area will be located with a minimum separation distance of 3.5m of downslope property boundary
A4 Horizontal separation distance from a downslope bore, well or similar water supply to a land application area must be no less than 50m and not be within the zone of influence of the bore whether up or down gradient.	P4 Horizontal separation distance from a downslope bore, well or similar water supply to a land application area must comply with all of the following: (a) Setback must be consistent with AS/NZS 1547 Appendix R; and (b) A risk assessment completed in accordance with Appendix A of AS/NZS 1547 demonstrates that the risk is acceptable	Complies with A4 No bore or well identified within 50m

A5 Vertical separation distance between groundwater and a land application area must be no less than: (a) 1.5m if primary treated effluent; or (b) 0.6m if secondary treated effluent	P5 Vertical separation distance between groundwater and a land application area must comply with the following: (a) Setback must be consistent with AS/NZS 1547 Appendix R; and (b) A risk assessment completed in accordance with Appendix A of AS/NZS 1547 that demonstrates that the risk is acceptable	Complies with A5 (b) No groundwater encountered
A6 Vertical separation distance between a limiting layer and a land application area must be no less than: (a) 1.5m if primary treated effluent; or (b) 0.5m if secondary treated effluent	P6 Vertical setback must be consistent with AS/NZS1547 Appendix R.	Complies with A6 (b) No limiting layer identified
A7 nil	P7 A wastewater treatment unit must be located a sufficient distance from buildings or neighbouring properties so that emissions (odour, noise or aerosols) from the unit do not create an environmental nuisance to the residents of those properties	Complies

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AS1547:2012 – Loading Certificate – AWTS Design

This loading certificate sets out the design criteria and the limitations associated with use of the system.

Site Address: Longford Police Station – Corner of Peel St and Cressy Rd, Longford

System Capacity: 1900L/day

Summary of Design Criteria

DIR: 3mm/day.

Irrigation area: 650m^2

Reserve area location /use: assigned – more than 100% available

Water saving features fitted: Standard fixtures

Allowable variation from design flows: 1 event @ 200% daily loading per quarter

Typical loading change consequences: Expected to be minimal due to use of AWTS and large land area

Overloading consequences: Continued overloading may cause hydraulic failure of the irrigation area and require upgrading/extension of the area. Risk considered acceptable due to monitoring through quarterly maintenance reports.

Underloading consequences: Lower than expected flows will have minimal consequences on system operation unless the house has long periods of non occupation. Under such circumstances additional maintenance of the system may be required. Long term under loading of the system may also result in vegetation die off in the irrigation areas and additional watering may be required. Risk considered acceptable due to monitoring through quarterly maintenance reports.

Lack of maintenance / monitoring consequences: Issues of underloading/overloading and condition of the irrigation area require monitoring and maintenance, if not completed system failure may result in unacceptable health and environmental risks. Monitoring and regulation by the permit authority required to ensure compliance.

Other considerations: Owners/occupiers must be made aware of the operational requirements and limitations of the system by the installer/maintenance contractor.

CERTIFICATE OF QUALIFIED PERSON – ASSESSABLE ITEM

Section 321

Form **55**

To: HBV Architects *Owner /Agent*
22 Salamanca Square *Address*
Battery Point 7000 *Suburb/postcode*

Qualified person details:

Qualified person: John-Paul Cumming
Address: 29 Kirksway Place
Battery Point 7004
Phone No: 03 6223 1839
Fax No:
Licence No: AO999
Email address: jcumming@geosolutions.net.au

Qualifications and Insurance details: Certified Professional Soil Scientist (CPSS stage 2)
(description from Column 3 of the Director's Determination - Certificates by Qualified Persons for Assessable Items

Speciality area of expertise: AS2870-2011 Foundation Classification
(description from Column 4 of the Director's Determination - Certificates by Qualified Persons for Assessable Items)

Details of work:

Address: Longford Police Station cnr Peel St & Cressy Rd
Longford 7301
Lot No: 1
Certificate of title No: 29939/1

The assessable item related to this certificate: Classification of foundation Conditions according to AS2870-2011
(description of the assessable item being certified)
Assessable item includes –
- *a material;*
- *a design*
- *a form of construction*
- *a document*
- *testing of a component, building system or plumbing system*
- *an inspection, or assessment, performed*

Certificate details:

Certificate type: Foundation Classification
(description from Column 1 of Schedule 1 of the Director's Determination - Certificates by Qualified Persons for Assessable Items n)

This certificate is in relation to the above assessable item, at any stage, as part of - *(tick one)*

building work, plumbing work or plumbing installation or demolition work ☒

or

a building, temporary structure or plumbing installation: ☐

EXHIBITED

In issuing this certificate the following matters are relevant –

Documents:	The attached soil report for the address detailed above in 'details of Work'
Relevant calculations:	Reference the above report.
References:	AS2870-2011 residential slabs and footings AS1726-2017 Geotechnical site investigations CSIRO Building technology file – 18.

Substance of Certificate: *(what it is that is being certified)*

Site Classification consistent with AS2870-2011.

Scope and/or Limitations

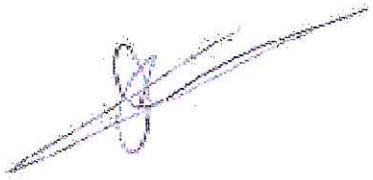
The classification applies to the site as inspected and does not account for future alteration to foundation conditions as a result of earth works, drainage condition changes or variations in site maintenance.

I, John-Paul Cumming certify the matters described in this certificate.

Qualified person: *Signed:*

Certificate No: 5474

Date: 19/12/2019



CERTIFICATE OF THE RESPONSIBLE DESIGNER

Section 94
Section 106
Section 129
Section 155

Form 35

To: HBV Architects *Owner name*
22 Salamanca Square *Address*
Battery Point 7000 *Suburb/postcode*

Designer details:

Name: John-Paul Cumming
Category: Bld. Srvcs. Dsgnr. - Hydraulic
Business name: Geo-Environmental Solutions
Phone No: 03 6223 1839
Business address: 29 Kirksway Place
Battery Point 7004
Fax No: N/A
Licence No: CC774A
Email address: office@geosolutions.net.au

Details of the proposed work:

Owner/Applicant HBV Architects
Designer's project reference No. 5474
Address: Longford Police Station cnr Peel St & Cressy Rd
Lot No: 1
Longford 7301

Type of work: Building work ☐ Plumbing work ☒ *(X all applicable)*

Description of work:
On-site wastewater management system - design

(new building / alteration / addition / repair / removal / re-erection water / sewerage / stormwater / on-site wastewater management system / backflow prevention / other)

Description of the Design Work (Scope, limitations or exclusions): *(X all applicable certificates)*

Certificate Type:	Certificate	Responsible Practitioner
	☐ Building design	Architect or Building Designer
	☐ Structural design	Engineer or Civil Designer
	☐ Fire Safety design	Fire Engineer
	☐ Civil design	Civil Engineer or Civil Designer
	☒ Hydraulic design	Building Services Designer
	☐ Fire service design	Building Services Designer
	☐ Electrical design	Building Services Designer
	☐ Mechanical design	Building Service Designer
	☐ Plumbing design	Plumber-Certifier; Architect, Building Designer or Engineer
	☐ Other (specify)	

Deemed-to-Satisfy: ☒ Performance Solution: ☐ *(X the appropriate box)*

Other details:
AWTS and irrigation

Design documents provided:

The following documents are provided with this Certificate –

Document description:

Drawing numbers:	Prepared by: Geo-Environmental Solutions	Date: Dec-19
Schedules:	Prepared by:	Date:
Specifications:	Prepared by: Geo-Environmental Solutions	Date: Dec-19
Computations:	Prepared by:	Date:
Performance solution proposals:	Prepared by:	Date:
Test reports:	Prepared by: Geo-Environmental Solutions	Date: Dec-19

Standards, codes or guidelines relied on in design process:

AS1547-2012 On-site domestic wastewater management.

AS3500 (Parts 0-5)-2013 Plumbing and drainage set.

Any other relevant documentation:

Geo-Environmental Assessment – Longford Police Station – Dec 19 - GES

Attribution as designer:

I John-Paul Cumming, am responsible for the design of that part of the work as described in this certificate;

The documentation relating to the design includes sufficient information for the assessment of the work in accordance with the *Building Act 2016* and sufficient detail for the builder or plumber to carry out the work in accordance with the documents and the Act;

This certificate confirms compliance and is evidence of suitability of this design with the requirements of the National Construction Code.

	Name: (print)	*Signed*	*Date*
Designer:	John-Paul Cumming		19/12/2019
Licence No:	CC774A		

Assessment of Certifiable Works: (TasWater)

Note: single residential dwellings and outbuildings on a lot with an existing sewer connection are not considered to increase demand and are not certifiable.

If you cannot check ALL of these boxes, LEAVE THIS SECTION BLANK.

TasWater must then be contacted to determine if the proposed works are Certifiable Works.

I confirm that the proposed works are not Certifiable Works, in accordance with the Guidelines for TasWater CCW Assessments, by virtue that all of the following are satisfied:

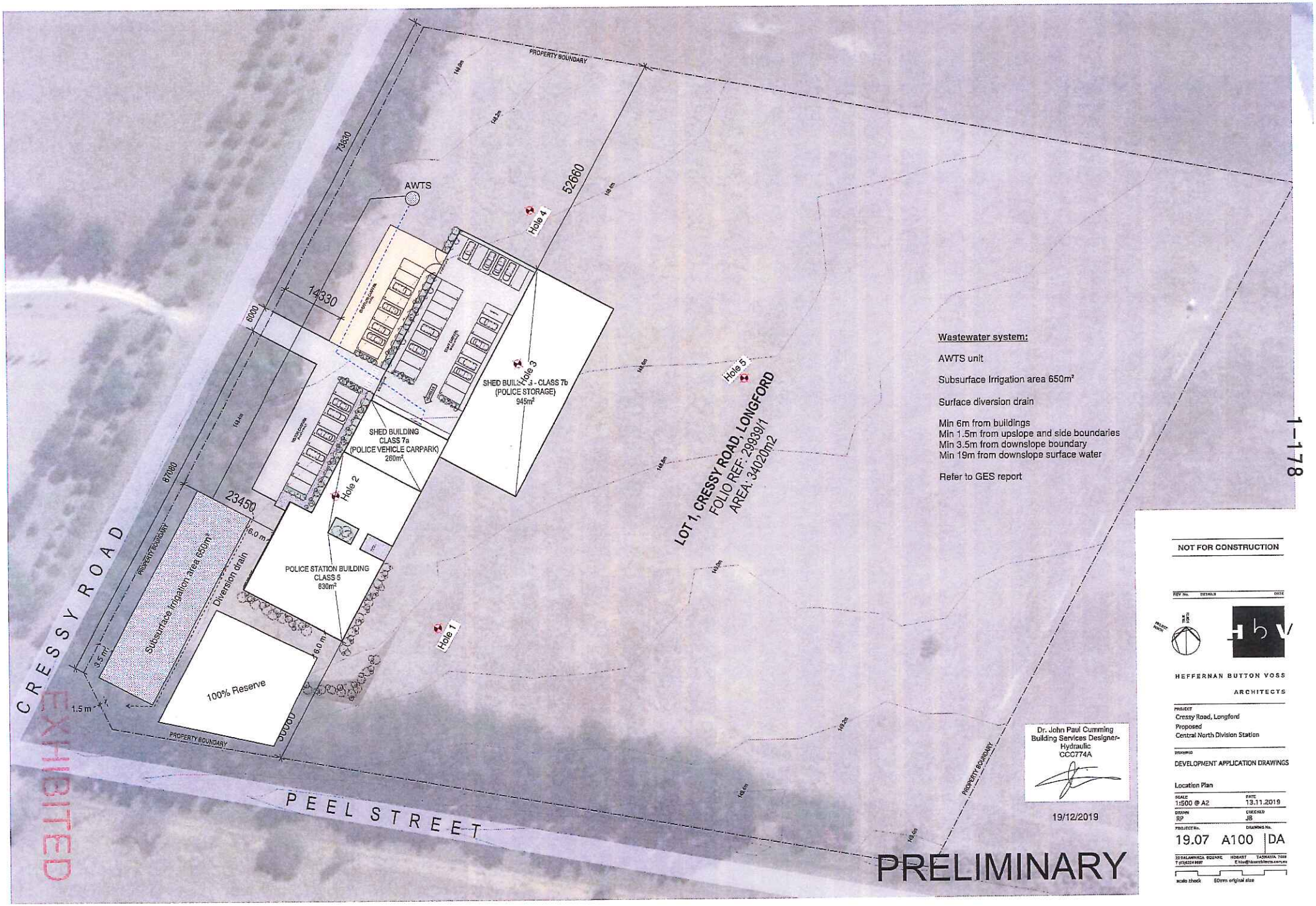
- [x] The works will not increase the demand for water supplied by TasWater
- [x] The works will not increase or decrease the amount of sewage or toxins that is to be removed by, or discharged into, TasWater's sewerage infrastructure
- [x] The works will not require a new connection, or a modification to an existing connection, to be made to TasWater's infrastructure
- [x] The works will not damage or interfere with TasWater's works
- [x] The works will not adversely affect TasWater's operations
- [x] The work are not within 2m of TasWater's infrastructure and are outside any TasWater easement
- [x] I have checked the LISTMap to confirm the location of TasWater infrastructure
- [x] If the property is connected to TasWater's water system, a water meter is in place, or has been applied for to TasWater.

Certification:

I ..... John-Paul Cumming..... being responsible for the proposed work, am satisfied that the works described above are not Certifiable Works, as defined within the *Water and Sewerage Industry Act 2008,* that I have answered the above questions with all due diligence and have read and understood the Guidelines for TasWater CCW Assessments.

Note: the Guidelines for TasWater Certification of Certifiable Works Assessments are available at: www.taswater.com.au

	Name: (print)	*Signed*	*Date*
Designer:	John-Paul Cumming		19/12/2019


PROPERTY BOUNDARY
79830
52660
AWTS
Hole 4
14330
6000
SHED BUILDING CLASS 7b (POLICE STORAGE) 945m²
Hole 3
SHED BUILDING CLASS 7a (POLICE VEHICLE CARPARK) 260m²
Hole 2
Hole 5
LOT 1, CRESSY ROAD, LONGFORD
FOLIO REF: 29939/1
AREA: 34020m2
87080
23450
POLICE STATION BUILDING CLASS 5 630m²
Subsurface irrigation area 650m²
Diversion drain
16.0 m
3.5 m
100% Reserve
Hole 1
1.5 m
50000
PROPERTY BOUNDARY
CRESSY ROAD
PEEL STREET
Wastewater system:
AWTS unit
Subsurface Irrigation area 650m²
Surface diversion drain
Min 6m from buildings
Min 1.5m from upslope and side boundaries
Min 3.5m from downslope boundary
Min 19m from downslope surface water
Refer to GES report
Dr. John Paul Cumming
Building Services Designer-Hydraulic
CCC774A
19/12/2019
NOT FOR CONSTRUCTION
REV No. DETAILS DATE
HEFFERNAN BUTTON VOSS
ARCHITECTS
PROJECT
Cressy Road, Longford
Proposed
Central North Division Station
DRAWING
DEVELOPMENT APPLICATION DRAWINGS
Location Plan
SCALE 1:500 @ A2
DATE 13.11.2019
DRAWN RP
CHECKED JB
PROJECT No. 19.07
DRAWING No. A100
DA
22 SALAMANCA SQUARE HOBART TASMANIA 7000
T (03)6224 9997
scale check 50mm original size
EXHIBITED
PRELIMINARY
1-178

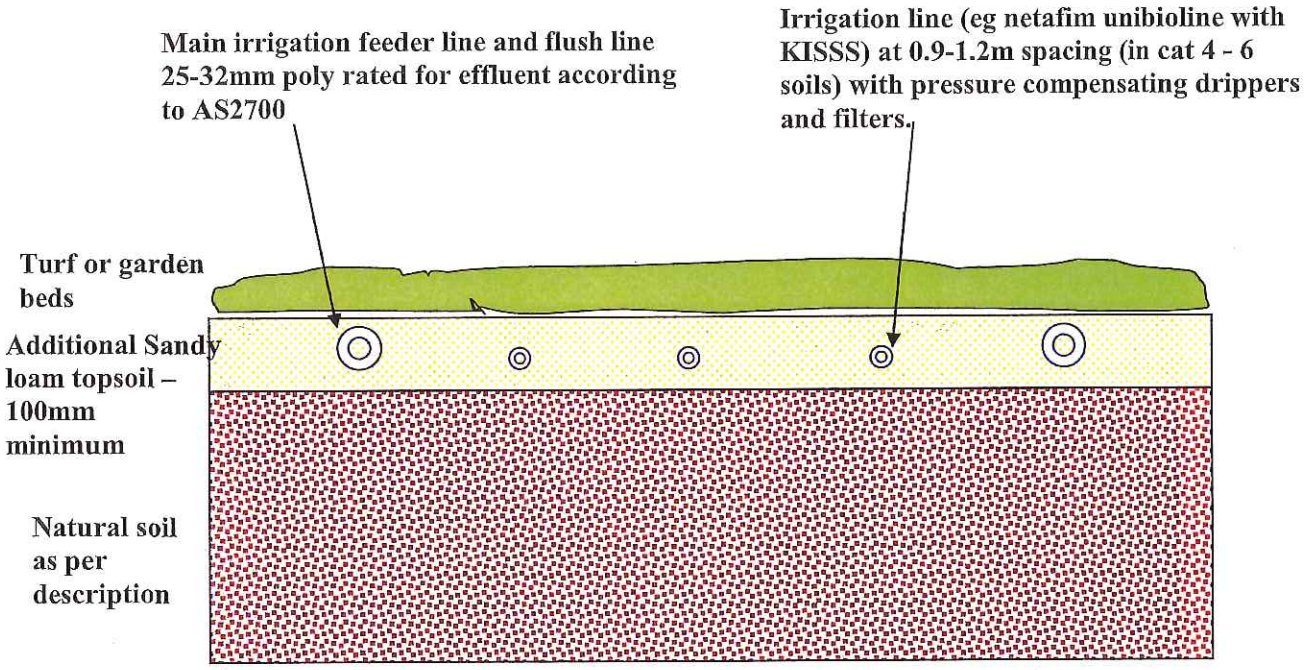
GES
GEO-ENVIRONMENTAL
SOLUTIONS

Figure 1

Subsurface irrigation design

To be used in conjunction with site evaluation report for construction of subsurface irrigation areas for use with aerated wastewater treatment systems (AWTS). On dispersive soils gypsum should be added to tilled natural soil at 1Kg/5m^2. The irrigation outlet line from the system or holding tank should utilize a 25-32mm main line out stepped down to a 11-16mm lateral drip irrigation lines in each irrigation row. If the final design is for shrubs/trees then a mounded row design is best employed with a nominal mound height of approximately 200mm.

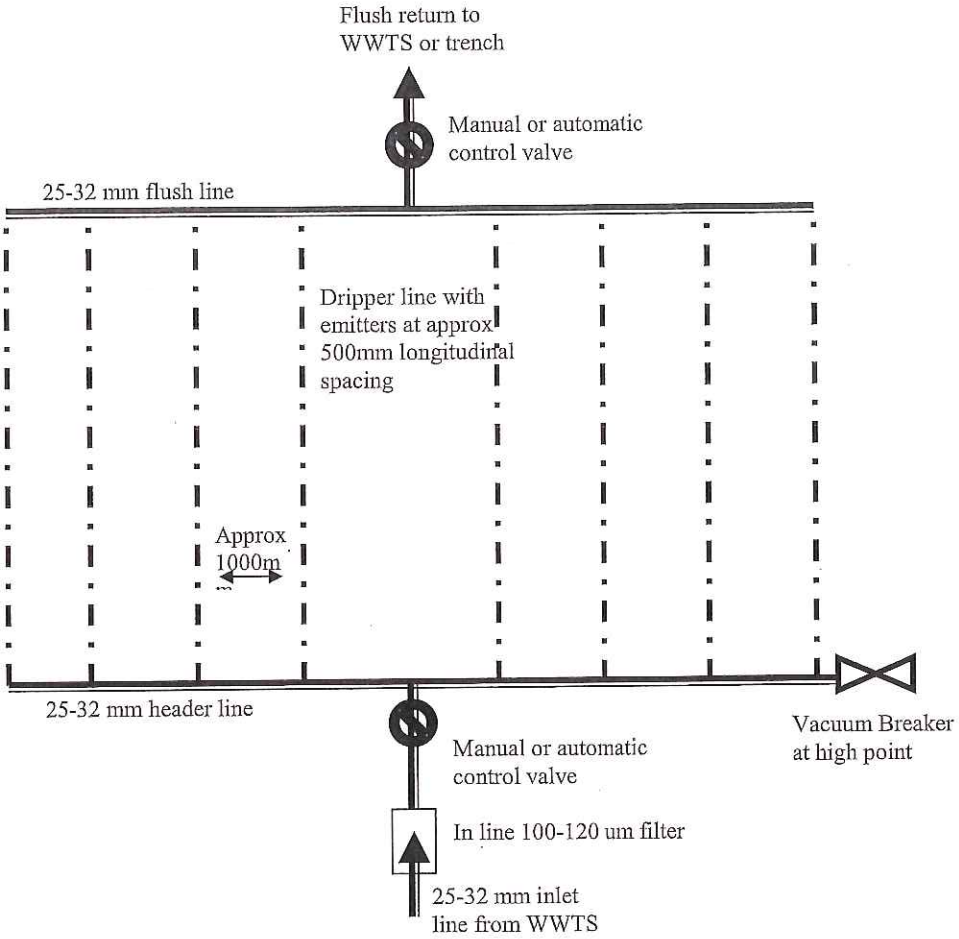
Irrigation Area Cross Section



Note – the bedding sandy loam & topsoil/turf depths are minimum, with a maximum depth below surface of 100mm recommended (range 100-200mm).

- The existing surface of the site should be tilled to a depth of 100mm with a conventional plough, discs or spring tines to break down the turf matt and any large soil clods – all stones must be removed
- A minimum of 100mm of sandy loam should be added to the site to aid installation of the drip line into a suitable medium – the loam should be mixed into the exiting subsoil with another pass of the cultivating tines or similar
- Turf, seed or plants should be applied to the are as soon as practical after the laying of dripper line and commissioning of the system

Irrigation Area Plan View



Design specifications:

1. Manufacturer's recommendations for spacing of lateral irrigation lines should be followed (eg netafim unibioline with/without KISSS) with commonly used with spacing of 0.3m (0.6m KISSS) in highly permeable soils and 0.6m (1.0-1.2m KISSS) in less permeably loams and clays.
2. Dependant upon treatment system a 200µm filter may be installed at the pumping chamber outlet, but a 100-120 µm inline disc filter should be installed prior to discharge into the irrigation area.
3. A vacuum breaker valve must be installed at the highest point of each irrigation zone in a marked and protected valve control box.
4. A flush line must be installed at the lowest point/bottom of the irrigation area with a return valve for flushing back into the treatment chamber of the system (not into the primary chamber as it may affect the performance of the microbial community) or to a dedicated absorption trench.
5. The minimum irrigation pumping capacity should be equivalent to 120kpa (i.e. 12m of head) at the furthest point of the irrigation area (a gauge should be placed at the vacuum breaker) – therefore pump size can be matched on site to the irrigation pipe size and design.

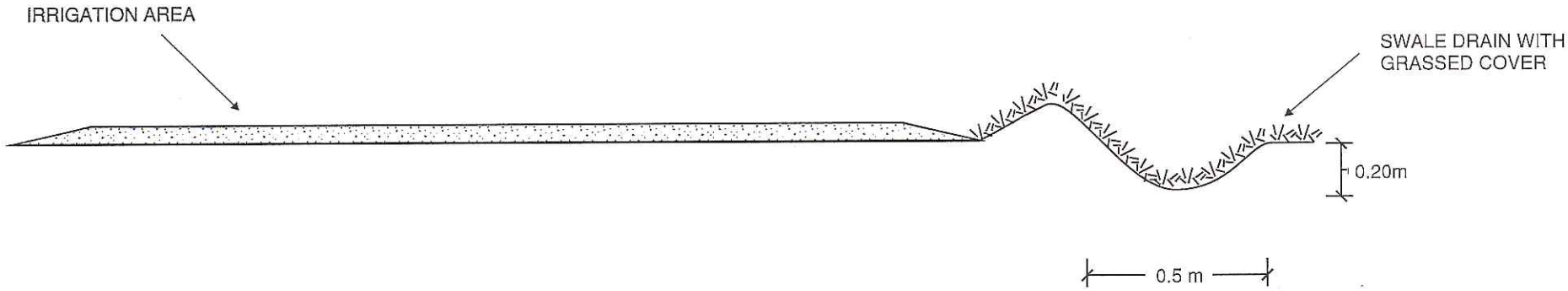
GES
GEO-ENVIRONMENTAL
SOLUTIONS
86 Queen Street, Sandy Bay
T| 62231839 E| office@geosolutions.net.au

TYPICAL GRASSED SWALE DRAIN CROSS-SECTION

SWALE DRAIN TO BE MIN 0.5M WIDE BY MIN 0.20M DEEP

GRASS COVER TO BE MAINTAINED TO SLOW WATER FLOW AND MINIMSE EROSION

1–181



Do not scale from these drawings. Dimensions to take precedence over scale.	Geo-Environmental Solutions		Date: Nov 2016	Grassed swale drain typical cross-section	Sheet 1 of 1 Drawn by SR

Rosemary Jones

From: Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
Sent: Wednesday, 1 April 2020 11:54 AM
To: NMC Planning
Subject: RE: Longford Police Station DA - State Growth comments

Our Ref: D20/43896

Hello Rosemary – sorry for the delay on this.

Confirming that the revised information is acceptable.

Please can you add the below condition and note to Council's permit;

- Detailed engineering construction drawings for the new site access and basic right turn road pavement widening as indicated by the applicants Traffic Impact Assessment must be provided to the Department of State Growth for review and acceptance prior to application for a works permit (see note).

    - NOTE: A valid works permit is required for all works undertaken in the State Road (Midland Highway) reservation. Details of the permit process and application forms can be found at: www.transport.tas.gov.au/road/permits/road-access. Applications must be received by the Department of State Growth a minimum of twenty (20) business days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued.

Let me know if you need any further information.

Cheers, Garry

Garry Hills | Senior Traffic Engineering Officer
State Roads Division | Department of State Growth
GPO Box 536, Hobart TAS 7001
Phone: (03) 6777 1940
www.stategrowth.tas.gov.au

From: NMC Planning [mailto:planning@nmc.tas.gov.au]
Sent: Wednesday, 1 April 2020 10:29 AM
To: Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
Subject: FW: Longford Police Station DA - State Growth comments

Hi Garry,

I'm aware you were away, just checking in to see if you've had a chance to look at the further info supplied?

Kind regards,

Our priority is to keep our community, including staff, ratepayers and residents safe and to minimise the spread of COVID-19.

Rosemary Jones

Administration Officer - Community & Development | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: rosemary.jones@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

NORTHERN MIDLANDS COUNCIL

Tasmania's Historic Heart

employer of choice

From: NMC Planning
Sent: Tuesday, 10 March 2020 2:45 PM
To: Hills, Garry (StateGrowth) <Garry.Hills@stategrowth.tas.gov.au>
Subject: FW: Longford Police Station DA - State Growth comments

Hi Garry,

Please find attached information supplied by the applicant to address the points raised in your email.
As this is listed for the Council meeting on the 16th and agenda closed Friday, if you were able to look at it asap it would be greatly appreciated – and reduce all our stress levels!

Kind regards,

Rosemary Jones

Administration Officer - Community & Development | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: rosemary.jones@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

NORTHERN MIDLANDS COUNCIL

Tasmania's Historic Heart

employer of choice

Officers are available for phone enquiries and face to face appointments to discuss building and planning matters at the following times:

- Monday - between 9:00am and 12:00pm
- Wednesday - between 2:00pm and 5:00pm
- Friday - between 9:00am and 12:00pm

Meetings can be arranged at other times by appointment.

For general enquiries please refer to the Fact Sheet located on our website at http://northernmidlands.tas.gov.au

From: Paul Godier <paul.godier@nmc.tas.gov.au>
Sent: Tuesday, 10 March 2020 2:39 PM
To: Rosemary Jones <rosemary.jones@nmc.tas.gov.au>
Subject: FW: Longford Police Station DA - State Growth comments

Can you please send the revised TIA to State Growth.

Thanks, Paul.

Paul Godier

Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: paul.godier@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au
Tasmania's Historic Heart

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From: Frazer Read <frazer@allurbanplanning.com.au>
Sent: Tuesday, 10 March 2020 6:38 AM
To: Paul Godier <paul.godier@nmc.tas.gov.au>
Subject: FW: Longford Police Station DA - State Growth comments

Hi Paul, please see attached an amended TIA in response to DSG's comments and water servicing concept plan for your reference.

Regards

Frazer Read
Principal

Call 0400 109 582 Email frazer@allurbanplanning.com.au
19 Mawhera Ave, Sandy Bay Tasmania 7005
allurbanplanning.com.au

AllUrbanPlanning

PIA Registered Planner
Planning Institute Australia

From: Paul Godier <paul.godier@nmc.tas.gov.au>
Sent: Wednesday, 4 March 2020 10:18 AM
To: Frazer Read <frazer@allurbanplanning.com.au>
Subject: Longford Police Station DA - State Growth comments
Importance: High

Dear Frazer, the Department of State Growth has advised:

We have no objection to the proposal in principal however there is some further clarification / corrections needed:

- *Page 7 of the TIA states 'Cressy Road has a posted speed limit of 80 km/h near the subject site' – this is incorrect as it is 100 km/h passing the subject site and access. Note that TasPolice indicated they may request a review of the speed limit however this hasn't been done as yet and is a separate matter, the TIA needs to be based on the current situation.*
- *Page 13 of the TIA states 'Note that the traffic generation represents little change over the traffic generated by the existing police station on the site', this is incorrect as there is no existing development on the site.*
- *The TIA also has the following omissions;*
    - *The traffic split of the 200 v.p.d using the site (i.e. what percentage enter and leave in which direction).*
    - *Assessment of these volumes against the Austroads turning facility warrants.*
    - *An indication of what level of turning facilities are required, and a risk based assessment of why a particular facility is or is not considered necessary if that is the case.*

Would you please get the TIA updated to address the above matters.

Thanks,

Paul Godier

Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: paul.godier@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

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Tasmania's Historic Heart

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Northern Midlands Council Confidentiality Notice and Disclaimer:

Paul Godier

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Sent: Wednesday, 4 March 2020 10:18 AM
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Subject: Longford Police Station DA - State Growth comments

Importance: High

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Thanks,

Paul Godier

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- Friday - between 9:00am and 12:00pm

Meetings can be arranged at other times by appointment.

MIDSON
traffic
pty ltd

HBV Architects

Longford Police Station
Traffic Impact Assessment

March 2020

ENGINEERS
AUSTRALIA

PROFESSIONAL ENGINEER OF THE YEAR
INDIVIDUAL
AWARDS
TASMANIA
WINNER 2016

MIDSON traffic pty ltd

Contents

MIDSON traffic pty ltd

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MIDSON traffic pty ltd

1. Introduction

1.1 Background

Midson Traffic were engaged by HBV Architects to prepare a traffic impact assessment for a proposed new Police Station in Longford.

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *A Framework for Undertaking Traffic Impact Assessments*, September 2007. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2009.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses Northern Midlands Interim Planning Scheme.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *A Framework for Undertaking Traffic Impact Assessments*, September 2007, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 24 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004

- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Chartered Professional Engineer (CPEng); Engineering Executive (EngExec); National Engineers Register (NER)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at Lot 1 Cressy Road, located on the corner of Peel Street and Cressy Road.

The subject site and surrounding road network is shown in Figure 1.

Figure 1 Subject Site & Surrounding Road Network

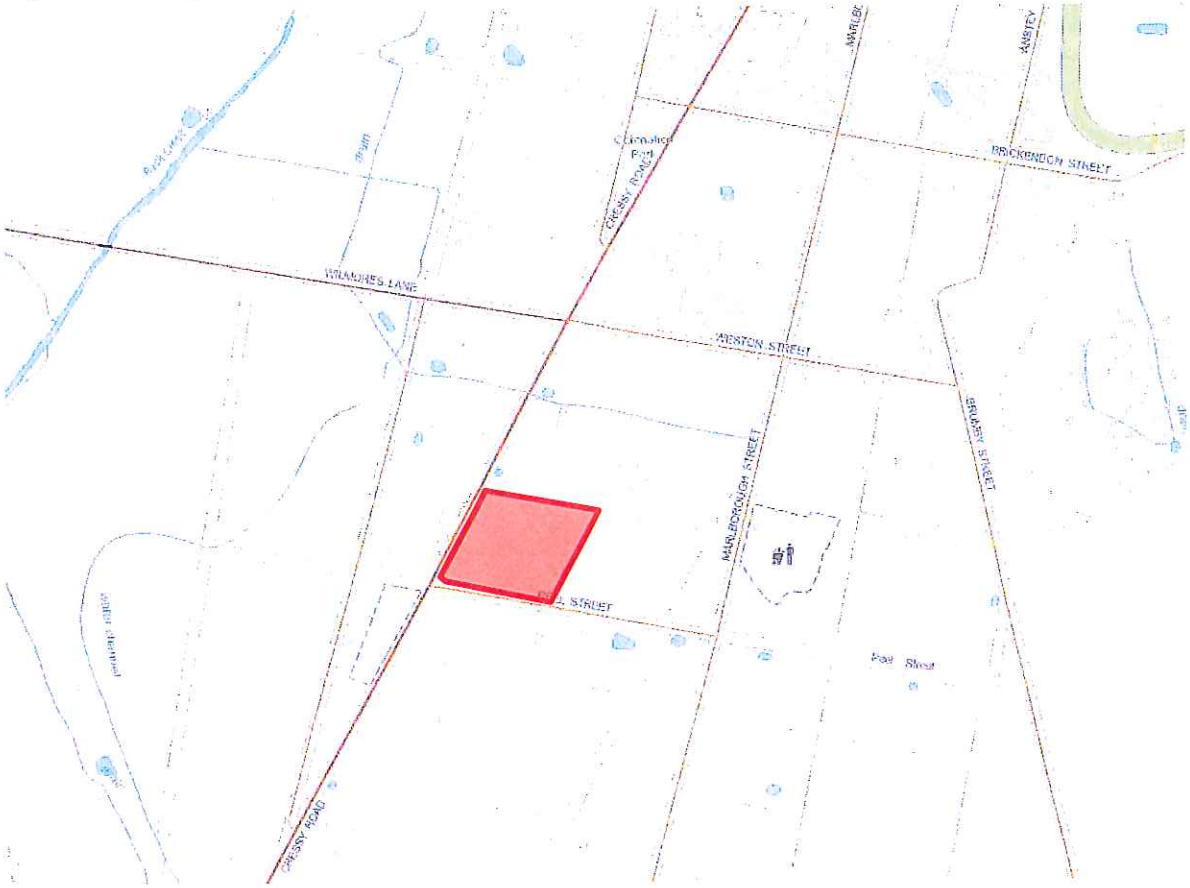


Image Source: LIST Map, DPIPWE

1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Northern Midlands Interim Planning Scheme, 2013 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Traffic Impacts of Developments*, 2009
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2019
- Department of State Growth, *A Framework for Undertaking Traffic Impact Assessments*, 2007
- Roads and Maritime Services NSW, *Guide to Traffic Generating Developments*, 2002 (RMS Guide)
- Roads and Maritime Services NSW, *Updated Traffic Surveys,* 2013 (Updated RMS Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1:2004)

2. Existing Conditions

2.1 Transport Network

For the purpose of this report, the transport network consists of Cressy Road and Peel Street.

Peel Street is an unsealed road that connects between Cressy Road and Brumby Street, a distance of approximately 1.1 kilometres. It provides access to rural property along its length. Malborough Street crosses Peel Street approximately half-way along its length.

Peel Street at the Cressy Road junction is shown in Figure 2.

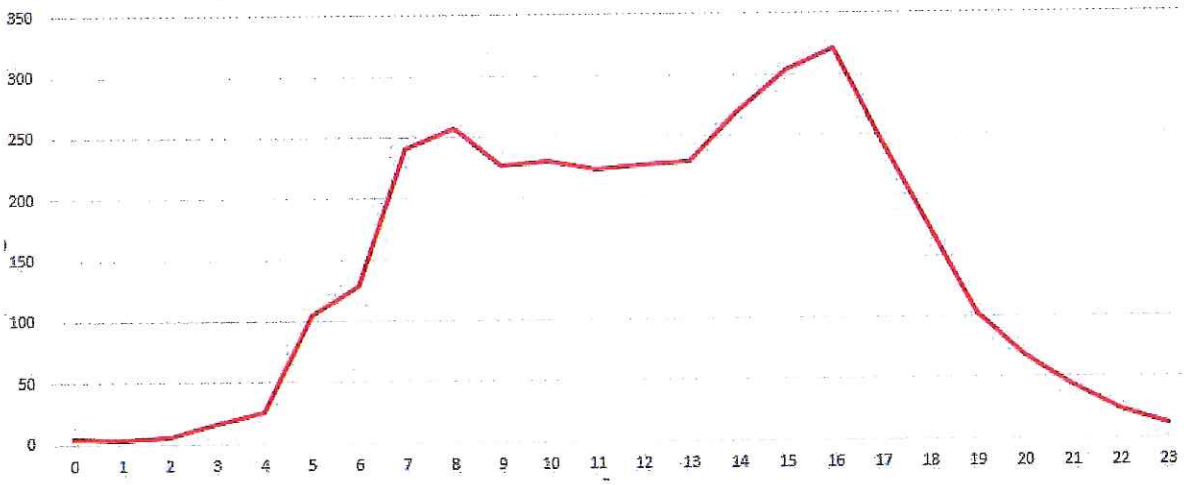
Figure 2 Peel Street

Cressy Road is a rural arterial road that connects between Poatina and Longford. Cressy Road carries approximately 3,200 vehicles per day[1] has a posted speed limit of 100-km/h near the subject site. Cressy Road is classified as Category 4 road under the Department of State Growth's road hierarchy. Category 4 roads provide safe passenger vehicle and tourist movement within the regions of Tasmania. Where the main road servicing the town is a State Road, Feeder Roads connect towns with a population of around 1,000 or more to Trunk, Regional Freight and Regional Access Roads.

[1] Department of State Growth, 2018 traffic data.

The average weekday hourly flows of Cressy Road are shown in Figure 3. It can be seen that the peak hour volumes are approximately 260 and 320 vehicles per hour for the morning and afternoon peaks respectively.

Figure 3 Cressy Road Hourly Flow



Cressy Road near the subject site is shown in Figure 4.

Figure 4 Cressy Road

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2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a five-year period between 1st January 2015 to 31st December 2019 for Peel Street and Cressy Street between Weston Street and Cotton Street.

The findings of the crash data is summarised as follows:

- No crashes were reported in Peel Street.
- A total of 4 crashes were reported in Cressy Street during this time.
- Severity. 1 crash involved serious injury; 3 crashes involved property damage only.
- Crash types. No trends were noted. 1 x 'reversing"; 1 x 'cross-traffic'; 1 x 'off-carriageway'; 1 x right-turn-side-swipe'.
- Crash locations. Two crashes were reported at the intersection of Cressy Road and Wilmores Lane/ Weston Street; 2 crashes were reported at midblock locations south of Peel Street.

The crash history is typical of a rural collector road with a relatively low traffic volume. The crash history does not provide an indication that there are any pre-existing road safety deficiencies that might be exacerbated by traffic generated by the proposed development.

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3. Proposed Development

3.1 Development Proposal

The proposed development involves the construction of a new police station. The development includes on-site car parking for 50 cars as well as a compound for approximately 16 police vehicles (including RBT vehicles, armoured vehicles, etc).

The main parking consists of the following:

- 24 staff parking spaces
- 10 visitor parking spaces
- 9 visitor overflow parking spaces (gravel car park)
- 7 police vehicle parking spaces (garaged)

Access to the site is via a new driveway in Cressy Street, approximately 100 metres north of the Peel Street junction.

The proposed development is shown in Figure 5 and Figure 6.

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Figure 5 Proposed Development Plans – Site Layout

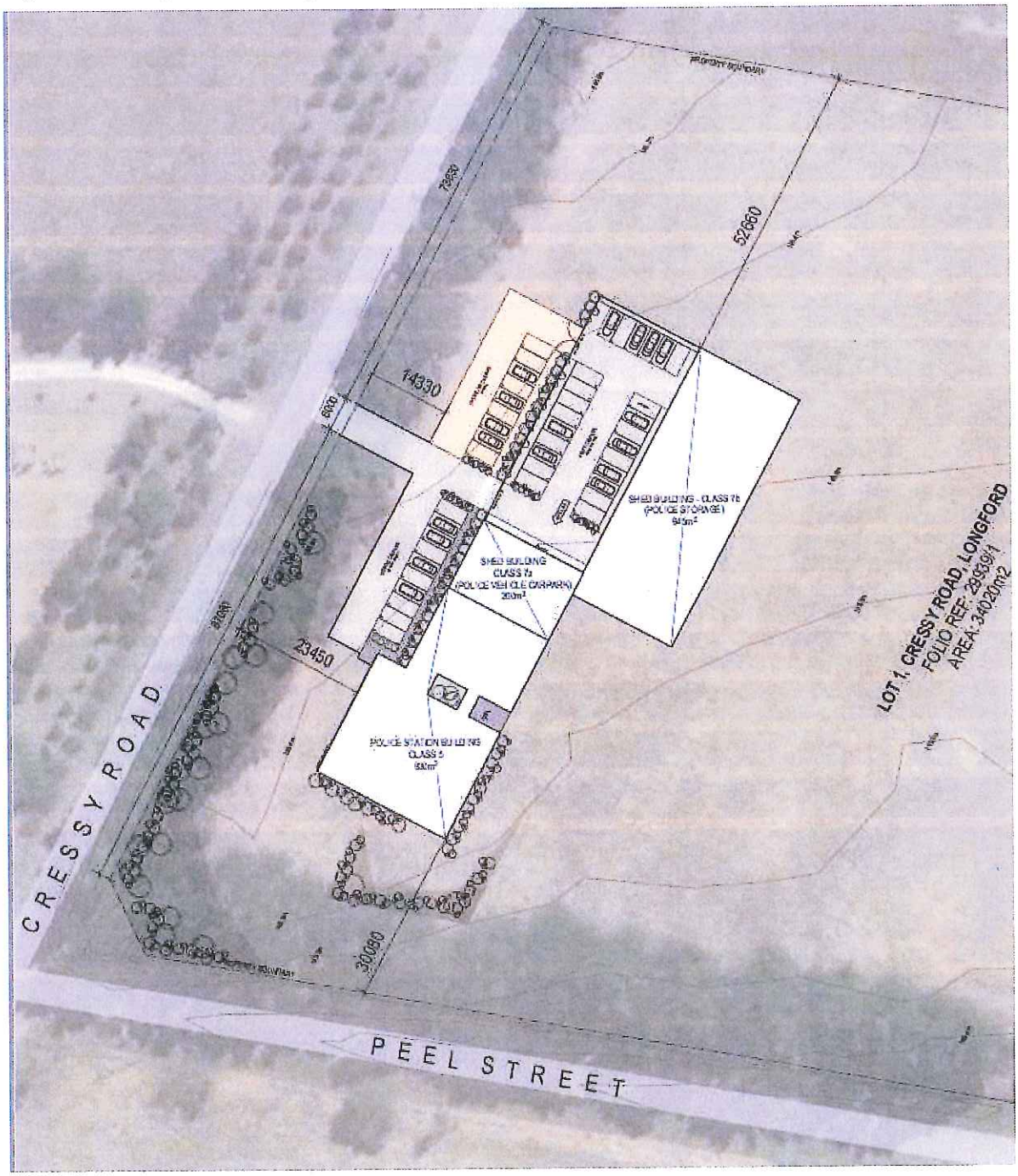

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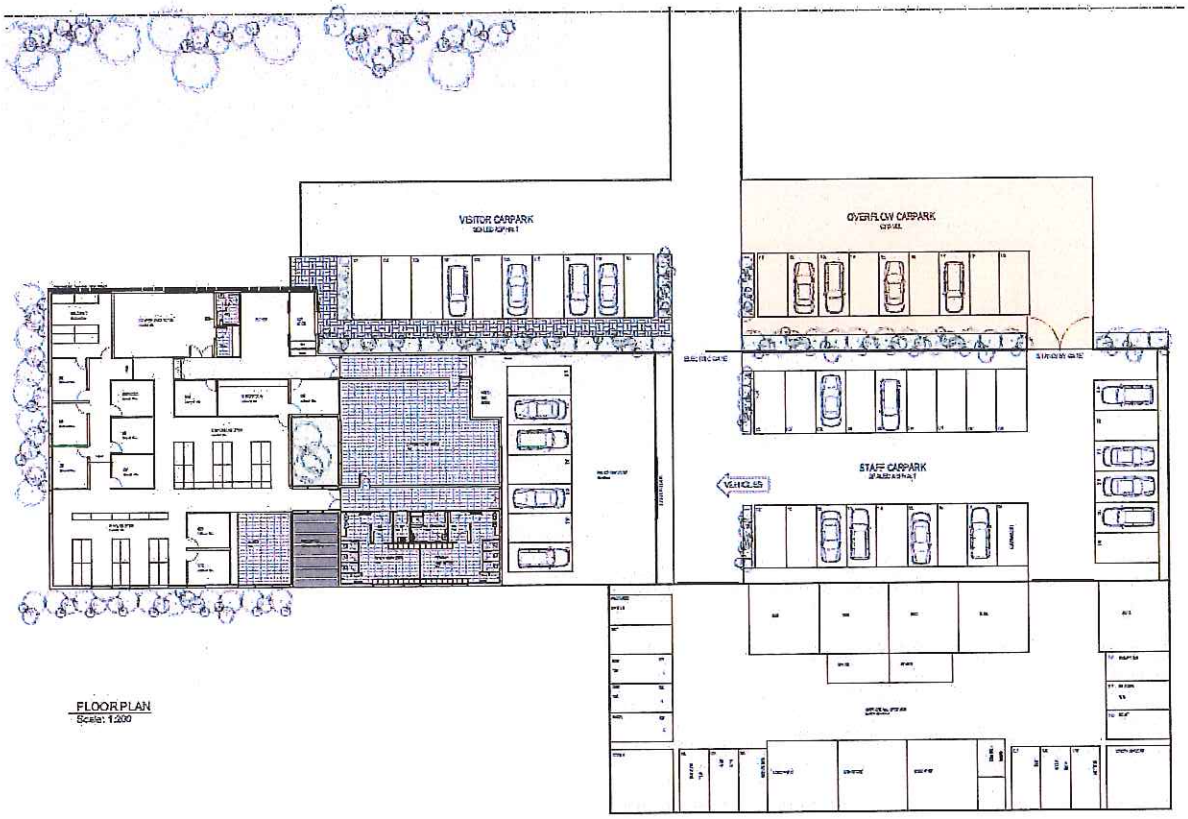
Figure 6 Proposed Development Plans – Floor Plan



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4. Traffic Impacts

4.1 Traffic Generation

Traffic generation was determined from first principles. The following is relevant for the proposed development:

- Staff — 24 staff
- General visitors — approximately 20 to 30 per day

Traffic generation consists of staff movements, visitor movements, and police vehicle movements throughout the day.

Based on existing operations and forecast staff movements, it is estimated that the daily traffic generation will be 200 vehicles per day. The peak volume is likely to be 25 vehicles per hour.

4.2 Access Impacts

The Acceptable Solution A2 of Clause E4.7.2 of the Planning Scheme states "*For roads with a speed limit of more than 60-km/h the development must not include a new access or junction*". The development proposes a new access on Cressy Road and therefore the development does not comply with the requirements of Acceptable Solution A2 of Clause E4.7.2 of the Planning Scheme.

The Performance Criteria P2 states:

> *"For limited access roads and roads with a speed limit of more than 60km/h:*
>
> *a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and*
>
> *b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and*
>
> *c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users".*

In this case the following is relevant with respect to the development proposal:

a. Category 1 road access. Not applicable. Cressy Road is classified as a Category 4 road.

b. New access to category 1, 2 or 3 road. Not applicable. Cressy Road is classified as a Category 4 road.

c. New access design. The new access will be clear and obvious for all road users. Cressy Road is a low volume road with clear sight lines on both approaches to the access.

Based on the above assessment the proposed access on Cressy Road complies with the requirements of Performance Criteria P2 of Clause E4.7.2 of the Planning Scheme.

4.3 Sight Distance

The Acceptable Solution A1 of Clause E4.7.4 of the Planning Scheme states: "*Sight distances at an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4*".

The requirements of Table E4.7.4 are reproduced in Table 1.

Table 1 Planning Scheme Sight Distance Requirements

Vehicle Speed	Safe Intersection Sight Distance (S.I.S.D) in metres, for speed limit of:	
km/h	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

Assuming the vehicle speed is equal to the posted speed limit of 100-km/h, then the required SISD is 250 metres.

The available sight distance at the access's junction with Cressy Road exceeds this minimum requirement. The available sight distance therefore complies with the Acceptable Solution A1 of Clause E4.7.4 of the Planning Scheme.

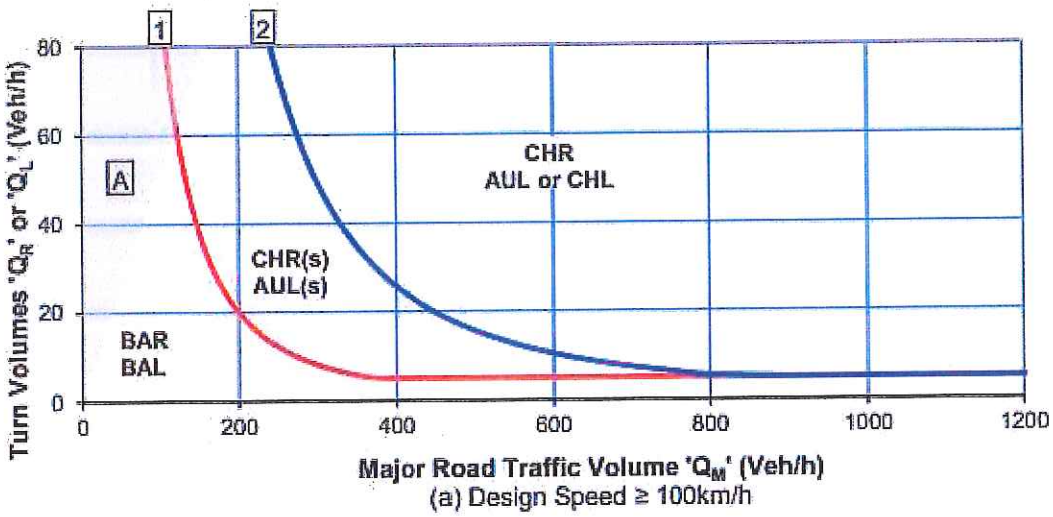
Note that the SISD requirement reduces to 175 metres if the speed limit were reduced to 80-km/h (as recommended later in this report).

4.4 Junction Turn Lane Requirements

The Austroads publication, Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings, 2019, provides the guiding technical requirements for junction treatments.

In a rural context (100-km/h), the requirements for junction treatments are reproduced in Figure 7.

Figure 7 Austroads Turning Lane Warrants



The major road volume is 320 vehicles per hour[2], with a turn volume estimated to be 7 vehicles per hour[3].

The turning volumes fall into the upper section of the Basic Auxiliary Right Turn (AUR) treatment. This involves localised road widening adjacent to the access to enable vehicles to pass a vehicle propped to turn right into the site.

4.5 Pedestrian Impacts

The proposed development is likely to generate any (or at a very small amount) of pedestrian movements due to the site's moderately high distance from Longford's town centre (approximately 2.5 kilometres).

4.6 Road Safety Impacts

No substantial adverse road safety impacts are therefore foreseen for the following reasons:

- The existing crash history of the surrounding transport network does not indicate that there are any road safety deficiencies that would be exacerbated by the proposed development.
- The change in traffic generation of the proposed development (when considering the existing traffic generation associated with the current police station within the town centre) is considered relatively insignificant, and therefore will not alter the level of service of any part of the transport network.

[2] Afternoon peak period - Department of State Growth, 2018 traffic data, refer to section 2.1.
[3] Traffic generation peak = 25 vehicles per hour. Assuming 50% enters the site and 50% of this traffic turns right into the site.

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- The site access is located in a relatively low traffic volume environment. All traffic movements into and out of the site are clear and obvious for other road users.

Whilst not considered a requirement of the development, it would be beneficial to reduce the speed limit from 100-km/h to 80-km/h to improve access for the proposed development. The development changes the access requirements of the road, which is an important consideration of speed limit setting.

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5. Parking Assessment

5.1 Parking Provision

On-site parking provision includes parking for 50 cars as well as a compound for approximately 16 police vehicles (including RBT vehicles, armoured vehicles, etc).

The on-site car parking consists of the following:

- 24 staff parking spaces
- 10 visitor parking spaces
- 9 visitor overflow parking spaces (gravel car park)
- 7 police vehicle parking spaces (garaged)

The parking layout is shown in Figure 6.

5.2 Planning Scheme Requirements

Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme states "*The number of car parking spaces must not be less than the requirements of Table E6.1*".

The Use Class is classified as 'Emergency Services', which requires 1 space for each employee. This is a requirement for 24 spaces. The provision of 50 spaces satisfies the requirements of Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme.

5.3 Motorcycle Parking

The Acceptable Solution A1 of Clause E6.6.4 of the Planning Scheme states "*One motorcycle parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof*". This is a requirement for 2 motorcycle spaces (noting that the requirement in Table E6.1 is 24 spaces).

No motorcycle parking is shown on the development plans, however it is noted that there is an over-supply of car parking. Motorcycle parking can therefore be created by converting one existing car parking space into two motorcycle parking spaces.

5.4 Car Parking Access and Manoeuvring

The Acceptable Solution A2.1 of Clause E6.7.2 of the Planning Scheme states:

> *"Car parking and manoeuvring space must:*
>
> *a) have a gradient of 10% or less; and*
>
> *b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and*

c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3"

The following is relevant with respect to the development proposal:

a. The gradient is less than 10%.
b. Vehicles can enter and exit the car park in a forward direction.
c. The access width is 6.0 metres, which is greater than the requirement in Table E6.2 (requiring minimum of 5.5 metres for >21 spaces).

The car park therefore complies with the requirements of Acceptable Solution A2.1 of Clause E6.7.2 of the Planning Scheme.

Note that the access on Cressy Road should be designed in accordance with Department of State Growth requirements.

5.5 Car Parking Layout

The Acceptable Solution A2.2 of Clause E6.7.2 of the Planning Scheme states: "*The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking*".

The design of the car parking areas of the proposed development have been designed in accordance the requirements of AS2890.1 as follows:

Visitor parking -

- User Class 3 (short-term city and town centre parking. Parking stations, hospital and medical centres)
- Space width requirement 2.6 metres
- Space length requirement 5.4 metres
- Aisle width requirement 5.8 metres

The visitor parking spaces comply with these physical dimensions.

Police vehicle parking –

- User class 1A (residential, domestic and employee parking)
- Space width requirement 2.5 metres
- Space length requirement 5.4 metres

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- Aisle width requirement 5.8 metres

The designated Police vehicle parking spaces comply with these dimensions.

The proposed car parking spaces therefore comply with the requirements of Acceptable Solution A2.2 of Clause E6.7.2 of the Planning Scheme.

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6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed new police station at the corner of Cressy Road and Peel Street in Longford.

The key findings of the TIA are summarised as follows:

- The daily traffic generation is likely to be approximately 200 vehicles per day. The peak volume is likely to be 25 vehicles per hour. Note that the traffic generation is similar in magnitude to the existing police station located in Longford and will therefore generally redistribute the traffic away from the town centre.
- The development provides a total of 50 on-site car parking spaces, as well as a compound area for the storage and parking of specialist police vehicles (approximately 16 vehicles). This complies with the requirements of Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme.
- No motorcycle parking is shown on the plans. Two motorcycle parking spaces are required under the Acceptable Solution A1 of Clause E6.6.4 of the Planning Scheme. This can be provided by converting one car parking space into two motorcycle parking spaces.
- The car parking layout complies with the requirements of Acceptable Solution A2.1 and A2.2 of Clause E6.7.2 of the Planning Scheme.
- The turning volumes fall into the upper section of the Basic Auxiliary Right Turn (AUR) treatment adjacent to the access on Cressy Road.
- Whilst not considered a requirement of the development, it would be beneficial to reduce the speed limit from 100-km/h to 80-km/h to improve access for the proposed development.

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

Midson Traffic Pty Ltd ABN: 26 133 583 025

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Kingston TAS 7050
T: 0437 366 040 E: admin@midsontraffic.com.au W: www.midsontraffic.com.au

Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	21 January 2020
1	Keith Midson	Zara Kacic-Midson	5 March 2020

NORTHERN MIDLANDS COUNCIL

REFERRAL TO:	**ENVIRONMENTAL HEALTH OFFICER**
Reference no:	PLN-20-0026; 7381651
Site:	19 Peel Street, Longford
Proposed development:	Police station (emergency services) (vary front & side [S] setbacks, new access to Cressy Road, remove macrocarpa trees)
Applicant:	All Urban Planning 19 Mawhera Ave Sandy Bay Tas 7005
Owner:	Grace Margaret Baldisserotto & Lyndon Tubb
Referral date:	21.02.2020
Timeline:	Starting date: 04 February 2020 Advertised on: 22.02.2020 Closing date: 10.03.2020
NMC contact:	Planning@nmc.tas.gov.au
Attachments	Application & plans

On-site wastewater management

Council's Environmental Health Officer (Chris Wicks) notes that a design report for on-site wastewater management for the proposed development has been provided by GEO Geo – Environmental Solutions. The report has been prepared in accordance with the Directors Specified List and Wastewater Guidelines. The calculations within the report are based on a very conservative estimation of water use with capacity factored in to allow for future increase in user numbers. The report satisfactorily demonstrates that all wastewater from the proposed development can be safely managed on site.

Chris Wicks
Environmental Health Officer
Referral to EHO - PLN-20-0026, 19 Peel Street, Longford

Paul Godier

From: Cameron Oakley <ckoakley75@outlook.com> on behalf of Cameron Oakley <Cameron.Oakley@h-dna.com.au>
Sent: Monday, 6 April 2020 1:07 PM
To: Paul Godier
Cc: Jonathan Galbraith; Leigh McCullagh
Subject: RE: W&I referral PLN-20-0026, 19 Peel Street, Longford.doc

Hi Paul,

I have been out and had a look at the site and have the following comments:

- There is a relatively large catchment draining down Wilmores Lane and as such any increase flooding on than land would be marginal at worst.
- I note the designer is proposing some nominal detention tanks to slow down roof runoff with the hardstand being shed straight off the site, though the overall peak flows will increase. IS this something they have volunteered or something we have asked for?
- Peel Street doesn't seem to have an open drain and would need something formal constructed to accept flows from a piped outlet
- The Cressy Road open drain is very flat, and choked up in places. Leigh has mentioned it floods currently. Cleaning up, or regrading to the Cressy Road culverts may improve this

Regards,

Cameron Oakley
Hydrodynamica
0431208450
cameron.oakley@h-dna.com.au

From: Paul Godier <paul.godier@nmc.tas.gov.au>
Sent: Monday, 6 April 2020 8:56 AM
To: Cameron Oakley <Cameron.Oakley@h-dna.com.au>
Cc: Jonathan Galbraith <jonathan.galbraith@nmc.tas.gov.au>
Subject: FW: W&I referral PLN-20-0026, 19 Peel Street, Longford.doc

Hello Cam, please see attached for your comment regarding the issue raised in the representation:

In the stormwater report page 2, they refer to the runoff from the building will flow into the stormwater drain on Peel Street and then along Cressy Road drain to then flow down to Back Creek. This will cause significant increase in the flow along the side of Wilmores Lane and cause flooding to our farm Kelton (526 Cressy Road).

Thanks, Paul.

Paul Godier

Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: paul.godier@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

NORTHERN MIDLANDS COUNCIL

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From: Jonathan Galbraith <jonathan.galbraith@nmc.tas.gov.au>
Sent: Friday, 3 April 2020 3:35 PM
To: Paul Godier <paul.godier@nmc.tas.gov.au>
Cc: Cameron Oakley <Cameron.Oakley@h-dna.com.au>
Subject: FW: W&I referral PLN-20-0026, 19 Peel Street, Longford.doc

Paul,

This might be one for Cam to comment on. I'm not sure that one more development is going to make that much difference but Cam is better placed than me to talk about that. Can you please send him the plan.

Due to the ongoing COVID-19 pandemic, our offices will be temporarily closed to the public effective from 5pm on the 26th March 2020 until further notice.
Our Customer Service team can be contacted by phone, post, via our website or email at council@nmc.tas.gov.au
Our priority is to keep our community, including staff, ratepayers and residents safe and to minimise the spread of COVID-19.

Regards,

Jonathan Galbraith

Engineering Officer | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | M: 0400 935 642 | F: (03) 6397 7331
E: jonathan.galbraith@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

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From: Paul Godier <paul.godier@nmc.tas.gov.au>
Sent: Friday, 3 April 2020 3:16 PM
To: Jonathan Galbraith <jonathan.galbraith@nmc.tas.gov.au>
Subject: RE: W&I referral PLN-20-0026, 19 Peel Street, Longford.doc

Jonathan, can you please comment on the following raised in a representation:

In the stormwater report page 2, they refer to the runoff from the building will flow into the stormwater drain on Peel Street and then along Cressy Road drain to then flow down to Back Creek. This will cause significant increase in the flow along the side of Wilmores Lane and cause flooding to our farm Kelton (526 Cressy Road).

Thanks, Paul.

Due to the ongoing COVID-19 pandemic, our offices will be temporarily closed to the public effective from 5pm on the 26th March 2020 until further notice.
Our Customer Service team can be contacted by phone, post, via our website or email at council@nmc.tas.gov.au

Our priority is to keep our community, including staff, ratepayers and residents safe and to minimise the spread of COVID-19.

Paul Godier

Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
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E: paul.godier@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

NORTHERN MIDLANDS COUNCIL

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From: Jonathan Galbraith <jonathan.galbraith@nmc.tas.gov.au>
Sent: Friday, 21 February 2020 10:50 AM
To: NMC Planning <planning@nmc.tas.gov.au>
Subject: RE: W&I referral PLN-20-0026, 19 Peel Street, Longford.doc

Completed referral attached.

Access is a DSG matter so I haven't imposed any conditions. Usually the preference is for access to be onto the lowest volume road which would be Peel St in this case but since we are dealing with Emergency vehicles and they would only turn onto the Main Rd from the Peel St intersection anyway I think an access on to the main road is appropriate.

The land falls towards Cressy Rd so no stormwater conditions required either.

Regards,

Jonathan Galbraith

Engineering Officer | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
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NORTHERN MIDLANDS COUNCIL

T a s m a n i a ' s H i s t o r i c H e a r t

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From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Friday, 21 February 2020 10:09 AM
To: Jonathan Galbraith <jonathan.galbraith@nmc.tas.gov.au>
Subject: W&I referral PLN-20-0026, 19 Peel Street, Longford.doc

Hi Jonathan,

Referral attached.

Regards,

Rosemary Jones

Administration Officer - Community & Development | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
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Officers are available for phone enquiries and face to face appointments to discuss building and planning matters at the following times:

- Monday - between 9:00am and 12:00pm
- Wednesday - between 2:00pm and 5:00pm
- Friday - between 9:00am and 12:00pm

Meetings can be arranged at other times by appointment.

For general enquiries please refer to the Fact Sheet located on our website at http://northernmidlands.tas.gov.au

REFERRAL OF DEVELOPMENT APPLICATION PLN-20-0026 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 103300.15
Date: 21 February 2020
Applicant: All Urban Planning Pty Ltd
Proposal: Police station (emergency services) (vary front & side [S] setbacks, new access to Cressy Road, remove macrocarpa trees)
Location: 19 Peel Street, Longford

W&I referral PLN-20-0026, 19 Peel Street, Longford

W.5 Works in State road reserve

a) The developer must obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal.

b) Application requirements and forms can be found at transport.tas.gov.au/road/permits, applications must be submitted at least twenty-eight (28) days prior to any scheduled works. In accordance with the Roads and Jetties Act 1935, works must not be commenced within the State Road reservation until a permit has been issued.

W.8 Pollutants

a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.

b) Prior to the commencement of the development authorised by this permit the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

Jonathan Galbraith (Engineering Officer)
Date: 21/2/20

'Kelton',

526 Cressy Road,

Longford. 7250

10th March 2020

General Manager,

Northern Midlands Council,

Smith Street,

Longford.

Dear Sir,

Ref. PLN-20-0026

Police Station (Emergency services) 19 Peel Street Longford

I would like to make a representation to the Northern Midlands Council regarding concerns I have for the Development Application for the above Police Station.

Please find attached a list of my concerns.

I look forward to hearing from you.

Yours faithfully,

D. L. Lord.

Diana Lord

I live at 526 Cressy Road and am concerned about certain aspects of the construction of a police facility on the corner of Peel Street and Cressy Road. My farm has a boundary along Wilmores Lane.

First I thought the application was not of a high standard and wondered if they had actually been on site.

a. In the application they refer to the location being on the Cressy Road. Then on Page 8 they refer to Cressy Street.
b. Another blunder is about the trees which are to be removed and used for screening the building. The trees are not Macrocarpa but Radiata pine which would not be suitable for the building.
c. Section 4.2 Page 12 they talk about the existing police station on the site.
d. They refer to 200 vechicle movements a day and this is what happens at the existing police station in Longford. Is this correct?

I am concerned about

1. Increased traffic in that area. The application states that there is a posted speed limit of 80km/hr near the subject site, which is incorrect. Cars are doing up to 100k/hour in this section of the Cressy Road and it is a section favoured to overtake slow traffic including farm tractors etc
2. Entrance is just about opposite the entrance to the residence next to the cemetery.
3. Noise. On section P4 on page 8 they state that there will not be significant noise. What is the policy for the use of sirens when going to a distant emergency. Will sirens be activated when vechicles leave the premise?
4. Stormwater. In the Stormwater report Page 2 they refer to the runoff from the building will flow into the storm water drain on Peel street and then along Cressy Road drain to then flow down to Back Creek. This will cause a significant increase in the flow along the side of Wilmores Lane and cause flooding on our farm Kelton.
5. In the design statement they refer to Zinc Alum being used with Macrocarpa to give a shimmering effect. Zinc alum in the countryside is a very glary and is not a preferred building material. I think zinc alum would give a very bright outside effect especially at different times of the day. It would not be suitable for the landscape, especially for surrounding houses. Is a shimmering effect a distraction for motorists? Zinc alum does not blend with the environment.
6. Night time lighting. Will the station and grounds be illuminated during the night? If it is this is most unsatisfactory for a country area and the residences nearby.

Paul Godier

From: Frazer Read <frazer@allurbanplanning.com.au>
Sent: Monday, 6 April 2020 5:24 PM
To: Paul Godier
Cc: keith@midsontraffic.com.au; Rohan Pace; jacob@hbvarchitects.com.au
Subject: FW: 19 Peel Street - police station DA

Hi Paul, please see a response from Keith Midson below in response to your query this morning

Regards

Frazer Read
Principal

Call 0400 109 582 Email frazer@allurbanplanning.com.au
19 Mawhera Ave, Sandy Bay Tasmania 7005
allurbanplanning.com.au

AllUrbanPlanning

PIA Planning Institute Australia
Registered Planner

From: keith@midsontraffic.com.au <keith@midsontraffic.com.au>
Sent: Monday, 6 April 2020 5:21 PM
To: Frazer Read <frazer@allurbanplanning.com.au>; 'Rohan Pace' <rohan@hbvarchitects.com.au>; jacob@hbvarchitects.com.au
Subject: RE: 19 Peel Street - police station DA

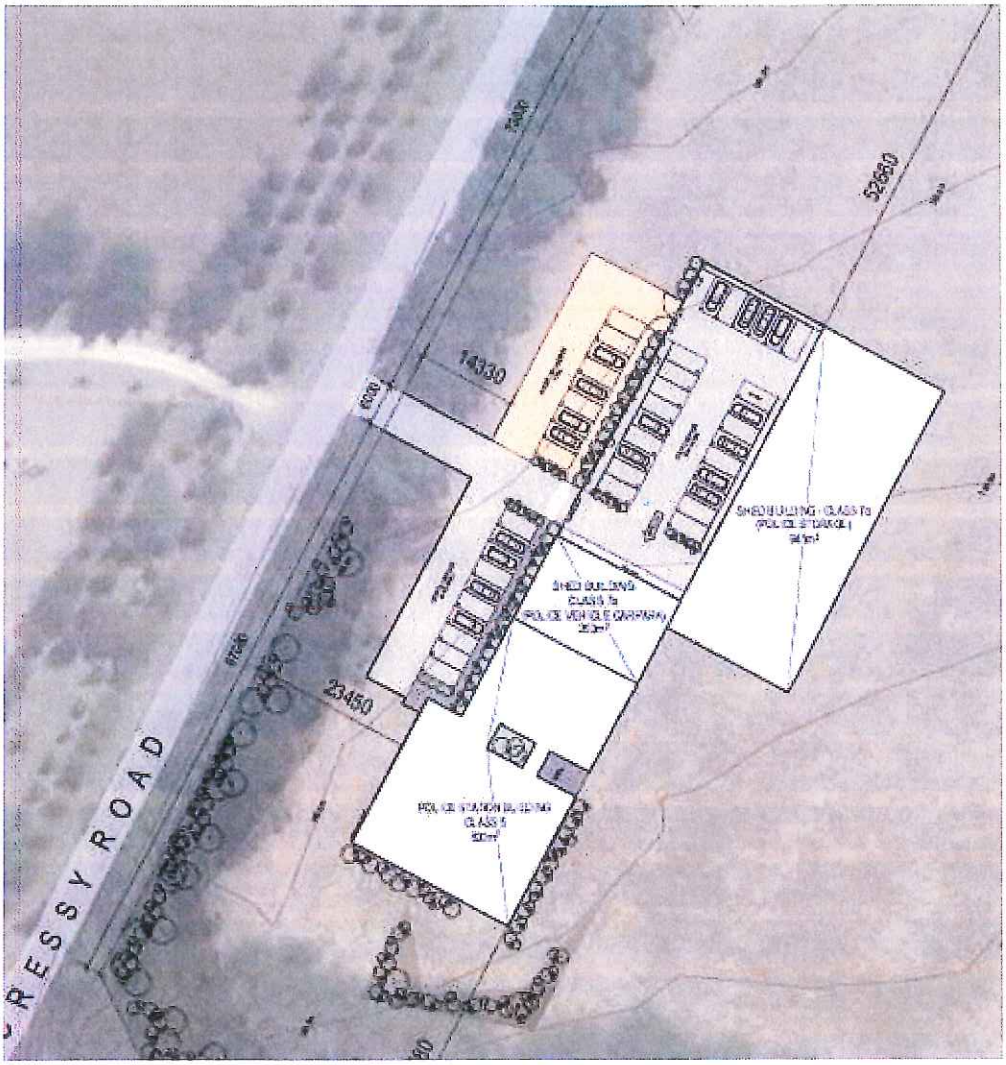
Hi Frazer,

The driveway is slightly offset from the proposed development access. This is shown in the attached plan. In an urban environment this is considered relatively normal. Sight lines are very good for both accesses and the presence of vehicles entering or exiting either access will be clear and obvious for road users.

The driveway access appears to be for a residential dwelling and as such will have very few traffic movements per day (typically & to 10) movements per day, with a peak of one vehicle per hour.

From a traffic engineering perspective there are no significant road safety issues, capacity issues, or constraints associated with the location of the access.

Please let me know if you require any further information or clarification.



Regards,
Keith

Keith Midson
Director

MIDSON Traffic Pty Ltd
traffic engineering | transport planning | road safety

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traffic
pty ltd

From: Paul Godier <paul.godier@nmc.tas.gov.au>
Sent: Monday, 6 April 2020 10:12 AM
To: Frazer Read <frazer@allurbanplanning.com.au>
Subject: 19 Peel Street - police station DA

Hello Frazer, the representation raises concern that the entrance is just about opposite the entrance to the residence at 450 Cressy Road.

Can you please advise if this was taken into account in the TIA.

Thanks, Paul.

Paul Godier

NORTHERN MIDLANDS COUNCIL

Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: paul.godier@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au

Tasmania's Historic Heart

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Paul Godier

From: Frazer Read <frazer@allurbanplanning.com.au>
Sent: Thursday, 16 April 2020 2:15 PM
To: Paul Godier; NMC Planning
Subject: Longford Police Station Representation
Attachments: 19002 PC06 - Stormwater Run-off.pdf

Hi Paul, please see attached letter from EST responding to point 4 of the representation.

Regards

Frazer Read
Principal

Call 0400 109 582 Email frazer@allurbanplanning.com.au
19 Mawhera Ave, Sandy Bay Tasmania 7005
allurbanplanning.com.au

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Tasmania

PROJECT COMMUNICATION

To:	Jacob Britten	PC No:	19002 PC06
Company:	HBV Architects	Date:	16 April 2020
From:	David Devenish	No. of Pages:	2
Project:	Longford Police Station	Trade:	Hydraulics

Stormwater Run-off for Lot 1, Cressy Road, Longford

Concern

The following concern has been raised in a representation to council regarding the above proposed project.

4. **Stormwater. In the Stormwater report Page 2 they refer to the runoff from the building will flow into the storm water drain on Peel street and then along Cressy Road drain to then flow down to Back Creek. This will cause a significant increase in the flow along the side of Wilmores Lane and cause flooding on our farm Kelton.**

Response

The Stormwater Management Plan (PC01) indicates that the peak stormwater run-off will increase by 27 l/s during a 5 minute rainfall event with an average recurrence interval of 20 years.

Firstly, this is not a significant increase in the context of the catchment area involved in the drainage along Wilmores Lane. For the development site alone it is only an increase of 13%. The catchment area for Wilmores Lane is many times bigger than the proposed development site.

Secondly, given the distance of Wilmores Lane from the proposed development, the increased discharge will not be noticed at Wilmores Lane within this timeframe of 5 minutes.

A longer storm event (greater than 5 minutes) is more likely to affect the stormwater flow at Wilmores Lane. However, for these sustained storm events, the proposed detention tanks will still be effective for up to 30 minutes before they become full. The proposed run-offs will actually become less than the pre-development levels. This is because with the ground becoming saturated, the predevelopment run-off will increase but without the benefit of detention.

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The stormwater flow rates involved in the development area after a 30min storm event are estimated as:

Pre-existing run-off:	4100m^2 @ 17.5mm/30 min* x 0.8 (runoff coefficient) is	**31.9 l/s**
Proposed new run-off:	2000m^2 @ 17.5mm/30 min* x 1.0 (runoff coefficient) is	19.5 l/s
	Detention tank discharge (roofed area)*	9.7 l/s
	Total	**29.2 l/s**

* 30min – ARI 20year

In summary, the proposed detention tanks are effective in maintaining the new site stormwater run-off close to predevelopment levels.

David Devenish BE(Mech), CPEng, FIEAust.
BP Accreditation No. CC5311T

Paul Godier

From: Paul Godier
Sent: Thursday, 9 April 2020 2:05 PM
To: Frazer Read
Subject: Longford Police Station DA - use of zincalume

Hello Frazer, the representation states:

- Zincalume in the countryside is very glary and is not a preferred building material.
- Zincalume would give a very bright outside effect especially at different times of the day.
- It would not be suitable for the landscape, especially for surrounding houses.
- Zincalume does not blend with the environment.

If the Councillors are concerned about the use of zincalume, would your client consider colorbond instead?

Please let me know if you'd like to discuss.

Regards, Paul.

Due to the ongoing COVID-19 pandemic, our offices will be temporarily closed to the public effective from 5pm on the 26th March 2020 until further notice.
Our Customer Service team can be contacted by phone, post, via our website or email at council@nmc.tas.gov.au
Our priority is to keep our community, including staff, ratepayers and residents safe and to minimise the spread of COVID-19.

Paul Godier

NORTHERN MIDLANDS COUNCIL

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Paul Godier

From: Frazer Read <frazer@allurbanplanning.com.au>
Sent: Thursday, 16 April 2020 8:08 AM
To: Paul Godier; NMC Planning
Subject: FW: Zincalume letter and representation response - Central North Division Station, Longford
Attachments: Zincalume Cladding Letter.pdf; Appendix A_Precedent Images.zip

Hi Paul, further to our discussions last week regarding the representor's concerns associated with the use of Zincalume cladding, please see attached an explanation from the project architect Jacob Britten from HBV.

Further to these comments I note that while the planning scheme includes consideration of external finishes and reflectivity for heritage places and in scenic management areas, these do not apply to this site.
The provisions of the planning scheme for the Rural Resource Zone do not specify external materials and finishes.

Having regard to the above and attached explanation the proposed materials including the use of Zincalume cladding is appropriate and a condition requiring an alternative would not be supported.

Regards

Frazer Read
Principal

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52 - 54 BRISBANE STREET
LAUNCESTON TASMANIA 7250
TELEPHONE (03) 6224 9997

EMAIL hbv@hbvarchitects.com.au

HBV ARCHITECTS

Paul Godier
Senior Planning Officer
Northern Midlands Council
13 Smith Street, Longford

15 April 2020

Dear Paul,

Re: Central North Division Station, Longford DA - Use of Zincalume

Thank you for the opportunity to provide comment on the specification of Zincalume as cladding and roofing material for the Central North Division Station, Longford. Below I have outlined the reasons for its use, and the steps taken to mitigate its impact on the surrounding area.

Profiled Zincalume roofing and cladding have been selected as a way of making reference to the use of unpainted steel cladding used extensively in the Northern Midlands for simple farm structures for many decades. As with galvanised steel cladding on these early farm buildings, the product selected does not rely the upkeep of a painted surface to maintain its condition and will age appropriately in the same manner, and as such its reflectivity will naturally be reduced over time due to weathering.

1. Zincalume closely resembles galvanised sheeting used on many rural buildings in the area as evidenced in Appendix A, Precedent Photographs.
2. Colorbond steel was considered, however it lacked the timeless connection to the area and natural variations of colour that Zincalume is able to produce at various times of the day and year. In addition to this, many of the lighter colorbond colours emit more reflectivity than Zincalume.

Although Zincalume is acknowledged as having some reflectivity, for this building its impact is extremely limited. The proposed building façade consists of 14% profiled zincalume cladding the locations of which take into consideration the geographical position of the building thereby shielding residences. In short its impact will be minimal.

1. Zincalume is not used as wall cladding on the elevation that faces Cressy Road with the shimmering effect as described in the design statement, made with reference to the timber battens,

   'Through the use of specifically spaced vertical battens, a 'shimmering' effect will be experienced when moving past the building, creating a dynamic façade that generates interest in the building.'

   Zincalume cladding is only one of a number of cladding types used on the building, with timber battens and precast concrete forming the public edge to the building. The extent of Zincalume cladding is limited to the roof, South and East Elevations.

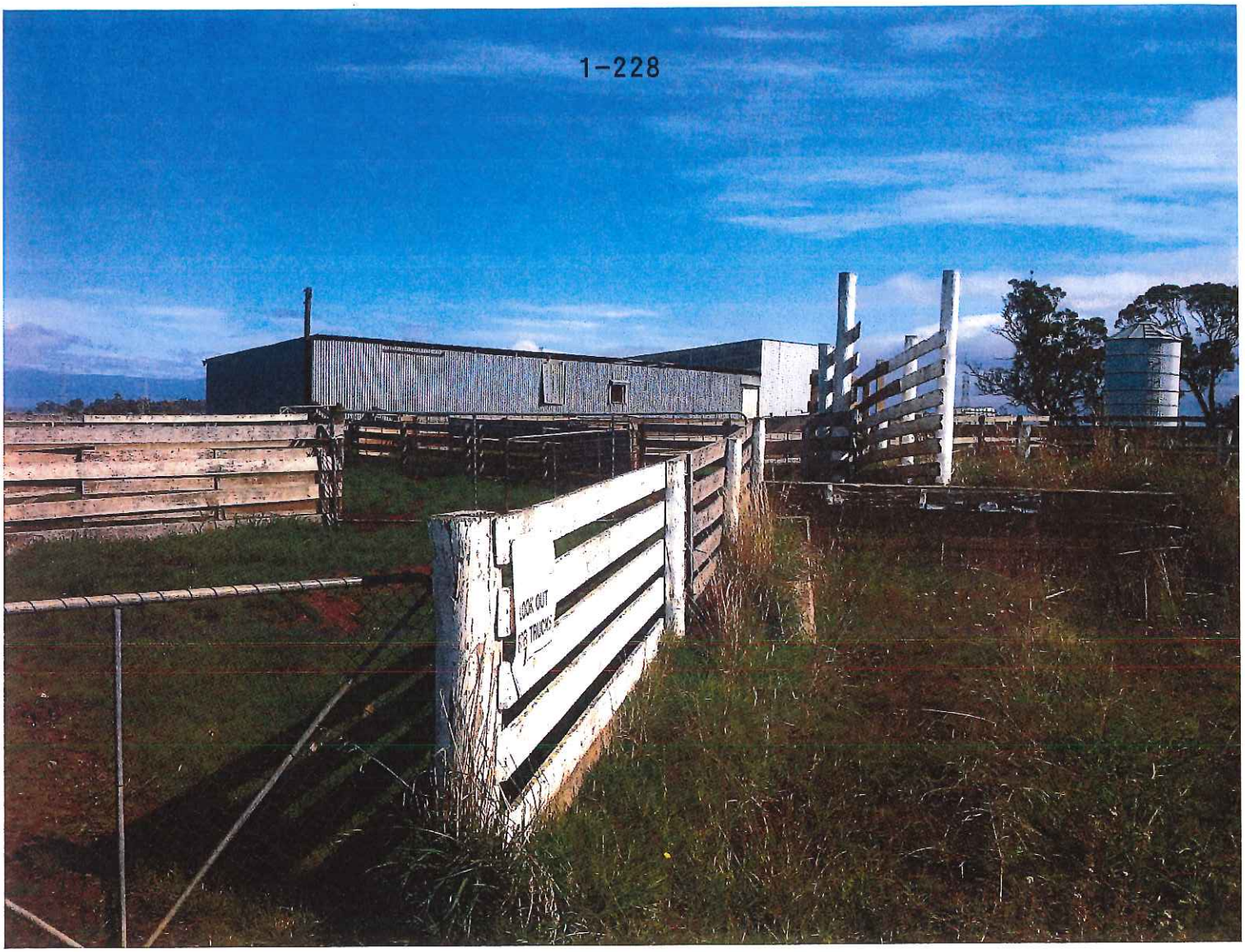
2. The building is located some distance, approximately 150 metres to the closest residence and is proposed to be situated on a non-elevated relatively level site. Visibility of wall and roof cladding is minimised given the terrain and surrounding vegetation.

3. In addition to the advice provided above, Zincalume will be subject to the effects of weathering and is known to grey off and become a dull grey as it ages. This is likely to further mitigate the effects as described above.

Thank you for the opportunity to provide comment on the specification of Zincalume as a cladding and roofing material for Central North Division Station, Longford. I trust this letter answers your queries, if however you would like further clarification, please come back to me directly for further comment.

Yours Sincerely,

Jacob Britten
Architect
HBV Architects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