

**COUNCIL MEETING**  
**MONDAY 18 SEPTEMBER 2023**

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**BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE**

**COUNCIL MEETINGS, NOT INCLUDING CLOSED MEETING, ARE AUDIO-VISUALLY RECORDED AND PUBLISHED TO COUNCIL'S WEBSITE**

**1. ACKNOWLEDGEMENT OF COUNTRY**

The Mayor will:

- make the following statement:

*“Before proceeding, I pay my respects to the Mumirimina people as the traditional and original custodians of the lands on which we meet, and I acknowledge the continuing connection of the Tasmanian Aboriginal people to the skies, land and waterways.*

*I pay respect to Elders past and present.”*

- invite those present to pause for a moment of quiet reflection and respect before commencing the council meeting.
- advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are livestreamed, audio-visually recorded and published to Council’s website. The meeting is not protected by privilege. A link to the Agenda is available via Council’s website.

**2. APOLOGIES**

Nil.

**3. DECLARATIONS OF INTERESTS OF COUNCILLORS OR CLOSE ASSOCIATE**

In accordance with Regulation 8 of the Local Government (Meeting Procedures) Regulations 2015 and Council’s adopted Code of Conduct, the Mayor requests Councillors to indicate whether they have, or are likely to have a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

**4. OMNIBUS ITEMS****4.1 CONFIRMATION OF MINUTES****RECOMMENDATION:**

That the Minutes of the Council Meeting held on 28 August 2023, as circulated, be taken as read and confirmed.

**4.2 MAYOR'S COMMUNICATION****4.3 COUNCIL WORKSHOPS**

In addition to the Councillor's Meeting Briefing (workshop) conducted on Friday immediately preceding the Council Meeting the following workshops were conducted by Council since its last ordinary Council Meeting:

**PURPOSE**

Presentation – South Arm Irrigation Scheme  
Presentation – Derwent Estuary Program  
Confidential Briefing – Unpaid Rates

**DATE**

4 September

**RECOMMENDATION:**

That Council notes the workshops conducted.



#### **4.4. TABLING OF PETITIONS**

(Note: Petitions received by Councillors are to be forwarded to the Chief Executive Officer within seven days after receiving the petition).

Petitions are not to be tabled if they do not comply with Section 57(2) of the Local Government Act, or are defamatory, or the proposed actions are unlawful.

**4.5 REPORTS FROM OUTSIDE BODIES**

This agenda item is listed to facilitate the receipt of both informal and formal reporting from various outside bodies upon which Council has a representative involvement.

**REPORTS FROM SINGLE AND JOINT AUTHORITIES**

Provision is made for reports from Single and Joint Authorities if required.

Council is a participant in the following Single and Joint Authorities. These Authorities are required to provide quarterly reports to participating Councils, and these will be listed under this segment as and when received.

- **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY**

Representative: Cr James Walker

**Quarterly Reports**

None pending.

**Representative Reporting**

- **SOUTHERN TASMANIAN REGIONAL WASTE AUTHORITY**

Representative: Cr Warren (Mayor's nominee)  
Cr Hunter (Proxy)

- **TASWATER CORPORATION**

- **GREATER HOBART COMMITTEE**

**REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES**

#### **4.6 WEEKLY BRIEFING REPORTS**

The Weekly Briefing Reports of 28 August and 4 and 11 September 2023 have been circulated to Councillors.

#### **RECOMMENDATION:**

That the information contained in the Weekly Briefing Reports of 28 August and 4 and 11 September 2023 be noted.

## **5. PUBLIC QUESTION TIME**

Public question time at ordinary Council meetings will not exceed 15 minutes. An individual may ask questions at the meeting. Questions may be submitted to Council in writing on the Friday 10 days before the meeting or may be raised from the Public Gallery during this segment of the meeting.

The Chairman may request a Councillor or Council officer to answer a question. No debate is permitted on any questions or answers. Questions and answers are to be kept as brief as possible.

### **5.1 PUBLIC QUESTIONS ON NOTICE**

(Seven days before an ordinary Meeting, a member of the public may give written notice to the Chief Executive Officer of a question to be asked at the meeting). A maximum of two questions may be submitted in writing before the meeting.

Questions on notice and their answers will be included in the minutes.

G Hickman of Cremorne has given notice of the following questions:

#### **TRAFFIC ISSUES AT CREMORNE**

1. Will the Clarence City Council recognise the lagoon beach area of Pipe Clay Esplanade between No 74 and 102 is a public street and that the Clarence City Council is the managing authority of this area?
2. Will the Clarence City Council commit to consulting with locals and finding solutions to the issues listed in my submission which would focus on prevention?

Bradley Walker of Howrah has given notice of the following questions:

#### **1. ROSNY BOWLS CLUB**

At council meeting 7<sup>th</sup> August 2023. Councillor James at 9.30 minutes on the council recording asks for details of the Rosny Bowls Club within the Sports Facilities Strategic Plan. Could this response given in councillors weekly briefing reports please be made available to the community?

#### **2. COUNCIL MINUTES**

At the writing of this question the minutes of meeting held 28<sup>th</sup> August, which was currently available for viewing is not available online. I personally have noticed several changes to these online documents also, made after their original release. For the purpose of good housekeeping and transparency, why aren't these changes to these files noted on them?

**5.2 ANSWERS TO QUESTIONS ON NOTICE**

The Mayor may address Questions on Notice submitted by members of the public.

**5.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE**

The Acting Chief Executive Officer provides the following answer to a Question taken on Notice at the previous Council Meeting.

At Council's Meeting of 28 August Mrs Joanne Marsh of Bellerive asked the following question.

**UNCONTROLLED PEDESTRIAN REFUGE ISLANDS IN BELLERIVE VILLAGE**

All the uncontrolled pedestrian refuge islands in Bellerive Village which has a high level of pedestrian and vehicular traffic have been removed for a week. This is an ongoing occurrence when developments are in progress in my local area. Pedestrians are left to their own devices to negotiate dangerous footpaths and road crossings. All pedestrians and particularly those with a disability are made vulnerable by this situation. My question is, when council authorises changes to pedestrian conditions or approves a traffic management plan, what risk assessments are undertaken and how is risk managed and effectively monitored by the responsible officers for the duration of the work?

**ANSWER**

Traffic control at work sites in Clarence is undertaken under the guidance of the Department of State Growth's *Traffic Control on Roads – Tasmanian Guide*. Traffic control at work sites is designed and installed in accordance with the latest version of the relevant Australian Standard – *AS 1742.3 Manual of Uniform Traffic Control Devices* and *Austroads Guide to Temporary Traffic Management (AGTTM) Part 3: Traffic Control for Works on Roads*.

Risk is managed through personnel involved in planning, designing, installing, and managing traffic control at work sites understanding the requirements of the AGTTM and being appropriately trained and qualified in its use, which includes the assessment of risks. The AGTTM recognises the safety and protection of road workers and road users is the primary concern. This is achieved through the consideration of risk categories including road workers, road users, vulnerable road users, site conditions, parked vehicles, adverse weather conditions and unattended work sites.

Trained personnel conduct regular inspections to ensure the traffic management plan has been correctly implemented and is effective.

/ contd on Page 10...

**ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE /contd...**

It is acknowledged by necessity roadworks can involve the temporary removal of infrastructure which was provided to improve safety. In the example of Cambridge Road, Bellerive, pedestrian islands were removed to provide adequate road space for traffic while the works are being undertaken. In this instance, a step-free temporary pedestrian crossing has been installed. Unfortunately, there is inadequate space on the road to enable the provision of a pedestrian refuge island at the temporary pedestrian crossing, and this often occurs during roadworks construction. This means pedestrians may need to wait longer for a gap in the traffic as they can no longer stage their crossing of the road by waiting on a central island. Signage is in place to advise motorists of the temporary road works.

**5.4 QUESTIONS WITHOUT NOTICE**

The Chairperson may invite members of the public present to ask questions without notice.

Questions are to relate to the activities of the Council. Questions without notice will be dependent on available time at the meeting.

Council Policy provides that the Chairperson may refuse to allow a question on notice to be listed or refuse to respond to a question put at a meeting without notice that relates to any item listed on the agenda for the Council meeting (note: this ground for refusal is in order to avoid any procedural fairness concerns arising in respect to any matter to be determined on the Council Meeting Agenda).

When dealing with Questions without Notice that require research and a more detailed response the Chairman may require that the question be put on notice and in writing. Wherever possible, answers will be provided at the next ordinary Council Meeting.

Council's Public Question Time Policy can be found on Council's website at [Public Question Time - City of Clarence : City of Clarence \(ccc.tas.gov.au\)](https://www.ccc.tas.gov.au/public-question-time)

## **6. DEPUTATIONS BY MEMBERS OF THE PUBLIC**

(In accordance with Regulation 38 of the Local Government (Meeting Procedures) Regulations 2015 and in accordance with Council Policy, deputation requests are invited to address the Meeting and make statements or deliver reports to Council)

<b>7</b>	<b>PLANNING AUTHORITY MATTERS</b>
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In accordance with Regulation 25 (1) of the Local Government (Meeting Procedures) Regulations 2015, the Mayor advises that the Council intends to act as a Planning Authority under the Land Use Planning and Approvals Act 1993, to deal with the following items:



**7.1 DEVELOPMENT APPLICATION PDPLANPMTD-2023/037581 – 7  
TANUNDAL STREET, HOWRAH - ADDITIONS AND ALTERATIONS****EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for Additions and Alterations to a dwelling at 7 Tanundal Street, Howrah.

**RELATION TO PLANNING PROVISIONS**

The land is zoned General Residential and subject to the Parking and Sustainable Transport Code and Safeguarding of Airports Code of the Tasmanian Planning Scheme - Clarence (the Scheme). In accordance with the Scheme, the proposal is a Discretionary development.

**LEGISLATIVE REQUIREMENTS**

This report details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2015.

Council is required to exercise a discretion within the statutory 42-day period which expires on 21 September 2023.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and four representations were received in support of the application. The representors made the following comments in relation to the proposed development:

- improvement to the street; and
- minimal external works.

**RECOMMENDATION:**

- A. That the Planning Application for Additions and Alterations at 7 Tanundal Street, Howrah (Cl Ref PDPLANPMTD-2023/037581) be refused because the proposal is contrary to the provisions of the Tasmanian Planning Scheme – Clarence for the following reason.
1. The proposal does not comply with the performance criteria (P2) of clause 8.4.2 in relation to Setbacks for carports and garages, in that the proposed carport is not considered compatible with the setbacks of existing carports and garages in the street.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council's decision in respect of this matter.

**DEVELOPMENT APPLICATION PDPLANPMTD-2023/037581 – 7 TANUNDAL STREET, HOWRAH - ADDITIONS AND ALTERATIONS /contd...**

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**ASSOCIATED REPORT****1. BACKGROUND**

The site is developed with single dwelling approved by building permit B-1969/81. The dwelling was later renovated in 2009 as per D-2009/400.

As part of the assessment and at the earliest opportunity the applicant was made aware that the proposal did not comply with an applicable standard (as discussed in the report) and it was likely that the proposal could not be supported unless an alternative design, that would comply with applicable standard, was submitted for assessment. The applicant was given the opportunity to provide alternative plans or proceed with the assessment based on the original submission. The applicant acknowledged the proposal as submitted did not meet the applicable standard and requested that the proposal proceed through the assessment process.

**2. STATUTORY IMPLICATIONS**

- 2.1.** The land is zoned General Residential under the Scheme.
- 2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme.
- 2.3.** The relevant parts of the Planning Scheme are:
- Section 5.6 – Compliance with Applicable Standards;
  - Section 6.10 – Determining Applications;
  - Section 8.0 – General Residential Zones;
  - Section C2.0 – Parking and Sustainable Transport Code;
  - Section C16.0 – Safeguarding of Airports Code.

- 2.4.** Council's assessment of this proposal must also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act, 1993* (LUPAA).
- 2.5.** The site is covered by the Safeguarding of Airports Code and is within the identified 147m obstacle limitation area. However, the site is at 15m AHD - 16m AHD and therefore exempt from the provisions of the Code by Clause C16.4.1(a) because the development would not exceed the prescribed obstacle limitation area.

### **3. PROPOSAL IN DETAIL**

#### **3.1. The Site**

The site has an area of 612m<sup>2</sup> and is relatively level with the primary frontage facing Tanundal Street, Howrah. The site is developed with a single-storey dwelling, and existing carport with a 4.6m setback from the primary frontage.

The area surrounding the site is primarily zoned General Residential, and an Open Space Zone adjoins the rear of the subject site. The surrounding typology of dwellings predominantly consist of single dwellings situated on 600m<sup>2</sup>-700m<sup>2</sup> lots.

#### **3.2. The Proposal**

The proposal is for additions and alterations to the existing dwelling. Inclusive of extensions to the existing dwelling, internal alterations, fencing, landscaping, extension to the deck and a new carport.

The proposed addition and alteration to the dwelling includes 26.5m<sup>2</sup> of additional floor area.

The proposed carport is situated between the dwelling and the primary frontage and has a roofed area of 28.6m<sup>2</sup>. The proposed carport is to have a setback from the primary frontage to Tanundal Street, varying from 2.9m – 3.3m.

The site includes two separate crossovers, and the proposal incorporates modifications to the existing crossover to allow for one single crossover.

#### **4. PLANNING ASSESSMENT**

##### **4.1. Compliance with Applicable Standards Section 5.6**

*“5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules.*

*Applicable standard means in any zone, code or specific area plan, the objective for a particular planning issue and the means for satisfying that objective through either an acceptable solution or performance criterion presented as the tests to meet the objective.”*

To assist with deciding whether the proposal complies with the two tests of each applicable standard, the scheme defines technical terms and unless the contrary intention appears, the scheme uses ordinary meanings.

*Streetscape is defined by the scheme to mean: “the visual quality of a street depicted by road width, street planning, characteristics and features, public utilities constructed within the road reserve, the setback of buildings and structures fronting the road reserve.*

*For the purposes of determining streetscape for a particular site, the above matters are relevant when viewed from either side of the same street within 100m of each side boundary of the site.”*

##### **4.2. Determining Applications Section 6.10**

*“6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(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 section 57(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.”*

References to these principles are contained in the discussion below.

#### **4.3. General Provisions**

The Scheme contains a range of General Provisions relating to specific circumstances not controlled through the application of Zone, Code or Specific Area Plan provisions.

There are no General Provisions relevant to the assessment of this proposal.

#### **Compliance with Zone and Codes**

The proposal meets the Scheme's applicable Acceptable Solutions of the General Residential Zone and Parking and Sustainable Transport Code with the exception of the following.

#### **General Residential Zone**

- **Clause 8.4.2** – A2 in relation to frontage setbacks for carports and garages. This standard relates to the primary frontage setback, which is Tanundal Street. Specifically, the proposed carport is proposed to be setback 2.95m from the primary frontage, as opposed to the prescribed 5.5m primary frontage setback required by the acceptable solution.

The proposal relies on Performance Criteria (P2) of Clause 8.4.2 as follows.

<b>Clause</b>	<b>Performance Criteria</b>	<b>Assessment</b>
8.4.2 P2	<i>"A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints."</i>	<p>The proposed carport is to be setback 2.95m – 3.31m from the primary frontage; resulting in the proposed carport protruding 2.55m into the acceptable frontage setback for carports and garages.</p> <p>The frontage setbacks of buildings on surrounding properties located on Tanundal Street ranges from 4m to 7.1m, with the exception of Number 2 Tanundal Street, which is located on the opposite side of the street and has a setback of approximately 1.1m.</p>

		<p>The proposed carport setback of 2.95m – 3.31m results in a significant departure from the established building line and for this reason is not assessed as being compatible with the setbacks of existing buildings in the street. For this reason, the performance criteria is not satisfied.</p> <p>Sub-clause 5.6.4 of the Scheme provides that the planning authority may consider the relevant objective of a standard, which in this case is sub-clause:</p> <p><i>“(a) provides reasonably consistent separation between dwellings and their frontage within a street.”</i></p> <p>The proposal does not provide consistent separation between the carport and the frontage within the streetscape, in relation to the established building line.</p> <p>Further, the proposal seeks to create a reduced setback precedent of 2.95m. The site is relatively level with no identified topographical constraints that would restrict the siting and design of the proposed carport.</p> <p>The location of the existing dwelling does constrain the placement of the carport; however, as part of the proposed addition, the setback of the dwelling to the primary frontage is reduced by approximately 1m.</p> <p>In conclusion, the proposed development is not considered compatible with the streetscape and is unable to satisfy the performance criteria. Therefore, the application does not comply with the applicable standard.</p>
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**General Residential Zone**

- **Clause 8.4.2** – Clause 8.4.2 A3(a)(i) in relation to building envelope. Specifically, the proposed carport is proposed to be setback 2.95m – 3.31m from the primary frontage, as opposed to the prescribed 4.5m primary frontage setback required by the applicable acceptable solution.

The proposal relies on Performance Criteria (P3) of Clause 8.4.2 as follows.

Clause	Performance Criteria	Assessment
8.4.2 P3	<p><i>“The siting and scale of a dwelling must:</i></p> <p><i>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</i></p> <p><i>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;</i></p> <p><i>(ii) overshadowing the private open space of a dwelling on an adjoining property;</i></p> <p><i>(iii) overshadowing of an adjoining vacant property; and</i></p>	<p>See below assessment.</p> <p>The habitable rooms to the adjoining properties at 5 and 9 Tanundal Street are located approximately to the east and west of the subject site. Resulting in no unreasonable overshadowing as no adjoining property is directly south of the development. Shadow diagrams were provided, demonstrating the existing and additional overshadowing to windows to habitable rooms on adjoining properties is minimal.</p> <p>No unreasonable overshadowing would occur to a private open space of an adjoining property, as demonstrated in the shadow diagrams provided.</p> <p>Not applicable because no adjoining property is vacant.</p>

	<p>(iv) <i>visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;</i></p> <p>(b) <i>provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and</i></p> <p>(c) <i>not cause an unreasonable reduction in sunlight to an existing solar energy installation on:</i>  <i>(i) an adjoining property; or</i>  <i>(ii) another dwelling on the same site.</i></p>	<p>The proposed additions and alterations are of an appropriate scale and proportion for the residential area and would not cause unreasonable visual disturbance when viewed from an adjoining property.</p> <p>The proposed additions and alterations, including the carport, is consistent with the separation and distance between adjoining buildings on established properties in the area. However, as the proposed carport protrudes beyond the acceptable frontage setback, the carport is considered inconsistent with the existing established building line in relation to the frontage.</p> <p>Not applicable as no adjoining properties have existing solar installations.</p> <p>In conclusion, the proposed development satisfies the performance criteria and complies with this standard.</p>
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## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and four representations were received. The following comments were made by the representors.

### **5.1. Street Improvement**

Support for the improvement to the footpath, fencing and streetscape and more generally the aesthetic of the street and frontage.

- The development does provide improvement to the streetscape and footpath, in that the crossover and external elements are to be upgraded and landscaping works within the front garden are proposed.



However, the material improvements hold no determining weight in relation to the applicable standards of the scheme. The proposed carport protrudes 2.55m into the acceptable frontage setback for carports and garages, presenting as a disruption to the established building line within the streetscape.

## **5.2. Minimal External Alterations**

A comment was made that the alterations to the external structure are minimal.

- Whether the proposal is thought to be minimal is not relevant to the assessment. Rather, it is whether what is proposed requires planning approval, and if approval can be granted is determined by whether the proposal complies with applicable standards of the planning scheme.

## **6. EXTERNAL REFERRALS**

No external referrals were required or undertaken as part of this application.

## **7. STATE POLICIES AND ACT OBJECTIVES**

**7.1.** The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

**7.2.** The proposal is inconsistent with the objectives of Schedule 1 of LUPAA because the application is assessed as not complying with an applicable standard of the planning scheme.

## **8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

There are no inconsistencies with Council's adopted Strategic Plan or any other relevant Council Policy.

## **9. CONCLUSION**

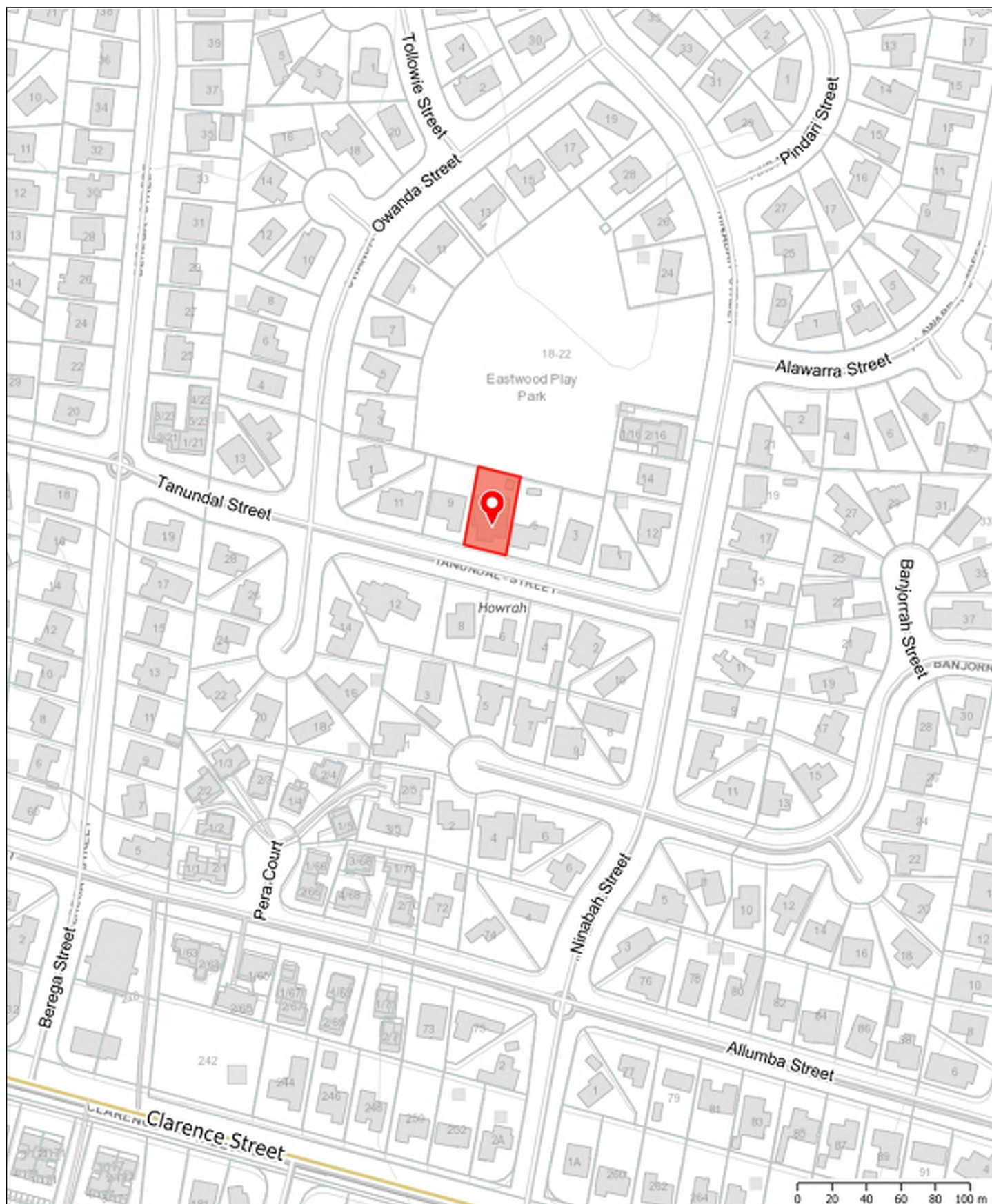
The proposal seeks approval for a carport, as well as approval for additions and alterations to the dwelling at 7 Tanundal Street, Howrah. The carport has been assessed as failing to satisfy both the applicable acceptable solution and performance criteria of clause 8.4.2 A2/P2 and does not comply with the standard.

The proposed carport is not compatible with the prevailing frontage setbacks of existing dwellings, garages, and carports within the surrounding streetscape.

Notably, four representations have been received in support of the proposal, in that the development would provide an improvement to the streetscape. However, the proposed carport would set a precedent for future buildings to encroach within the acceptable frontage and create potential for a disorderly pattern of development.

Attachments: 1. Location Plan (1)  
2. Site Photo (2)  
3. Building Setbacks (1)  
4. Proposal Plans (21)

Robyn Olsen  
**ACTING HEAD OF CITY PLANNING**



This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

07/09/2023

1:3000





**Site photos: PDPLANPMTD-2023/037581 - 7 Tanundal Street, Howrah**



**Image 1.** Subject site viewed from opposite footpath



**Image 2.** View of 7 Tanundal Street from footpath looking east.



**Image 3.** View of Tanundal Street Looking West.



**Image 4.** Number 2 Tanundal Street with existing carport 1.1m from front boundary





This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

06/09/2023

1:1000





# 7 TANUNDAL ST, HOWRAH

CLIENT: Kate & Matthew Lowry  
PROJECT NO: H2229



LOCATION PLAN  
1 : 2000



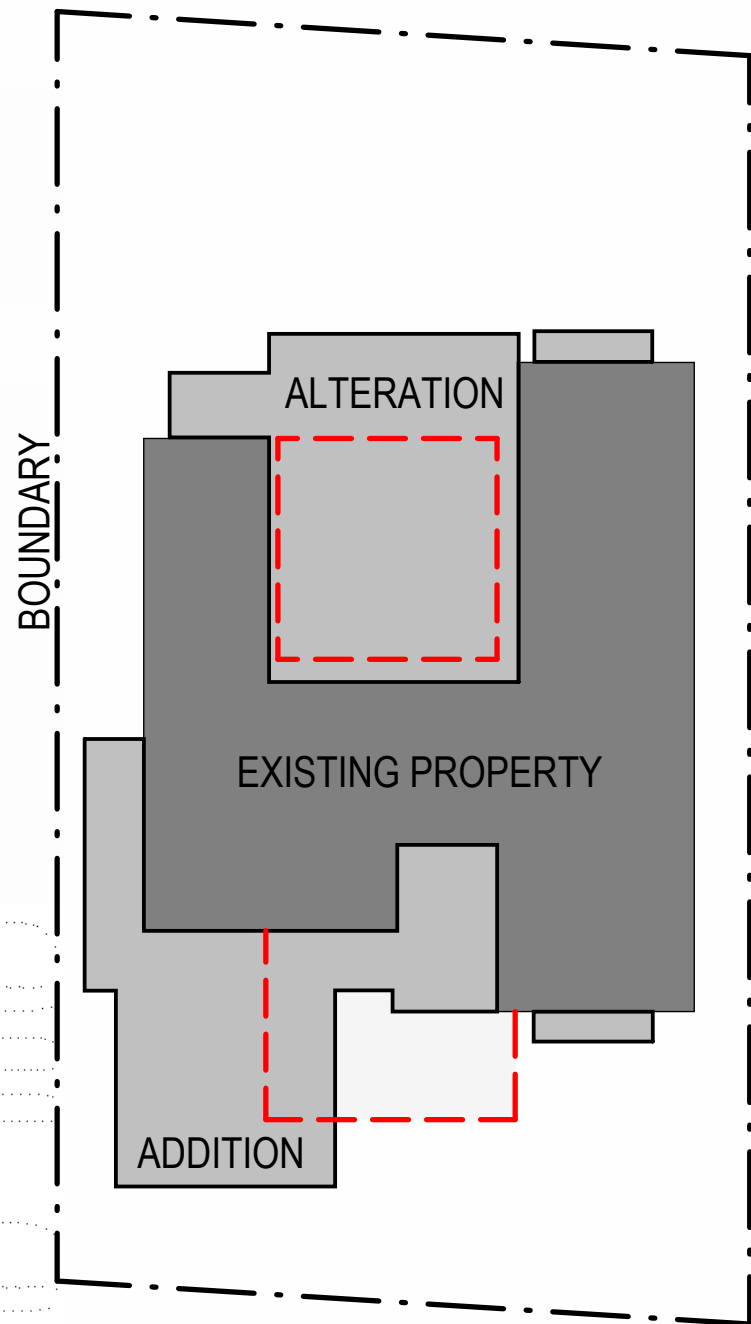
PERSPECTIVE IMAGE  
NTS

## SITE DEVELOPMENT INFORMATION

Property ID: 5097892  
Title Reference: 81666/82  
Zoning: General Residential  
Description: Residential Alterations & Additions  
Site Area: 615m<sup>2</sup>  
Site Coverage: 34% excl. carport, 41% incl.  
Car parking: 2 parks in carport

REV	DATE	DETAILS	CHECK
A	07/07/23	REVIEW	
B	21/07/23	CLIENT/NEIGHBOURS REVIEW	SJH
C	24/07/23	DEVELOPMENT APPLICATION	SJH
D	02/08/23	CCC RF1	SJH

ARCHITECTURAL DRAWING LIST		
SHEET	SHEET NAME	REV
DA000	COVER SHEET	D
DA001	SITE PLAN - PROPOSED	D
DA100	GENERAL ARRANGEMENT PLAN - PROPOSED DEMOLITION	D
DA101	ROOF PLAN - PROPOSED DEMOLITION	D
DA200	GENERAL ARRANGEMENT PLAN - PROPOSED	D
DA201	ROOF PLAN - PROPOSED	D
DA400	BUILDING ELEVATIONS - PROPOSED DEMOLITION	D
DA401	BUILDING ELEVATIONS - PROPOSED SHEET 1/2	D
DA402	BUILDING ELEVATIONS - PROPOSED SHEET 2/2	D
DA403	BUILDING ENVELOPE ISOMETRIC	A
DA501	BUILDING SECTIONS - PROPOSED	D
DA502	BUILDING SECTIONS - MASTER BEDROOM ANALYSIS	D
DA900	SUN STUDY - WINTER SOLSTICE	D
DA901	SUN STUDY - WINTER SOLSTICE	D
DA902	SUN STUDY - EQUINOX	D
DA903	SUN STUDY - EQUINOX	C
DA904	SUN STUDY - SUMMER SOLSTICE	C
DA905	SUN STUDY - SUMMER SOLSTICE	C
DA910	BUILDING AESTHETICS	D
DA911	STREETSCAPE MONTAGE	D
DA912	ARTISTIC IMPRESSION	D
DA913	ARTISTIC IMPRESSION	D



- LEGEND:**
- EXISTING, RETAINED
  - EXISTING, DEMOLISHED
  - NEW ADDITIONS

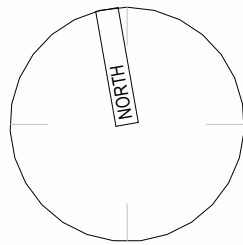
DIAGRAM  
1 : 200

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www.bpsm.com.au e: bpsm@bpsm.com.au

PROJECT **7 TANUNDAL ST, HOWRAH**  
ADDRESS **7 Tanundal Street Howrah**  
CLIENT NAME **Kate & Matthew Lowry**  
SHEET NAME **COVER SHEET**

PROJECT NUMBER **H2229**  
SCALE AT A1 **As indicated**  
APPROVED BY **SJH**  
DRAWN BY **SB**  
DATE **21/02/2023**  
SHEET **DA000**  
REV **D**

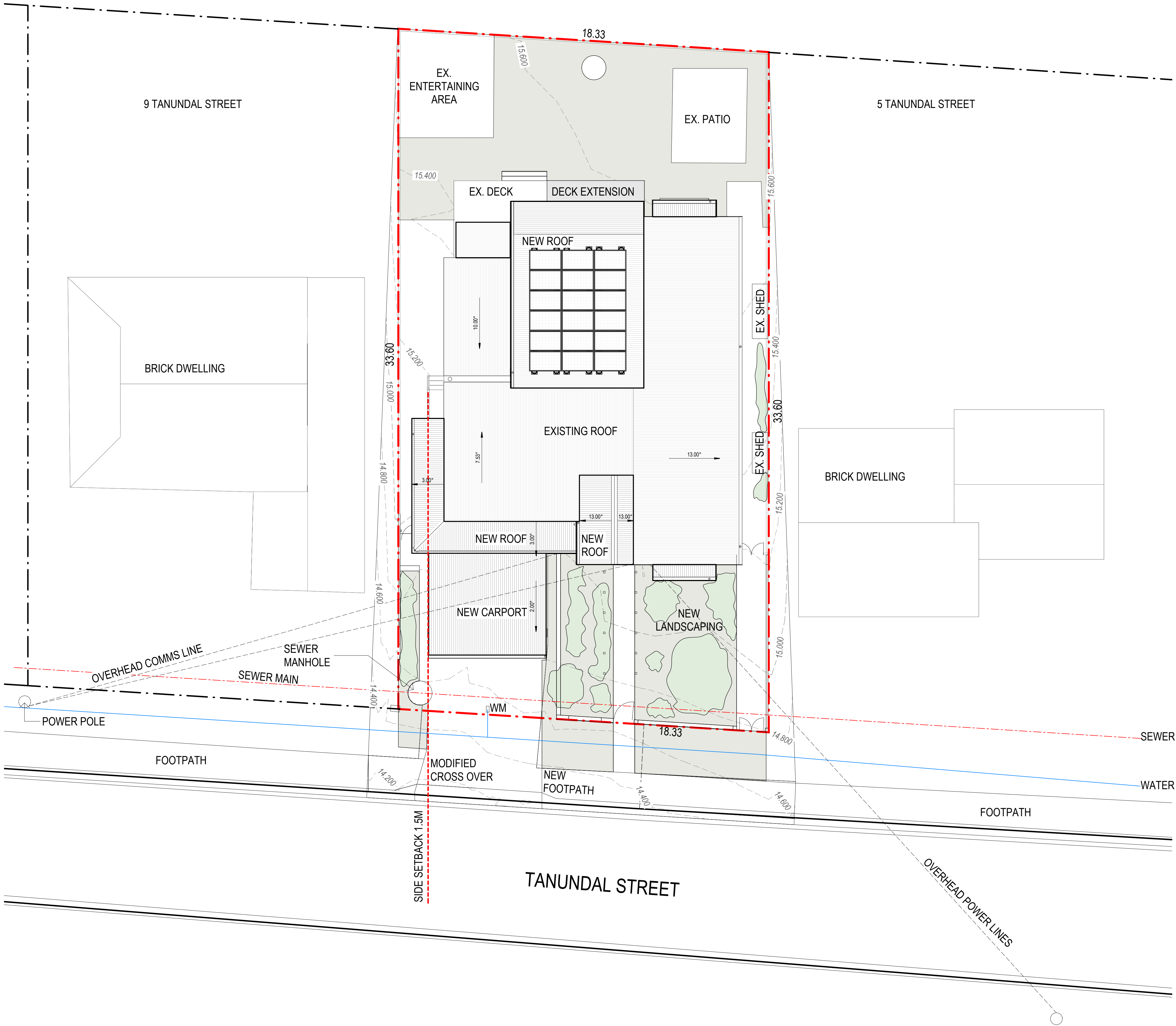


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EASTWOOD PARK

REV	DATE	DETAILS	CHECK
A	07/07/23	REVIEW	
B	21/07/23	CLIENT/NEIGHBOURS REVIEW	SJH
C	24/07/23	DEVELOPMENT APPLICATION	SJH
D	02/08/23	CCC RFI	SJH



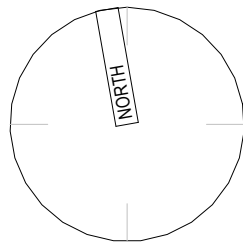
DEVELOPMENT TALLY	
SITE AREA	615m <sup>2</sup>
EXISTING DWELLING	181m <sup>2</sup>
EXISTING CARPORT	36m <sup>2</sup>
TOTAL COVERED AREA	217m <sup>2</sup>
SITE COVERAGE	35%
PROPOSED COVERAGE	
EXISTING DWELLING	181.0m <sup>2</sup>
ADDITIONS	26.5m <sup>2</sup>
CARPORT	28.6m <sup>2</sup>
COVERED DECK	20.1m <sup>2</sup>
PROPOSED COVERED AREA	256.2m <sup>2</sup>
PROPOSED SITE COVERAGE	41%

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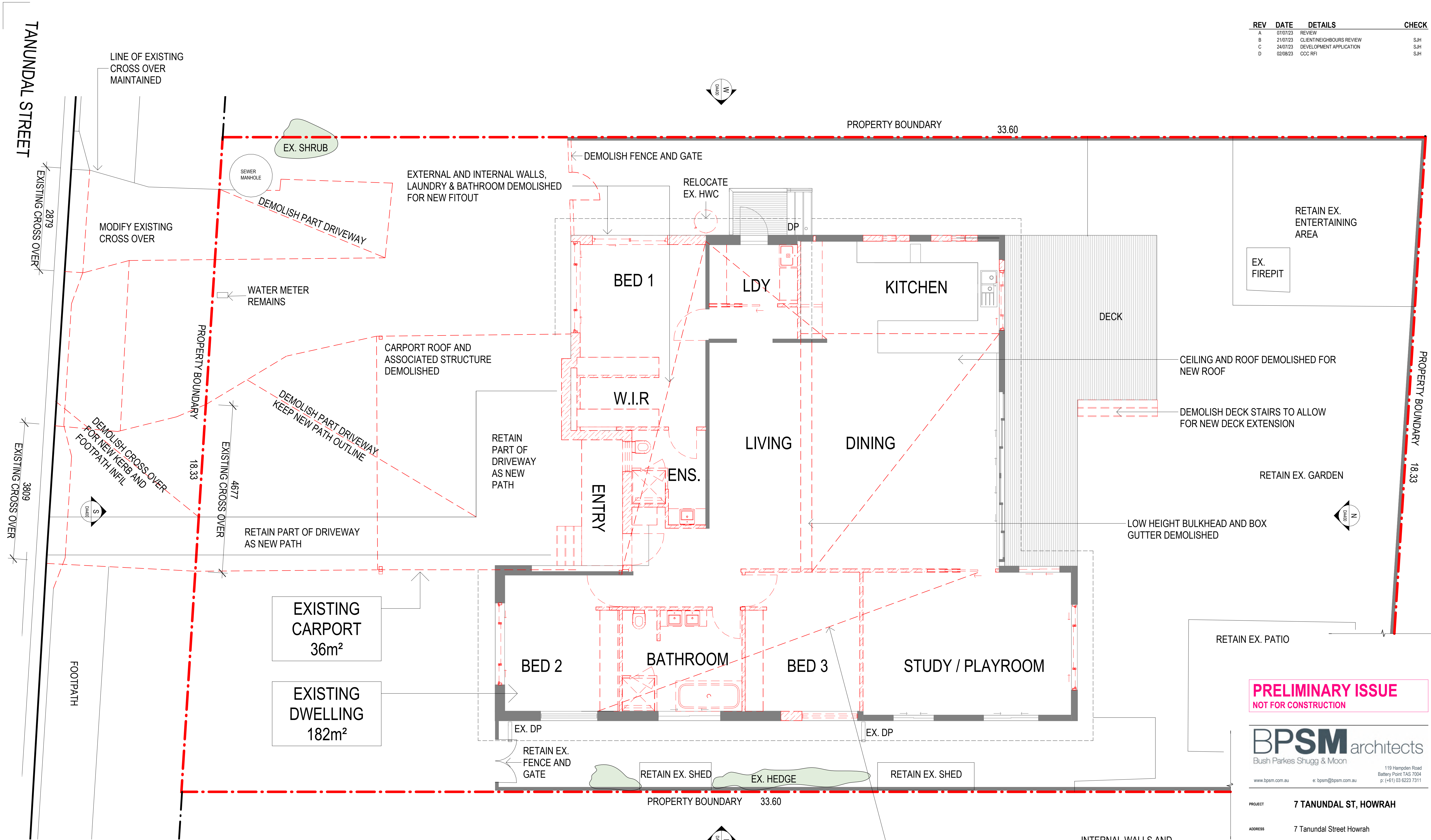
PROJECT	7 TANUNDAL ST, HOWRAH
ADDRESS	7 Tanundal Street Howrah
CLIENT NAME	Kate & Matthew Lowry
SHEET NAME	SITE PLAN - PROPOSED

PROJECT NUMBER	H2229
SCALE AT A1	1 : 100
APPROVED BY	SJH
DRAWN BY	SB
DATE	06/29/23
SHEET	DA001
REV	D



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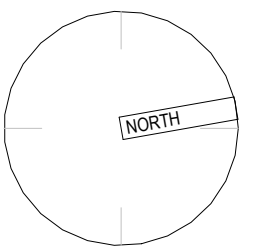
REV	DATE	DETAILS	CHECK
A	07/07/23	REVIEW	
B	21/07/23	CLIENT/NEIGHBOURS REVIEW	SJH
C	24/07/23	DEVELOPMENT APPLICATION	SJH
D	02/08/23	CCC RF1	SJH

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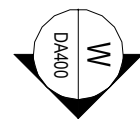
PROJECT **7 TANUNDAL ST, HOWRAH**  
ADDRESS 7 Tanundal Street Howrah  
CLIENT NAME Kate & Matthew Lowry  
SHEET NAME **GENERAL ARRANGEMENT PLAN - PROPOSED DEMOLITION**

PROJECT NUMBER H2229  
SCALE AT A1 1 : 50  
APPROVED BY SJH  
DRAWN BY SJH  
DATE 21/02/2023  
SHEET **DA100**  
REV **D**

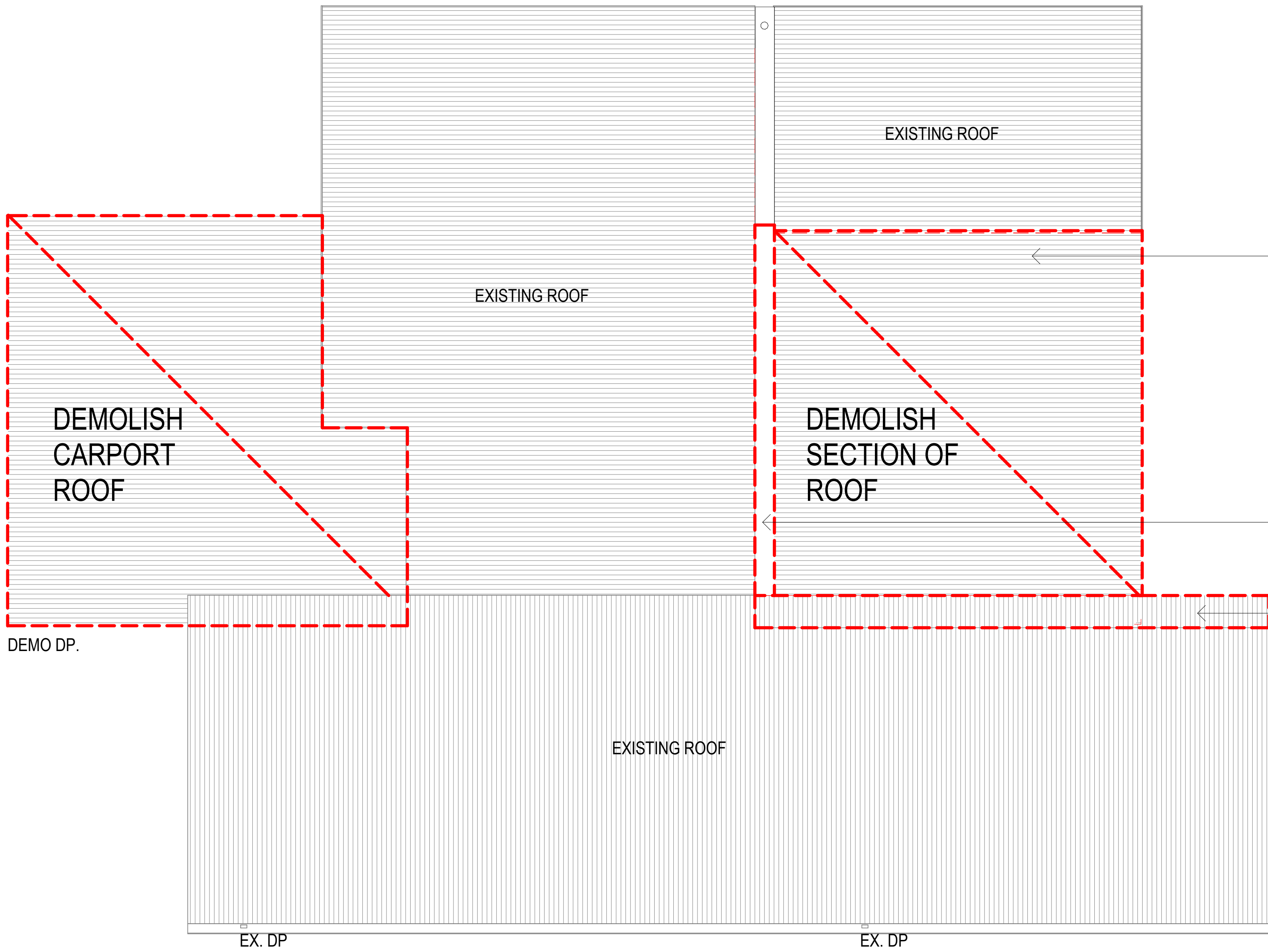
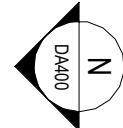
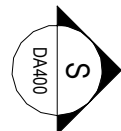


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REV	DATE	DETAILS	CHECK
A	07/07/23	REVIEW	
B	21/07/23	CLIENT/NEIGHBOURS REVIEW	SJH
C	24/07/23	DEVELOPMENT APPLICATION	SJH
D	02/08/23	CCC RF1	SJH



TANUNDAL STREET

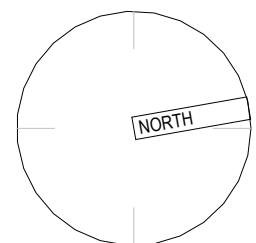


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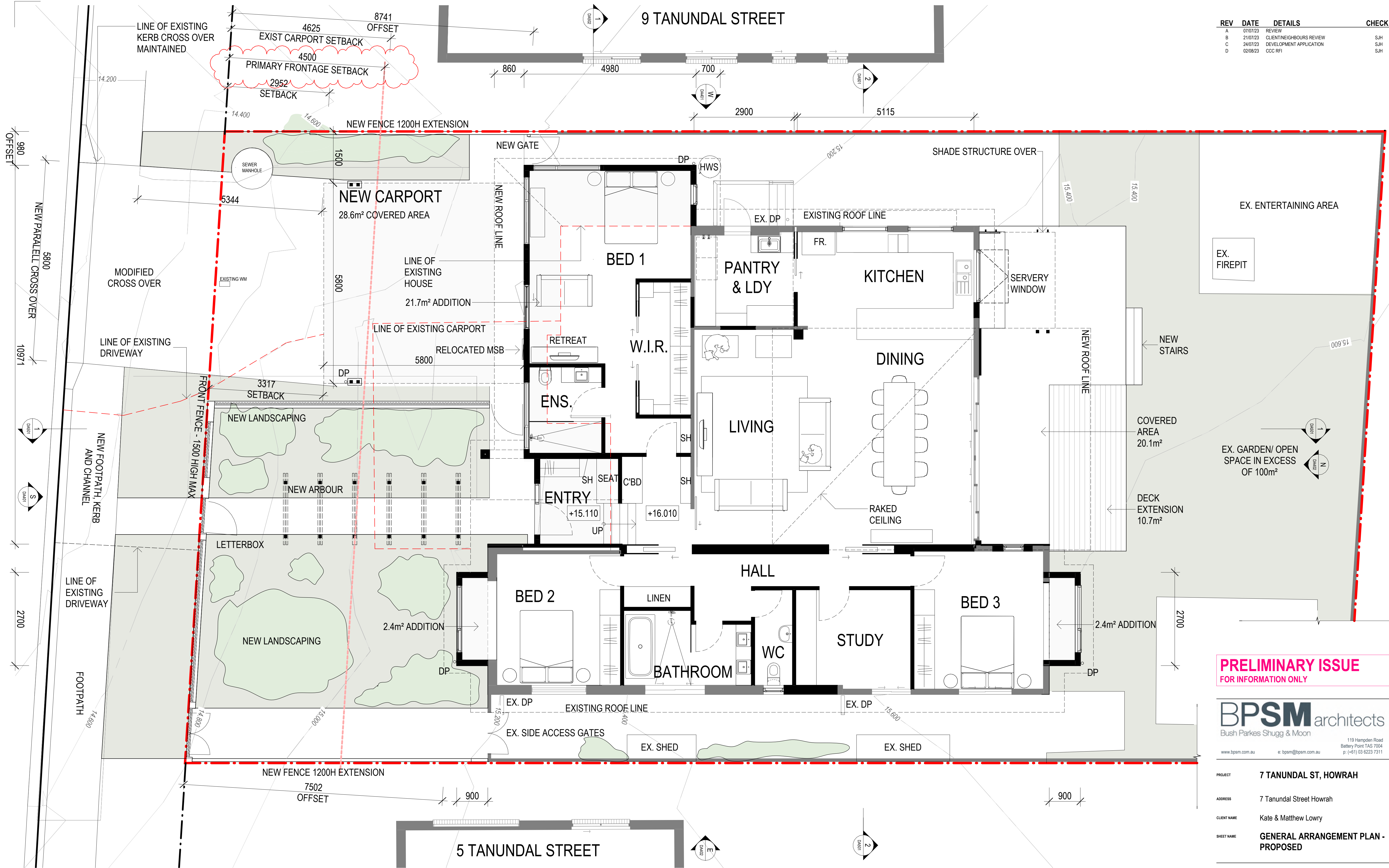
PROJECT **7 TANUNDAL ST, HOWRAH**  
ADDRESS **7 Tanundal Street Howrah**  
CLIENT NAME **Kate & Matthew Lowry**  
SHEET NAME **ROOF PLAN - PROPOSED DEMOLITION**

PROJECT NUMBER **H2229**  
SCALE AT A1 **1 : 50**  
APPROVED BY **SJH**  
DRAWN BY **SB**  
DATE **02/07/23**  
SHEET **DA101**  
REV **D**



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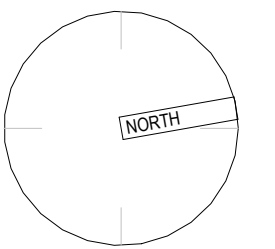
REV	DATE	DETAILS	CHECK
A	07/07/23	REVIEW	
B	21/07/23	CLIENT/NEIGHBOURS REVIEW	SJH
C	24/07/23	DEVELOPMENT APPLICATION	SJH
D	02/08/23	CCC RFI	SJH

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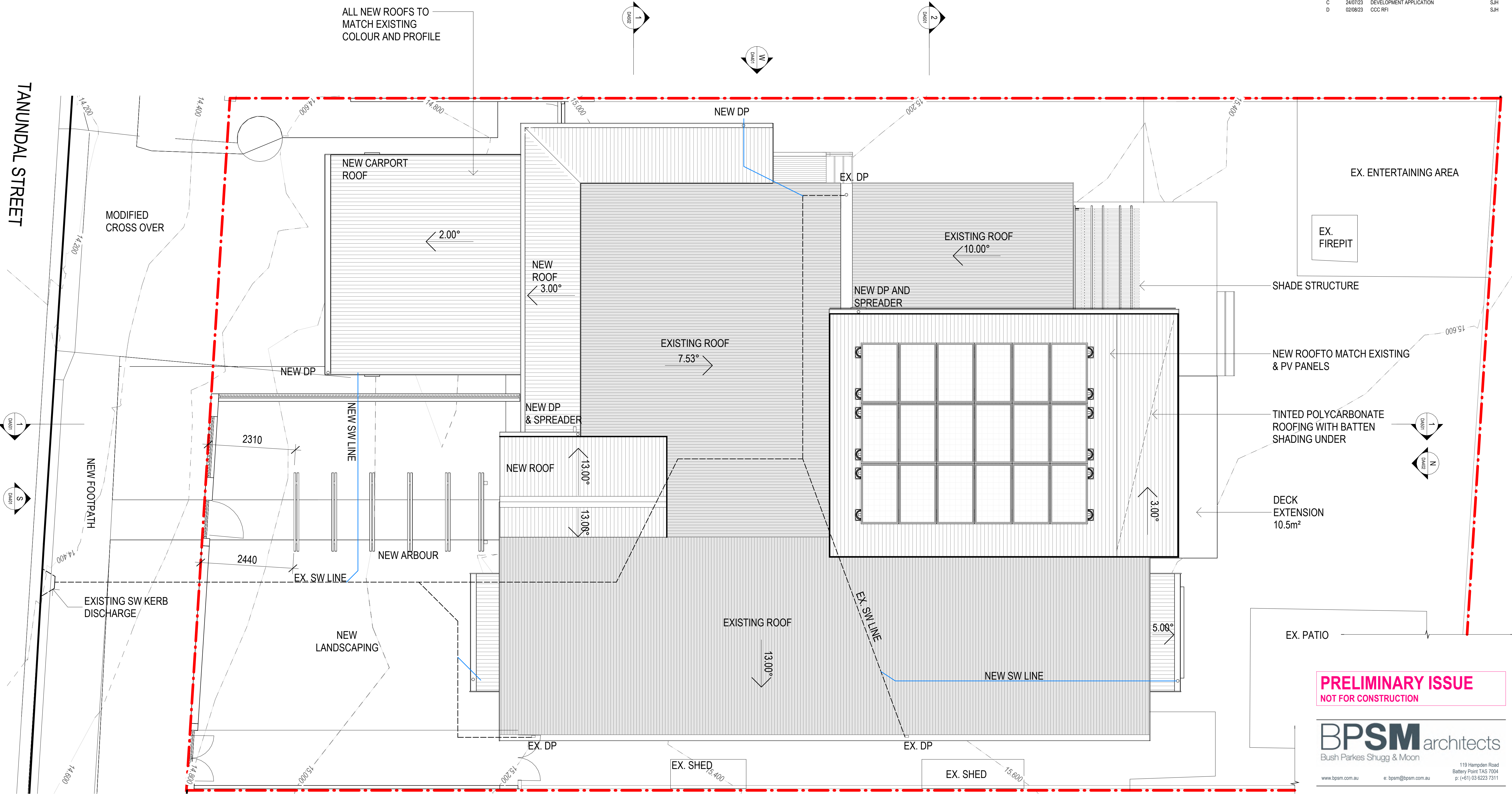
PROJECT **7 TANUNDAL ST, HOWRAH**  
ADDRESS **7 Tanundal Street Howrah**  
CLIENT NAME **Kate & Matthew Lowry**  
SHEET NAME **GENERAL ARRANGEMENT PLAN - PROPOSED**

PROJECT NUMBER **H2229**  
SCALE AT A1 **1 : 50**  
APPROVED BY **SJH**  
DRAWN BY **SB**  
DATE **21/02/2023**  
SHEET **DA200**  
REV **D**



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REV	DATE	DETAILS	CHECK
A	07/07/23	REVIEW	
B	21/07/23	CLIENT/NEIGHBOURS REVIEW	SJH
C	24/07/23	DEVELOPMENT APPLICATION	SJH
D	02/08/23	CCC RF1	SJH

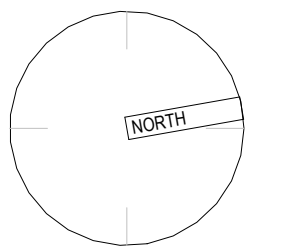


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PROJECT **7 TANUNDAL ST, HOWRAH**  
ADDRESS **7 Tanundal Street Howrah**  
CLIENT NAME **Kate & Matthew Lowry**  
SHEET NAME **ROOF PLAN - PROPOSED**

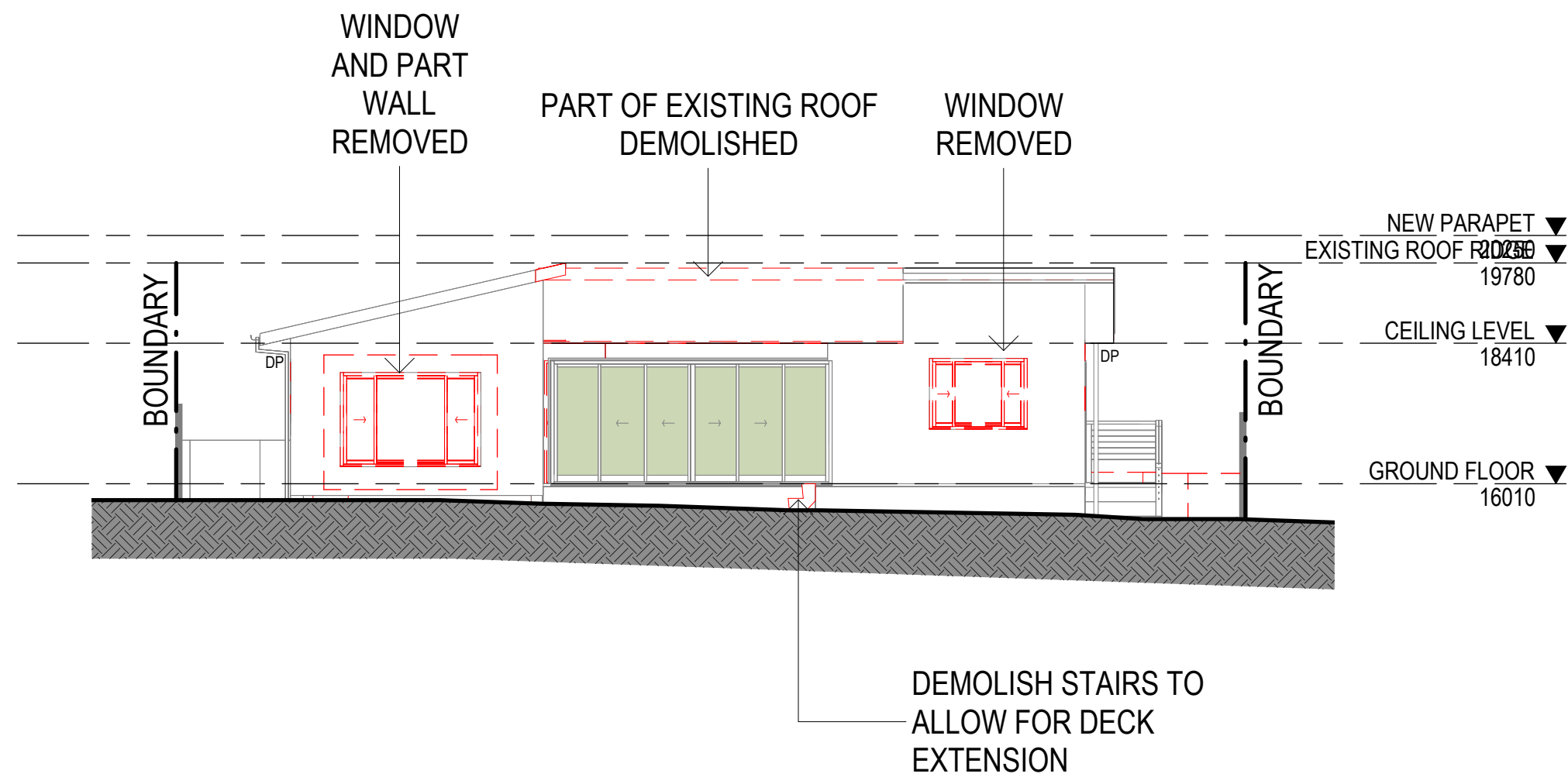
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SCALE AT A1 **1 : 50**  
APPROVED BY **SJH**  
DRAWN BY **SB**  
DATE **02/07/23**  
SHEET **DA201**  
REV **D**



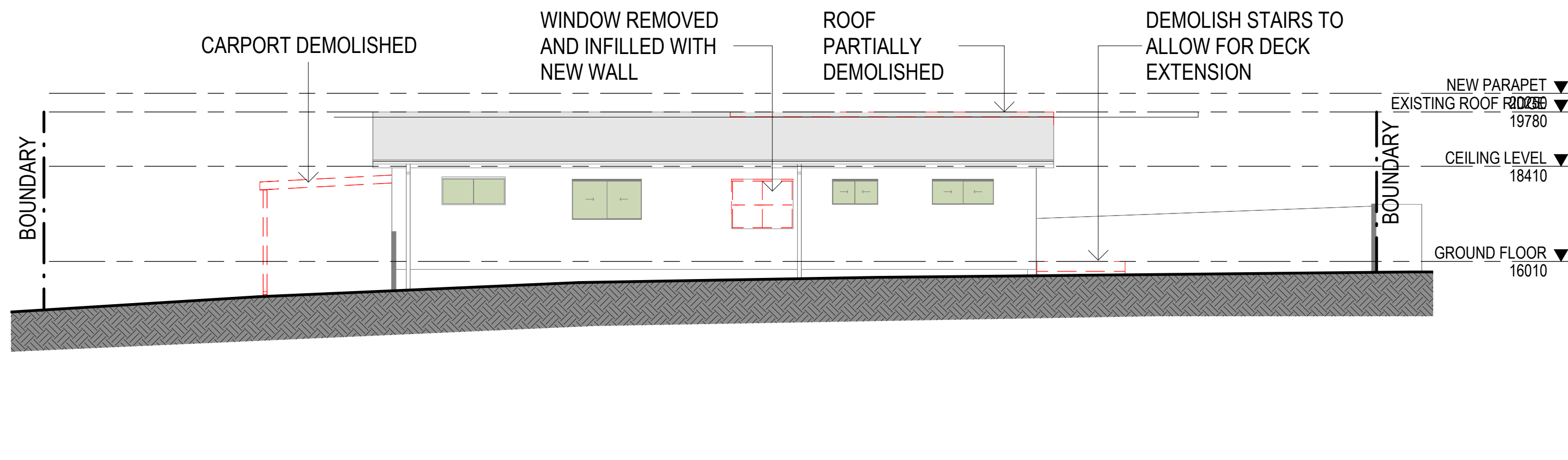
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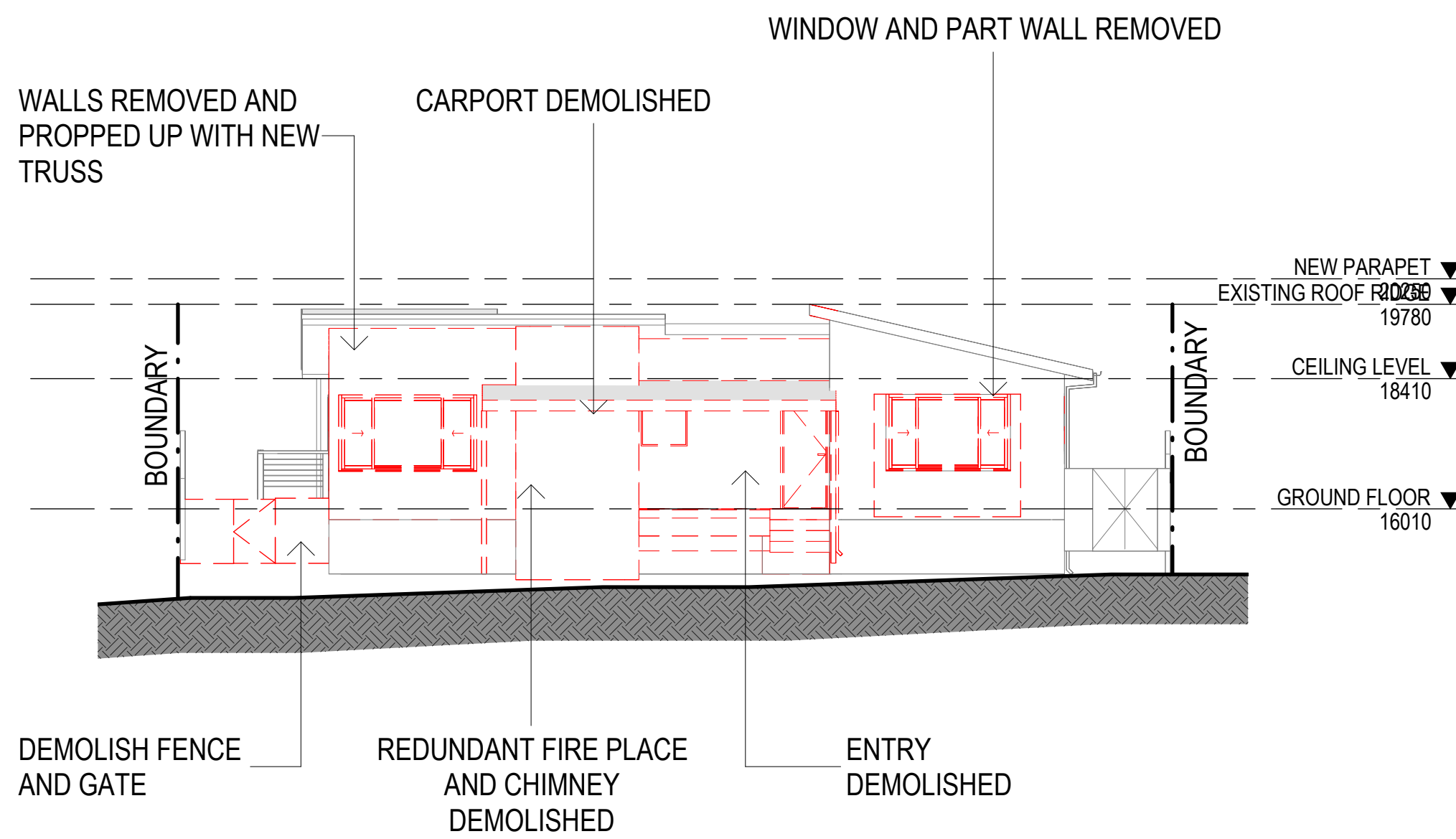
REV	DATE	DETAILS	CHECK
A	07/07/23	REVIEW	
B	21/07/23	CLIENT/NEIGHBOURS REVIEW	SJH
C	24/07/23	DEVELOPMENT APPLICATION	SJH
D	02/08/23	CCC RF1	SJH



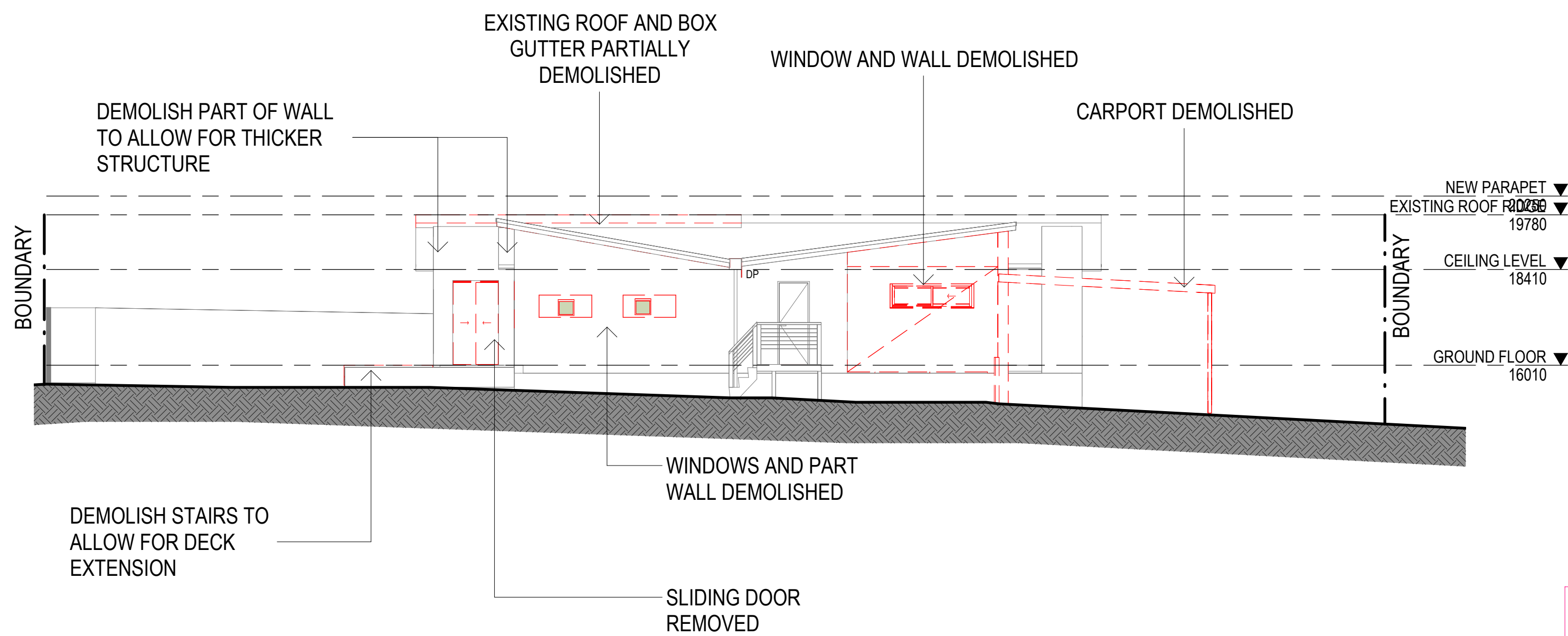
N NORTH ELEVATION  
DA100 1 : 100



E EAST ELEVATION  
1 : 100



S SOUTH ELEVATION  
1 : 100



W WEST ELEVATION  
1 : 100

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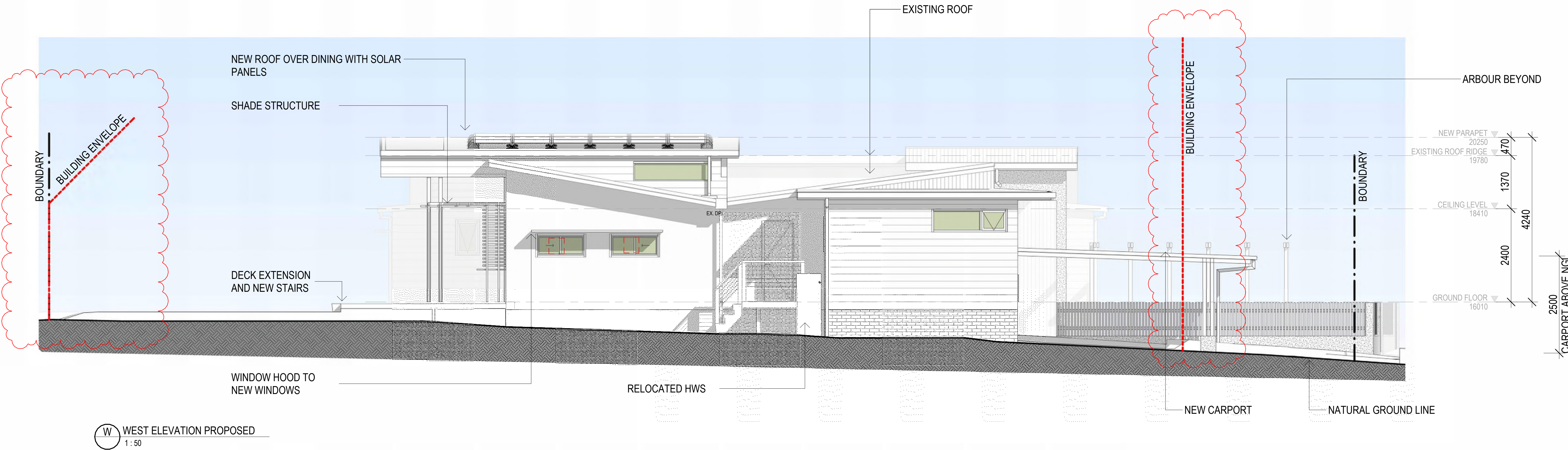
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PROJECT	7 TANUNDAL ST, HOWRAH
ADDRESS	7 Tanundal Street Howrah
CLIENT NAME	Kate & Matthew Lowry
SHEET NAME	BUILDING ELEVATIONS - PROPOSED DEMOLITION
PROJECT NUMBER	H2229
SCALE AT A1	1 : 100
APPROVED BY	SJH
DRAWN BY	SB
DATE	03/03/2021
SHEET	DA400
REV	D

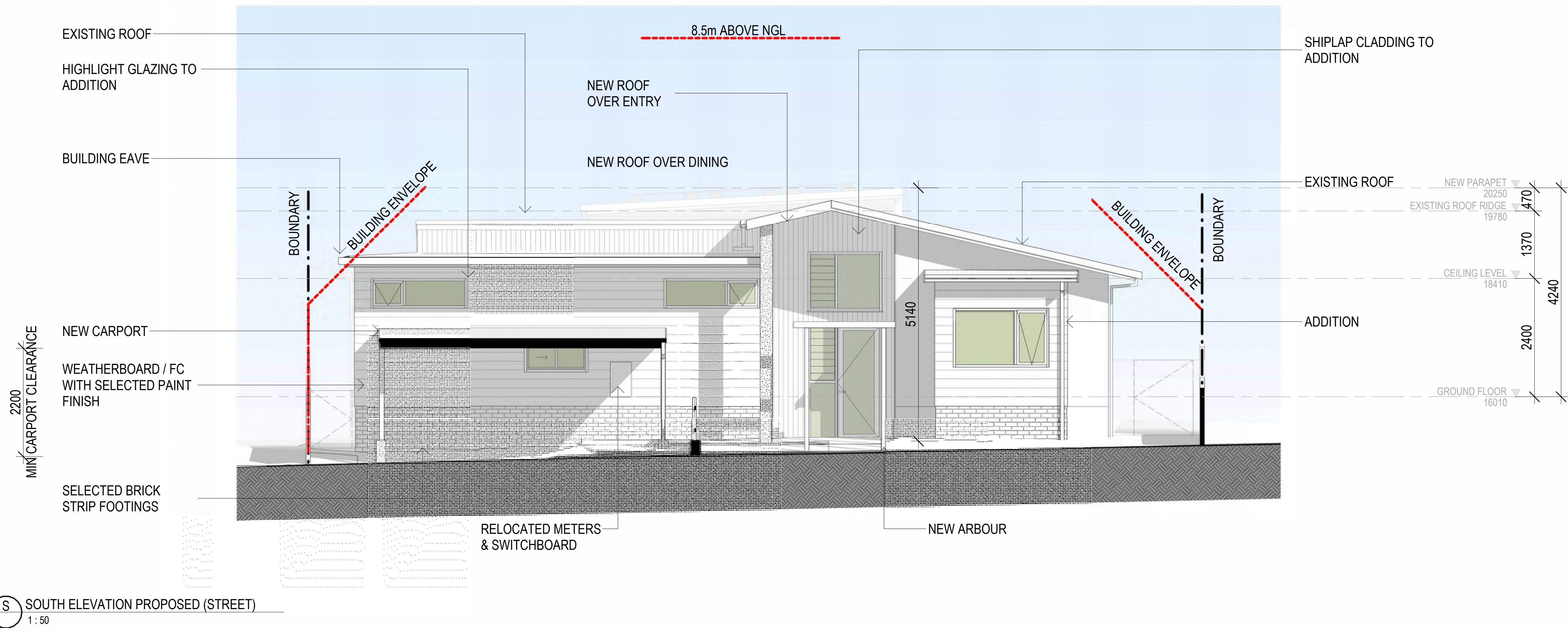
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REV	DATE	DETAILS	CHECK
A	07/07/23	REVIEW	
B	21/07/23	CLIENT/NEIGHBOURS REVIEW	SJH
C	24/07/23	DEVELOPMENT APPLICATION	SJH
D	02/08/23	CCC RFI	SJH



W WEST ELEVATION PROPOSED  
1 : 50



S SOUTH ELEVATION PROPOSED (STREET)  
1 : 50

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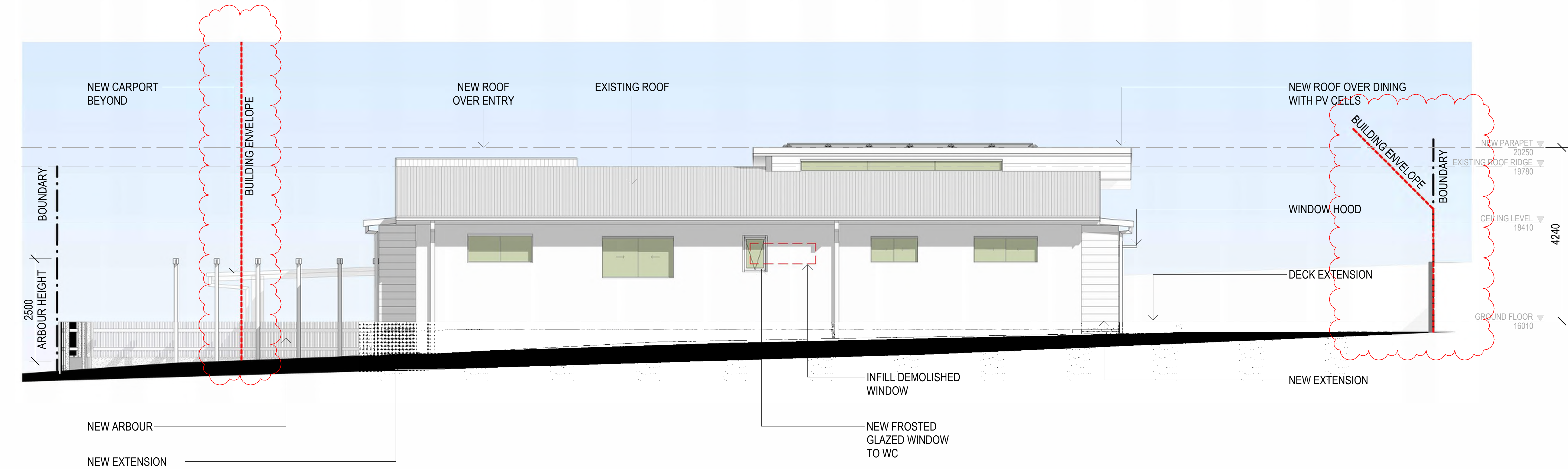
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PROJECT	7 TANUNDAL ST, HOWRAH
ADDRESS	7 Tanundal Street Howrah
CLIENT NAME	Kate & Matthew Lowry
SHEET NAME	BUILDING ELEVATIONS - PROPOSED SHEET 1/2
PROJECT NUMBER	H2229
SCALE AT A1	1 : 50
APPROVED BY	SJH
DRAWN BY	SJH
DATE	03/03/2023
SHEET	DA401
REV	D

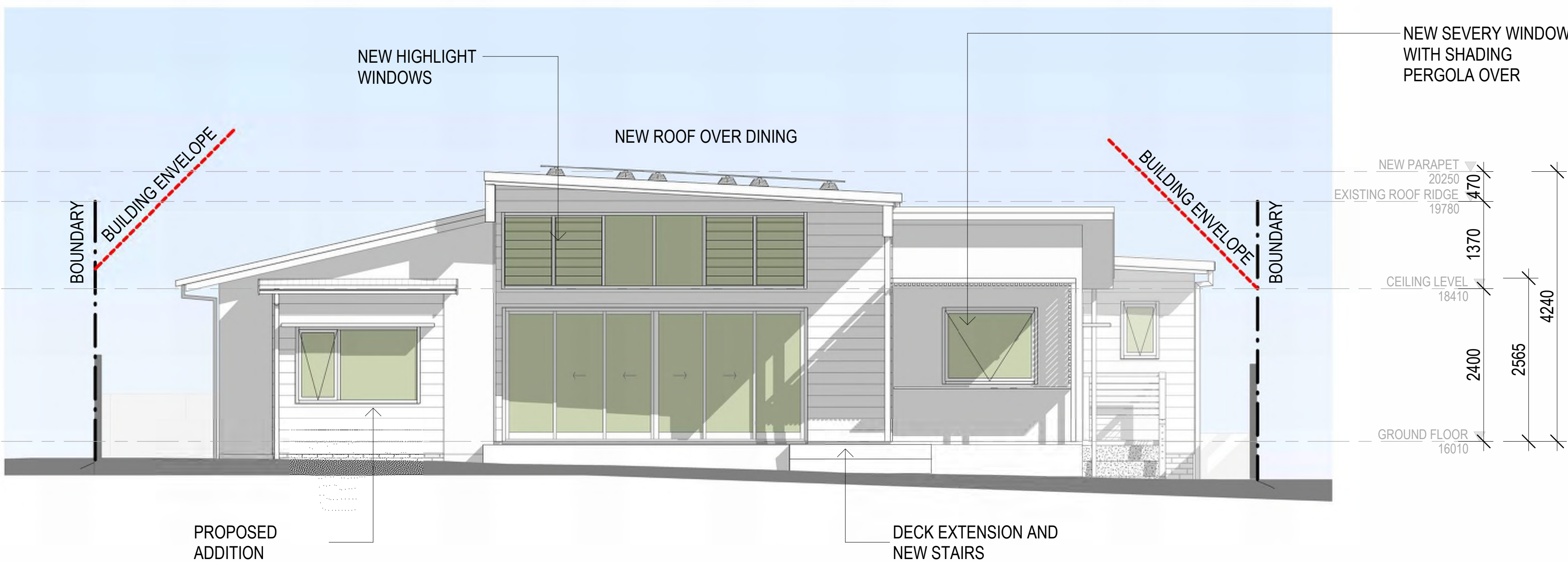
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REV	DATE	DETAILS	CHECK
A	07/07/23	REVIEW	
B	21/07/23	CLIENT/NEIGHBOURS REVIEW	SJH
C	24/07/23	DEVELOPMENT APPLICATION	SJH
D	02/08/23	CCC RF1	SJH



**E** EAST ELEVATION PROPOSED  
1 : 50



**N** NORTH ELEVATION PROPOSED  
1 : 50

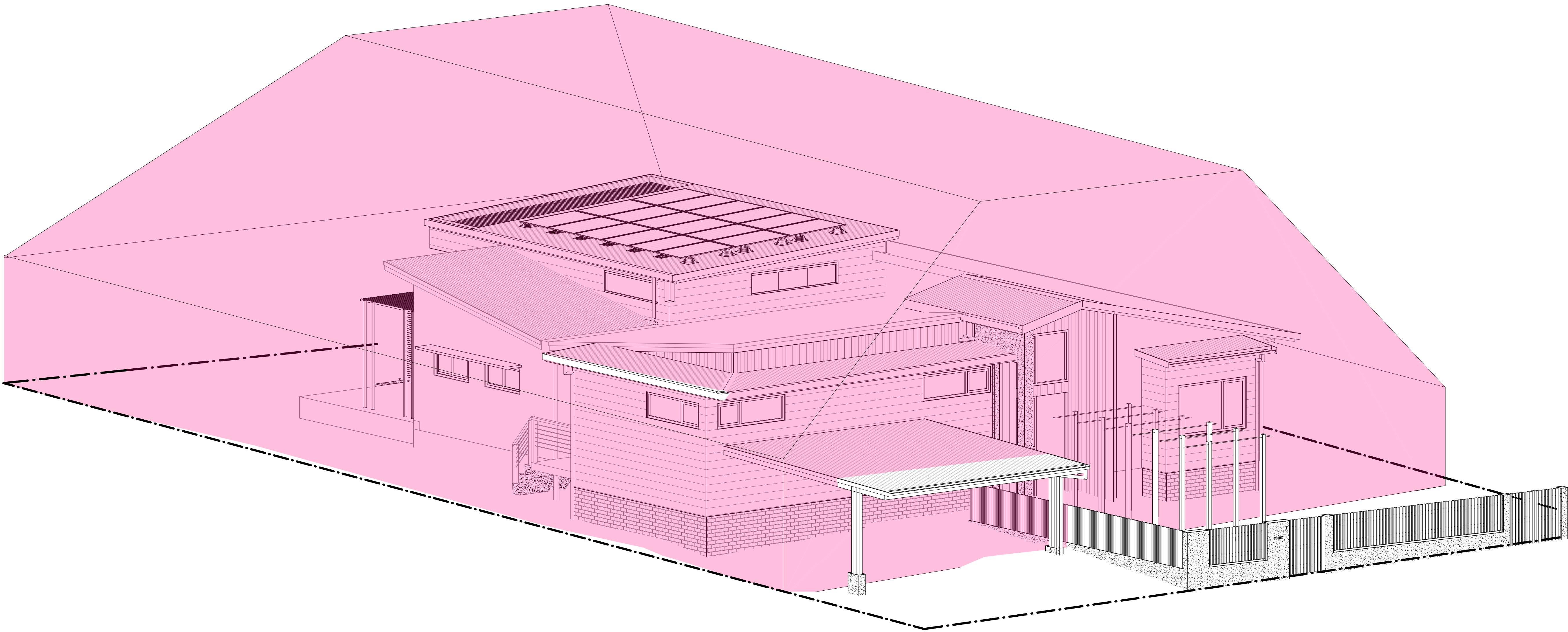
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PROJECT	7 TANUNDAL ST, HOWRAH
ADDRESS	7 Tanundal Street Howrah
CLIENT NAME	Kate & Matthew Lowry
SHEET NAME	BUILDING ELEVATIONS - PROPOSED SHEET 2/2
PROJECT NUMBER	H2229
SCALE AT A1	1 : 50
APPROVED BY	SJH
DRAWN BY	SJH
DATE	04/28/23
SHEET	DA402
REV	D

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1 BUILDING ENVELOPE ISOMETRIC

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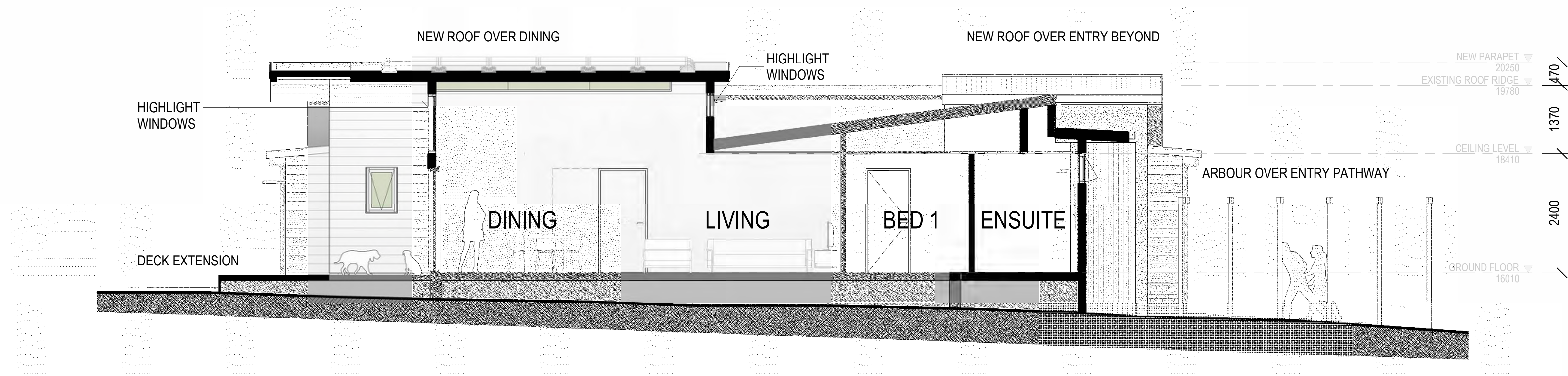
PROJECT	7 TANUNDAL ST, HOWRAH
ADDRESS	7 Tanundal Street Howrah
CLIENT NAME	Kate & Matthew Lowry
SHEET NAME	BUILDING ENVELOPE ISOMETRIC

PROJECT NUMBER	H2229
SCALE AT A1	
APPROVED BY	SJH
DRAWN BY	SB
DATE	04/28/23
SHEET	DA403
REV	A

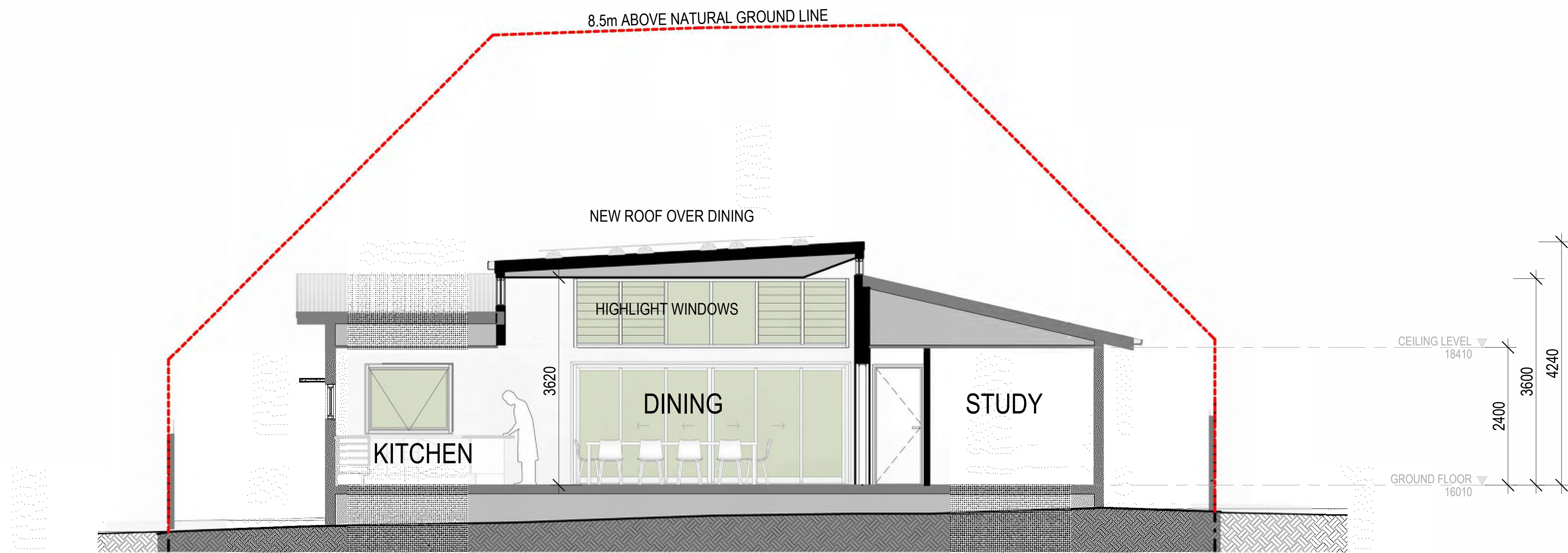
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REV	DATE	DETAILS	CHECK
A	07/07/23	REVIEW	
B	21/07/23	CLIENT/NEIGHBOURS REVIEW	SJH
C	24/07/23	DEVELOPMENT APPLICATION	SJH
D	02/08/23	CCC RFI	SJH



1 LONGTITUDINAL SECTION - PROPOSED  
1 : 50



2 TRANSVERSE SECTION - PROPOSED  
1 : 50

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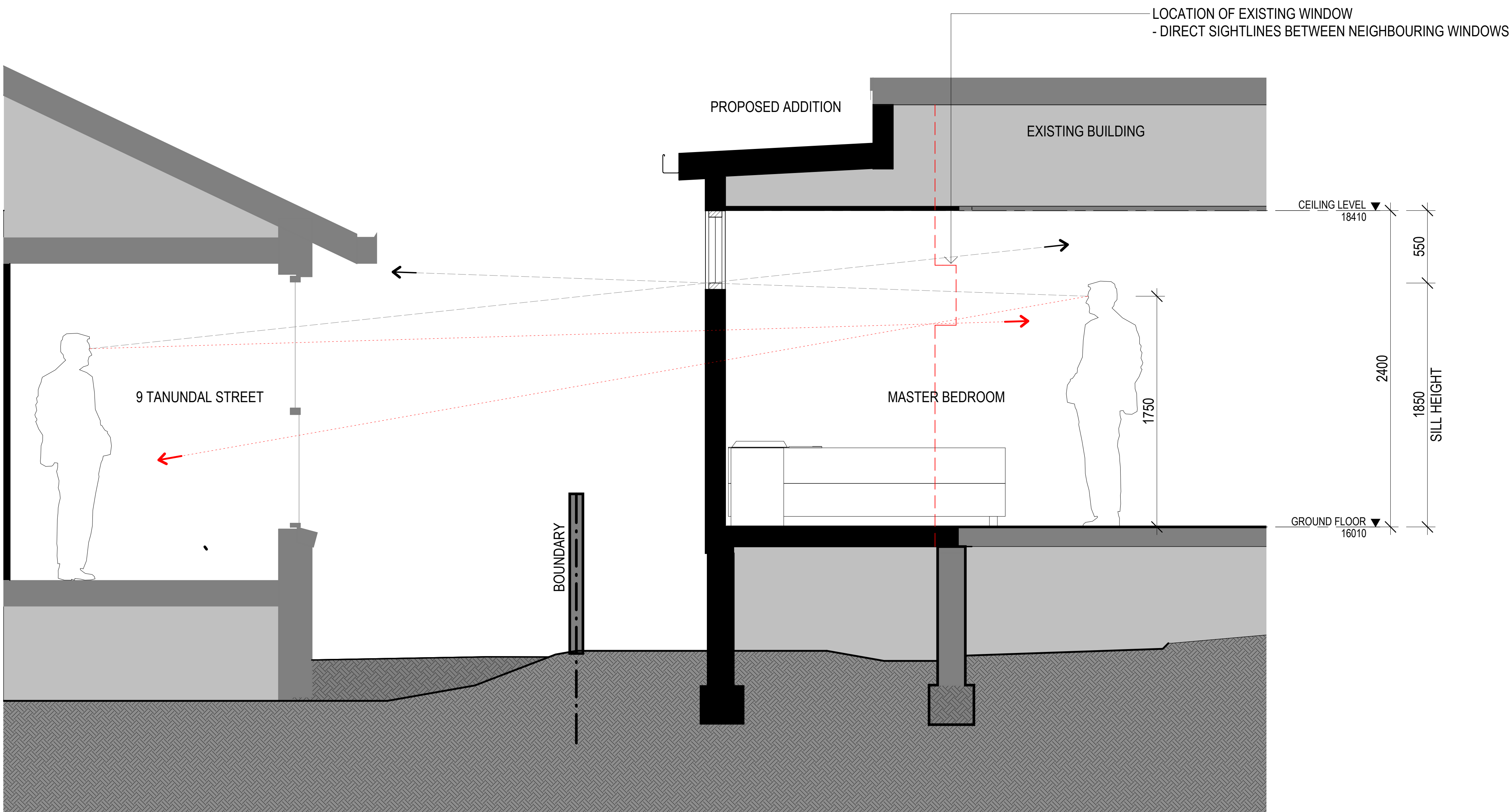
PROJECT **7 TANUNDAL ST, HOWRAH**  
ADDRESS **7 Tanundal Street Howrah**  
CLIENT NAME **Kate & Matthew Lowry**  
SHEET NAME **BUILDING SECTIONS - PROPOSED**

PROJECT NUMBER **H2229**  
SCALE AT A1 **1 : 50**  
APPROVED BY **SJH**  
DRAWN BY **SJH**  
DATE **07/07/2023**  
SHEET **DA501**  
REV **D**

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REV	DATE	DETAILS	CHECK
A	07/07/23	REVIEW	
B	21/07/23	CLIENT/NEIGHBOURS REVIEW	SJH
C	24/07/23	DEVELOPMENT APPLICATION	SJH
D	02/08/23	CCC RF1	SJH



1 SECTION - MASTER BEDROOM  
1 : 20

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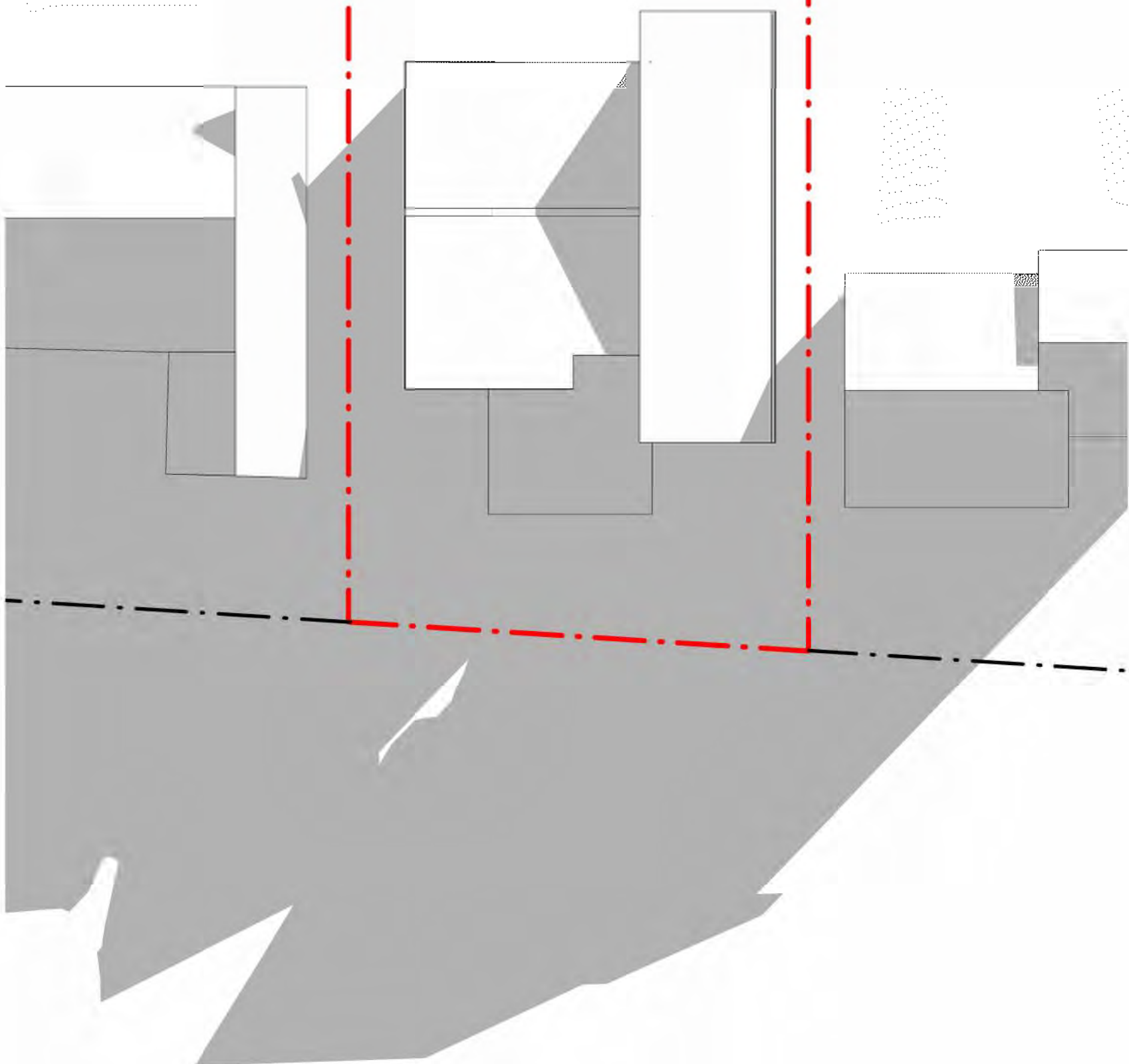
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PROJECT	7 TANUNDAL ST, HOWRAH
ADDRESS	7 Tanundal Street Howrah
CLIENT NAME	Kate & Matthew Lowry
SHEET NAME	<b>BUILDING SECTIONS - MASTER BEDROOM ANALYSIS</b>
PROJECT NUMBER	H2229
SCALE AT A1	1 : 20
APPROVED BY	SJH
DRAWN BY	SJH
DATE	13/07/2023
SHEET	<b>DA502</b>
REV	<b>D</b>

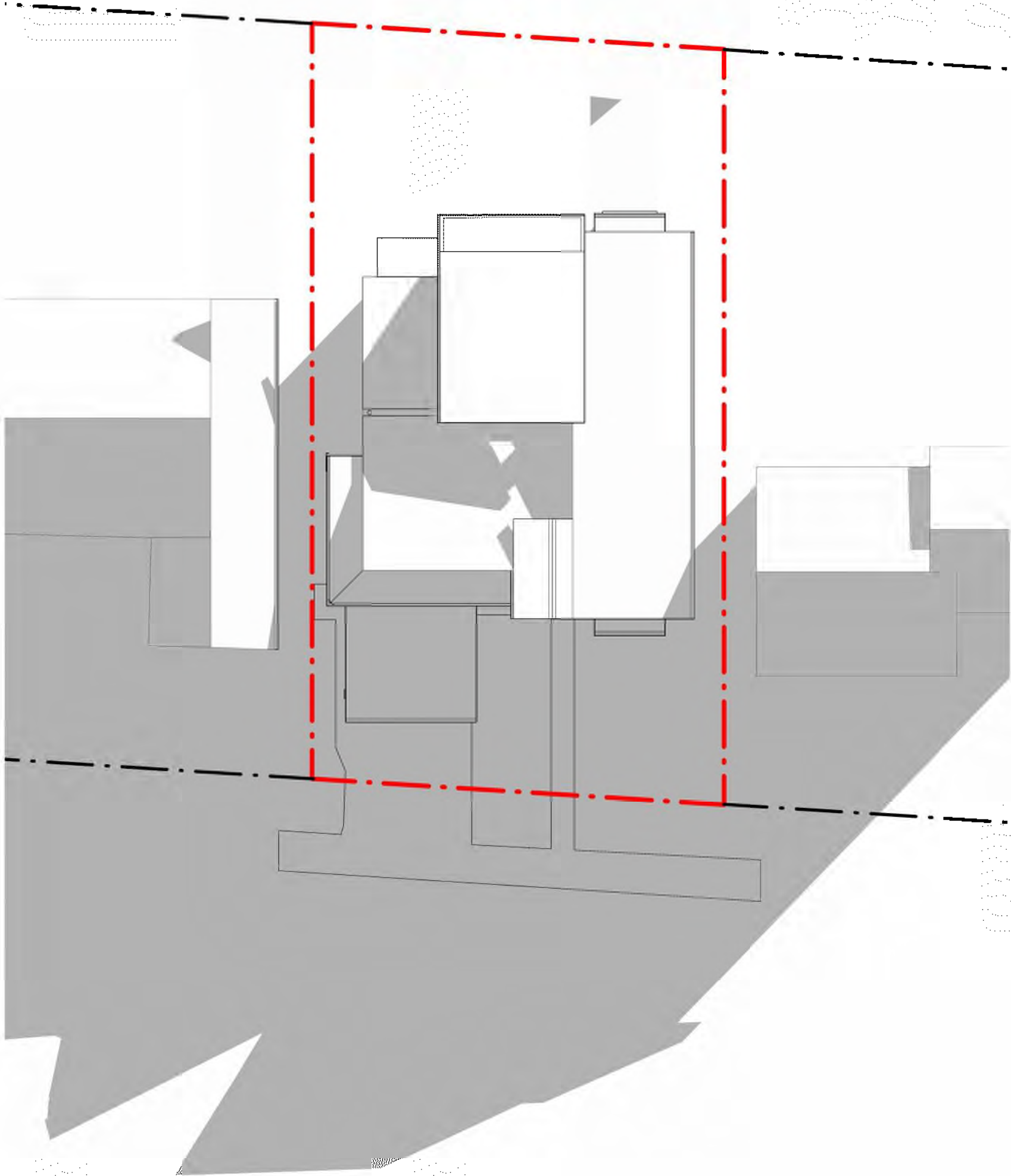
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REV	DATE	DETAILS	CHECK
A	07/07/23	REVIEW	
B	21/07/23	CLIENT/NEIGHBOURS REVIEW	SJH
C	24/07/23	DEVELOPMENT APPLICATION	SJH
D	02/08/23	CCC RF1	SJH



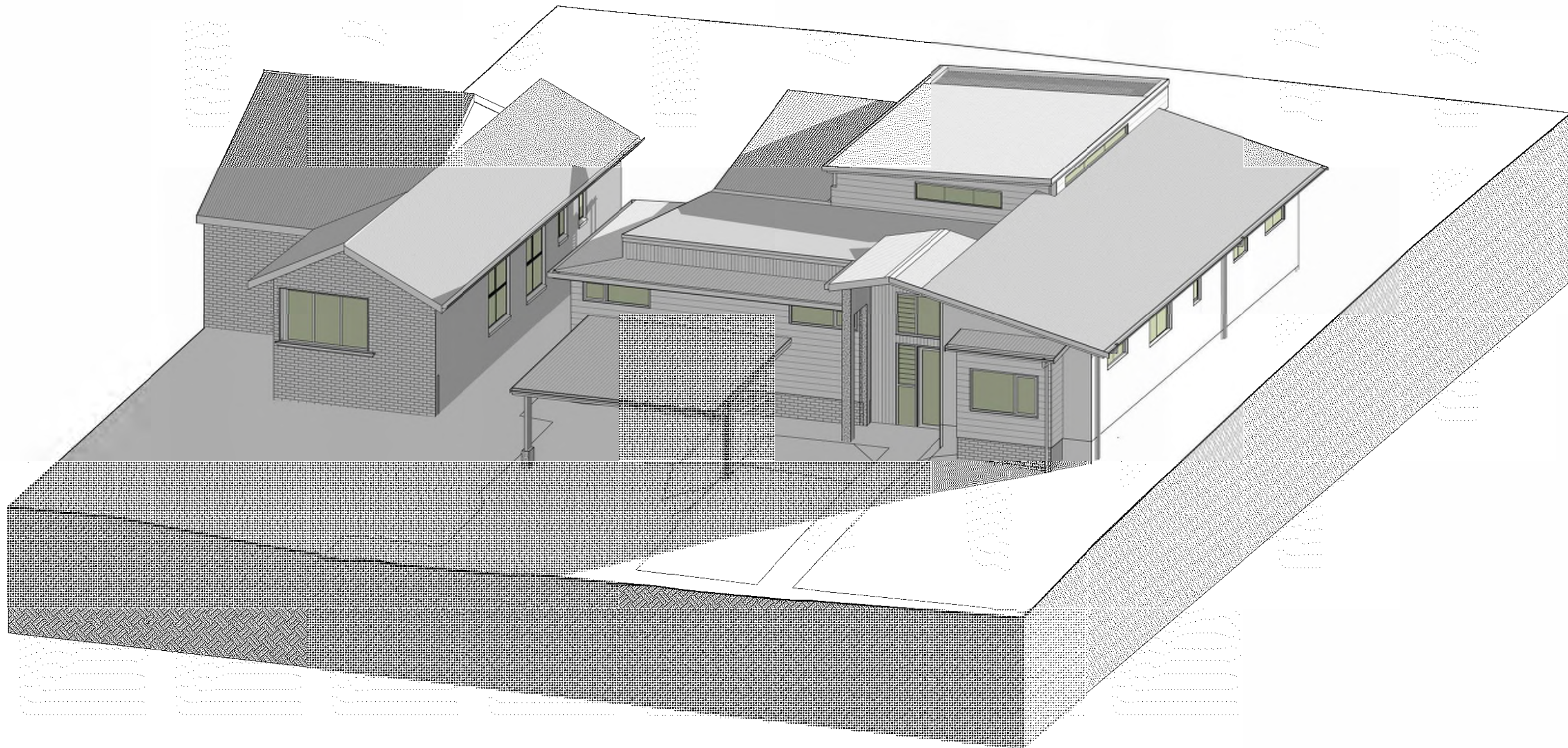
1 WINTER SOLSTICE - 9AM - EXISTING  
1 : 200



3 WINTER SOLSTICE - 9AM - PROPOSED  
1 : 200



2 WINTER SOLSTICE - 9AM - EXISTING



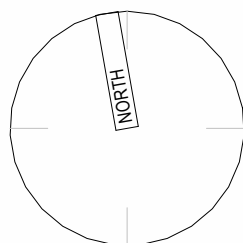
4 WINTER SOLSTICE - 9AM - PROPOSED

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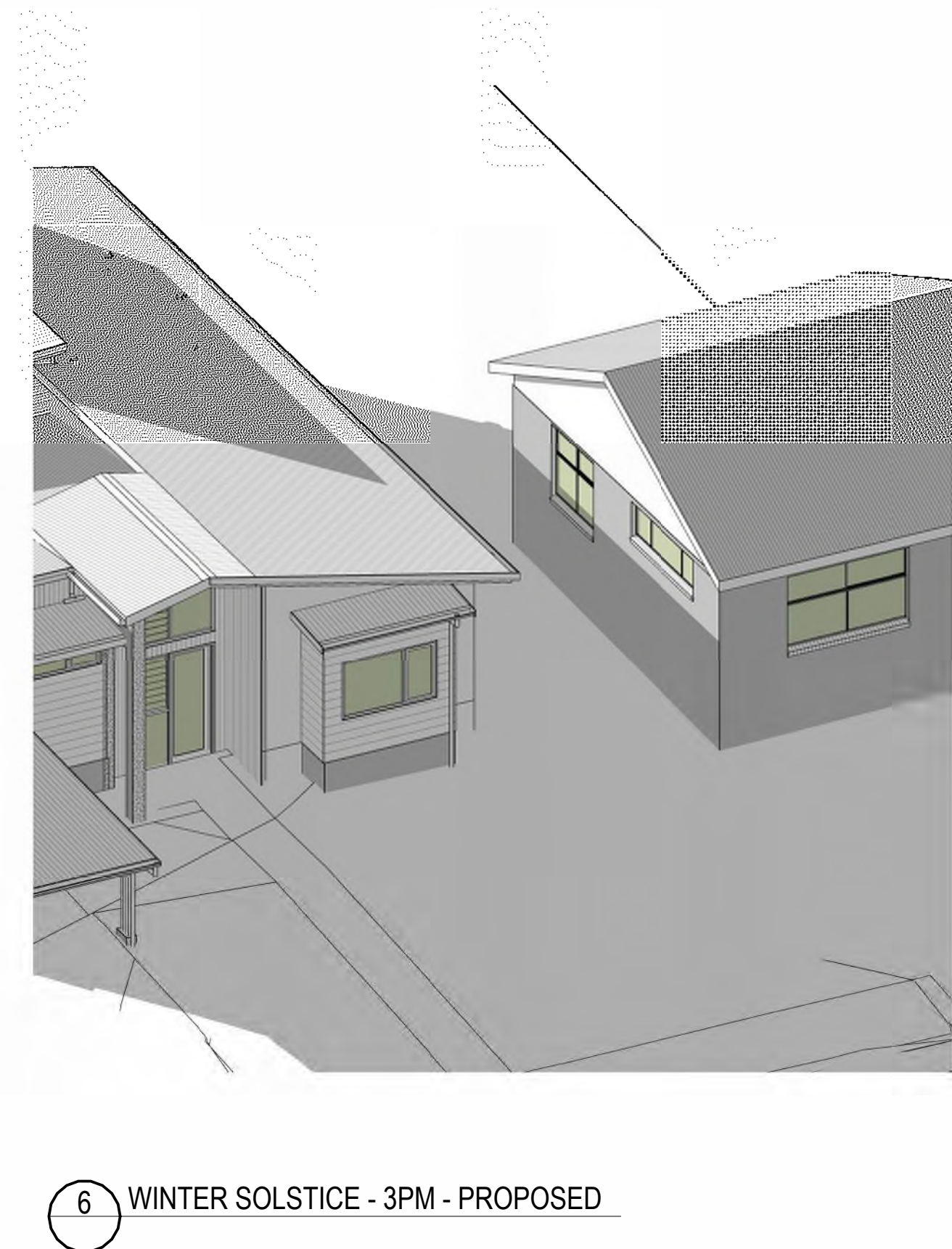
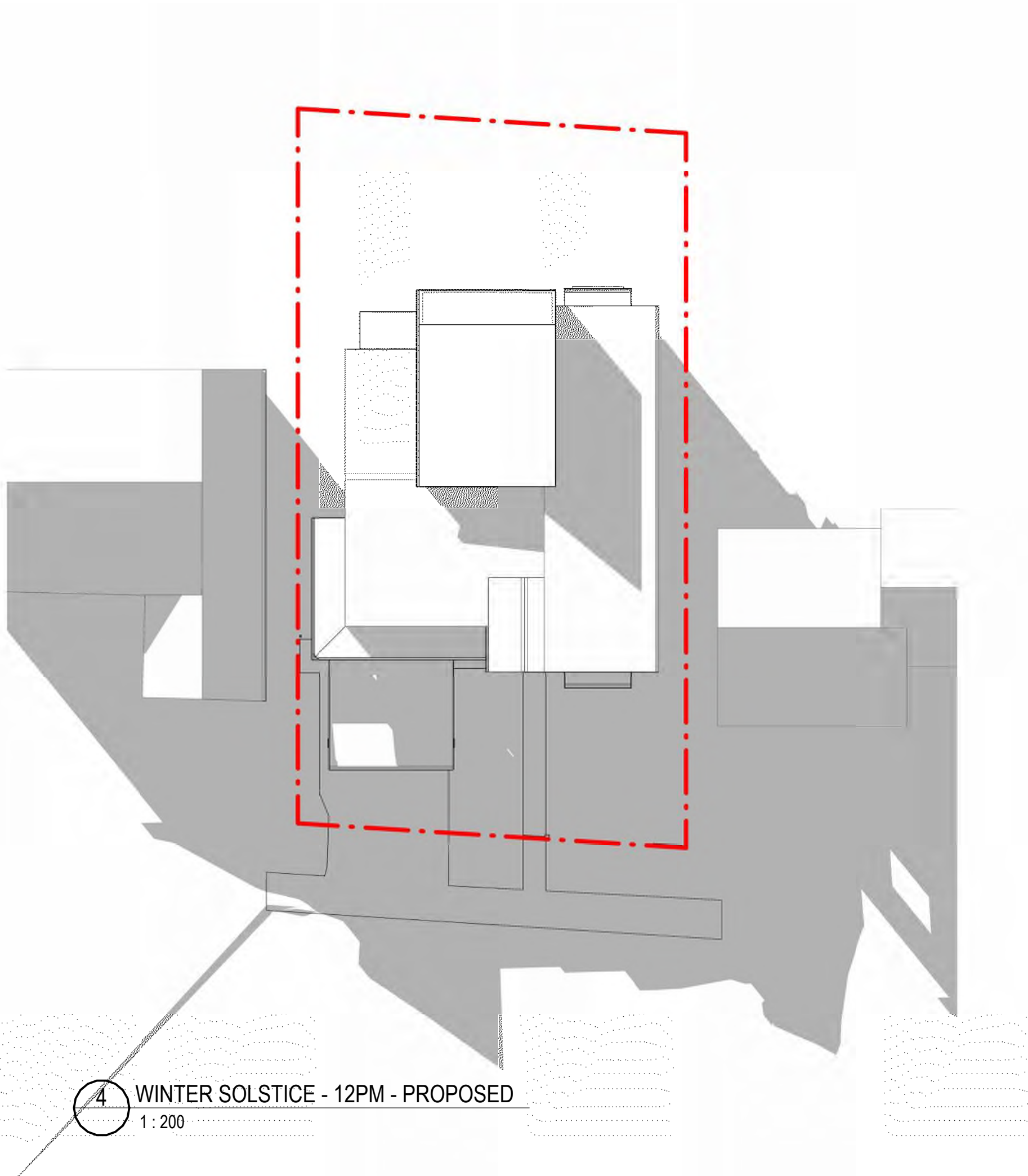
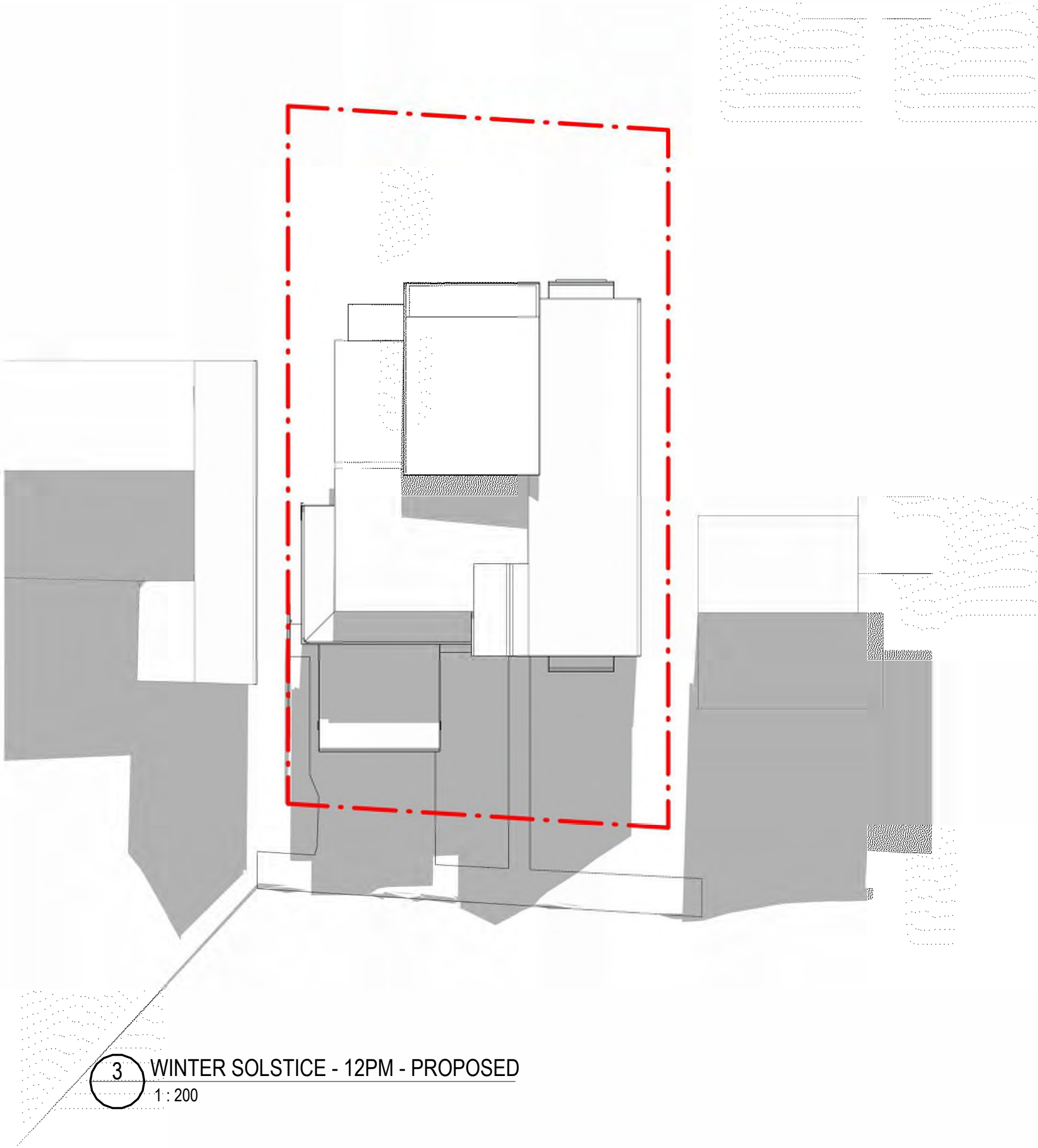
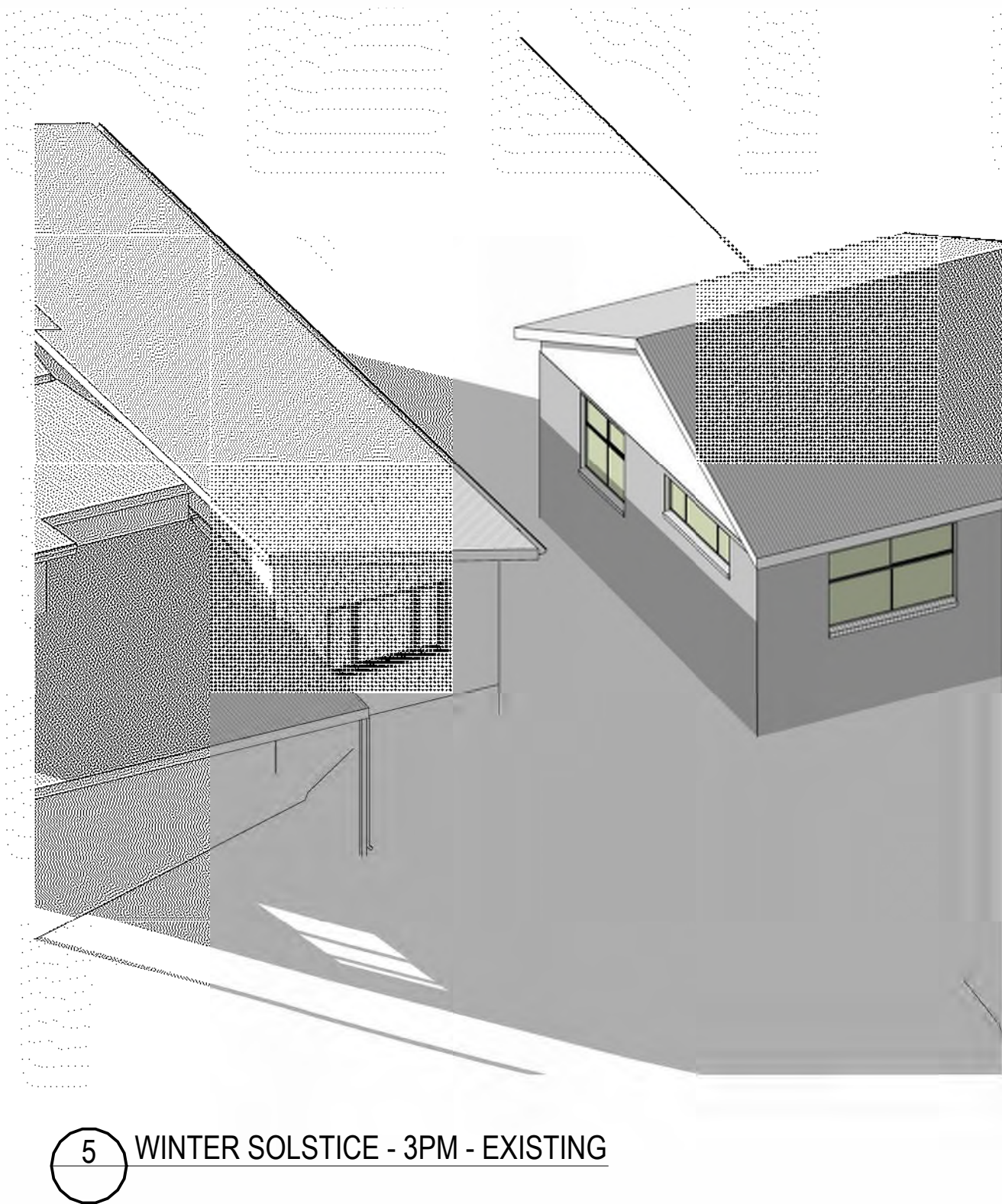
PROJECT **7 TANUNDAL ST, HOWRAH**  
ADDRESS 7 Tanundal Street Howrah  
CLIENT NAME Kate & Matthew Lowry  
SHEET NAME **SUN STUDY - WINTER SOLSTICE**

PROJECT NUMBER H2229  
SCALE AT A1 1 : 200  
APPROVED BY SJH  
DRAWN BY SJH  
DATE 07/03/23  
SHEET **DA900**  
REV **D**



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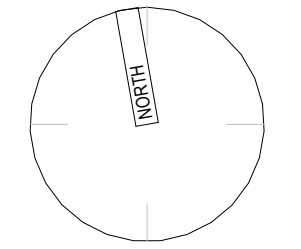
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ADDRESS **7 Tanundal Street Howrah**  
CLIENT NAME **Kate & Matthew Lowry**  
SHEET NAME **SUN STUDY- WINTER SOLSTICE**

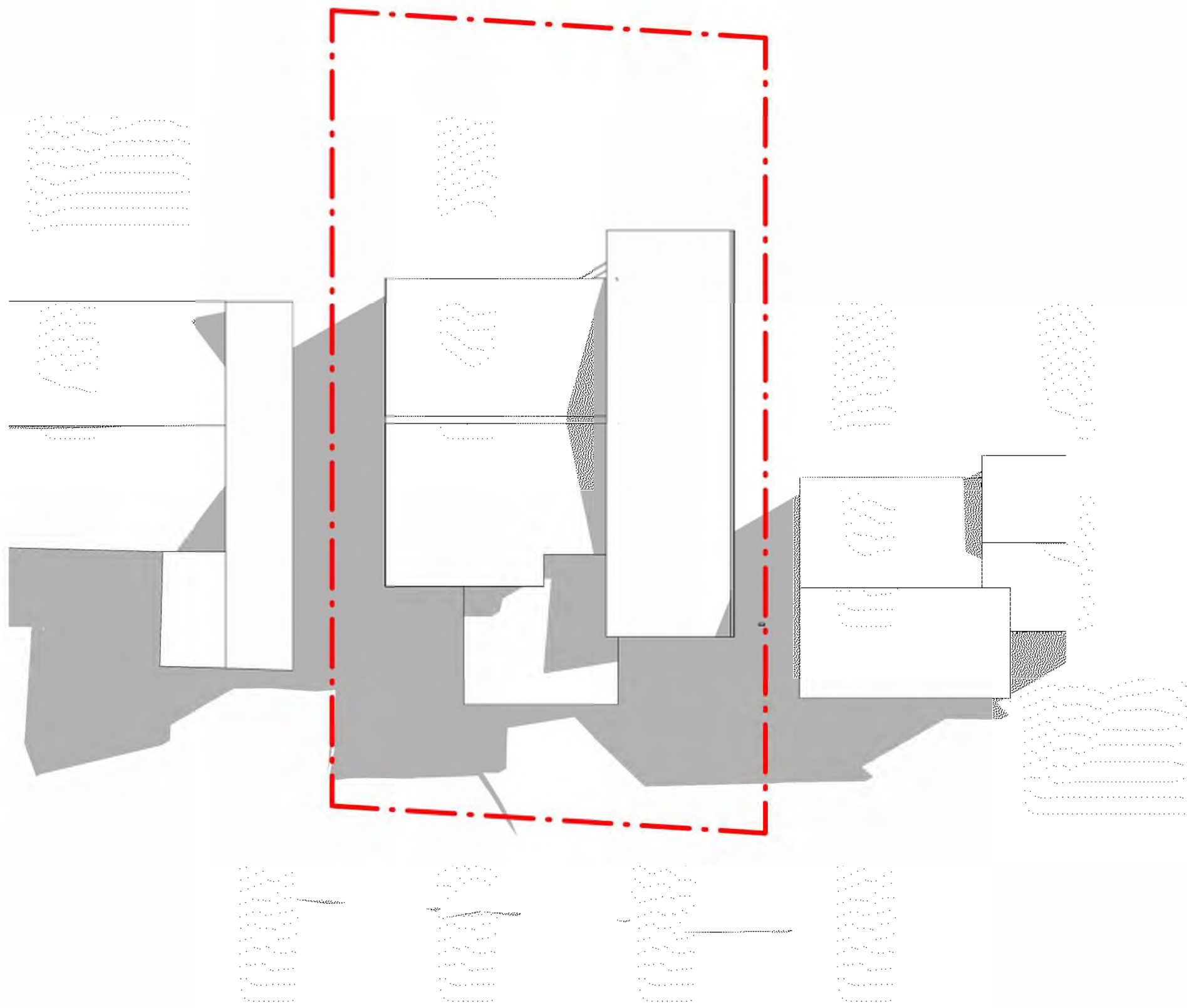
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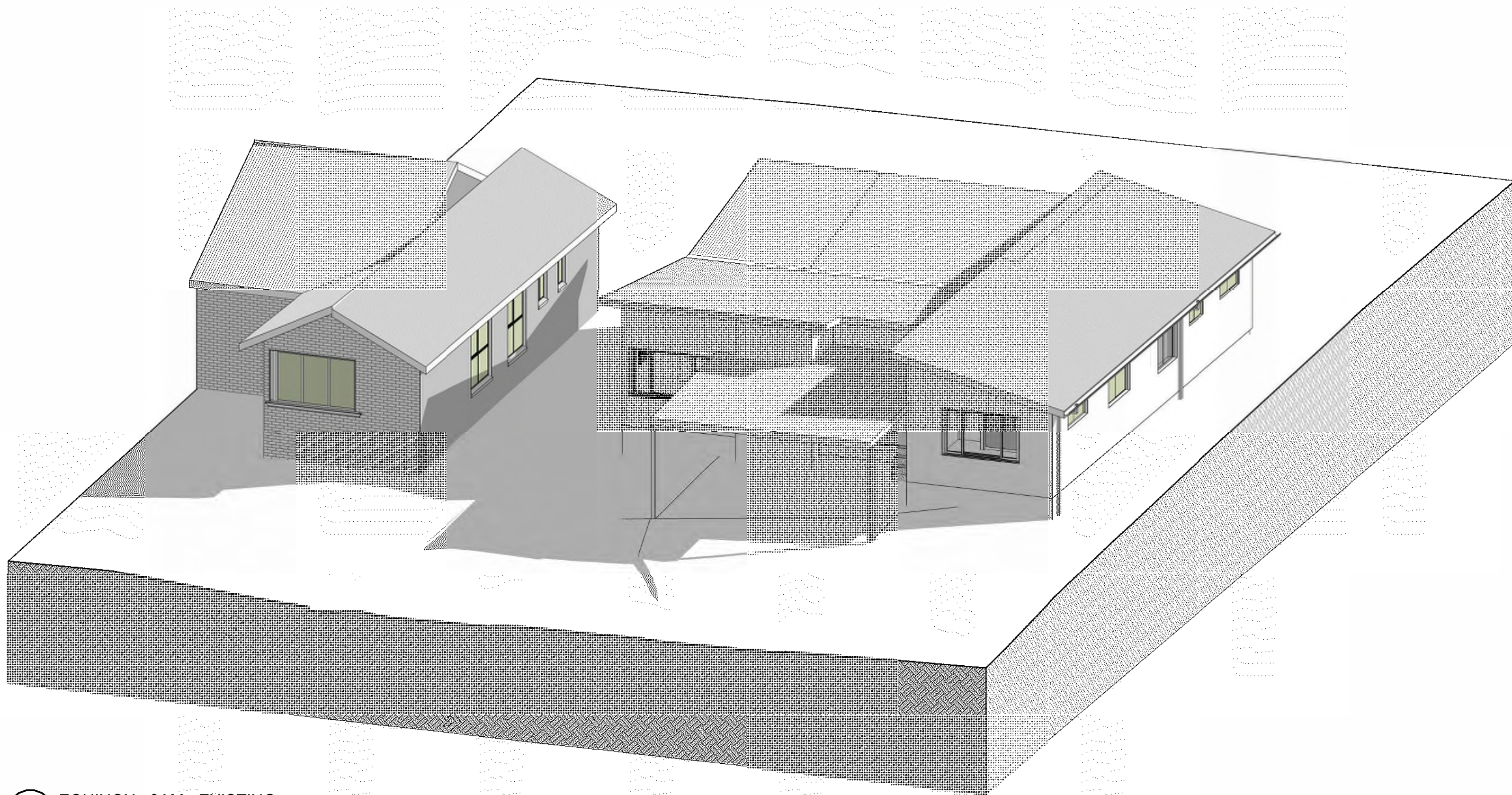
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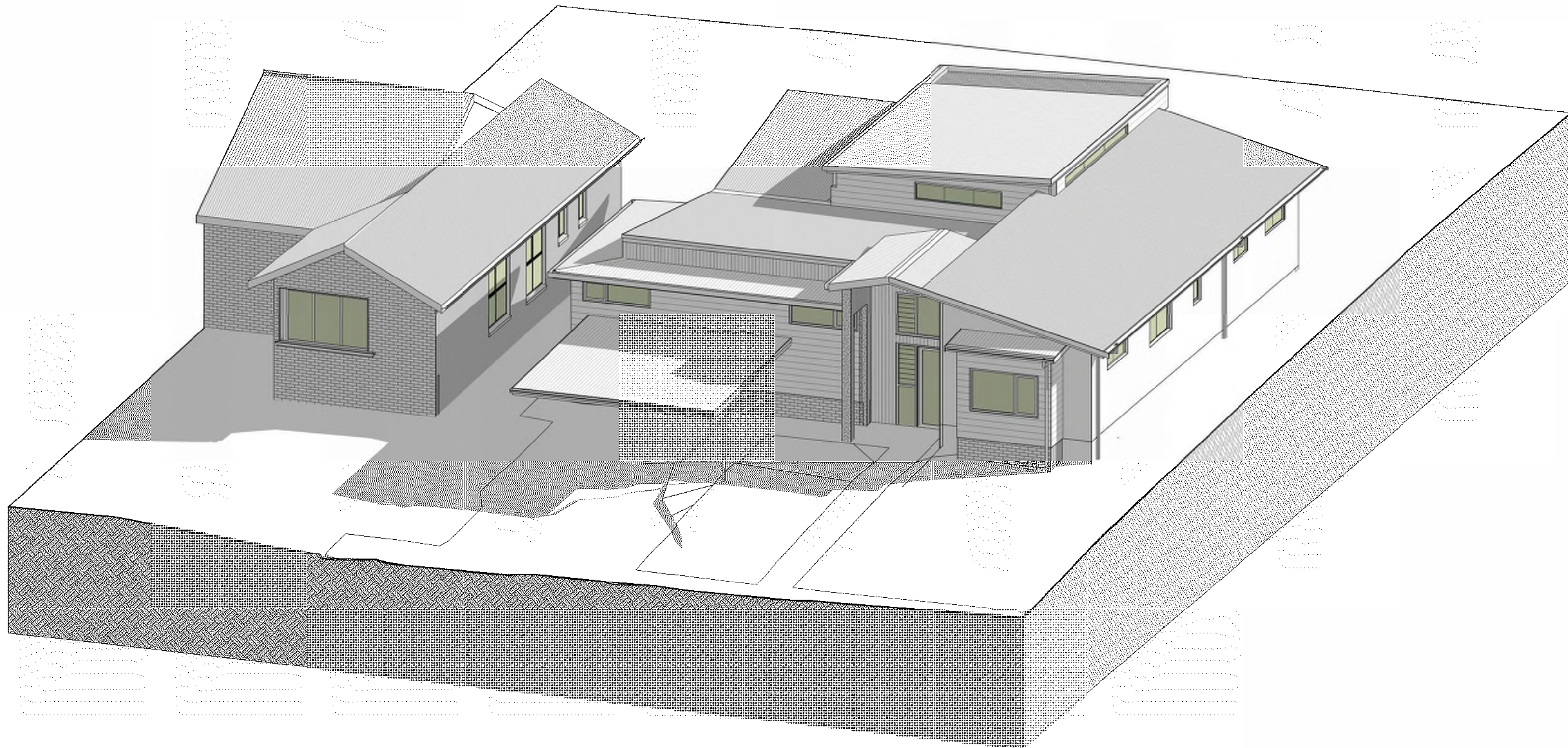
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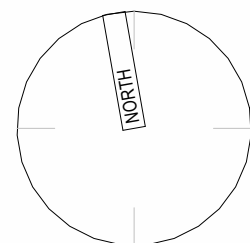
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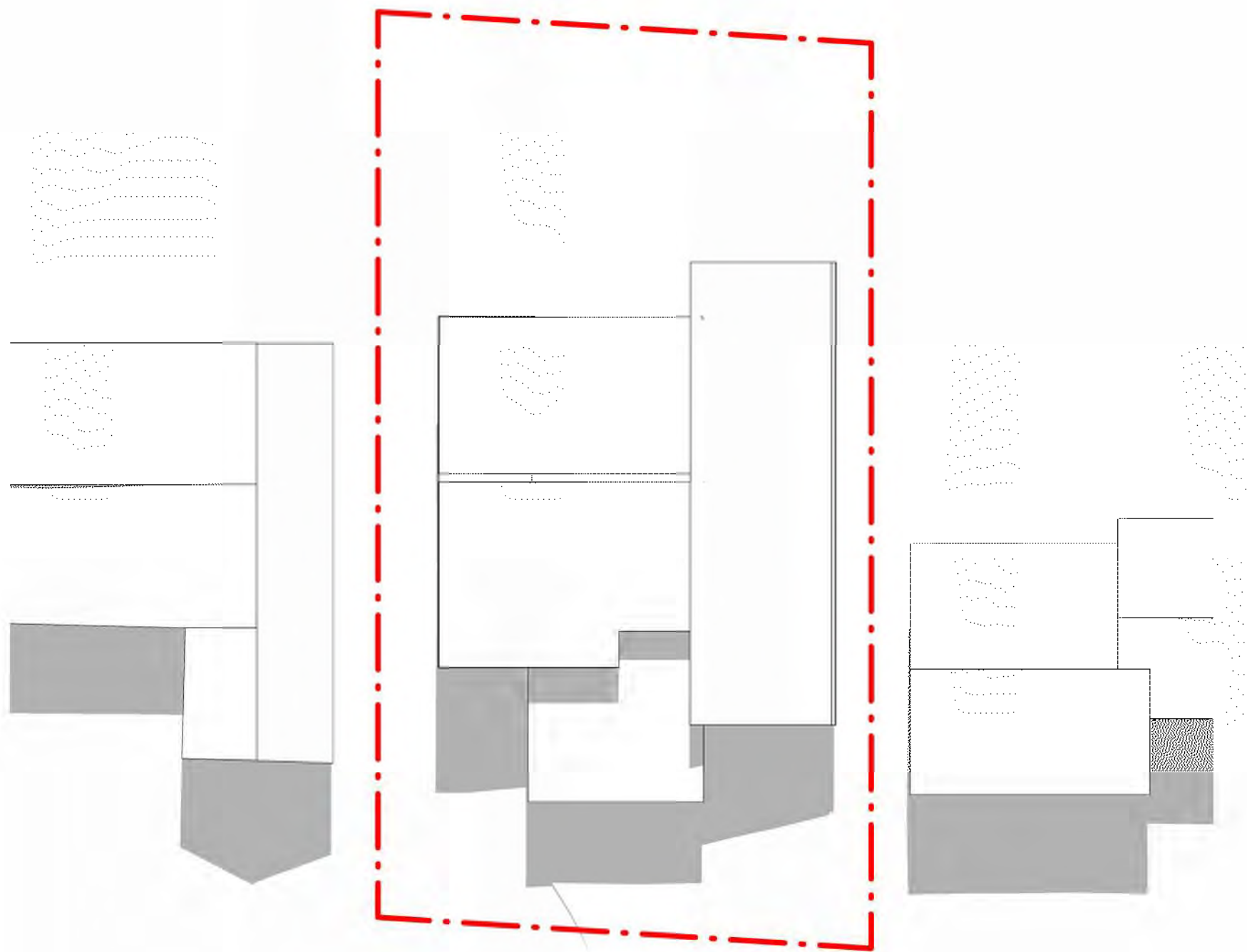
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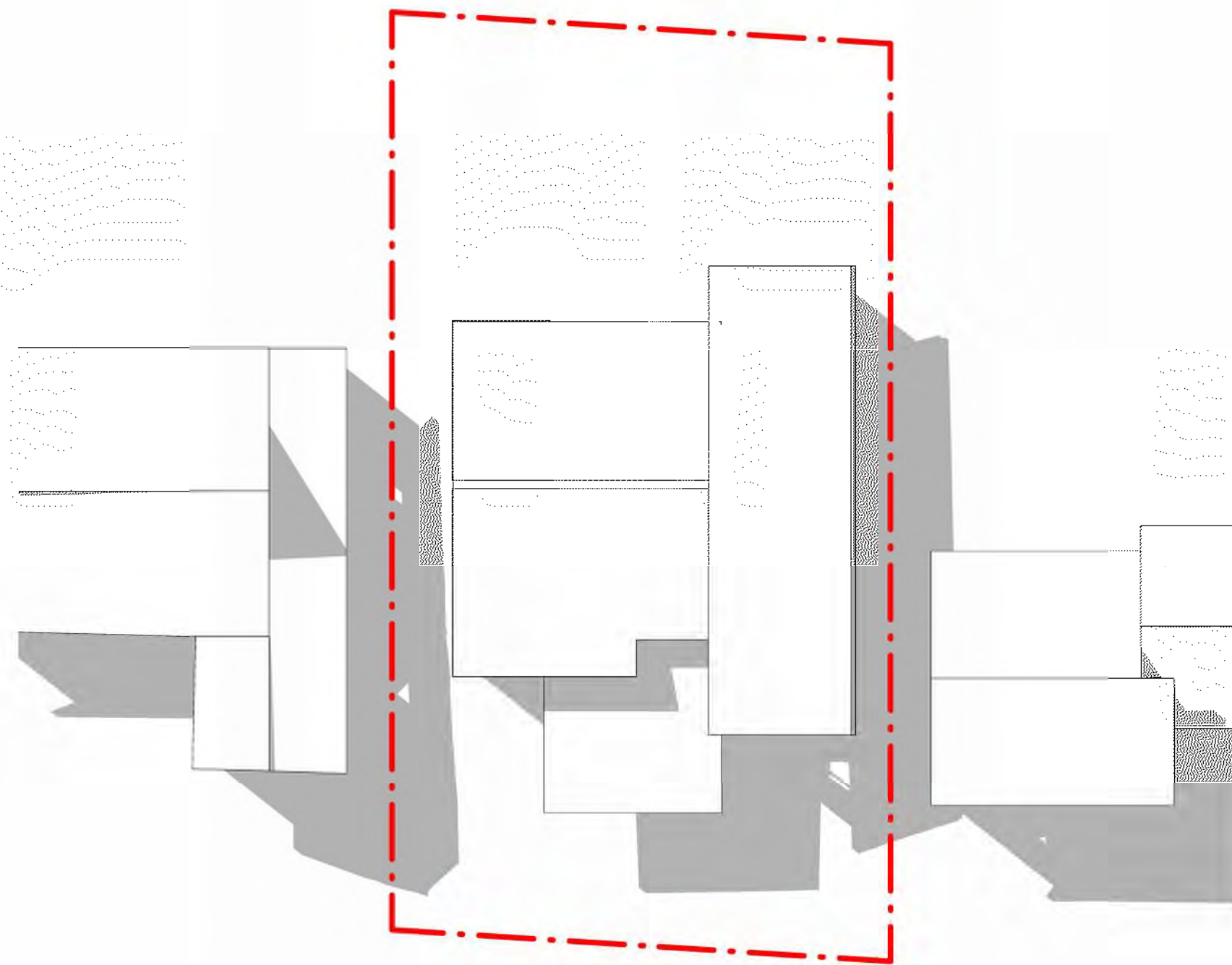
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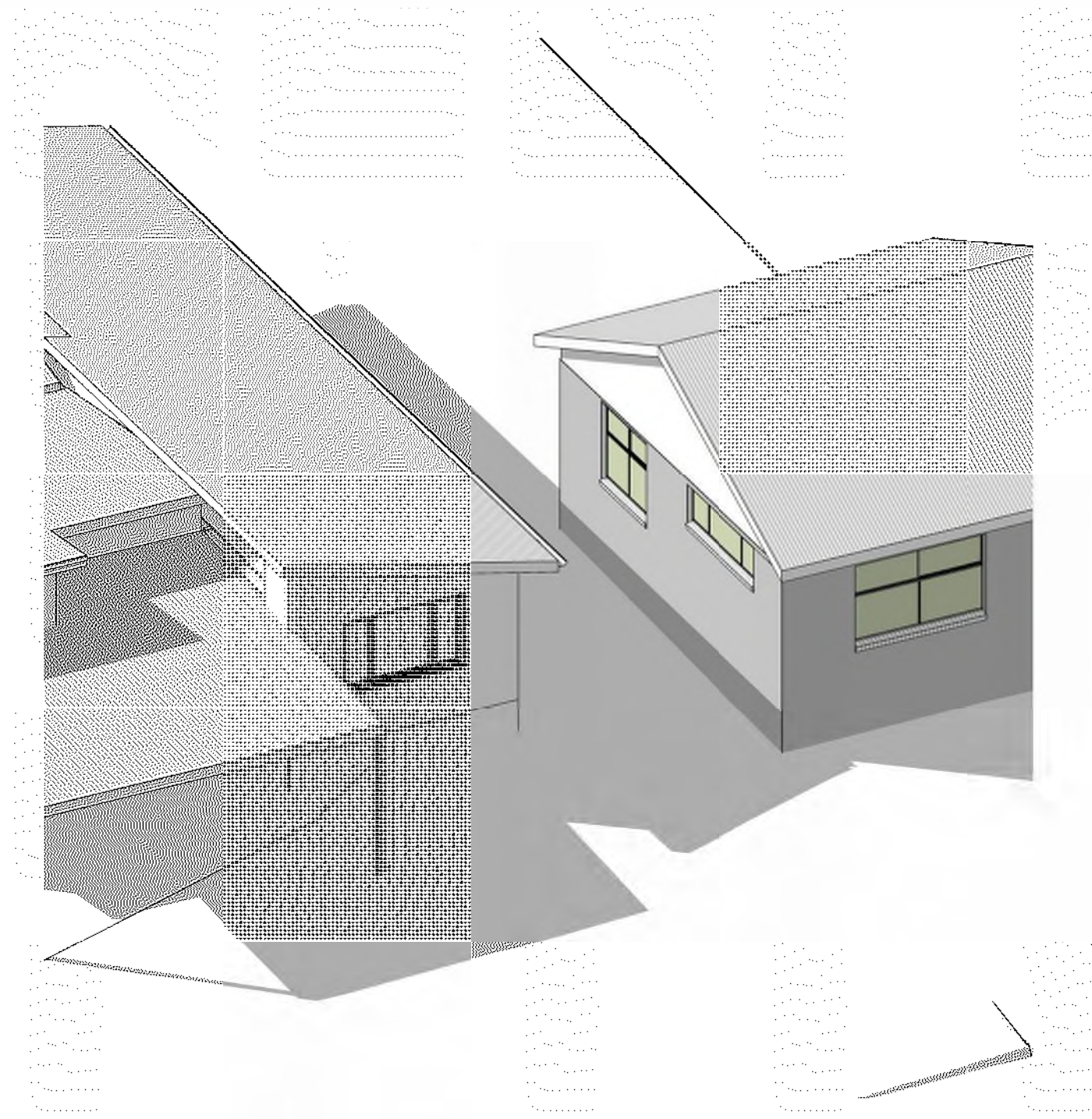
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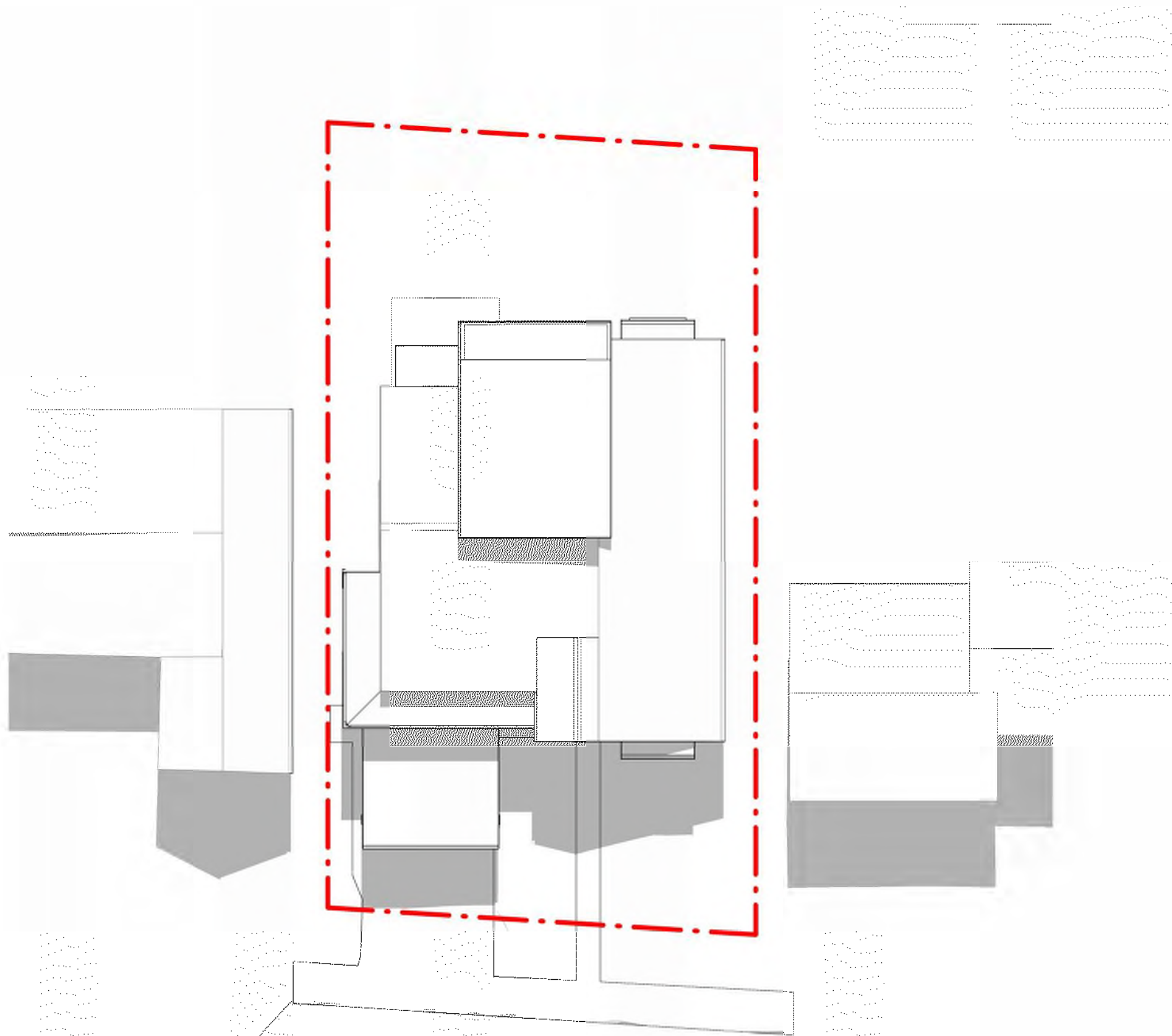
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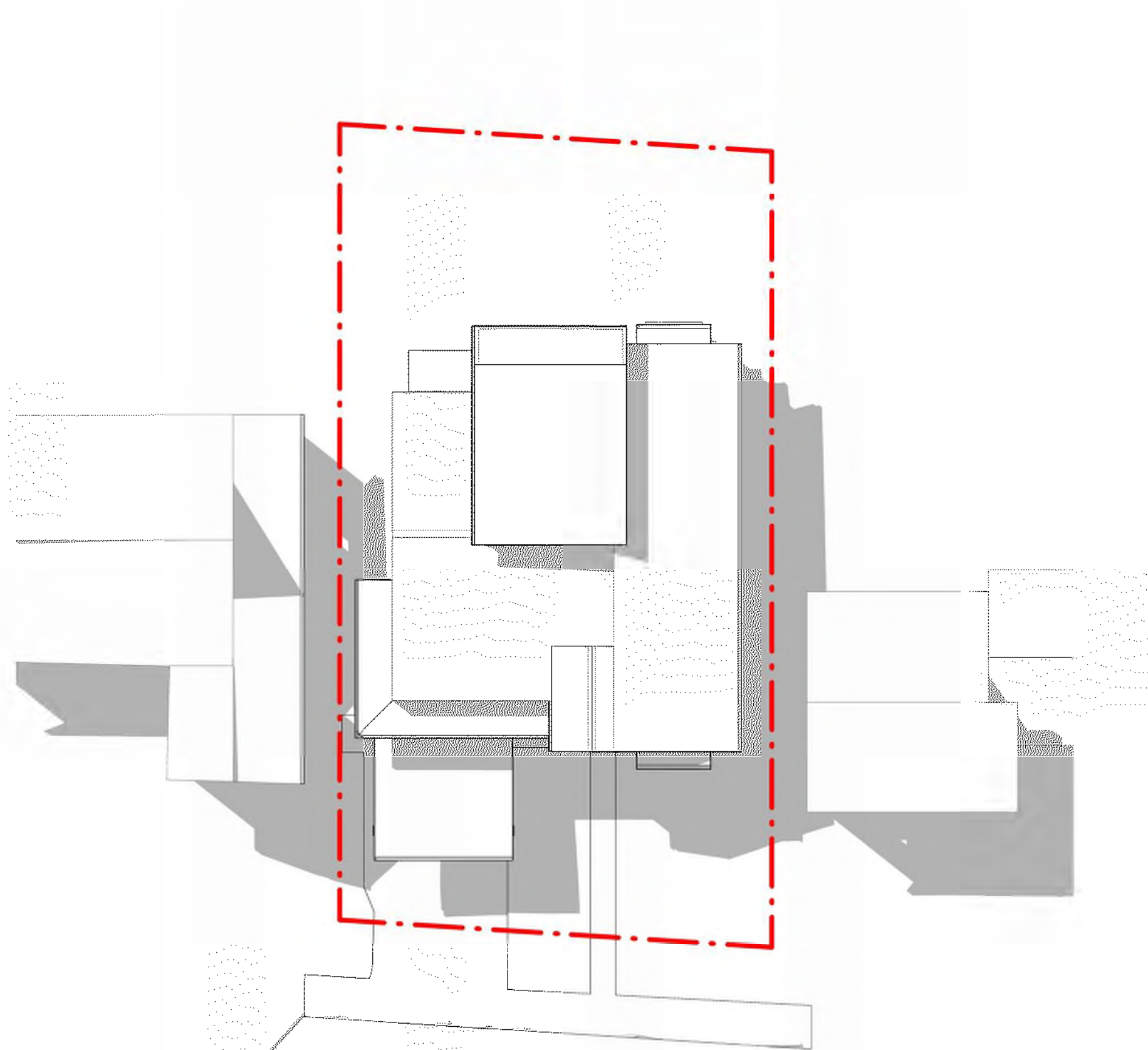
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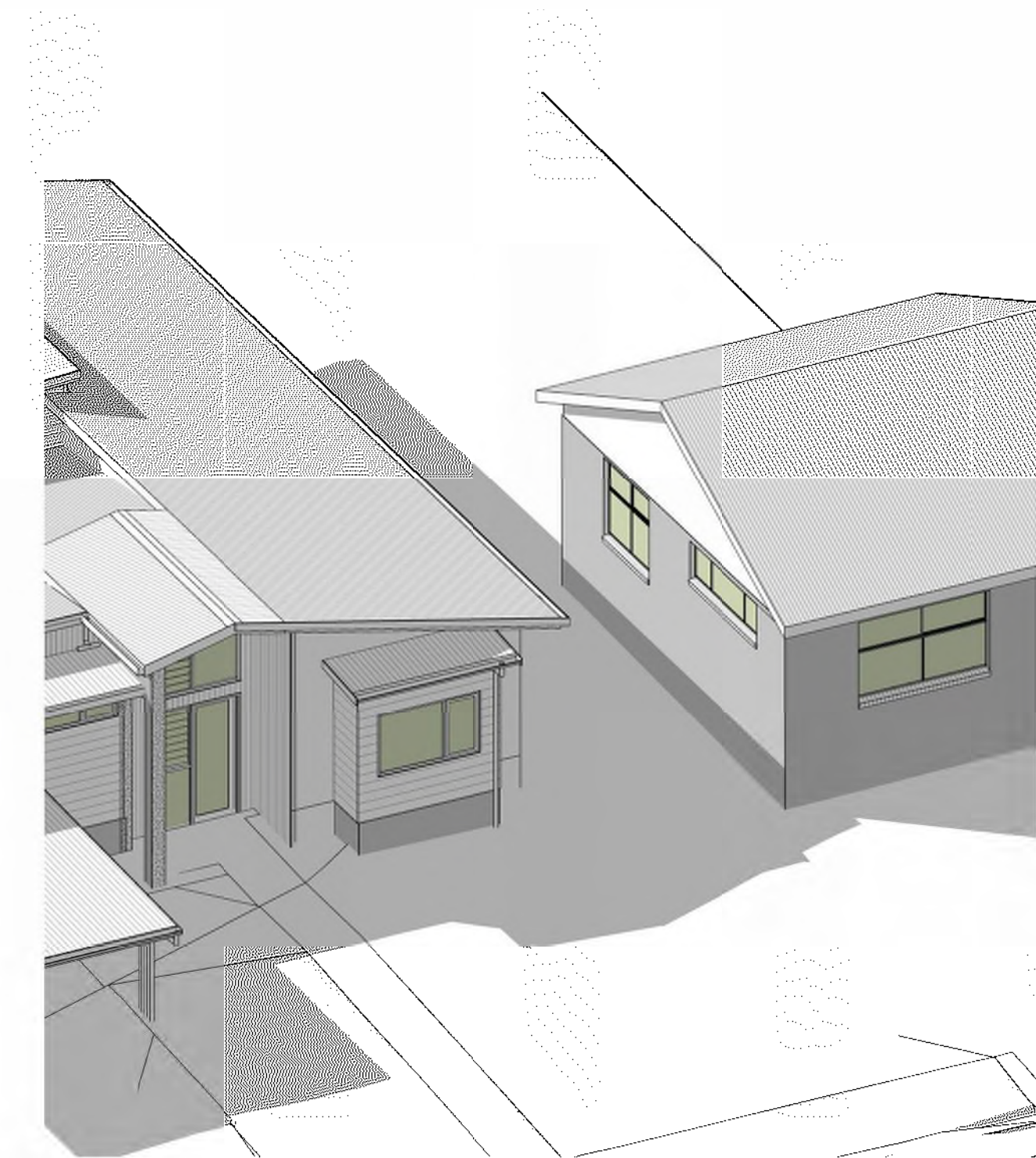
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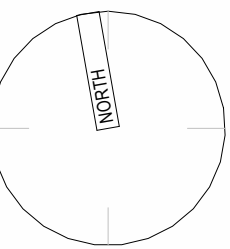
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SHEET NAME **SUN STUDY- EQUINOX**

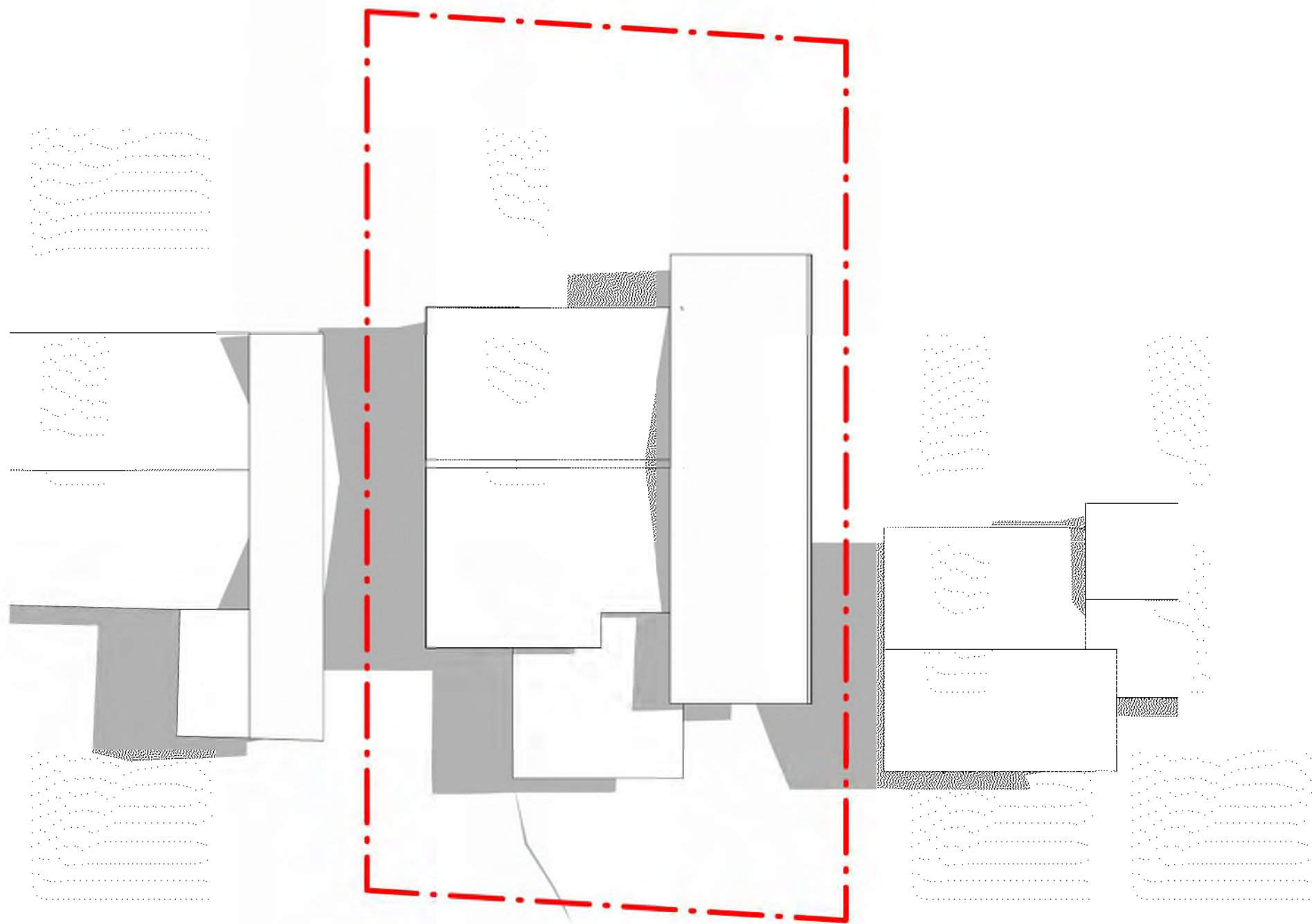
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DRAWN BY **SJH**  
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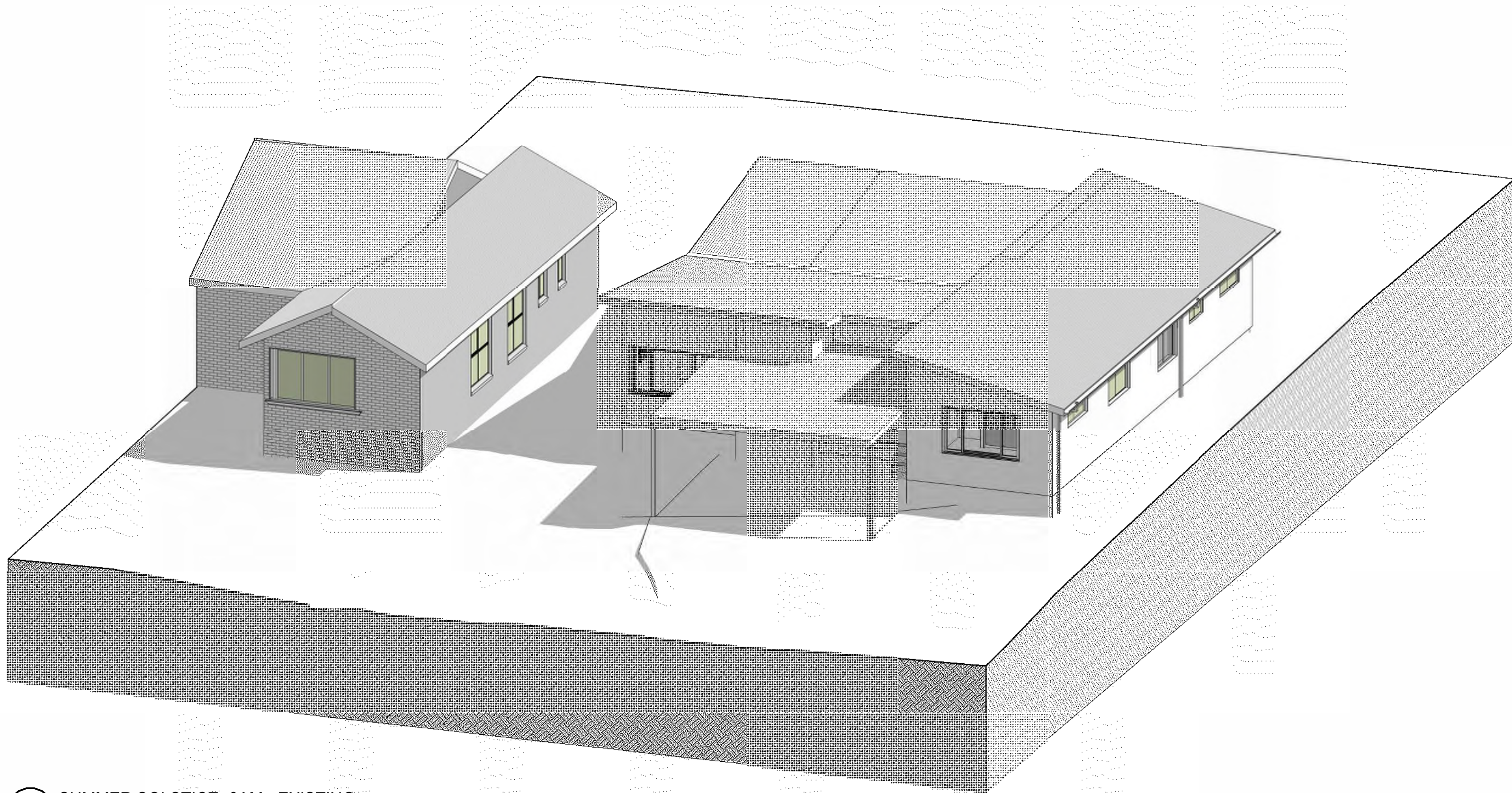
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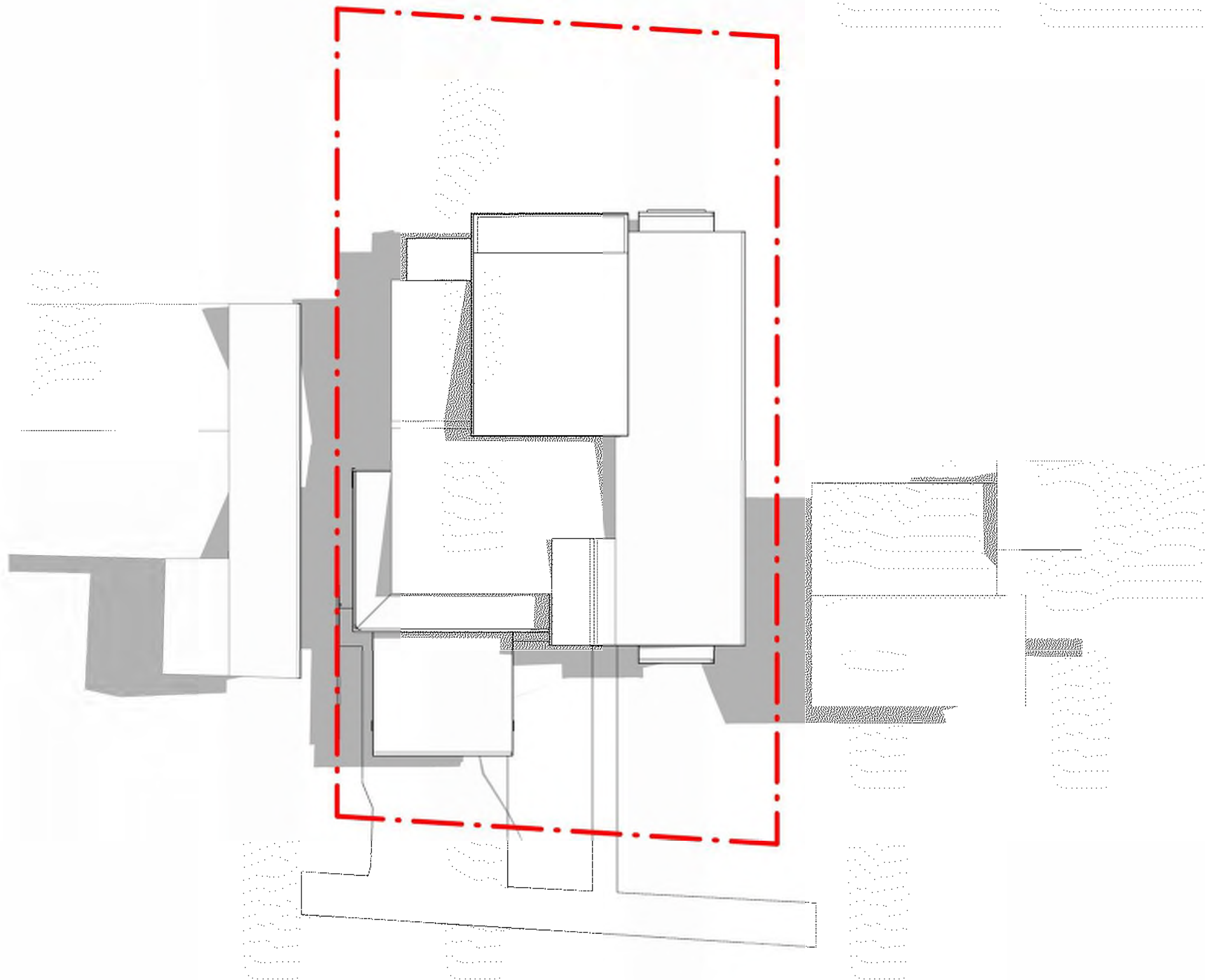
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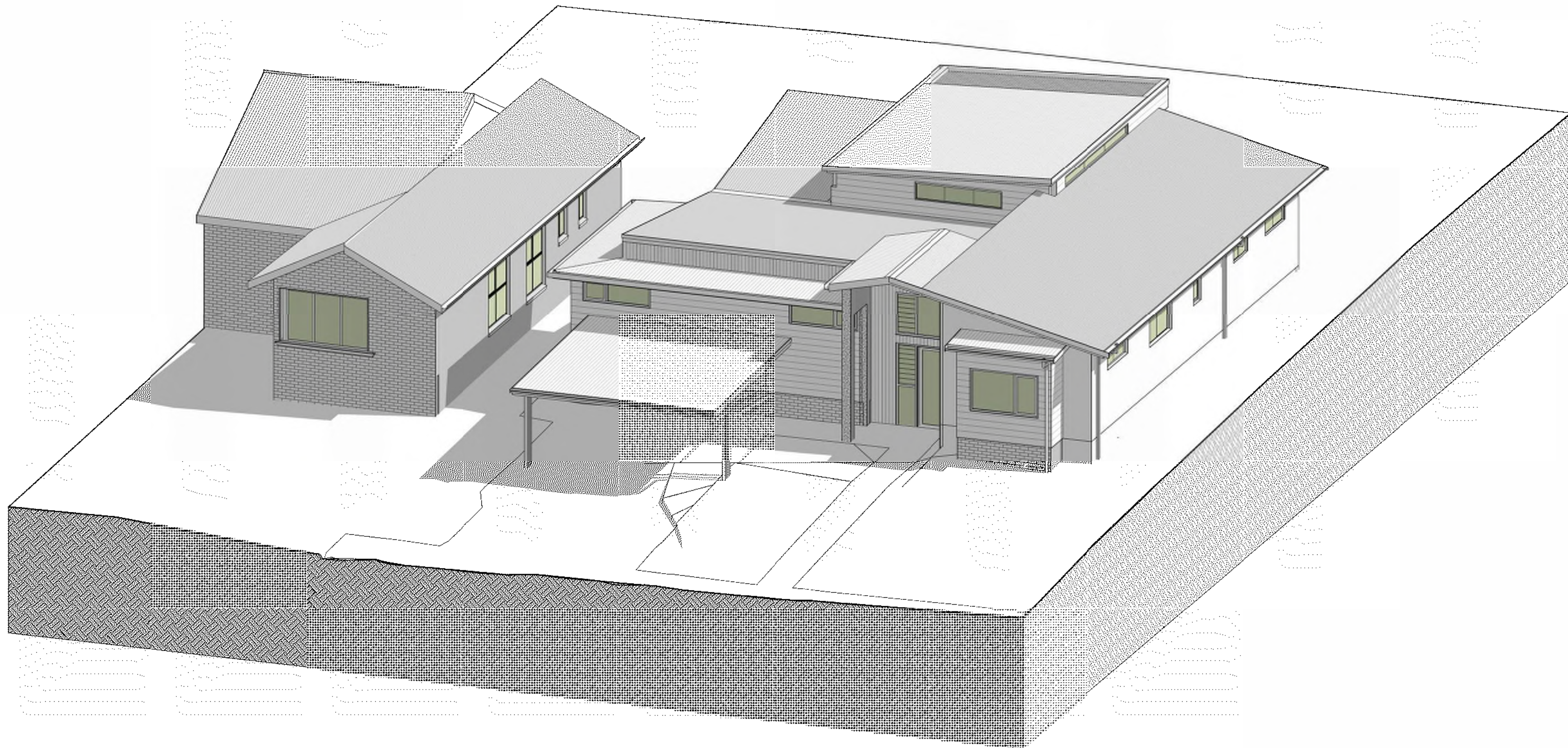
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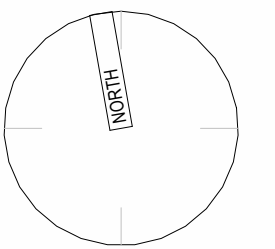
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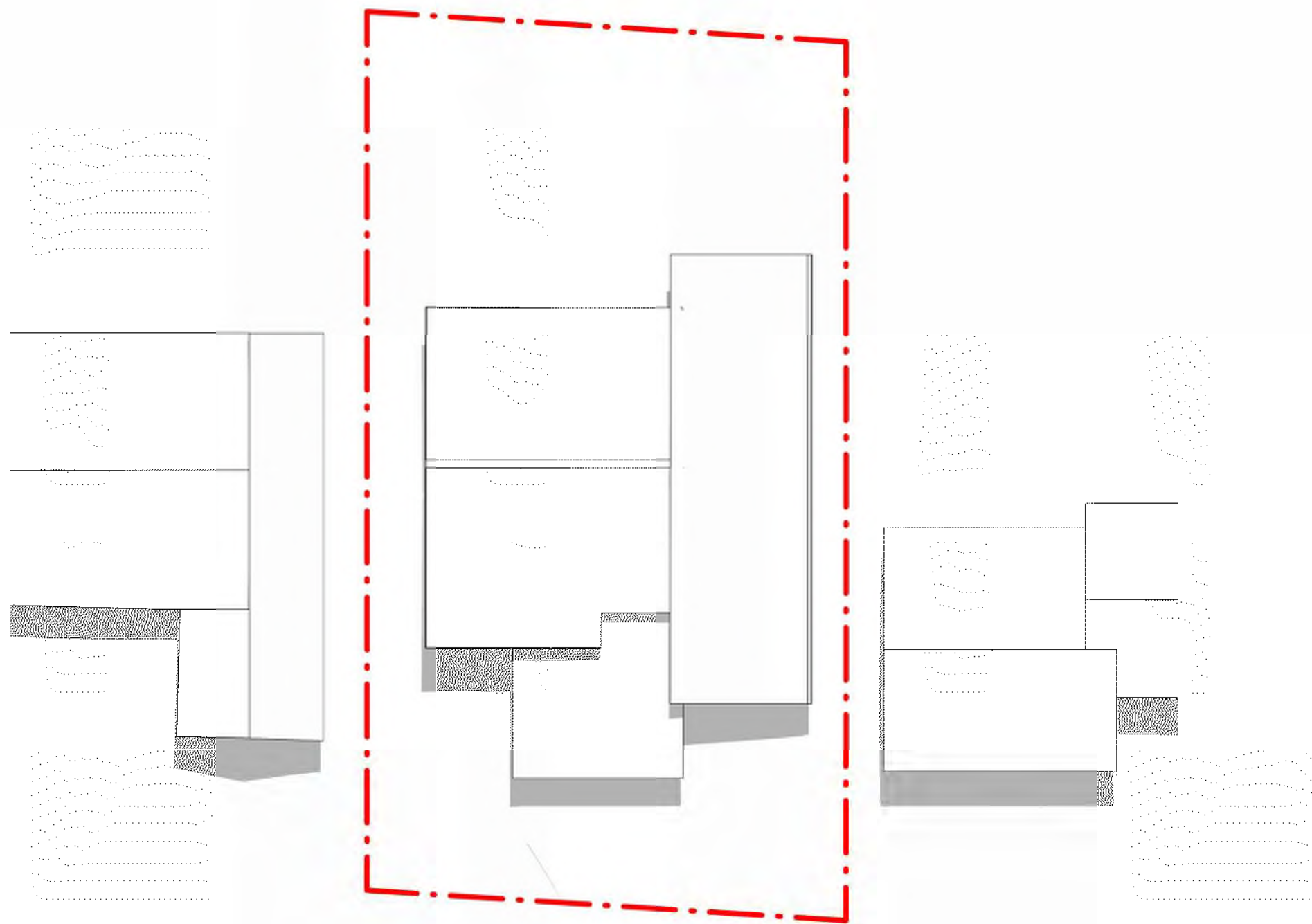


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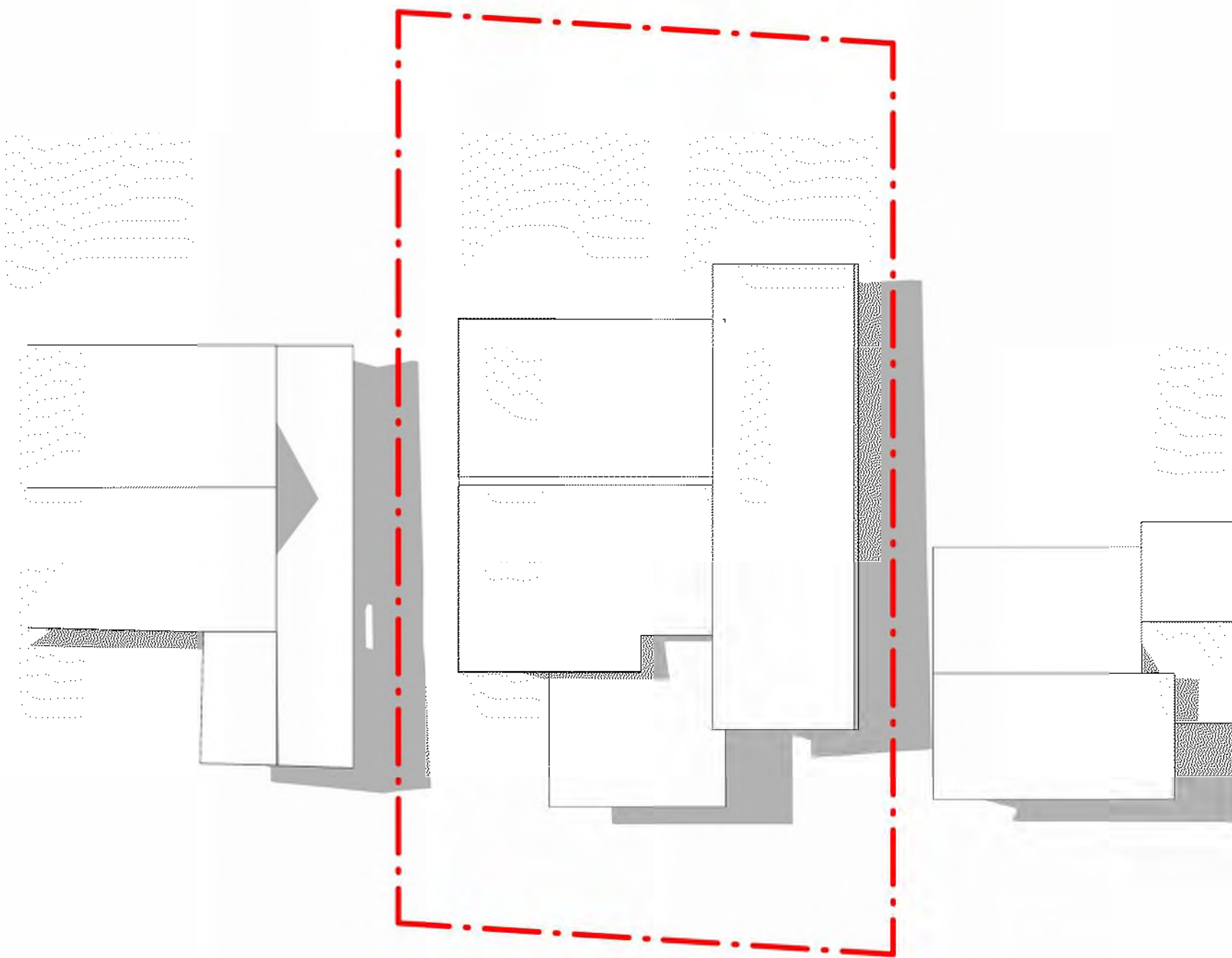
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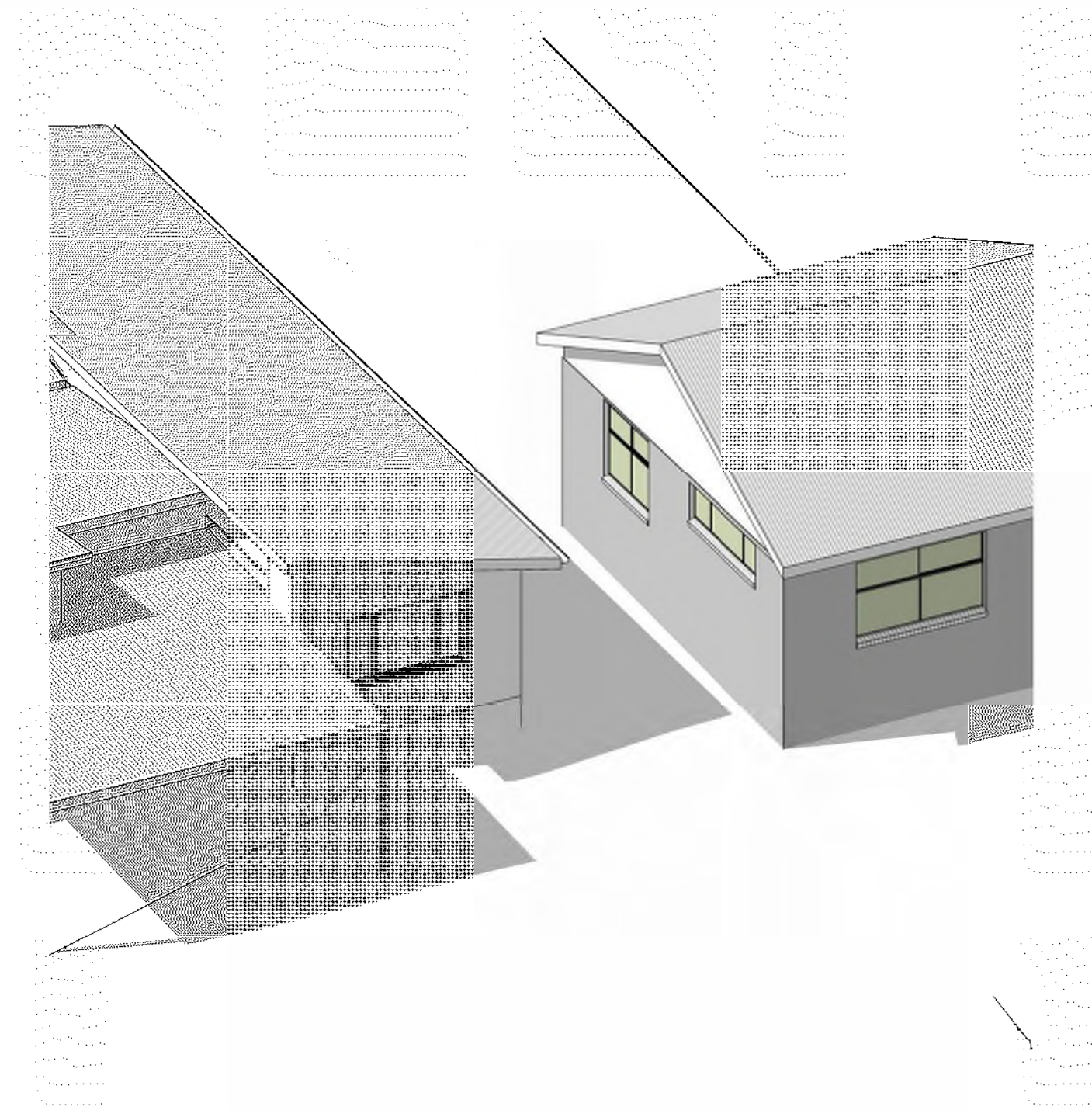
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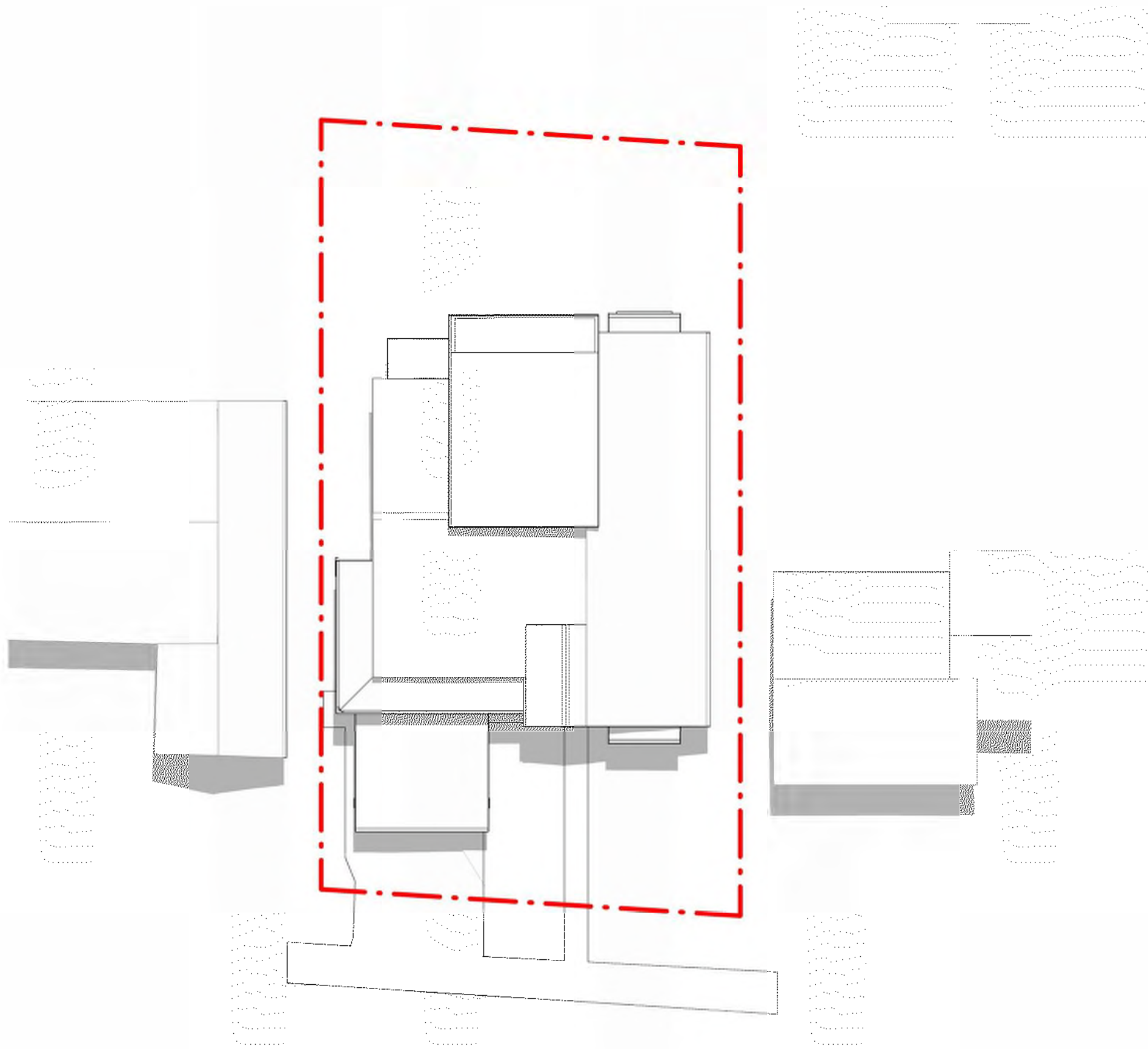
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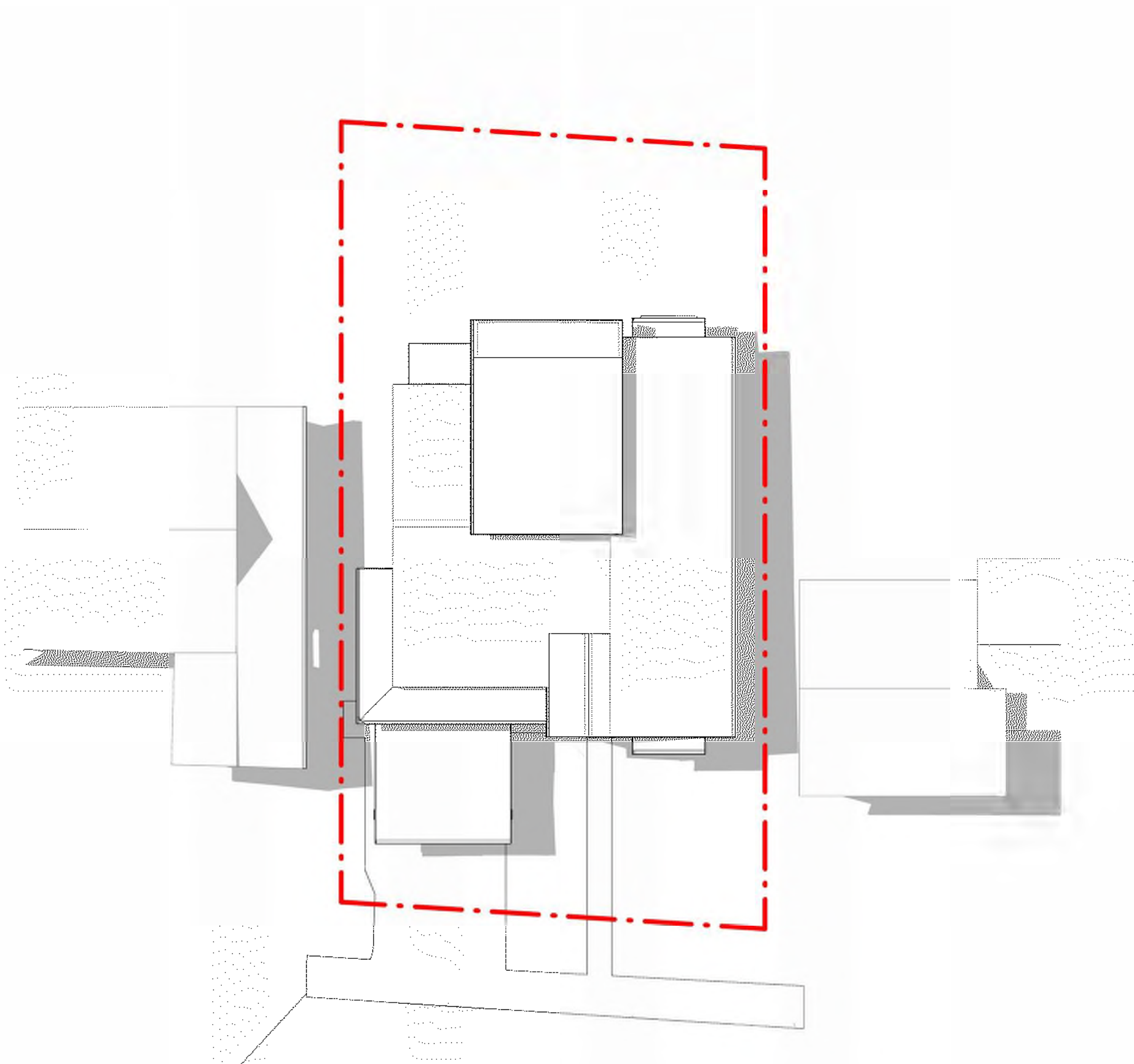
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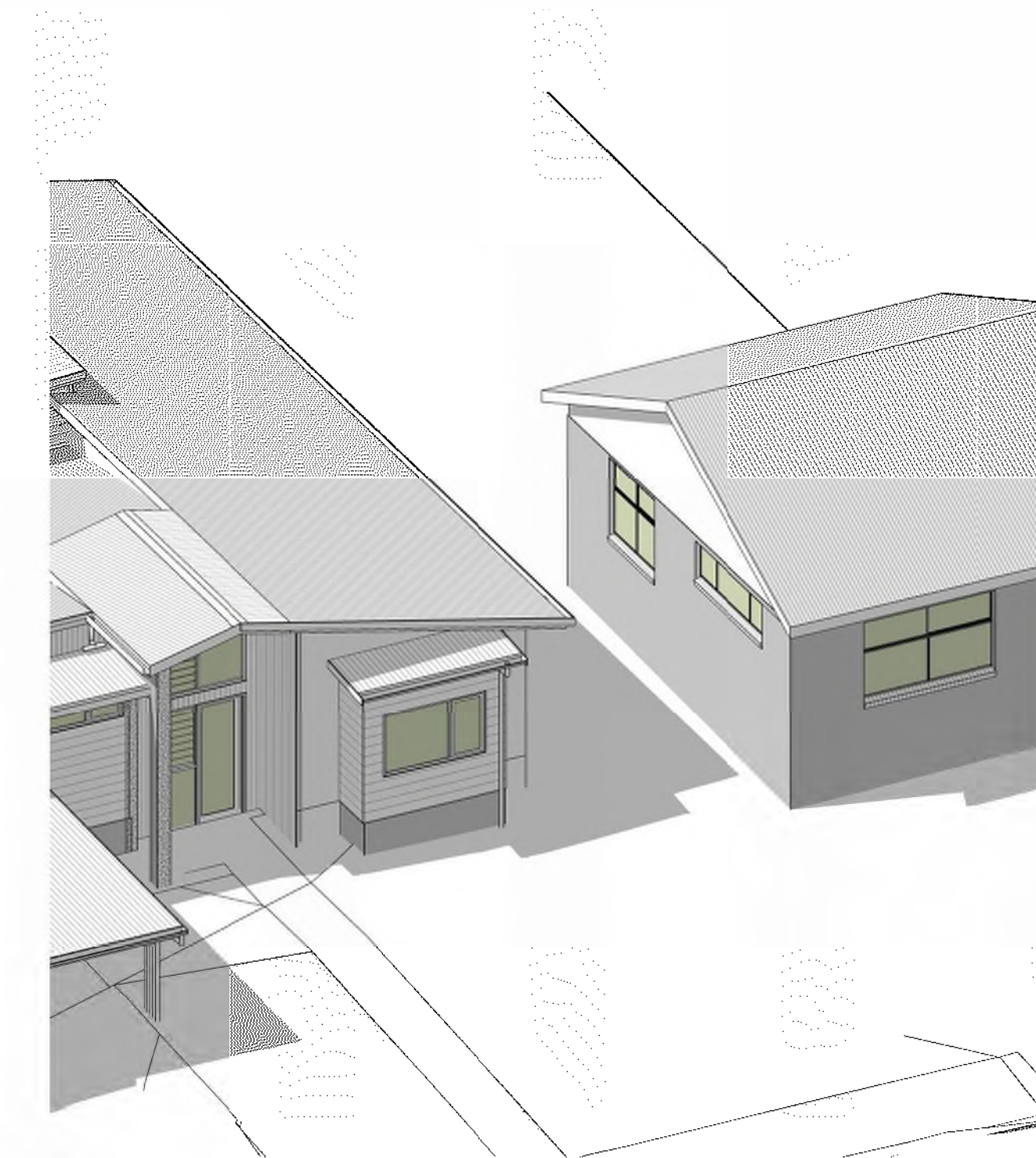
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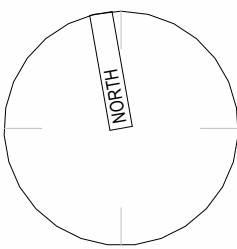
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SHEET NAME **SUN STUDY- SUMMER SOLSTICE**

PROJECT NUMBER **H2229**  
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OUTLINE OF PROPOSAL



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8 TANUNDAL  
OPPOSITE SUBJECT SITE

12 TANUNDAL

STREETSCAPE MONTAGE  
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CLIENT NAME Kate & Matthew Lowry  
SHEET NAME STREETSCAPE MONTAGE

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PROJECT 7 TANUNDAL ST, HOWRAH

ADDRESS 7 Tanundal Street Howrah

CLIENT NAME Kate & Matthew Lowry

SHEET NAME ARTISTIC IMPRESSION

PROJECT NUMBER H2229

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APPROVED BY SJH

DRAWN BY SB

DATE 07/07/23

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SHEET NAME **ARTISTIC IMPRESSION**

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**7.2 DEVELOPMENT APPLICATION PDPLANPMTD-2021/018475 – 476 SOUTH ARM ROAD AND 488 SOUTH ARM ROAD, LAUDERDALE - LANDFILL****EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for landfill at 476 South Arm Road and 488 South Arm Road, Lauderdale.

**RELATION TO PLANNING PROVISIONS**

The application was made valid under the Clarence Interim Planning Scheme 2015 (the Scheme) and is required to be assessed under the relevant provisions of this Scheme. The land is zoned Rural Living and Local Business and is subject to the Road and Railway Assets Code, Parking and Access Code, Stormwater Management Code, Waterway and Coastal Protection Area Code, Inundation Prone Areas Code, Coastal Erosion Hazard Code and the Lauderdale Neighbourhood Centre Specific Area Plan.

**LEGISLATIVE REQUIREMENTS**

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act 2000 (Tas.) and the Local Government (Meeting Procedures) Regulations 2015.

Council is required to exercise a discretion within the statutory 42-day period which expires on 20 September 2023.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and one representation was received raising the issue of Inundation risk.

**RECOMMENDATION:**

- A. That the Planning Application for landfill at 476 South Arm Road and 488 South Arm Road, Lauderdale (CI Ref PDPLANPMTD-2021/018475) be refused on the following grounds.
1. The proposal does not comply with clause 13.4.3 P4 (a) of the Rural Living Zone because the placement of fill on the site would detract from the landscape character of the area.
  2. The proposal does not comply with clause E15.7.5 P1 (a), (b) and (c) of the Inundation Prone Areas Code for reasons detailed in this report and therefore does not achieve the objectives of the standard.

3. The proposal does not comply with clause F2.4.1 P1 (a), (b) and (c) of the Lauderdale Neighbourhood Specific Area Plan because the proposal would not complement and contribute to the character of the Lauderdale neighbourhood activity centre, would not provide for clearly articulated and organised site management, and does not include measures for protection from the impact of coastal hazards and climate change.
  4. The proposal does not comply with clause F2.4.4 P1 (a), (b) and (c) of the Lauderdale Neighbourhood Specific Area Plan because appropriate landscaping treatment has not been provided to enhance the appearance of the development.
- B. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

---

## **ASSOCIATED REPORT**

### **1. BACKGROUND**

The Lauderdale basin area (comprising of low-lying areas bound by South Arm Road, Ringwood Road, Mannata Street and the Lauderdale Canal, which are currently zoned Rural Living under the Tasmanian Planning Scheme - Clarence) was zoned Reserved Urban and identified as subject to inundation, under the Eastern Shore (Area 2) Planning Scheme 1986. The Principles of Development Control for the area (“District 17 – Lauderdale”) stated that the: *“...release of the Lauderdale area in the future for urban residential expansion will be dependent upon the provision of sewerage and stormwater services and investigation of effects of possible rises in sea level”*.

Under the Clarence Planning Scheme 2007, part of the site was zoned Rural Residential and covered to various extents by Inundation, Coastal Management and Vegetation Management Overlays.

For reasons discussed below, the Rural Living zoning has been retained as part of the transitional arrangements to the Clarence Interim Planning Scheme 2015 and more recently the Tasmanian Planning Scheme- Clarence.

Council has recently commissioned and undertaken various strategic studies relevant to the Lauderdale basin area including:

- The major study, “Climate Change Impacts on Clarence Coastal Areas” (2009) was undertaken to identify the issues around climate change.
- Council also participated in the Tasmanian Coastal Adaptation Pathways Project which concluded in 2013 and provided a number of reports covering methods to respond to climate change impacts in coastal communities.
- The “Clarence Activity Centre Strategy” (2013) included the case for retail growth and in particular a supermarket at Lauderdale.
- The “Lauderdale Structure Plan” (2011) provided a long-term planning framework for Lauderdale. While it identified many actions requiring implementation over time, two important actions were achieved via a planning scheme amendment that provided for a new supermarket site and the residential corridor along Ringwood Road and Mannata Street.
- The “Lauderdale Stormwater Drainage Assessment Report” (2012) was prepared for Council by Johnstone McGee and Gandy (JMG) engineers to set out a drainage design concept for the above rezoned areas.
- Pitt and Sherry engineers have also undertaken specific drainage designs and drawings to implement the JMG stormwater concept design along the Ringwood Road and Mannata Street precinct.

Council proposed to zone parts of the Lauderdale basin General Residential under the Draft Interim Clarence Planning Scheme. While this was rejected, the Minister for Planning advised in a letter of 16 February 2015, that he was sympathetic to Council’s desire. The letter outlines the work that would need to be done for an amendment to be considered. In a subsequent letter of 6 July 2015, the Minister confirmed the Government’s desire to see the Lauderdale Structure Plan updated and the necessary changes to the Southern Tasmania Regional Land Use Strategy (STRLUS) and offered assistance of Government officers on any steering committee, which was subsequently accepted. The intent of these contributions was to set out a process by which Council could determine if there was an appropriate form of development for the area and to justify any changes that may be required to the relevant strategic and statutory documents. They did not pre-determine the final decisions for a particular outcome.

In December 2015, Council engaged consultants JMG to undertake the necessary feasibility study of the Lauderdale basin area, overseen by a steering committee comprising Council and state government representatives. Council decided that the Lauderdale Urban Expansion Feasibility Study would not proceed through to the next stage due to a number of factors, including:

- The study showed that while the development can be constructed, it would not be financially feasible to do so, even if the best-case scenario were possible: the development being undertaken by one developer or a consortium acting as one developer.
- The consultation process confirmed that the one developer or consortium would not be possible.
- While there were many submissions supporting the project and its various benefits to the area, there were also many submissions highlighting personal and property impacts to others.
- Council would be liable for significant and unredeemable costs, in the order of \$11,000,000, for infrastructure and management costs alone.
- There was no adequate strategic land use planning justification for modifying the Lauderdale Structure Plan or the STRLUS.
- For it to proceed as a staged development, Council would need to compulsorily undertake the construction works on private properties.

The decision resulted in the area retaining the Rural Living Zone under the Clarence Interim Planning Scheme which applied at the time of the study.

The applicant has indicated the purpose of the fill is to facilitate further development of the site. While the form of development has not been specified, based on submissions received from the property owner in response to the transition to the Tasmanian Planning Scheme - Clarence, it is understood the purpose is to facilitate the eventual rezoning to Future Residential or a “residential” zone.

The site at 476 and 488 South Arm Road is bisected by the STRLUS Urban Growth Boundary (UGB) for metropolitan Hobart, with the Local Business zoned land inside the UGB and the Rural Living zoned land outside the UGB.

As indicated in the Greater Hobart Plan (2022), the future planned growth of Hobart can be primarily accommodated within the Urban Growth Boundary currently described in the STRLUS, and densification is to be encouraged along main transit corridors to better utilise current infrastructure. There is no identified need to expand the UGB within Lauderdale and the focus for accommodating population growth within Clarence should be achieved through urban renewal initiatives and greater medium density developments within the UGB.

Further, the review of the UGB in May 2023 by the Minister for Planning did not identify a need to expand the UGB in Lauderdale. These are important factors in making a case to amend the STRLUS by expanding the UGB to include the subject area, to accommodate the zoning envisaged by the property owner. It is also noted that, should a rezoning application be forthcoming, the site would not be consistent with Regional Policy SRD2.12 of the STRLUS in relation to rezoning for urban development's adjoining the UGB. The Commission has advised that where SRD2.12 is relevant, a draft amendment will need to address SRD2.12(c), whether the rezoning constitutes a significant increase in land zoned for urban development outside the UGB in that locality; and SRD 2.12(d), whether the potential for land use conflict with adjoining land uses is minimal. A draft amendment will also require a localised land supply analysis to assist the consideration of SRD2.12(c).

The property owner, together with various other property owners within the Lauderdale basin, made a request to rezone land within the Rural Living Zone between and adjacent to South Arm Road, Ringwood Road, and Mannata Street be revised to either the Future Urban Zone, the Community Purpose Zone, or a "residential" zone, and that a site-specific qualification be inserted to allow for community living. In the report under section 35F of the *Land Use Planning and Approvals Act, 1993* (LUPAA) on the representations on the draft Local Provisions Schedule (LPS), the planning authority considered that the representations did not warrant modifications to the draft LPS for the following reasons:

- a study has previously been undertaken to consider the feasibility of developing the area and based on the study report, the Council in May 2017, resolved not to pursue the expansion of the area;



- the feasibility study was exhibited, and a significant majority of respondents were opposed to the expansion;
- it would be premature to apply the Future Urban Zone, as it has not yet been demonstrated that the land should be converted to urban land; and
- the land is not within the Urban Growth Boundary, and even if it was determined that the Urban Growth Boundary should be expanded, it is not accepted that the subject area would necessarily be the most suitable land within the region to service increased demand.

The Commission considered the requested Future Urban Zone, or “residential” zone revisions cannot be supported under section 34(2)(e) of LUPAA and the application of the zone must be consistent with the regional strategy or supported by more detailed local analysis consistent with the relevant regional strategy and endorsed by the relevant local council.

Based on the feasibility work undertaken by Council to date, it is considered that Lauderdale does not form a suitable location for further residential expansion due to the combination of environmental risks, the requirement of substantial public infrastructure funding and the potential for division between those who wish to develop and those who do not.

## **2. STATUTORY IMPLICATIONS**

- 2.1.** The land is zoned Local Business and Rural Living under the Scheme.
- 2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme.
- 2.3.** The relevant parts of the Scheme are:
- Section 5.6 – Compliance with Applicable Standards;
  - Section 6.10 – Determining Applications;
  - Section 13.0 – Rural Living Zone;
  - Section 20.0 – Local Business Zone;

- Section E2.0 – Potentially Contaminated Land Code;
- Section E5.0 – Road and Railway Assets Code;
- Section E6.0 – Parking and Access Code;
- Section E7.0 – Stormwater Management Code;
- Section E11.0 – Waterway and Coastal Protection Area Code;
- Section E15.0 – Inundation Prone Areas Code;
- Section E16.0 – Coastal Erosion Hazard Code; and
- Section F2.0 – Lauderdale Neighbourhood Centre Specific Area.

- 2.4.** The current bottle shop at 476 South Arm Road was formerly utilised as a service station and is mapped as being a potentially contaminated site because of potential hydrocarbon contamination and the presence of underground fuel storage tanks. The site has since been remediated to facilitate the conversion to a bottle shop. Notwithstanding this, the proposed landfill would not be located within the area mapped as being potentially contaminated and for this reason the Potentially Contaminated Land Code has no application to the assessment of the proposal for landfill.
- 2.5.** The area proposed to be filled is located outside of the mapped coastal erosion medium hazard area. Therefore, the proposal is not subject to the requirements of the Coastal Erosion Hazard Code.
- 2.6.** The proposed fill areas are located outside of the mapped waterway and coastal protection area overlay located at the rear of the site. Therefore, an assessment under the Waterway and Coastal Protection Code is not required.
- 2.7.** Council’s assessment of this proposal must also consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the LUPAA.

### **3. PROPOSAL IN DETAIL**

#### **3.1. The Site**

The site consists of two titles known as 476 South Arm Road and 488 South Arm Road.

The property at 476 South Arm Road is contained within Certificate of Title 127788 Folio 10 and comprises three strata lots containing three dwellings, Lauderdale shopping centre and bottle shop. The property is provided with two accesses from South Arm Road which provides access to the shopping centre carpark.

The property at 488 South Arm Road is contained within Certificate of Title 161348 Folio 1 and forms a vacant lot containing a scattering of shrubs at the rear boundary. The site is accessed from South Arm Road and is relied upon for informal overflow car parking associated with the use of the bottle shop located at 476 South Arm Road.

The site is flat and low lying with an open drain passing through the eastern (rear) part of the site. The site adjoins the Foreshore Tavern to the north-west, the Roches Beach Lifestyle Village to the north and rural living development to the east and south. The site fronts South Arm Road with Ralphs Bay Conservation Area located beyond to the west.

The western half of the site is zoned Local Business with the remainder of the site zoned Rural Living. The Local Business Zone extends to the north-west to include the Foreshore Tavern before transitioning to the General Business Zone to the west of Ringwood Road. Mannata Street to the north and east accommodates a General Residential Zone strip on either side of the road with the remainder of the area bound by South Arm Road, Ringwood Road and Mannata Street zoned Rural Living. The area of fill and zoning arrangement is shown in Figure 1 below.



**Figure 1:** The area proposed to be filled outlined in red. The proposed fill area will cover both Local Business and Rural Living zoned land.

In relation to the area noted on the proposal plans as historically fill on 476 South Arm Road, a check of Council records indicates there is no record of approval being granted for landfill in this location.

### 3.2. The Proposal

The proposal is to fill part of the site including 476 South Arm Road and 488 South Arm Road as shown in Attachment 2.

It is proposed to fill a 2,000m<sup>2</sup> area at the rear of 476 South Arm Road to 3.25m AHD. The fill would be located on the Rural Living zoned portion of the site to the rear of the Local Business zoning lining South Arm Road.

It is also proposed to fill the majority of 488 South Arm Road, except for the drainage line at the rear, to 3m AHD. The fill would extend across the entirety of the Local Business zoned portion of the site and the majority of the Rural Living zoned area to the rear.

The applicant has detailed the purpose of the proposal is to fill the properties, so they are above the 100-year inundation level, which would enable future residential development.

The existing level of the property at 476 South Arm Road is generally between 2.5m AHD and 3.0m AHD and the property at 488 South Arm Road is generally between 1.75m AHD and 2.5m AHD.

The fill is proposed to be clean fill, with the quantity of fill required being approximately 22,500m<sup>3</sup>. The filling is expected to take several years. The filling of the site would be carried out in accordance with Australian Standard AS 3798-2007 to ensure its suitability for future residential development. Weed, erosion and sediment controls are proposed to be in place during filling activities to minimise environmental impacts.

Access to the areas proposed to be filled would be via an existing access from South Arm Road.

A Filling Plan has been submitted with the application concluding the filling will not adversely affect the inundation of other properties. A Flood Hazard Report has also been submitted with the application concluding the fill would not increase flood extents. These reports are contained as Attachments 3 and 4 to this report. For reasons discussed below in this report, the findings of the reports are disputed by Council's development engineers.

#### **4. PLANNING ASSESSMENT**

##### **4.1. Compliance with Applicable Standards [Section 7.5]**

*“7.5.1 A use or development must comply with each applicable standard in a zone, specific area plan or code.*

*7.5.3 Compliance for the purposes of subclause 7.5.1 consists of complying with the acceptable solution or the performance criterion for that standard.”*

##### **4.2. Determining Applications [Section 8.10]**

*“8.10.1 In determining an application for any permit the planning authority must, in addition to the matters required by s51(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.”*

References to these principles are contained in the discussion below.

#### **4.3. Special Provisions**

The Scheme contains a range of Special Provisions relating to specific circumstances not controlled through the application of Zone, Code or Specific Area Plan provisions. There are no Special Provisions relevant to the assessment of this proposal.

#### **4.4. Compliance with Zone and Codes**

The proposal meets the Scheme’s applicable Acceptable Solutions of the Local Business Zone, Rural Living Zone, Stormwater Management Code, Parking and Access Code, Inundation Prone Areas Code and the Lauderdale Neighbourhood Centre Specific Area Plan with the exception of the following.

##### **Rural Living Zone**

- **Clause 13.4.3 A4 relating to design.** The proposal is for landfill with a height more than 1m above existing ground level and not limited to an area required for the construction of buildings and vehicular access. The proposal must therefore be assessed against Performance Criteria (P4) of Clause 13.4.3 as follows.

<b>Clause</b>	<b>Performance Criteria</b>	<b>Assessment</b>
13.4.3 P4	<i>“Fill and excavation must satisfy all of the following:</i>	See assessment below:
	<i>(a) does not detract from the landscape character of the area;</i>	The proposal would result in the filling of land at 488 South Arm Road near to the South Arm Road frontage to a height of 3m. The existing surface level is approximately 1.5 - 2m in this location meaning the ground surface level will increase by 1-1.5m in height.

		<p>The low-lying nature of the adjacent properties will result in the fill presenting as a dominant feature in the Lauderdale Activity Centre landscape.</p> <p>In the absence of a landscape plan, the proposal is likely to result in an unreasonable visual impact when viewed from South Arm Road and would not reinforce the unique physical and visual relationship to Ralphs Bay.</p> <p>For the above reasons, P4 (a) is not achieved. Therefore, the application does not comply with the standard and is recommended for refusal on this basis.</p>
	<i>(b) does not unreasonably impact upon the privacy for adjoining properties;</i>	<p>The proposed fill will increase the natural profile of the site in prematurity of consideration of the appropriateness of the anticipated future development of the site. In doing so, the privacy of adjoining properties is likely to be diminished although not unreasonably so.</p>
	<i>(c) does not affect land stability on the lot or adjoining land.</i>	<p>The fill plan demonstrates the filling methodology will include appropriate engineering solutions to ensure land stability is maintained. If the application were to be approved, a Soil and Erosion Management Plan would be required to ensure erosion and sedimentation impacts on local waterways and adjacent properties is appropriately managed.</p>

**Inundation Prone Areas Code**

The entire site (including 476 and 488 South Arm Road) is subject to the medium inundation hazard area overlay. In relation to application requirements, Clause E15.5.1 of the Inundation Prone Areas Code requires an application for landfill within a medium inundation hazard area to include an assessment by a suitably qualified person, accompanied by any necessary engineering detail, addressing the following:

- “(a) Existing overland flow paths associated with rainfall events and coastal processes affecting the subject land;*
- (b) How existing flow paths enter into the subject land from the adjoining land and how the flow path exit into the adjoining land;*
- (c) How any modification to the flow paths proposed on the land impact on the flow paths relied on by nearby and adjoining land;*
- (d) How any proposed infrastructure and techniques will ensure the net discharge of stormwater does not exceed pre-development levels and water quality characteristics of receiving waters are maintained or improved;*
- (e) How the proposal is consistent with any adopted stormwater and /or mitigation strategy. In the absence of such strategy, demonstration that Council’s stormwater system has a capacity, and the proposal will not adversely impact any other properties in terms of increased water levels, flow or diverted overland flow; and*
- (f) A site survey from the qualified land surveyor identifying the location of the Coastal Inundation High, Medium and Low Hazard Areas pursuant to the AHD levels provided in Table E15.1, if the proposed development site is within the Coastal Inundation Investigation Area Overlay shown on the planning Scheme maps.”*

Additional information was requested from the applicant requiring information to address the above requirements. In response, the applicant submitted a Filling Plan. While the Filling Plan provides filling methodology and observatory comments on the proposed filling works, it did not include a detailed assessment or report to address the above requirements.

Specifically, Council’s development engineers were of the view the Filling Plan did not include satisfactory models or calculations to demonstrate there would be no impact on adjoining land through displacement of overland flows and there was insufficient detail on flows in and out of the site and adjoining land.

In response, the applicant was requested to provide a report including a site analysis in the form of flood report, flood displacement model and a revised fill plan addressing the recommendations and outcomes of the flood model. The submitted report was considered insufficient by Council’s development engineers due to inconsistencies in the report with Council’s available flood mapping. A revised report has been received which has been assessed as failing to clearly demonstrate the displacement of flows, impacts to adjoining land and the upstream or downstream catchment. Council’s development engineers have also formed the view the report fails to include an analysis of coastal process and impacts caused by sea level rise, storm surge and climate change.

In summary, Council’s development engineers are of the view the information provided is inadequate to fully understand the impact of the fill on adjoining land. The applicant has formed an alternative view and has requested the application proceed to determination.

- **Clause E15.7.5 A1 relating to works within a medium, inundation hazard area.** The proposal is for landfill greater than 0.5m in height therefore does not meet the acceptable solution. The proposal must therefore be assessed against Performance Criteria (P1) of Clause E15.7.5 as follows.

Clause	Performance Criteria	Assessment
E15.7.5 P1	<i>“Landfill, or solid walls greater than 5m in length and 0.5m in height, must satisfy all of the following:</i>	See assessment below:

	<p><i>(a) no adverse affect on flood flow over other property through displacement of overland flows;</i></p>	<p>The subject site is low lying and impacted by flood waters. The Flood Hazard Report and Filling Plan have been reviewed by Council's development engineers who have formed the view these supporting documents have not adequately demonstrated the proposed fill would not adversely affect flood flow over other properties through displacement of overland flow.</p> <p>The properties north of the site have a ground level of at or under 2.0m AHD and the low-lying nature of these properties creates the potential for these properties to be impacted by flood water being restricted downstream of the site. The property on the south of the site is also subject to the increase flooding due to the proposed filling works.</p> <p>For the above reasons, P1 (a) is not achieved. Therefore, the application does not comply with the standard and is recommended for refusal on this basis.</p>
	<p><i>(b) the rate of stormwater discharge from the property must not increase;</i></p>	<p>The proposal is for landfill only and will not require stormwater to be collected from increased impervious surfaces on the site. The proposal will therefore not increase the rate of stormwater discharge from the property when compared with pre-development flows.</p>
	<p><i>(c) stormwater quality must not be reduced from pre-development levels."</i></p>	<p>As per assessment under (b) above.</p>

### **Lauderdale Neighbourhood Centre Specific Area Plan**

The Local Business zoned portion of the site is located within the Lauderdale Neighbourhood Centre Specific Area Plan (SAP).



In accordance with clause F2.3 of the SAP, an urban design context report is required that addresses, in part, infrastructure impact and augmentation, physical and visual impact on the values and character of the neighbourhood activity centre and its coastal setting with Ralphs Bay and proposed landscaped areas. Insufficient information has been provided in the form of an urban design context report, including a landscape plan, to address the relevant standards within the SAP relating to urban design and landscaping at clause F2.4. P1 (b) and (c) and clause F2.4.4 P1(a), (b) and (c).

- Clause F2.4.1 A1 relating to urban design.** For guidance in the applicability of the standard, the objective of the standard requires “*a high standard of urban design that establishes a unique character at Lauderdale*”. While the proposal is not for built form, the proposal forms development which will potentially serve as a catalyst for future development of the site and ought to be applied. Furthermore, urban design incorporates the assessment of the physical and visual impacts on the values and character of the neighbourhood activity centre and its coastal setting with Ralphs Bay (as outlined in the Urban design context report required under this SAP), which extends consideration beyond any built form and focuses assessment onto the values and character of the coastal setting with Ralphs Bay.
- Given there is no acceptable solution, the proposal must be assessed against Performance Criteria (P1) of Clause F2.4.1 as follows.

Clause	Performance Criteria	Assessment
F2.4.1 P1	<i>“(a) Development should complement and contribute to the specific character of the neighbourhood activity centre and the coastal setting of Ralphs Bay generally, by incorporating high quality-built form as well as design detail.</i>	Not applicable – the proposal is not for built form.

	(b) <i>Development should consolidate the diverse functions of the neighbourhood activity centre into clearly articulated and organised site management.</i>	The proposal for landfill within the SAP area would not contribute to clearly articulated and organised site management, in that insufficient reports and modelling have been provided to demonstrate no adverse impact upon adjacent properties through the displacement of overland flows and flood waters. The proposed fill may therefore form an unwarranted design response and expose adjoining and nearby land to increased flood and climate related risks.
	(c) <i>Development within the neighbourhood activity centre should address measures for protection from the impacts of coastal hazards and climate change.”</i>	<p>Council’s development engineers have advised the supporting engineering reports do not adequately demonstrate the proposed landfill has been designed to address impacts of coastal hazards and climate change.</p> <p>For the above reasons, P1 (b) and (c) are not achieved. Therefore, the application does not comply with the standard and is recommended for refusal on this basis.</p>

- **Clause F2.4.4 A1 relating to landscaping.** For guidance in the applicability of the standard, the objective of the standard requires “*a high standard of urban design that establishes a unique character at Lauderdale*”. Given there is no acceptable solution, the proposal must be assessed against Performance Criteria (P1) of Clause F2.4.1 as follows.

Clause	Performance Criteria	Assessment
F2.4.1.4 P1	<i>“(a) High quality hard and soft landscaping should complement and enhance the appearance of the development.</i>	The proposal does not include details on landscaping treatment to enhance the appearance of the development.

		In the absence of landscaping treatment, the proposal will not contribute to a high-quality presentation to the activity centre and for this reason (a) is not achieved. Therefore, the application does not comply with the standard and is recommended for refusal on this basis.
	<i>(b) Appropriate flora selection should be compatible with endemic species and the coastal microclimate.</i>	Given the physical relationship to Ralphs Bay, the use of local coastal flora species is considered appropriate for landscaping treatment at the site. In the absence of landscaping treatment, (b) is not achieved. Therefore, the application does not comply with the standard and is recommended for refusal on this basis.
	<i>(c) Landscape treatments should be designed to improve the visual impact of large hardstand areas and reinforce access to the site.</i>	<p>The proposal would result in the profile of the site being modified on a substantial scale. The absence of landscaping treatment is considered detrimental to the visual quality of the sites when viewed from South Arm Road and is to improve the appearance of the development.</p> <p>In the absence of landscaping treatment, (c) is not achieved. Therefore, the application does not comply with the standard and is recommended for refusal on this basis.</p>
	<i>(d) Public art works are encouraged to be incorporated into the neighbourhood activity area."</i>	Given the proposal does not include built form, the provision of public art is not considered necessary.

## 5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and one representation was received. The following issue was raised by the representor.

**5.1. Inundation Risk**

Concern was raised regarding the potential increased risk of inundation to an adjoining property due to the proposed increase in site levels.

- **Comment**

Council's development engineers are of the view the Flood Hazard Report does not provide sufficient evidence that the proposal will not cause an unreasonable risk to adjoining properties through the displacement of overland flows. The proposal is recommended for refusal on this basis.

**6. EXTERNAL REFERRALS**

The proposal was referred to TasWater, who have provided conditions to be included on the planning permit, if granted.

Following the public consultation process, the Derwent Estuary Program has raised concerns relating to the quantity of fill and modification of the landscape adjacent to Ralphs Bay which forms a sensitive ecological environment. The Derwent Estuary Program has requested strict erosion and sediment control conditions be imposed on the planning permit should the application be approved.

**7. STATE POLICIES AND ACT OBJECTIVES**

**7.1.** The proposal is inconsistent with the outcomes of the State Coastal Policy which requires the precautionary principle to be applied to development which may pose serious or irreversible environmental damage to ensure that environmental degradation can be avoided, remedied, or mitigated. The proposal fails to include strategies to avoid or mitigate potential adverse environmental effects and for this reason does not further outcome 2.1.5 of the Policy.

**7.2.** For reasons discussed in this report, the proposal is inconsistent with objectives (a) and (b) of Schedule 1 of LUPAA in that the proposal would not promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and would not provide for the fair, orderly and sustainable use and development of air, land and water.

**8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

The proposal is inconsistent with Council's adopted Strategic Plan in that the proposal would not satisfy strategic goals relating to the achievement of a well-planned liveable city and environmentally responsible city.

**9. LEGAL RISK**

If there is an alternative motion to approve the proposal, Council should be aware that there may be implications for Council for any future risk or liability issues that may arise from approving the proposal.

The refusal of the application establishes an important precedent for future development of the Lauderdale basin.

**10. CONCLUSION**

The proposal for landfill at 476 and 488 South Arm Road, Lauderdale is recommended for refusal for reasons detailed above in the report.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (2)  
3. Filling Plan dated July 2023 (33)  
4. Flood Hazard Report (31)  
5. Site Photo (3)

Robyn Olsen  
**ACTING HEAD OF CITY PLANNING**

Council now concludes its deliberations as a Planning Authority under the Land Use Planning and Approvals Act, 1993.



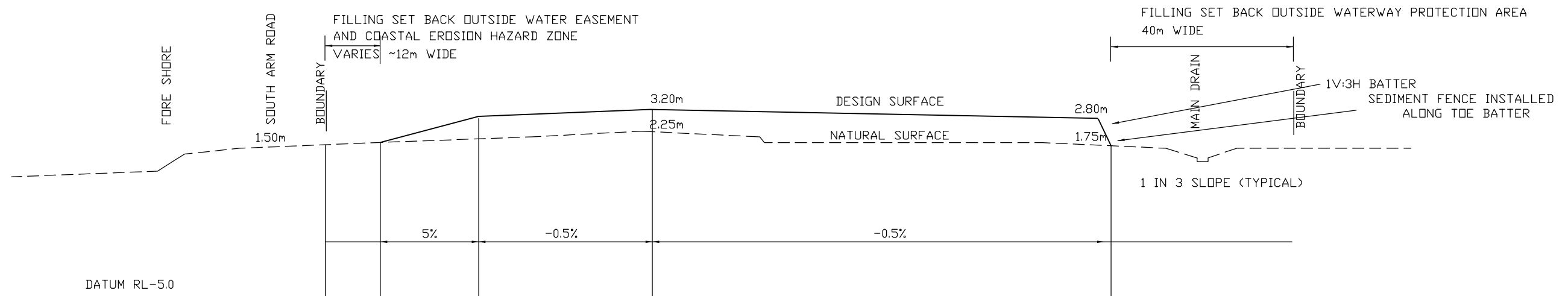
This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

05/09/2023

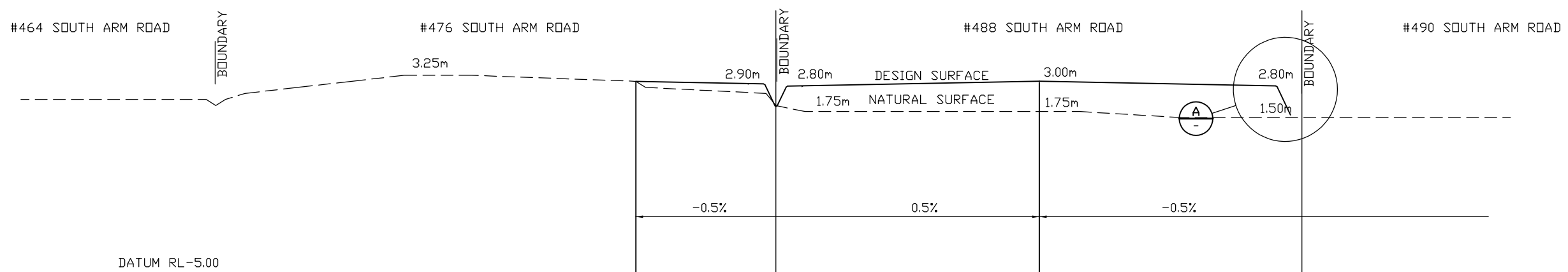
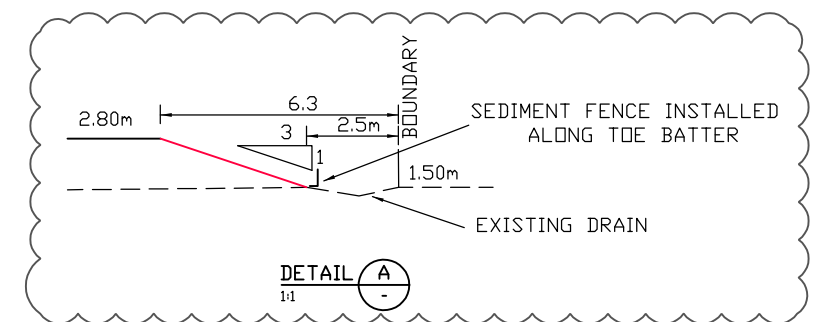
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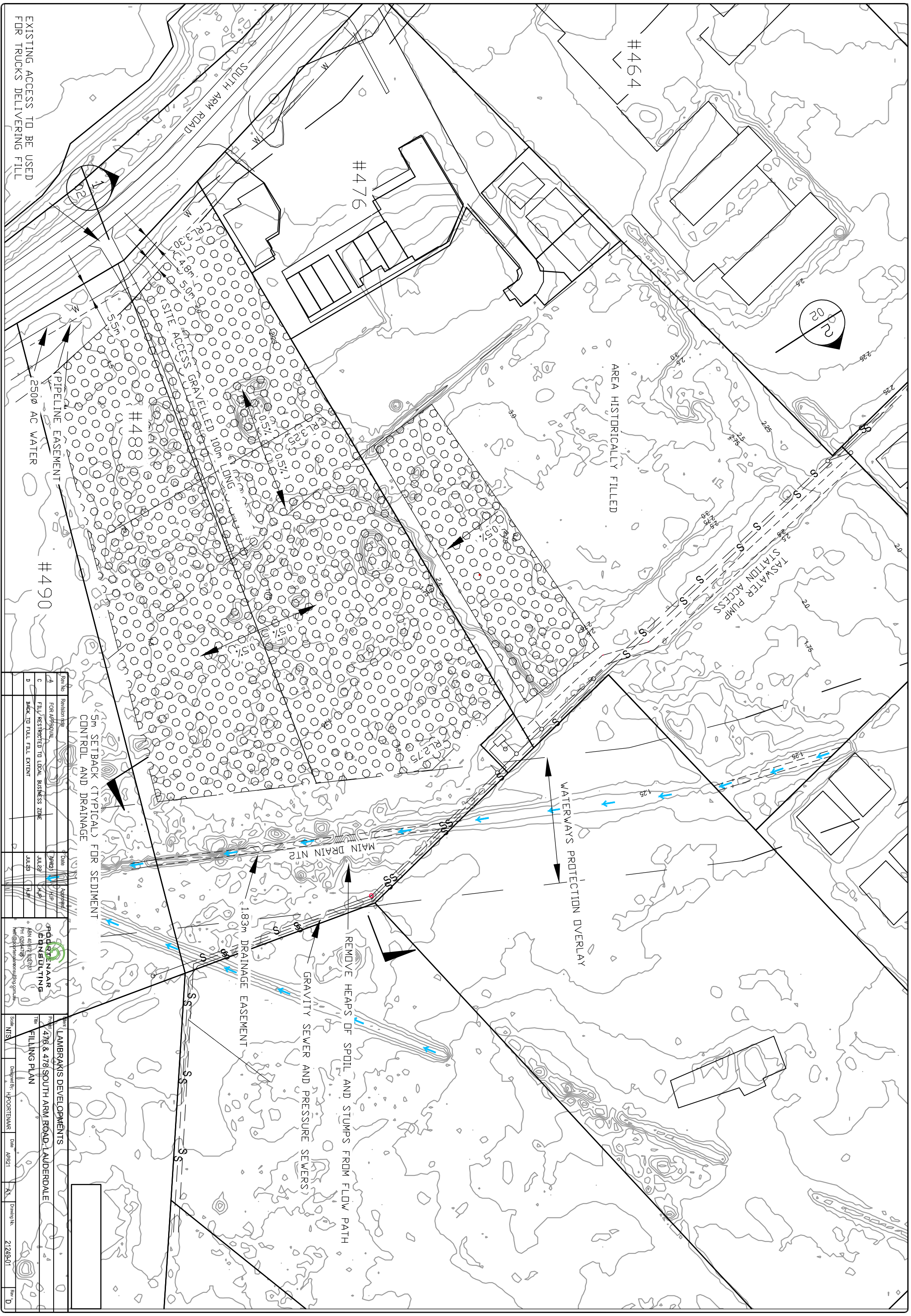
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SCALE 1:100 VERTICAL.



ELEVATION 2  
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Rev No	Revision note	Date	Approved				
A	FOR APPROVAL	APR21	HJP				
B	FILL RESTRICTED TO LOCAL BUSINESS ZONE	JUL22	HJP				
C	DETAIL AT EDGE ADDED	JUL22	HJP				
D	BACK TO FULL FILL EXTENT	JUL23	HJP				

<b>POORTENAAR CONSULTING</b>		Client	
ABN 40 672 032 737 PH 62664708 heln@poortenaarconsulting.com.au		LAMBRAKIS DEVELOPMENTS	
		Project	
		476 & 478 SOUTH ARM ROAD, LAUDERDALE	
		Title	
		CROSS SECTIONS	
Scale	NTS	Designed By:	HJPOORTENAAR
Date	APR21	A1	Drawing No.
21249-02	Rev	D	



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Lambrakis Developments Pty Ltd  
**476 and 488 South Arm Road, Lauderdale**  
Filling Plan

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July 2023

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### Document Status



Rev No.	Authors	Status	Approved for Issue	
			Name	Date
0	H. Poortenaar	For issue	H. Poortenaar	April 2021

# 1. Introduction

## 1.1 Background

The Lauderdale coastal plain is low lying and is subject to inundation from rain events and/or high tides. A number of properties have already been filled to enable them to be developed. It is generally beneficial to fill the low lying areas provided drainage paths are not obstructed. The more properties filled the less vulnerable the whole coastal plain is to coastal erosion.

It is proposed to fill the property 476 and 488 South Arm Rd, Lauderdale to enable future development. The filling may take several years and the nature of the ultimate development is dependant on market conditions.

## 1.2 Purpose of the Report

The purpose of this report is in support of a Planning Application. This includes the following:

- Engineering assessment of filling;
- Identify the relevant planning provisions and application requirements that may apply to the proposed development.

## 1.3 Scope

The scope of this report includes:

- Fill design:
  - Fill level required for protection against a 100 year inundation
  - Quantify fill volume
  - Drainage of filled area
  - Prevent impacts on wider drainage
  - Methodology for placing and compacting fill
  - Definition of suitable fill
  - Staging
- Construction impacts addressed in Construction Environment Management Plan (CEMP)
  - Safe truck access to minimise disruption to road users
  - Methods to prevent mud on road
  - Dust prevention
  - Weed management
  - Erosion and sediment management
  - Monitoring and auditing compliance with CEMP



## 2. Site Information

### 2.1 Location of the site

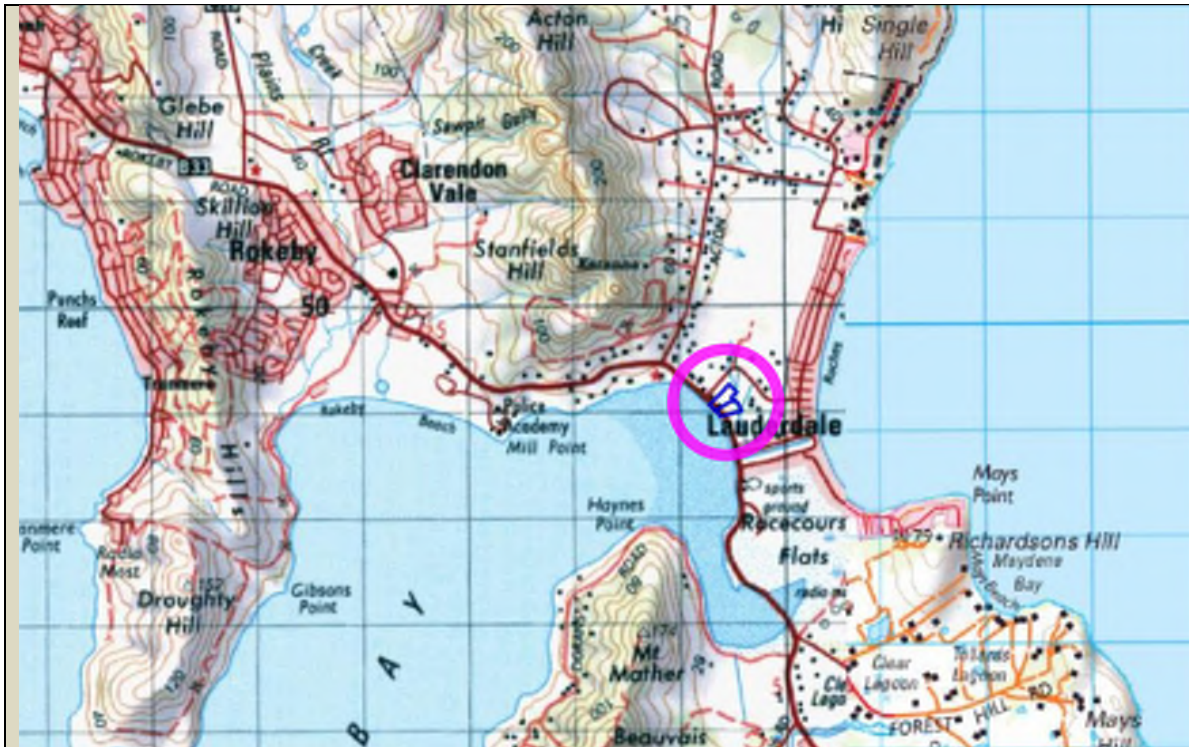


Figure 1. (a) Regional location of the site (b) location of the property with respect to Brighton.  
(↑N) (Source: annotated map from the LIST, © State of Tasmania).



Figure 2 Aerial view of the site (property boundary blue). (↑N) (Source: annotated aerial photo from the LIST, © State of Tasmania).

## 2.2 Site details

Refer to Table 1 for a summary of relevant site information and Figure 2 for an aerial view of the site.

**Table 1. Site details**

Landowner	Lambrakis
Location	476 and 488 South Arm Road, Lauderdale Tas 7021
Property ID	3365670 and 3133829
Title reference	127788/10 and 161348/1
Municipality	Clarence
Property size	2.031Ha
Planning controls	Clarence Interim Planning Scheme 2015
Zoning	Front – Local Business, Rear Rural Living
Land Tenure	Private freehold
Planning scheme overlay	Refer figure 4.
Buildings	Shopping centre and petrol station on the southwestern portion of the northern lot.
Access	Existing access from South Arm Road
Sewer serviced land	Yes
Water serviced land	Full service

Connection to a stormwater system	Yes
Topography	The land is flat and low lying.
Geology	Triassic sedimentary bedrock under 20% of the site (south – western extent). The remainder of the site is undifferentiated quaternary sediments
Soil	Undifferentiated alluvial soils
Soil drainage	Imperfectly drained
Soil permeability	Slowly permeable
Vegetation	Largely grass and weeds. There was trees, mainly pines in the south east corner but they have been cleared.
Soil vulnerability – water logging hazard	High.
Natural hazards that may affect the use of the site	<p>Coastal Inundation Hazard Area:</p> <ul style="list-style-type: none"> <li>• Class – medium</li> <li>• Comments - represents land subject to risk of riverine flooding of 1% <u>AEP</u> or more.</li> </ul> <p>Coastal Erosion Hazard Area</p> <ul style="list-style-type: none"> <li>• Class – low</li> <li>• Comments - This area has been identified as vulnerable to a coastal recession by 2100 based on current sea level rise models, soil type, and the geomorphology of the area. Is protected by coastal defences for erosion.</li> </ul> <p>Description - Resilient because of artificial protection (storm bite / near-term recession zones).</p> <p><b>The filling area is set back from South Arm Highway and outside the Coastal Erosion Hazard Area and wave run up area.</b></p>
Drainage lines/water courses	An open drain passes through the eastern part of the property.
Natural values	<ul style="list-style-type: none"> <li>• No records of: threatened flora, threatened fauna or threatened communities on the property.</li> <li>• Declared weeds includes fennel (<i>Foeniculum vulgare</i>), boneseed (<i>Chrysanthemoides monilifera ssp. monilifera</i>) and blackberry (<i>Rubus fruticosus</i>)</li> <li>• TASVEG 3.0 vegetation community description: (FUR) Urban areas</li> </ul> <p>Vegetation community group: Agricultural, urban and exotic vegetation</p>
Surrounding Land	Land to the north is zoned General Residential. Land to the east is Rural Living. Land to the north west is Local Business. The property bounds South Arm Road to the south and south west beyond which lies Ralphs Bay Conservation Area. Ralphs Bay is zoned Conservation management and has significant conservation values



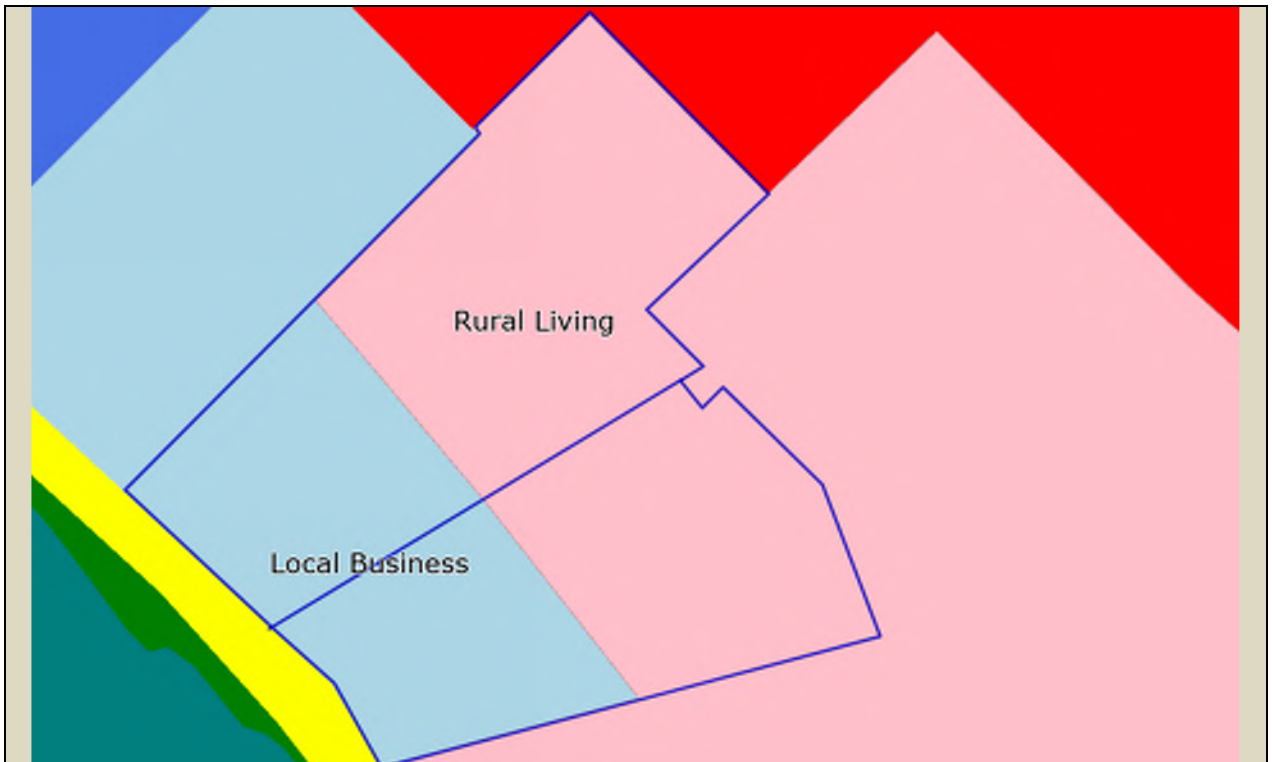


Figure 3 Planning scheme zoning (property boundary - blue). (↑N) (Source: annotated aerial photo from the LIST, © State of Tasmania).



Figure 4 Aerial view of the site showing the extent of the river inundation hazard area (light blue hatching) and waterway and coastal protection area (dark blue hatching). (↑N) (Source: annotated aerial photo from the LIST, © State of Tasmania).



Figure 5 – View across the site towards the north-east

## 2.3 Contour and Flood Levels at the site

The property at 476 South Arm Road is generally between 2.5m and 3.0m AHD.

The property at 488 South Arm Road is generally between 1.75 and 2.5m AHD.

The inundation level is a combination of:

- 100 year storm surge level of 1.4 AHD (Sharples)
- An allowance for the period to 2100 of 0.8m sea level rise
- Wave runup (0.3m)
- Flooding for a 100 year storm event

The combinations of events are calculated:

- 100 year ARI Storm surge + sea level rise =  $1.6 + 0.8 = 2.4\text{m}$
- 100 year ARI Storm surge + 10 year ARI wave runup + sea level rise =  $1.6 + 1.0 + 0.8 = 3.4\text{m AHD}$
- 100 year ARI wave run up at MHHW + sea level rise =  $0.67 + 1.5 + 0.8 = 2.97\text{m AHD}$
- It can be seen that the combination of a 100 year ARI storm surge and high winds will result in 2% of waves over topping the highway.
- This will make the highway un-drivable but is unlikely to enter any buildings as each wave will be captured in the low points in the car park and drain away before the next wave. The duration of this event is limited to 2-3 hours at high tide.

Clarence City Council's study nominates 2.9m as the 2110 storm surge level at the upper range of predictions and requires floor levels to be at or above this level.

There have been various studies on protecting Lauderdale against inundation and coastal erosion from the Roches beach side.

The Tasmanian Coastal Adaption Pathways Project -Lauderdale Recommended actions Jul 2012 states : 'floods from rainfall coupled with high tides have reached levels of up to 1.5mAHD in the lover basin area... A 1% AEP storm surge could take sea levels along the shore of Ralphs Bay up to as high as 2.0m AHD.

Recent flood modelling from Pitt and Sherry (2012) shows expected flood levels of about 1.64M AHD from a 1% AEP rainfall event if tides are high enough to entirely prevent drainage to Ralphs Bay canal.

The highway is at approximately 1.75m AHD and a storm surge well in excess of this level would be required to cause flooding from storm surge alone. One of the recommendations was to raise the highway level to 2.6M AHD.

The report recommends prohibiting development or filling of the low lying area below 0.75m near North Terrace to ensure the capacity of the basin is retained.

The report recommends development that raises the land to make provision for low level overland flow paths and consider consequences for other properties.

The report recommends minimum floor levels of 3.2m.

## **2.4 Catchment**

The site is located within an unnamed main drain catchment that rises on the Meehan range and ends up on the flat, low lying coastal plain. The main drain is artificial and passes along the rear of the Ralphs Bay remnant dunes and discharges to the canal. The catchment is rural residential and apart from the main drain has no formal drainage system. The catchment area is 85Ha. The stream length is 2.4Km and the time of concentration is approximately 0.5 hours. The lower catchment takes a sustained wet period before soakage is exceeded and runoff occurs.



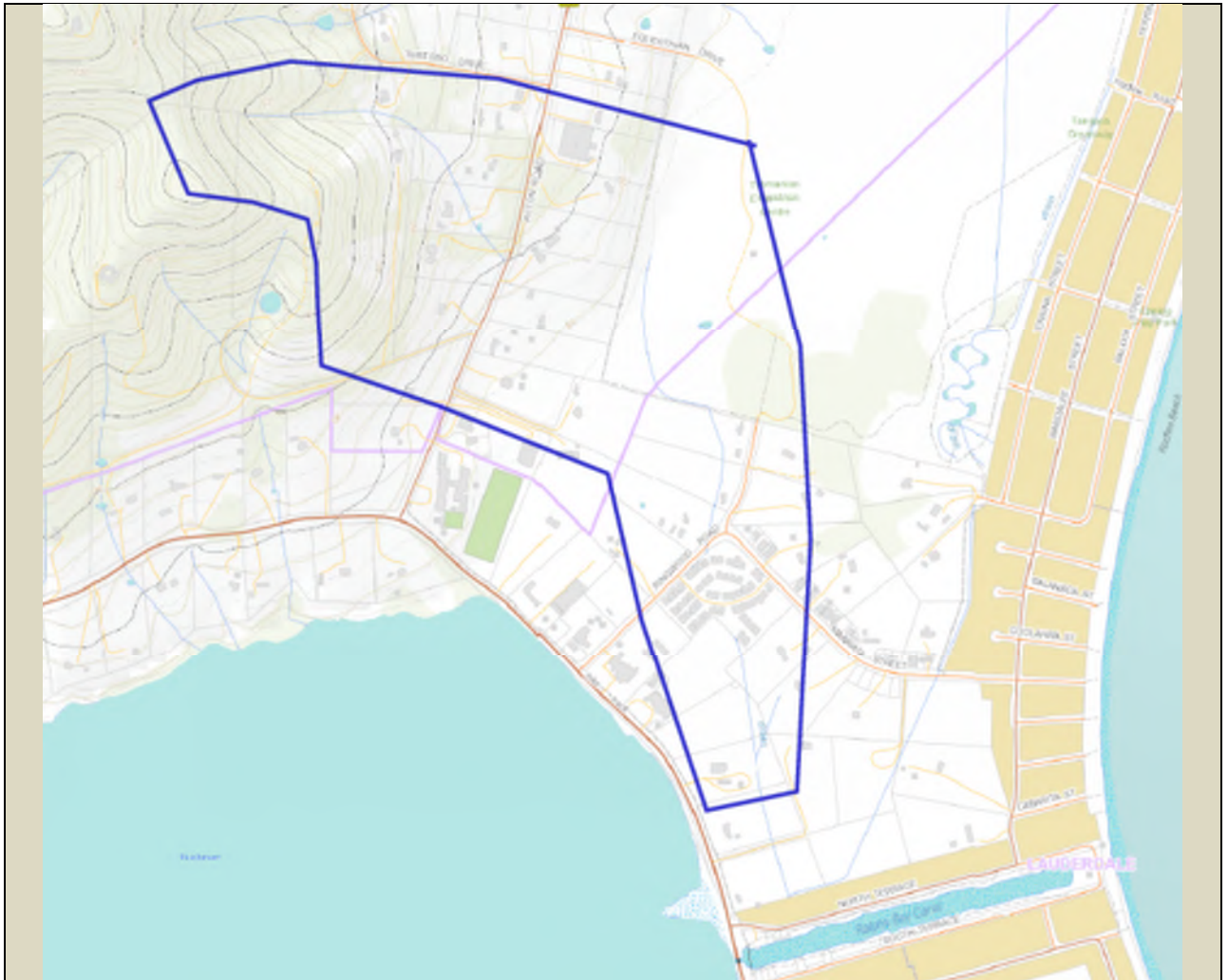


Figure 6 Catchment of main drain (↑N) (Source: The List).

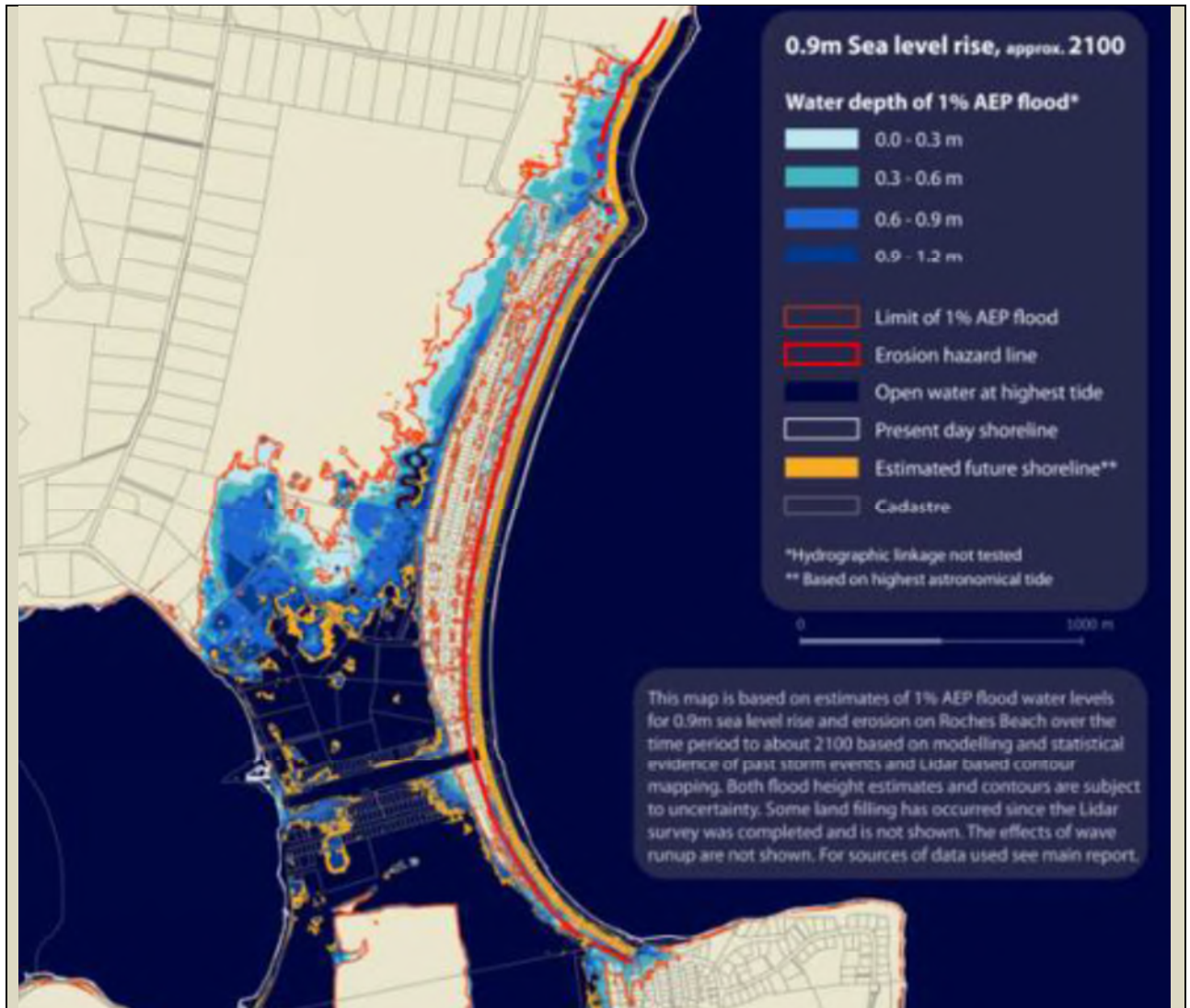


Figure 7 Lauderdale impacts of 0.9M Sea Level Rise and erosion to about 2100. (↑N) (Source: Tasmanian Coastal Adaption – Lauderdale Jul12, © SGS).

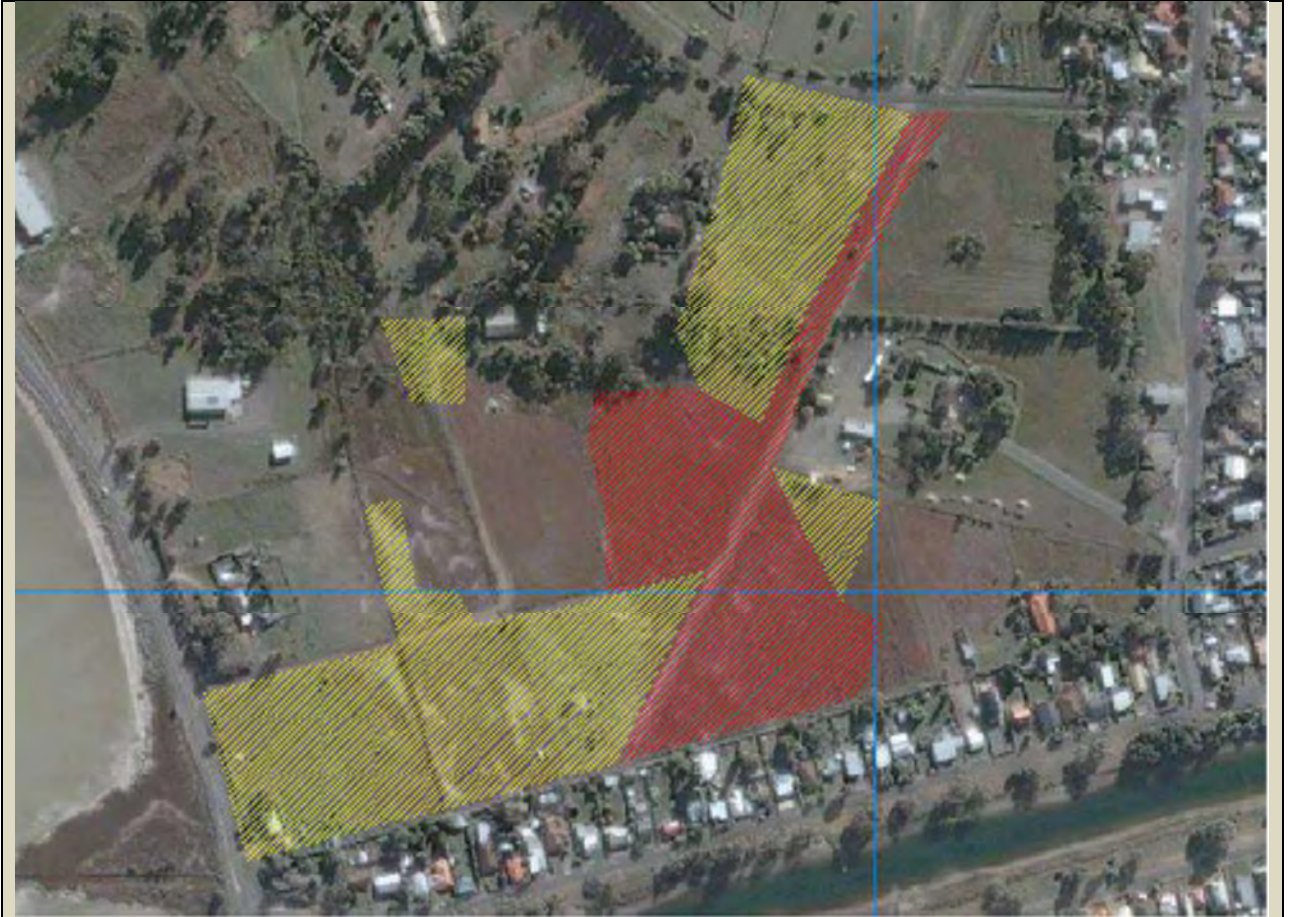


Figure 8 Basin area where filling prohibited. (↑N) (Source: Tasmanian Coastal Adaption – Tasmanian Coastal Adaption – Lauderdale Jul12, © SGS ).



## 3. PROPOSAL

### 3.1 Purpose of the fill and intended use of the site

The site is a low lying coastal plain and is subject to inundation from rain events and/or high tides. It is proposed to fill the properties at 476 and 488 South Arm Rd, Lauderdale so that it is above the 100-year inundation level, thus enabling the site to be developed. There are no immediate plans to develop the site but the ultimate intended use of the site are likely to be in keeping with the zoning: Business/retail along South Arm Highway and Rural Living at the rear. Whatever development is proposed the site will need to be filled to the same level and grading.

### 3.2 Scope of work

The site will be filled to raise low lying areas with an elevation of approximately 1.75m AHD to approximately 3.0m AHD. This is in keeping with the other filling being undertaken in the area to make it resilient to coastal flooding.

The fill will initially come from Oakdowns subdivision nearby where there are 71 lots that will be developed over the next few years. Subdivision works especially on steep sites result in excess material. The material from Oakdowns is red dolerite clays and is well structured, comparatively well drained and competent foundation.

There is an estimated 3-5,000m<sup>3</sup> of excess material at Oakdowns. The quantity of fill required at Lauderdale is approximately 22500m<sup>3</sup>. So the fill requirement exceeds the fill available from Oakdowns indicating that overfilling will not occur.

### 3.3 Duration of the proposed works

The filling may take several years, and the nature of the ultimate development is dependent on market conditions. The filling will comprise several discrete filling efforts where a particular section will be prepared, fill delivered and compacted and revegetated. Each fill effort may take 2 weeks and involve 1000m<sup>3</sup> of material, be confined to a 50m x 20m area at 2 month intervals.

### 3.4 Fill requirement for urban development

Australian Standard AS 3798-2007 covers the requirement for the planning, design and placement of earthworks for residential developments.

- Strip topsoil and vegetation down to competent non organic material.
- No contaminated fill
- Keep records of the fill materials source and placement
- Material comply with EPA Tasmania Class 1 material
- Rocks greater than 600mm not to be placed where no services or foundations are proposed

## **3.5 Mitigation of impacts**

### **3.5.1 Traffic safety**

Access is an existing entrance off South Arm Highway. The truck movements predominantly will be left turn in and right turn out. Visibility is good in either direction. There is a 70km/hr speed limit. There is a central right turn lane but unloaded trucks existing would wait for a gap in the traffic.

The access is considered suitable.

### **3.5.2 Mud on road**

A 100m long gravelled access will be constructed into the site which will help to shed mud off wheels before the truck exists onto the highway.

The site is well grassed but areas being filled will be stripped. The underlying soils are sandy so should not be excessively sticky.

This gravelled access will be maintained and any mud build up scrapped off. Any mud ending up on the highway will be cleaned up. If mud is a problem operations will cease until drier.

### **3.5.1 Weeds**

Topsoil and vegetation will not be imported to the site but there is potential for weed seed entering the site from external contaminated sites. As the site is filled and the fill piles spread and compacted weed seed would likely be buried.

Existing topsoil and vegetation will be stripped and windrowed for an extended period while filling is undertaken. This will further assist to destroy weeds and weed seed.

Never the less the site will be monitored and weeds sprayed on twice a year basis.

### **3.5.1 Erosion and sediment control**

As the site will be in a disturbed state for an extended period with active earthworks zones there is the potential for sediment to be washed off the site. This will be mitigated by:

- The flat site meaning low velocities and increased soakage
- Filling in discrete sections at a time leaving the rest of the site stabilised
- Re topsoiling and vegetating completed filled areas
- Keeping stockpiles clear of flow paths
- Maintaining a 5m wide grass filter strip around the perimeter
- Placing sediment fence across flow paths and on edges of fill batters
- Monitoring the sediment control and adjusting if necessary\

### **3.5.1 Dust**

The site is exposed to relentless winds off Ralphs Bay and has potential to generate dust in summer. This will be minimised by:

- Filling in discrete sections at a time leaving the rest of the site stabilised
- Stockpiles will be low – 2m high
- Re topsoiling and vegetating completed filled areas
- Ceasing truck movements if windy and dust is being generated.
- Wetting down with water cart if still a problem.

### **3.5.1 Blocking drainage paths**

No drainage paths will be blocked.

- The main drain has a planning overlay and no works will take place within this zone
- A drain from the existing commercial area on #476 will be kept open and a culvert used where it is crossed
- It is not proposed to fill the rear of #476. A large part has already been filled and is around RL 3.0m AHD. There is a low-lying area remaining east of the Taswater pump station access and adjacent to the retirement village development. It is not proposed to fill this stage as it could potentially negatively impact this property.

### **3.5.2 Loss of flood storage**

Filling of a flood plain has the potential to reduce flood detention which increases flow and flood levels elsewhere.

The site is outside the inundation zone which at the low lying basin north of the canal (refer figure 8). It is believed filling #476 and #488 will not adversely affect storage.

For this proposal Flussig Engineers who at Hydrological experts for commissioned to assess the hydrological impacts of this development.

They compared the predevelopment and post development flood and concluded that there was no increase in flood extent and negligible increases in flow and velocity. The filled area is above the 100 year flood and storm surge scenario.

### **3.5.1 Coastal vulnerability**

There is the potential for coastal erosion and inundation from rise in sea levels. Ralphs Bay foreshore is not predicted to be as vulnerable as Roches Beach but there is still potential for erosion if the highway is not protected. Inundation comprises storm surge (RL 1.4m) plus sea level rise (0.8m) + wave runup.

Filling the site will protect against sea overtopping the highway and flooding the low lying land behind. It also reduces erosion potential.

The area within the coastal erosion overlay is already at sufficient elevation to protect it from inundation and this proposal does not include works within the coastal erosion hazard zone.



### 3.5.1 Visual impact

The area is low lying and the landscape cluttered with structures, trees and rank vegetation.

The site is barely visible from neighboring properties. Refer photos below:



View from north



View from south



View from East

### **3.5.2 CEMP, Monitoring and Compliance**

This Construction Environment Management Plan will be the overarching document for the site.

Each contractor engaged in the filling will have a designated person responsible for environment (often safety and environment). This person will report to the Superintendent for the project at the regular contract meeting.

The Superintendent will monitor Environmental controls and incidents on an ongoing basis. This will include a number of hold points:

- Environment Controls in place prior to commencement of any new phase of construction.
- Environmental controls at practical completion
- Environmental controls at end of maintenance period.

The Superintendent will audit the contractors environmental documentation on a quarterly basis or as required.

The superintendent may issue Non-conformance notices(NCR) (minor or major) under the contract. The contractor will be required to respond to the NCR with incident report that will include corrective actions and 'Root causes' to enable learnings from incidents.



## 4. PLANNING SCHEME REQUIREMENTS

### 4.1 Summary of relevant planning scheme zone and code provisions

The proposed filling will require the submission of planning permit applications to the Clarence City Council. Potential planning considerations as well as further information requested by Council are summarised In Table 2.

**Table 2 Summary of potential planning considerations under the Clarence interim Planning scheme 2015 (the Scheme) as well as further information requested by Council.**

<u>Planning scheme section</u>	<u>Applicability and response</u>
<p><b>Part D13.0 Rural Living Zone</b></p> <p><u>Clause 13.4.3 - Development Standards for Buildings and Works - Design</u></p> <p><u>Acceptable solution A4 states:</u> Fill and excavation must comply with all of the following:</p> <ul style="list-style-type: none"> <li>(a) height of fill and depth of excavation is no more than 1 m from <u>natural ground level</u>, except where required for <u>building</u> foundations;</li> <li>(b) extent is limited to the area required for the construction of buildings and <u>vehicular access</u>.</li> </ul> <p><u>Performance Criteria P4 states:</u> Fill and excavation must satisfy all of the following:</p> <ul style="list-style-type: none"> <li>(a) does not detract from the landscape character of the area;</li> <li>(b) does not unreasonably impact upon the privacy for adjoining properties;</li> <li>(c) does not affect land stability on the lot or adjoining land.</li> </ul>	<p>Council has requested additional information with respect to Clause 13.4.3 Acceptable Solution A4.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>The height of fill will be up to 1.3m and as such the proposal must demonstrate how the development will address Performance Criteria P4 of Clause 13.4.3 (see below).</p> </div> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>The following documentation demonstrates how the development will address Performance Criteria P4 of Clause 13.4.3.</p> <ul style="list-style-type: none"> <li>The fill will not detract from the landscape character of the area. It will be flat and at a similar level so South Arm Road. From the neighbouring property to the south (a church) there will be a low bank visible. This will be trimmed and grassed. From the other surrounding properties the fill will not be obvious and look like a natural landform.</li> </ul> </div>

	<ul style="list-style-type: none"> <li>The only adjoining property from where the fill may be noticeable is the property to the south and it is a church with a large setback and privacy is not impacted.</li> <li>The area is flat and land stability is not an issue.</li> </ul>
<b>Part D20.0 Local Business Zone</b> Specifically, 20.5 Development standards for subdivisions.	The filling is not in conflict with any provisions
<b>Part - E11.0 - Waterway and Coastal Protection Code</b> <u>Clause E11.7.1 - Development Standards – Buildings and Works</u> <u>Acceptable solution A1 states:</u> Building and works within a Waterway and Coastal Protection Area must be within a building area on a plan of subdivision approved under this planning scheme.  <u>Acceptable solution A4 states:</u> Development must involve no new stormwater point discharge into a watercourse, wetland or lake.	Council has requested additional information with respect to Clause E11.7.1 Acceptable Solutions A1 and A4. <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> The proposed filling area (refer to Appendix 1) has been modified such that the fill area no longer encroaches on the Coastal Protection Area. Given that the filling area does not overlap with the Waterway and Coastal Protection Area, acceptable Solution A1 is met. </div> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> The proposed development will not involve any new stormwater point discharges into a watercourse, wetland or lake and as such Acceptable Solution A4 is met. </div>
<b>Clause E15.0 - Inundation Prone Areas Code</b> <u>Clause E15.5.1 - Application Requirements</u> In addition to any other <u>application</u> requirements, the <u>planning authority</u> must require the applicant for a <u>development</u> involving <u>landfill</u> and /or <u>subdivision</u> of <u>land</u> within the Medium or High Hazard Areas to provide an assessment by a <u>suitably qualified person</u> , accompanied by any necessary engineering detail, outlining the following: <ol style="list-style-type: none"> <li>existing overland flow paths associated with rainfall events and coastal processes affecting the subject <u>land</u>;</li> <li>how existing flow paths enter onto the subject <u>land</u> from <u>adjoining land</u> and how the flow paths exit onto <u>adjoining land</u>;</li> </ol>	Council has requested additional information with respect to Clause E15.5.1, 15.5.2, 15.7.5 A1 and A2. <div style="border: 1px solid black; padding: 5px;"> <p>Additional information with respect to Clause E15.5.1 follows:</p> <p>The whole site is covered by a coastal inundation overlay. There is no identified Riverine inundation nearby but some further north in Lauderdale.</p> <p>The inundation Prone areas code covers both Coastal Inundation and Riverine inundation while most of the criteria are more applicable to Riverine inundation and not really applicable to Coastal inundation. Coastal inundation involves overtopping of the foreshore so filling to create a barrier to overtopping is clearly a benefit.</p> <p>I refer to the Flood Study by specialists Flussig attached.</p> <ol style="list-style-type: none"> <li>There is provision for drainage of the site to the existing drainage system.</li> <li>Existing flow paths from neighbouring properties are maintained.</li> </ol> </div>



<p>(c) how any modifications to flow paths proposed on the <u>land</u> impact on the flow paths relied on by nearby and <u>adjoining land</u>;</p> <p>how any proposed infrastructure and techniques will ensure the net discharge of stormwater does not exceed pre-<u>development</u> levels and</p> <p>(d) water quality characteristics of receiving waters are maintained or improved;</p> <p>how the proposal is consistent with any adopted stormwater and/or mitigation strategy. In the absence of such a strategy, demonstration</p> <p>(e) that <u>Council</u>'s stormwater system has the capacity and the proposal will not adversely impact any other properties in terms of increased water levels, flow or diverted overland flow; and</p> <p>a <u>site</u> survey from a qualified <u>land</u> surveyor identifying the location of the Coastal <u>Inundation</u> High, Medium and Low Hazard Areas pursuant to the</p> <p>(f) <u>AHD</u> levels provided in Table E15.1, if the proposed <u>development site</u> is within the <u>Coastal Inundation Hazard Investigation Area</u> overlay shown on the planning scheme maps.</p> <p><b><u>Clause E15.5.2 - Application Requirements</u></b></p> <p>In addition to any other <u>application</u> requirements, the <u>planning authority</u> may require the applicant to provide any of the following information if considered necessary to determine compliance with performance criteria:</p> <p>(a) an <u>inundation risk management plan</u>,</p> <p>(b) a <u>site</u> analysis plan identifying any natural or constructed features that influence overland flow paths prior to and after <u>inundation</u> events,</p> <p>(c) a <u>coastal works management plan</u>,</p>	<p>(c) There are no modifications to existing flow paths</p> <p>(d) The filling may reduce permeability if clay fill is used and the site is graded and smoothed. This will be countered by the ground level being above the ground water level and hence having more storage. In all likelihood the flatness of the site will mean ponding and very little runoff.</p> <p>(e) The filling will affect Council's stormwater system. It is consistent with the general strategy to fill the area to elevate properties so they can fall to the existing open drain. The filling does not affect the strategy to maintain the detention basin north of the Canal.</p> <p>(f) The filling is based on contours +/-200mm which is sufficient given the thick turf. The filling will result in the site being elevated above the Coastal inundation level.</p> <p>Additional information with respect to Clause E15.5.2 follows:</p> <p>(a) The filling will raise the land above the inundation level. There is no use identified for the site yet so an Inundation risk plan at this stage is not applicable.</p> <p>(b) Not applicable as existing flow paths are being maintained.</p>
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<p>evidence that proposed <u>building</u> or <u>works</u> will be designed and constructed to resist hydrostatic and hydrodynamic forces as a result of</p> <p>(d) <u>inundation</u> by riverine, <u>watercourse</u> or inland flooding, or a storm surge event,</p> <p>a <u>site</u> survey from a qualified <u>land</u> surveyor identifying the location of the Coastal <u>Inundation</u> High, Medium or Low Hazard Area, as</p> <p>(e) relevant, pursuant to the <u>AHD</u> levels provided in Table E15.1, if uncertainty exists as to the relative location of the <u>development site</u>,</p> <p>(f) any of the information listed in E15.5.1, above.</p> <p><u>Clause E15.7.5 – Development Standards for Buildings and Works - Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas</u></p> <p>Acceptable Solution A1 states: For landfill, or solid walls greater than 5 m in length and 0.5 m in height, there is no acceptable solution.</p> <p><u>Performance Criteria P1 states:</u> Landfill, or solid walls greater than 5 m in length and 0.5 m in height, must satisfy all of the following:</p> <p>(a) no adverse affect on flood flow over other property through displacement of overland flows;</p> <p>(b) the rate of stormwater discharge from the property must not increase;</p> <p>(c) stormwater quality must not be reduced from pre-development levels.</p> <p><u>Acceptable Solution A2 states:</u> No acceptable solution.</p> <p><u>Performance Criteria P2 states:</u> Mitigation measures, if required, must satisfy all of the following:</p>	<p>(c) Not applicable as no coastal works are being undertaken.</p> <p>(d) Not applicable as there are no buildings proposed.</p> <p>(e) As above in (d).</p> <p>(f) As per information provided for Clause E15.5.1.</p> <p>The following documentation demonstrates how the development will address Performance Criteria P1 of Clause 15.7.5</p> <p>(a) The fill does not obstruct any flow path from other property as the area falls generally in a eastern direction towards the main drain</p> <p>(b) The existing site discharge is influenced by the flat topography, the permeability of the soil (sandy silt) and the depth of the ground water. Lauderdale experiences flooding when there has been a period of wet weather and the ground water on the low lying area rises to the surface effectively meaning 100% runoff. The proposed fill may have less permeability and more grade but will be well above ground water level so has more storage and less runoff in a critical storm.</p> <p>(c) The fill has the potential to generate sediment but this will be fully mitigated by soil and water management including revegetation, grassed buffer and sediment fences.</p>
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<p>(a) be sufficient to ensure habitable rooms will be protected from flooding and will be able to adapt as sea levels rise;</p> <p>(b) not have a significant effect on flood flow.</p>	<div data-bbox="1070 391 2116 603" style="border: 1px solid black; padding: 10px;"> <p>The following documentation demonstrates how the development will address Performance Criteria P2 of Clause 15.7.5</p> <ul style="list-style-type: none"> <li>(a) The whole purpose for the filling is to protect against river and tidal flooding.</li> <li>(b) The filling is outside the flood flow width</li> </ul> </div>
<p><b><u>Clause E16.0 Coastal Erosion Hazard Code</u></b></p>	<p>This overlay applies to a 35m wide zone from the MSL on the foreshore. No filling will be undertaken in this zone so it does not apply.</p>
<p><b><u>Clause F2.0 Lauderdale Neighbourhood Centre Specific Area Plan</u></b></p>	<p>The front half of both sites is zoned General Business and covered by the Lauderdale Specific Area Plan. It is proposed to fill within this Area Plan on #488.</p> <p>Because the works are ground works rather than any development as such there are no aspects of the filling that conflict with the Specific Area Plan and the filling does not prevent any future development from being in accordance with the Specific Area Plan.</p>

## 5. Summary and Conclusions

Filling of the property at #476 and #488 to above inundation level will enable the land to be developed.

The filling does not adversely affect the inundation of any other properties.

Potential environmental impacts can be mitigated.

The proposed filling is in accordance with the recommendations of the Feasibility Study for Clarence City Council Lauderdale Urban Expansion, JMG 2016.

### Engineering certification

I am an Engineer with suitable experience in earthworks and fluvial and coastal flooding. We have engaged Flussig who are specialists in flood modelling.

I have taken all reasonable steps to ensure that the information provide in this report is accurate and reflects the conditions on and around the site on the date of the assessment.



Hein Poortenaar

12 July 2023



## 6. References

Clarence City Council. Interim Planning Scheme, 2015.

Lauderdale Structure Plan, Clarence City Council, 2011

Lauderdale Urban Expansion Feasibility study for CCC, JMG October 2016

Tasmanian Coastal Adaption – Lauderdale Jul12, © SGS

Department of Primary Industries, Parks, Water and the Environment (DPIPWE), The LIST, available at [www.thelist.tas.gov](http://www.thelist.tas.gov).

Grose MR, Barnes-Keoghan I, Corney SP, White CJ, Holz GK, Bennett JB, Gaynor SM and Bindoff NL, (2010). Climate Futures for Tasmania: general climate impacts technical report, Antarctic Climate & Ecosystems Cooperative Research Centre, Hobart, Tasmania.

White CJ, Grose MR, Corney SP, Bennett JC, Holz GK, Sanabria LA, McInnes KL, Cechet RP, Gaynor SM & Bindoff NL 2010, Climate Futures for Tasmania: extreme events technical report, Antarctic Climate and Ecosystems Cooperative Research Centre, Hobart, Tasmania.

## 7. List of Appendices and Attachments

APPENDIX 1	Drawings



Moller Group Pty Ltd.  
Level 4/ 116 Bathurst St  
HOBART TAS 7000

## PROFESSIONAL EXPERIENCE

My name is Max W. Moller, a register professional civil / hydraulic engineer, with over 20 years year of experience in the field. I am also the managing director of Flüssig Engineers, an engineering consultancy which has provided over 60 flood inundation reports to the municipality of Clarence City Council, including modelling and design.

**Response to Clarence City Council RFI: PDPLANPMTD-2021/018475 - Planning Permit Discretionary - 476 South Arm Road & 488 South Arm Road, Lauderdale**

Sadly, after reading the Clarence City Council's RFI (attached to this document), we have seen for the first-time evidence of a nonsensical request from this Council authority.

Based on the details and responses from an experienced engineer below, we request that Council take the RFI into consideration and advise them to write any future correspondence to a private company on behalf of the Council in a kind and helpful manner.

### RFI:

CCC• It appears that the catchment area misses a large part of the catchment to the north which is apparent when looking at Council flood mapping. We would require review of the catchment for the calculation of the flow for the 1% AEP.

FE- Incorrect, the contributing catchment indicated in the report is accurate; however, the council chooses to omit the fact that the adject catchment missed the site by nearly 350 metres, heading instead towards the open channel confluence at the back boundary of N12 North Terrace.

Nevertheless, as the flood scenarios are generated in a "rain on grid" mesh from the top of the Meehan Range, south to Richardsons Hill, and past the Ralph Bay Canal, the inflow from the nearby catchment has been taken into account in the model.

CCC• The report note the model has been created from the LIDAR 2019 ( Geoscience Australia) but doesn't allow for major fill which has occurred since the 2019– in particularly at 506 South Arm Road and along Mannata Street. We don't believe it's possible to say there isn't an impact on 490 South Arm Road without the current level of fill being included in the model. We suggest including those filled area into the model.

FE- The data used in the model are correctly and explicitly noted in the report. Except for the built-up homes that are visible in a satellite image, we regrettably do not have every single region where there has been a change in terrain.

A flood inundation report created by a qualified engineer and approved by council should have been included in the land fill application if council indicates that a significant fill occurred at No. 506 South Arm Road in 2019 as part of the land fill application.

In order to better comprehend the overall amount of fill used and to be included in a future revised plan, I think the developer of N488 South Arm Road should ask Clarence City Council for this document under the Right of Information Act 2005.

CCC • Initial and continuing losses have been taken from the ARR Data Hub – but from our experience they are too high for CCC conditions. The consultant should have consulted with Council prior, and we would recommend 20mm initial and 2mm/hr continuing for the Lauderdale area.

FE- In any of our flood inundation reports, a Tasmanian council has never before disregarded the ARR Data Hub. We don't think the council has access to more accurate data than the ARR Data Hub; if so, where is the supporting documentation for their 20 mm IL and 2 mm CL assurance? And where on the council's website can we get the information so that we may access it?

CCC • Calibration/validation – the comment that no past flood analysis has been undertaken is wrong. Council has commissioned several studies in the past, including the Roches Beach to Otago SSMP from which flood mapping for the area is derived. A comparison against our flood mapping would be a good start.

FE- Our report clearly states that ***"This catchment has no stream gauge to calibrate the model against a real-world storm event. Similarly, there is little historical information available, and no past flood analysis undertaken to validate against the flows obtained in the model"***. No studies have been found related to the specific catchment, as Council noted, if there is one for the Roches Beach to Otago, we don't think that has our specific catchment parameters included.

A comparison between Council's maps and our flood map shown some small difference, could attributed to different factors, but the most essential is the utilisation of the Lidar 2019 DEM data in our model.

CCC 1% AEP Flood Map





## FE 1% AEP Flood Map



CCC • Storm surge – Equating a 2050 1% AEP level to 2100 5% AEP level is not backed up by evidence/assessment.

FE- That remark from Council is inaccurate, the **“AUSTRALIAN RAINFALL AND RUNOFF REVISION PROJECT 18: COINCIDENCE OF FLUVIAL FLOODING EVENTS AND COASTAL WATER LEVELS IN ESTUARINE AREA”** in page 15 clearly demonstrate a case where:

*“In the context of flood risk analysis along the Australian coastline, Haigh et al. (2013) conducted modelling to provide estimates of storm tide levels, and Hunter (2011) demonstrate the benefits of statistical models that can incorporate mean sea level into estimates of extremes, but these methods do not consider estuarine regions that are also affected by rainfall. There is currently limited information for estimating floods that account for the dependence between extreme rainfall and extreme storm surge, although the importance of accounting for such dependence has often been recognised. For example, the NSW Department of Environment, Climate Change and Water released guidelines on incorporating ocean boundary conditions into flood modelling (NSW DECCW, 2009). This guideline recommends using an ‘envelope’ approach to combine different upper and lower boundary conditions in terms of marginal annual exceedance probability (AEP) values. For example, the 1% AEP flood level is estimated by assuming 1% AEP rainfall over the catchment combined with 5% AEP tide level in the lower reach of the catchment.”*

CCC • Survey – the report states the resolution of the DEM, however, it doesn’t mention the mesh element size that they’ve used in their model. The mesh resolution looks significantly more coarse than the DEM and some detail would be required.

FE- That statement from Council is untrue; neither does it make any sense from an engineering standpoint. Where in the report is the "coarse" mesh to be found?

CCC • The proposed 1:2 batters with the neighbouring property is not acceptable. Acceptable fill batter is minimum of 1:3 or higher.

FE- Not applicable to our flood report

CCC • The flood report also indicates the access to the site would not be safe during emergency with Hazard rating of H4-unsafe for vehicle and people but concludes that future use would be safe if the recommendation is adopted. These statements are contradictory hence cannot be supported given that no mitigation measure is proposed. With access and surrounding road level not changing, it is also hard to agree on the conclusion of the report.

FE- Incorrect, the 2 recommendations listed below:

*2. Fill should be compacted and/or designed to withstand erosion from flood inundation conditions as outlined in this report.*

*3. Any future structures, located in the inundation area, are to be designed to resist flood forces including debris.*

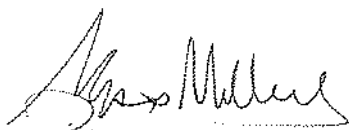
The assertion is not contradicted by the aforementioned advice, which makes a case for increased safety within the development.

CCC • While the report has provided detail around the methodology and process for riverine flooding, the information is insufficient to demonstrate the coastal inundation process, its effect and impact as required under E15.5.1 & E15.5.2 therefore an inundation report will be required for addressing the above.

FE- In regard to the E15.7.5 Riverine, Coastal Investigation Area, Low, Medium, and High Inundation Hazard Areas, this is not relevant to the scope of our flood report. The council is asking for a different report.

Should you need any further information, please do not hesitate to contact me

Regards,



BEng, FIEAust, EngExec, CPEng, NER, APEC Engineer, IntPE(Aus)  
**Managing Director – Principal Civil / Hydraulic Engineer**





## Clarence City Council

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Memory Hatendi  
PDPLANPMTD-2021/018475

15 June 2023

Mr Harry Lambrakis  
Email: [nicklambtrakis78@gmail.com](mailto:nicklambtrakis78@gmail.com)

Dear Mr H Lambrakis

### **PDPLANPMTD-2021/018475 - Planning Permit Discretionary - 476 South Arm Road & 488 South Arm Road, Lauderdale**

Thank you for your response to our further information request of 31 March 2023 for the above proposal.

Unfortunately, the submitted information does not fully satisfy our request. Specifically, the following information is noted as still outstanding by Council Engineers :

- It appears that the catchment area misses a large part of the catchment to the north which is apparent when looking at Council flood mapping. We would require review of the catchment for the calculation of the flow for the 1% AEP.



Figure 1. Contributing Catchment, 476-488 South Arm Road, Lauderdale

- The report note the model has been created from the LIDAR 2019 ( Geoscience Australia) but doesn't allow for major fill which has occurred since the 2019– in particularly at 506 South Arm Road and along Mannata Street. We don't believe it's possible to say there isn't an impact on 490 South Arm Road without the current level of fill being included in the model. We suggest including those filled area into the model.
- Initial and continuing losses have been taken from the ARR Data Hub – but from our experience they are too high for CCC conditions. The consultant should have consulted with Council prior, and we would recommend 20mm initial and 2mm/hr continuing for the Lauderdale area.
- Calibration/validation – the comment that no past flood analysis has been undertaken is wrong. Council has commissioned several studies in the past, including the Roches Beach to Otago SSMP from which flood mapping for the area is derived. A comparison against our flood mapping would be a good start.
- Storm surge – Equating a 2050 1% AEP level to 2100 5% AEP level is not backed up by evidence/assessment.
- Survey – the report states the resolution of the DEM, however, it doesn't mention the mesh element size that they've used in their model. The mesh resolution looks significantly more coarse than the DEM and some detail would be required.
- The proposed 1:2 batters with the neighbouring property is not acceptable. Acceptable fill batter is minimum of 1:3 or higher.
- The flood report also indicates the access to the site would not be safe during emergency with Hazard rating of H4-unsafe for vehicle and people but concludes that future use would be safe if the recommendation is adopted. These statements are contradictory hence cannot be supported given that no mitigation measure is proposed. With access and surrounding road level not changing, it is also hard to agree on the conclusion of the report.
- While the report has provided detail around the methodology and process for riverine flooding, the information is insufficient to demonstrate the coastal inundation process, its effect and impact as required under E15.5.1 & E15.5.2 therefore an inundation report will be required for addressing the above.

Should you have any queries, please do not hesitate to contact Council Senior Development Engineer Gopal Neupane on 6217 9702.



This information is necessary to enable Council to adequately deal with the proposal and until it is received, the application is not considered to be complete. Accordingly, the statutory period within which Council has to deal with the proposal will be suspended until this information is received in writing.

Your early attention to the above matters would be appreciated to enable prompt consideration of the proposal. In order that your application is dealt with as quickly as possible, please ensure that all information is clearly marked for the attention of Memory Hatendi and emailed to [cityplanning@ccc.tas.gov.au](mailto:cityplanning@ccc.tas.gov.au).

Should you wish to discuss the matter, or require any additional information, please contact me on the above phone number.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Memory Hatendi', with a stylized flourish at the end.

Memory Hatendi  
**SENIOR PLANNER**



# 467-488 South Arm Road Lauderdale, Flood Hazard Report

Prepared For:  
**Lambrakis Development Pty Ltd**

**flüssig**  
ENGINEERS

Level 4, 116 Bathurst Street  
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## Document Information

<i>Title</i>	<i>Client</i>	<i>Document Number</i>	<i>Project Manager</i>
467-488 South Arm Road, Lauderdale, Flood Report	<b>Lambrakis Development Pty Ltd</b>	FS-HOB-2254	Mark Smith <i>Senior Water Resource Specialist</i>



Prepared by: .....

Mark D. Smith

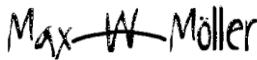
Date: 27<sup>th</sup> September 2021



Reviewed by: .....

John Holmes

Date: 27<sup>th</sup> September 2021



Authorised by: .....

Max W. Möller

Date: 27<sup>th</sup> September 2021

### Revision History

<b>Rev No.</b>	<b>Description</b>	<b>Prepared by</b>	<b>Reviewed by</b>	<b>Authorised by</b>	<b>Date</b>
00	467-488 South Arm Road, Lauderdale, Flood Report	Mark Smith	John Holmes	Max W. Möller	27/09/2021

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## 1. Introduction

Flüssig Engineers have been engaged by **Lambrakis Development Pty Ltd** to undertake a site-specific Flood Hazard Report for the development at number 467-488 South Arm Road, Lauderdale in the **Clarence City Council** municipality. The purpose of this report is to determine the flood characteristics on the existing and post-development hazard scenarios for the 1% AEP plus climate change, for the purpose of development.

### 1.1 Development

The proposed development is to include fill on 467 & 488 South Arm Road to raise the ground above riverine and costal inundation heights providing land free from inundation.

### 1.2 Objectives and Scope

This flood analysis has been written to meet the standards of the Clarence City Council Interim Planning Scheme 2015 (CIPS), with the intent of understanding the development's risk regarding flooding. The objectives of this study are:

- Provide an assessment of the site's flood characteristics under the combined 1% AEP plus climate change (CC) scenario.
- Provide comparison of flooding for post-development against acceptable solution and performance criteria.
- Provide flood mitigation recommendations for a potential future development, where appropriate.

### 1.3 Limitations

This study is limited to the objectives of the engagement by the clients, the availability and reliability of data, and including the following:

- The flood model is limited to a 1% AEP + CC worst case temporal design storm.
- All parameters have been derived from best practice manuals and available relevant studies (if applicable) in the area.
- All provided data by the client or government bodies for the purpose of this study is deemed fit for purpose and has not been checked for accuracy.
- The study is to determine the effects of the new development on flooding behaviour and should not be used as a full flood study outside the specified area without further assessment.

### 1.4 Relevant Planning Scheme Requirements

**Table 1. Planning Scheme Requirements**

Planning Scheme Code	Document Reference
E15.7.2 A1- To ensure that medium risk from coastal inundation is appropriately managed and takes into account the use of buildings.	Refer Section 2.5
E15.7.4 A1 - To ensure that risk from riverine, watercourse or inland flooding is appropriately managed and takes into account the use of the buildings.	Refer Section 2.4
E15.7.5 A1 - To ensure that landfill works do not unreasonably increase the risk from riverine, watercourse and inland flooding, and risk from coastal inundation.	Refer Section 2.4.1
E15.7.5 A2 - To ensure that mitigation works do not unreasonably increase the risk from riverine, watercourse and inland flooding, and risk from coastal inundation.	Refer Section 2.4.2



## 2. Model Build

### 2.1 Overview of Catchment

The contributing catchment for 467-488 South Arm Road, Lauderdale is approximately 87 ha and draining from the top of Lauderdale Rivulet. The land use of the catchment is predominantly rural living with some areas of general residential, with the specific site being listed as rural living/local business.

Figure 1 below outlines the approximate contributing catchment for the site at 467-488 South Arm Road.



Figure 1. Contributing Catchment, 467-488 South Arm Road, Lauderdale

### 2.2 Hydrology

The following Table 2 states the adopted hydrological parameters for the RAFTS catchment.

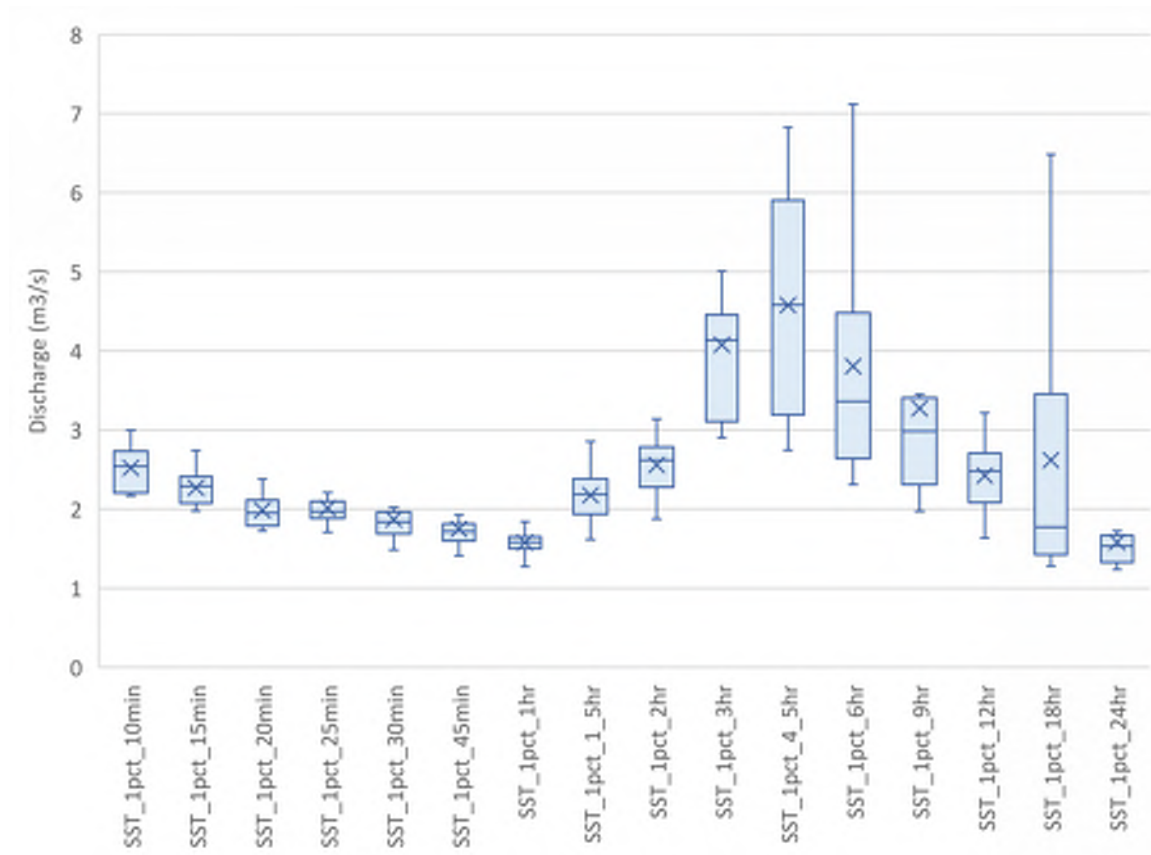
Table 2. Parameters for RAFTS catchment

Catchment Area (ha)	Initial Loss Perv/imp (mm)	Continuing Loss Perv/imp (mm/hr)	Manning's N pervious	Manning's N impervious	Non-linearity factor
87	30/1	3.1/0.0	0.045	0.02	-0.285

#### 2.2.1 Design Rainfall Events

CIPS 2015 requires modelling of flood events of 1% AEP (100yr ARI) for the life of the development. Therefore, the design events assessed in this analysis are limited to the 1% AEP + CC design events. Due to the size and grade of the catchment the peak rainfall time was restricted to between 30min – 48 hrs.

Figure 2 shows the box and whisker output of the model run. The model shows that the 1% AEP 4.5 hr storm temporal pattern 2 was the worst-case median storm. Therefore, this storm event was used within the hydraulic model.



**Figure 2. 1% Box and Whisker Plot**

## 2.2.2 Climate Change

As per ARR 2019 Guidelines, for an increase in rainfall due to climate change at 2100, it is recommended the use of RCP 8.5. Table 3 shows the ARR 8.5 increase.

**Table 3. Climate Change Increases**

Sub-Catchment	ARR 8.5 increase @ 2100
Lauderdale	16.3%

## 2.3 Hydraulics

A 2D hydraulic model was created to determine the flood level through the target area.

### 2.3.1 Calibration/Validation

This catchment has no stream gauge to calibrate the model against a real-world storm event. Similarly, there is little historical information available, and no past flood analysis undertaken to validate against the flows obtained in the model.



### 2.3.2 Storm Surge Probability

For this site, the risk of coastal inundation combined with riverine inundation is highly probable. A study undertaken by University of New South Wales Water and Research Laboratories (WRL) determined the storm surge levels for the 1% AEP at 2050 and 2100 which is shown in Table 4.

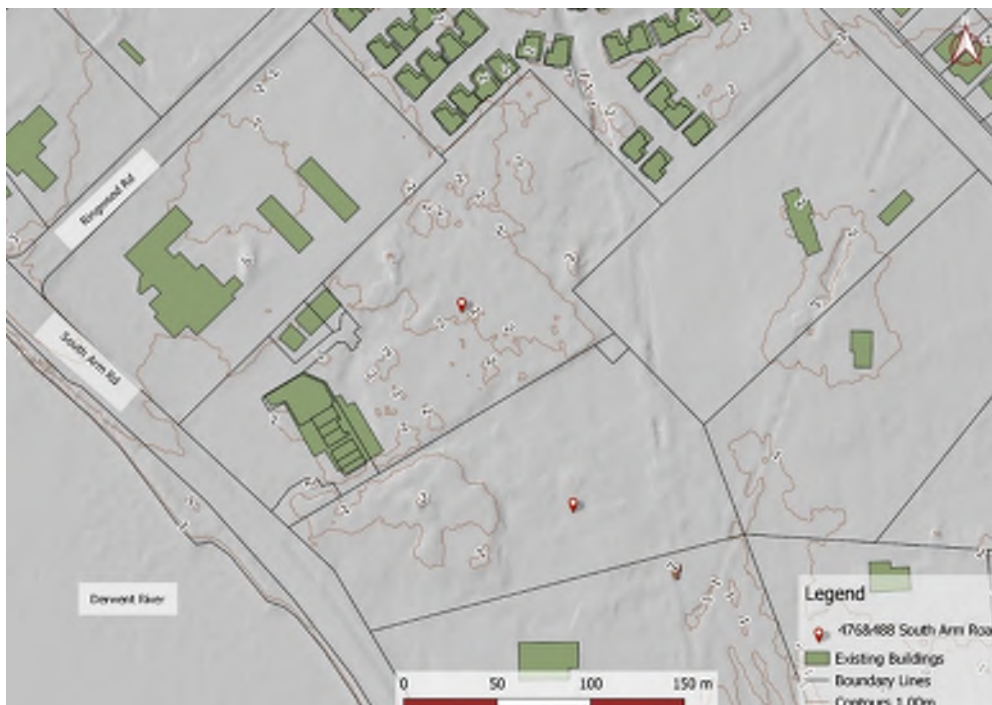
**Table 4. Adopted Tide and Storm Surge Level (mAHD)**

Scenario	2020 IPS Tide and Storm Surge Level (mAHD)	2050 IPS Tide and Storm Surge Level (mAHD)	2100 IPS Tide and Storm Surge Level (mAHD)
1% AEP	1.40	2.60	3.20

A scenario with a 1% AEP storm and a 2100 tidal event is deemed a statistically unlikely event and would result in a conservative model result. Joint probability would suggest a 2100 5% AEP storm surge would be a more likely scenario to occur simultaneously to a 1% AEP storm event. However, the WRL study including Ralphs Bay storm surge, was limited to 1% AEP events for varying climate change scenarios. Therefore, in lieu of this data it was deemed that a 2050 storm surge level most accurately represented the 5% AEP storm surge magnitude at 2100 and was subsequently combined with a 1% AEP rainfall event.

### 2.3.3 Survey

The 2D surface model was taken from a combination of LiDAR 2019 (Geoscience Australia) to create a 1m and cell size DEM. For the purposes of this report, 1m cells are enough to capture accurate flow paths. The DEM with hill shading can be seen below (Figure 3).



**Figure 3. 0.5m DEM (Hill shade) of Lot Area**

### 2.3.4 Roughness (Manning's n)

Roughness values for this model were derived from the ARR 2019 Guidelines. The Manning's values are listed in Table 5.

**Table 5. Manning's Coefficients (ARR 2019)**

Land Use	Roads	Open Channel	Rural	Residential	Parks	Buildings	Piped Infrastructure
<b>Manning's n</b>	0.018	0.035	0.04	0.045	0.05	0.3	0.013

### 2.3.5 Walls

No significant fences and retaining structures were present within the 2D model.

### 2.3.6 Buildings

Buildings were represented as mesh polygons with a high Manning's n value within the model. Buildings with unknown floor levels were set with a minimum 300mm above ground.

### 2.3.7 Fill

Proposed fill was raised out of the 2D Zone as per the proposed levels using mesh zones to represent the post fill development model.

## 2.4 Model Results

The result of 1% AEP + CC were run through the pre-development and post-development model scenarios (including storm surge and sea level rise scenarios) to compare the changes to flooding onsite and to surrounding properties. It can be seen from the pre-development model runs (Figure 4), that significant flooding occurs over the 476 & 488 South Arm Road.

The post-development runs (Figure 5), show the influence the proposed fill has on the creek and surrounding properties.

Figure 4 shows with combined riverine and storm surge flooding completely inundates 476 & 488 South Arm Road to a maximum depth of 1.2 m with a maximum ARR hazard rating of 4. With the inclusion of fill the surrounding inundation level (Figure 5) does not appear to be greatly affected, with a maximum depth of 1.25 m, leaving the entire fill area free from inundation. The impedance of the fill in this instance appears to be mostly localised to the area immediately around the fill.

It can be seen in Appendix A (coastal inundation map) that any future development is affected by maximum coastal flood inundation, and any future structures for the purpose of habitable buildings, would be subject to medium hazard coastal inundation code requirements.

Furthermore, Appendix A provides riverine flooding maps with highest astronomical tide at year 2100 (including climate change). These maps provide detail around the fills' effect on the riverine flow. It can be seen from the pre and post development 1% AEP+HAT Depth maps that the proposed 40m set back from the edge of the creek provides little interference with the overland flow.



# PRE DEVELOPMENT 1% AEP+ SS @2100 DEPTH

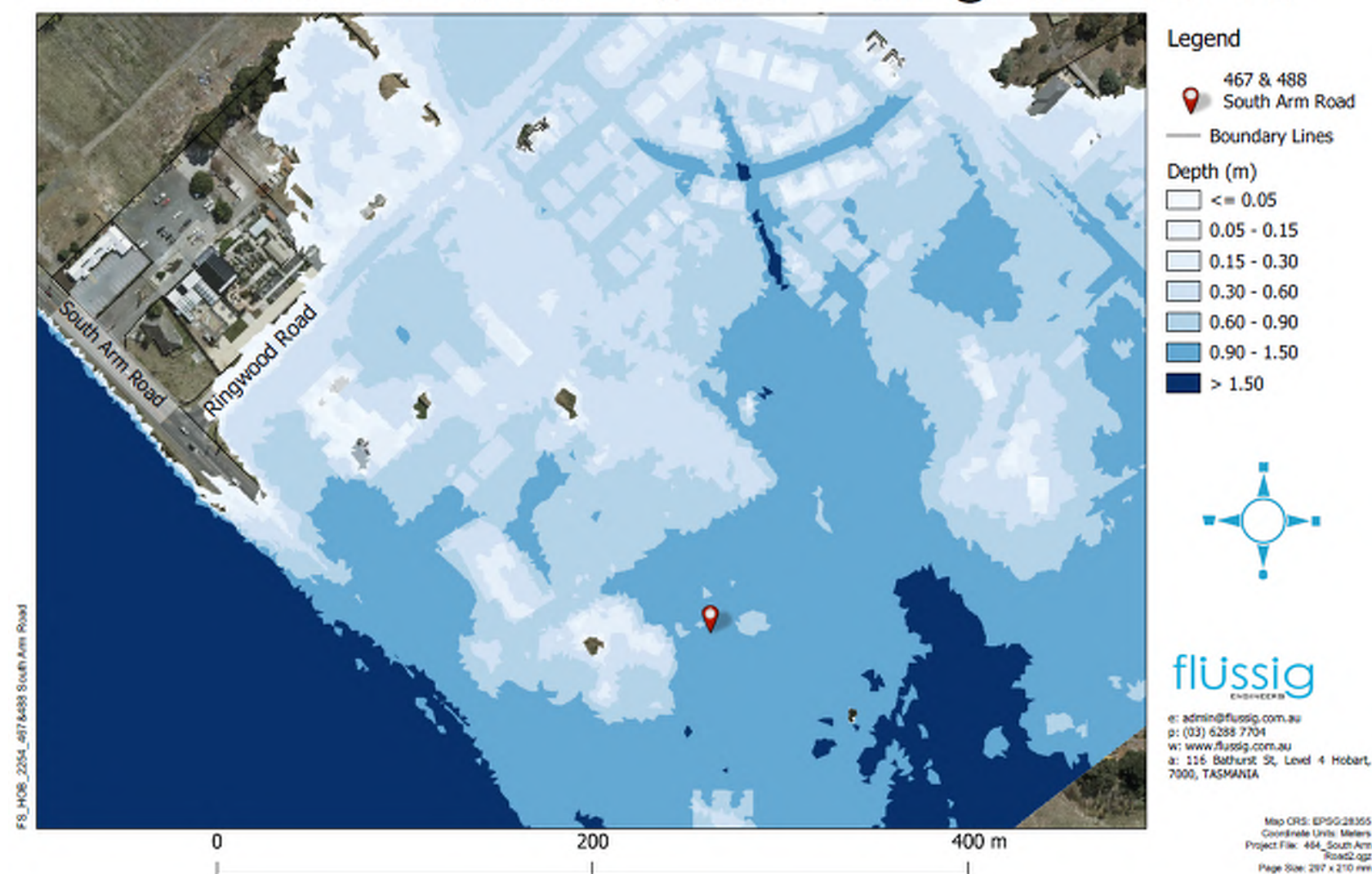


Figure 4. Pre-Development 1%AEP + CC including Storm Surge Depth

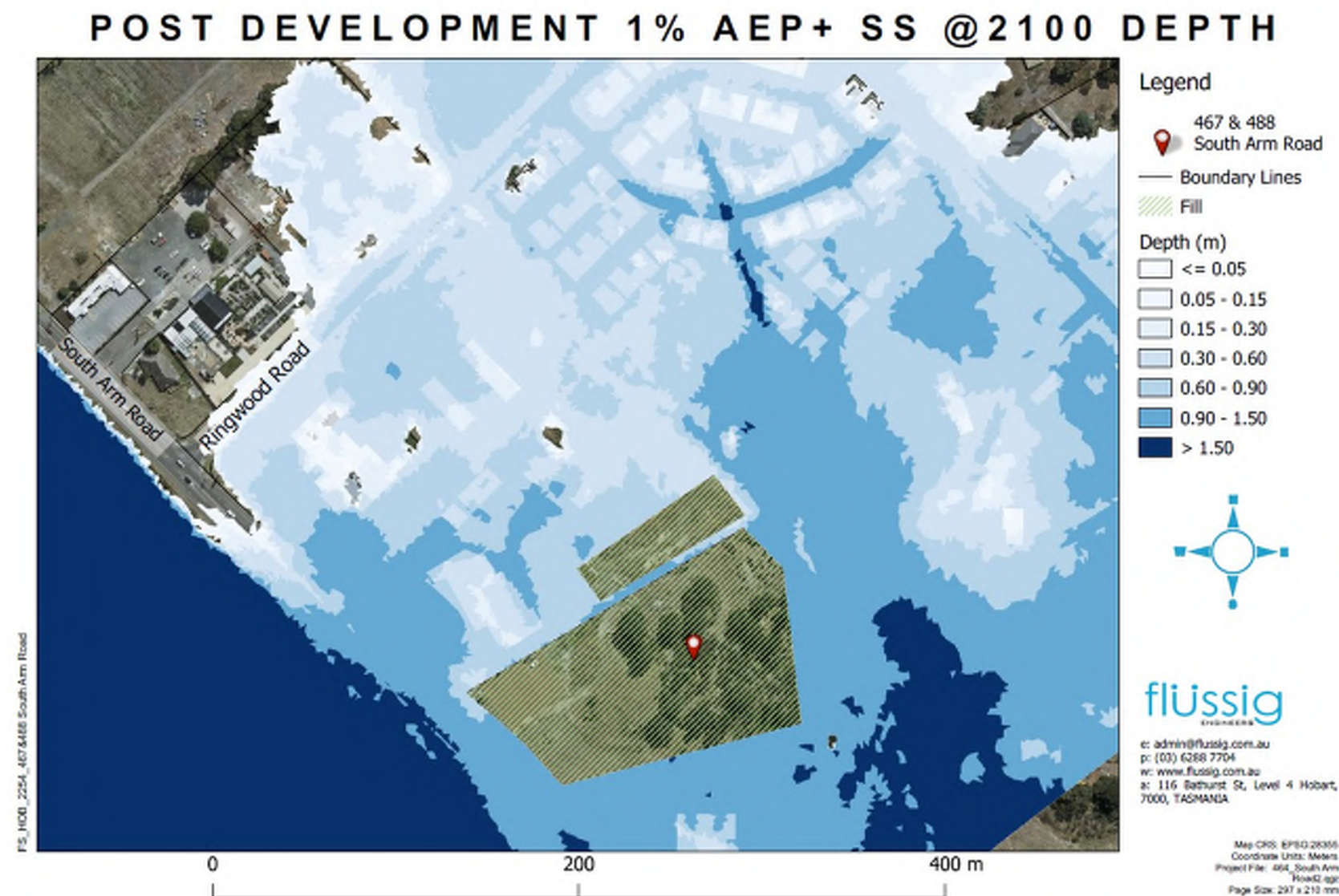


Figure 5. Post-Development 1% AEP + CC including Storm Surge Depth

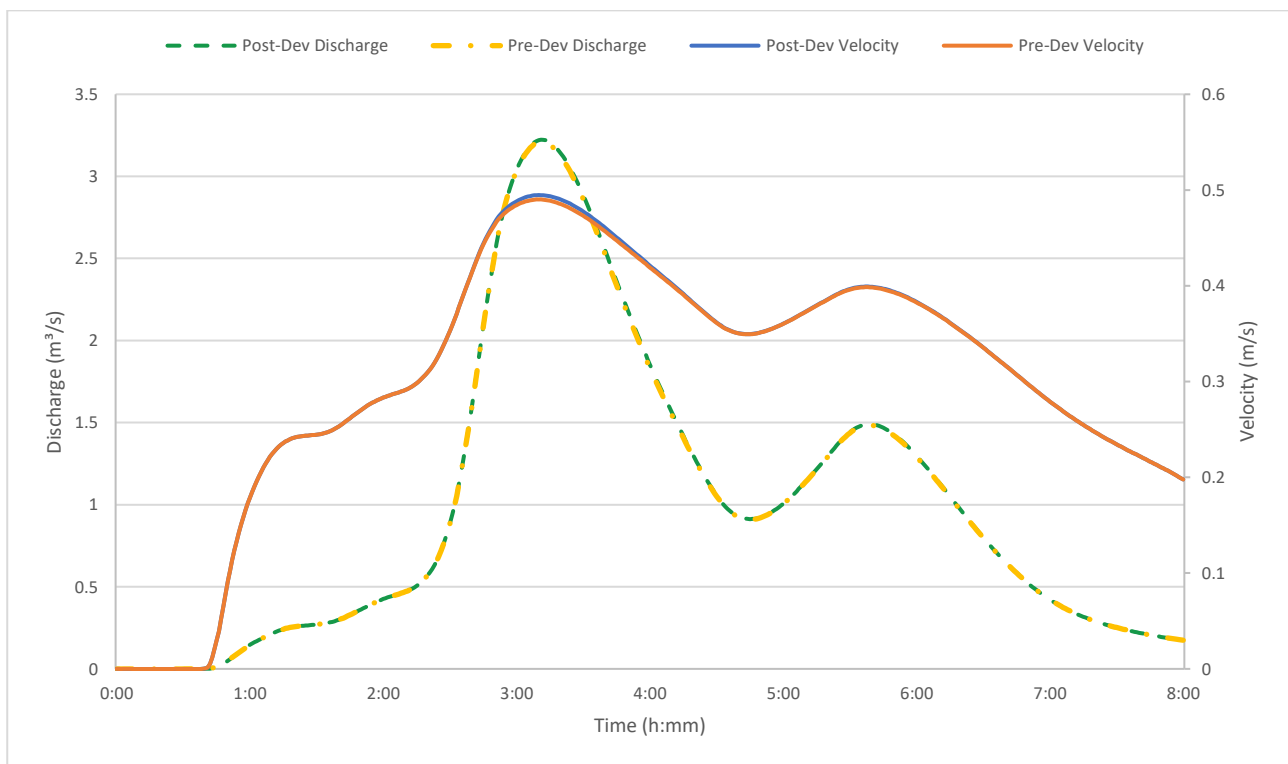


### 2.4.1 Displacement of Overland Flow on Third Party Property

Figure 5 shows post-development flows that, when compared against pre-development, shows a minor increase in flood depths within the lot boundaries predominately on the top side of the fill. It is further evident that there is a slight increase flood depth for the existing upstream property (market) of less than 50mm. It is therefore deemed that the post development model does not adversely affect flood flow through surrounding properties with a minimum property flow displacement.

### 2.4.2 Development Effects on Flooding

Figure 6 below shows the discharge hydrograph for the overland flow from development area. This hydrograph only considered the effect on riverine flow irrespective storm surge. The graph was captured in the model for both pre- and post-development runs and combined in graph format to demonstrate the change in net discharge. It demonstrates a negligible increase in flow hydrograph from the pre-development 3.21m<sup>3</sup>/s to the post-development of 3.22 m<sup>3</sup>/s, as well as an increase in velocity from 0.49 m/s to 0.5 m/s. The minor increase in flow and velocity has a negligible effect on the flood depth and extent of the pre and post model runs and does not increase the risk rating on surrounding properties or infrastructure.



**Figure 6. Pre and Post Development Net Discharge 1% AEP +CC**

### 2.4.3 Medium Hazard Costal Inundation

Coincidental flood and storm surge modelling of the South Arm Road property provides the most conservative levels and was adopted for this report. The land is subject to coastal inundation hazards irrespective to riverine flooding.

Therefore, under E15.7.2 Medium Costal Inundation Hazard any future building must have a floor level greater than 3.5 mAHD, as per table E15.1 (CIPS 2015), as well as not impacting on surrounding properties.

### 2.4.4 Medium Costal Inundation Dwelling Access

Under E15.7.2 access to the site must be substantially maintained under future sea level rise. Access to the site from South Arm Road sits at approximately at 1.6 - 2.0 mAHD. With the 2100 highest astronomical tide of 0.8m above 2010 highest astronomical tide gives a level of approximately 1.5 mAHD. with the road height above 1.5mAHD, there remains a reasonable degree of access on and off the property (appendix A). It is therefore deemed that the post development model maintains reasonable access in the event of future sea level rise conditions.

## 3. Flood Hazard

The location of the fill is subject to be inundated to <1200mm flood depth and <0.5m/s velocity (Appendix A) predevelopment. This places the hazard rating as adopted by Australian Flood Resilience and Design Handbook as a maximum H4 – Unsafe for people, vehicles and some buildings as shown in Appendix A – Hazard maps. The inclusion of the fill raises the area out of the flood and is therefore not subject to flood hazard inundation. A summary of the hazard ratings is shown in Figure 7.

Therefore, in the event of flooding, access to the site would likely be at unsafe levels for emergency evacuation. However, future use of the area would be safe within the lot boundaries assuming recommendations of this report are applied within the design.

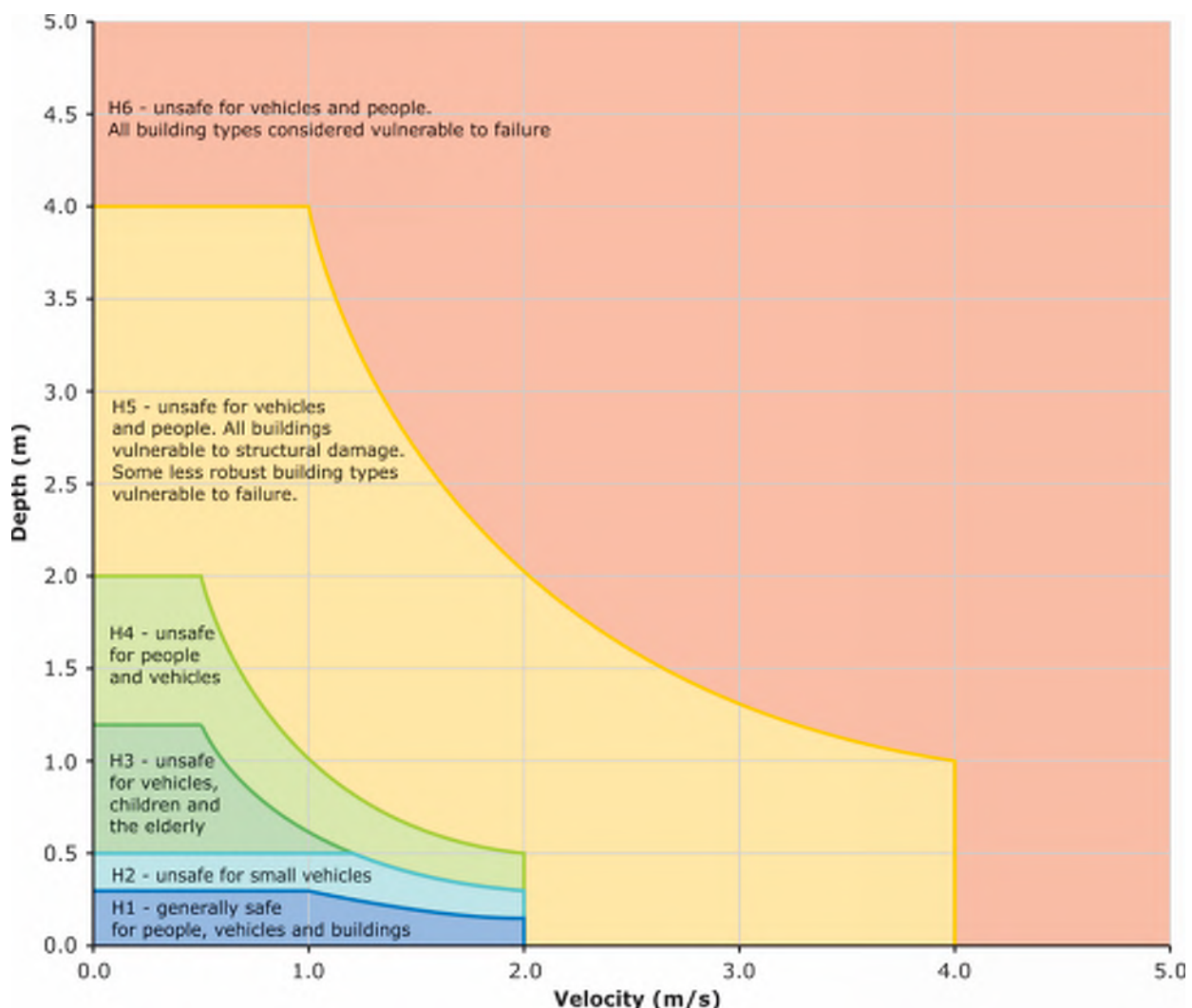


Figure 7. Hazard Categories Australian Disaster and Resilience Handbook



**Table 6. Interim planning scheme summary**

<b>E.15.7.5 Inundation Code</b>			
<b>Objective:</b> To ensure that landfill and mitigation works do not unreasonably increase the risk from riverine, watercourse and inland flooding, and risk from coastal inundation			
<b>Performance Solution P1</b>		<b>Response from Flood Report P1</b>	
No acceptable solution		Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:	
(a)	no adverse affect on flood flow over other property through displacement of overland flows;	(a)	Minor displacement of <50mm in water depth on the property has negligible impact on surrounds
(b)	the rate of stormwater discharge from the property must not increase;	(b)	No increase in discharge caused by fill.
(c)	stormwater quality must not be reduced from pre-development levels.	(c)	No increase in pollutant loads on the waterways assuming fill follows recommendations of this report.
<b>E.15.5.1 (&amp; 2) Coastal Inundation High/Medium Hazard Areas</b>			
<b>Objective:</b> To ensure that landfill and mitigation works do not unreasonably increase the risk from riverine, watercourse and inland flooding, and risk from coastal inundation			
<b>Performance Solution P1</b>		<b>Response from Flood Report P1</b>	
No acceptable solution		A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia must satisfy all of the following:	
(a)	if an outbuilding, be a component of an existing dwelling;		Fill is not assessed under E15.7.1 or E15.7.2, however recommendations under this report suggest any future dwelling to be proposed on the fill may be able to meet future coastal inundation code following the requirements under this report.  <b>E15.7.1 N/A</b> <b>E15.7.2 N/A</b>
(b)	risk to users of the site, adjoining or nearby land is acceptable;		
(c)	risk to adjoining or nearby property or public infrastructure is acceptable;		
(d)	risk to buildings and other works arising from wave run-up is adequately mitigated through siting, structural or design methods;		
(e)	need for future remediation works is minimised;		
(f)	provision of any developer contribution required pursuant to policy adopted by Council for coastal protection works.		

## 4. Conclusion

The Flood Hazard Report for 467-488 South Arm Road, Lauderdale development site has reviewed the potential development flood scenario.

The following conclusions were derived in this report:

1. A comparison of the post-development peak flows for the 1% AEP and storm surge event at 2100 were undertaken E15.7.4 & E15.7.5 of the CIPS Inundation code and shows no increase in flood extent.
2. Peak discharge shows negligible increase between pre- and post-development, riverine and coastal hazard, flood scenarios at 0.01m<sup>3</sup>/s.
3. Velocity shows negligible increase between pre- and post-development, riverine and coastal hazard, flood scenarios at 0.01m<sup>3</sup>/s.
4. Hazard from flooding in the area remains at the majority category of H4 for both pre and post, riverine and coastal hazard, flood scenarios.
5. Future development on the fill will be required to meet minimum requirements for medium hazard coastal inundation code.
6. Access to and from the property remains free from inundation at highest astronomical tide including climate change increase (2100).

## 5. Recommendations

Flüssig Engineers therefore recommends the following engineering design be adopted for the fill and future use to ensure the works meets the Inundation Code:

1. Any future structure not free from inundation, is subject to section E15.7.4 of the planning scheme.
2. Fill should be compacted and/or designed to withstand erosion from flood inundation conditions as outlined in this report.
3. Any future structures, located in the inundation area, are to be designed to resist flood forces including debris.
4. Future use to be limited to areas deemed safe under the ARR Disaster manual categories.

Under the requirements of Flood Hazard Report, the proposed fill will meet current acceptable solutions and performance criteria under the Clarence Interim Planning Scheme 2015.



## 6. Limitations

Flüssig Engineers were engaged by **Lambrakis Developments Pty Ltd**, for the purpose of a site-specific Flood Hazard Report for 476-488 South Arm Road, Lauderdale as per E15.0 of the Clarence City Council Interim Planning Scheme 2015. This study is deemed suitable for purpose at the time of undertaking the study. If the conditions of the site should change, the report will need to be reviewed against all changes.

This report is to be used in full and may not be used in part to support any other objective other than what has been outlined within, unless specific written approval to do otherwise is granted by Flüssig Engineers.

Flüssig Engineers accepts no responsibility for the accuracy of third-party documents supplied for the purpose of this Flood Hazard Report.

## 7. References

1. Australian Disaster Resilience Guideline 7-3: Technical flood risk management guideline: Flood hazard, 2014, Australian Institute for Disaster Resilience CC BY-NC
2. Ball J, Babister M, Nathan R, Weeks W, Weinmann E, Retallick M, Testoni I, (Editors), 2019, Australian Rainfall and Runoff: A Guide to Flood Estimation, Commonwealth of Australia
3. Grose, M. R., Barnes-Keoghan, I., Corney, S. P., White, C. J., Holz, G. K., Bennett, J. & Bindoff, N. L. (2010). Climate Futures for Tasmania: General Climate Impacts Technical Report.
4. G P Smith, E K Davey & R J Cox (2014). Flood Hazard WRL Technical Report, Water Research Laboratory
5. T.A. Remenyi, N. Earl, P.T. Love, D.A. Rollins, R.M.B. Harris, 2020, Climate Change Information for Decision Making –Climate Futures Programme, Discipline of Geography & Spatial Sciences, University of Tasmania.

## Appendices

### Appendix A Flood Study Maps



# PRE DEVELOPMENT 1% AEP + HAT @2100 DEPTH



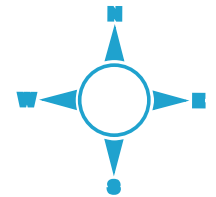
## Legend

467 & 488  
South Arm Road

— Boundary Lines

## Depth (m)

≤ 0.05
0.05 - 0.15
0.15 - 0.30
0.30 - 0.60
0.60 - 0.90
0.90 - 1.20
> 1.20



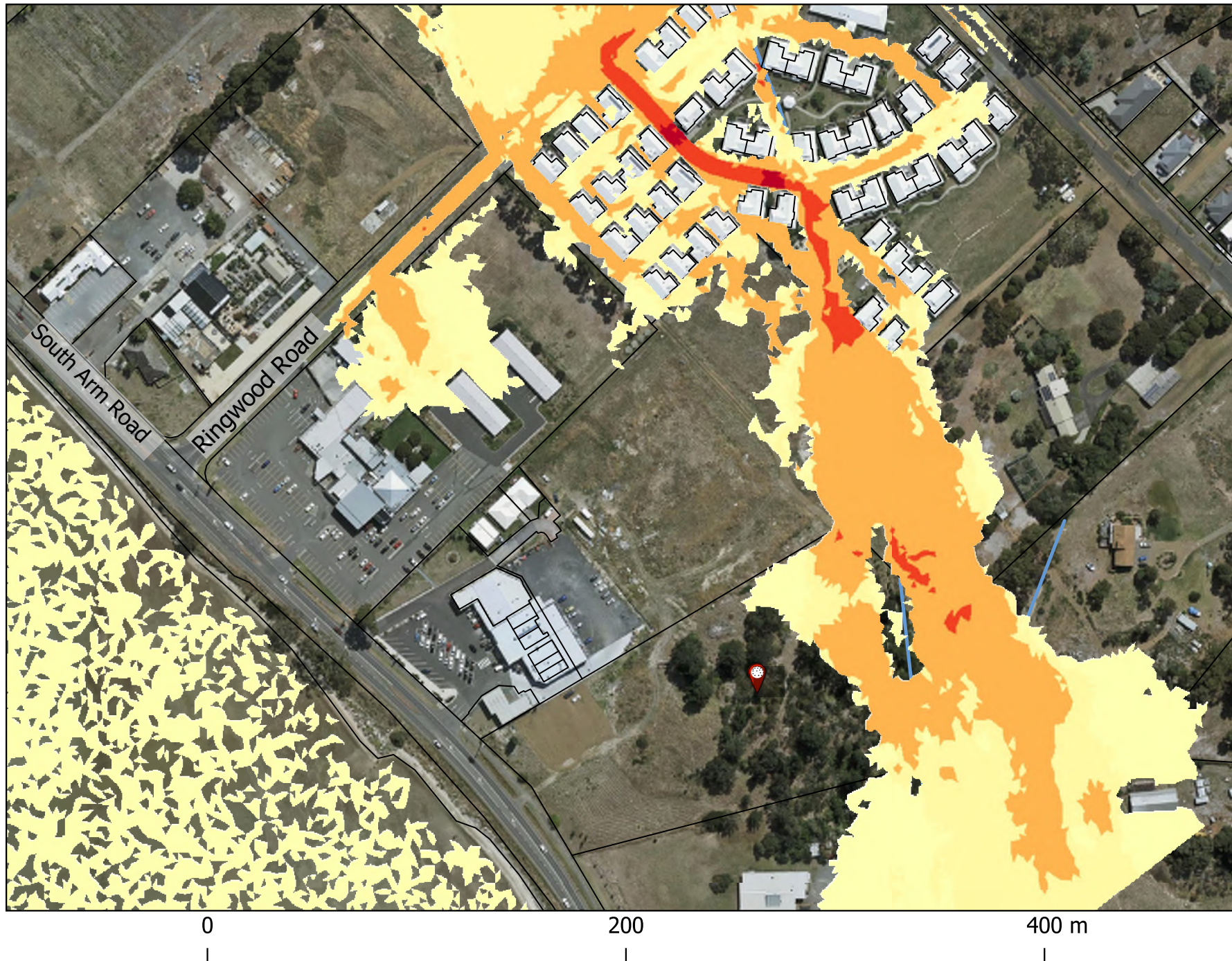
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Map CRS: EPSG:28355  
Coordinate Units: Meters  
Project File: 464\_South Arm  
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Page Size: 297 x 210 mm



# PRE DEVELOPMENT 1% AEP + HAT @2100 VELOCITY

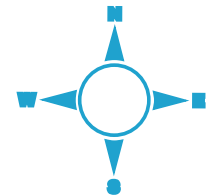
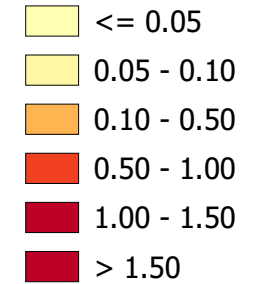


## Legend

467 & 488  
South Arm Road

Boundary Lines

## Velocity (m/s)



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# PRE DEVELOPMENT 1% AEP + HAT @2100 HAZARD



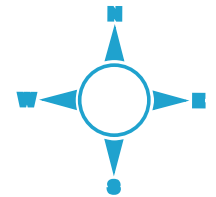
## Legend

467 & 488  
South Arm Road

— Boundary Lines

## Hazard ARR

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- 2
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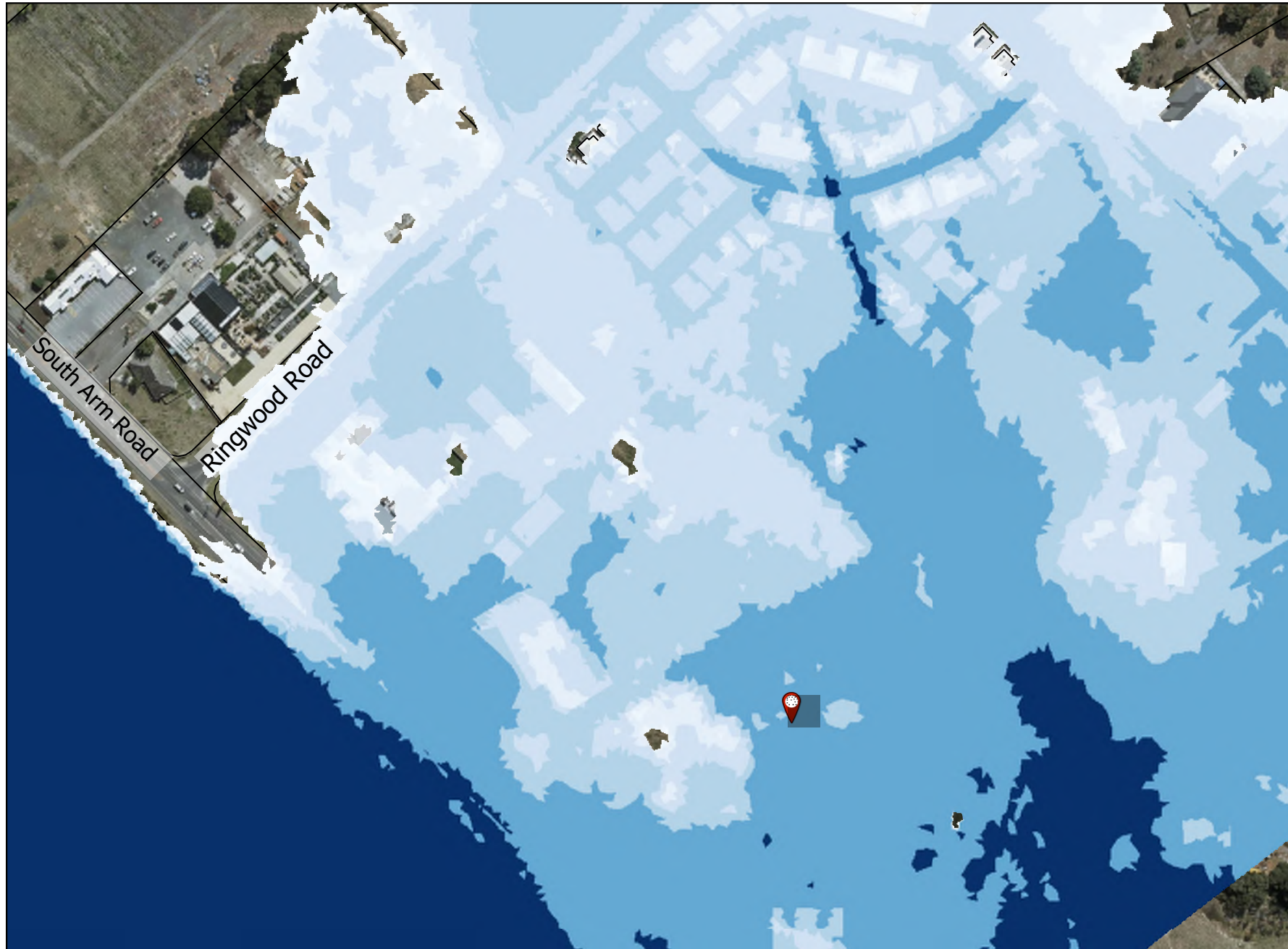
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# PRE DEVELOPMENT 1% AEP+ SS @2100 DEPTH



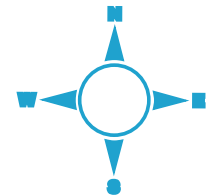
## Legend

467 & 488  
South Arm Road

— Boundary Lines

## Depth (m)

≤ 0.05  
0.05 - 0.15  
0.15 - 0.30  
0.30 - 0.60  
0.60 - 0.90  
0.90 - 1.50  
> 1.50

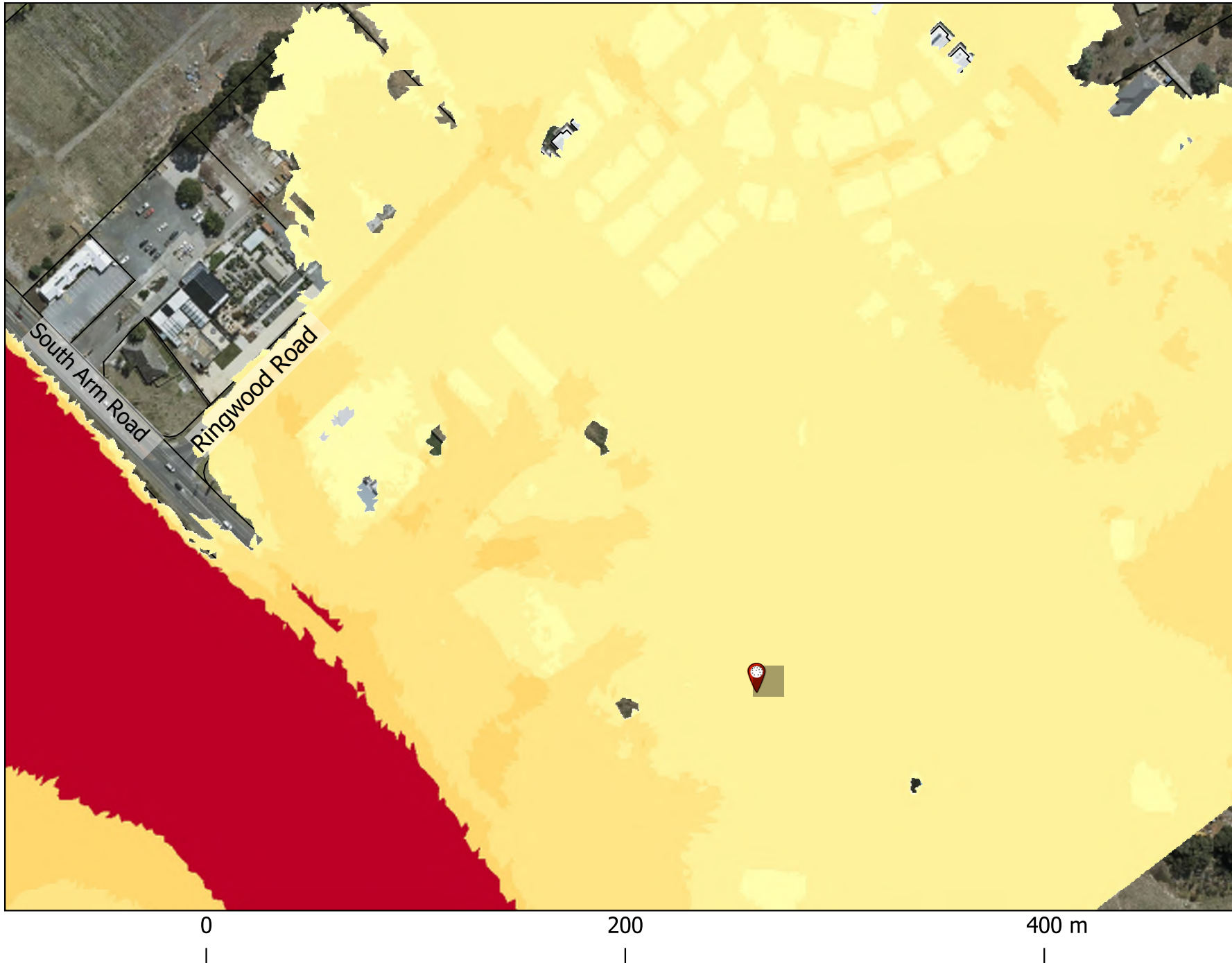


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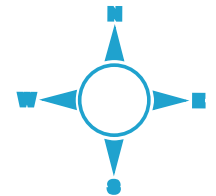
## Legend

467 & 488  
South Arm Road

— Boundary Lines

### Velocity (m/s)

- <= 0.05
- 0.05 - 0.10
- 0.10 - 0.50
- 0.50 - 1.00
- 1.00 - 1.50
- > 1.50



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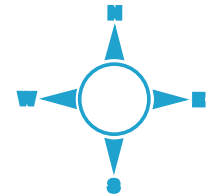
## Legend

467 & 488  
South Arm Road

Boundary Lines

## Hazard ARR

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0 200 400 m


FS\_HOB\_2254\_467&488 South Arm Road



# POST DEVELOPMENT 1% AEP + HAT @2100 DEPTH




## Legend


 467 & 488  
South Arm Road


 Boundary Lines


 Fill


## Depth (m)


  $\leq 0.05$

 0.05 - 0.15

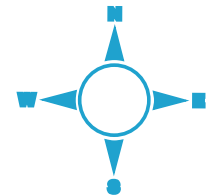
 0.15 - 0.30

 0.30 - 0.60

 0.60 - 0.90

 0.90 - 1.20

  $> 1.20$



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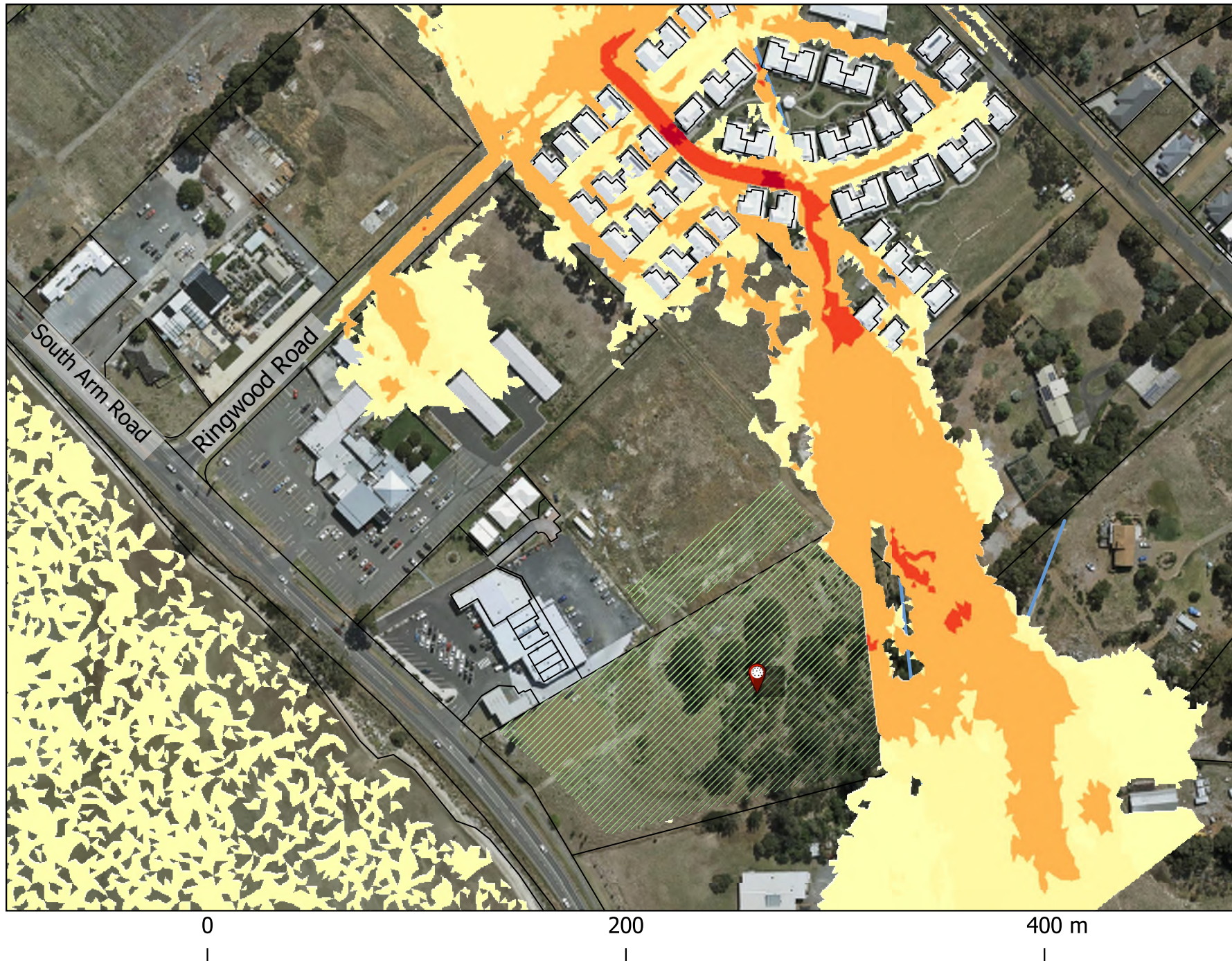
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0 200 400 m



# POST DEVELOPMENT 1% AEP + HAT @2100 VELOCITY



## Legend

467 & 488  
South Arm Road

Boundary Lines

Fill

## Velocity (m/s)

<= 0.05

0.05 - 0.10

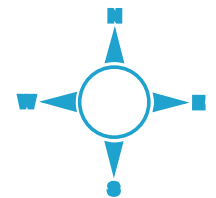
0.10 - 0.50

0.50 - 1.00

1.00 - 1.50

1.50 - 2.00

> 2.00



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# POST DEVELOPMENT 1% AEP + HAT @2100 HAZARD



## Legend

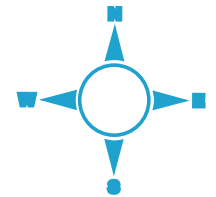
467 & 488  
South Arm Road

— Boundary Lines

Fill

## Hazard ARR

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# POST DEVELOPMENT 1% AEP+ SS @2100 DEPTH



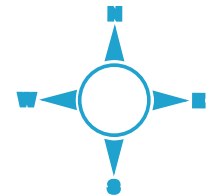
## Legend

467 & 488  
South Arm Road

Proposed Fill

## Depth (m)

<= 0.05  
0.05 - 0.15  
0.15 - 0.30  
0.30 - 0.60  
0.60 - 1.20  
1.20 - 1.80  
> 1.80



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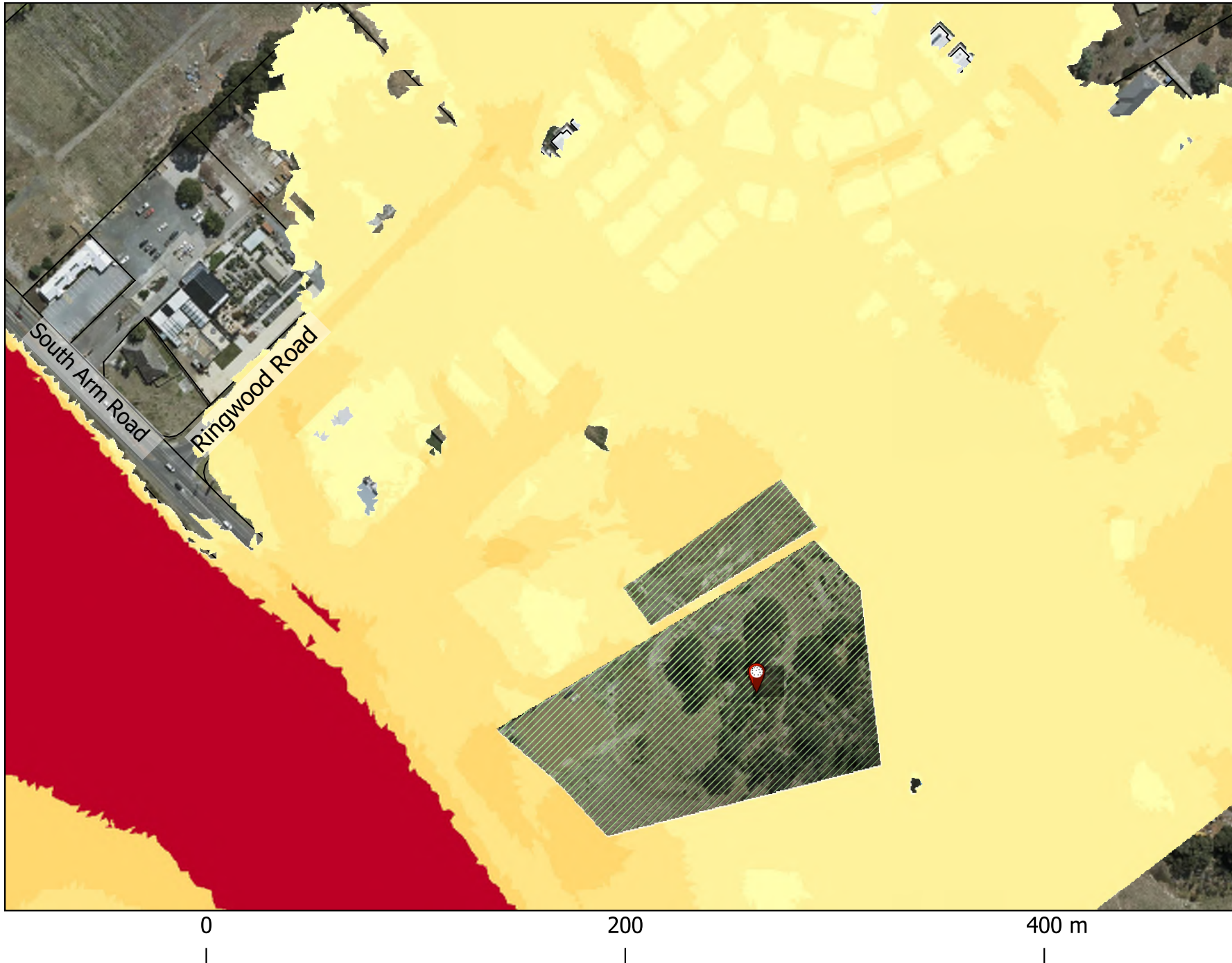
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FS\_HOB\_2254\_467&488 South Arm Road

# POST DEVELOPMENT 1% AEP+ SS @2100 VELOCITY




## Legend


 467 & 488 South Arm Road


 Boundary Lines


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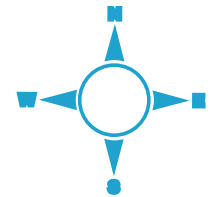
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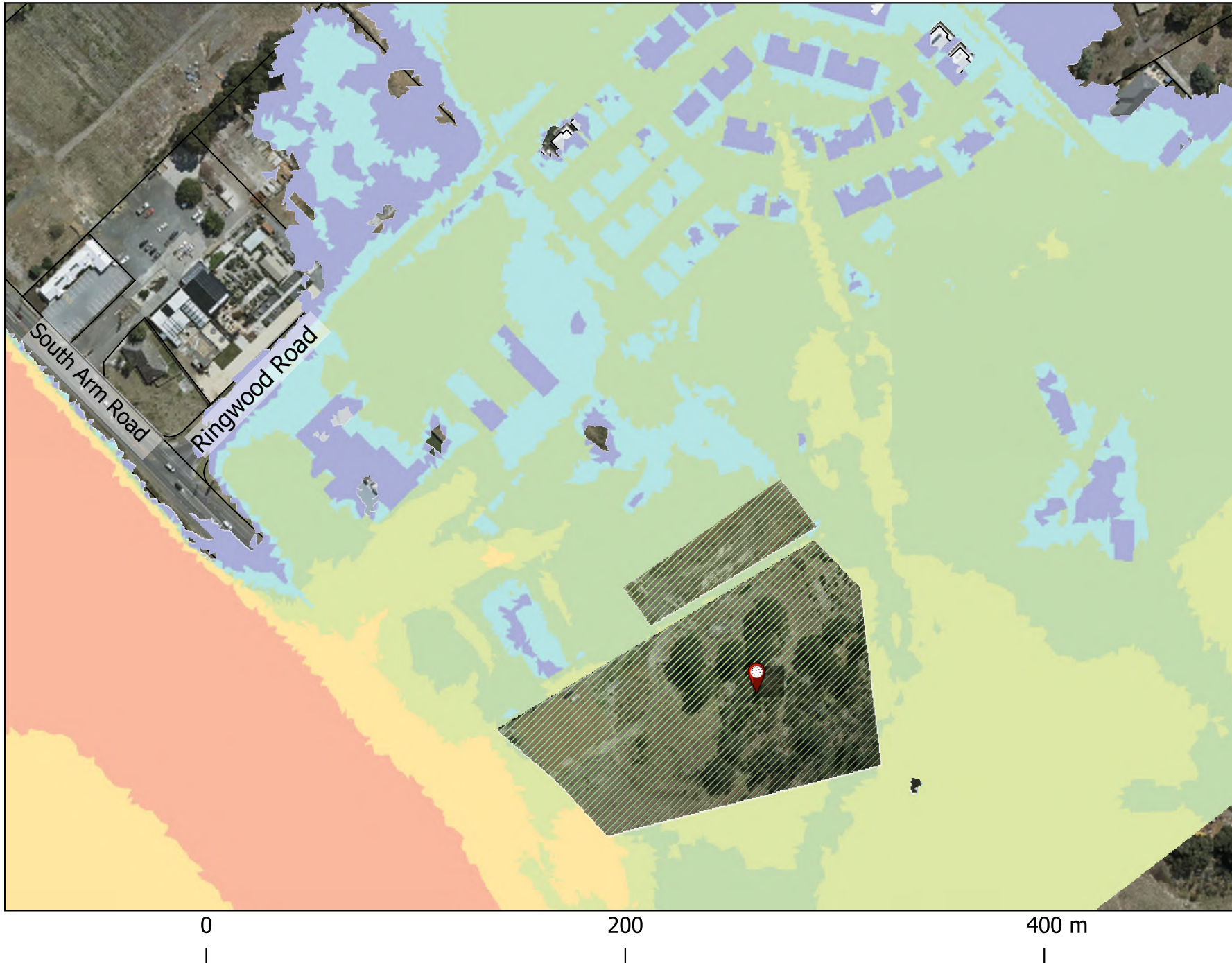
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# POST DEVELOPMENT 1% AEP+ SS @2100 HAZARD



## Legend

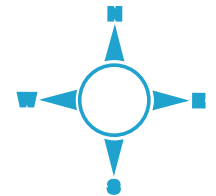
467 & 488  
South Arm Road

Boundary Lines

Fill

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**SITE PHOTOS – 476 AND 488 SOUTH ARM ROAD, LAUDERDALE**



**Photo 1:** The view towards the rear undeveloped area of 488 South Arm Road when viewed to the rear of the existing commercial development. This area is proposed to be partially filled.



**Photo 2:** The view towards the Roches Beach Lifestyle Village when viewed at the rear of the existing commercial development located at 476 South Arm Road.





**Photo 3:** The view to the rear of the existing commercial development located at 476 South Arm Road including the area proposed to be filled.



**Photo 4:** The Lauderdale Shopping Centre located on 476 South Arm Road when viewed from the South Arm Road entrance to the site.



**Photo 5:** The entrance to 488 South Arm Road and lot when viewed from South Arm Road.



**8. REPORTS OF OFFICERS**

**8.1 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS**

Nil Items.

## 8.2 ASSET MANAGEMENT

Nil Items.



<b>8.3 FINANCIAL MANAGEMENT</b>
---------------------------------

Nil Items.

#### **8.4 GOVERNANCE**

Nil Items.



**9. MOTIONS ON NOTICE**

Nil Items.

**10. COUNCILLORS' QUESTION TIME**

A Councillor may ask a question with or without notice at Council Meetings. No debate is permitted on any questions or answers.

**10.1 QUESTIONS ON NOTICE**

(Seven days before an ordinary Meeting, a Councillor may give written notice to the Chief Executive Officer of a question in respect of which the Councillor seeks an answer at the meeting).

Nil

**10.2 ANSWERS TO QUESTIONS ON NOTICE**

Nil

**10.3 ANSWERS TO QUESTIONS WITHOUT NOTICE – PREVIOUS COUNCIL MEETING**

Cr Kennedy

On Saturday 19 August the Acton grocer ran a market, and I wondered if there were any approvals for that, it is private land. I had a number of calls about the amount of parking that was taken up on the road right up to Cilwen Drive and it was a little dangerous for people trying to navigate their way through. Referring back to the Harmony Market situation I wonder whether this was something that had a permit?

**ANSWER**

Taken on notice.

(Further information) The Acton Road Grocer was advised that they require a planning permit to undertake an ongoing market at that site. The upcoming market due to occur on 17 September has been cancelled until planning permission is granted. We are yet to receive an application for planning assessment. Parking will be addressed through the assessment of a planning application.

Cr Goyne

1. About four years ago some residents of Lauderdale established a makeshift bike park at the back of Roscommon bordering on Roscommon and the equestrian centre. I believe last week Council demolished the site and put up some signs I just wondered if there were any plans to replace that with a Council approved alternative, or if and when the Lauderdale master plan would possibly consider consultation into including areas such as that?



**ANSWER**

Taken on notice.

(Further information) Advice from Council's insurers states that once Council becomes aware of illegal jumps, we must make reasonable efforts to remove them. The illegal jumps in the Roscommon Reserve were removed in response to a report received from a member of the public on 11 August 2023.

There is already an established BMX track located at South Arm Road in Lauderdale.

The recommendations in the Roscommon Master Plan (2014-2024) include maintaining the network of existing tracks and a circuit track, not further bike infrastructure.

The Lauderdale Canal Park Draft Master Plan does not currently include bike jumps. However, this could be revisited as this project progresses.

2. I know that you were all made aware of the excitement last week of the vagrant emu and I believe that we made a tv show because of the situation. Also, about 18 months ago we had issues with a stallion causing some very testosterone fuelled havoc around Lauderdale and I was the owner of a vagrant cow that took several days and thousands of dollars to hunt and dispose of. Has Council, or has Council considered establishing a policy to manage these situation because while they are obviously few they cause issues when they arise?

**ANSWER**

Taken on notice.

(Further information) Council has few options under current legislation to deal with animals (other than dogs) escaping and causing a nuisance. We currently have authority to act if the animals are on a road/road verge, but if they have gone from one private property to another private property, we have no head of power to act.

Council has the head of power to make a by-law in relation to animal management, but this would require further consideration.

Cr Chong

I notice in the Quarterly Report there are some quotes being sought for the Geilston Bay boat ramp. Could we have an update on where it is at and what is happening?

**ANSWER**

(Head of Infrastructure and Natural Assets) I believe it is out for quotation, I will provide an update to Council.

(Further information) Council has received quotations from contractors for undertaking the works to remove the old boardwalk and rehabilitate the area. Initial assessment of the quotations has been completed with the involvement of club representatives. A recommendation summary is currently being prepared and it is anticipated a contract will be awarded in September 2023. Councillors will be informed of the timing of the works once a program is confirmed from the awarded contractor.

Cr Warren

I read in the media over the last couple of weeks that the Bellerive ferry wharf has been sold to the government. Were we advised of that? I may have missed a briefing, but I was not aware of any official advice to that effect.

**ANSWER**

(Chief Executive Officer) We have not received official advice, but I found out informally from representatives of the Department of State Growth that it had been sold. It was effectively a private property transaction.

Question contd

I ask because people frequently request that it becomes the new ferry wharf so is there a possibility of having some communication to that effect that it is the future permanent home of the cross Derwent ferry.

**ANSWER**

(Chief Executive Officer) I think that we can assume that the Crown has bought what we refer to as the federal wharf for the ferry service.

Question contd

Can we have some communication to the public?

**ANSWER**

(Chief Executive Officer) It will have to come from the Department, but I am happy ask for that.

(Mayor) To be clear the Chief Executive Officer will engage with the Department; it is a decision for them about what they communicate about that private transaction.

(Further information) The Department of State Growth has confirmed that it has purchased the “Federal Wharf” in June 2023, to redevelop it as the long-term location for the Bellerive public transport ferry service.

Cr Darko

What are the timelines in terms of more detail and more options for replacing the hard waste services, particularly for those residents who have financial issues such as not having a car or not having the capacity to go to Facebook marketplace. In my view, the current web page does not outline many alternatives and I would like to know how we are progressing in presenting more options which may facilitate and encourage re-use where possible?

**ANSWER**

(Head of Infrastructure and Natural Assets) Asset Management will work with Marketing and Communication in terms of informing councillors and the community.



(Further information) Council has recently updated its website on options for ratepayers' self-management of bulky waste materials. Council is also in the process of developing its new website, which will have a newly created section dedicated to Sustainability. This new section will include more information on the Circular Economy, with links to valuable resources to help households live more sustainably, including ways to rethink waste as valuable resources. It is anticipated the new website will be live in the coming months. Also, Council is currently working to partner with organisations in the not-for-profit sector regarding assistance in managing bulky waste in vulnerable areas of our community and will be sharing the exciting news to kick off our Garage Sale Trail campaign in the coming weeks.

Cr Walker

While I am fully aware of the dealings and the planning and logistics we have with other emergency management elements with issues such as fire. My question is can Council give consideration to being a bit more active in the space of informing people or linking up through social media channels to disseminate information on best practice as far as hazard reduction in all settings, be they domestic or further wide and how best to manage this? I think there is a lot of concern around the summer coming and what role we have and I think now is the time to optimise that.

**ANSWER**

(Chief Executive Officer) It is certainly a concern as we go into summer. There is quite a structure in place between the State Government and councils in terms of emergency management. I will take that on notice because it will be a question at one level about what activities are the State Government undertaking and what activities we undertake. There is certainly an overlap there in terms of what information we should be making available and facilitating participation through our website and social media pages.

(Further information) A number of activities are undertaken by council to proactively inform and assist residents with their fire awareness. Each year in the lead up to the summer bushfire season, council heightens its bushfire awareness messaging in the Clarence news, website and social media platforms.

Working collaboratively with City of Hobart, Glenorchy City Council and Kingborough Council, we applied for and received a federal funding grant to establish the Sparking Conversations, Igniting Actions project to help neighbourhoods in the greater Hobart area prepare for bushfire.

Reminder notices have been sent to all owners of vacant land, advising of their responsibilities regarding fire hazard reduction on their property and a schedule for hazard reduction works is developed for all Council managed properties according to the type and amount of vegetation, the type of work required, the likely direction of bushfire travel and damage that may occur.

Cr James

1. What is the procedure for non-exec members and community members to resolve issues related to the Councillors' Statement of Expectations in regard to behaviour as listed in the document? It doesn't necessarily give non-exec members and community members any regard to fill in the form and be able to have that issue resolved through the issues resolution process.

**ANSWER**

(Chief Executive Officer) The procedure sets out the process for a councillor, employee or a member of the public to raise an issue and have that dealt with informally or formally.

- 2 My question is regarding comments from a resident in relation to Spitfarm Road, Opossum Bay and the expectation that there is a future golf course access to be built. What would it take for Council to consider the ring road that was mooted some years ago in respect to the provision of that road to lessen the impact on Spitfarm Road and would it take a rezoning of that area to include the ring road and would it require also a structure plan?

**ANSWER**

(Mayor) The resident emailed me last week and I have organised a detailed mayoral response. I contacted him as well and had a conversation with him where those issues were raised. You are right, Councillor James a great deal of work has been done previously and when Arm End does come online it will clearly increase, as it has now anyway, the popularity of that part of the peninsula and with the water reuse scheme coming online, a lot more residential blocks will become available. It is a concern for all of us. You have asked for a detailed response, I don't believe we are in a position to answer that with the detailed response that it deserves and although every elected member will receive a copy of my response, if I could just ask that a more detailed response be circulated in the weekly briefing report.

(Further information) Council officers will organise a workshop briefing on this issue in the near future.

Cr Hulme

1. Who is responsible for clearing rubbish on highways and if it is the department of State Growth, how frequently do they do it?

**ANSWER**

Taken on notice.

(Further information) Collection of rubbish on State highways is the responsibility of the Department of State Growth (DSG), who have a dedicated telephone hotline and online contact form for reporting littering and dumped rubbish available via the Service Tasmania website. Following seeking advice, DSG have advised the highways on the Eastern shore are a monthly litter collection cycle.

2. Even though it is a State Government responsibility have we, may be through our customer service staff, had feedback from the public on how they have been affected by changes to Metro services recently?

**ANSWER**

(Chief Executive Officer) Not that I am aware, but I will follow up.

(Further information) Council's Customer Contact team has not received any enquiries or feedback regarding disruptions to Metro's services.

Cr Mulder

1. Planning applications for Rosny Hill and Kangaroo Bay boulevard were both approved 3 and 2 years ago respectively. Considerable time has elapsed, and we have been consistently told that these matters are under renegotiation. What is the status of negotiations and whose turn is it to respond?

**ANSWER**

(Chief Executive Officer) In respect to Rosny Hill I had a draft copy of the lease to proofread today. It is now with the Head of Governance to take through to the next stage which will be a referral to Parks and Wildlife Service, the State Government arm for land management, then back to Hunter Developments for their comment. I would hope to bring it back to a Council workshop shortly.  
I will seek an update on the Boulevard site.

(Further information) In relation to the Boulevard site, we are awaiting lodgement of a new development application from Hunter Developments. This was the subject of a workshop presentation to councillors in May 2023. There will also be a requirement to vary the Sale and Development Agreement between Council and Hunter Developments if Council accepts the new development application (outside of any planning approval) for the site.

2. I assume that we have not had building applications from either of them yet in regard to the boulevard, is there any indication that construction costs are now putting us in a position where many other developments throughout the state are now pulling out?

**ANSWER**

(Chief Executive Officer) I have not had any contact in that regard.

#### **10.4 QUESTIONS WITHOUT NOTICE**

A Councillor may ask a Question without Notice of the Chairman or another Councillor or the Chief Executive Officer. Note: the Chairman may refuse to accept a Question without Notice if it does not relate to the activities of the Council. A person who is asked a Question without Notice may decline to answer the question.

Questions without notice and their answers will be recorded in the following Agenda.

The Chairman may refuse to accept a question if it does not relate to Council's activities.

The Chairman may require a question without notice to be put in writing. The Chairman, a Councillor or the Chief Executive Officer may decline to answer a question without notice.



**11. CLOSED MEETING**

Regulation 15 of the Local Government (Meetings Procedures) Regulations 2015 provides that Council may consider certain sensitive matters in Closed Meeting.

The following matters have been listed in the Closed Meeting section of the Council Agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015.

- 11.1 APPLICATIONS FOR LEAVE OF ABSENCE
- 11.2 TENDER T1501/23 – ASPHALT SUPPLY ONLY
- 11.3 PROPERTY MATTER - ROKEBY

These reports have been listed in the Closed Meeting section of the Council agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulation 2015 as the detail covered in the report relates to:

- applications by Councillors for a Leave of Absence;
- contracts and tenders for the supply of goods and services; and
- the personal hardship of a ratepayer or person living in the municipal area.

**Note: The decision to move into Closed Meeting requires an absolute majority of Council.**

**The content of reports and details of the Council decisions in respect to items listed in “Closed Meeting” are to be kept “confidential” and are not to be communicated, reproduced or published unless authorised by the Council.**

**PROCEDURAL MOTION**

“That the Meeting be closed to the public to consider Regulation 15 matters, and that members of the public be required to leave the meeting room”.