

Written Submissions Organisations

Submission 1



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5 July 2024

Clarence City Council
38 Bligh Street
Rosny Park, TAS, 7018

Submission to Clarence City Council: Proposed Ferry Terminal Location in Lindisfarne

Dear Members of the Clarence City Council,

I am writing to you regarding the proposal for a ferry terminal in Lindisfarne as part of the State Government's plan for a network of ferries operating in Hobart's River Derwent. As a staunch advocate for a ferry network on the River Derwent for decades, I have put considerable thought into the most effective locations for terminals to best serve commuters and ensure safe, efficient operations. That is why I recommend the ferry terminal be situated at Natone Street.

The primary concern with placing the terminal within the bay at Lindisfarne is the significant disruption it poses to various recreational users, including rowers, dragon boats, yachts, marine police, and other activities. Sending ferries into the bay amongst these users is not desirable, with a high potential for disruptions.

Positioning the terminal at Natone Street offers a practical and safe alternative. This location, just a few hundred meters up the river, ensures the ferry route remains efficient. By placing the terminal at Natone Street, we can avoid conflicts with recreational users, maintaining the safety and enjoyment of the bay for everyone.

This location will contribute to the overall efficiency of the ferry service. The strategic placement of Natone Street will ensure smooth operations while safeguarding the interests and safety of the Lindisfarne community and its bay users.

I urge the Council to consider this recommendation and look forward to your positive response.

Thank you for your consideration.

Robert Clifford AO
Chairman, Incat Tasmania

Submission 2



19 June 2024

Lindisfarne ferry terminal site

Thank you for the opportunity to comment on the location of a new ferry terminal in Lindisfarne.

Bicycle Network has supported the ferry trial between Bellerive and Hobart as it provides a way for people riding to mix public transport into their journey to help them travel further.

The Bellerive service regularly has bikes parked at the terminal and people carry bikes on board.

We'd like to see the upgraded Bellerive terminal and new Lindisfarne terminal provide secure bike parking. This means providing another layer of security on top of standard hoop parking as unfortunately battery-powered angle grinders mean even good quality D-locks can be cut and bikes stolen.

There are products on the market that council could install that provide an added layer of security over a standard lock, such as app-controlled electronic parking docks or cages. Such bike parking options should be considered because passengers are likely to be leaving their bikes for many hours so want to know their bike will be there when they return at the end of the day. Other elements to implement include lighting, CCTV coverage and placing bike parking in areas with good passive surveillance.

Another key to the success of the Lindisfarne terminal is connection to cycling infrastructure. Both terminal sites are close to the Foreshore Trail but would need new connections to it. The Lindisfarne Sailing Club site will need an accessible ramp joining to the shared path to ensure it can easily be accessed by people on bikes, or other wheeled devices such as scooters and wheelchairs. The Natone Street site is more of a blank slate and so creating a seamless connection between it and the Foreshore Trail is likely to be easier.

There also needs to be better cycling connections between some residential areas and the Foreshore Trail. Council should consider creating a shared path connection on a route such as Henley-Nietta to connect more of the passenger catchment to the trail, such as the path on Tahune Street.

Yours sincerely

A handwritten signature in black ink, appearing to read "Alison Hetherington".

Alison Hetherington
Public Affairs Manager Tasmania
TAS: 210 Collins St Hobart 7000. (03) 8376 8804 m. 0475 817 435

Submission 3



Ford Parade, Lindisfarne, Tasmania 7015
Hellocrewfitness@outlook.com
Crewfitness@outlook.com
Contact 0437654068

|
Dear Strategic Networks

I am writing to engage with you as a representative of the not-for-profit gym, Crew Fitness, that currently operates from the Lindisfarne Sailing Club. We could be affected or forced to relocate if the Lindisfarne Sailing Club is chosen as the preferred location for a ferry terminal location which I understand may include removing the club rooms. We currently operate 6 days a week and are very active users of the Lindisfarne foreshore in the early morning and late afternoon.

As an organization, we support the government in the plans to develop and expand the ferry service, and we are also aware that the facilities we hire are aging and need significant investment. If the government/council does develop more than just a terminal as has been reported by various news outlets, Crew Fitness and our new partner, Mum Strong would be interested in working with the government/council on what the space could look like and how having our services could benefit the community as people could attend classes on the way to and from the city.

Our gym has become a great addition to the Lindisfarne area over the last 2 years, and I believe we benefit the health and wellness of our community members. The gym offers a variety of fitness classes, state-of-the-art equipment, and highly qualified trainers, and as we operate as a not-for-profit our members benefit from low weekly fees. We offer a welcoming and inclusive environment that caters to people of all ages and fitness levels. Moreover, it is conveniently located and easily accessible to the residents of our community. I believe that promoting fitness and healthy living is crucial in our society, and I hope that the local government can support this initiative as part of its plans for redevelopment of the area.

Thank you for your time and consideration. I hope that together we can work towards a healthier and happier community.

Sincerely,

Matthew Bricknell

President and Operations Manager



MOTOR YACHT CLUB OF TASMANIA INC

ABN 62 354 314 974

1 FORD PARADE LINDISFARNE TASMANIA 7015

10 July 2024

Clarence City Council
38 Bligh Street
Rosny Park TAS 7018

MOTOR YACHT CLUB OF TASMANIA – DERWENT RIVER FERRY SERVICE TO LINDISFARNE SUBMISSION

Resolution: MYCT Supports a Ferry Terminal at Natone Street

OVERVIEW

This submission is prepared on behalf of the Board of Directors and members of the Motor Yacht Club of Tasmania (MYCT).

For 100 years, the MYCT has supported the community both on and off the water. Today, we have more than 900 members, 140 marina berths, boating facilities including slipping, refuelling and launching. We are also proudly the home of the Lindisfarne Returned Services League (LRSL) and the Derwent Storms Dragon Boat Club.

The MYCT supports the expansion of the Derwent River fast ferry service, and is committed to working with the Clarence City Council to ensure the right location is chosen.

We note that prior to public consultation, the Clarence City Council has given in-principle support for a terminal to be located at or near the Lindisfarne Sailing Club (LSC), and a second site at the end of Natone Street is proposed as an alternate.

MYCT notes that a report to Government, the Burbury Report, examined site options and ranked LSC and Natone Street almost identically at 7.5 and 7.4 respectively.

We also note that the Government has stated that in building a ferry terminal at LSC it: 'may also provide some facilities that can be used to support the Sailing Club's ongoing operation'. We do not oppose upgrading LSC, but we do believe that any upgrade should be a separate matter to the terminal location.

Following due consideration, MYCT has resolved the following position to present to council:

- **MYCT strongly opposes the location of a fast ferry terminal at or near the Lindisfarne Sailing Club, in Lindisfarne Bay.**
A fast ferry service into Lindisfarne Bay will cause serious safety risks, provide slower commuter services and reduce community access. It will also deliver an inferior ferry service that is up to an estimated 10 minutes slower than a Natone Street alternative.
- **MYCT strongly supports Natone Street as the location of the fast ferry terminal.**
A fast ferry service into the alternate secondary site, at the end of Natone Street is a safer, quicker and better option. A purpose-built fast ferry terminal at Natone Street offers direct, easy, time efficient and safe access to the Derwent River.

Home of ML Egeria & Reflections on The Derwent



MOTOR YACHT CLUB OF TASMANIA INC

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1 FORD PARADE LINDISFARNE TASMANIA 7015

Please find below detail that outlines why the MYCT has resolved that the Lindisfarne Sailing Club is the wrong choice, and Natone Street is the right choice.

SAFETY RISKS

Lindisfarne Bay is one of the most popular and busiest spots on the Derwent River, with more than 200 boats and an estimated 76 moorings.

Every day, it is enjoyed by rowers, kayakers, dragon boaters, sailors, stand up paddle boarders, commercial and recreational motor boat users.

It is home to the Motor Yacht Club of Tasmania, along with groups including the RSL, Marine Police, Lindisfarne Rowing Club, Lindisfarne Sailing Club, the Derwent Storms Dragon Boat Paddlers, the Pink Ladies Dragon Boat Paddlers, and the Lindisfarne Scouts.

The addition of fast ferries to the busy bay will cause a number of serious safety risks. There is risk of a collision with a ferry, or a collision between users, or with wharf infrastructure, when trying to avoid a fast ferry or its wake.

There is risk of inundation or capsize caused by a ferry's wake, particularly for low-lying rowing skulls, row boats, kayaks, dragon boats and sailing dinghies.

The wake will also cause damage to vessels berthed and moored in the bay, and damage to infrastructure including the marina, breakwater, fuel wharf, slipway, moorings and boat ramp.

The current breakwater was designed and approved by Council to protect against wakes from vessels transiting up and down the Derwent, not fast ferries in the bay - exposing the MYCT to upgrade costs, and owners of berthed boats to damage and maintenance costs.

There is also the environmental risk to be considered around the impact on the refuelling station at the marina.

RISK TO MYCT INFRASTRUCTURE AND FINANCIAL SUSTAINABILITY

MYCT is located at Ford Parade in Lindisfarne Bay, less than 100 metres from the proposed location of the ferry terminal at or near the Lindisfarne Sailing Club.

The MYCT built and owns a 140-berth floating marina, protective breakwater wall, fuel wharf, slipway, moorings and a boat ramp in Lindisfarne Bay.

The addition of a fast ferry into Lindisfarne Bay will cause damage to infrastructure and vessels, create serious safety risks to club members and the community, and compromise the financial viability of MYCT.

The breakwater at MYCT was specifically designed to offer protection from vessels transiting up and down the length the Derwent River which generate a wake from West to East.

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A fast ferry service to LSC would transit at 90 degrees to our marina and generate a wake from South to North, straight up the marina fairways, causing constant movement to the floating marina and boats, which results in damage.

This has the potential to cause serious damage to MYCT infrastructure and members' vessels.

This damage will result in safety risks, and damage or replacement costs to both members and the Club.

This is not a hypothetical. MYCT and our members have already experienced such damaged and increased maintenance costs when the MONA ferry commenced and prior to the construction of the breakwater.

It is unclear whether this impact was examined during the Burbury Report process.

Additionally, this will render several of our outer marina berths unsafe or untenable, directly impacting our Club's revenue and ultimately our financial viability.

Our marina and infrastructure are the primary source of revenue for our Club, and any threat to its viability and safety seriously compromises our club's financial viability and future.

REDUCED COMMUNITY ACCESS

Lindisfarne Bay is a hub for the local community, with many businesses, groups and organisations calling the shores of the bay home.

The addition of a fast ferry will not only impact the way the community and members of these groups enjoy the water, it will also impact access to the area and their organisation.

The current parking is already strained with boat owners, around 300 LRSL members and 600 MYCT members already jostling for access to their clubs and amenities.

An estimated 17 moorings (22 per cent of all moorings) would require acquisition to allow for a fast ferry to navigate Lindisfarne Bay. These moorings cannot be replaced, as the bay is at capacity. It is unclear whether compulsory acquisition would be required, and what legal complexities are involved.

The Tasmanian Marine Police berth their rescue vessels Dauntless and Vigilant at Lindisfarne Bay, and launch other vessels from the boat ramp. It is unclear what impact a fast ferry service could have on the Marine Police, and its search and rescue operations.

Any proposed bus service to the site would face significant issues due to the narrow streets in the area. We also hold concerns about access in case of an emergency, with commuter traffic and parking potentially limiting the access for emergency services.



MOTOR YACHT CLUB OF TASMANIA INC

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1 FORD PARADE LINDISFARNE TASMANIA 7015

NATONE STREET IS THE RIGHT CHOICE

A Derwent River Fast Ferry Service to Natone Street Lindisfarne is a safer, quicker and better option for locals and the City of Clarence. A purpose-built fast ferry terminal at Natone Street offers direct, easy, time efficient and safe access to the Derwent River.

A ferry could dock at a Natone Street terminal direct from the river, with limited interactions with other river users and no impact on other privately owned marine infrastructure or vessels.

The ferry would also have limited time at the requisite reduced speed of less than 5 knots, as required within 60 metres of a wharf, jetty, mooring, another boat or shoreline.

A fast ferry heading for Lindisfarne Bay would be required to travel at less than 5 knots for around 750 metres, adding an estimated 10 minutes per return trip, compared with the Natone Street alternative. This could be up to a 30 per cent increase in commuter travel time, turning a fast ferry into a slow ferry.

Additionally, as the ferry network expands, it makes more sense to have a ferry route with terminals that are conveniently located on direct routes on the river, rather than one that diverts into a busy bay.

Natone Street will deliver a safer, quicker and better fast ferry option to locals and all ferry users.

CONCLUSION

The MYCT strongly supports Natone Street as the location of the fast ferry terminal.

MYCT strongly opposes the location of a fast ferry terminal at or near the Lindisfarne Sailing Club, in Lindisfarne Bay.

I thank the Council for the opportunity to provide feedback on the proposed site of the Derwent River fast ferry at Lindisfarne.

Should you have any questions, or require any additional information, please do not hesitate to contact us.

A handwritten signature in black ink that reads 'B Edmonds'.

Brian Edmonds
Commodore
Motor Yacht Club of Tasmania

Submission 5

Derwent Ferry Lindisfarne Submission

This submission is lodged by the Derwent Storms Dragon Boat Club (DSDBC). We have read the MYCT's submission regarding the suggested location for the new ferry terminal and concur with their comments. We would like to add further information from the DSDBC's perspective.

DSDBC is a competitive sporting club that has been based at the MYCT in Lindisfarne Bay since 2008. We are the larger of two dragon boating clubs based in the Bay, the second being Dragons Abreast Tasmania Hobart. We have approximately 80 members, and the two clubs have a combined membership of approximately 125.

DSDBC members come from diverse backgrounds and range in age from 36-86 years. The club promotes fitness, competition, social connectedness, and general wellbeing. Our club members train hard for fitness and competition which means we run at least five paddling sessions across the week, including weekends. Sessions are held year-round and at different times, including pre-dawn, early morning, mid-morning and evenings. Sessions are generally very well attended. Dragon boats have a capacity of 20 paddlers plus a sweep, and our club alone often has three boats on the water. We also hold regattas and participate in corporate days and other events held in the Bay.

The Rapid Site Appraisal undertaken by Burbury Consulting considers land-based recreational facilities in its assessment criteria, but no consideration has been given to on-water recreational activities. Considering the high level of on-water recreational activities carried out in Lindisfarne Bay, evidenced in part by the number of water-based sporting clubs based there, we consider this is a significant omission.

LINDISFARNE SAILING CLUB

Benefits:

Mostly sheltered from prevailing weather conditions.

Drawbacks:

Lindisfarne Bay (the Bay) is a compact, relatively shallow bay with a narrow entrance. There is little room to manoeuvre, particularly at low tide or on a windy day. The Bay is popular with people engaging in water-based activities and is congested and busy. We share the Bay with a wide range of users who will be adversely affected.

These include:

- paddlers from Dragons Abreast Tasmania Hobart
- rowers from the Lindisfarne Rowing Club
- sea scouts
- kayakers and paddle-boarders
- motor yachts
- sail boats
- recreational boaters
- Marine Police
- small commercial vessels

- moored yachts
- live-aboard sailors.

The addition of a fast ferry service to this mix would create significant safety risks for these users. Specific concerns and safety risks for our members, and other users, when on-water are:

- restricted line of sight to see the ferry due to existing infrastructure and moored vessels
- risk of water inundation or capsize of shallow-draughted boats, such as dragon boats and rowing sculls, from the wake and wash of the ferry
- the danger of collision with the ferry
- the danger of collision with other users or infrastructure when avoiding the ferry
- risk of damage to the existing infrastructure, including our launching pontoon

The current breakwater was designed and constructed to protect the Bay from wake and wash caused by vessels transiting the River Derwent. This acknowledges the hazards this wake and wash poses to the Bay, its infrastructure, and users. A fast ferry in the Bay, even at low speeds, would bring this hazard directly into the Bay. Although we regularly experience the wake and wash from ferries and other vessels (for example, the MONA ferry) when paddling outside the Bay, the river provides sufficient line of sight for crews to anticipate and prepare for associated hazards and gives adequate space for the dragon boats to be safely handled until the hazard dissipates. This would not be the case within the Bay.

The recreational facilities in the Lindisfarne Bay precinct include tennis courts, childrens' playground, the Lindisfarne Rowing Club, MYCT, Lindisfarne Sailing Club, the football/cricket ground, and ANZAC Park. These are all well-patronised, meaning that traffic in the local area can be congested and parking difficult at times. A ferry terminal at Lindisfarne Sailing Club would compound this issue, limiting access to these valued recreational facilities.

Access to the site is limited for pedestrian access, pick-ups and drop-offs, and vehicles. It would need significant upgrading to overcome these drawbacks. The site is not conducive to bus access as it has narrow access and little turning room.

Ferry noise, traffic, and potential parking issues would affect the amenity and comfort of local residents.

It is noted that the Tasmanian Government has been very clear that the ferry terminals will not be supported by car parking. We consider this does not take into consideration the needs of community members and commuters. It suggests little has been learned from the experience at Kangaroo Bay where street-parking by ferry commuters has caused community concern.

We note item 2:11 in the Clarence City Council Meeting agenda of 17 June 2024 which states one of two reasons the Lindisfarne Sailing Club is the preferred site is that "The Sailing Club is particularly supportive of the proposed development and keen to work with the Councils to develop the proposed infrastructure" (p.125). We also note that information on the Lindisfarne Sailing Club's Facebook page indicates the long-term survival of that Club may be contingent on locating the ferry at their site (20th June 2024). Whilst we are sympathetic to their position, we consider this is a very separate issue to where a ferry

terminal should be located. Other ways to ensure the ongoing viability of this important local club should instead be explored.

NATONE STREET

Benefits:

Natone Street has many advantages.

- Greatly decreased risk of negative or dangerous interaction with other river users
- Good visibility for river users to see other vessels
- Limited impact on other river users
- No impact on existing commercial and recreational infrastructure
- No need for compulsory mooring acquisitions
- Ferries able to dock direct from the river
- Ease of vessel access in and out of the terminal without the speed restrictions necessary in Lindisfarne Bay
- Faster turnaround time for the ferry
- Generally sheltered from prevailing north and north-westerly winds
- Greater access for pickup and drop off areas, pedestrians, cyclists, and buses
- Has an existing turning circle
- Better parking potential
- Potentially lower construction costs for the ferry terminal and infrastructure
- Lower residential density in the immediate surrounds.

Drawbacks:

None identified

Thank you for considering the concerns raised in this submission. If you would like to discuss it further, please do not hesitate to contact the Club's President, Marianne Stevenson, at derwentstorms@gmail.com

Submission 6

Subject: Concerns Regarding Proposed Ferry Terminal Location at Lindisfarne Sailing Club
To the Clarence City Council,

I am writing to express my concerns regarding the proposed location of the ferry terminal at Lindisfarne Sailing Club. As the owner of Lindisfarne Bay Boat Yard, I believe that the establishment of the ferry terminal in close proximity to the Sailing Club will have adverse effects on my business operations and livelihood.

One of the primary concerns I have is the potential for increased wash and wake issues caused by the ferry traffic near the sailing club. These disturbances can pose a significant risk to the safety of the boats and moorings in the area, including those that I manage as part of my boat yard services. The safety and security of the moorings are paramount to my business, and any disruptions caused by excessive wash and wake could have detrimental effects on the boats under my care.

Furthermore, my business relies heavily on providing mooring services to boat owners who prefer to rent moorings rather than owning them outright. The proposed ferry terminal location could potentially deter customers from utilising my services due to concerns about the safety and security of their boats in the wake of increased ferry traffic. This could have a direct impact on my livelihood and the sustainability of my business in the long term. Not to mention the possible forced acquisition of my moorings. Under my business model without the moorings my business will cease to be viable.

In addition, the construction and operation of the ferry terminal near the Lindisfarne Sailing Club may also disrupt my business operations, particularly in relation to the floating pontoon that I currently utilise for providing maintenance services. Any changes to the surrounding area that affect the accessibility or functionality of the pontoon could hinder my ability to provide quality services to my customers and may result in financial losses for my business.

Additionally, the proposed ferry terminal may exacerbate existing car parking issues in the area, leading to congestion and inconvenience for both residents and visitors. Inadequate parking facilities could not only deter customers from accessing local businesses like mine but also create safety hazards and traffic congestion in the vicinity of the sailing club. Furthermore, the potential influx of ferry passengers I feel raises security concerns, necessitating additional measures to ensure the safety of my business operations and well-being of all individuals in the area.

I urge the Clarence City Council to carefully consider the potential impacts of the proposed ferry terminal location on local businesses, including Lindisfarne Bay Boat Yard. I respectfully request that alternative locations be explored to minimise the negative effects on existing businesses and ensure the continued prosperity of the local maritime community.

Thank you for your attention to this matter.

Sincerely,



Malcolm McDougall Owner, Lindisfarne Bay Boat Yard

Submission 7



Dr Rosalie Woodruff MP
Leader of the Tasmanian Greens
Greens Member for Franklin

4th July 2024

Ian Nelson
General Manager
Clarence City Council
38 Bligh Street
ROSNY PARK TASMANIA 7018

Dear Mr Nelson,

I am writing about the proposed ferry service into Lindisfarne to indicate my support for the Lindisfarne Sailing Club as the preferred site for the ferry terminal.

I have recently been in contact with Richard Bingham from the Lindisfarne Sailing Club and been told this site has now been endorsed by the Council as the preferred site for the ferry into Lindisfarne, which is wonderful news.

However, I understand you are still in the process of conducting a final community consultation on Lindisfarne ferry terminal site options, to gauge community support for the Sailing Club as the preferred site.

It's my understanding, from Richard, the future of Lindisfarne Sailing Club's financial viability rests on this decision – and that the need for clarity on this decision affecting the Club is urgent. I was hopeful there would be a way this process could be fast-tracked, to ensure the future of this important local community hub isn't jeopardised.

Warm regards,

A handwritten signature in green ink, appearing to read 'R Woodruff', with a stylized flourish at the end.

Dr Rosalie Woodruff MP
Leader of the Tasmanian Greens

Written Submissions Individuals

Submission 8

Although I regularly catch the Bellerive Ferry to and from work twice a week, I have concerns about a terminal situated in Lindisfarne particularly the Sailing club suggestion.

The Lindisfarne Bay is central to the village and the space for parking would be extremely limited, creating congestion for residents and visitors to Rowing Club Anzac Park and MYCT.

The bay currently hosts many boats safely moored in a sheltered area, to house a ferry terminal appears that mooring spaces would need to be reduced and limit boat movement.

The movement to boats currently moored at MYCT marina is quite significant from the wake of the MONA ferries already. They move a lot further away than a Ferry coming into dock.

This is a safe haven for training for Sailing, regular children's sailing school, Rowing, numerous singles, double and other craft training daily.

Dragon boat clubs (2) training up to 5 times per week. I am coach of one of these clubs, where we regularly have 2 -3 boats out 4 or 5 times a week at varying times training.

Pleasure craft launching, Egeria cruises, just to name a few.

The parking issues in Bellerive already create angst for some residents and Lindisfarne area is a lot smaller to cope.

Submission 9

Natone Street is the sensible, safest and by far the most logical option.

There should be no consideration at all to a terminal at or near the Lindisfarne Sailing Club for multiple reasons.

Please make the sensible and logical decision! Natone Street

Submission 10

I strongly oppose Lindisfarne Bay as the site for a ferry terminal and believe Natone Street would be a far more practical and safe option.

Submission 11

I strongly oppose Lindisfarne Bay as the site for a ferry terminal and believe Natone Street would be a far more practical and safe option.

Submission 12

This is short and sharp! I feel the Derwent River Fast Ferry Service should have the terminal only at the Natone Street site. My particular reason is because the Sailing Club site is used by many individual groups on the river and parking would be so much harder due to the congestion on the narrow roads in the area. There is a huge pedestrian presence in this area as well.

I also hope the Ferry Service is to be used not just for morning and afternoon services, but throughout the day. Saturdays would be very useful to get to the Salamanca market for instance, lessening the traffic problems in the city. I would use the service midweek if I knew there was a

return service to Lindisfarne during the day. Currently I drive everywhere and to town as the bus service is not very flexible.

Submission 13

I keep my boat at the MYCT marina in Lindisfarne Bay. I go down regularly and I see the recreational activity in the bay. I cannot understand why the preferred site for the fast ferry terminal is right up inside the bay where the Lindisfarne Sailing Club building is located. Has any social impact study been done?

The ferry will need to navigate inside the tight confines of Lindisfarne Bay, and routinely ensure no unintended interaction with recreational users of all shapes and sizes of craft. The ferry will need to travel slowly inside the confines of the bay. There will be an accompanying wash when the ferry slows, adversely affecting the marina structure, the boats in their pens, the boats on moorings, and any water users. For some users, that will be dangerous. Not to mention 15 moorings will be lost. Where are they going to go. It doesn't have to have such a dramatic negative impact.

The alternate option at the end of Natone St, ensures clear access, and limited interaction with recreational boats and people as it is outside the confines of the bay and the marina. The suitability score (7.4 vs 7.5 for LSC) surely cannot have included social impacts, and in any case, is only marginally lower. There is WAY less chance of negative outcomes by selecting Natone St option. I'm no town planner, but it also seems to me there is more space around the Natone St option for shoreside infrastructure - bus turning, drop off, shelter etc.

While it is marginally further from the Lindisfarne shopping precinct, ferry users will be going to Hobart to shop, work or play - they will not be the people using Lindisfarne shopping centre. And neither will people catch a ferry from the city simply to shop at Lindisfarne. So it's likely a plus to be outside the shopping precinct as it will lead to less congestion there.

The ferry will be able to approach Natone Street at speed, not having to slow down as it will have to in the bay. That's got to save a lot of time on a return voyage.

I seriously cannot understand how anyone would select the LSC site over Natone Street. Safety, speed, impact on recreational users, impact on a great many citizen boaters, potential for serious incidents - Natone Street wins hands down for any logical, sensible, independent observer who takes all factors into consideration.

Please wake up, make the correct choice, and put the ferry terminal at the Natone Street site.

Thank you.

Submission 14

I believe the proposed ferry terminal for Lindisfarne area to be a good idea, but the sailing club is the totally wrong site. Access roads around that area are narrow, surrounded by aged care residences, a great kids playground which would put all involved (particularly the elderly and children) with those facilities at risk with the increased traffic flow on roads, shared walkways & footpaths.

Parking is also a major problem in this area most of the week.

Lindisfarne Bay is also heavily used by all sorts of boating activities including dragon boats, rowing, kids sailing & the like, the ferry service would pose a safety risk for many users. The effect of the

wash on the MYCT and rowing club would negatively and regularly impact the users of these facilities.

I believe the Natone St site to be a far better site with easier road access from East Derwent Hwy, more available parking, and virtually no impact on existing marine facilities in Lindisfarne Bay.

Submission 15

I would urge you to consider the ferry landing for Lindisfarne being at the end of Natone St rather than at the Lindisfarne sailing club. There is too much traffic and congestion beyond the MYCT sea wall which would make conditions in Lindisfarne Bay difficult.

Submission 16

I believe that Natone St is a far better option than the Lindisfarne Sailing Club. I am a dragon boat member for Derwent Storms as well as a Social Member for MYCT. Lindisfarne Bay is a very active water sport bay with motor boats, yachts, rowing skulls, dragon boats (2 clubs), dinghy's used by those who have a mooring, kayakers, small sailing dinghy's and paddle boats. My concerns are as follows:

For MYCT: State purchase of 76 moorings which leaves 76 boats finding another home; possible damage to the fuel wharf, slipway that is very active as is the boat ramp due to a ferry wake, albeit only 4-5 km however the marina was never built to handle a ferry wake; this also means a slower ferry entering and leaving the bay on each trip which will make the travel timer longer; there is no place for people to park except in the council car park of the tennis courts and the oval that are already being used by those clubs.

For Lindisfarne Bay users: home to urge, Police boats (2), Lindisfarne Rowing Club, Derwent Storms Dragon Boat Club (two evening training sessions 6:30-7:30pm plus Saturday and Sunday mornings), Dragons Abreast Dragon Boat Club (training sessions one evening/wk Tuesday morning 9:30am, Saturday morning two sessions, Scouts and marina (200 motor boats and more than 76 yachts). A ferry will impact all of these groups.

Natone St benefits: no boats moored in that section of the bay, small number of parking spaces available and perhaps even space for a Metro bus to drop off passengers. There is no night time activity in this part of the Derwent River as opposed to Lindisfarne Bay. There would be no disruption to businesses as it is a residential area thus easier to build the infrastructure required.

Thank you for this opportunity to share my ideas.

Submission 17

Natone St is an unused empty bay with potential for some parking, bus terminus taxi rank etc which doesn't attract a speed limit until the ferry is 60m from the jetty (to be built). The sailing club site is exactly the opposite. Moorings are completely full. Rowing club, junior sailing club, small slipway and the MYCT, Dragons Abreast all use the confined entrance. Speed limit would apply 60 outside the large breakwater thus lengthening to trip fairly considerably. From my experience high speed aluminium catamaran type vessels won't / can't do 5 knots unless operating one engine at a time and can be unwieldy in adverse conditions doing this. To me the potential site must be Natone Street and is a no brainer but I suppose that hasn't stopped government before??

Submission 18

In concurrence with the Motor Yacht club Tas. RSL Lindisfarne, Mariners, also the many other concerned local Lindisfarne ratepayers, I too wish to speak out .

Now look; Lindisfarne Bay is already crowded.

For starters, it is already full with boats of many different descriptions.

This is not a matter of "playing chicken" with Ferry passengers Vs. Mariners in their respective vessels.... & I'm, not a Mariner nor Boatie.

'Blind Freddie' can see it; go visit and examine the Bays' depth as being inadequate, tides, bird wildlife, piers and other marine objects already around the bay itself.

Parking is the major problem around our bay too!

Council has already hemmed-in, our rather limited, car spaces available.

Now you want to additionally, bottle-neck it in further.

Stop killing our existing amenities.

On a practical basis, the Village of Lindisfarne is only two or so blocks away from the bay - you will CHOKe it further!!

This, in turn, will have big ramifications upon major traffic flow at peak times on the East Derwent roadway, adjacent serviceable highway, etc. just a few blocks away.

The more practical proposal for a Ferry Terminal sited in Natone Street, Lindisfarne has my vote.

Submission 19

I write as a concerned rate payer, resident of Lindisfarne, MYCT Member and vessel owner in Lindisfarne Bay who is supportive of the Derwent River ferry service expansion in principle. However, I am in no way supportive of the Lindisfarne Sailing Club terminal option.

My views on why Natone Street is the best option for our community:

Safety First: With direct and easy access from the river, the Natone Street terminal minimises interactions with other river users, ensuring a safer experience for everyone.

Time Efficient: A ferry trip from Natone Street is at least 10 minutes quicker compared to other options, making your commute faster and more convenient.

Minimal Impact: The terminal at Natone Street will have no negative effects on existing marine infrastructure or vessels, preserving the beauty and functionality of our beloved waterfront.

Enhanced Community Experience: By choosing Natone Street, we avoid disrupting the busy and vibrant Lindisfarne Bay, allowing all our local groups and businesses to continue enjoying the bay without interference.

It's crucial to consider the significant impact on the Motor Yacht Club of Tasmania (MYCT) and vessel owner if the terminal is placed at the Lindisfarne Sailing Club (LSC) site. Here are some key concerns:

Safety Risks: Lindisfarne Bay is already bustling with activity, home to more than 200 motor boats and 76 moorings. The introduction of a fast ferry increases the risk of collisions and capsizing,

especially for smaller vessels like rowing boats and sailing dinghies. This poses a serious safety hazard for MYCT members and other water users.

Infrastructure Damage: The ferry's wake could cause damage to the bay's infrastructure, including the breakwater wall, fuel wharf, slipway, and the boats themselves. The current breakwater was designed to handle wakes from vessels transiting up and down the Derwent, not fast ferries operating within the bay. This could lead to costly upgrades for MYCT and increased maintenance for boat owners.

Reduced Community Access: Lindisfarne Bay is a hub for many local groups and activities. A fast ferry service would strain the already limited parking and potentially require the acquisition of around 17 moorings. This would not only disrupt access for MYCT members but also impact the broader community who rely on this shared space.

Service Efficiency: The ferry would need to navigate at less than 5 knots for about 750 meters within the bay, adding approximately 10 minutes to a return trip. This increase in travel time could turn what is meant to be a fast ferry into a slower, less efficient service.

Submission 20

Your proposal to use the LSC as the terminal for the fast ferry service will significantly reduce the lifespan of the Marina infrastructure. The breakwater and floating walkways exposed to the wake from the ferry's most certainly would require more maintenance, additional costs and the potential for the MYCT to seek compensation.

Water activity in the area that you propose is very high including Pennicott Cruises refuelling at different times a day most days, many club members and the boating public also using the MYCT fuel berth. Because the ferry approach is at right angles to the marina I have concerns that there is a high risk of accidents .

With reference to the LSC, if they were not in the predicament they are in, it would make no sense that a sailing club would endorse the idea that its sailing members would hold its on water events in or around the path of a ferry nor would a ferry operator want to navigate through sailing dinghy's.

I urge you to reconsider and support the Natone Street terminal for a clear and safe route to Lindisfarne Bay.

Submission 21

I have read the documentation available including River Derwent Ferry Service Masterplan and Agenda Report for Council Meeting Monday 17 June - 8.4.3 DERWENT RIVER FERRY EXPANSION. Thank you for providing this comprehensive documentation on your Web Site.

I welcome the proposal to include Lindisfarne in the expanding Trans Derwent Ferry Network. I believe the Sailing Club in Lindisfarne Bay has multiple drawbacks as the ferry terminal location compared to the superior option of Natone Street.

The rapid site assessment undertaken does not seem to have considered the numerous on-water activities that take part within the bay and how they will be affected by the transit of the ferry. There are two Dragon Boat clubs that regularly use the bay for training as well as sea scouts, rowers, kayakers, paddle boards. The bay is a hive of activity throughout the year and the activities that take place are beneficial to the health and connectedness of the many community members who regularly take part.

Smaller craft will need to avoid the ferry as well as its wake when there is often no line of sight due to the number of fixtures and boats in the bay. The ferry may cross the path of these small recreational craft on the river to and from a Natone Street terminal but there would be clear visibility of the ferry as well as room to manoeuvre out of the way.

The ferry would need to slow to 5 knots on entering Lindisfarne Bay and remain at 5 knots or slower for a considerable distance as it enters and leaves the bay. This will increase the travel time compared to access to a Natone Street terminal which would be direct with no need to navigate to avoid fixtures and other craft.

The ferry would need to come right into Lindisfarne Bay past the floating docks of the MYCT and numerous boats at mooring affecting all the vessels fixtures with its wake. Also I understand that a number of moorings will need to be removed and the boats removed to make way for the ferry. Natone street has no moorings to be removed and no moored or docked vessels to be subjected to wake.

The Multi Criteria Assessment rated the Sailing Club option as higher for car parking than the Natone Street option. This rating appears to be based only on the current number of car parks within 1km but not the current usage of these car parks or the potential for future car park spaces. The Sailing Club location would have more current car parks as there are more activities and businesses close to that location but these car parks would already have a high degree of occupancy. There is already a parking issue around the Sailing Club and Tennis court with difficulty finding an available car park and the area is often congested even for drop offs. Additionally, there is no space for creating additional car parks. There may be fewer car parks currently near the Natone Street location but there are fewer activities requiring parking and there is some capacity for creating additional spaces at the edge of the park as well as a turning circle for drop offs.

The documents provided show that the Lindisfarne Sailing Club and Natone Street sites were very close in scores in the multi-factorial assessment and I hope that more in depth evaluation as well as consideration of the on water activities on Lindisfarne Bay will show Natone Street as the best location for the ferry terminal.

Thankyou for the opportunity to provide this submission.

Submission 22

About the risks of wakes and collisions bothering paddlers out of the Sailing Club.

Speaking as someone who regularly paddles a surf-ski out of Lindisfarne, and as someone who spent several years doing so around the vastly busier Sydney Harbour ... this risk is zero.

It is true that falling out of the boat is an inevitable risk in any kind of paddle craft. I can't count the number of times I've done so. When you're first learning surf-ski, which is a craft less stable than either kayaks or dragon boats, you can count on having a swim every time you go out.

When paddling on the Derwent in the winter you're asking for death by hypothermia if you don't wear a wetsuit or drysuit in these boats. But the risk of collision is basically nil. I never heard of a ferry striking any boat, large or small, on Sydney Harbour, and there are literally thousands of boats out on the water up there - including many inlets smaller than Lindisfarne - every day of the week. And dozens of times more ferries servicing them than we'll ever have.

Submission 23

As a long-term resident of the Esplanade at Rose Bay, I urge you to reconsider the option to have the Ferry Terminal in Lindisfarne Bay and have it at the bottom of Natone Street.

We were residents here when the Tasman Bridge was down and regular users of the Lindisfarne Ferry at the time. Crowding of Lindisfarne Bay is much greater now and presents many more risks than the 70's. We well remember a collision between a yacht and the emergency barge at that time.

In addition, traffic will be far more manageable at Natone Street.

Submission 24

NATONE STREET IS THE RIGHT CHOICE

A Derwent River Fast Ferry Service to Natone Street Lindisfarne is a safer, quicker and better option for locals and the City of Clarence.

A purpose-built fast ferry terminal at Natone Street offers direct, easy, time efficient and safe access to the Derwent River.

A ferry could dock at a Natone Street terminal direct from the river, with limited interactions with other river users and no impact on other privately owned or commercial marine infrastructure or vessels.

A return ferry trip would be at least 10 minutes quicker compared with LSC, as it would have less time at the requisite reduced speed of less than 5 knots, required within 60 metres of a wharf, jetty, mooring, another boat or shoreline.

Natone Street will deliver a safer, quicker and better fast ferry option to locals and all ferry users.

LINDISFARNE SAILING CLUB IS THE WRONG CHOICE

A Derwent River Fast Ferry Service to Lindisfarne Sailing Club will cause serious safety risks, provide a slower commuter service, and reduce community access.

Lindisfarne Bay is one of the most popular and busiest spots on the Derwent River. Every day, it is enjoyed by rowers, kayakers, dragon boaters, sailors, stand up paddle boarders, commercial and recreational motorboat users.

It is home to groups including the RSL, Marine Police, Lindisfarne Rowing Club, Lindisfarne Sailing Club, the Derwent Storm Dragon Boat Paddlers, the Pink Ladies Dragon Boat Paddlers, the Scouts, the Motor Yacht Club of Tasmania, and more than 200 boats and an estimated 76 moorings.

A fast ferry in Lindisfarne Bay will affect and cause potential risk to these groups, water users and locals.

It will also deliver an inferior ferry service that's at least 10 minutes slower than Natone Street – this could be up to a 30 per cent increase in commuter travel time, turning a fast ferry into a slow ferry.

CONCERNS ABOUT LINDISFARNE BAY

Safety - a fast ferry in Lindisfarne Bay is a serious safety risk.

Lindisfarne Bay is a small bay with a narrow entry. It is used every day by hundreds of locals in small sailing dinghies and rowing skulls, to large motorboats and Police rescue vessels.

It is also home to more than 200 motorboats and an estimated 76 moorings, and important community infrastructure including a fuel wharf, slip way and boat ramp.

The addition of fast ferries to the busy bay will cause a number of undue safety risks, including:

- There is risk of a collision with a ferry, or a collision between users, or with wharf infrastructure, when trying to avoid a fast ferry or its wake.
- There is risk of inundation or capsize caused by a ferry's wake, particularly for low-lying rowing boats, dragon boats and sailing dinghies.
- The wake will also cause damage to vessels berthed and moored in the bay, and damage to infrastructure including the breakwater wall, fuel wharf, slipway, moorings and boat ramp.
- The current breakwater was designed and approved by Council to protect against wakes from vessels transiting up and down the Derwent, not fast ferries in the bay - exposing the MYCT to upgrade costs, and owners of berthed boats to damage and maintenance costs.
- There is also the environmental risk to be considered around the impact on the refuelling station at the marina.

Community access - a fast ferry in Lindisfarne Bay will reduce community access.

Lindisfarne Bay is a hub for the local community, with many businesses, groups and organisations calling the shores of the bay home.

The addition of a fast ferry will not only impact the way the community and members of these groups enjoy the water, it will also impact access to the area and their organisation.

- The current parking is already strained with boat owners, around 300 RSL members and 600 MYCT members already jostling for access to their clubs and amenities.
- An estimated 17 moorings (22 per cent of moorings) would require acquisition to allow for a fast ferry to navigate Lindisfarne Bay. These moorings cannot be replaced, as the bay is at capacity. It is also unclear whether compulsory acquisition would be required, raising serious legal complexities.
- The Tasmanian Marine Police berth their rescue vessels Dauntless and Vigilant at Lindisfarne Bay, and launch other vessels from the boat ramp. It is unclear what impact a fast ferry service could have on marine, and its search and rescue operations.

Service – a fast ferry in Lindisfarne Bay will take around 10 minutes longer on a return trip.

Under the Marine and Safety Tasmania by-laws, all vessels must navigate at a speed not exceeding 5 knots within 60 metres of any wharf, jetty, mooring, the shoreline or another boat.

A fast ferry heading for Lindisfarne Bay would be required to travel at less than 5 knots for around 750 metres, adding an estimated 10 minutes per return trip, compared with the Natone Street alternative.

- A vessel travelling at 5 knots takes an estimated 4 minutes and 52 seconds to travel 750 metres. The distance from the LSC to the outside of the Bay, including distance for the ferry to decelerate from full speed, is an estimated 750 metres.
- The addition of 10 minutes to a return trip could be up to a 30 per cent increase in commuter travel time, turning a fast ferry into a slow ferry.

Submission 25

My preference is for the Natone St siting.

It will provide a faster turn around service.

It will provide more parking.

It will not impact on the operations of the MYCT & Lindisfarne Sailing Club and not pose a safety risk to the users of Lindisfarne Bay.

It won't add additional silting and contamination to the bay shoreline.

I'm not a member of MYCT or the Lindisfarne Sailing Club. No vested interest other than that a resident of the area aware of the issues.

Submission 26

I wish to express my opposition to the Lindisfarne Sailing Club site for the proposed ferry service. Firstly, I have a grandson learning to sail with the Club and the thought of a ferry having to navigate through a fleet of young inexperienced sailors in a very confined area is simply dangerous and terrifying to onlookers. Not to mention the rowers from the Lindisfarne Rowing Club.

Also, it is my understanding that a large number of moorings will have to go to make way for this site. What is to happen to these displaced vessels?

Most of the marinas are full and I know that is the case with the Motor Yacht Club of Tasmania. Also not everyone can afford to keep their vessels in a marina.

Finally, car parking is already at a premium in this area and imagine the chaos a ferry service would create at this site.

The commonsense solution would be to construct the terminal at the end of Natone Street away from the main business and recreational areas where there is much more off street parking and far less disruptive to the sailing club and the boat and mooring owners of Lindisfarne Bay.

Submission 27

I would like to support the Derwent Fast Ferry Service to come into the Natone Street location. I believe it is suitable in preference to the Lindisfarne Sailing Club as suggested. The consistent and current usage of the Marina at MYCT Lindisfarne by motor vessels, Yachts, small vessels as in rowing club shells, and the Dragon Boats both weekly and weekends would be severely impacted upon the Ferry coming into the Sailing Club area.

Furthermore, to this I think it is important to consider the parking aspect of the venture. I do hope this has been appropriately planned with also the use of some bus service close by and linked to sailing times at all venues that are proposed for the Ferry. I have used and will continue to use the Ferry as I consider it a wonderful addition to transport across the river and can become a benefit to the community.

Submission 28

In my view there is only one option for Lindisfarne and that is Natone Street, the sailing club area is far too dangerous for all small boat users.

Submission 29

I am strongly opposed to the fast ferry coming into the sailing club in Lindisfarne, I would suggest that the Natone street option would be the best, no ferry wash damage to existing structures and moored boat, safety of bay boat users, the scouts regularly use the bay for kayaking, the sailing club has races out of the bay, the dragon boats regularly use the bay so common sense would tell you it is not practical or safe, also there is no car parking around the Sailing club within blocks away where as there is at the Natone street sites (some of the park land can be converted to car parking).

Submission 30

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- There is risk of inundation or capsize caused by a ferry's wake, particularly for low-lying rowing boats, dragon boats and sailing dinghies.
- The wake will also cause damage to vessels berthed and moored in the bay, and damage to infrastructure including the breakwater wall, fuel wharf, slipway, moorings and boat ramp.
- The current breakwater was designed and approved by Council to protect against wakes from vessels transiting up and down the Derwent, not fast ferries in the bay - exposing the MYCT to upgrade costs, and owners of berthed boats to damage and maintenance costs.
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- The addition of 10 minutes to a return trip could be up to a 30 per cent increase in commuter travel time, turning a fast ferry into a slow ferry.

Submission 31

Reviewing the proposal, I would think Natone St is a better option. If it was utilising an existing wharf or jetty area with good parking at the LSC I could understand this being attractive, but if you can minimise constant large boat traffic through or past the existing Marina, moorings and boat traffic, then this would ultimately provide a safer and easier to manage alternative. This opinion is notwithstanding costs or other factors that may be associated with Natone St.

Submission 32

I vote for Natone Street ferry terminal.

Submission 33

I have completed the survey, and one of the last questions concerned me.

That was to do with restrictive parking. I am 66 years old and live alone. I don't live close to the proposed ferry terminal. I don't have anyone to drop me off, and the bus service from my area is abysmal. I would much prefer to drive to the ferry terminal and catch the ferry, rather than drive into the CBD and have to find and pay for parking there.

If parking is restricted, I won't have any choice, but to keep driving. Where I lived previously, I would drive to the train station and catch the train. (Park and Ride) That's a great system.

Please don't discriminate by restricting the parking, especially if the ferry terminal is in Natone Street, where there is room for adequate parking.

Submission 34

Thank you for the opportunity to comment on the proposed Ferry terminal for Lindisfarne.

I am all in favour of ferry transport on the Derwent River. We have a magnificent scenic harbour used by many locals for recreational pursuits. However, the harbour is deficient in ferry transport placing increased pressure on the bridge, buses and parking facilities / infrastructure in the city of Hobart.

From my experience in using public transport in other States (particularly trains and ferries), the services are supported by adequate parking facilities to promote a park and ride approach. This has been done particularly successfully in WA trains. Therefore, I am of the strong opinion that our ferry proposals will have limited uptake unless parking infrastructure is provided to support the ferry services. I suggest users will be discouraged from using the services in inclement weather (e.g. Hobart winter and adjoining seasons) thus partially defeating the aim of limiting pressure on other services / infrastructure of Hobart.

Specifically in relation to the proposal for Lindisfarne Sailing Club v Natone Street options I make the following comments:

- I am concerned at the increased potential for collisions in the bay with the introduction of the ferry service. The bay has a large marina (by Tasmanian standards) and numerous moorings. The bay also has a sailing club, rowing club and dragon boat club conducting activities in the bay and beyond all requiring access and egress in the path of the ferry route. Many of these vessels are small and vulnerable to large craft such as the ferry.

- The wave action of the ferry will increase the likelihood of vessel capsize in the bay. Access to moored vessels is usually by small tender dinghy's / inflatables that are vulnerable to capsize (particularly embarking and disembarking the dinghy). Similarly rowing skiffs, small sailing dinghy's (often sailed by juniors) and kayaks etc. are also vulnerable to capsize. Capsizes may well end in death by drowning or hypothermia.
- The wave action of a regular ferry WILL cause concerns for the marina and moorings. The wave action will increase the wear on the marina and the moorings and increase the maintenance costs for the users.
- The regular wave action in the marina has potential to damage the boats at berth.
- The parking in the area is insufficient.
- The access and egress streets are particularly narrow in the area proposed.

I suggest the Natone Street option is a far better solution as it negates many of the concerns raised above and significantly reduces the likelihood of accident and injury to other users of the water.

The Natone Street options has far better street access (wider streets and more points of access and egress). It also has vacant land adjacent the site that could be developed for increased parking.

The Natone Street site is more prone to rougher water, but this can be alleviated by incorporating a break water as part of the jetty build. This, granted, will be a more expensive option but it significantly reduces the likelihood of capsize, injury or fatality that exists with the Lindisfarne Sailing Club option.

I strongly urge Council to choose the Natone Street site for the proposed ferry terminal in Lindisfarne.

Thank you again for the opportunity to comment.

Submission 35

I strongly disagree with a fast ferry in peaceful Lindisfarne bay.

Submission 36

Below is my submission relating to the proposed ferry terminal within the Lindisfarne Bay. I am a member of the Derwent Storms dragon boat club and the Motor Yacht Club of Tasmania, and so know and understand the Lindisfarne Bay through being out on it at least 5 times a week, both as a paddler and as a sweep (steerer) of dragon boats.

I believe the ferry will adversely impact the current users of the Bay, both their safety and their ability generally to use the bay, which includes:

- Motor Yacht Club of Tasmania (MYCT) members
- Live-aboards within the MYCT marina
- Dragons Abreast Tasmania Hobart paddlers
- Derwent Storms paddlers
- Lindisfarne Rowing Club rowers
- Sea scouts
- Kayakers and paddle boarders
- Yachts
- Motor yachts
- Recreational boaters

- Marine police
- Small commercial vessels
- Moored yachts

Ferry documentation (The Rapid Site Appraisal, Burbury Consulting) did not consider the on-water activities within the bay at all, instead it only considered land activities. It can be seen from the above list, that there are many on water users of the bay, and which highlights a major flaw in the appraisal. It is also important to mention that the Dragons Abreast Tasmania Hobart club, hold their major fundraiser event every year within the bay. The operation of a ferry would mean that this event could no longer take place, and which would have a detrimental financial impact for the club.

Also, for both Dragon Boat clubs, when the weather is not safe for training to take place out on the river, is often still able to take place, within the bay. Again, should the ferry proceed, this would mean that training would not proceed due to safety issues due to the ferry operations and the restrictions within the bay (it is often very shallow due to low tides, windy, narrow bay entrance).

Lindisfarne Bay shoals up into very shallow water. Any wake from a ferry will accelerate and increase in size. This will damage the foreshore and accelerate erosion which will destroy natural habitat for water birds and other species that live in this bay. Think of this as the perfect conditions for a small-scale tsunami.

Future ferry services expansion must also be considered with location considerations wsmall-scale Lindisfarne Bay is not a suitable location. The River Derwent ferry service master plan Nov 2023, P13 states that "most mature and successful ferry networks offer all day and weekend services...". This means that any impacts upon Lindisfarne Bay on water users as well as on land businesses and services, will only increase over time.

Ferry documentation factors in walking, cycling and drop offs but stated that it will not consider cars. The River Derwent ferry service strategic overview Nov 2023, P20 3rd para states that "... most people will be travelling by foot or cycling to the ferry". The Bellerive ferry location very clearly demonstrates that this is a flaw. Bellerive residents are having issues with both parking their own vehicles outside their homes as well as their visitors, due to ferry users parking in residential areas. It will get worse when the Chambroad site is developed and the adjacent gravel area which is currently free parking for around 100 cars becomes unavailable. The Bellerive Yacht Club (BYC) had to put up signage and have the Clarence City Council patrol their carpark to ensure that only BYC members used the BYC carpark. Therefore, it is highly likely that the MYCT, the Dragon Boat clubs, the tennis club, sea scouts, Lindisfarne Rowing Club, the Lindisfarne Tennis Club, the Lindisfarne playground, ANZAC park, the church, the community hall, the 2 nursing homes, and cafes will find that parking to access their services will become difficult if not impossible, due to ferry users parking. It is clear from this, that parking must be factored in for all ferry terminals.

The River Derwent ferry service master plan Nov 2023, P13 2nd last para states that "most ferry patrons come from walking distance of ferry wharves. Park and ride access is discouraged...". Considering that the Lindisfarne catchment area is a mature suburb with a couple of retirement homes, and many residents are retired, it is more likely that ferry patrons will drive.

The Bay area is not conducive for drop offs, pick-ups, or buses due to the narrow streets which are designed for residential movements.

Considering the above, it is my preference that Natone Street be the preferred location for ferry operations if the only options are Lindisfarne Bay or Natone Street. It has all the advantages without most of the drawbacks as has been identified with the Lindisfarne Bay proposal.

However, I believe that Geilston Bay should be part of the considerations for stage 1 and, out of the three, would be the most suitable location. For example, it has plenty of parking, excellent connection to the road network, minimal users of the bay as mostly moored boats.

In conclusion, making a choice between the Lindisfarne Bay or Natone Street, it is my consideration that the Lindisfarne Bay location would have far too many detrimental consequences and result in major safety concerns for the current users of the bay. Do not destroy the ambience and vibrant activities and clubs that are a key part of the Lindisfarne Bay life.

Submission 37

As a regular user of Lindisfarne Bay, I don't believe it can handle any more additional traffic. It is a very busy place for 9 months of the year with sailing, rowing, dragon boats and recreational boaters alike. If we were to add an additional regular ferry, I fear it could become a minefield, particularly for the smaller vessels in question. I am a big supporter of the ferry idea however I believe the Natone St site would be more practical as it keeps the ferry service out of an already very busy bay. From what I have witnessed over 10 years of having a boat at the MYCT on the sea wall, there is minimal to no marine traffic along Natone St shore.

Submission 38

I've submitted an online survey but thought I would add a couple of extra points.

I see there a numerous organisations suddenly jumping up and down about the LSC site for the ferry with very few actual facts.

Motor yacht club - potential concerns that the wake from the ferry will cause damage to their marina and members vessel. Please go for a trip on the current Derwent ferry and there is zero wake evident when the ferry comes into the marine area.

Also, that moorings will be taken away - yes that's true but 80% of the moorings have vessels on them that actually don't get used ever. Probably a good thing to remove some of the old non seaworthy mooring minders that are in the bay.

Rowing club - they might have 2 or 3 boats out during the week and have concerns about navigation and risk of capsize. Again, there will be no wake in the bay. If they come out to the river it will be no different to the Mona ferry wake that they currently deal with. I would rather by paddling with a skilled ferry operator driving the ferry compared to some of the recreational boat drivers.

Both of these clubs have also stated the danger of capsize and navigational risk to sailing dinghies. Again, this is pointless due to sailing Activities only occurring on Sundays and if the LSC receives no funding it's highly likely that the club will fold, and no sailing will be done in the bay.

People are saying that Natone Street has more potential parking and is a better location but I can guarantee most of these people will oppose it also if when plans were released for the area. They won't want the park to be replaced by car parks, local house will complain about street parking.

The Burberry report said Natone is sheltered from the prevailing NW winds which is true but after many years sailing out of LSC the NW is not the wind the ferry needs to worried about. Big southerly,

SW or summer sea breeze can produce decent waves in that part of the bay which will create big problems for the ferry berthing to get passengers on and off.

Submission 39

Of the two sites proposed for the Lindisfarne Ferry terminal, we are of the firm belief that the Natone Street location is the better:

For Natone Street:

- Shorter distance for ferry to travel.
- Ferry will not have to travel at 5 knts once in the vicinity of the Motor Yacht Club of Tasmania (MYCT) seawall.
- There will be the opportunity for an additional ferry trip during peak times, because of faster return trip times.
- 17 moorings in the approach and depart route of the ferry will not have to be acquired, removed, relocated.

Against Natone Street:

- Ferry loading facility will have to be designed and built to withstand the more arduous conditions that will be experienced by the facility due to the less protected area of the terminal from river conditions, wind, wave action, vessel wash and Mona Ferry wakes.

For inside Lindisfarne Bay:

- More naturally protected than Natone Street.

Against inside Lindisfarne Bay itself:

- Necessity to acquire, voluntarily, or by compulsory acquisition, up to 17 moorings in Lindisfarne Bay.
- Disruption to all the users of Lindisfarne Bay, such as rowers, dragon boat paddlers, stand-up paddle boarders, kayakers, sailing club, MYCT marina users, additional wear and tear on all mooring with-in Lindisfarne Bay.
- Danger of collision with vessels entering, departing MYCT Marina precinct.
- Additional maintenance cost for MYCT due to excessive wash and wake of the ferries.
- Possibility of damage to vessels with-in the MYCT Marina, by an uncontrolled event of the ferry.
- Additional cost to vessel owners with-in the MYCT Marina, due to additional stress and strain mooring lines, fenders, especially to vessel on the outer end of each arm, and on the northern side of the northern arm.
- The ferry having right of way, some mariners are not aware of the protocol with ferries, especially on Tasmanian waters.

General Comment of either location:

We do not believe the ferry will be viable on a commercial basis, based on the fact that it appears it is proposed that there will be no additional vehicle parking for commuters, no facilities for additional buses, plus of course, the additional traffic in the Lindisfarne area.

The majority of the population with-in the Lindisfarne area are elderly and will not utilise the ferry service in inclement weather, or, if in fact, at all.

It would appear that persons associated with the Lindisfarne Sailing Club (LSC) have done a very, very good sell job on the Clarence City Council (CCC), in promoting the proposed terminal for inside Lindisfarne Bay, in the hope that the LSC would benefit from a new club house as part of the terminal.

It would appear that the LSC has been unable to maintain sufficient membership, and high enough annual fees for them to maintain the existing Club facilities, which are now in such a state that the building is un-insurable.

Having watched and listened to the June CCC meeting, this was very obvious, and not a single question was asked of the LSC proposal.

It is our firm believe that Natone Street should be the site of the terminal, all be it, in either location, commercially unviable.

Submission 40

Would not support a ferry terminal at Lindisfarne Yacht club.

Far too dangerous and congested.

Much better solution would be a terminal at Natone St.

Submission 41

It is unfortunate that the Council, through its ill-considered geotechnical "initiative" in Lindisfarne Bay ONLY, has attempted to pre-empt this debate in favour of the Sailing Club site, because Natone Street is a much better proposition,

Lindisfarne Bay is crowded with moorings, so much so that there is no longer a "clear channel" up to the Rowing Club. What path there is changes when the wind changes and the moored boats on either side swing round in various orientations, but the unoccupied mooring buoys don't move much. Making a consistent clear way and a swing area for a ferry would require a wide swath of moorings to be moved, probably removed: the Bay has been closed to new mooring sites for some years and a mooring "shuffle" would be inadequate.

The Bay is used for a huge range of activities - children learning to sail, launching and retrieving dinghies, kayaking, paddle boarding, dragon boat racing, rowing, fishing from the bank, the comings and goings of both recreational and commercial fishing craft from the marinas on each side of the sailing club (sometimes at night), a commercial boatyard, a refuelling point, excursion boats and cruises, and those using dinghies from around the shore to access their boats and moorings further up the bay.

Not surprisingly, as well as the MAST proximity speed limits, there are now additional speed and wash restrictions in Lindisfarne Bay.

I have kept my boat in Lindisfarne Bay for about 30 years and I know that it takes only a low wash to make smaller craft gyrate wildly, pound even heavier well-fendered vessels hard up against jetties and make retrieving a boat onto a trailer difficult. There could be no relaxation of the speed and wash limits. I would oppose any special rights-of-way for ferries - we all rely on a courteous and consistent interpretation of the Collision Regulations and if a swarm of learner-sailors is in the way, you wait.

Putting a terminal for a ferry - always in a hurry - into this environment seems to me foolish. Accidents do happen and happen more often in crowded spaces: When ferries ran from Sullivan's Cove to Wrest Point some years ago a number of stationary craft moored off Sandy Bay were damaged in collisions with ferries.

The Sailing Club site has major drawbacks. By contrast, the Natone Street site offers unimpeded access, without speed restrictions. Neither site is very far from community infrastructure, but Natone Street is closer to the bowls club, Anzac Park and the foreshore trail, and the football oval, and has a bus-sized turning circle. And any public transport route which ends at a park or playground is a bonus.

Submission 42

I've considered the proposed location for a Lindisfarne Ferry Terminal and think the old Sailing Club site is totally inappropriate. Looking at the Lindisfarne Bay configuration and usage at present time I think the Bay Area near Natone Street is a better fit.

Submission 43

Please leave the Motor yacht squad alone!!!

Listen to your constituents.

Yes, we need the ferry but not to the detriment of the beautiful LMYS.

Submission 44

I totally disagree with a ferry being placed at the end of Natone St. The streets will be lined with cars all day long, noise and traffic. Look what has happened in Bellerive. Ferry would be for people going to town for work so keeping working hours. More busses would serve the same purpose!

It is hard enough to get near the Village for congestion.

I believe ANZAC Park would not provide enough parking spaces.

Please reconsider using Natone Street for a ferry landing.

Submission 45

I have lived close to the Lindisfarne Sailing Club (LSC) for nearly 40 years and for almost half that time have been retired so I'm very well aware of the LSC area's usage at all times of the day and of the neighbourhood generally. I also walk my dog each day and am well aware of the daytime usage of the proposed Natone site.

Consequently, I have several concerns about the proposed siting of a ferry terminal at the LSC. Many of these are addressed in the Information provided to local residents by the Motor Yacht Club of Tasmania (MYCT), which I assume the Club has conveyed to you, so I will not repeat them here. I will state that I wholeheartedly agree with all the MYCT's concerns and add that many of these very real concerns would not be addressed by slowing down the ferry while in the confines of Lindisfarne Bay.

I have two significant areas of concern about the proposed LSC site in addition to those raised by the MYCT. One area of concern relates to traffic, including the volume of traffic, the associated parking problems, and other related impacts on local residents such as safety, noise and littering. My other area of concern relates to the environmental impacts.

TRAFFIC CONCERNS

The stated “no parking” usage of the ferry and the aim to reduce traffic on the Tasman Bridge and Hobart area are complete furphies with respect to the LSC site, in the main because of the existing heavy usage of the surrounding area and the demographics of the immediate “feeder” population. Within a reasonable walking distance of the site (say a kilometre) the area is mainly composed of businesses, public facilities and open spaces, while the resident population is overwhelmingly retired or elderly and rarely visit the city, that alone commute to the city daily. There is probably only a handful of private households in the area that would commute daily. This means that the vast bulk of the users of the service would need to drive to, or be dropped off at the LSC site.

Human nature means no amount of restrictions will prevent people from trying to park near the ferry site, nor stop people being dropped off as close as possible to the site. In both these regards the LSC site is the most unsuitable site possible within the whole Lindisfarne Bay area.

The area along the full length of Ford Parade is already at its traffic and parking capacity on many occasions, and is physically a “choke” point area with three sections of the road either not suitable for parking, or only very limited parking, and no section suitable for dropping off people if that involves turning around. The single lane section immediately adjacent to the proposed site is clearly not suitable for either parking or dropping off. The other two unsuitable sections of Ford Parade are the sections from the Esplanade corner up to the parking area near the jetty at 9A Ford Parade, and the short section from Wellington Rd corner up to where the road widens adjacent to the slipyard. These latter two can only accommodate short term parking on one side of the road and can’t readily accommodate a u-turn without using someone’s driveway and/or blocking the road to other traffic.

The six areas nearby where parking or dropping off are in theory feasible are:

- the car park between Lincoln St and the Esplanade;
- Hume St;
- the parking bay on the Esplanade near the corner of Ford Parade;
- the widened area of Ford Parade near the jetty at 9A;
- the wider section of Ford Parade in the vicinity of the MYCT; and
- the parking bay adjacent to the tennis courts.

In practice ALL of these areas are already very heavily used and often at capacity as they serve the many existing usages of the area - including parking for shoppers and other users of the village business; users of the Scout hall; the hundreds-a-day users of the bike path (ie dog walkers, cyclists, scooter riders, walkers and runners); users of the Child Health centre; the Beltana park users; overflow parking by users of the Community Centre; the tennis court users; the Sailing Club users; the MYCT users and associated delivery trucks; the users of the business around the slipyard area; the users of the dog park and memorial park; and the spectators and users of the cricket and football ovals. Some of these areas, including the closest to the LSC site such as the parking spaces adjacent to the jetty at 9A Ford Parade, are almost always at full capacity and used 24 hours a day. There are rarely less than 7 vehicles parked adjacent to the jetty, and often more, which also prevents dropping off of passengers.

To illustrate the existing traffic congestion and the associated problems, as recently as last Friday when I took my dog for a walk, there was one parking spot available out of the 13 in the Esplanade car park (plus 3 others cars were parked on the adjacent nature strip). There were 8 vehicles and a boat on a trailer parked at the jetty area. There was no parking available in Ford Parade on either side of the road near the MYCT. There was a truck making a delivery to the MYCT blocking the

driveway entry and in turn cars queued up in Ford Parade that were wanting to access the MYCT car park. There was only one spot available at the tennis court car park, and both Park Rd and Hume St were parked out for as far as I could see, and cars parked in Ford Parade near the Scout hall. While this was a nice day and during the school holidays, so was busier than usual for winter, it is often even busier than this during the summer holidays.

In short, neither Ford Parade nor the adjacent streets and car parks can accommodate increased traffic, parking or dropping off of ferry passengers and it is unacceptable to expect local residents to be further impacted by increased human and vehicular traffic.

These issues would NOT be solved by putting in place parking restrictions. If parking restrictions were to be put in place it would be impossible to distinguish between the many existing users as outlined above and visitors to local residents, versus those using the ferry. Any restrictions would be ineffective, costly to police and spasmodic at best. Who would pay for policing any restrictions?

The Natone site, which has little existing usage, avoids most of these issues, would affect far fewer residents and users, and offers space for a dedicated drop off area, as well as development of further parking if needed in the future. The streets nearby the Natone site also currently have very few cars parked in them. The Natone site, unlike the LSC site, also has a surrounding population which would regularly commute to the city. It also has further significant advantages over the LSC site as pointed out in the MYCT's statement.

ENVIRONMENTAL CONCERNS

I, and other users of the area, enjoy that Lindisfarne Bay often plays host to dolphins, black swans, pelicans, white-faced herons, fairy penguins and other seabirds, as well as the occasional seal. Fairy penguins have been known to live in the rock wall adjacent to the jetty at 9A, only metres from the proposed ferry site. A regular ferry service within the Bay would almost certainly, at the least, deter visiting native wildlife and displace the more long-term wildlife.

It would also most likely stir up the highly contaminated sediment on the bottom of the Bay which would impact the feeding of marine birds and other animals, plus have other potential impacts from the resulting lower water quality.

The Natone site would avoid these issues.

SUMMARY

The LSC site is the most unsuitable site for a regular ferry service within Lindisfarne Bay because both the waterway of Bay and the land areas adjoining to the site have little or no capacity for further usage of the kind that a ferry service would bring. Consequently, there would be significant impacts on both local residents and the many existing users of both the land and waterway areas if the LSC site proceeded. In addition, the nearby residents are highly unlikely to, or rarely, use the service. It is also likely to have significant environmental effects.

The Natone site has significant advantages over the LSC site, having far fewer existing land and waterway users and far fewer impacts on those users; fewer environmental impacts: fewer impacts on local residents; a surrounding population more likely to use the service; and scope to develop a dedicated drop off area and increase parking if necessary in future.

My view is that the Natone Street site is far preferable to Lindisfarne Bay and should be considered by those making the final decision.

Submission 47

I believe the new ferry terminal should be at the end of Natone St.

There would be no disruption to various boating users as would be the case at the Yacht Club. Car parking exists at the river end of Natone St and there is land on the bowls club side of the street for more car parking. No existing moorings would be lost. Faster ferry turnaround from this location. And so on.....

Submission 48

Natone street is the only option as far as i am concerned.

I am a member of the MYCT.

Submission 49

The existing ferry does not cater for pensioners. There needs to be a service mid morning and mid afternoon. This would allow people who are not working, to catch a ferry over in the morning and return in afternoon. The current times do not suit people other than those who work.

Submission 50

Lindisfarne Bay Ferry Terminal Site – Preferred site Natone Street

Submission 51

Using Lindisfarne bay is not the correct location for this service.

Parking in the area is already at breaking point, and the area has Aged care homes with many aged people needing to get to the local shopping area by car. The sailing club have many young children learning to sail in protected waters. The rowing club also have need of flat conditions. The marina at MYCT has over the years suffered damage from the Mona boats due to their destructive wake.

Anyone on council should take a good look before subjecting many locals to a diminished lifestyle.

Submission 52

I am looking forward to this link to central Hobart.

However, both Lindisfarne Dock sites appear to travel close to the sea wall in Lindisfarne at MYCT which will compromise the wall with wash from the ferry.

Can you please factor in long term regular maintenance of this sea wall as it would become public responsibility with the regular ferry program.

Submission 53

Natone Street is a much safer place for the ferry. Lindisfarne bay is too crowded with moorings and boating activities.

Submission 54

I do NOT support the fast ferry into Lindisfarne Bay.

Submission 55

Sailing Club site questions:

1-Where would people park? There are already parking issues with the Motor Yacht club/RSL and the Tennis court . I notice further on in the survey you are suggesting restricting parking to encourage riding, walking, bus and drop off instead of cars but this will just reduce the use of the ferry by commuters to work. It is ok if you are close enough to walk but if you have to catch a bus to the ferry you might as well catch the bus to town , it will be quicker and more choice of times. Ultimately we need to reduce car traffic in town and to do that you have to get people who would otherwise drive to town to leave their car and catch a ferry instead so parking is really important.

2-How much turning circle will the ferry require. I am in an 80 member Dragon Boat club that operates out of MYCT. We train 5 times a week and when weather is inclement we paddle round and round the bay as too rough out of the bay. There is also another Dragon Boat club Dragons Abreast Tasmania Hobart that operates out of Lindisfarne Rowing Club. There are also Rowers training. I am concerned that the turning circle and the wake produced by the Ferry will disrupt or even prevent our training . We have no information on the proposed timetable for the ferry or the route it will take to and from the jetty so it is hard to judge how realistic those concerns are.