COUNCIL MEETING

MONDAY 19 AUGUST 2024

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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 29 July 2024, 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	DATE
ANZAC Park Sporting Pavilion	
Youth Centre Analysis	
Derwent Ferry Consultation Results	
Update on Parking Sensors	5 August
Elector Poll Results	
Confidential Contractual Matter	12 August

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
  March Quarterly Report pending.

  Representative Reporting

- **TASWASTE SOUTH**
  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 29 July and 5 and 12 August 2024 have been circulated to Councillors.

RECOMMENDATION:

That the information contained in the Weekly Briefing Reports of 29 July and 5 and 12 August 2024 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.

Mrs Sharyn von Bertouch of Sandford has given notice of the following questions:

POLICY FOR MANAGING UNREASONABLE CONDUCT BY CUSTOMERS

1. If Council has adopted the Department of Premier and Cabinet, Office of Local Government Division's Unreasonable Customer Conduct – Resources for Councils, where are the policy and/or procedures detailed on the Council's website?

2. If Council does not have a Policy for Managing Unreasonable Conduct by Customers, and associated procedures, including Guidelines for Disruptive Behaviour by the Public at Council Meetings, why not, and when will such a policy and procedures be considered by Council?

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

1. CITY HEART PLAN

Would the City Heart Plan now be finalised and adopted by council if HPC proposal had not been within its scope. If so, would council have allocated funds in its 24/25 budget for pursuing goals with the City Heart Plan?

2. ALL LEGAL AFFAIRS COSTS FOR 23/24 PERIOD

How much has Clarence City Council spent on all legal affairs within the 23/24 period. Including in house legal aid, all levels of outsourced legal representation in all tiers of courts, tribunals and commissions and debt recovery services?

PUBLIC QUESTIONS ON NOTICE /contd…

Mr Dean Ewington of Howrah has given notice of the following questions:

1. **RECENT RATES INCREASE**
   How many businesses, entities or clubs were impacted by the recent increase in rates for sport and recreation facilities?

2. **COUNCIL REVENUE**
   How much extra revenue will council collect in years 1, 2 and 3 from this decision?

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 Chief Executive Officer provides the following answers to Questions taken on Notice from members of the public at previous Council Meetings.

At Council's Meeting of 29 July Mr Michael Figg asked the following question.

WATERWAY OVERLAY
I have noticed and this relates partly to a D/A I am trying to put in for fill on my property, which is probably the 6th D/A that I have put in. There seems to be a difficulty relating to a waterway overlay and I notice that the stormwater system has been changed to a waterway. Can you please explain why stormwater is now classified as waterway?

ANSWER
Council's Head of City Planning took the question on notice and undertook to follow up with Mr Figg if further clarification around the question was required.

(Further Information) The Waterway and Coastal Protection Area overlay – both as originally adopted in the Clarence Interim Scheme 2015 and transitioned to the Tasmanian Planning Scheme – Clarence in 2021 - is focused on protection of natural values for watercourses, wetlands, and lakes and minimising adverse impacts on water quality (as per the State Policy on Water Quality Management 1997). Their focus has never been on managing stormwater, but it is acknowledged that there are some commonalities with the definition and usage of a waterway under the Urban Drainage Act 2013. The final overlay maps for the Tasmanian Planning Scheme – Clarence were based on the 2015 planning scheme and the guidance map (issue by the state government) and modified where the natural watercourses had been piped through subdivision 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)

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)

7 PLANNING AUTHORITY MATTERS

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 PLANNING APPLICATION PDPLANPMTD-2024/041312 – 238 EAST DERWENT HIGHWAY, LINDISFARNE (CT203368/1 AND CT74293/11) - VEHICLE FUEL SALES AND SERVICE (24-HOUR SERVICE STATION AND SIGNAGE) AND CONSOLIDATION OF TWO LOTS INTO ONE LOT

EXECUTIVE SUMMARY

PURPOSE

The purpose of this report is to consider the application made for Vehicle fuel sales and service (24-hour service station and signage) and consolidation of two lots into one lot at 238 East Derwent Highway, Lindisfarne (Certificate of Title references CT203368/1 and CT74293/11).

RELATION TO PLANNING PROVISIONS

The land is zoned Local Business and subject to the Flood-prone Areas Hazard Code, Road and Railway Assets Code, Parking and Sustainable Transport Code, Potentially Contaminated Land Code, Signs Code and the Safeguarding of Airports Code under the Tasmanian Planning Scheme - Clarence (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

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 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 August 2024 as agreed with the applicant.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and 14 representations were received raising the following issues:

- Reduction in traffic and pedestrian safety;
- Loss of amenity on nearby residential uses;
- Community Health;
- Property values;
- Anti-social behaviour;
- Overshadowing; and
- Environmental impacts.

RECOMMENDATION:

A. That the Planning Application for Vehicle fuel sales and service (24-hour service station and signage) and consolidation of two lots into one lot at 238 East Derwent Highway, Lindisfarne (Certificate of Title references CT203368/1 and CT74293/11) (Cl Ref PDPLANPMTD-2024/041312) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.

2. The take-away food and convenience store within the Vehicle fuel sales (Service station) building must remain subservient to the service station use and any intensification or new use may require separate approval from Council.

3. All separate titles of the subject land must be consolidated into one title prior to the issue of a building permit or commencement of works, whichever occurs first.

4. Commercial vehicle movements and the unloading and loading of commercial vehicles for the use (including waste collection vehicles) must be within the hours of:
   (a) 7.00am to 9.00pm Monday to Saturday; and
   (b) 8.00am to 9.00pm Sunday and Public Holidays.

5. An external lighting plan must be submitted to and approved by Council's Chief Executive Officer or Delegate prior to the issue of a Certificate of Likely Compliance for building works, demonstrating external lighting will be baffled to ensure direct light does not extend into the adjoining properties in the General Residential Zone and complies with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.

6. GEN S2 – SIGN LOCATION.

7. GEN S4 – FLASHING SIGNS.

8. GEN S7 – SIGN MAINTENANCE.

9. The development must be constructed in accordance with the recommendations made within Section 6 of the NVC Noise Impact Assessment dated 11 June 2024 provided with the application. These measures are to be certified by a suitably qualified Acoustic Engineer or other appropriately qualified person and submitted prior to the issue of a Certificate of Likely Compliance for building works, to the satisfaction of Council's Chief Executive Officer or Delegate. The Noise Report must be implemented prior to the commencement of the use of the service station.

10. A Noise Verification Report must be submitted to the satisfaction of Council's Chief Executive Officer or Delegate within six weeks of the occupancy of the service station to verify the modelled scenarios in the NVC Noise Impact Assessment, dated 11 June 2024 relating to the roof top mechanical plant equipment, chillers and air conditioning units on the north-western side of the building.

If predicted noise levels in the NVC Noise Impact Assessment, dated 11 June 2024 are exceeded, the Noise Verification Report must provide recommendations to mitigate the noise to achieve satisfactory levels.

These recommendations must be implemented, and further verification undertaken until the predicted noise levels are met to the satisfaction of Council's Chief Executive Officer or Delegate.

11. Prior to removal of any excavated material from the site, testing is required to determine contamination levels to ensure that disposal is undertaken in accordance with relevant legislative requirements. A record of all testing and disposal is required to be maintained for checking if required.

12. A landscape plan must be submitted to and approved by Council's Chief Executive Officer or Delegate prior to the commencement of the use/ prior to the issue of a certificate of likely compliance (CLC) for building works, (whichever occurs first). The landscape plan must be to a standard scale, provide the designer's contact details and be legible when reproduced at A3 size. The landscape plan must clearly document the following:
    - a north point/arrow;
    - existing property information such as building footprints, location of underground and overhead services, boundary lines, outdoor structures, garden beds and fences;
    - existing trees identified, marked clearly as "retained" or "for removal". An outline of tree protection measures – inclusive of calculated Tree Protection Zones in line with AS 4970-2009 – is required for all "retained" trees;
    - existing contours, relevant finished floor levels and any proposed alterations to ground levels;
    - areas of proposed landscape hard work treatments such as driveways, paths, buildings, carparks, retaining walls, edging and fencing; areas of proposed landscape soft work treatments including garden beds and lawns; proposed planting design with locations of individual plants at intended spacing and clearly identified species (use of symbols with a legend or direct labelling of plants preferred);
    - a table listing selected species' botanical names, mature height, mature width, pot size and total quantities; and
    - consideration of plantings within 2m of the East Derwent Highway frontage that will achieve the required "no vertical obstruction" as required by the Traffic Impact Assessment prepared by Hubble Traffic and dated June 2024; and
    - estimated cost for the installation of landscape works.

    Note: Refer to "Preparing Landscape Plans for Development Applications" pamphlet for further information.

Installed landscape works (soft and hard) will be inspected for adherence to the approved landscape plan and for quality of workmanship. In order for a landscape bond to be released, the works must be deemed satisfactory by Council's Landscape Design Officer. Trade standard will be the minimum quality benchmark that all landscape works will be assessed against.

All landscape works must be maintained:

- in perpetuity by the existing and future owners/occupiers of the property;
- in a healthy state; and
- in accordance with the approved landscape plan.

If any of the vegetation comprising the landscaping dies or is removed, it is to be replaced with vegetation of the same species and, to the greatest extent practicable, the same maturity, as the vegetation which died or which was removed.

13. LAND 3 – LANDSCAPE BOND (COMMERCIAL).

14. GEN C1 – ON-SITE CAR PARKING [15].

15. ENG A5 – SEALED CAR PARKING.

16. ENG M1 – DESIGNS DA [access arrangements, carpark and driveway construction, service upgrades or relocations, stormwater management and flood hazard management in accordance with the recommendations made within section 7.1 of the Flood Hazard Report prepared by AD Design and Consulting].

17. An erosion and sedimentation control plan prepared in accordance with the Derwent Estuary Program Soil and Water Management on Building and Construction Sites document must be submitted and approved by Council's Chief Executive Officer or Delegate prior to the commencement of works /prior to the issue of a certificate of likely compliance (CLC) for building works, (whichever occurs first). All debris /construction materials must be contained within the property. All works must be carried out in compliance with the approved erosion and sediment control plan or to the satisfaction of Council's Chief Executive Officer or Delegate prior to the commencement of works.

18. Vehicular access to the East Derwent Highway must be constructed in accordance with a Department of State Growth's (DSG) Works Permit prior to the commencement of the use and include:
    - The "No Standing" signs proposed on the East Derwent Highway must be modified to "No Stopping" as per relevant Australian Standards.
    - The OUT pavement arrow onto the East Derwent Highway must be a left turn arrow.

Works on, or affecting, the State Road Reservation must not be commenced until the necessary approvals have been obtained by contacting DSG's Approval Section on (03) 6166 3369 or email to permits@stategrowth.tas.gov.au.

Application for permits can be found at: https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings.

Applications must be received by the DSG at least 20 business days before the expected start date for works, to allow enough time to assess the application.

19. The upgraded accesses (East Derwent Highway and Lowanna Road frontages) must be constructed from the road carriageway to the property boundary in accordance with Standard Drawing TSD-R09 (Urban) (copy available from Council). A works in Road reservation permit must be obtained from Council prior to the works and this access must be inspected by Council's Development Works Officer prior to sealing or pouring new concrete.

    Following construction, the crossover must be maintained or repaired by the owner at the owner's expense in accordance with any directions given by Council to the owner.

20. ENG M8 – EASEMENTS.

21. ENG M8A – SERVICE EASEMENTS.

22. All redundant services must be sealed off prior to the sealing of the final plan of survey for the lot consolidation.

23. All delivery vehicles must enter and exit the site from the East Derwent Highway only.

24. A Construction Management Plan must be submitted and approved by Council's Chief Executive Officer or Delegate prior to the issue of a Building or Plumbing Permit. The plan must outline the proposed demolition and construction practices in relation to:
    - proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on-site);
    - proposed hours of construction;
    - identification of potentially noisy construction phases, such as operation of rock breakers if any;
    - control of dust and emissions during working hours;
    - access and parking during construction;
    - proposed screening of the site and vehicular access points during work; and
    - procedures for washing down vehicles, to prevent soil and debris being carried onto the surrounding road network.

The approved plan must be implemented to the satisfaction of Council's Chief Executive Officer or Delegate during construction practices.

25. ENG S1 – INFRASTRUCTURE REPAIR.

26. The development must meet all required Conditions of Approval specified by TasWater notice dated 15 July 2024 (TWDA 2024/00006-CCC).

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 site was formerly used as a Caltex service station and vehicle service centre containing underground fuel storage tanks. The service station was decommissioned in 2012, with demolition of the building and removal of the underground fuel storage tanks occurring in 2014. The site is currently vacant.

As a result of the history of the site, the Environmental Protection Authority (EPA) has advised council that while the underground fuel storage tanks have been decommissioned, the site has not been assessed generally for hydrocarbon contamination risk and any further development will require an assessment from a suitably qualified person.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned Local Business under the Scheme.

2.2. The proposal is discretionary because it does not meet all applicable Acceptable Solutions under the Scheme and is a discretionary use in the zone.

2.3. The relevant parts of the Planning Scheme are:

- Section 5.6 – Compliance with Applicable Standards;
- Section 6.10 – Determining Applications;
- Section 14.0 – Local Business Zone;

- Section C1.0 – Signs Code;
- Section C2.0 – Parking and Sustainable Transport Code;
- Section C3.0 – Road and Railway Assets Code;
- Section C12.0 – Flood-prone Areas Hazard Code;
- Section C14.0 – Potentially Contaminated Land Code; and
- Section C16.0 – Safeguarding of Airports Code.

2.4. While the site is affected by the Safeguarding of Airports Code and within the identified 147m obstacle limitation area, the site is at 40m AHD and therefore exempt from the provisions of the code by Clause C16.4.1(a) of the code.

2.5. Council's assessment of this proposal must 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).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is known as 238 East Derwent Highway, Lindisfarne and is comprised of two titles (CT 203368/1 and CT 74293/11).

The lot has two frontages - a longer 45m frontage onto the East Derwent Highway to the south-west and a second 30m frontage onto Lowanna Road to the south-east. The site has a depth of 35m and an overall area of 1622m^2. The site forms an irregular shaped lot which slopes to the south-east towards the East Derwent Highway.

The lot has been cut into the slope, and presents a level surface, with gentle gradation to the East Derwent Highway frontage. The site supports a large retaining wall inset from the rear (eastern boundary) associated with the former use of the site as a service station. The site contains no significant vegetation.

Vehicular access is provided to the site via two access points from the East Derwent Highway frontage. An additional access point is provided from the western end of the property frontage to Lowanna Road.

The site has full reticulated services.

The site is designated as Local Business Zone due to its former use as a service station. The site is surrounded by General Residential zoned land with single dwellings to the north, east, south and across the East Derwent Highway to the west. The East Derwent Highway is zoned Utilities and is managed by the Department of State Growth in this location. The dwellings on the adjacent properties at 6 Lowanna Road and 242 East Derwent Highway are setback 3.7m and 2m respectively from the boundary with the subject site.

3.2. The Proposal

The proposal is for a service station with an ancillary convenience store. While the primary use is vehicle fuel sales, the ancillary component of takeaway food services and convenience store will operate from inside the fuel shop. There will be no dine-in options and there will be no provision for mechanical servicing of vehicles on the site.

The proposal will require the demolition of the existing retaining walls, fencing and concrete surfaces remaining on the site to facilitate the construction of the service station building, fuel bowsers, underground fuel tanks and associated canopy structure, access, parking, signage and manoeuvring areas.

The service station would include a 335.2m^2 building located at the rear of the site accommodating the ancillary convenience store and three fuel bowsers, which are covered by a canopy overhead. The building would be a single storey form with a maximum building height of 5.52m with the proposed canopies to have a height of 8.14m.

The service station is proposed to operate 24 hours a day, seven days a week. Commercial vehicle movements and refilling of underground fuel storage tanks would occur during the acceptable solution hours for commercial vehicle movements, as prescribed under the Local Business Zone.

The site would provide parking for 15 cars to be shared with customers and staff. A covered service yard, including a bin storage area and uncovered delivery zone is proposed at the southern end of the site and would provide a 1.5m setback from the Lowanna Road frontage.

A variable width landscaping strip is proposed along both frontages with a wider buffer evident along the East Derwent Highway frontage.

An acoustic enclosure is proposed around the air conditioning condenser units located along the northern elevation of the building to reduce noise impacts upon the adjacent residential properties.

Vehicular access to the site would be provided via the two existing crossovers to the East Derwent Highway (providing separate entry and exit) and one existing crossover to Lowanna Road providing for both entry and exit.

The facility would include signage consistent with the "Caltex" branding strategy and comprises an internally illuminated pole sign positioned at the East Derwent Highway /Lowanna Road corner of the property and seven internally illuminated business identification signs along the canopy and convenience store facade. The pole sign would have a maximum height of 9m.

The proposal includes the consolidation of the two existing titles into a single lot.

The application is supported by the following reports:

- Planning Report prepared by ERA Planning;
- Civil Engineering plans and Serviceability report prepared by AD Design and Consulting;

- Traffic Impact Assessment prepared by Hubble Traffic;
- Noise Impact Assessment prepared by Noise Vibration Consulting;
- Flood Hazard Report prepared by AD Design and Consulting; and
- Environmental Site Assessment (Contamination Investigation Report) prepared by Geo-Environmental Solutions.

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."

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

No General Provisions are applicable to the assessment of this application.

4.4. Compliance with Zone and Codes

The proposal is for Vehicle fuel sales and service (Service station), which is listed as a Discretionary use in the Local Business Zone pursuant to Table 14.2 of the zone. The proposal includes a convenience and take-away store which is considered directly associated with and a subservient part of the service station use - therefore is to be categorised into the Vehicle fuel sales and service Use Class in accordance with clause 6.2.2 of the Scheme.

The proposal meets the Scheme's relevant Acceptable Solutions of the Local Business Zone, Flood-prone Areas Hazard Code, Road and Railway Assets Code, Parking and Sustainable Transport Code, Potentially Contaminated Land Code and Signs Code with the exception of the following.

Local Business Zone

- **Clause 14.3.1 (A1) - in relation to hours of operation**. The proposed use would operate 24 hours a day, seven days a week within 50m of General Residential zoned land, which exceeds the time restrictions in the Acceptable Solution.

Therefore, the application must be assessed against Performance Criteria (P1) of Clause 14.3.1 as follows.

Performance Criteria	Assessment
"Clause 14.3.1 P1	The proposal is assessed as satisfying the performance criteria, as outlined below.
Hours of operation of a use, excluding Emergency Services, Natural and Cultural Values Management, Passive Recreation, Residential, Utilities or Visitor Accommodation, on a site within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must not cause an unreasonable loss of amenity to the residential zones, having regard to: *(a) the timing, duration or extent of vehicle movements; and* *(b) noise, lighting or other emissions."*	The proposed use would operate on a 24-hour basis which will inevitably cause vehicle movement, noise, lighting and headlight glare impacts upon the residential amenity of adjoining properties to the north, east, south and west. The East Derwent Highway forms an arterial road and carries high levels of traffic which contribute to considerable background noise. Vehicles accessing the site will predominantly be from those passing by and the potential for additional traffic movements to be generated is unlikely as detailed in the findings associated with similar developments as outlined in the accompanying Traffic Impact Assessment. Commercial vehicle movements, including underground tank refuelling, would occur within the acceptable solution hours for the zone with access limited to the East Derwent Highway.

	A Noise Impact Assessment has been prepared which has determined the anticipated noise impacts would not have a detrimental impact on surrounding residential amenity, subject to recommendations being implemented, including the installation of an acoustic enclosure around the air conditioning units on the north-western side of the building, noise specialist oversight for acoustic performance requirements and airflow requirements for chillers and installation of silencers on all roof mounted fans. The incorporation of these recommendations will ensure day and night-time noise criteria is met. Light spill impacts would be reduced from headlights due to the orientation of the fuel pump area on a north-south axis and installation of 2.1m fencing on the northern and eastern elevations of the site which adjoin residential properties. Further, security lighting will be designed to comply with the relevant Australian Standard. The site is zoned Local Business and is expected to facilitate some form of commercial activity. The site is located within an established commercial site within a wider residential area, with the nearest other commercial uses located 200m to the north (Geilston Bay Fish Shop and Mundy's Butcher). The residential properties to the north and east adjacent to the subject site are likely to experience impacts upon residential amenity. However, these impacts would be reasonable based on the points raised above, and proposed use is taken to be consistent with the range of allowable uses expected to occur on Local Business zoned land.

	In the interests of ensuring the proposed use is developed as anticipated, it is recommended a condition be included requiring the recommendations of the Noise Impact Assessment to be implemented and verified to determine whether further noise mitigation measures are required. Residences located opposite the Lowanna Road access would not be impacted by headlight glare due to windows facing the access being separated by front boundary fencing to a sufficient height. Residences located directly opposite the East Derwent Highway exit point would not experience unreasonable headlight glare due to the geometry of the exit from the East Derwent Highway relative to the left turn only and separation provided by four lanes of traffic.

- **Clause 14.3.2 (A1) - in relation to discretionary use**. The proposal is for a discretionary use (Vehicle fuel sales and hire) and there is no acceptable solution for this standard.

Therefore, the application must be assessed against Performance Criteria (P1) of Clause 14.3.2 as follows.

Performance Criteria	Assessment
"Clause 14.3.2 P1	The proposal is assessed as satisfying the performance criteria for the following reasons.
A use listed as Discretionary must: *(a) not cause an unreasonable loss of amenity to properties in adjoining residential zones; and*	Within the scope of the planning assessment, the key emissions arising from the proposed use which may impact upon residential amenity are limited to noise and lighting emissions. For reasons discussed above, under the assessment relating to clause 14.3.1 P1, it has been established the proposal would not cause an unreasonable loss of amenity to properties in adjoining residential zones subject to the implementation of conditions including acoustic mitigation measures, noise monitoring, restrictions on commercial vehicle movements and external lighting requirements.

	Given the current zoning of the property, it is reasonable for nearby residents to expect a level of impact arising from any future development of the site. Similarly, given the siting of the subject site adjacent to residential uses, it is reasonable to constrain the impacts arising from development of the site. In this context, it has been established the operation of the use on a 24-hour basis is reasonable and can be appropriately managed.
(b) be of an intensity that respects the character of the area."	A range of commercial activities is conducted on similar Local Business zoned properties along the East Derwent Highway, which are also surrounded by residential zoned properties. The commercial activities include a hotel, take-away food stores, cafés, service stations and a butcher. The proposed use is commensurate with the scale of these existing uses and would provide a service directed at meeting the needs of the local area – which aligns with the purpose of the zone. In meeting this need, the proposal would not compromise or distort the activity centre hierarchy, as discussed below.

- **Clause 14.3.2 (A2) - in relation to discretionary use**. The proposal is for a discretionary use being Vehicle fuel sales and service (Service Station). There is no acceptable solution for a discretionary use.

The application must be assessed against Performance Criteria (P2) of Clause 14.3.2 as follows.

Performance Criteria	Assessment
"Clause 14.3.2 P2	The proposal is assessed as satisfying the performance criteria, for the following reasons.
A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to: *(a) the characteristics of the site;*	The site is located on the northern approach to Lindisfarne and on a main arterial road. It is common for a service station to be located outside of core retail centres with the proposal aiming to support the provision of convenience services within an urban environment.

(b) the need to encourage activity at pedestrian levels;	Given the nature of the proposed use, it is likely that the service station will mostly be used by motorists to refuel, although the facility would also be accessible for pedestrians and cyclists which may take advantage of the ancillary convenience store. The proposed building design contains an active street frontage with windows and pedestrian entrances facing the East Derwent Highway and Lowanna Road. The building will be appropriately lit and will provide for footpath connections to the surrounding street network. Overall, the building has been designed to provide a safe and attractive environment for pedestrians. The built form outcome is of a contemporary design and suitable for an arterial road location, in an area designated to service the convenience needs of the local community.
(c) the size and scale of the proposed use;	The scale of the building and the size and siting of the proposed structures on the site are consistent with developments occurring on other Local Business zoned properties adjacent to the East Derwent Highway in Lindisfarne, which includes three service stations.
(d) the functions of the activity centre and the surrounding activity centres; and	It is considered appropriate for the proposed use to be located outside of the Lindisfarne Activity Centre given the activity centre hierarchy seeks to reinforce and develop the centre primarily for retail, office and community services.
(e) the extent that the proposed use impacts on other activity centres."	The proposed use would not diminish the overall function and operation of the Lindisfarne activity centre, as the use would provide a complementary use rather than creating unnecessary competition between centres, and would not lead to out-of-centre development that would better revitalise and strengthen the role of the Lindisfarne Activity Centre.

- **Clause 14.4.2 (A1) - in relation to frontage setbacks**. While the setback to the East Derwent Highway frontage meets the Acceptable Solution, with the fuel bowser canopy in line with the setback of the adjoining dwellings, the proposed building would be setback between 1.0m to 1.5m from the Lowanna Road frontage, which is neither to the street edge nor not less than the buildings on adjoining properties.

Therefore, the application must be assessed against Performance Criteria (P1) of Clause 14.4.2 as follows.

Performance Criteria	Assessment
"Clause 14.4.2 P1	The proposal is assessed as satisfying the performance criteria, for the following reasons.
Buildings must have a setback from a frontage that is compatible with the streetscape and minimises opportunities for crime and anti-social behaviour, having regard to: *(a) providing small variations in building alignment to break up long building façades;* *(b) providing variations in building alignment to provide a forecourt space for public use, such as outdoor dining or landscaping;* *(c) the avoidance of concealment spaces;* *(d) the ability to achieve passive surveillance; and* *(e) the availability of lighting."*	The term "compatible" is not defined in the Scheme. It has been the subject of a number of determinations by the Tribunal, but precedent has been provided by Clarence City Council v Drury [2021] TASSC 5 before the Tasmanian Supreme Court. In applying this precedent, it is determined that, in order to meet the requirement of the performance criteria, the proposed setback needs to be considered harmonious or in broad correspondence with the streetscape from both a qualitative and quantitative perspective. The term "streetscape" is defined in the Scheme and, outside of a heritage precinct, relates specifically to within 100m from the side boundaries of the site within the same street – roughly equating to five or six standard lots. In this instance, the streetscape ranges across different zones with different purposes and standards. Except for the subject site, the properties within Lowanna Road are zoned General Residential. The streetscape of Lowanna Road is defined by a generally continuous building line on the western side with dwelling setbacks ranging from 5.0m to 7.5m. The western side of Lowanna Road is characterised by single storey dwellings located at a lower elevation to the road contour with landscaping in front yards.

	The eastern side of Lowanna Road is characterised differently with lots sloping up from the road and intersections with Corinna Road and Malunna Road. Houses generally face these roads rather than Lowanna Road. As a result, dwelling setbacks range from 2.0m to 6.0m. Except for 9 Malunna Road which is developed with eight flats, buildings are generally split level single dwellings oriented towards the expansive views. Typical paling and picket side boundary fencing dominates the southern streetscape. Based on the above assessment, the proposed setback from Lowanna Road of 1-1.5m would be generally compatible to that of the surrounding area, in that a number of properties incorporate buildings with a similar setback. The lower of the building form is increased due to the topography. It is also noted the transition of the subject site to Local Business zoning warrants the introduction of a different built form in recognition of the range of allowable uses within that zone, and to distinguish the site from the surrounding General Residential zoned properties. The second component of the performance criteria requires the front setback to minimise opportunities for crime and anti-social behaviour having regard to a range of matters. The proposed built form is relatively modest in scale and is of typical appearance for a service station located on an arterial road. The single storey form faces the East Derwent Highway and incorporates a range of building setback variations and glazing in the frontage elevation to create articulation and visual interest. The design of the southern façade fronting Lowanna Road is designed to allow passive surveillance between the site and the street, which is improved by the inclusion of windows and façade treatment to the servicing area facing Lowanna Road.

	It is noted that the proposal does not include outdoor dining areas. Landscaping is proposed within the frontage setback between the proposed convenience store building and covered service yard and Lowanna Road. Beyond the building, the landscape width increases to 7m where it meets the access to Lowanna Road. Landscaping to a depth of 5m is provided along the East Derwent Highway frontage (excluding the access points), although it is noted part of the East Derwent Highway frontage will offer limited landscaping potential due to the requirement for no vertical obstructions to improve sight distance for vehicles exiting Lowanna Road. The location and depth of the landscaped areas is appropriate for the site and will act to enhance the overall appearance of the site, the streetscape will improve the design qualities of the building and pedestrian amenity. The proposed building layout and design reduces the opportunity for the creation of concealment spaces through the placement of windows on the front facades, extensive view lines through the site from the respective street frontages and the inclusion of external lighting and low level landscaping. The building has been designed so that all staff and visitor activities undertaken outside on the site remain in full view from the public realm and the East Derwent Highway / Lowanna Road streetscapes. The proposed design includes external lighting to improve the safety and amenity of staff and visitors to the site and will prevent the formation of entrapment spaces.

- **Clause 14.4.2 (A2) - in relation to side and rear setbacks**. The proposed service station and convenience store building would be setback 1.0m from the north-east boundary with 6 Lowanna Road and 3.0m to the north-west boundary with 242 East Derwent Highway, both of which are located within the General Residential Zone. The Acceptable Solution requires a 4m side and rear setback.

Therefore, the application must be assessed against Performance Criteria (P2) of Clause 14.4.2 as follows.

Performance Criteria	Assessment
"Clause 14.4.2 P2	The proposal is assessed as satisfying the performance criteria, for the following reasons.
Buildings must be sited to not cause an unreasonable loss of amenity to adjoining properties within a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, having regard to: *(a) overshadowing and reduction in sunlight to habitable rooms and private open space of dwellings;*	Suitable shadow diagrams have been provided with the application demonstrating minimal overshadowing impact with the adjoining residential property upslope to the north-east at 6 Lowanna Road. Furthermore, the shared boundary with the adjoining property to the north at 242 East Derwent Highway would also be minimally affected by overshadowing. The overshadowing impact for both properties would be limited to driveway areas and would not affect habitable room windows or private open space.
(b) overlooking and reduction of privacy to the adjoining properties; or	A 2.1m high solid boundary fence is proposed along the northern and eastern side property boundaries, which will minimise overlooking and improve privacy to the adjoining residential properties at 242 East Derwent Highway and 6 Lowanna Road.
(c) visual impacts caused by the apparent scale, bulk or proportions of the building when viewed from the adjoining property.	Due to the slope of the site and the height of the proposed boundary fence, the visual impact of the proposed development when viewed from the adjoining residential properties at 242 East Derwent Highway and 6 Lowanna Road will be minimal. Both of these adjoining residential properties interface with the respective road frontages, as opposed to the subject site and main view lines would be maintained.

- **Clause 14.4.2 (A3) - in relation to the siting of air extraction and refrigeration systems**. The proposed kitchen exhaust and air intake would be located 2.5m from the north-east boundary with 6 Lowanna Road and 1.7m from the north-west boundary with 242 East Derwent Highway, both of which are in the General Residential Zone.

  In addition, the proposed refrigeration systems would be located 3.9m from the north-east boundary with 6 Lowanna Road and the air conditioning units would be located 0.4m from the boundary with 6 Lowanna Road and 1.1m from the boundary with 242 East Derwent Highway.

Therefore, the application must be assessed against Performance Criteria (P3) of Clause 14.4.2 as follows.

Performance Criteria	Assessment
"Clause 14.4.2 P3	The proposal is assessed as satisfying the performance criteria, for the following reasons.
Air conditioning, air extraction, pumping, heating or refrigeration systems or compressors within 10m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone, must be designed, located, baffled or insulated to not cause an unreasonable loss of amenity to the adjoining residential zones, having regard to: *(a) the characteristics and frequency of emissions generated;*	The Noise Impact Assessment is based on noise measurements conducted at a similar service station which demonstrates a large number of maximum noise level events during the night-time due to passing vehicles (Highway frontage). The Noise Impact Assessment concludes the predicted number of maximum noise level events due to vehicles accessing the site during the night-time period would be unlikely to significantly alter the ambient environment in the area, with noise emissions from vehicles on-site predicted to satisfy relevant day and night-time noise criteria and therefore unlikely to have an adverse impact on the residential amenity of surrounding sensitive receivers. The other main noise source would be from mechanical plant which is predominantly controlled by the rooftop kitchen exhaust and supply air fans, with noise levels predicted to exceed the day and night-time criteria.

	Mitigation measures are outlined within the report and are required to be implemented to demonstrate likely compliance with relevant noise criteria.
(b) the nature of the proposed use;	Proposed activities on the site include dispensing of fuel via three fuel bowsers, a commercial kitchen offering hot food, sale of pre-packaged items, parking for up to 15 vehicles and an outdoor service yard comprising waste disposal and mechanical plant. The service station is proposed to operate 24 hours, seven days a week. Access to the site is via the East Derwent Highway with access for light vehicles also available to Lowanna Road.
(c) the topography of the site and location of the sensitive use; and	The site is relatively level due to prior excavation with surrounding land having a moderate slope from the East Derwent Highway upslope to the north-west. The site is surrounded by sensitive uses (residential dwellings) to the north, south, east and west.
(d) any proposed mitigation measures."	In the interests of minimising acoustic and amenity impacts on adjoining residential properties, the island chiller, cool room, and freezer condensers have been located on the service area, on the Lowanna Road frontage as this provides the greatest physical separation. The Noise Impact Assessment accompanying the application recommends an acoustic enclosure be installed around the air conditioning units located on the north-western side of the building with acoustic louvres /forced ventilation. In addition, the Noise Impact Assessment recommends silencers be fitted to all roof mounted fans to minimise noise emissions associated with the use of roof mounted kitchen exhaust and air intake equipment. Conditions addressing noise mitigation requirements are recommended to reflect the recommendations made within the Noise Impact Assessment.

	The servicing infrastructure has been designed and located such that it will be screened from view of the street frontages and adjoining residential properties.

- **Clause 14.4.3 (A2)(b)(i) - in relation to building design**. The proposed ground level façade facing the East Derwent Highway provides 32.7% of the total frontage area consisting of windows or doorways as opposed to the required 40%. In addition, the façade fronting Lowanna Road does not include the required glazing component.

Therefore, the application must be assessed against Performance Criteria (P2) of Clause 14.4.3 as follows.

Performance Criteria	**Assessment**
"Clause 14.4.3 P2	The proposal is assessed as satisfying the performance criteria, for the following reasons.
New buildings or alterations to an existing façade must be designed to be compatible with the streetscape, having regard to: *(a) how the main pedestrian access to the building addresses the street or other public places;*	The objective of this standard is that the building façades promote and maintain high levels of pedestrian interaction, amenity, and safety, and are compatible with the streetscape. The main pedestrian access to the building is provided from the western frontage facing the East Derwent Highway. The location of the pedestrian access is appropriate given the location of the refuelling and parking areas and prominence to the East Derwent Highway.
(b) windows on the façade facing the frontage for visual interest and passive surveillance of public spaces;	Windows and doors are provided in the front façade facing the East Derwent Highway with the glazing elements providing adequate visual interest and passive surveillance. The facade facing Lowanna Road forms a shorter wall length with a window and façade treatments incorporated into the design to enhance visual interest and provide for passive surveillance of the street.

(c) providing architectural detail or public art on large expanses of blank walls on the façade facing the frontage and other public spaces so as to contribute positively to the streetscape and public spaces;	The western elevation of the building facing the East Derwent Highway would provide visual articulation in the form of extensive glazed areas and external material selection resulting in a positive contribution to the streetscape. In addition, the façade facing Lowanna Road includes one window with this façade providing a shorter wall length relative to the East Derwent Highway façade. It is noted the wall length is comparable to the façade length of dwellings within Lowanna Road. To compensate for the reduction in glazing along the Lowanna Road façade, the building design includes concrete panels and a variety of building materials and finishes to improve the presentation of the building.
(d) installing security shutters or grilles over windows or doors on a façade facing the frontage or other public spaces only if essential for the security of the premises and any other alternatives are not practical; and	No security shutters or grilles are proposed over windows or doors, generally due to the 24 hour operating hours.
(e) the need for provision of awnings over a public footpath.	The building and associated fuel bowser canopy would not be constructed to the street edge and for this reason awnings over the public footpaths lining the East Derwent Highway and Lowanna Road are not proposed nor considered necessary for inclusion in the building design.

Signs Code

- **Clause C1.6.1 (A1) - in relation to design and siting of signs**. The proposal contains a number of signs including building fascia signs, canopy signs and a pole sign, which do not meet the sign standards in Table C1.6, which is the Acceptable Solution.

Therefore, the application must be assessed against Performance Criteria (P1.1) of Clause C1.6.1 as follows.

Performance Criteria	Assessment
"Clause C1.6.1 P1.1	The proposal is assessed as satisfying the performance criteria, for the following reasons.
A sign must: *(a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and*	While the proposal includes signage, the content for all signs will be based on future tenant(s) and is not required to be assessed. The proposal includes a pole /pylon sign, three canopy signs, and three building fascia signs – all of which relate to an activity suitable within the zone.
(b) be compatible with the streetscape or landscape, having regard to: *(i) the size and dimensions of the sign;* *(ii) the size and scale of the building upon which the sign is proposed;* *(iii) the amenity of surrounding properties;* *(iv) the repetition of messages or information;* *(v) the number and density of signs on the site and on adjacent properties; and* *(vi) the impact on the safe and efficient movement of vehicles and pedestrians."*	The size and dimensions of the signage is consistent with the proposed use. It is noted that the site was previously used as a service station which included signage at that time. The size and dimensions of the signage reflects the proposed service station use and are of a reasonable size and scale expected with the use. The signage is directed at the surrounding roads, away from residential land, thus reducing impacts on surrounding properties. The signage is not overly repetitive and is consistent with other service stations. The number and density of signs on the site is consistent with other service stations within the municipality. The signage will not impact on pedestrian or vehicle safety or movement.

- **Clause C1.6.1 (A3) - in relation to design and siting of signs**. The proposal would involve the installation of two building fascia sign types on the East Derwent Highway frontage.

Therefore, the application must be assessed against Performance Criteria (P3) of Clause C1.6.1 as follows.

Performance Criteria	Assessment
"Clause C1.6.1 P3	The proposal is assessed as satisfying the performance criteria, for the following reasons.
The number of signs for each business or tenancy on a street frontage must: *(a) not unreasonably increase in the existing level of visual clutter in the streetscape, and where possible, reduce any existing visual clutter in the streetscape by replacing existing signs with fewer, more effective signs; and*	Two canopy signs and two building fascia signs, totalling four signs are proposed along the East Derwent Highway. The proposed signage does not unreasonably increase the level of visual clutter in the streetscape. Signage is expected within the Local Business zone, and the proposed signage is consistent with that of other established service stations within the municipality. Further, the number and size of the signs is not considered to cause excessive visual clutter given their siting, separation from each other and their size.
(b) not involve the repetition of messages or information."	The signage is not overly repetitive and is consistent with other service stations.

- **Clause C1.6.2 (A1) - in relation to illuminated signs**. Each of the seven proposed signs would be internally illuminated and there is no acceptable solution for illuminated signs.

Therefore, the application must be assessed against Performance Criteria (P1) of Clause C1.6.2 as follows.

Performance Criteria	Assessment
"Clause C1.6.2 P1	The proposal is assessed as satisfying the performance criteria, for the following reasons.
An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to: *(a) the location of the sign;*	The proposal involves seven illuminated signs. These are required as the business is proposed to be open 24 hours. All signs proposed are orientated toward the roads, minimising the impacts on residential amenity.
(b) the size of the sign;	The size of the proposed signs is considered to be reasonable and expected within the zone for the proposed use.

(c) the intensity of the lighting;	The signage will be internally illuminated and not have changing messages or flashing light. Therefore, the intensity is considered to be low.
(d) the hours of operation of the sign;	The proposal is for a 24-hour operation. The illumination is required due to the proposed night-time operation.
(e) the purpose of the sign;	The purpose of the signage is to attract customers to the service station.
(f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity;	The site is located in an established urban area. Access is provided off the East Derwent Highway.
(g) the intended purpose of the changing message of the sign;	The proposal does not involve changing messaging and is to contain static messaging.
(h) the percentage of the sign that is illuminated with changing messages;	
(i) proposed dwell time; and	
(j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device."	The signage is visible from the road, and there are no electronic traffic control devices within proximity.

Parking and Sustainable Transport Code

- **Clause C2.6.5 (A1.1) - in relation to pedestrian access**. The proposal does not provide a pedestrian footpath within the development site that is separated from the access ways or parking aisle.

Therefore, the application must be assessed against Performance Criteria (P1) of Clause C2.6.5 as follows.

Performance Criteria	Assessment
"Clause C2.6.5 – P1	The proposal is assessed as satisfying the Performance Criterion, based on the following.
Safe and convenient pedestrian access must be provided within parking areas, having regard to: *(a) the characteristics of the site;*	The site access is designed with required line of sight between pedestrians walking along the footpath, and a vehicle leaving the various access points.
(b) the nature of the use;	The primary site use is fuel sales, requiring separation between components to allow for efficiency of service.
(c) the number of parking spaces;	The number of parking spaces complies with the requirements of the Parking and Access Code.
(d) the frequency of vehicle movements;	Given there is limited interaction between the pedestrian walkways and vehicle accessways, the frequency of vehicle movements is unlikely to impact pedestrian safety.
(e) the needs of persons with a disability;	One dedicated accessible car parking space will be provided adjacent to the building's entrance.
(f) the location and number of footpath crossings;	The site is connected with external footpaths and there will be sufficient pedestrian sight distance at each access, ensuring pedestrian safety will not be compromised by vehicles entering and leaving.
(g) vehicle and pedestrian traffic safety;	The site will operate as a shared zone, with the compact site limiting the operating speeds of vehicles to 20km/h or less, and the safety of pedestrians moving within the site is not expected to be adversely impacted. The fuel dispensing area is separated from the on-site car parking spaces by an access aisle. Customers using the car parking spaces are not expected to be adversely impacted from vehicles using the fuel dispensers.
(h) the location of any access ways or parking aisles; and	A marked pedestrian crossing will provide connection between the fuel dispensing area with the store entrance.

(i) any protective devices proposed for pedestrian safety."	The main car parking spaces are located directly outside the front of the building entrance, providing direct and convenient access without the need for customers to cross a parking aisle. Further protective devices are not considered necessary for a share zone, and difficult to achieve within this compact site.

- **Clause C2.6.8 (A1) - in relation to siting of parking and turning areas**. The proposed parking spaces and vehicle turning areas would be located between the building and the East Derwent Highway frontage as opposed to being sited behind the building line of buildings.

Therefore, the application must be assessed against Performance Criteria (P1) of Clause C2.6.8 as follows.

Performance Criteria	Assessment
"Clause C2.6.8 P1	The proposal is assessed as satisfying the Performance Criterion, based on the following:
Safe and convenient pedestrian access must be provided within parking areas, having regard to: *(a) the characteristics of the site;*	The proposed parking spaces and vehicle turning areas would provide for safe and convenient pedestrian access for the following reasons: The site has been designed such that the development remains connected to external footpaths and a marked pedestrian crossing provided between the fuel dispensing area with the store entrance.
(b) the nature of the use;	The site will operate as a shared zone, with the compact nature of the site limiting the operating speeds of vehicles to 20km/h or less.
(c) the number of parking spaces;	Sufficient on-site car parking is provided to meet the needs of users of the site.
(d) the frequency of vehicle movements;	Vehicle movements would be limited in the context of the traffic volumes experienced on the adjacent East Derwent Highway.

(e) the needs of persons with a disability;	One accessible car parking space is provided within the parking layout with appropriate pedestrian connection.
(f) the location and number of footpath crossings;	The location and provision of pedestrian crossings is considered appropriate for the nature of the proposed use.
(g) vehicle and pedestrian traffic safety;	Based on the site characteristics, the Traffic Impact Assessment details customers using the carpark are not expected to be adversely impacted from vehicles using the fuel dispensers.
(h) the location of any access ways or parking aisles; and	The main car parking areas are located directly outside the front of the store, providing direct and convenient access without the need for customers to cross a parking aisle.
(i) any protective devices proposed for pedestrian safety."	The Traffic Impact Assessment has determined further protective devices are not necessary for a shared zone and would be difficult to achieve given the nature of the proposed use.

Road and Railway Assets Code

- **Clause C3.5.1 (A1) - in relation to traffic generation at a vehicle crossing**. Vehicular traffic to and from the site associated with the service station use would increase by more than 10% or 10 vehicle movements per day, and cannot meet the acceptable solution.

Therefore, the application must be assessed against Performance Criteria (P1) of Clause C3.5.1 as follows.

Performance Criteria	Assessment
"Clause C3.5.1 P1	The proposal is assessed as satisfying the Performance Criterion, based on the following:
Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:	

(a) any increase in traffic caused by the use;	The evening peak hour is expected to generate the highest number of vehicular trips at 180, based on a worst-case scenario, as generated by passing trade.
(b) the nature of the traffic generated by the use;	Most of the vehicle trips will be light vehicles, with single rigid trucks used for small deliveries to the takeaway food services, and a custom fuel tanker used to deliver fuel supplies. These types of vehicles are compatible with existing vehicles using the East Derwent Highway and not expected to cause any adverse safety or traffic impacts, as determined by the Traffic Impact Assessment, Department of State Growth and Council Development Engineers.
(c) the nature of the road;	Most of the vehicular trips are expected to use the East Derwent Highway, which is a State Road, classified as a category 3 – Regional Access Road under the Tasmanian State Road Hierarchy, and is designed to carry a large volume of heavy and passenger type vehicles. While the development site has an access onto Lowanna Road, which is a local residential street, the number of trips using this road is expected to be minimal. A condition is recommended to limit the delivery vehicle entry/exit to and from the East Derwent Highway only. Existing driveway accesses will be reused, with a separate entry and exit long the East Derwent Highway, with an existing solid central island restricting traffic movements to left-in and left-out only. This access arrangement is expected to provide for safe and efficient traffic movement and no adverse impact is expected.
(d) the speed limit and traffic flow of the road;	The speed limit along the East Derwent Highway has recently been reduced to 60 km/h and balances the need to provide efficient traffic flow, whilst providing direct access to properties along the route.

	The Traffic Impact Assessment found during peak commuter periods the highway is currently operating at Level of Service B, which provides for an efficient traffic flow, and traffic leaving and entering the highway is not expected to create any adverse traffic efficiency impacts. Motorists leaving the site will have sufficient sight distance to leave in a safe and efficient manner without adversely impacting other road users.
(e) any alternative access to a road;	Direct access to the East Derwent Highway is considered the most appropriate access arrangement for the corner site location and is compatible with other properties along the highway that have direct access. The site having access to the highway limits the traffic impact to Lowanna Road.
(f) the need for the use;	The site is currently unoccupied, and development of the site requires access to the East Derwent Highway. Council's Development Engineers are of the view access to the site can be achieved safely, and without adversely impacting road users.
(g) any traffic impact assessment; and	The Traffic Impact Assessment provided was reviewed by Council's Development Engineers who have concluded that the proposal is supportable on the basis that it will not give rise to any adverse safety or operational traffic issues.
(h) any advice received from the rail or road authority."	As Council is the relevant road authority, it is considered that the proposed development will not affect the traffic safety or efficiency of the local road network after the analysis of Traffic Impact Assessment and the Department of State Growth advice for support to the minor modifications along the East Derwent Highway.

Flood-prone Areas Hazard Code

- **Clause C12.5.2 (A1) - in relation to uses within a flood-prone hazard area**. Most of the site is covered by the flood-prone hazard areas overlay. There is no acceptable solution for a hazardous use within a flood-prone hazard area.

Therefore, the application must be assessed against Performance Criteria (P1) of Clause C12.5.2 P1 as follows.

Performance Criteria	Assessment
"Clause C12.5.2 P1	The proposal is assessed as satisfying the Performance Criterion, based on the following:
A critical, hazardous, or vulnerable use within a flood-prone hazard area must achieve a tolerable level of risk from flood, having regard to: *(a) the type form and duration of the use; and* *(b) a flood hazard report that demonstrates that:* *(i) any increase in the level of risk from flood does not warrant any specific hazard reduction or protection measures; or* *(ii) the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures."*	The proposal is accompanied by a Flood Hazard Report prepared by AD Design and Consulting and in accordance with the performance criteria, a tolerable level of risk can be achieved: Modelling of the 1% AEP storm event shows that minor overland flow around the site, Lowanna Road and the East Derwent Highway is present. The development has no impact on the existing overland flow paths, and therefore can be built to satisfy the requirements of the planning scheme. The report concludes no additional hazard reduction or protection measures are required. In accordance with the recommendation of the report, captured stormwater will be directed to the existing stormwater system within the East Derwent Highway.

- **Clause C12.5.2 (A3) - in relation to hazardous uses within a flood-prone hazard area**. There is no acceptable solution for a hazardous use within a flood-prone hazard area.

Therefore, the application must be assessed against Performance Criteria (P1) of Clause C12.5.2 P3 as follows.

Performance Criteria	Assessment
"Clause C12.5.2 P3	The proposal is assessed as satisfying the Performance Criterion, based on the following:
In addition to the requirements in clause C12.5.2 P1, the impact of flood on a hazardous use within a flood-prone hazard area must achieve and maintain a tolerable risk, having regard to: *(a) the health and safety of people;* *(b) any impact on property;* *(c) any impact on the environment;* *(d) the advice contained in a flood hazard report; and* *(e) any advice from a State authority, regulated entity or a council."*	In addition to the conclusions of the flood report, any above ground fuel storage or hazardous material storage will be required to be appropriately bunded and captured, stormwater from the fuelling area will be required to be appropriately treated through an oil and water separator prior to discharge to the stormwater system.

- **Clause C12.6.1 (A1) - in relation to buildings and works within a flood-prone hazard area**. There is no acceptable solution for buildings and works within a flood-prone hazard area.

Therefore, the application must be assessed against Performance Criteria (P1.1 and P1.2) of Clause C12.6.1 as follows.

Performance Criteria	Assessment
"Clause C12.6.1 P1.1	The proposal is assessed as satisfying the Performance Criterion, based on the following:
Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: *(a) the type, form, scale and intended duration of the development;*	The Flood Hazard Report concludes that the development can achieve a tolerable risk to flooding over its asset life. The report concludes that no additional hazard reduction or protection measures are required.

(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; *(c) any advice from a State authority, regulated entity or a council; and* *(d) the advice contained in a flood hazard report.*	
Clause C12.6.1 P1.2	The proposal is assessed as satisfying the Performance Criterion, based on the following:
A flood hazard report also demonstrates that the building and works: *(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and* *(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures."*	The Flood Hazard Report concludes there is no increase in the level of risk within the lot, adjacent land and to surrounding infrastructure.

Potentially Contaminated Land Code

- **Clause C14.6.1 (A1) - in relation to excavation works**. The site is mapped as a potentially contaminated site because of hydrocarbon contaminants associated with the former use as a service station. Excavation works across the site would result in greater than 250m^3 of site disturbance therefore exceeds the threshold prescribed under the acceptable solution.

Therefore, the application must be assessed against Performance Criteria (P1) of Clause C14.6.1 as follows.

Performance Criteria	Assessment
"Clause C14.6.1 P1	The proposal is assessed as satisfying the Performance Criterion, based on the following
Excavation, excluding on land subject to the Macquarie Point Development Corporation Act 2012, must not have an adverse impact on human health or the environment, having regard to: *(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated;* *(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or* *(c) an environmental site assessment, including a plan to manage contamination and associated risk to human health and the environment, that includes:* *(i) any specific remediation and protection measures required to be implemented before excavation commences; and* *(ii) a statement that the excavation does not adversely impact on human health or the environment."*	The Environmental Site Assessment concludes there are no risks to human health from soil contamination and the site is suitable for its intended use as a service station subject to the recommendations made in the assessment being implemented. The assessment indicates there is evidence that the soil at the site may feature elevated levels of Benzo(a)pyrene that may adversely impact ecosystems if allowed to enter waterways, and soil will require managing during construction. The Environmental Site Assessment makes the following recommendations to manage contamination and associated risk to human health and the environment: • A Soil and Water Management Plan (SWMP) will be required to manage soil/ water run off during construction to ensure contaminated soil or surface water does not enter the waterways and affect ecosystem receptors. • If any excavation and removal of soil is to be undertaken, further testing to determine contamination levels for soil disposal will be required. A condition reflecting these recommendations is recommended for inclusion in the permit.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 14 representations were received. The following issues were raised by the representors.

5.1. Reduction in Traffic and Pedestrian Safety

Representors raised concerns that the proposal would create additional traffic movements posing safety risks to road users. Concern is raised in relation to increased traffic movements associated with the exit to Lowanna Road at peak times associated with St Cuthbert Catholic School, and the associated intersection with the East Derwent Highway. A representor has suggested access to and from the site be limited to the East Derwent Highway frontage only to improve traffic safety.

- **Comment**

  The development will retain the existing access crossovers to the East Derwent Highway and Lowanna Road, with a separate entry and exit onto the highway and a two-way access onto Lowanna Road.

  Section 5.8 and 7.1 of the Traffic Impact Assessment indicates the access arrangement to the East Derwent Highway will provide for safe and efficient traffic movement. The report concludes, based on a worst-case scenario, 90 vehicles are likely to leave and re-enter the roadway, with this occurring during the busiest peak hour for the highway. The impact of these vehicles leaving and re-entering the highway is considered minor, as at peak commute times the highway is operating at around 50 percent of its traffic capacity and as a result, motorists will receive an adequate level of efficiency. The Traffic Impact Assessment concludes, and Council's Development Engineers concur there is sufficient spare capacity to absorb the minor increase in traffic movements without causing any adverse traffic efficiency or safety impacts.

  In relation to the two-way access onto Lowanna Road, the Traffic Impact Assessment concludes the use of this existing crossover will allow for all traffic movements and it is expected that most of the traffic movements will be generated from the East Derwent Highway using the separate entry and exit.

The Traffic Impact Assessment acknowledges no crashes have occurred between 2000 and 2015 at this intersection when the previous service station was operating, which indicates that motorists are not encountering any difficulty with the intersection and the likely small increase in traffic movements using this junction is not expected to change the crash profile. Further, the Traffic Impact Assessment states the development will improve the sight distance for vehicles leaving Lowanna Road through the inclusion of a no vertical obstruction area located along the East Derwent Highway. Council's Development Engineers concur with the findings and support the sight distance improvements.

In relation to pedestrian safety, the Traffic Impact Assessment concludes, and Council's Development Engineers concur, the design of the accesses will ensure there is a good line of sight between pedestrians walking along the surrounding footpaths and a vehicle leaving the various accesses.

Furthermore, the Department of State Growth has advised its support of the application subject to minor modifications to the signage and line marking arrangements along the East Derwent Highway aimed at maintaining required sight lines and traffic safety.

5.2. Loss of Amenity on nearby Residential Uses

Representations raised concerns that the proposal will result in loss of residential amenity due to impacts caused by noise, external lighting and headlight glare. Concern is also raised in relation to the proposed 24-hour operation of the use and unreasonable impact this will have on nearby residential uses. Concern has also been raised in relation to construction hours and for consideration to be given to limiting the time during which construction can occur to reasonable hours.

- **Comment**

  Matters including noise, external lighting and headlight glare have been addressed in detail under the assessment section of this report relating to clause 14.3.1 P1 and 14.3.2 P1 of the Local Business Zone.

  The accompanying plans note that external lighting of buildings, car parking and pedestrian ways will be included and subject to further detailed design. This lighting will be positioned, orientated and specified to avoid light spill and glare off the site and particularly to the residential properties on the northern side of the road opposite the site.

  In accordance with clause 6.11.2(f) of the Scheme, a condition is recommended addressing construction and traffic management to reduce impacts arising during construction. Noise regulations already limit construction timeframes.

5.3. Community Health

Concern has been raised in relation to the impact of the introduction of fast-food outlets upon the health and wellbeing of the community and the approval will place increased pressure on government health care services.

- **Comment**

  The sale of food items would be directly associated with and a subservient part of the Vehicle fuel sales and service (Service station) use, which is a discretionary use in the Local Business Zone. The type of food sold and any associated impacts upon community health are not relevant considerations under the Scheme.

5.4. Property Values

Concern is raised the impacts of the use on nearby residential uses will cause a reduction in property values.

- **Comment**

  The impact of a development on property values is not a relevant consideration under the Scheme.

5.5. Anti-social Behaviour

Concern is raised the proposal will encourage anti-social behaviour through individuals accessing inexpensive food offerings during unsociable hours and provides further reasoning for a reduction in hours.

- **Comment**

  The representation seeks to unfairly stereotype behaviour and equate food choices and hours of access to anti-social activity without basis. Behaviour of individuals is not a relevant consideration under the Scheme and any anti-social behaviour occurring on the site is a matter for the business operator and Tasmania Police.

5.6. Overshadowing

Concern is raised the proposal will cause an unreasonable loss of amenity via overshadowing of the adjoining property to the north with a reduction in sunlight to the private open space and habitable room windows.

- **Comment**

  Due to the subject site being located generally to the south of adjoining properties, and as demonstrated by the provided shadow diagrams, this impact is unable to occur. The overshadowing impact arising from the development has been considered in detail under the assessment pertaining to clause 14.4.2 above.

5.7. Environmental Impacts

Concern is raised the proposed use does not promote sustainable modes of transport to mitigate impacts of climate change and will increase the possibility of future petrol leaks and contamination of nearby properties and the environment more generally.

- **Comment**

  Vehicle Fuel Sales and Service is one of many allowable uses in the Local Business zone and can be approved at the discretion of the Planning Authority.

The site will be managed in accordance with best practice environmental requirements to mitigate potential spill, leakages and contamination arising from the proposed use.

The promotion of one form of transport over another through providing supporting infrastructure is not a relevant consideration under the Scheme.

6. EXTERNAL REFERRALS

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

The proposal was also referred to the Department of State Growth which have provided conditions to be included on the planning permit related to:

- The requirement of an access permit from the Department.
- The "No Standing" signs must be modified to "No Stopping" as per relevant Australian Standards.
- The OUT pavement arrow onto the East Derwent Highway must be replaced with a left turn arrow.
- The requirement of a works permit, prior to the commencement of works, from the Department for works in the East Derwent Highway road reserve.

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 consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

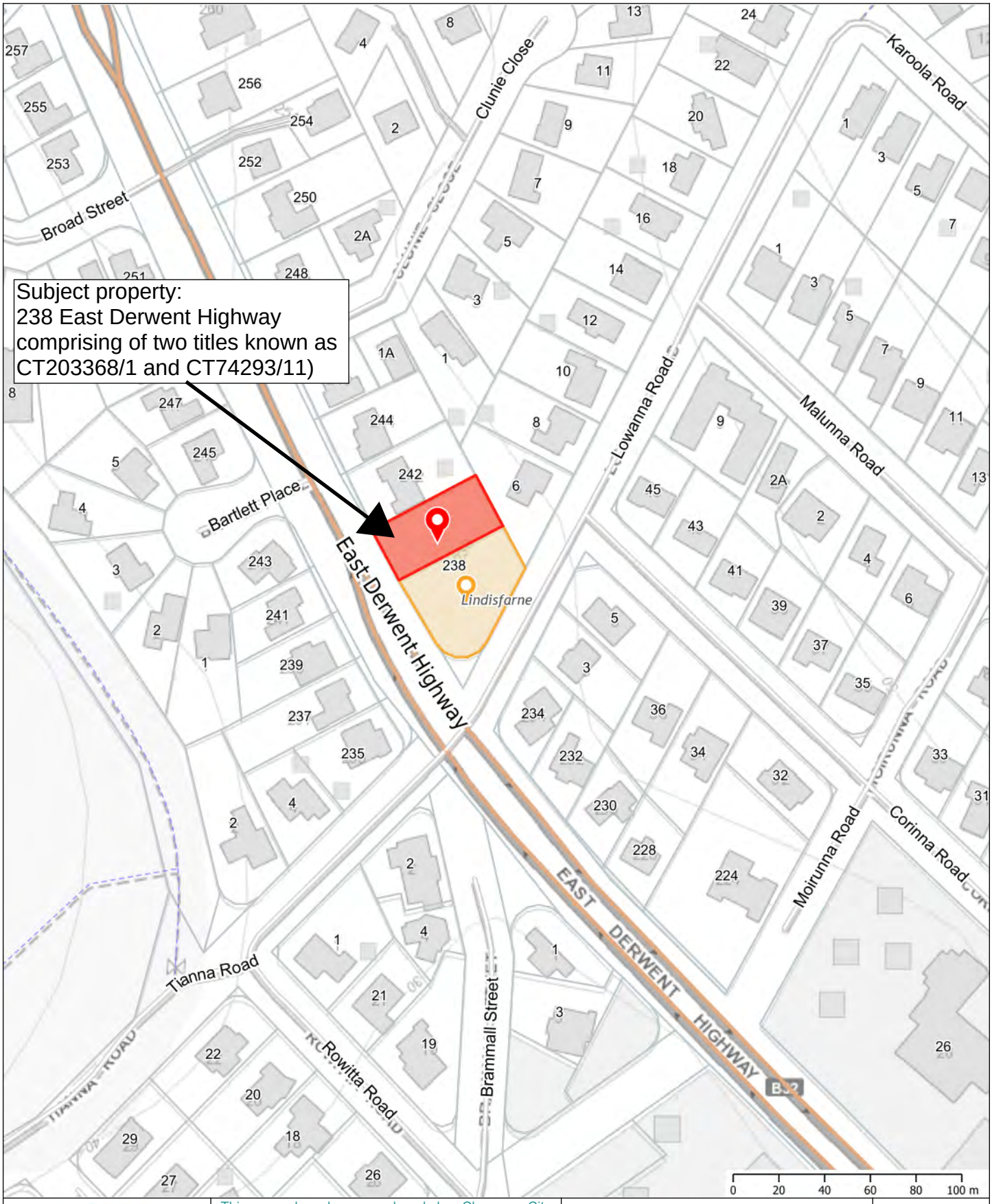
There are no inconsistencies with Council's adopted Strategic Plan or any other relevant Council Policy.

9. CONCLUSION

The proposal for Vehicle fuel sales and service and consolidation of two lots into one lot at 238 East Derwent Highway, Lindisfarne is assessed as complying with all applicable standards and is accordingly recommended for approval subject to recommended conditions.

Attachments:
1. Location Plan (1)
2. Proposal Plan (11)
3. Site Photo (1)

Daniel Marr
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.

25/07/2024

1:2257

Attachment 2

PROPOSED SERVICE STATION DEVELOPMENT
AT
238 EAST DERWENT HIGHWAY, LINDISFARNE, TAS

ARCHITECTURAL DRAWING LIST:

TP.01	TITLE PAGE AND SITE LOCALITY PLAN
TP.02	EXISTING CONDITIONS SITE PLAN
TP.03	PROPOSED SITE PLAN
TP.04	PROPOSED FLOOR & ROOF PLAN
TP.05	ELEVATIONS
TP.06	SIGNAGE DETAILS
TP.07	PERSPECTIVES
TP08	SHADOW DIAGRAMS
TP09	LANDSCAPE PLAN
TP10	PROPOSED SECTIONS

AREA SCHEDULE

SITE AREA -	1,624m²
FUEL SHOP -	335.2m²
CAR SPACES	15 cars
BIKE RACK	2 bikes

ALL SITE AREA AND DIMENSIONS ARE APPROXIMATE AND SUBJECT TO FINAL SURVEY

EASEMENT

LP LIGHT POLE TO BE INSTALLED TO PREVENT LIGHT SPILL OUTSIDE OF THE PROPERTY BOUNDARY



REV	AMENDMENT DETAILS	BY	DATE
P15	SERVICE YARD MODIFY. LANDSCAPE FROM COUNCIL LAND REMOVED. WINDOW ADDED TO PLAN	JI	28-05-24
P14	SERVICE YARD MOVED, TITLE AMENDED	JI	19-03-24
P13	LANDSCAPING UPDATED, ACOUSTIC SCREEN ADDED	AB	13-12-23
P12	LANDSCAPING ADDED ALONG LOWANNA ROAD	JI	04-12-23
P11	U/GROUND FUEL TANKS ADDED	AB	11-10-23
P10	SITE PLAN AMENDED. AC UNITS MOVED, DRAWINGS TP08 & TP09 ADDED	JI	20-09-23
P9	SITE PLAN AMENDED. LIGHT POLE & BIKE RACK ADDED.	JI	16-01-23
P8	FLOOR PLAN AMENDED	AB	21-09-22
P7	SITE PLAN AMENDED. DRAWING LIST AMENDED	JI	07-09-22
P6	SITE PLAN AMENDED	JI	08-08-22
P5	LAYOUT REVISED	AB	11-03-22
P4	PRELIMINARY ISSUE	JS	08-07-21
P3	PRELIMINARY ISSUE	JS	22-04-21
P2	PRELIMINARY ISSUE	JS	19-03-21

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T: +61 3 9542 9300 F: +61 3 9542 9310

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PROJECT
PROPOSED SERVICE STATION

PROJECT ADDRESS
238 EAST DERWENT HIGHWAY

LINDISFARNE
TAS 7015

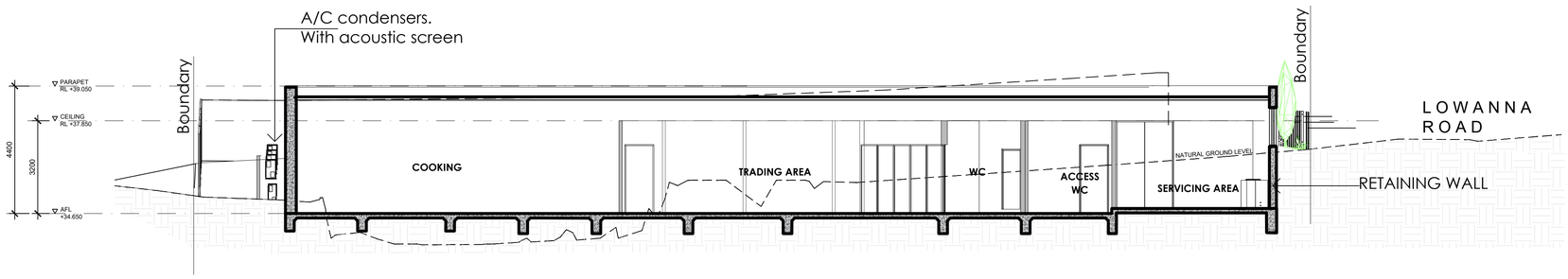
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TITLE PAGE &
SITE LOCALITY PLAN

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DELTA PI PI PTY LTD

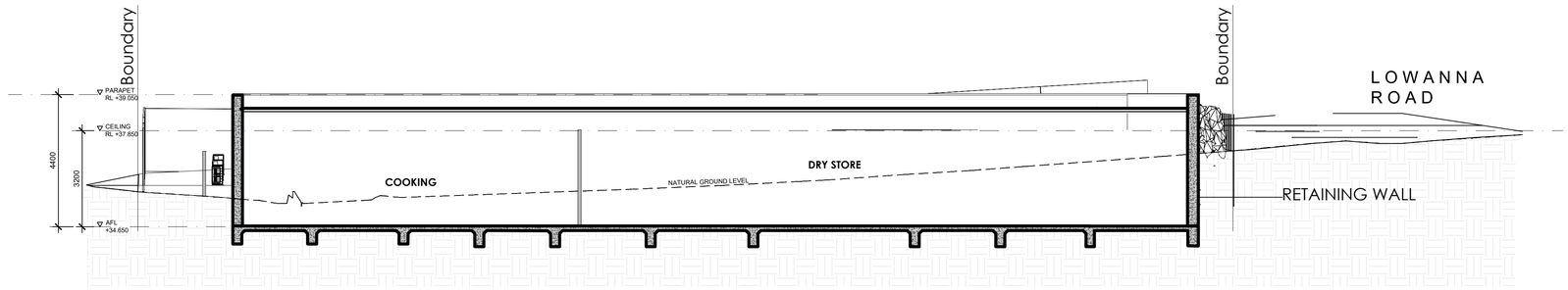
Town Planning
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ISSUE: PLANNING		
PROJECT No.: 19194	DRAWING No.: TP01	REVISION No.: P15
		SHEET: 01 of 09

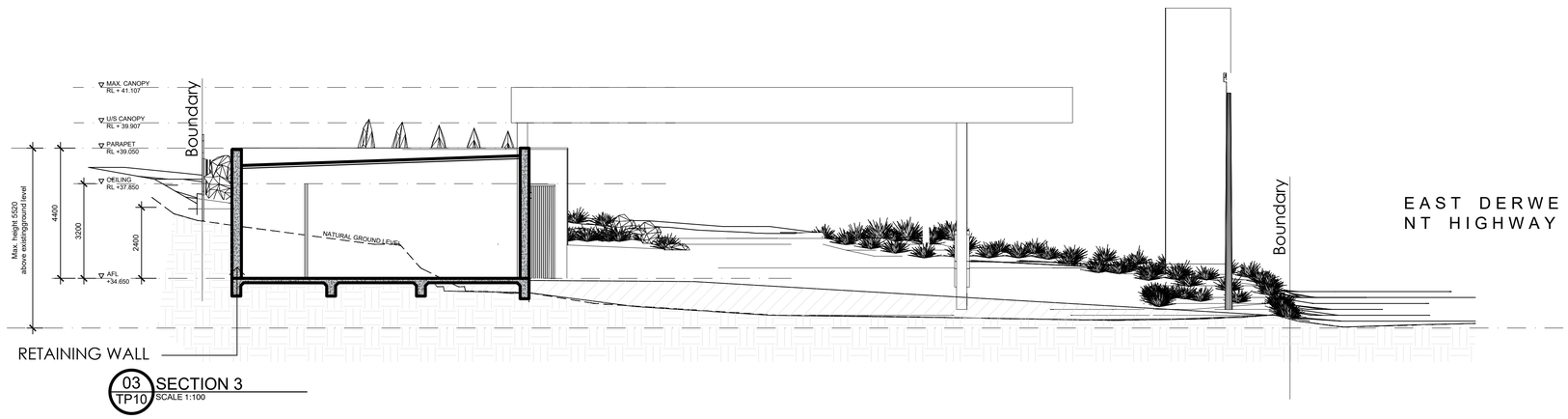
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01 TP10 SECTION 1
SCALE 1:100



02 TP10 SECTION 2
SCALE 1:100



03 TP10 SECTION 3
SCALE 1:100

REV	AMENDMENT DETAILS	BY	DATE
P1	SECTION ADDED TO SET OF DRAWINGS	JI	28-05-24

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Town Planning
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PROJECT
PROPOSED SERVICE STATION

PROJECT ADDRESS
238 EAST DERWENT HIGHWAY

LINDISFARNE
TAS 7015

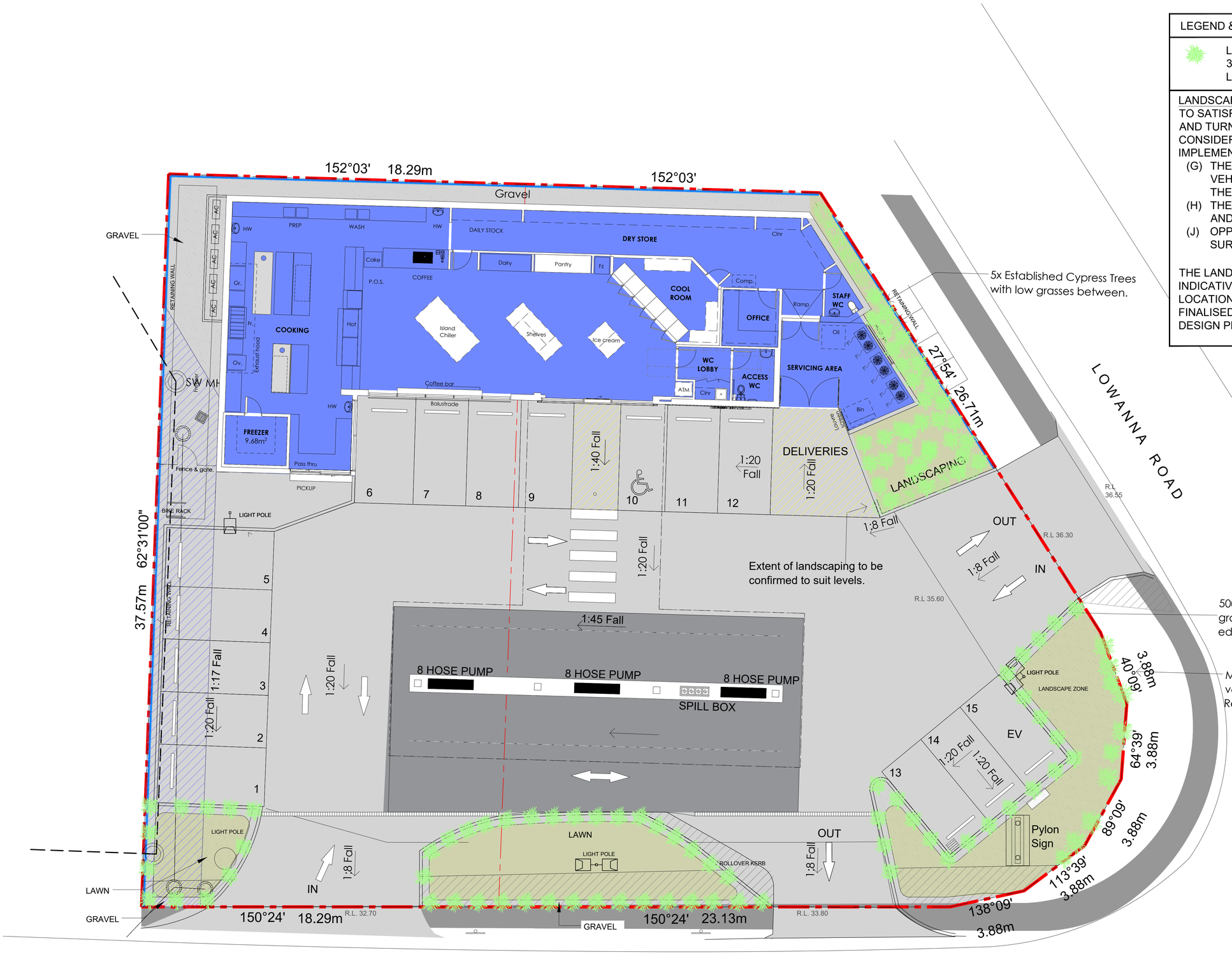
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PROJECT No.	DRAWING No.	REVISION No.	SHEET
19194	TP05	P01	05of 09

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LEGEND & NOTES

LOW GRASSES APPROX. 300-500mm HIGH. (FLAX, LILY, ARANDA OR SIMILAR)

LANDSCAPE PLAN OBJECTIVES
TO SATISFY C2.6.8 SITING OF PARKING AND TURNING AREAS, TH FOLLOWING CONSIDERATIONS HAVE BEEN IMPLEMENTED:

(G) THE VISUAL IMPACT OF THE VEHICLE PARKING & ACCESS ON THE SITE;
(H) THE STREETSCAPE CHARACTER AND AMENITY;
(J) OPPORTUNITIES FOR PASSIVE SURVEILLANCE OF THE ROAD

THE LANDSCAPE SHOWN IS INDICATIVE ONLY; THE EXACT LOCATION & SPECIES WILL BE FINALISED DURING THE DETAILED DESIGN PHASE.

REV	AMENDMENT DETAILS	BY	DATE
P5	LANDSCAPING REMOVED FROM COUNCIL LAND	JI	28-05-24
P4	TITLE AMENDED. SERVICE YARD MOVED. LANDSCAPE INCREASED NEXT TO SERVICE YARD	JI	18-03-24
P3	LANDSCAPING UPDATED	AB	13-12-23
P2	LANDSCAPING UPDATED ALONG LOWANNA ROAD	JI	04-12-23
P1	PLANNING ISSUE	AB	20-09-23

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PROJECT
PROPOSED SERVICE STATION

PROJECT ADDRESS
238 EAST DERWENT HIGHWAY

LINDISFARNE
TAS 7015

DRAWING TITLE
PROPOSED
LANDSCAPE PLAN

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Town Planning
Not for construction

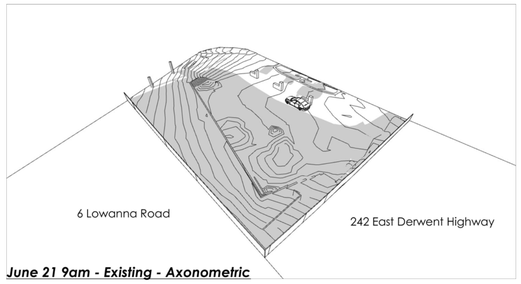
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ISSUE		
PLANNING		

PROJECT No.	DRAWING No.	REVISION No.	SHEET
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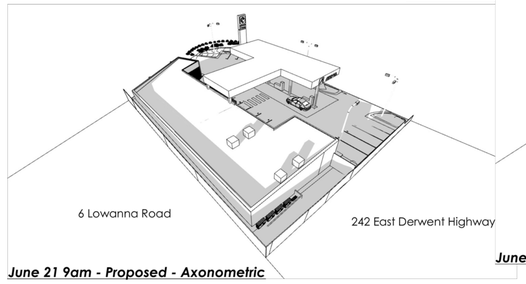
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Existing June 21 9am Proposed

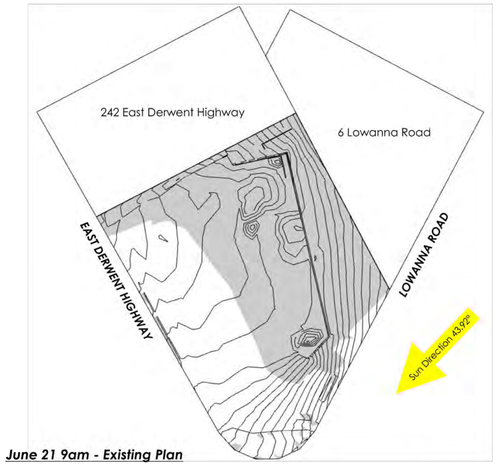
Note:
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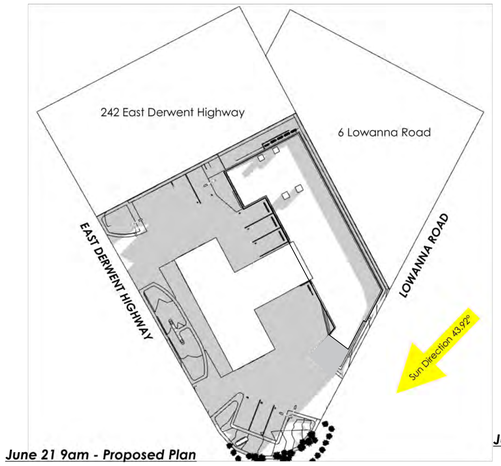
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June 21 9am - Proposed - Axonometric



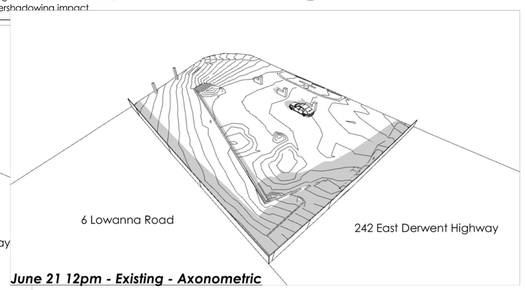
June 21 9am - Existing Plan



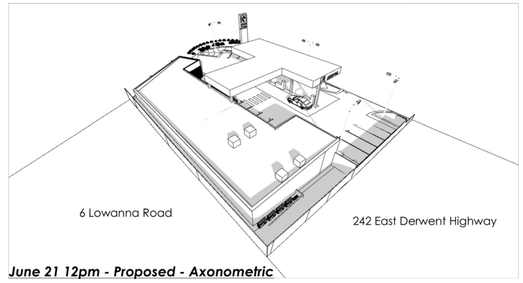
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Existing June 21 12pm Proposed

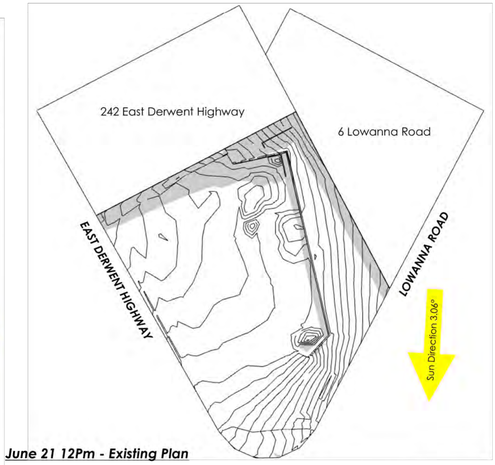
Note:
Habitable rooms and private open space of adjoining dwellings has not been included, as there is no overshadowing impact.



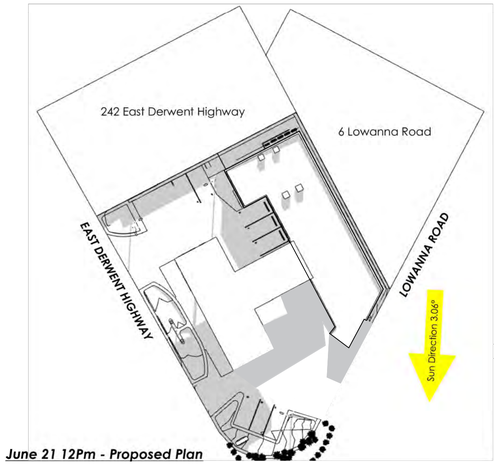
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June 21 12pm - Proposed - Axonometric



June 21 12Pm - Existing Plan

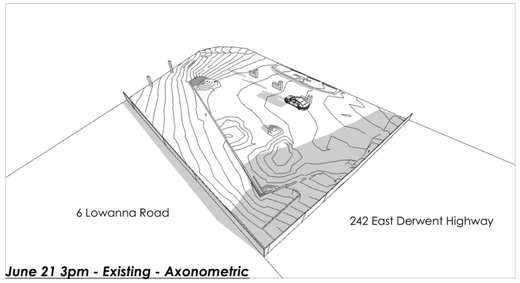


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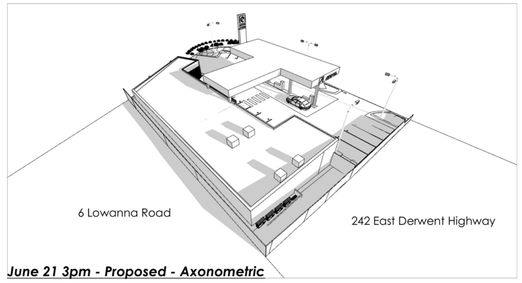
REV	AMENDMENT DETAILS	BY	DATE
P4	UPDATED SHADOW PLAN	JI	28-05-24
P3	PLANS AND TITLE BLOCK UPDATED	JI	19-03-24
P2	PLANS UPDATED	JI	04-12-23
P1	PRELIMINARY ISSUE	JI	19-09-23

Existing June 21 3pm Proposed

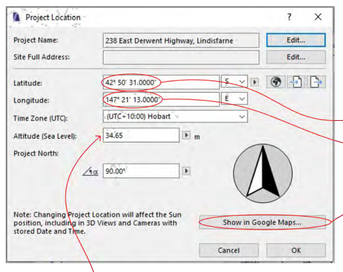
Note:
Habitable rooms and private open space of adjoining dwellings has not been included, as there is no overshadowing impact.

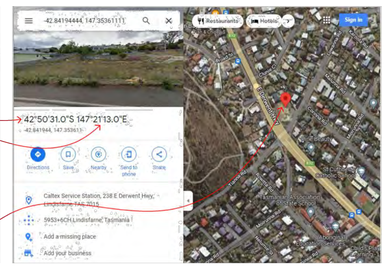


June 21 3pm - Existing - Axonometric

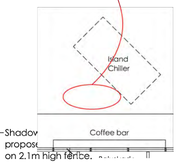


June 21 3pm - Proposed - Axonometric



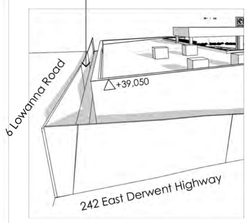






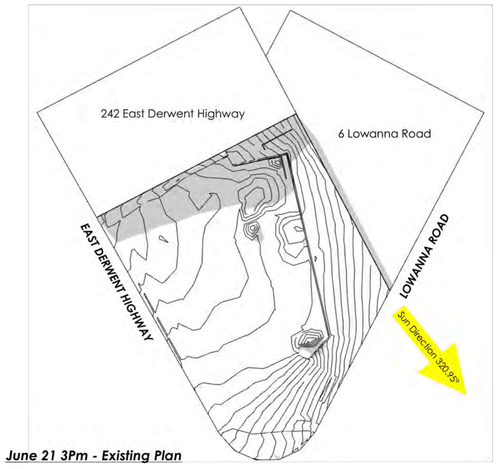
Shadow proposed on 2.1m high fence.

Coffee bar

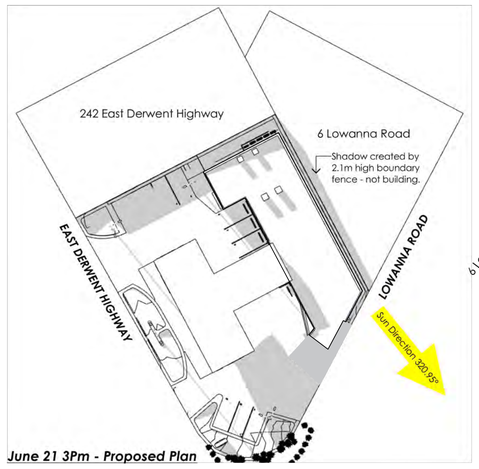


June 21 3pm - NE Boundary





June 21 3Pm - Existing Plan



June 21 3Pm - Proposed Plan

Town Planning
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0m .5m 1m 1.5m 2m
1:50 @ A1 SIZE / 1:100@ A3 SIZE

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PROJECT
PROPOSED SERVICE STATION

PROJECT ADDRESS
238 EAST DERWENT HIGHWAY

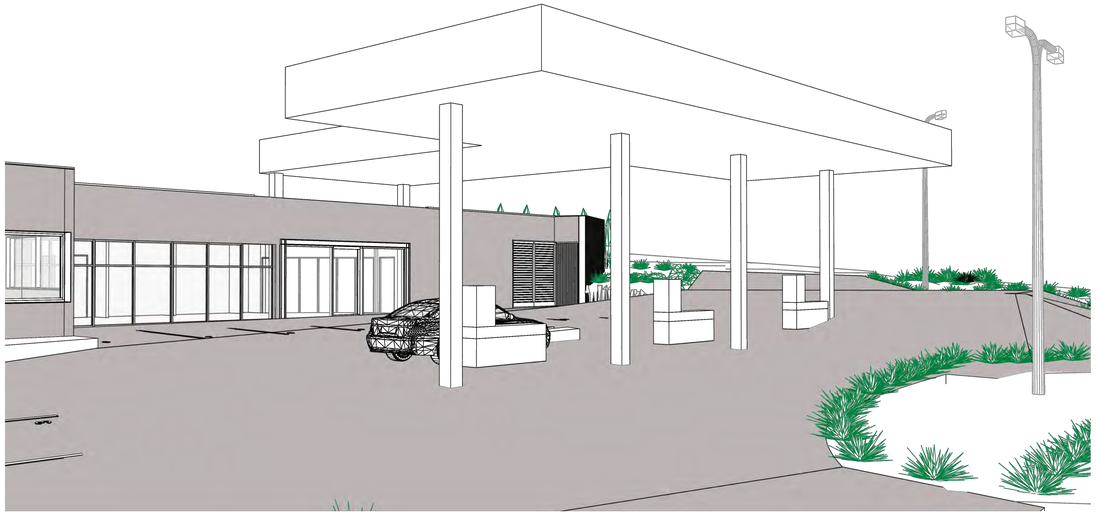
LINDISFARNE
TAS 7015

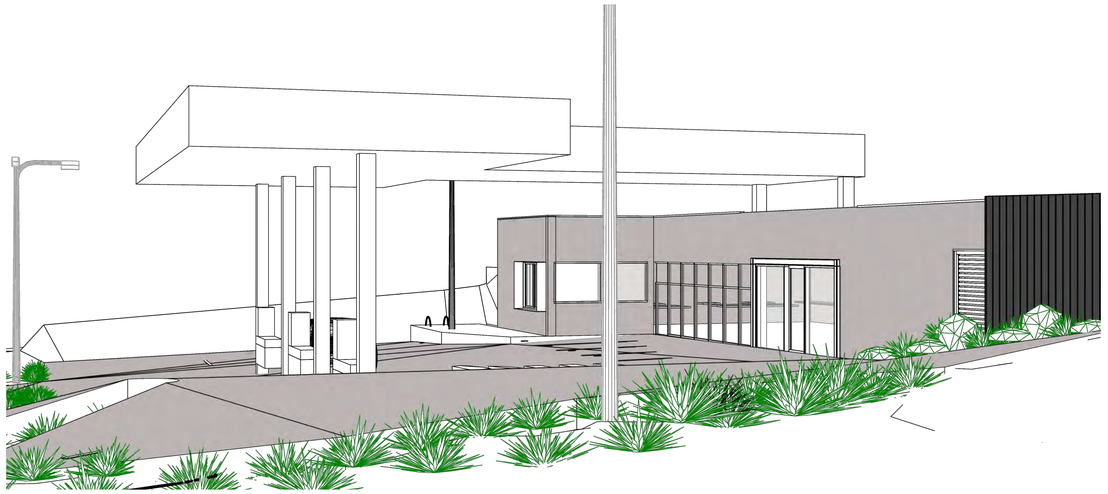
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SHADOW DIAGRAM

CLIENT
DELTA PI PI PTY LTD

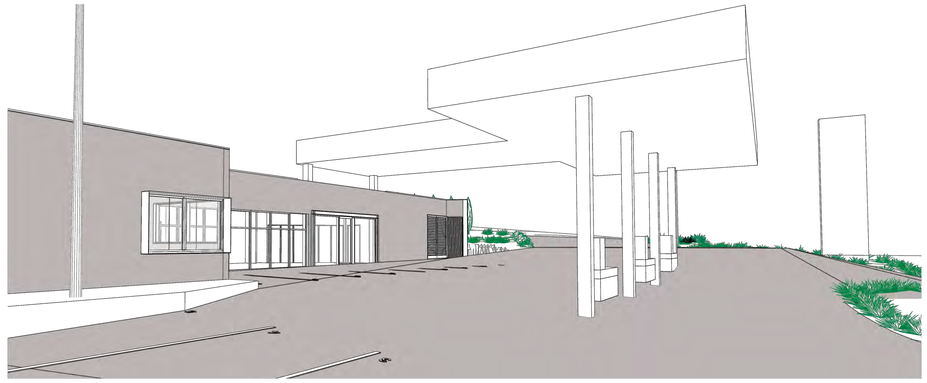
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DRAWN	CHECKED	
JI	AB	
ISSUE		
PLANNING		

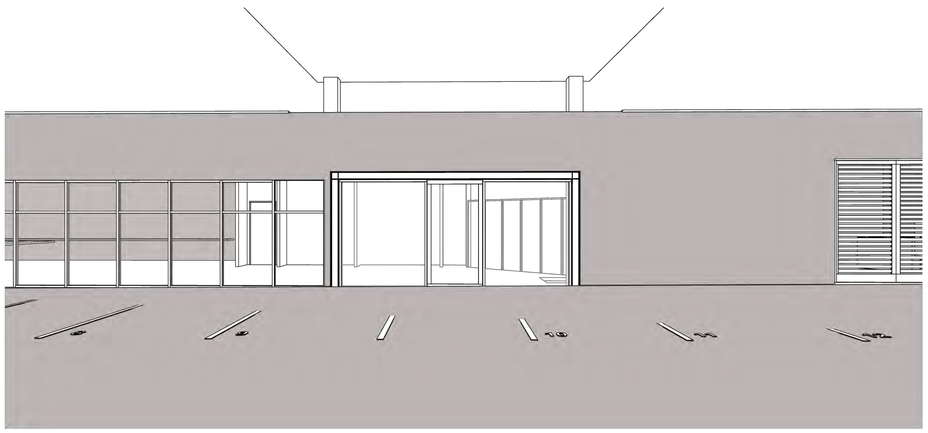
PROJECT No.	DRAWING No.	REVISION No.	SHEET
19194	TP08	P4	08 of 09











REV	AMENDMENT DETAILS	BY	DATE
P7	3D UPDATED	JI	28-05-24
P6	TITLE AMENDED. SIGNAGES REMOVED	JI	18-03-24
P5	3D IMAGINES UPDATED	JI	04-12-23
P4	3D IMAGINES UPDATED	JI	14-09-23
P3	3D IMAGINES UPDATED	JI	13-02-23
P2	TITLE BLOCK AMENDED	JI	16-01-23
P1	PRELIMINARY ISSUE	JI	07-09-22

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PROJECT
PROPOSED SERVICE STATION

PROJECT ADDRESS
238 EAST DERWENT HIGHWAY

LINDISFARNE
TAS 7015

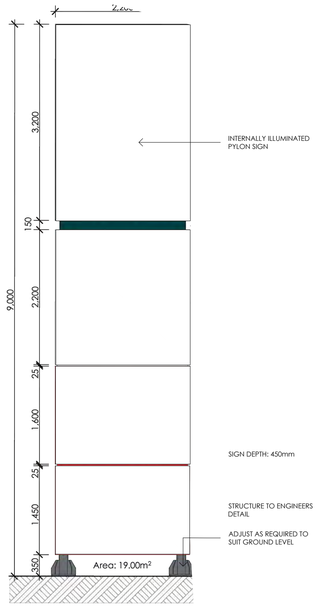
DRAWING TITLE
PERSPECTIVES

CLIENT
DELTA PI PI PTY LTD

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ISSUE: PLANNING		
PROJECT No.	DRAWING No.	REVISION No. / SHEET
19194	TP07	P7 / 07 of 09

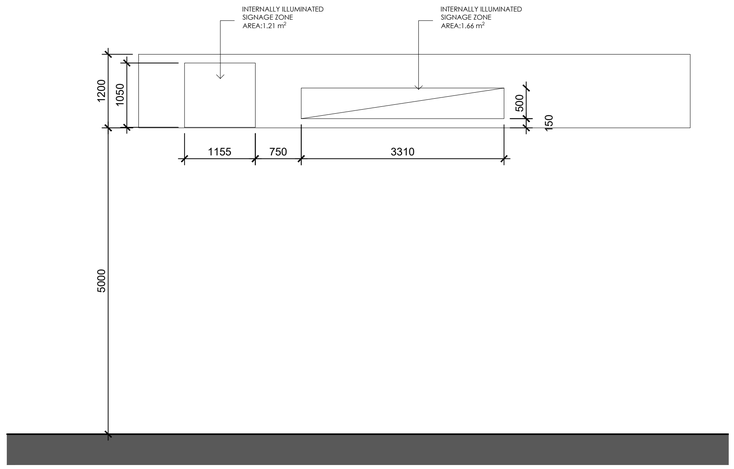
Town Planning
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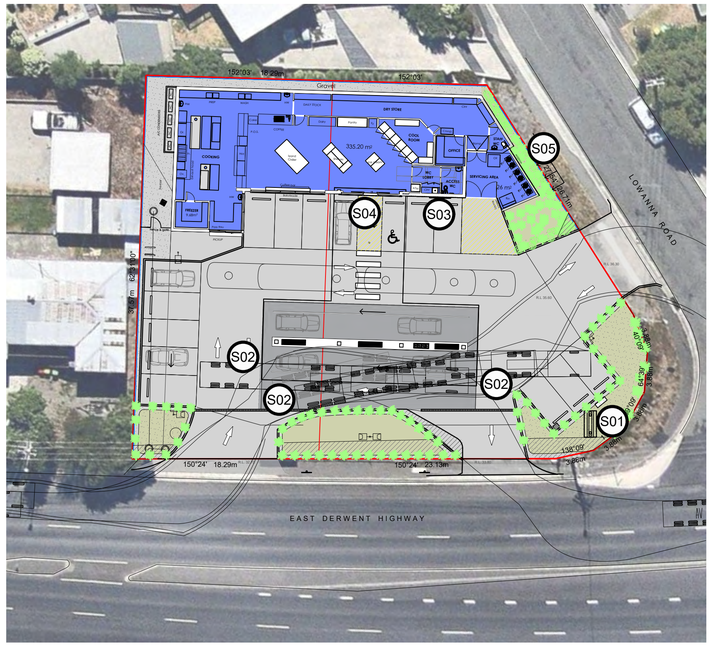
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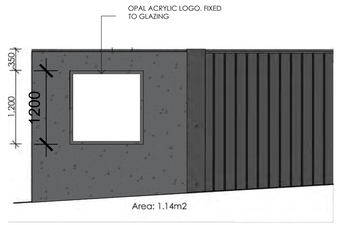
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PYLON SIGN



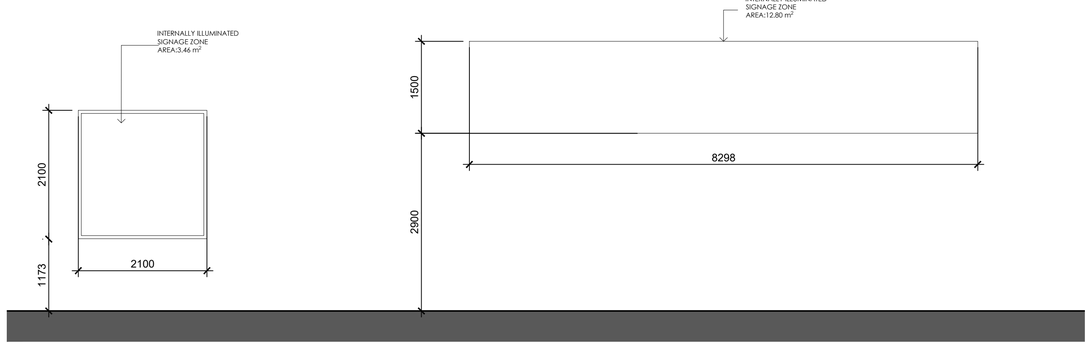
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SCALE 1:50

INTERNALLY ILLUMINATED
CANOPY





05 SIGN 05
SCALE 1:50



03 SIGN 03
SCALE 1:50

INTERNALLY ILLUMINATED
SHOP FRONT WALL SIGN

04 SIGN 04
SCALE 1:50

INTERNALLY ILLUMINATED
SHOP FRONT ENTRY SIGN

REV	AMENDMENT DETAILS	BY	DATE
P18	SITE PLAN UPDATED. SIGNAGES UPDATED	JI	28-05-24
P17	TITLE AMENDED. SERVICE YARD MOVED, SIGNAGES REMOVED	JI	18-03-24
P16	SIGN 5 UPDATED	JI	18-12-23
P15	SITE PLAN UPDATED, SIGNAGES UPDATED	JI	04-12-23
P14	SITE PLAN UPDATED	AB	11-10-23
P13	SITE PLAN AMENDED	JI	21-09-23
P12	SITE PLAN AMENDED	JI	14-06-23
P11	SITE PLAN AND TITLE BLOCK AMENDED	JI	16-01-23
P10	NOTES AMENDED	AB	21-09-22
P9	SIGNAGE PLAN ADDED	JI	08-09-22
P8	SIGNAGE AMENDED	JI	09-08-22
P7	SIGNAGE AMENDED	AB	11-03-22
P6	PRELIMINARY ISSUE	JS	08-07-21
P5	PRELIMINARY ISSUE	JS	04-05-21
P4	PRELIMINARY ISSUE	JS	22-04-21
P3	PRELIMINARY ISSUE	JS	23-03-21
P2	PRELIMINARY ISSUE	JS	19-03-21
P1	PRELIMINARY ISSUE	FR	xx-08-20

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PROJECT
PROPOSED SERVICE STATION

PROJECT ADDRESS
238 EAST DERWENT HIGHWAY

LINDISFARNE
TAS 7015

DRAWING TITLE
SIGNAGE DETAILS

CLIENT
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DATE	SCALE @ A1	NORTH
JUL' 20	1:50	
DRAWN	CHECKED	
FR	AB	
ISSUE		
PLANNING		

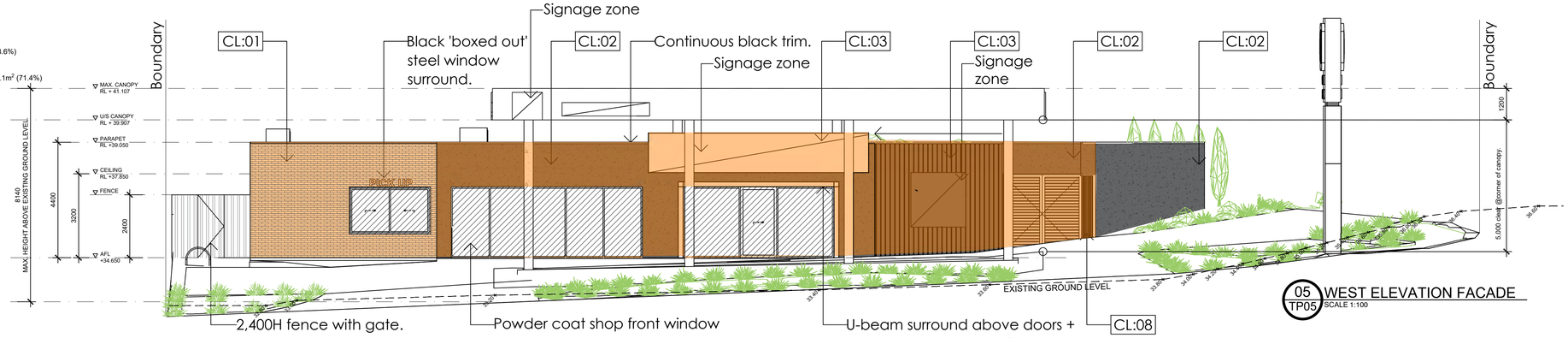
PROJECT No.	DRAWING No.	REVISION No.	SHEET
19194	TP06	P18	06of 09

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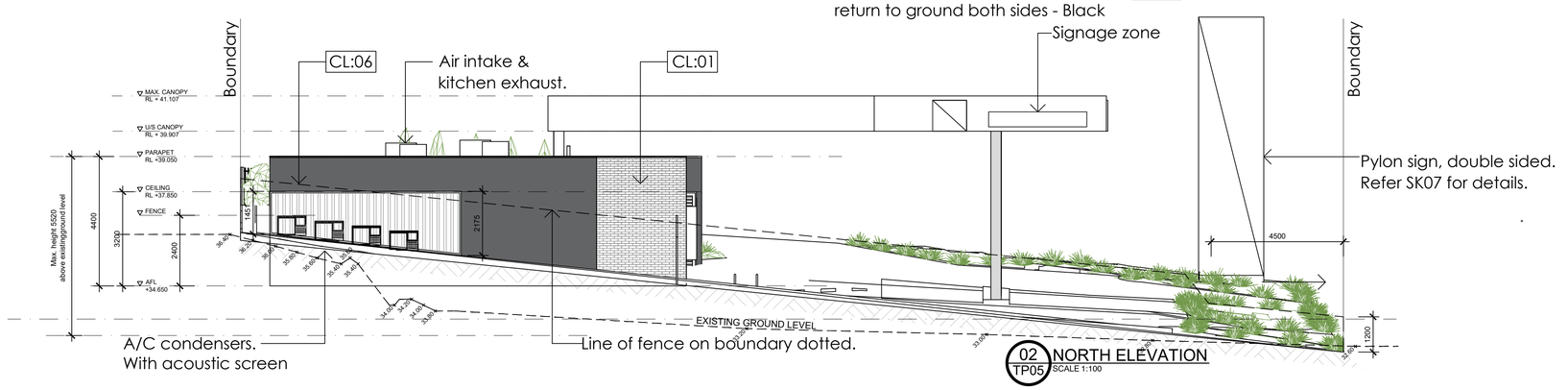
LEGEND :

GLAZING 40.5m² (28.6%)

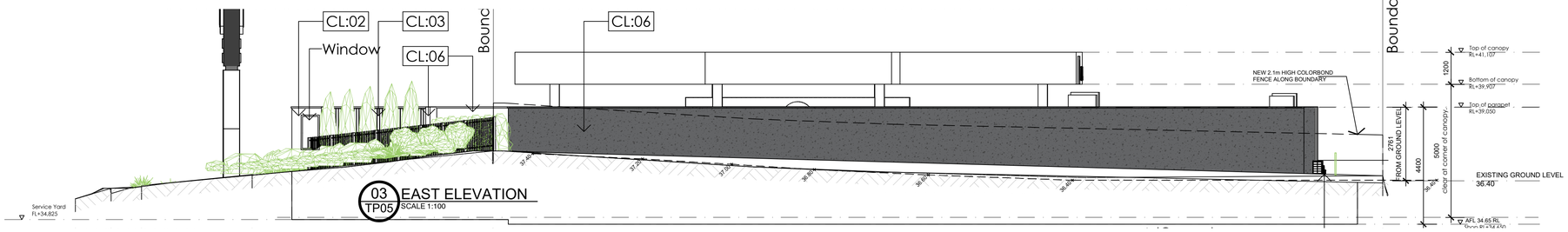
SOLID FACADE 101.1m² (71.4%)



05 TP05 WEST ELEVATION FACADE
SCALE 1:100

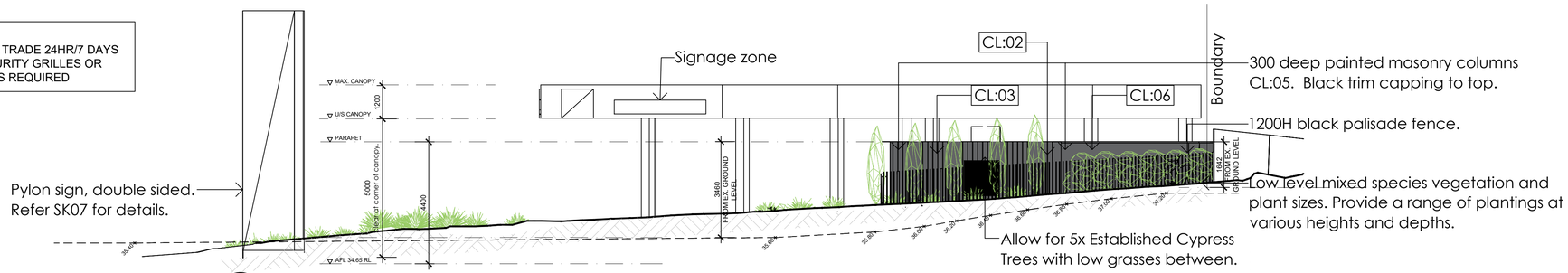


02 TP05 NORTH ELEVATION
SCALE 1:100

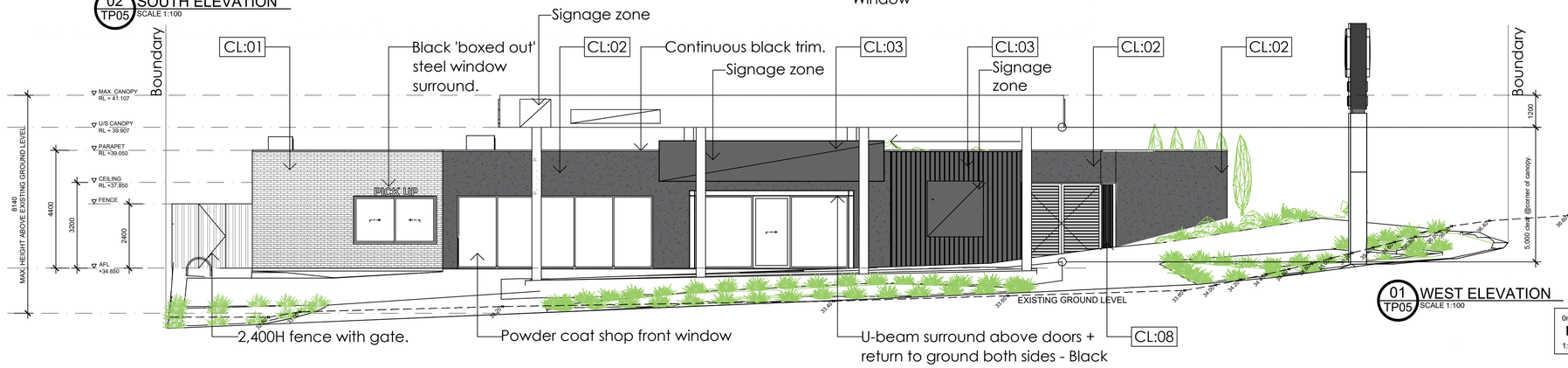


03 TP05 EAST ELEVATION
SCALE 1:100

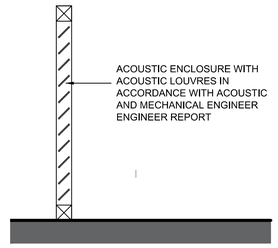
NOTE:
SITE WILL TRADE 24HR/7 DAYS
- NO SECURITY GRILLES OR SHUTTERS REQUIRED



02 TP05 SOUTH ELEVATION
SCALE 1:100



01 TP05 WEST ELEVATION
SCALE 1:100



LEGEND AND NOTES

CL:01	Masonry cladding: Dark grey brick.
CL:02	Masonry Wall: Precast concrete.
CL:03	Profiled steel cladding: Structuur Interlocking Panel 180mm Tray / 20mm joint. Colour: Monument
CL:04	
CL:05	Painted masonry wall: Concrete Colour: Colorbond Monument.
CL:06	Painted masonry wall: Concrete Colour: Colorbond Basalt
CL:07	Extruded aluminium louvred screen around mech. plant. Colour: Roof: Colorbond Monument
CL:08	Extruded aluminium louvred screen to service yard. Colour: Colorbond Monument

REV	AMENDMENT DETAILS	BY	DATE
P15	WEST & SOUTH ELEVATIONS UPDATED	JI	28/05/24
P14	TITLE AMENDED. SIGNAGE REMOVED. WINDOW AMENDED IN SOUTH ELEVATION. ACOUSTIC SCREEN DETAIL ADDED	JI	18-03-24
P13	PYLON & SIGNS UPDATED. LANDSCAPE ADDED ALONG LOWANNA ROAD	JI	14-12-23
P12	PALISADE FENCE ADDED. AC UNIT REMOVED.	JI	14-09-23
P11	DIMENSION TO GROUND LEVEL ADDED. GROUND LINE ADDED. TITLE AMENDED	JI	16-01-23
P10	HEIGHT DIMENSION ADDED	AB	27-09-22
P9	BOUNDARY FENCE HEIGHT INCREASED TO 2.1m HIGH	AB	21-09-22
P8	ELEVATIONS AMENDED	JI	07-09-22
P7	ELEVATIONS AMENDED	JI	08-08-22
P6	ELEVATIONS UPDATED	AB	10-03-22
P5	PRELIMINARY ISSUE	JS	04-05-21
P4	PRELIMINARY ISSUE	JS	22-04-21
P3	PRELIMINARY ISSUE	JS	23-03-21
P2	PRELIMINARY ISSUE	JS	19-03-21
P1	PRELIMINARY ISSUE	FR	17-08-20

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PROJECT ADDRESS
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TAS 7015

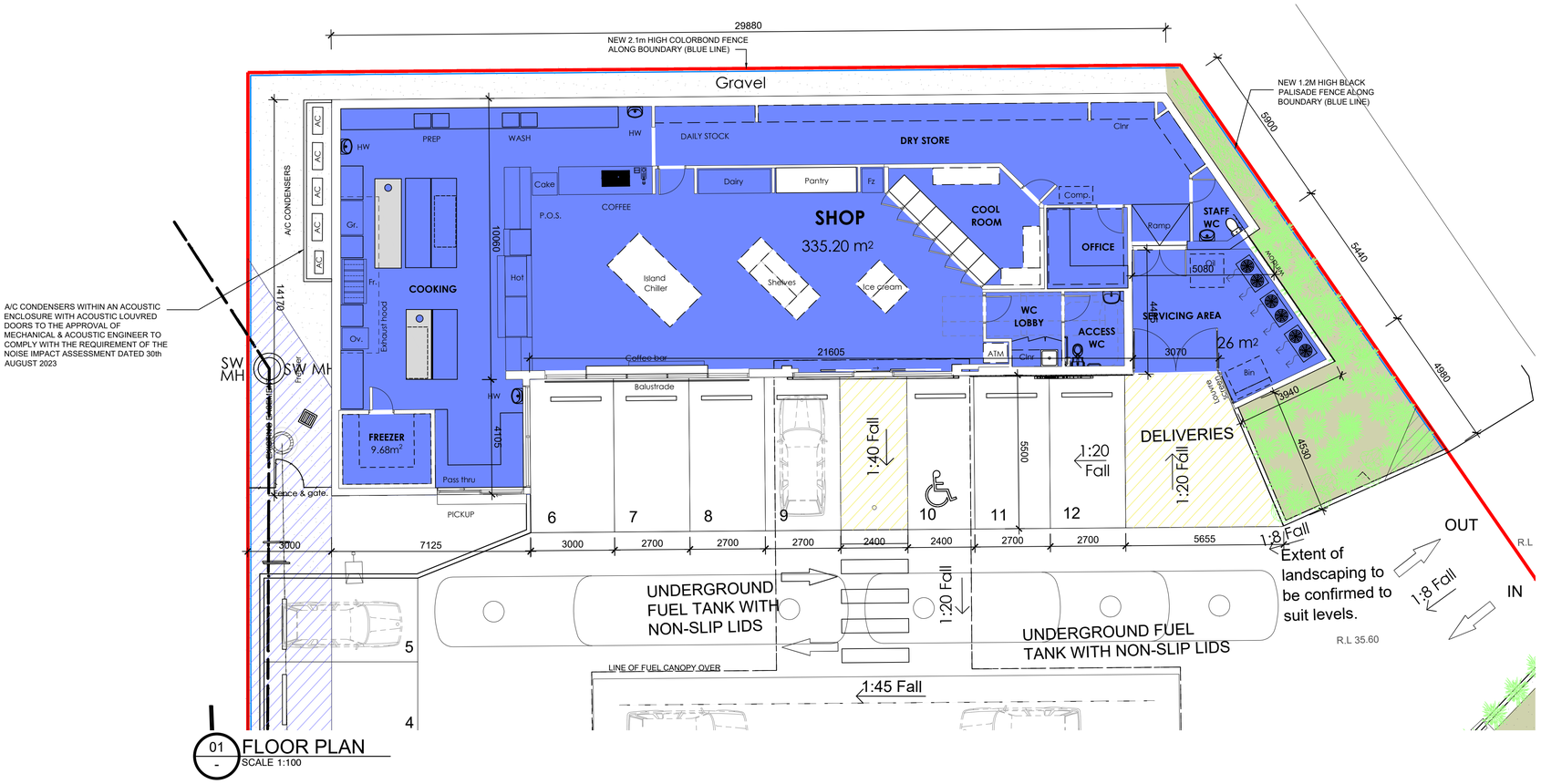
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EXTERNAL ELEVATIONS

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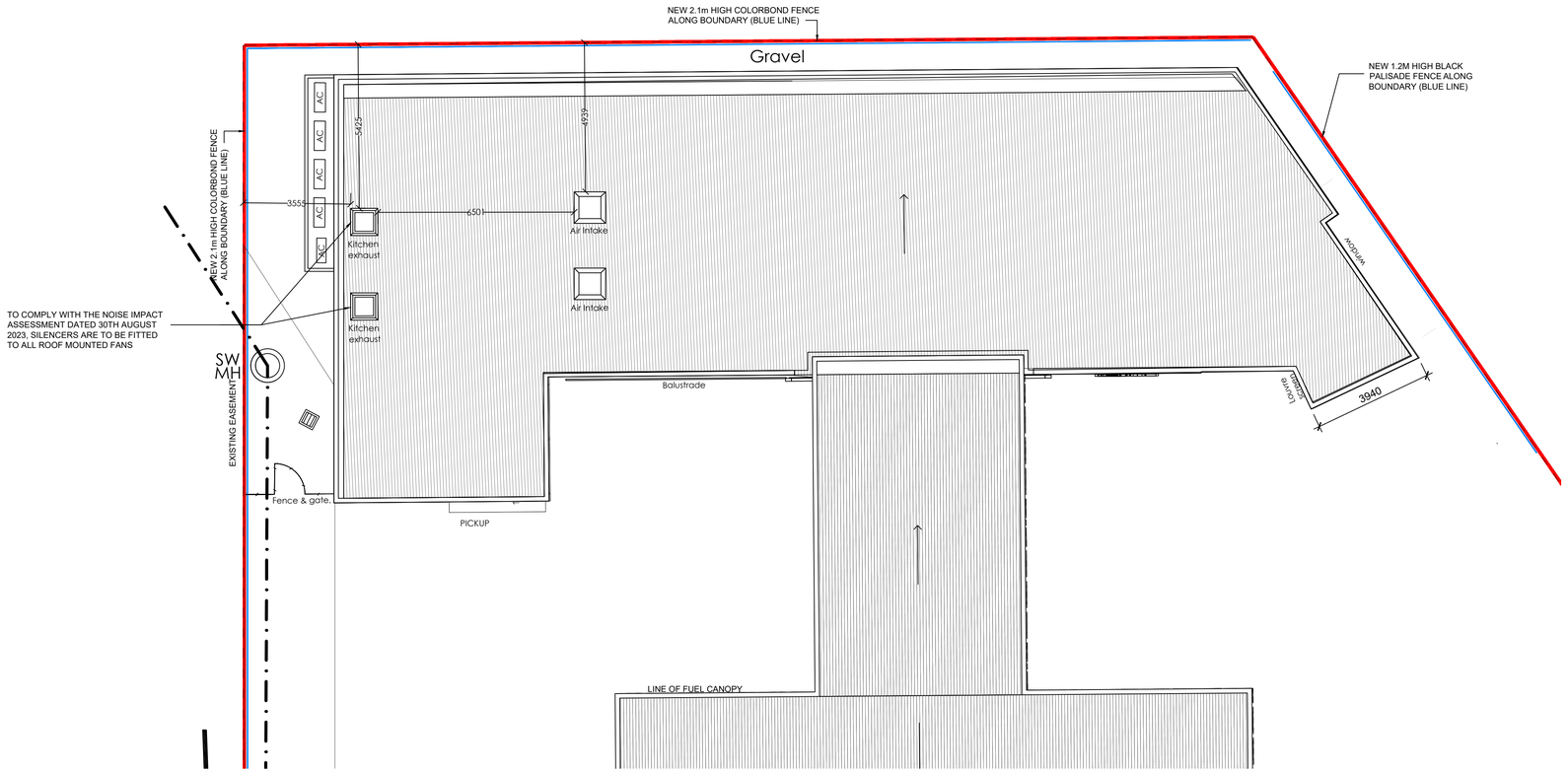
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FR	AB	
ISSUE		
PLANNING		

PROJECT No.	DRAWING No.	REVISION No.	SHEET
19194	TP05	P15	05of 09

0m 1m 2m 3m 4m
1:100 @ A1 SIZE / 1:200@ A3 SIZE



01 - FLOOR PLAN
SCALE 1:100



02 - ROOF PLAN
SCALE 1:100

REV	AMENDMENT DETAILS	BY	DATE
P14	SERVICE YARD MODIFY. LANDSCAPE FROM COUNCIL LAND REMOVED. WINDOW ADDED TO PLAN	JI	28/05/24
P13	TITLE AMENDED. SERVICE YARD MOVED	JI	18-03-24
P12	ACOUSTIC SCREEN TO CONDENSERS ADDED TO FLOOR PLAN, ACOUSTIC NOTES ADDED TO ROOF PLAN	AB	13/12/23
P11	UNDERGROUND FUEL TANKS ADDED TO FLOOR PLAN	AB	11-10-23
P10	A/C UNITS MOVED. NEW PALISADE FENCE ADDED.	JI	14-09-23
P9	SITE PLAN AMENDED	JI	16-01-23
P8	FLOOR PLAN AMENDED	AB	21-09-22
P7	SITE AMENDED. ROOF PLAN ADDED	JI	08-09-22
P6	BUILDING FLOOR PLAN AMENDED. EASEMENT ADED	JI	08-08-22
P5	FLOOR PLAN AMENDED	AB	11-03-22
P4	PRELIMINARY ISSUE	JS	08-07-21
P3	PRELIMINARY ISSUE	JS	22-04-21
P2	PRELIMINARY ISSUE	JS	19-03-21
P1	PRELIMINARY ISSUE	FR	17-08-20

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PROJECT
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PROJECT ADDRESS
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LINDISFARNE
TAS 7015

DRAWING TITLE
PROPOSED FLOOR & ROOF PLAN

CLIENT
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DATE	SCALE @ A1	NORTH
JUL' 20	1:100	
DRAWN	CHECKED	
FR	AB	
ISSUE		
PLANNING		

PROJECT No.	DRAWING No.	REVISION No.	SHEET
19194	TP04	P14	04 of 09

0m 1m 2m 3m 4m
1:100 @ A1 SIZE / 1:200@ A3 SIZE

AREA SCHEDULE	
SITE AREA -	1,624m²
FUEL SHOP -	335.2m²
CAR SPACES	15 cars
BIKE RACK	2 bikes

ALL SITE AREA AND DIMENSIONS ARE APPROXIMATE AND SUBJECT TO FINAL SURVEY

EASEMENT

LP LIGHT POLE TO BE INSTALLED TO PREVENT LIGHT SPILL OUTSIDE OF THE PROPERTY BOUNDARY

NEW 2.1m HIGH COLORBOND FENCE ALONG BOUNDARY (BLUE LINE)

STEEL POST & REINFORCED CONCRETE PANEL RETAINING WALL AT APPROX. 2.3m HIGH. DESIGN TO BE CONFIRMED BY STRUCTURAL ENGR

APPROX. 33400 FENCE 2.1m HIGH

152°03' 18.29m

152°03'

560 BUILDING SETBACK

4500

NEW 2.1m HIGH COLORBOND FENCE ALONG BOUNDARY (BLUE LINE)

STEEL POST & REINFORCED CONCRETE PANEL RETAINING WALL AT APPROX. 3.5m HIGH. DESIGN TO BE CONFIRMED BY STRUCTURAL ENGR

NEW 1.2m HIGH BLACK PALISADE FENCE ALONG BOUNDARY (BLUE LINE) NOTE: MAX. 1.2m HIGH FENCE WITHIN 4.5m FROM LOWANNA RD BOUNDARY

ISLAND CHILLER, COOL ROOM AND FREEZER CONDENSERS (HORIZONTAL DISCHARGE).

MODIFICATION TO EXISTING CROSSOVER TO COUNCIL REQUIREMENTS

A/C CONDENSERS WITHIN AN ACOUSTIC ENCLOSURE WITH ACOUSTIC LOUVERED DOORS TO THE APPROVAL OF MECHANICAL & ACOUSTIC ENGINEER TO COMPLY WITH THE REQUIREMENT OF THE NOISE IMPACT ASSESSMENT DATED 30th AUGUST 2023

RETAINING WALL LEVELED TO EXISTING GROUND LEVEL

HABITABLE WINDOW

1.2mH COLORBOND FENCE FOR THE FIRST 4.5m BACK FROM THE EAST DERWENT HIGHWAY BOUNDARY, THEN TAPERING UP TO 2.1mH AT A 45° ANGLE.

NOTE: SITE WILL TRADE 24HR/7 DAYS - NO SECURITY GRILLES OR SHUTTERS REQUIRED

BAFFLES TO BE INSTALLED TO U/SIDE OF LIGHT FITTING TO PREVENT LIGHT SPILLOUTSIDE OF PROPERTY

UNDERGROUND FUEL TANK WITH NON-SLIP LIDS

UNDERGROUND FUEL TANK WITH NON-SLIP LIDS

8 HOSE PUMP

8 HOSE PUMP

8 HOSE PUMP

SPILL BOX

Extent of landscaping to be confirmed to suit levels.

SIGHT SPLAY

NO VERTICAL OBSTRUCTION AREA (HATCHED)

MODIFICATION TO EXISTING CROSSOVER TO COUNCIL REQUIREMENTS

NO STANDING SIGN

MODIFICATION TO EXISTING CROSSOVER TO COUNCIL REQUIREMENTS

STEEL POST & REINFORCED CONCRETE PANEL RETAINING WALL AT APPROX. 1m HIGH. DESIGN TO BE CONFIRMED BY STRUCTURAL ENGR

NO VERTICAL OBSTRUCTION AREA (HATCHED)

EAST DERWENT HIGHWAY

LOWANNA ROAD

APPROX. 16850 BALUSTRADE 1.2m HIGH

APPROX. 37570 FENCE 2.1m HIGH

REV	AMENDMENT DETAILS	BY	DATE
P20	SERVICE YARD MODIFY. LANDSCAPE FROM COUNCIL LAND REMOVED. WINDOW ADDED TO PLAN	JI	28-05-24
P19	TITLE AMENDED. SERVICE YARD MOVED. SIGHT SPLAY ADDED	JI	19-03-24
P18	ACOUSTIC SCREEN ADDED	AB	13-12-23
P17	LANDSCAPING ADDED ALONG LOWANNA ROAD	JI	04-12-23
P16	UNDERGROUND FUEL TANKS ADDED, NOTE ADDED	AB	11-10-23
P15	SITE PLAN AMENDED. AC UNITS MOVED. NEW PALISADE FENCE ADDED. COLOR BOND FENCE AMENDED	JI	20-09-23
P14	BIKE RACKS & LIGHTING ADDED. LIGHT AND HABITABLE WINDOW NOTES ADDED. TITLE BLOCK AMENDED	JI	16-01-23
P13	FLOOR PLAN UPDATED, BOUNDARY FENCES INCREASED TO 2.1m HIGH, 24HR TRADING NOTE ADDED	AB	21-09-22
P12	SITE PLAN AMENDED	JI	07-09-22
P11	EASEMENT ADDED. BUILDING AMENDED. SITE PLAN LAYOUT MODIFIED.	JI	08-08-22
P10	SITE LAYOUT AMENDED - NEW SHOP PLAN & CANOPY - AREAS AMENDED	AB	11-03-22
P9	FLOOR PLAN COMBINED INTO 1 SHOP	AB	06-12-21
P8	PRELIMINARY ISSUE	JS	12-10-21
P7	PRELIMINARY ISSUE	JS	08-10-21
P6	PRELIMINARY ISSUE	JS	08-07-21
P5	PRELIMINARY ISSUE	JS	19-03-21
P4	PRELIMINARY ISSUE	JS	05-03-21
P3	PRELIMINARY ISSUE	JS	05-03-21
P2	PRELIMINARY ISSUE	JS	24-02-21
P1	PRELIMINARY ISSUE	FR	17-08-20

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Level 3, Suite 37, 799 Springvale Road, Mulgrave, Victoria 3170 Australia

T: +61 3 9542 9300 F: +61 3 9542 9310

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The Retail Group Pty Ltd ABN 85 050 134 686

RBP No. DP-AD1689

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PROJECT
PROPOSED SERVICE STATION

PROJECT ADDRESS
238 EAST DERWENT HIGHWAY

LINDISFARNE
TAS 7015

DRAWING TITLE
PROPOSED SITE PLAN

CLIENT
DELTA PI PI PTY LTD

DATE	SCALE @ A1	NORTH
JUL' 20	1:100	
DRAWN: FR	CHECKED: AB	
ISSUE: PLANNING		
PROJECT No. 19194	DRAWING No. TP03	REVISION No. P20
		SHEET 03 of 09

1:100 @ A1 SIZE / 1:200@ A3 SIZE



REV	AMENDMENT DETAILS	BY	DATE
P6	TITLE BLOCK AMENDED	JI	18-03-24
P5	PLANNING ISSUE	AB	13-12-23
P4	TITLE BLOCK AMENDED	JI	16-01-23
P3	EASEMENT ADDED	JI	08-08-22
P2	PRELIMINARY ISSUE	JS	22-04-21
P1	PRELIMINARY ISSUE	FR	17-08-20

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PROJECT
PROPOSED SERVICE STATION

PROJECT ADDRESS
238 EAST DERWENT HIGHWAY

LINDISFARNE
TAS 7015

DRAWING TITLE
EXISTING CONDITIONS SITE PLAN

CLIENT
DELTA PI PI PTY LTD

DATE: JUL' 20	SCALE @ A1: 1:200	NORTH	
DRAWN: FR	CHECKED: AB		
ISSUE: PLANNING			
PROJECT No.: 19194	DRAWING No.: TP02	REVISION No.: P6	SHEET: 02of 09

Town Planning Not for Construction

N

W E

S

1:250-A3

0 1 2 5 10 25m

Horizontal Datum	GDA2020
Height Datum	AHD(TAS)1983
Horizontal Authority	SPM 7596
	E: 528909.609
	N: 5256597.573
Height Authority	SPM 7596
	35.358
Combined Scale Factor MGA->Planar	1.0004

GENERAL COMMENTS AND DISCLAIMER:
This survey has been compiled using a combination of conventional and UG Service Detection survey techniques.

The survey from which this model was created was carried out to comply with the requirements of the client as set out in the scope of works contained in the survey instructions/brief for this project. Anybody who uses this survey for any purpose other than that for which it was carried out does so at his or her own risk.

Any public utilities and services shown in this model have been located by using visible surface features and underground service detection techniques.

Please note that not all buried pipes, cables and ducts can be detected and mapped in consideration of their depth, location, material type, geology and proximity to other utilities. Even an appropriate and professionally executed survey may not be able to achieve a 100% detection rate.

Property boundary overlays, where supplied, vary in accuracy but are generally to 0.5m. Therefore a Land Survey, as defined under the Surveying Act 2002, should be undertaken before any construction activity is carried out on or near the land boundaries depicted by this model.

Survey control information is regarded as suitable for the survey and correct at the time of survey. but should be verified before being used for any purpose.

WARNINGS:
1. Classification of subsurface utility information refer to AS5488.1:2019.
2. No design should be undertaken outside of survey extents. If design exceeds survey extents, additional survey data should be acquired.



Rev No	Date	Revision Note	Drn	Ver.	App.
Rev 5					
Rev 4					
Rev 3					
Rev 2					
Rev 1					

UDM Utility Detection & Mapping

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www.udmgroup.com.au
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Client
DELTA PI PI PTY LTD

Project
Proposal Plan
238 East Derwent Highway, Lindisfarne

Drawn	Signed	Date
EC		04/03/2024
Checked	Signed	Date
RB		04/03/2024

Drawing Title
Proposal Plan

Project No.	240257
Scale	1:250
Sheet Size	A3
Drawing No.	240257-1
Page	1

SITE PHOTOS: 238 East Derwent Highway, Lindisfarne



Photo 1: The view of the site from the East Derwent Highway / Tianna Road intersection. Lowanna Road is located at the right of the image and forms the southern boundary of the site.



Photo 2: The existing access from the site to Lowanna Road. The East Derwent Highway is visible beyond the site.



Photo 3: The site and Lowanna Road / East Derwent Highway intersection.

7.2 PLANNING APPLICATION PDPLANPMTD-2023/039291 – 386 CARELLA STREET, TRANMERE (WITH ACCESS OVER 384 CARELLA STREET, TRANMERE) - FOUR MULTIPLE DWELLINGS

EXECUTIVE SUMMARY

PURPOSE

The purpose of this report is to consider the application made for four Multiple Dwellings at 386 Carella Street, Tranmere (with access over 384 Carella Street, Tranmere).

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Flood-prone Hazard Areas Code, Natural Assets Code, Safeguarding of Airports Code under the Tasmanian Planning Scheme - Clarence (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

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 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 August 2024.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and two representations were received raising the following issues:

- Clarity of documentation;
- Privacy;
- Overshadowing;
- Landscaping and amenity;
- On-site vehicle manoeuvring;
- Retaining walls; and
- Stormwater.

RECOMMENDATION:

A. That the Planning Application for Four Multiple Dwellings at 386 Carella Street, Tranmere (with access over 384 Carella Street, Tranmere) (Cl Ref PDPLANPMTD-2023/039291) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.

2. Amended plans showing Unit 1 window (1815 AAW) with obscure glazing to a sill height not less than 1.7m, must be submitted to and approved by Council's Head of City Planning prior to the commencement of the use /development. When approved, the plans will form part of the permit.

3. ENG M1 – DESIGNS DA.

4. ENG A5 – SEALED CAR PARKING.

5. ENG S1 – INFRASTRUCTURE REPAIR.

6. ENG M3 – GARBAGE FACILITIES.

7. Works and development are to be undertaken in accordance with the guidelines of the Tasmanian Wetlands and Waterways Works Manual.

8. An erosion and sedimentation control plan, in accordance with the Derwent Estuary Program Soil & Water Management on Building & Construction Sites document, must be submitted and approved by Council's Head of Infrastructure and Natural Assets prior to the commencement of the works /prior to the issue of a certificate of likely compliance (CLC) for building works, (whichever occurs first). All debris /construction materials must be contained within the property. All works must be carried out in compliance with the approved erosion and sediment control plan or to the satisfaction of Council's Head of Infrastructure and Natural Assets prior to the commencement of works.

9. The development must meet all required Conditions of Approval specified by TasWater notice dated 5/07/2024 (TWDA 2023/01407-CCC).

ADVICE

a. Council, as a Stormwater authority, formed a view that the proposed development will intensify the stormwater discharge from the property and hence requires approval under the Urban Drainage Act 2013 and the stormwater is to be designed as per Council's Stormwater Management Procedure for new development (Stormwater-Management-Procedure-for-New-Development (1).pdf). This requirement will be assessed as part of engineering plans assessment if the proposed DA is approved.

   If you would like to discuss what is required to meet Council's requirements in regard to stormwater, please contact Council Development Engineers on 6217 9500.

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.

PLANNING APPLICATION PDPLANPMTD-2023/039291 - 386 CARELLA STREET, TRANMERE (WITH ACCESS OVER 384 CARELLA STREET, TRANMERE) - FOUR MULTIPLE DWELLINGS /contd…

ASSOCIATED REPORT

1. BACKGROUND

No relevant background.

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 all 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 C7.0 – Natural Assets Code;
- Section C12.0 – Flood-prone Hazard Areas Code; and
- Section C16.0 – Safeguarding of Airports Code.

2.4. Council's assessment of this proposal must 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).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is an internal lot with an area of 1553m^2 and is accessed via a shared Right-of-Way with 384 Carella Street, Tranmere. The irregular shaped lot, which is approximately 115m in overall length, slopes gently from 26.8m Australian Height Datum (AHD) at the rear of the site to 15.6m AHD at the front.

The surrounding area is zoned General Residential, and the area consists of newly established single and multiple dwellings and vacant lots.

3.2. The Proposal

The proposal is for four multiple dwellings. The proposed dwellings are all two storey and are of similar scale and design as other dwellings in the area, consisting of three to four-bedrooms, two to three bathrooms, a rumpus room, open plan living on the upper level, north facing balcony and double garage at the lower level.

A total of nine car parking spaces has been provided for the proposed development, in accordance with the relevant Acceptable Solution of the Parking and Sustainable Transport Code.

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."*

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.

4.4. Compliance with Zone and Codes

The proposal satisfies exemption clause C16.4.1(a) of the Safeguarding of Airports Code, in that the maximum height of the development would not exceed the prescribed obstacle limitation surface level of 147m AHD.

The proposal is for multiple dwellings, which has a Permitted use status in the General Residential Zone.

The proposal meets the Scheme's relevant Acceptable Solutions of the General Residential Zone and Parking and Sustainable Transport Code, Natural Assets Code and Flood-prone Hazard Areas Code, with the exception of the following.

General Residential Zone

- **Clause 8.4.2 A3 – in relation to setbacks and building envelopes for all dwellings**. The proposed dwellings, including retaining walls, exceed the prescribed building envelope and the length of retaining walls within 1.5m of side and rear boundaries.

Therefore, the application must be assessed against the Performance Criteria P3 as follows.

Performance Criteria	Assessment
"Clause 8.4.2 P3	The proposal is assessed as satisfying the performance criteria for the following reasons.
The siting and scale of a dwelling must: *(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:* *(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;* *(ii) Overshadowing the private open space of a dwelling on an adjoining property;* *(iii) overshadowing of an adjoining vacant property; or* *(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;*	The shadow diagrams provided for 21 June, show that there is no overshadowing to any dwelling or habitable room of an adjoining property. This is due to a combination of the orientation of the site, the separation distance between the proposed dwellings and dwelling on adjacent sites, and the sloping topography. The shadow diagrams provided for 21 June, show that the proposed development partially overshadows the private open space of the adjoining properties to the south, specifically, 875, 873, 871, 869 and 865 Oceana Drive. The reduction in sunlight to the private open space of the above-mentioned properties is not unreasonable, as the shadow diagrams provided show the proposed development maintains at least three hours of sunlight between 9.00am and 3.00pm on 21 June to at least 50% of the private open space of adjoining properties – which is the assessment standard for private open space consistently held by council. The vacant property at 867 Oceana Drive, Tranmere experiences some overshadowing from the proposal. The shadow diagrams show that the rear of this property is overshadowed to varying degrees throughout the day. However, this overshadowing on 21 June would not prevent a future dwelling and associated POS from being designed to achieve sufficient sunlight hours. In addition, loss of sunlight occurs on 21 June to the vacant properties to the west of the site until 11.30am. However, this is considered to be relatively minor and would not cause any unreasonable loss of sunlight or prevent any future dwelling and associated POS from achieving sufficient sunlight hours. The surrounding neighbourhood is characterised by predominantly large single and double storey single and multiple dwellings.

	The proposed multiple dwellings are assessed as being consistent in scale and proportion with the surrounding established area and what could reasonably be expected to be located on the site. Due to the topography of the site and the cut and retaining walls associated with the proposal, the dwellings sit lower than the existing natural ground level, hence contributing to a reduction in visual bulk when viewed from adjoining properties.
(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and	The proposed dwellings, excluding the retaining walls, are setback at a minimum of 1.5m from all side and rear boundaries. This is consistent with adjoining dwellings, particularly those at 11 and 12 Pandora Court. As a result, the proposed dwellings provide a consistent pattern of separation distance between buildings that is established within the area.
(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on: *(i) an adjoining property; or* *(ii) another dwelling on the same site."*	Available aerial imagery shows that there are no existing solar installations on adjoining properties. Further, shadow diagrams provided demonstrate that there is no overshadowing to adjoining dwellings.

- **Clause 8.4.6 A2 – in relation to the separation or offsetting of windows between dwellings**. The proposal does not comply with clause 8.4.6 A2 in that a number of proposed windows do not achieve adequate separation between dwellings on the same site or setbacks to side and rear boundaries.

Therefore, the proposal must be assessed against Performance Criteria P2 as follows.

Performance Criteria	Assessment
"Clause 8.4.6 P2	The proposal is assessed as satisfying the performance criteria for the following reasons.
A window or glazed door to a habitable room of a dwelling that has a floor level more than 1m above existing ground level, must be screened, or otherwise located or designed, to minimise direct views to: *(a) a window or glazed door, to a habitable room of another dwelling; and* *(b) the private open space of another dwelling."*	The window of bedroom 2 of Unit 1 (U1), faces towards the window of bedroom 1 of Unit 2 (U2). While both windows have a sill height less than 1.7m, that of U1 is still at 1.6m, and is therefore designed and located to reasonably minimise direct views to the opposing upper-level bedroom window of U2. The proposed U1 eastern dining room window faces U2 living room window, and both windows have a sill height less than 1.7m and are separated by a distance of 4.3m. The occupants of each dwelling would have direct views facing private living spaces of the opposing dwelling. In this instance, the subject windows are taken to not be reasonably designed or located to minimise direct views to the other dwelling. However, the applicant has agreed to provide amended documentation showing that the dining room window of U1 (1815AW) is to be changed to obscure glazing. Provided that one window would be obscure, neither opposing window would have direct views to a habitable room of the other dwelling. Therefore, both windows would be reasonably designed and located to provide adequate privacy while still providing sufficient daylight. A suitable condition is required to ensure the obscured glazing is installed. The proposed Unit 4 (U4) living/dining room window facing north is within 3m of the adjoining side boundary. However, the north facing window is located and designed to provide reasonable separation to private open space and dwellings on surrounding properties. The adjoining property to the north is vacant and the dwelling located on the property further to the north is on an angle that would not facilitate any direct views to habitable rooms. The east facing dining room window of U4 is setback less than 4m from the rear boundary. The adjoining dwelling to the rear (1/11 Pandora Court) is approximately 8.0m from proposed U4.

	Direct views are minimised by the reasonable separation between dwellings. Further, the private open space for 1/11 Pandora Court is primarily situated on the existing deck area that is more than 8.0m from the subject east facing window of U4, and direct views are minimised.

- **Clause 8.4.8 A1 – in relation to waste storage**. The proposed multiple dwellings include a combined waste storage area that is setback less than 5.5m from a dwelling.

Therefore, the proposal must be assessed against Performance Criteria P1 as follows.

Performance Criteria	Assessment
"Clause 8.4.8 P1	The proposal is assessed as satisfying the performance criteria for the following reasons.
A multiple dwelling must have storage for waste and recycling bins that is: *(a) capable of storing the number of bins required for the site;*	The proposed waste storage area is located at the western boundary within close proximity to the driveway entrance. The provided waste storage area has sufficient dimensions to store the number of bins required for the site. There is sufficient area for kerbside pickup in the area.
(b) screened from the frontage and dwellings; and	The proposed waste storage area includes an enclosure, providing sufficient screening to the proposed dwellings. As the site is an internal lot, the waste storage area is not visible from the road frontage.
(c) if the storage area is a common storage area, separated from dwellings on the site to minimise impacts caused by odours and noise."	The proposed waste storage area is a common storage area and is separated by a distance of 4.1m to a dwelling on the same site. The intervening space is taken up with fencing and a visitor parking space. These measures minimise any odour and noise impacts.

Natural Assets Code

- **Clause C7.6.1 A1 – in relation to buildings and works within a waterway and coastal protection area**. The Acceptable solution is not met because the proposed development is partially within a waterway protection area and not confined to a defined building area on title.

Therefore, the proposal must be assessed against Performance Criteria P1.1.

Performance Criteria	Assessment
"Clause C7.6.1 P1.1	The proposal satisfies the performance criteria for the following reasons.
Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to: *(a) impacts caused by erosion, siltation, sedimentation and runoff;* *(b) impacts on riparian or littoral vegetation;* *(c) maintaining natural streambank and streambed condition, where it exists;* *(d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;* *(e) the need to avoid significantly impeding natural flow and drainage;* *(f) the need to maintain fish passage, where known to exist;* *(g) the need to avoid land filling of wetlands;*	Proposed Unit 1 and retaining wall works are partially located within a Waterway Protection Area located at the south-eastern corner of the site. There are no defined building areas on the Certificate of Title. However, there is no visual evidence of a watercourse on the site. Nevertheless, an assessment must be undertaken and the proposed development does not cause adverse impacts on the natural values of the mapped waterway, because the proposed development is clustered with surrounding suburban development, and it is not considered to have a significant impact on erosion, siltation, sedimentation or runoff. The proposed works will not involve any impact on riparian or littoral vegetation. The proposal is not expected to impede flow lines and will not significantly restrict natural drainage. The proposed development is not within a Coastal Protection Area.

(h) the need to group new facilities with existing facilities, where reasonably practical; *(i) minimising cut and fill;* *(j) building design that responds to the particular size, shape, contours or slope of the land;* *(k) minimising impacts on coastal processes, including sand movement and wave action;* *(l) minimising the need for future works for the protection of natural assets, infrastructure and property;* *(m) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and provisions of open space or for marine-related educational, research, or recreational facilities.* *(n) the guidelines in the Tasmanian Coastal Works Manual."*	

Flood-prone Hazard Areas Code

- **Clause C12.6.1 – in relation to Buildings and works within a flood-prone hazard area**. The application proposes minor works within the flood-prone hazard area overlay located at the rear of the site.

Therefore, the application must be assessed against Performance Criteria P1.1 and P1.2 as follows.

Performance Criteria	Assessment
"Clause C12.6.1 P1.1	The proposal is assessed as satisfying the performance criteria for the following reasons.
Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to: *(a) the type, form, scale and intended duration of the development;* *(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;* *(c) any advice from a State authority, regulated entity or a council; and* *(d) the advice contained in a flood hazard report.*	A minor area of the proposed retaining walls located at the rear of the site are partially located within a mapped flood-prone hazard area. Council's engineers have confirmed that recent subdivision works have made the existing flood mapping obsolete, with no continual flood risk present. Council's engineers have reviewed the proposal and conclude the flood risk is minimal.
Clause C12.6.1 P1.2	The proposal is assessed as satisfying the performance criteria for the following reasons.
"A flood hazard report also demonstrates that the building and works: *(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and* *(b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.*	The requirement for a flood report is at the discretion of Council engineers and was not requested in this instance. Therefore, in relation to the development proposed, there is no continual flood risk present to adjacent land or on public infrastructure. No flood protection measures are required because it is concluded that the development will not interfere with the 1% AEP.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and two representations were received. The following issues were raised by the representors.

5.1. Clarity of Documentation

Concern was raised in relation to the inconsistency between the design documentation and engineering documentation.

- **Comment**

  There was a discrepancy between the architectural design documentation and the preliminary civil engineering plans specific to the orientation and siting of the dwellings. Revised engineering plans will be required as per council's standard conditions, which will address this issue.

5.2. Privacy

Concern was raised in relation to privacy, in that the existing dwellings south of the proposed development would overlook the proposed dwellings and private open space.

- **Comment**

  The proposed development has been assessed against the Privacy Standard 8.4.6 and has met the acceptable solution A1. However, acceptable solution A2 in relation to privacy of windows or glazed doors to a habitable room of a dwelling, that has a floor level more than 1m above existing ground level, was not met. The corresponding performance criteria has been satisfied as outlined in the above assessment.

  Specific to the representors' concerns, the proposed dwellings have been designed so that the southern façade is relatively private and meets all acceptable solutions for privacy. For example, along the proposed southern façades all windows to habitable rooms with a floor level above 1m from natural ground level have a sill height of not less than 1.7m above the floor level. Therefore, the southern façade of the proposed dwellings is considerably private and overlooking between dwellings on adjoining properties is minimal. Further, all 24m^2 private open space areas are not located between the dwellings and southern boundary. Consequently, the above matter has no determining weight.

5.3. Overshadowing

Concern was raised in relation to overshadowing, in that the proposed development would overshadow adjoining properties to the south and that the shadow diagrams provided for 21 June, do not consider the actual location of private open space for the affected dwellings.

- **Comment**

  Due to the orientation of the subject site, loss of sunlight occurs on 21 June to the private open space of 875, 873, 871, 867 (vacant lot), 869 and 865 Oceana Drive, which are generally south of the proposed development. While it is acknowledged that the proposed development would have impact upon solar access on the Winter Solstice, as demonstrated by the submitted shadow diagrams this impact is not considered unreasonable, and therefore does not justify refusal of the proposal.

5.4. Landscape and Amenity

Concern was raised in relation to the minimal area provided for landscaping.

- **Comment**

  The proposal includes 13m^2 of proposed landscaping within the communal areas and over 500m^2 total Private Open Space. Provisions for landscaping for multiple dwellings is not required under the Tasmanian Planning Scheme. Consequently, this matter has no determining weight.

5.5. On-site Vehicle Manoeuvring

Concern was raised that the on-site vehicle manoeuvring areas shown are not sufficient and do not show safe pedestrian entry and exit.

- **Comment**

  The proposal demonstrates the applicant's submission with regard to parking and manoeuvring. As part of the assessment of the application, council officers sought clarification of the extent of the vehicle manoeuvring areas for the development.

The aisle and access widths are able to comply with the relevant Australian Standard, thus satisfying the acceptable solution of Clause C2.6.2. There is one passing bay shown by the proposal plans, and there is sufficient space for additional passing areas to be provided at regular intervals as required.

It is considered that, as per council's standard condition requiring finalised civil engineering plans to be submitted for approval prior to construction, any adjustment to arrangements can be accommodated to ensure compliance with the Scheme, including the connectivity for safe pedestrian movement around the car parking areas.

5.6. Retaining Walls

Concern was raised in relation to insufficient detail on any proposed retaining walls and structures, there may be potential for the structures to cross the boundary or damage the existing boundary fencing.

- **Comment**

  The proposed retaining wall lies wholly inside the property and outside the easement of Council's stormwater pipe.

  It is not required that construction detail is provided at the planning permit stage of a proposal – plans should be sufficient to demonstrate compliance with the Scheme (or that compliance is able to be achieved) and that a reasonable understanding of any impacts can be determined. To this end, the Scheme identifies the information requirements for an application, as well as LUPAA provides an opportunity for the formal request of further information, if deemed necessary.

  The proposal does not detail any impacts to existing boundary fences. However, as part of obtaining consent for building, through a private building surveyor, adjoining neighbours must be notified if there are any identified common boundary issues.

5.7. Stormwater

Concern was raised in relation to stormwater management, in that the design and engineering documentation does not provide sufficient detail, particularly in relation to Clarence City Council Stormwater Management Procedure for New Developments.

- **Comment**

  The Tasmanian Planning Scheme does not include any standards for stormwater to be assessed in detail at the planning application stage for multiple dwelling developments.

  However, under the *Urban Drainage Act 2013*, Council's adopted Stormwater procedure is applicable. These details are submitted and approved as part of engineering stage by Council's Head of Infrastructure and Natural Assets.

6. EXTERNAL REFERRALS

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

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 consistent with the objectives of Schedule 1 of LUPAA.

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 is for the development of four multiple dwellings at 386 Carella Street, Tranmere. The proposal complies with the applicable standards of the Scheme and is recommended for approval subject to conditions.

Attachments:
1. Location Plan (1)
2. Proposal Plan (27)
3. Site Photo (1)

Daniel Marr
HEAD OF CITY PLANNING

Attachment 1



Clarence... a brighter place	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.	05/08/2024 1:2000	N

AREA SCHEDULE:	
SITE AREA (APPROX):	**1553 m²**
TOTAL BUILT AREA:	**532.46 m²**
REMAINING COVER	**65.72%**
UNIT 1 COVER	**9.59%**
UNIT 2 COVER	**8.29%**
UNIT 3 COVER	**8.24%**
UNIT 4 COVER	**8.16%**

AREAS INCLUDE: PADS, PATHS, D'WAY
AREAS EXCLUDE: CROSSOVER, EXISTING STRUCTURES

DRAWING LIST

01 COVER SHEET
02 OVERALL SITE PLAN
03 PARTIAL SITE PLAN
04 CAR PARK TURNING PLAN
05 UNIT & FENCING PLAN
06 LANDSCAPING PLAN
07 ROOF PLAN
08 UNIT 1 GROUND FLOOR PLAN
09 UNIT 1 UPPER FLOOR PLAN
10 UNIT 1 ELEVATIONS
11 UNIT 1 ELEVATIONS
12 UNIT 2 GROUND FLOOR PLAN
13 UNIT 2 UPPER FLOOR PLAN
14 UNIT 2 ELEVATIONS
15 UNIT 2 ELEVATIONS
16 UNIT 3 GROUND FLOOR PLAN
17 UNIT 3 UPPER FLOOR PLAN
18 UNIT 3 ELEVATIONS
19 UNIT 3 ELEVATIONS
20 UNIT 4 GROUND FLOOR PLAN
21 UNIT 4 UPPER FLOOR PLAN
22 UNIT 4 ELEVATIONS
23 UNIT 4 ELEVATIONS
24 SUMMER SHADOW DIAGRAMS
25 SUMMER SHADOW DIAGRAMS
26 WINTER SHADOW DIAGRAMS
27 WINTER SHADOW DIAGRAMS



PROPOSED 4x UNIT DEVELOPMENT AT
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

NOTE: 3D PERSPECTIVE IS REPRESENTATIVE OF THE DWELLINGS FORM ONLY AND SHOULD NOT BE REFERRED TO FOR ACCURATE FINISHES, DRIVEWAY OR EARTHWORKS

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QBCC 1194316 | TAS - CC7004

CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: COVER SHEET

SCALE:

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 01 of 27 | SHEET SIZE: A3
JOB No: TBC
WINK + CO Job No: 071-23
Date: 17/08/2023

AREA	
UNIT 1 COVER	**149.01 m²**
UNIT 2 COVER	**128.71 m²**
UNIT 3 COVER	**127.95 m²**
UNIT 4 COVER	**126.79 m²**
TOTAL:	**532.46 m²**

REV	COMMENTS	DATE	DRWN	CKD
A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

BAL: LOW
ALL CONSTRUCTION TO BE IN ACCORDANCE WITH NCC REQUIREMENTS & AS. 3959-2018

FINAL METER BOX LOCATION & DOWNPIPE LOCATIONS TO BE CONFIRMED BY BUILDER

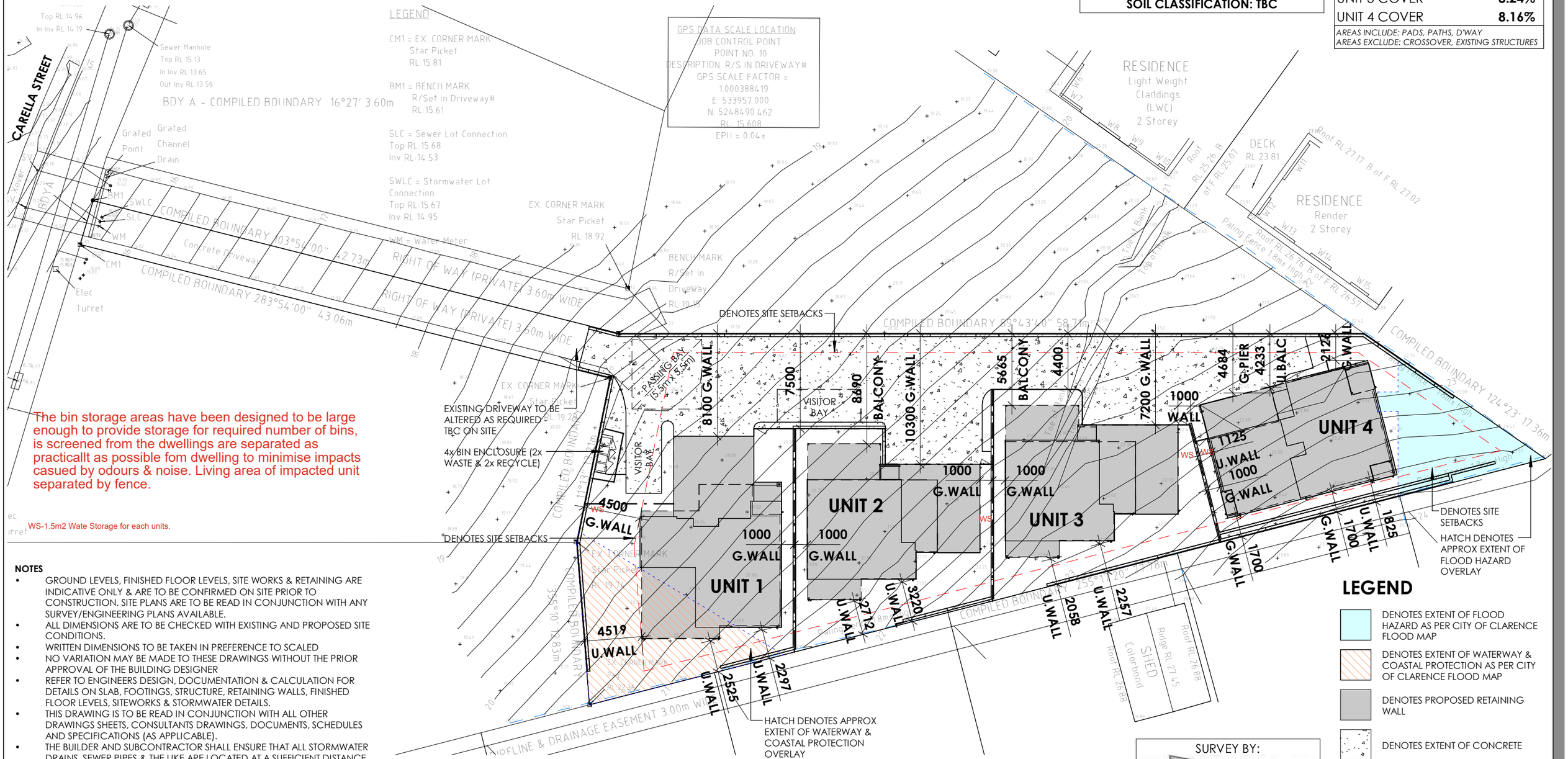
WIND CLASSIFICATION: TBC

SOIL CLASSIFICATION: TBC

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AREAS INCLUDE: PADS, PATHS, D'WAY
AREAS EXCLUDE: CROSSOVER, EXISTING STRUCTURES



The bin storage areas have been designed to be large enough to provide storage for required number of bins, is screened from the dwellings are separated as practicallt as possible fom dwelling to minimise impacts casued by odours & noise. Living area of impacted unit separated by fence.

WS-1.5m2 Wate Storage for each units.

NOTES

- GROUND LEVELS, FINISHED FLOOR LEVELS, SITE WORKS & RETAINING ARE INDICATIVE ONLY & ARE TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION. SITE PLANS ARE TO BE READ IN CONJUNCTION WITH ANY SURVEY/ENGINEERING PLANS AVAILABLE.
- ALL DIMENSIONS ARE TO BE CHECKED WITH EXISTING AND PROPOSED SITE CONDITIONS.
- WRITTEN DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED
- NO VARIATION MAY BE MADE TO THESE DRAWINGS WITHOUT THE PRIOR APPROVAL OF THE BUILDING DESIGNER
- REFER TO ENGINEERS DESIGN, DOCUMENTATION & CALCULATION FOR DETAILS ON SLAB, FOOTINGS, STRUCTURE, RETAINING WALLS, FINISHED FLOOR LEVELS, SITEWORKS & STORMWATER DETAILS.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS SHEETS, CONSULTANTS DRAWINGS, DOCUMENTS, SCHEDULES AND SPECIFICATIONS (AS APPLICABLE).
- THE BUILDER AND SUBCONTRACTOR SHALL ENSURE THAT ALL STORMWATER DRAINS, SEWER PIPES & THE LIKE ARE LOCATED AT A SUFFICIENT DISTANCE FROM ANY BUILDINGS FOOTING &/OR SLAB EDGE BEAMS SO AS TO PREVENT GENERAL MOISTURE PENETRATION, DAMPNESS, WEAKENING & UNDERMINING OF ANY BUILDING & ITS FOOTING SYSTEM.
- LOCATION OF ALL EXISTING ONSITE SERVICES TO BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION

LEGEND

- DENOTES EXTENT OF FLOOD HAZARD AS PER CITY OF CLARENCE FLOOD MAP
- DENOTES EXTENT OF WATERWAY & COASTAL PROTECTION AS PER CITY OF CLARENCE FLOOD MAP
- DENOTES PROPOSED RETAINING WALL
- DENOTES EXTENT OF CONCRETE
- DENOTES EXTENT OF BUILDING ENVELOPE
- DENOTES PROPOSED DWELLING/S

SURVEY BY:
SURVEY PLUS
Address: 8 Amy Street, Moonah, Tasmania, 7009
Phone: 6273 9831
Fax: 6273 8316
Email: admin@surveyplustas.com.au
Mail: PO Box 299, Moonah, Tas, 7009

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07 3080 5089
projects@winkandco.com.au
WINKANDCO.COM.AU
QBCC 1194316 | TAS - CC7004

CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: OVERALL SITE PLAN SCALE:1 : 300

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 02 of 27 SHEET SIZE: A3
JOB No: TBC
WINK + CO Job No: 071-23
Date: 17/08/2023

AREA

UNIT 1 COVER	**149.01 m²**
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UNIT 3 COVER	**127.95 m²**
UNIT 4 COVER	**126.79 m²**
TOTAL:	**532.46 m²**

REV	COMMENTS	DATE	DRWN	CKD
A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

Document Set ID: 5298448
Version: 2, Version Date: 08/07/2024

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BAL: LOW
ALL CONSTRUCTION TO BE IN ACCORDANCE WITH NCC REQUIREMENTS & AS. 3959-2018

FINAL METER BOX LOCATION & DOWNPIPE LOCATIONS TO BE CONFIRMED BY BUILDER

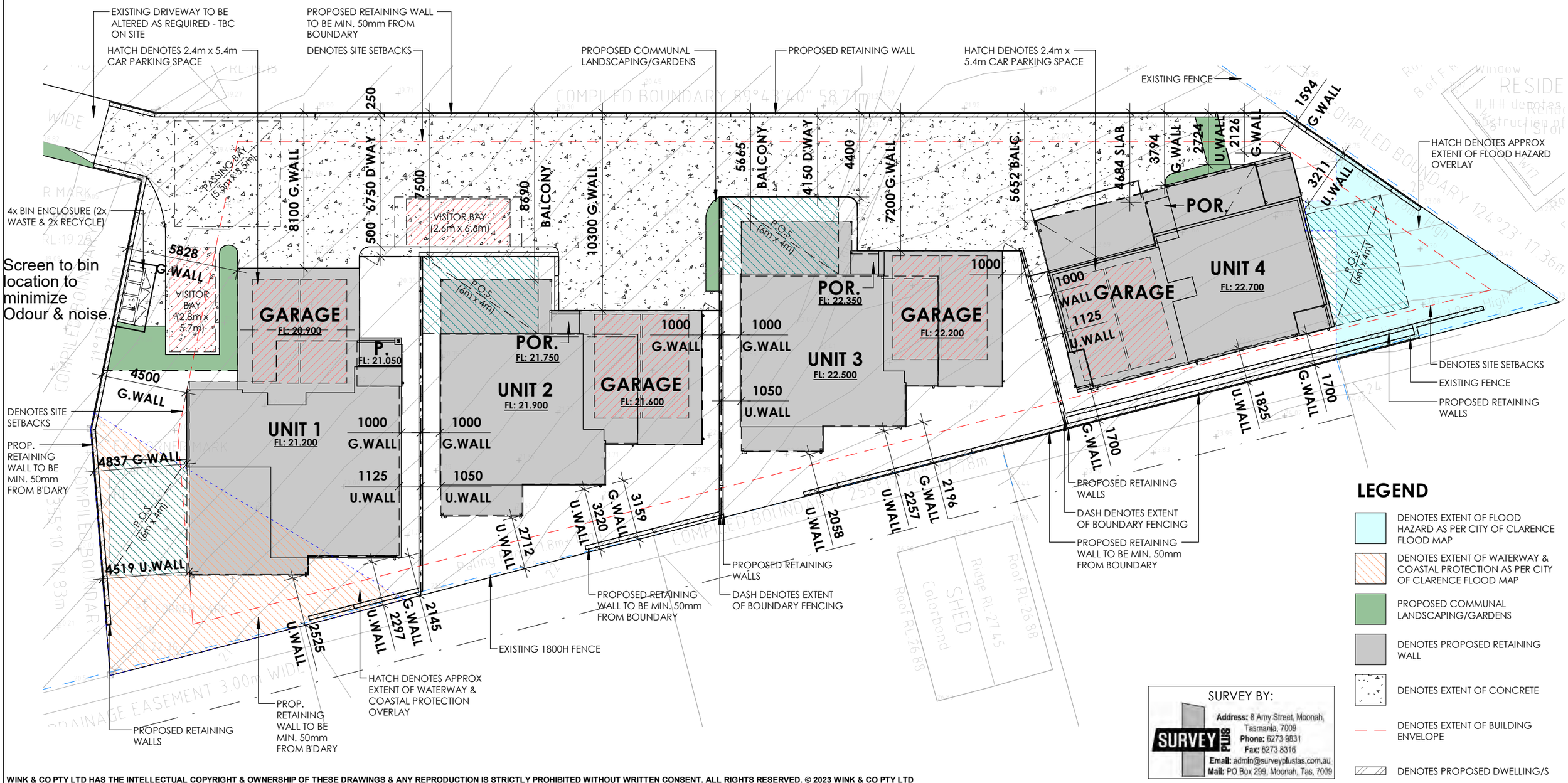
WIND CLASSIFICATION: TBC

SOIL CLASSIFICATION: TBC

AREA SCHEDULE:

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AREAS EXCLUDE: CROSSOVER, EXISTING STRUCTURES



LEGEND

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- DENOTES PROPOSED RETAINING WALL
- DENOTES EXTENT OF CONCRETE
- DENOTES EXTENT OF BUILDING ENVELOPE
- DENOTES PROPOSED DWELLING/S

SURVEY BY:
SURVEY PLUS
Address: 8 Amy Street, Moonah, Tasmania, 7009
Phone: 6273 9831
Fax: 6273 8316
Email: admin@surveyplustas.com.au
Mail: PO Box 299, Moonah, Tas, 7009

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WINKANDCO.COM.AU
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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: PARTIAL SITE PLAN
SCALE: 1 : 200

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 03 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
Date: 17/08/2023

AREA

UNIT 1 COVER	149.01 m²
UNIT 2 COVER	128.71 m²
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BAL: LOW
ALL CONSTRUCTION TO BE IN ACCORDANCE WITH NCC REQUIREMENTS & AS. 3959-2018

FINAL METER BOX LOCATION & DOWNPIPE LOCATIONS TO BE CONFIRMED BY BUILDER

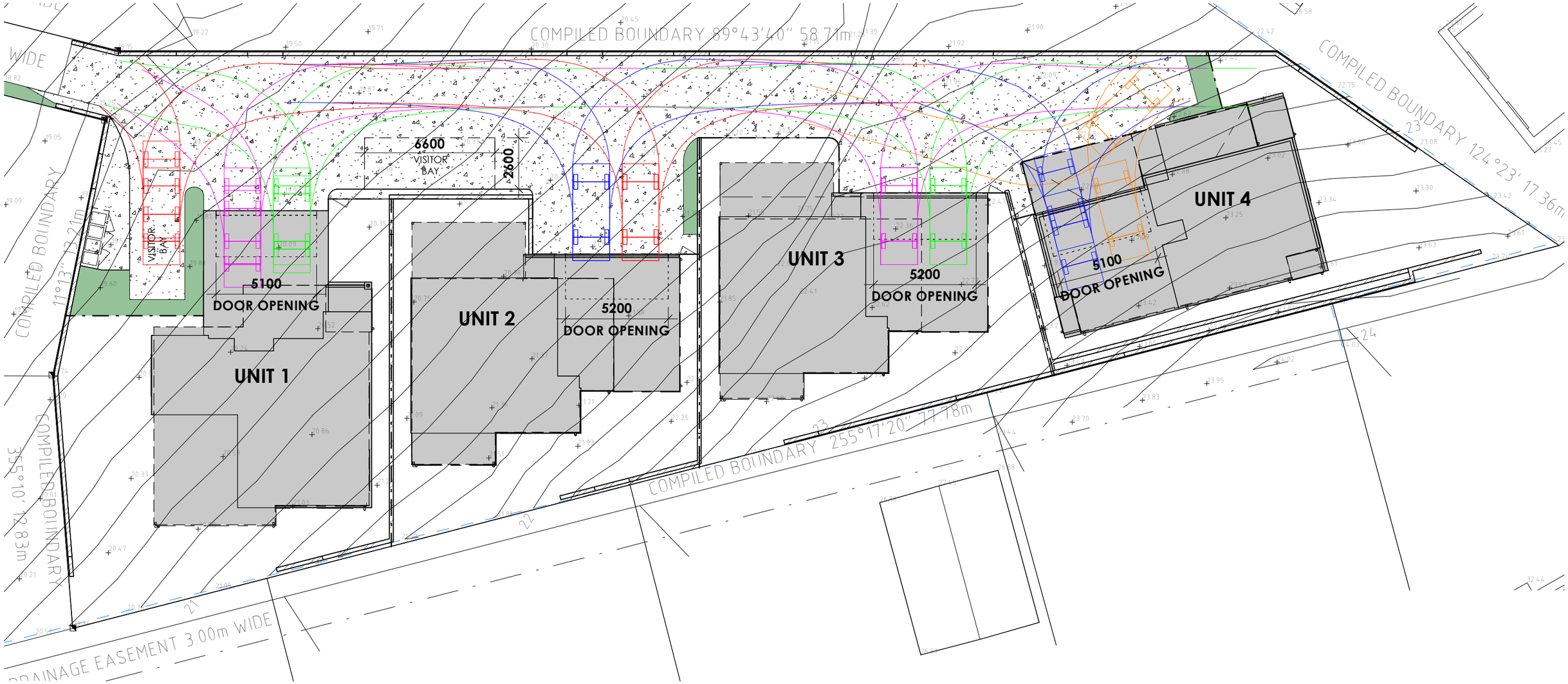
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SURVEY BY:

SURVEY PLUS
Address: 8 Amy Street, Moonah, Tasmania, 7009
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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: CAR PARK TURNING PLAN
SCALE: 1 : 200

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

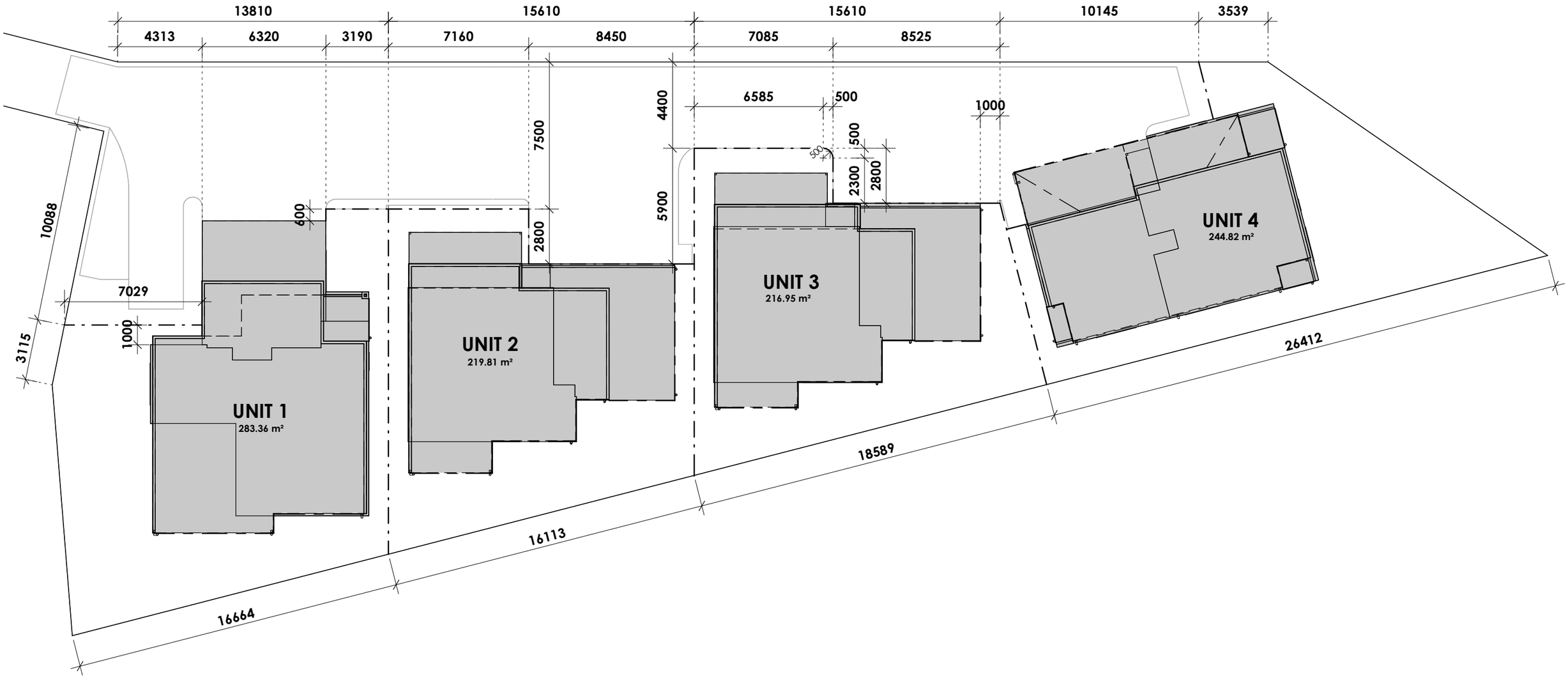
PAGES: 04 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO Job No: 071-23
Date: 17/08/2023

AREA

UNIT 1 COVER	**149.01 m²**
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UNIT 4 COVER	**126.79 m²**
TOTAL:	**532.46 m²**

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A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E	AMENDMENTS	03/07/24	EK	SW
F	AMENDMENTS	02/08/24	EK	SW
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Version: 1, Version Date: 02/08/2024



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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT & FENCING PLAN SCALE: 1 : 200

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 05 of 27 SHEET SIZE: A3
JOB No: TBC
WINK + CO Job No: 071-23
Date: 17/08/2023

AREA

UNIT 1 COVER	149.01 m²
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D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

1.8m high Fence next to VP. It will satisfy 8.4.6 A3/P3.
It also minimize vehicle light intrusion to habitable room of U1.

EXISTING DRIVEWAY TO BE ALTERED AS REQUIRED - TBC ON SITE

DENOTES PROPOSED PRIVATE OPEN SPACE (P.O.S.) WITH MAX. FALL OF 1:10

PROPOSED RETAINING WALL

PROPOSED COMMUNAL LANDSCAPING/GARDENS

DENOTES PROPOSED PRIVATE OPEN SPACE (P.O.S.) WITH MAX. FALL OF 1:10

PROPOSED RETAINING WALL

PROPOSED COMMUNAL LANDSCAPING/GARDENS

EXISTING FENCE

COMPILED BOUNDARY 89°43'40" 58.71m

WIDE

COMPILED BOUNDARY 124°23' 17.36m

4x BIN ENCLOSURE (2x WASTE & 2x RECYCLE)

PROPOSED DRIVEWAY (APP'X AREA 401.87 m²)

VISITOR BAY (2.6m x 6.6m)

P.O.S. (6m x 4m)

VISITOR BAY (2.8m x 5.7m)

GARAGE

P.

UNIT 2

GARAGE

P.

UNIT 3

GARAGE

P.

UNIT 4

GARAGE

OVERALL P.OS. 101.29 m²

EXISTING FENCE

PROPOSED RETAINING WALLS

DENOTES PROPOSED PRIVATE OPEN SPACE (P.O.S.) WITH MAX. FALL OF 1:10

COMPILED BOUNDARY 11°13" 13.21m

UNIT 1

OVERALL P.OS. 103.61 m²

COMPILED BOUNDARY 355°10' 12.83m

P.O.S. (6m x 4m)

OVERALL P.OS. 108.48 m²

COMPILED BOUNDARY 255°17'20" 77.78m

PROPOSED RETAINING WALLS

DASH DENOTES EXTENT OF BOUNDARY FENCING

PROPOSED RETAINING WALLS

DASH DENOTES EXTENT OF BOUNDARY FENCING

EXISTING FENCE

OVERALL P.OS. 153.26 m²

PROPOSED RETAINING WALLS

DRAINAGE EASEMENT 3.00m WIDE

DENOTES PROPOSED PRIVATE OPEN SPACE (P.O.S.) WITH MAX. FALL OF 1:10

LEGEND

- EXTENT OF PROPOSED PRIVATE OPEN SPACE (P.O.S.) PER UNIT
- DENOTES DESIGNATED PRIVATE OPEN SPACE (P.O.S.) WITH MAX FALL OF 1:10
- PROPOSED COMMUNAL LANDSCAPING/GARDENS
- DENOTES PROPOSED RETAINING WALL
- DENOTES EXTENT OF CONCRETE
- DENOTES PROPOSED DWELLING/S

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WINKANDCO.COM.AU
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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: LANDSCAPING PLAN

SCALE: 1 : 200

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

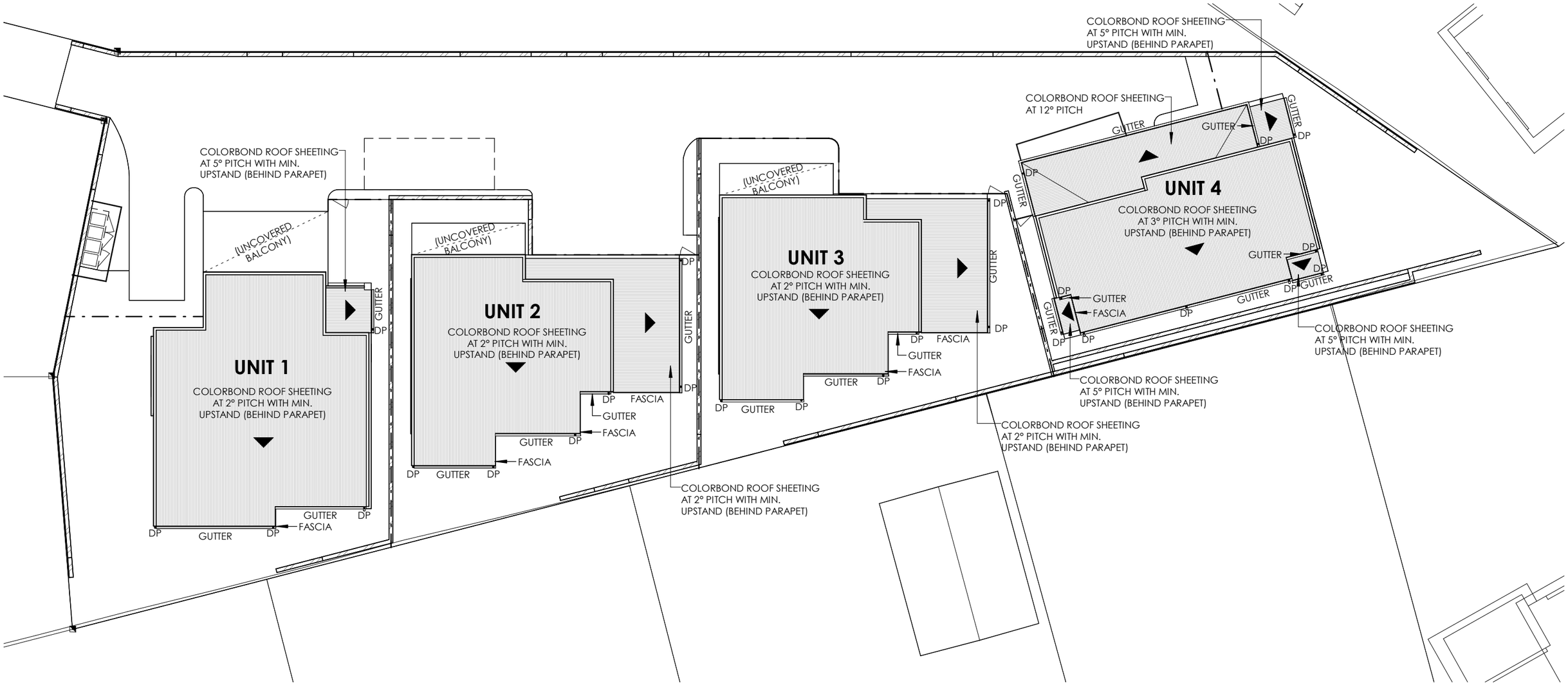
PAGES: 06 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO Job No: 071-23
Date: 17/08/2023

AREA

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Document Set ID: 5298418
Version: 2, Version Date: 08/07/2024



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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
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CLIENT: CREATIVE HOMES

DRAWING TITLE: ROOF PLAN
SCALE: 1 : 200

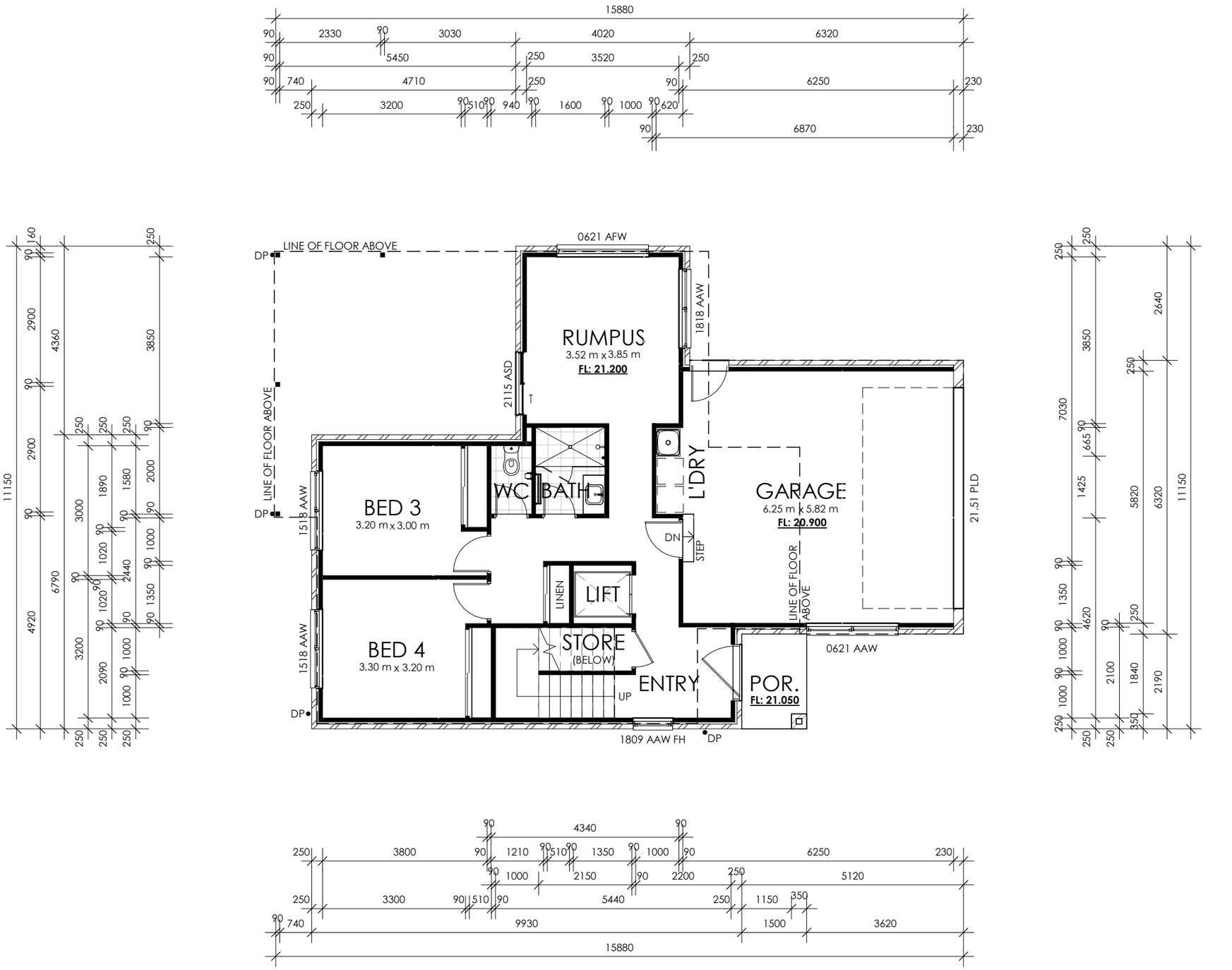
PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 07 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
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UNIT 1 COVER	149.01 m²
UNIT 2 COVER	128.71 m²
UNIT 3 COVER	127.95 m²
UNIT 4 COVER	126.79 m²
TOTAL:	532.46 m²

REV	COMMENTS	DATE	DRWN	CKD
A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				



UNIT 1 ELEVATION KEY

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projects@winkandco.com.au
WINKANDCO.COM.AU
QBCC 1194316 | TAS - CC7004

CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 1 GROUND FLOOR PLAN
SCALE: 1 : 100

PROJECT: PROPOSED NEW RESIDENCE
183275/57
386 CARELLA ST
TRANMERE TAS 7018

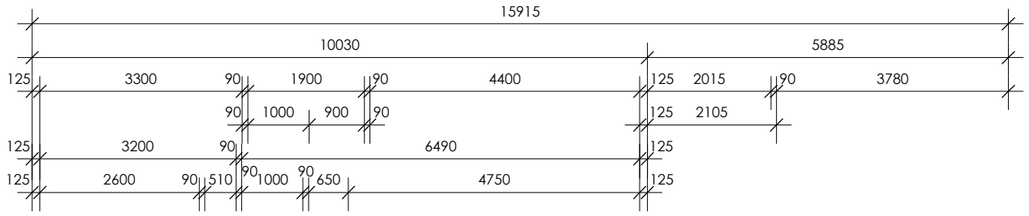
PAGES: 08 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
Date: 17/08/23

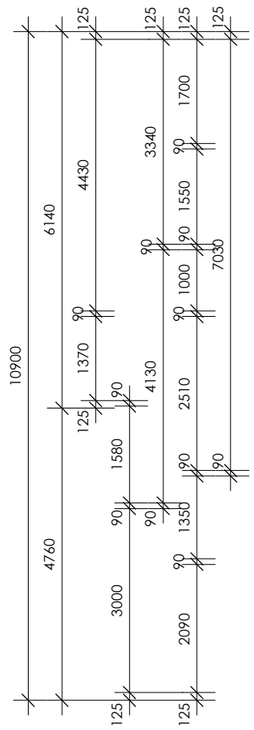
AREA

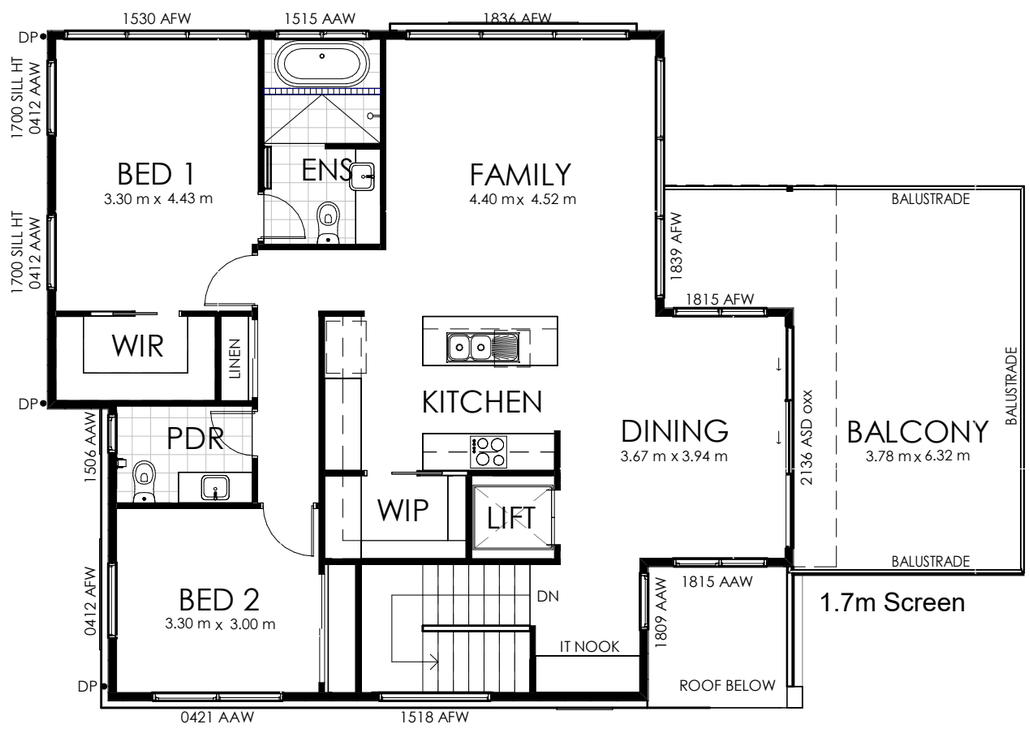
LOWER LIVING:	77.56 m²
GARAGE:	41.81 m²
UPPER LIVING	107.12 m²
BALCONY	28.11 m²
PORCH:	3.29 m²
TOTAL:	257.89 m²

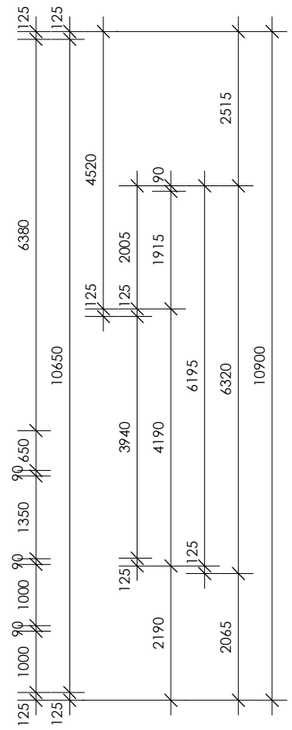
REV	COMMENTS	DATE	DRWN	CKD
A	WORKING DRAWINGS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	07/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

Document Set ID: 5298838
Version: 2, Version Date: 08/07/2024

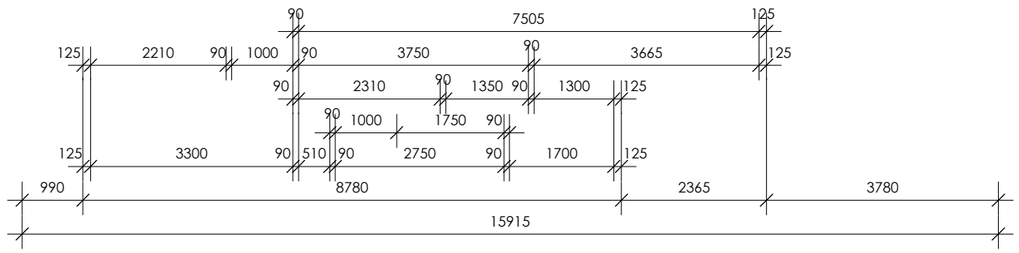








Privacy Screen-Deck facing to U2. Timber Slat to compliance
Maximum 75% uniform transparency.





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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 1 UPPER FLOOR PLAN
SCALE: 1 : 100

PROJECT: PROPOSED NEW RESIDENCE
183275/57
386 CARELLA ST
TRANMERE TAS 7018

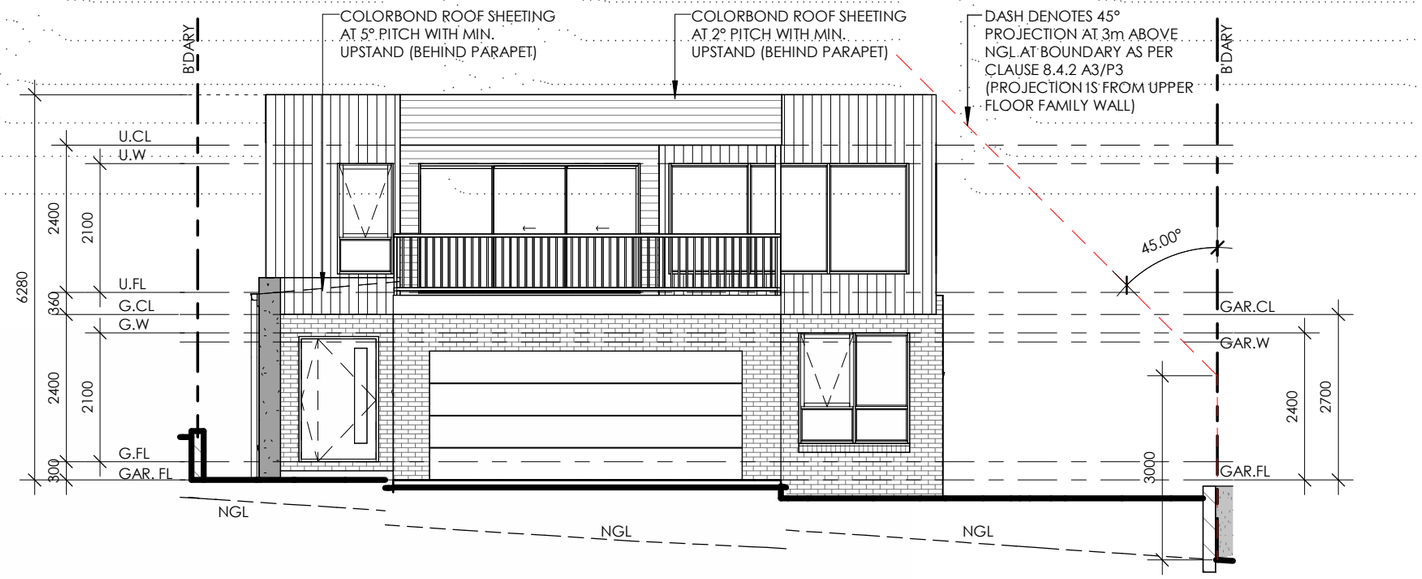
PAGES: 09 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
Date: 17/08/23

AREA

LOWER LIVING:	77.56 m²
GARAGE:	41.81 m²
UPPER LIVING	107.12 m²
BALCONY	28.11 m²
PORCH:	3.29 m²
TOTAL:	257.89 m²

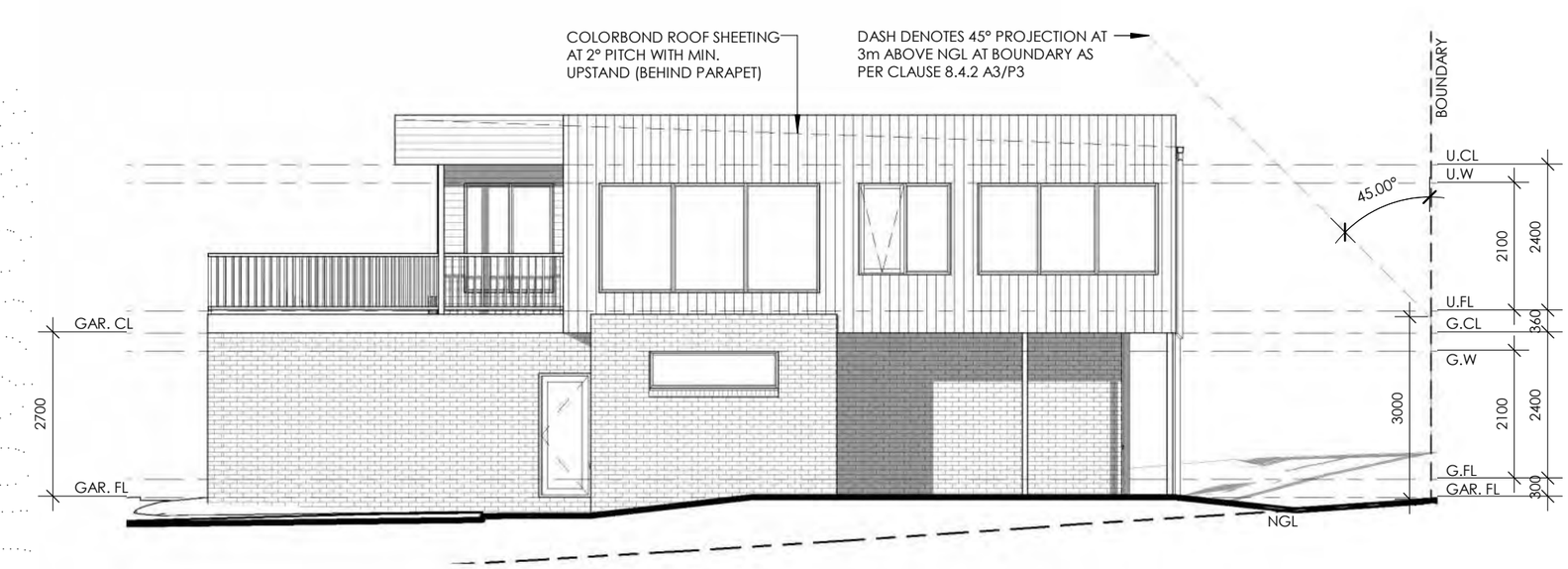
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A	WORKING DRAWINGS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	07/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

Document Set ID: 5299838
Version: 2, Version Date: 08/07/2024



1 | UNIT 1 NORTH ELEVATION

FRONT VIEW



2 | UNIT 1 WEST ELEVATION

SIDE VIEW

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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 1 ELEVATIONS

SCALE: 1 : 100

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 10 of 27 | SHEET SIZE: A3

JOB No: TBC

WINK + CO
Job No: 071-23

Date: 17/08/2023

AREA

U.F. LIVING:	106.62 m²
GARAGE:	41.81 m²
G.F. LIVING:	77.56 m²
PORCH:	3.29 m²
BALCONY:	28.11 m²
TOTAL:	257.39 m²

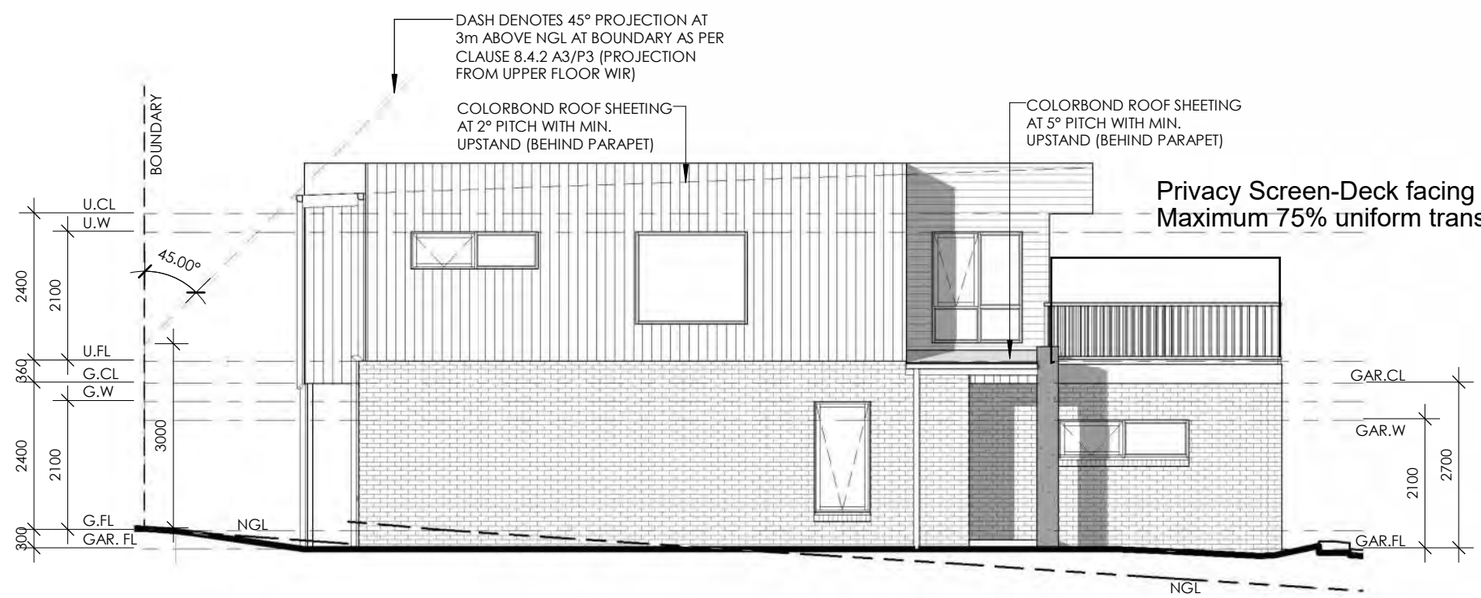
REV	COMMENTS	DATE	DRWN	CKD
A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

Document Set ID: 5298838
Version: 2, Version Date: 08/07/2024



3 | UNIT 1 SOUTH ELEVATION

REAR VIEW



Privacy Screen-Deck facing to U2. Timber Slat to compliance
Maximum 75% uniform transparency.

4 | UNIT 1 EAST ELEVATION

SIDE VIEW

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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 1 ELEVATIONS

SCALE: 1 : 100

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 11 of 27 | SHEET SIZE: A3

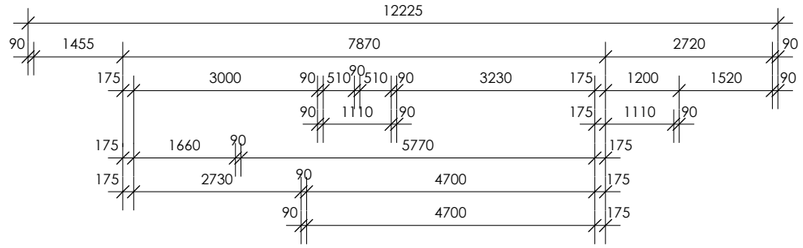
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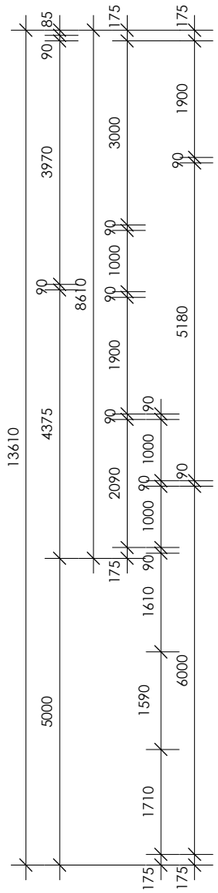
WINK + CO
Job No: 071-23

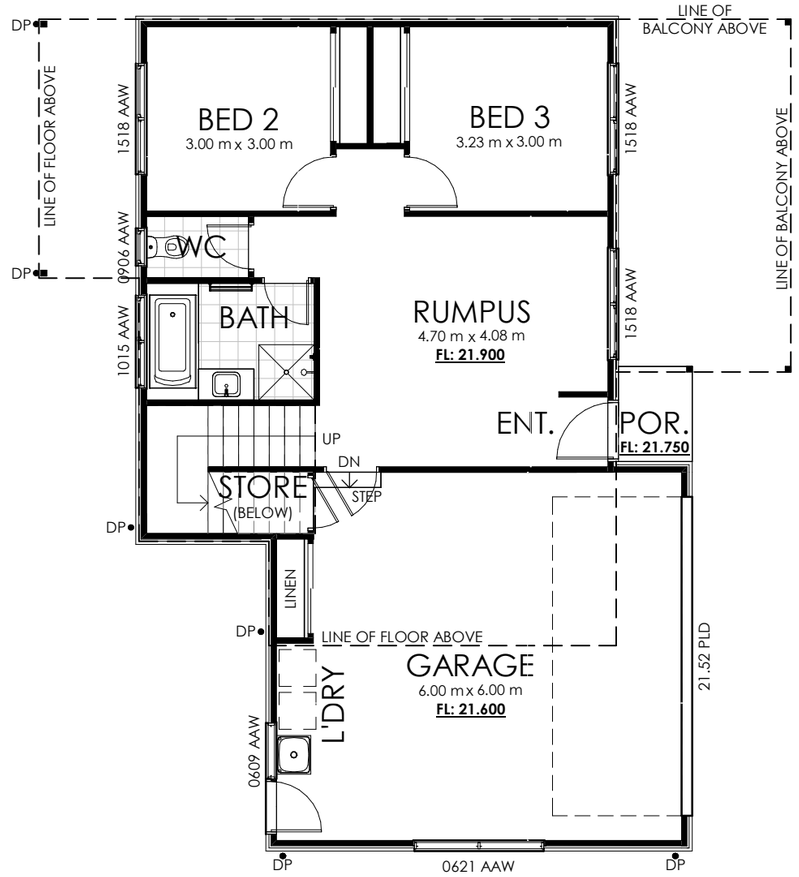
Date: 17/08/2023

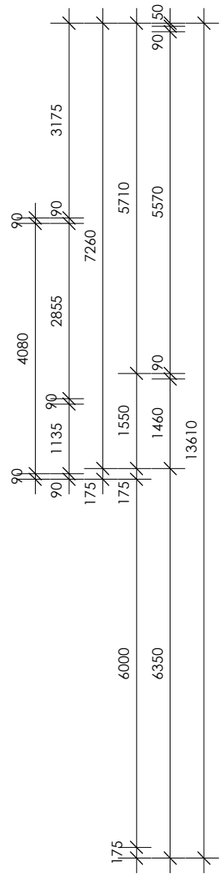
AREA	
U.F. LIVING:	106.62 m²
GARAGE:	41.81 m²
G.F. LIVING:	77.56 m²
PORCH:	3.29 m²
BALCONY:	28.11 m²
TOTAL:	257.39 m²

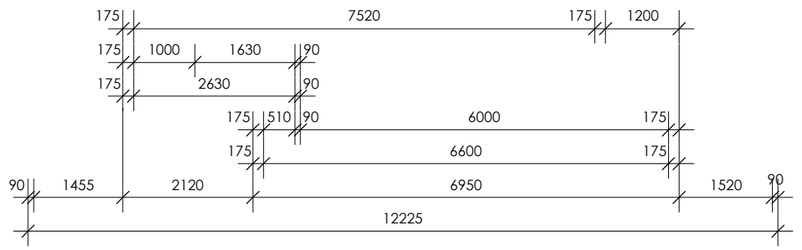
REV	COMMENTS	DATE	DRWN	CKD
A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				













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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT:
CREATIVE HOMES

DRAWING TITLE:
UNIT 2 GROUND FLOOR PLAN
SCALE: 1 : 100

PROJECT: PROPOSED NEW RESIDENCE
183275/57
386 CARELLA ST
TRANMERE TAS 7018

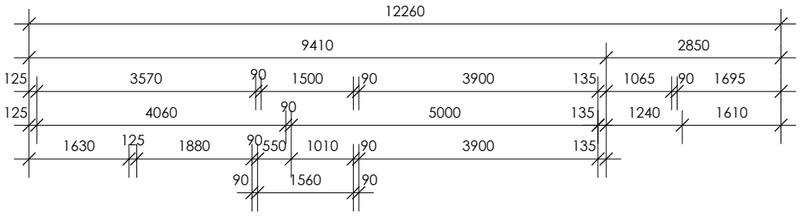
PAGES: 12 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
Date: 17/08/23

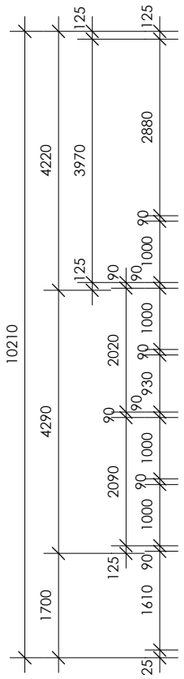
AREA

LOWER LIVING	61.86 m²
PORCH:	1.86 m²
GARAGE:	42.27 m²
BALCONY	16.39 m²
UPPER LIVING	76.71 m²
TOTAL:	199.09 m²

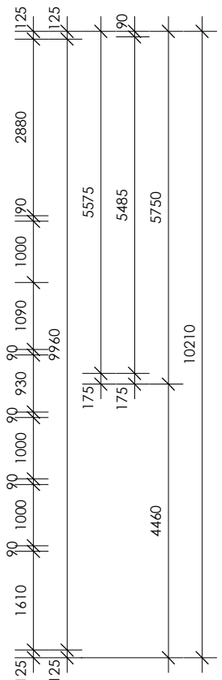
REV	COMMENTS	DATE	DRWN	CKD
A	WORKING DRAWINGS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	07/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

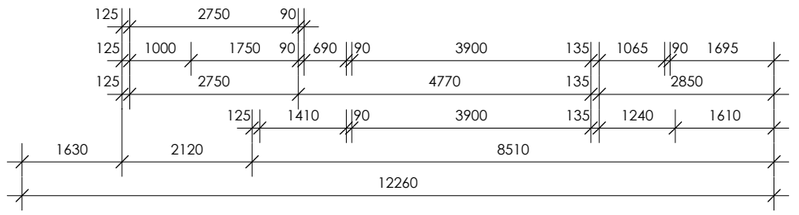
Document Set ID: 5298418
Version: 2, Version Date: 08/07/2024













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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 2 UPPER FLOOR PLAN
SCALE: 1 : 100

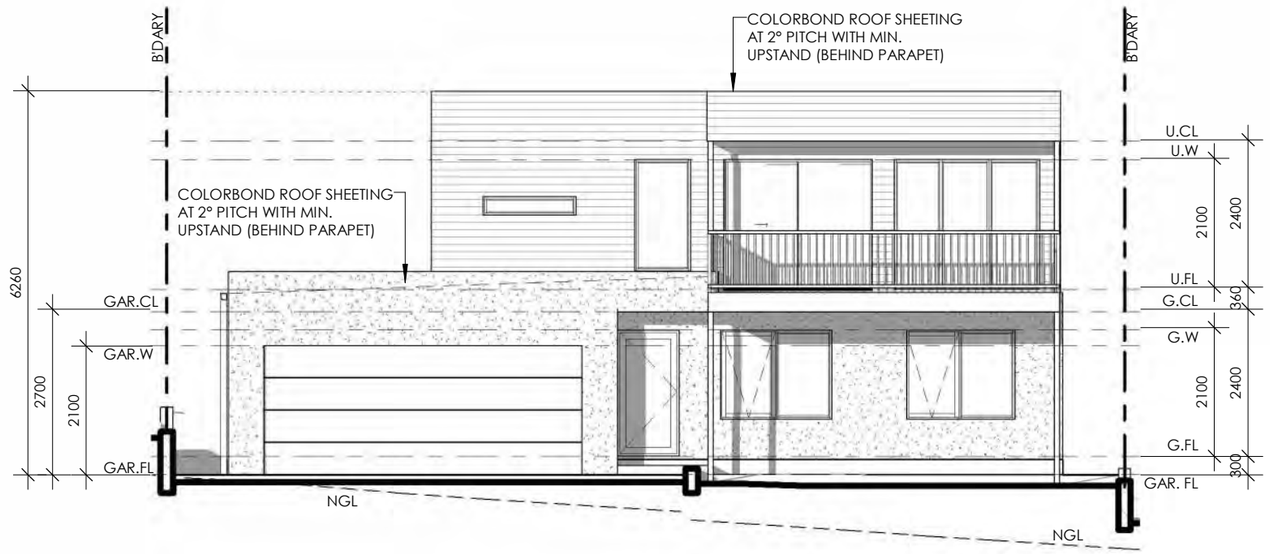
PROJECT: PROPOSED NEW RESIDENCE
183275/57
386 CARELLA ST
TRANMERE TAS 7018

PAGES: 13 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
Date: 17/08/23

AREA	
LOWER LIVING	61.86 m²
PORCH:	1.86 m²
GARAGE:	42.27 m²
BALCONY	16.39 m²
UPPER LIVING	76.71 m²
TOTAL:	199.09 m²

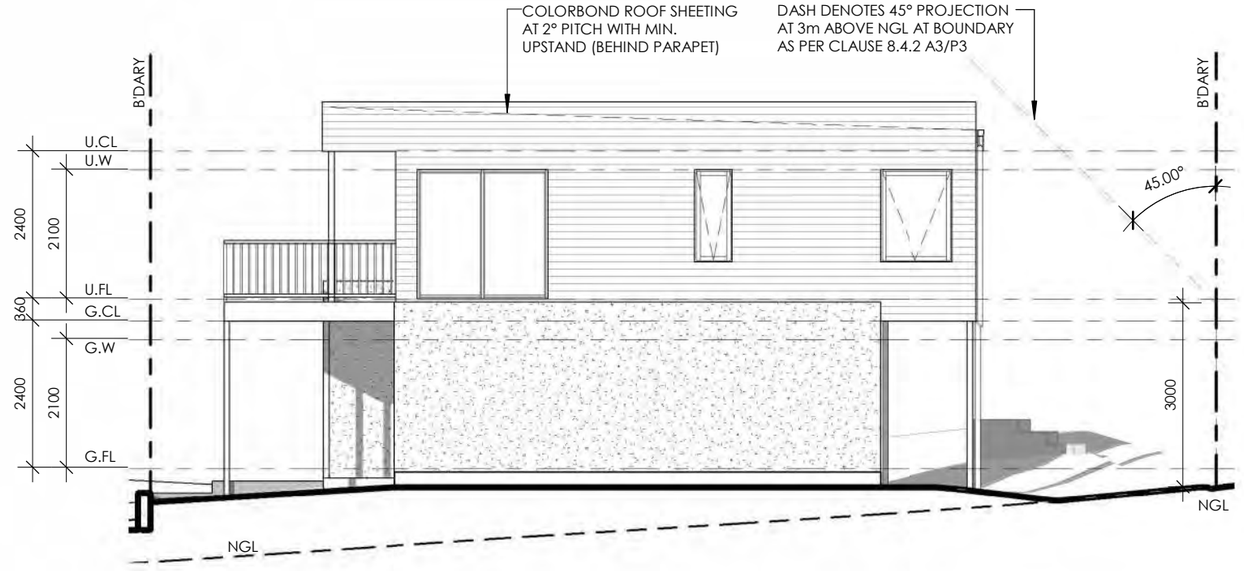
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A	WORKING DRAWINGS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	07/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

Document Set ID: 5299833
Version: 2, Version Date: 08/07/2024



1 | UNIT 2 NORTH ELEVATION

FRONT VIEW



2 | UNIT 2 WEST ELEVATION

SIDE VIEW

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LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 2 ELEVATIONS

SCALE: 1 : 100

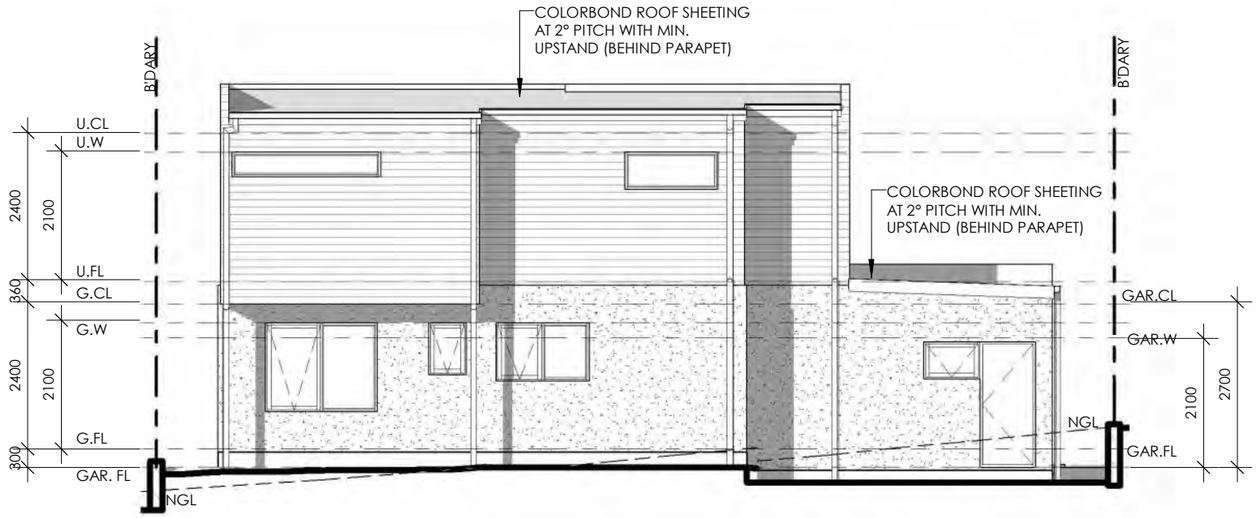
PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 14 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
Date: 17/08/2023

AREA	
U.F. LIVING:	76.96 m²
GARAGE:	42.27 m²
PORCH:	1.86 m²
G.F. LIVING:	61.86 m²
BALCONY:	16.39 m²
TOTAL:	199.34 m²

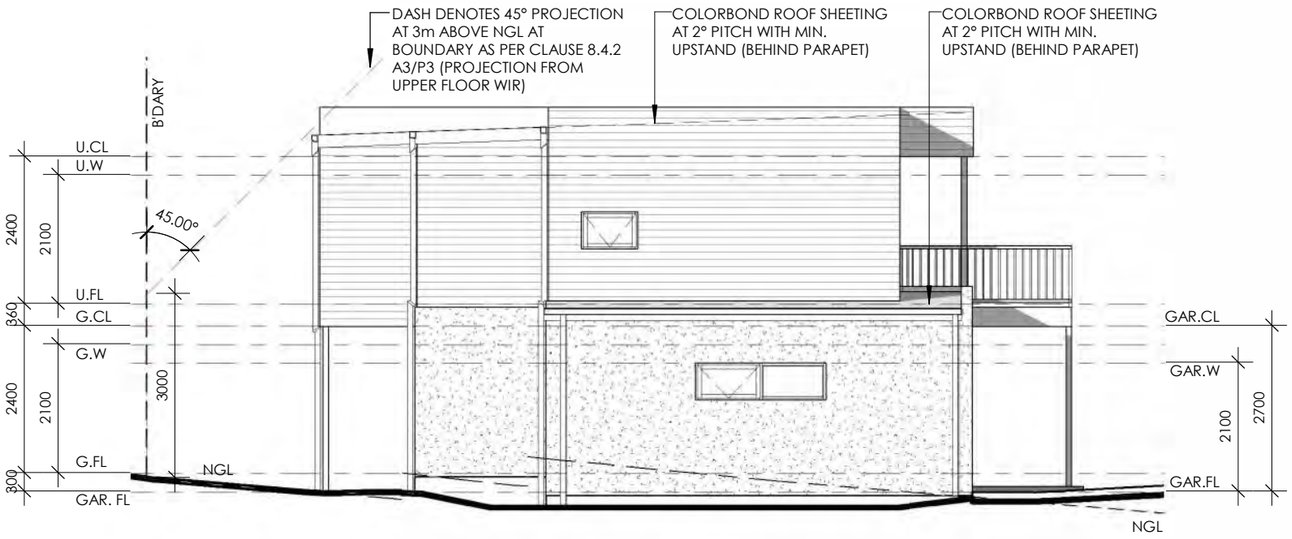
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A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

Document Set ID: 5298818
Version: 2, Version Date: 08/07/2024



3 | UNIT 2 SOUTH ELEVATION

REAR VIEW



4 | UNIT 2 EAST ELEVATION

SIDE VIEW

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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 2 ELEVATIONS

SCALE: 1 : 100

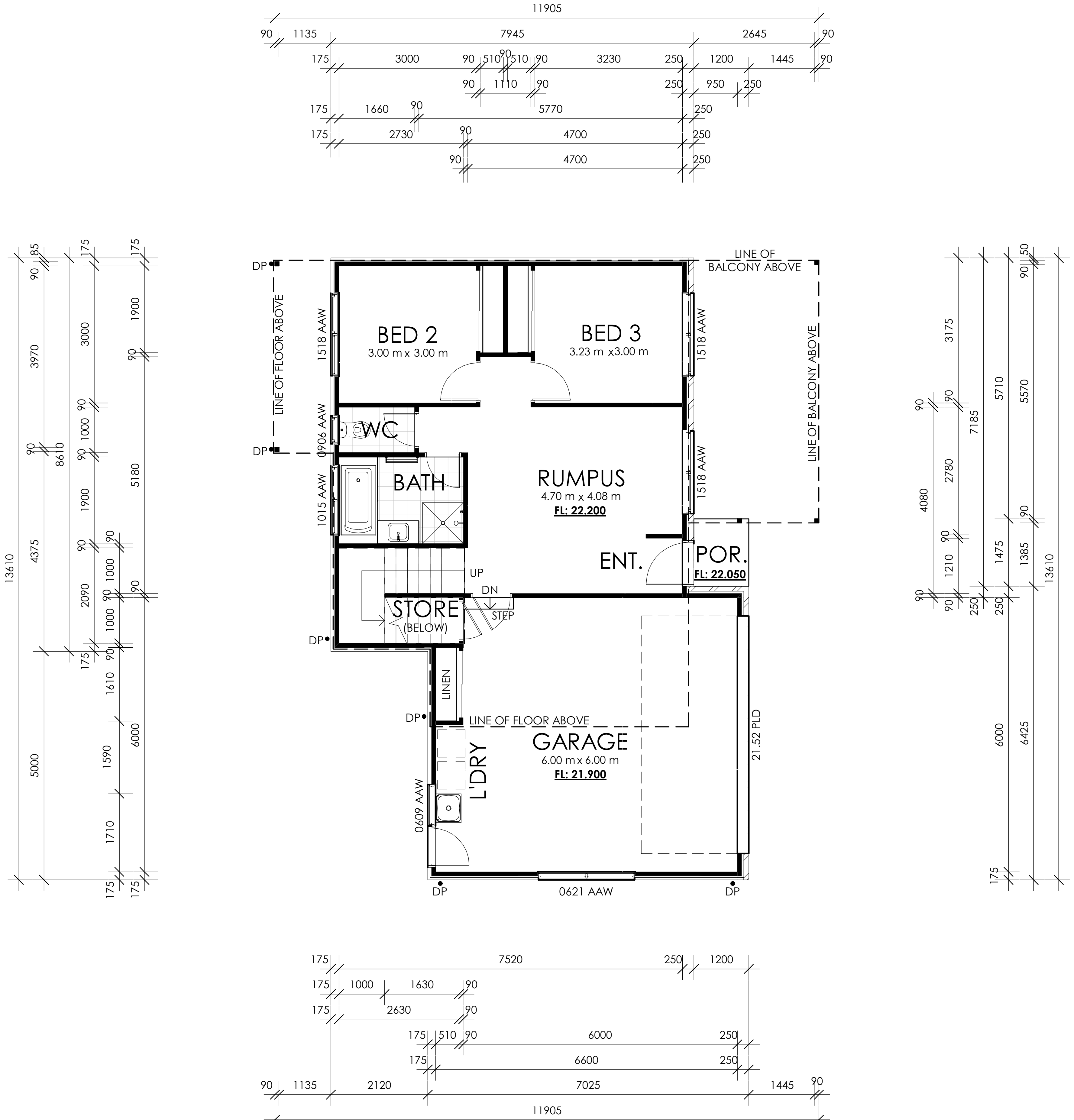
PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

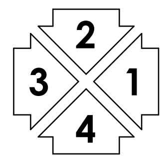
PAGES: 15 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
Date: 17/08/2023

AREA	
U.F. LIVING:	76.96 m²
GARAGE:	42.27 m²
PORCH:	1.86 m²
G.F. LIVING:	61.86 m²
BALCONY:	16.39 m²
TOTAL:	199.34 m²

REV	COMMENTS	DATE	DRWN	CKD
A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

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Version: 2, Version Date: 08/07/2024





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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 3 GROUND FLOOR PLAN

SCALE: 1 : 100

PROJECT: PROPOSED NEW RESIDENCE
183275/57
386 CARELLA ST
TRANMERE TAS 7018

PAGES: 16 of 27 | SHEET SIZE: A3

JOB No: TBC

WINK + CO Job No: 071-23

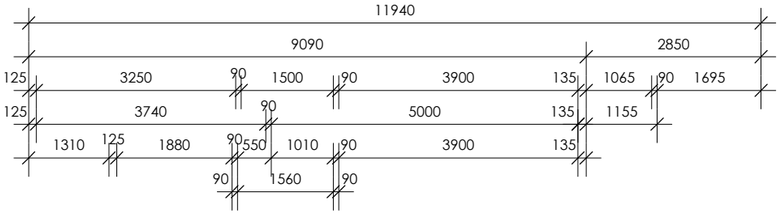
Date: 17/08/23

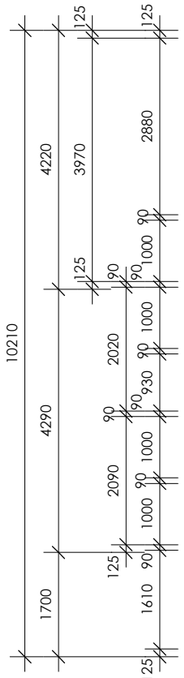
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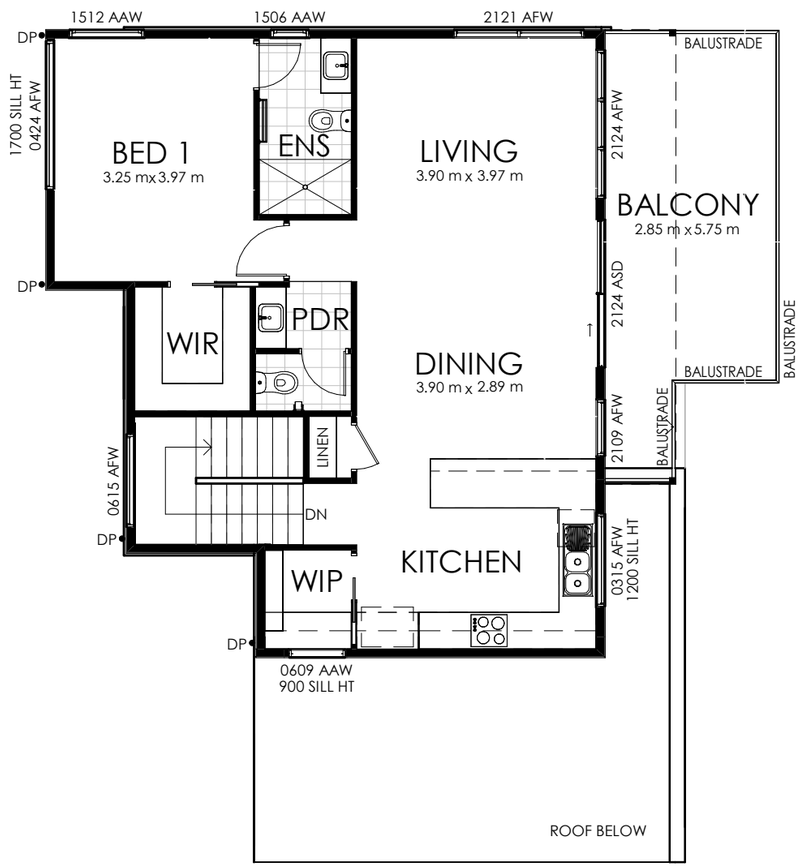
LOWER LIVING	62.42 m²
PORCH:	1.77 m²
GARAGE:	42.82 m²
BALCONY	17.99 m²
UPPER LIVING	75.36 m²
TOTAL:	200.36 m²

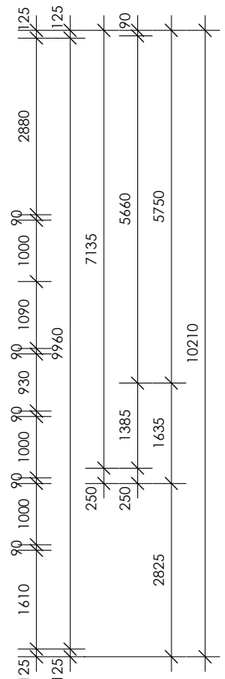
REV	COMMENTS	DATE	DRWN	CKD
A	WORKING DRAWINGS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	07/11/23	EK	SW
D	ASMENDMENTS	14/12/23	EK	SW
E				
F				
G				

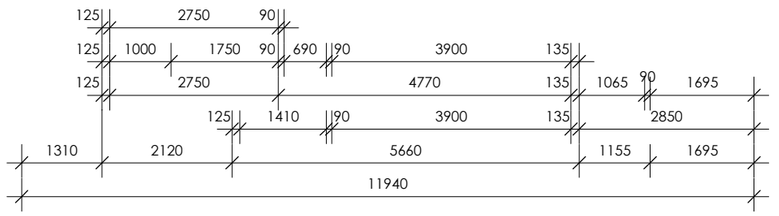
Document Set ID: 5298838
Version: 2, Version Date: 08/07/2024

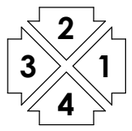












UNIT 3 ELEVATION KEY

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QBCC 1194316 | TAS - CC7004

CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 3 UPPER FLOOR PLAN
SCALE: 1 : 100

PROJECT: PROPOSED NEW RESIDENCE
183275/57
386 CARELLA ST
TRANMERE TAS 7018

PAGES: 17 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
Date: 17/08/23

AREA	
LOWER LIVING	62.42 m²
PORCH:	1.77 m²
GARAGE:	42.82 m²
BALCONY	17.99 m²
UPPER LIVING	75.36 m²
TOTAL:	200.36 m²

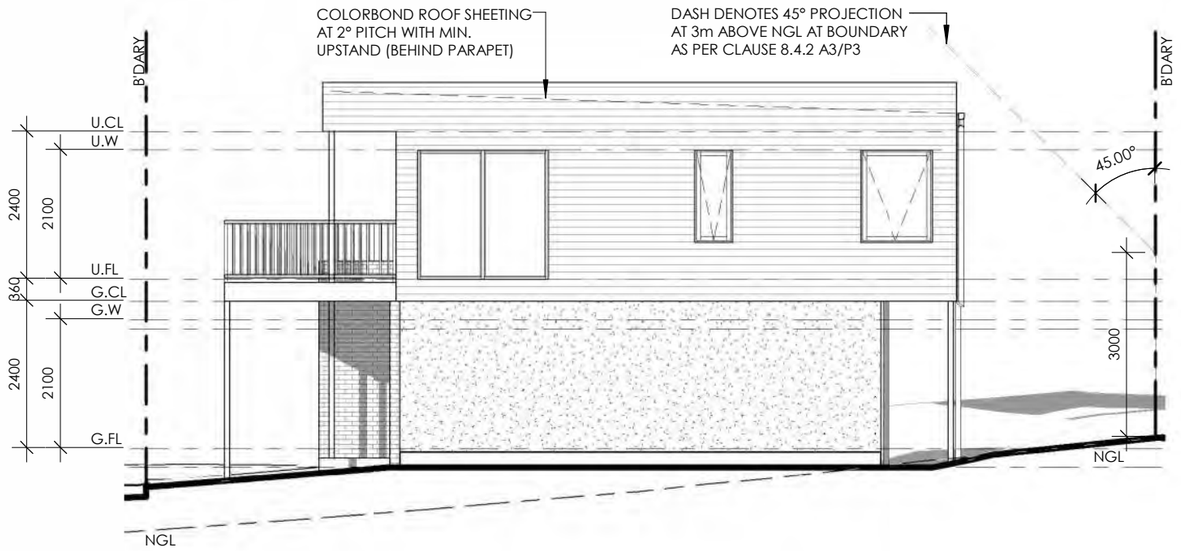
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A	WORKING DRAWINGS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	07/11/23	EK	SW
D	ASMENDMENTS	14/12/23	EK	SW
E				
F				
G				

Document Set ID: 5298838
Version: 2, Version Date: 08/07/2024



1 | UNIT 3 NORTH ELEVATION

FRONT VIEW



2 | UNIT 3 WEST ELEVATION

SIDE VIEW

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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 3 ELEVATIONS

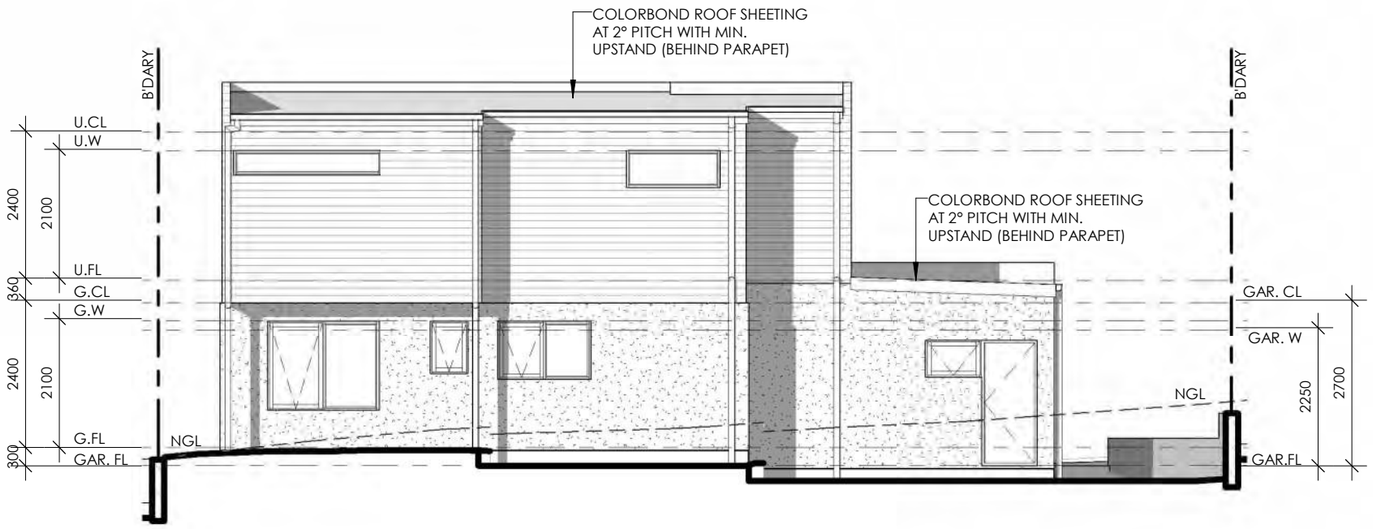
SCALE: 1 : 100

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 18 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
Date: 17/08/2023

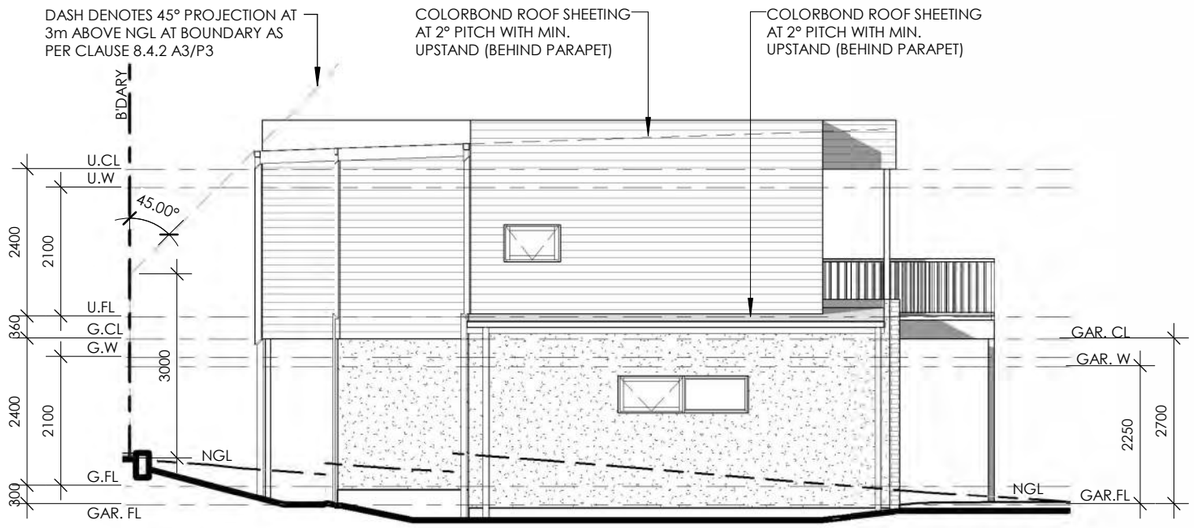
AREA	
U.F. LIVING:	75.61 m²
GARAGE:	42.82 m²
PORCH:	1.77 m²
G.F. LIVING:	62.42 m²
BALCONY:	17.99 m²
TOTAL:	200.61 m²

REV	COMMENTS	DATE	DRWN	CKD
A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				



3 | UNIT 3 SOUTH ELEVATION

REAR VIEW



4 | UNIT 3 EAST ELEVATION

SIDE VIEW

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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT:
CREATIVE HOMES

DRAWING TITLE:
UNIT 3 ELEVATIONS

SCALE: 1 : 100

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

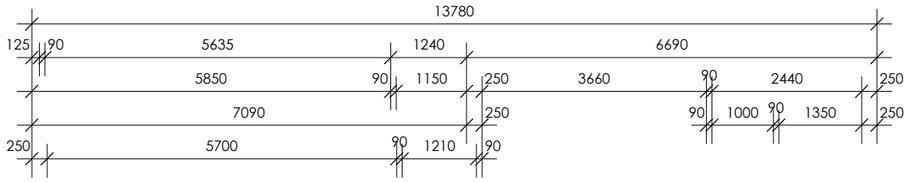
PAGES: 19 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
Date: 17/08/2023

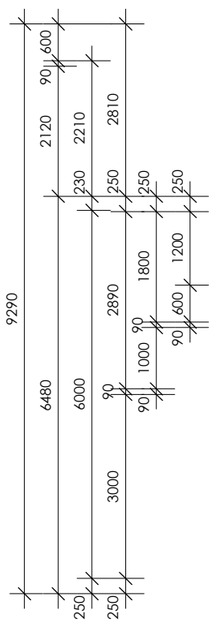
AREA

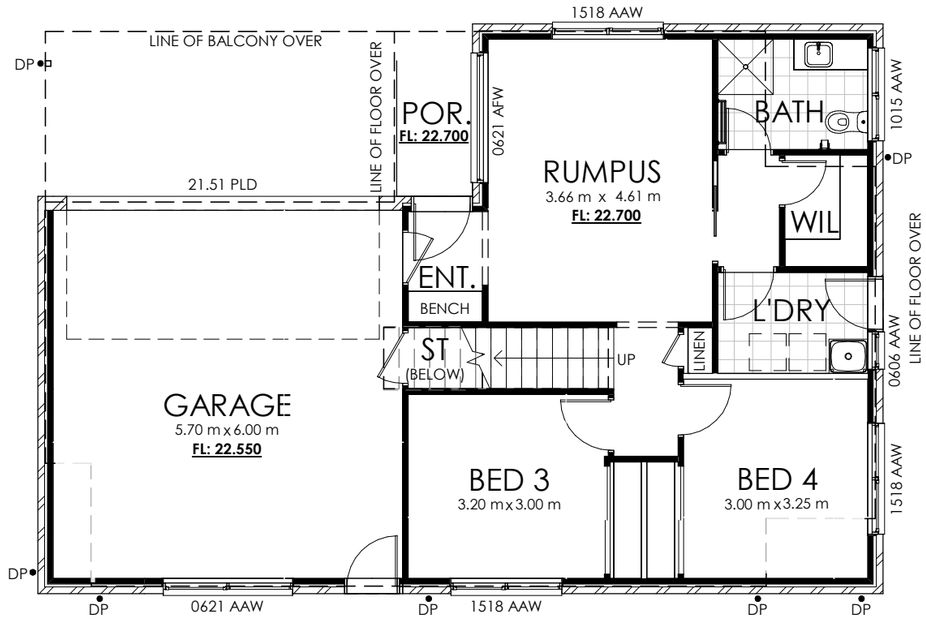
U.F. LIVING:	75.61 m²
GARAGE:	42.82 m²
PORCH:	1.77 m²
G.F. LIVING:	62.42 m²
BALCONY:	17.99 m²
TOTAL:	200.61 m²

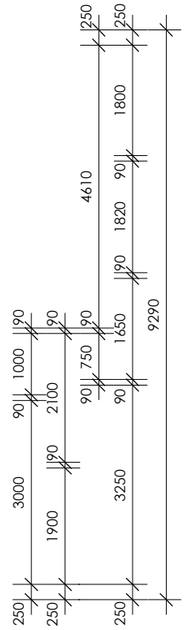
REV	COMMENTS	DATE	DRWN	CKD
A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

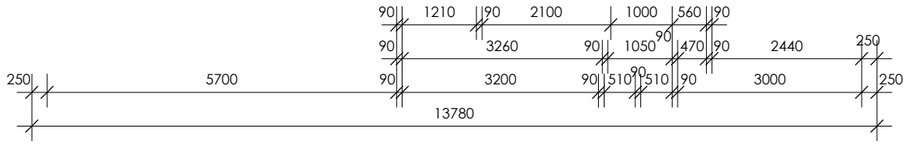
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Version: 2, Version Date: 08/07/2024













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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE: 03 6272 3000
FAX: 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 4 GROUND FLOOR PLAN
SCALE: 1 : 100

PROJECT: PROPOSED NEW RESIDENCE
183275/57
386 CARELLA ST
TRANMERE TAS 7018

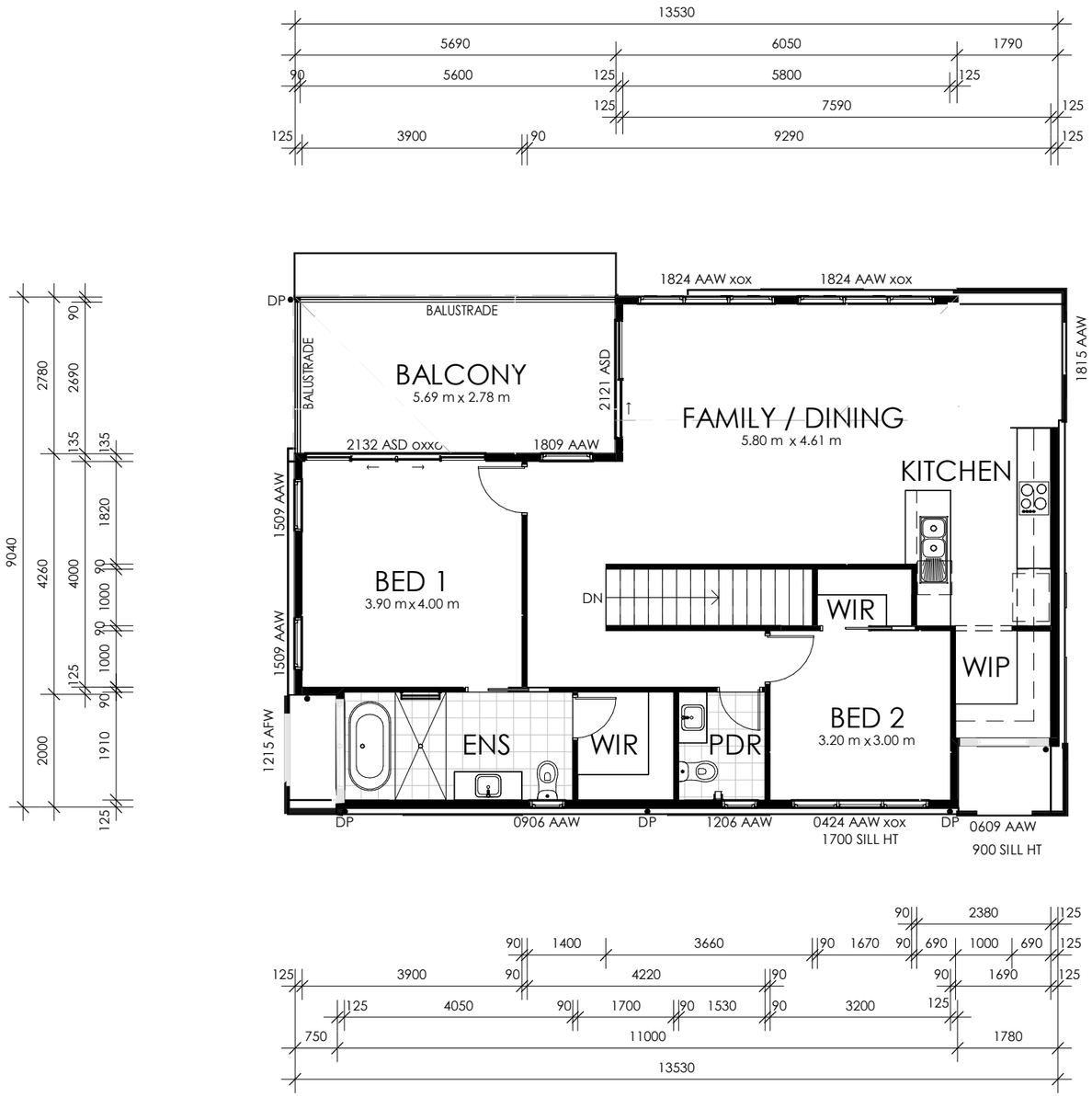
PAGES: 20 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
Date: 17/08/23

AREA

LOWER LIVING:	69.54 m²
PORCH:	2.74 m²
GARAGE:	38.56 m²
BALCONY	15.82 m²
UPPER LIVING	95.44 m²
TOTAL:	222.10 m²

REV	COMMENTS	DATE	DRWN	CKD
A	WORKING DRAWINGS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	07/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

Document Set ID: 5298618
Version: 2, Version Date: 08/07/2024



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UNIT 4 ELEVATION KEY

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QBCC 1194316 | TAS - CC7004

CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT:
CREATIVE HOMES

DRAWING TITLE:
UNIT 4 UPPER FLOOR PLAN
SCALE: 1 : 100

PROJECT: PROPOSED NEW RESIDENCE
183275/57
386 CARELLA ST
TRANMERE TAS 7018

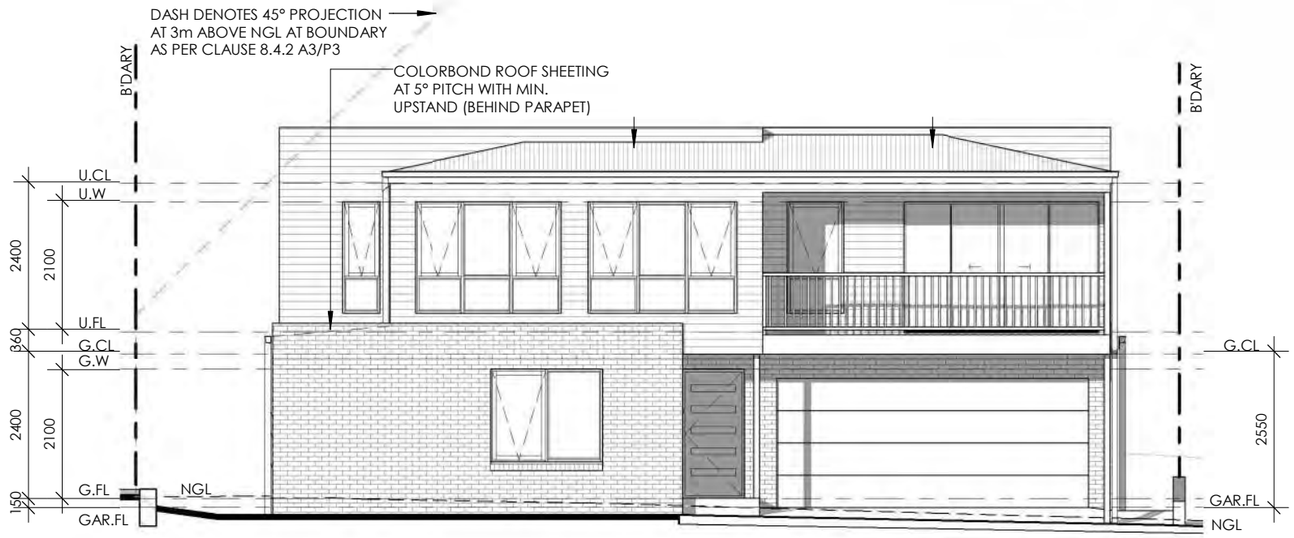
PAGES: 21 of 27
SHEET SIZE: A3
JOB No: TBC
WINK + CO
Job No: 071-23
Date: 17/08/23

AREA

LOWER LIVING:	69.54 m²
PORCH:	2.74 m²
GARAGE:	38.56 m²
BALCONY	15.82 m²
UPPER LIVING	95.44 m²
TOTAL:	222.10 m²

REV	COMMENTS	DATE	DRWN	CKD
A	WORKING DRAWINGS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	07/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

Document Set ID: 5299833
Version: 2, Version Date: 08/07/2024



1 | UNIT 4 NORTH ELEVATION

FRONT VIEW

Red dash indicates the building envelop protrusion. It is slightly over building & it not uncommon. Roof of all house designed as flat to minimize building height & reduce impact on surrounding dwelling. Also Development satisfy 8.4.2P3.

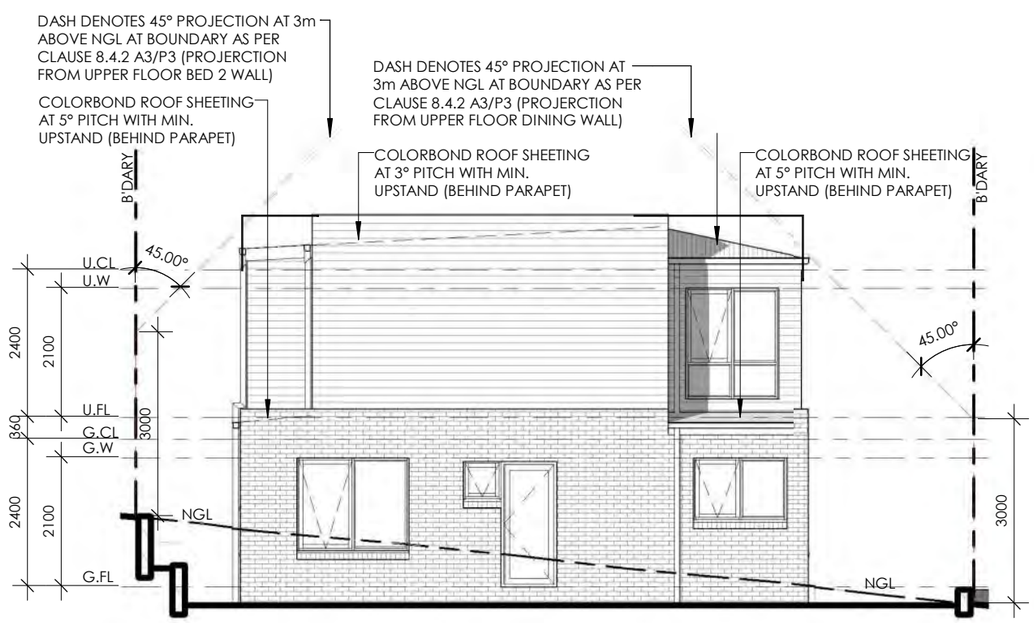
a)Development not cause unreasonable loss of amenity having regards to

1)not reducing sunlight to habitable dwelling of adjacent property.

2)not overshadowing private open space of dwelling on an adjoining property.

3) not overshadowing of an adjoining vacant property.

4)not cause visual impacts caused by apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property.



2 | UNIT 4 EAST ELEVATION

SIDE VIEW

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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 4 ELEVATIONS

SCALE: 1 : 100

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 22 of 27 | SHEET SIZE: A3

JOB No: TBC

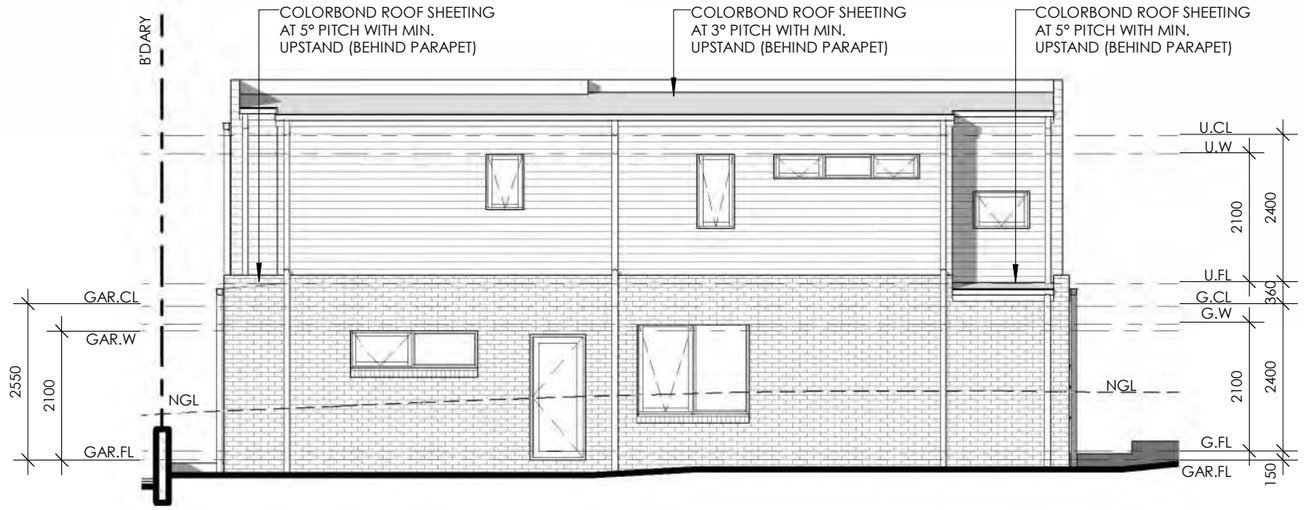
WINK + CO
Job No: 071-23

Date: 17/08/2023

AREA	
U.F. LIVING:	96.02 m²
GARAGE:	38.56 m²
G.F. LIVING:	69.54 m²
PORCH:	2.74 m²
BALCONY:	15.82 m²
TOTAL:	222.68 m²

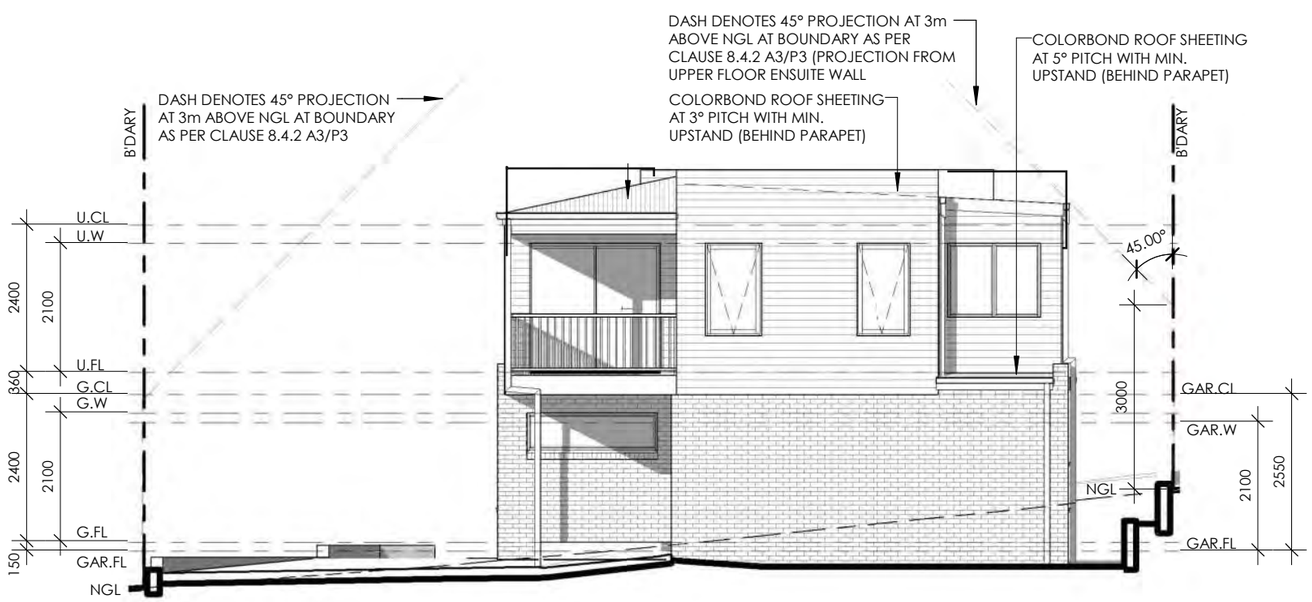
REV	COMMENTS	DATE	DRWN	CKD
A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				

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Version: 2, Version Date: 08/07/2024



3 | UNIT 4 SOUTH ELEVATION

REAR VIEW



4 | UNIT 4 WEST ELEVATION

SIDE VIEW

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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: UNIT 4 ELEVATIONS

SCALE: 1 : 100

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 23 of 27 | SHEET SIZE: A3

JOB No: TBC

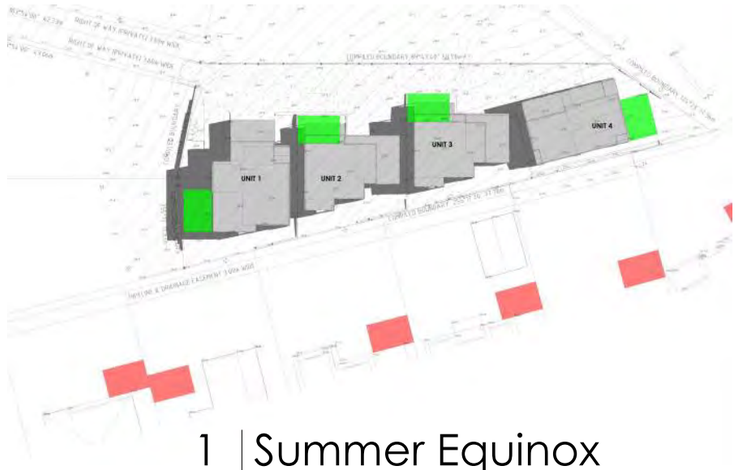
WINK + CO
Job No: 071-23

Date: 17/08/2023

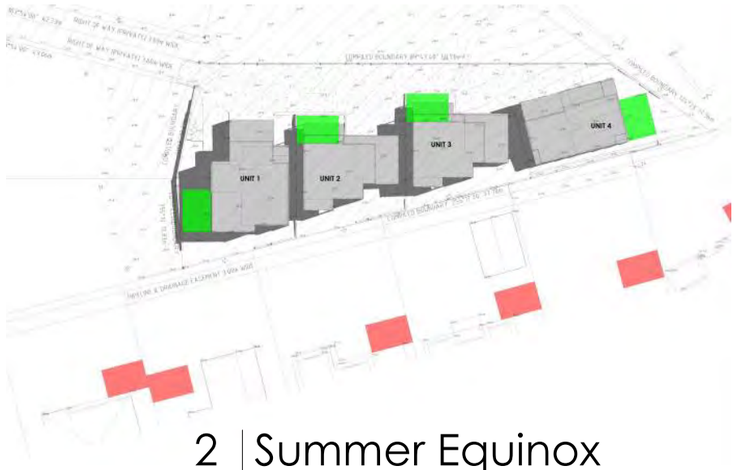
AREA

U.F. LIVING:	**96.02 m²**
GARAGE:	**38.56 m²**
G.F. LIVING:	**69.54 m²**
PORCH:	**2.74 m²**
BALCONY:	**15.82 m²**
TOTAL:	**222.68 m²**

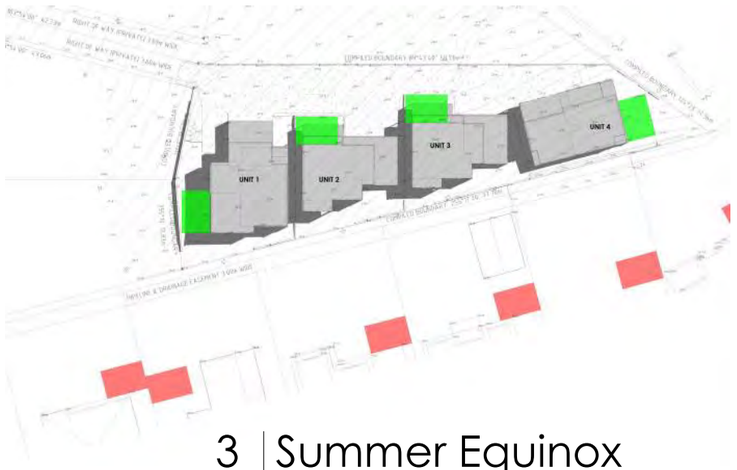
REV	COMMENTS	DATE	DRWN	CKD
A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				



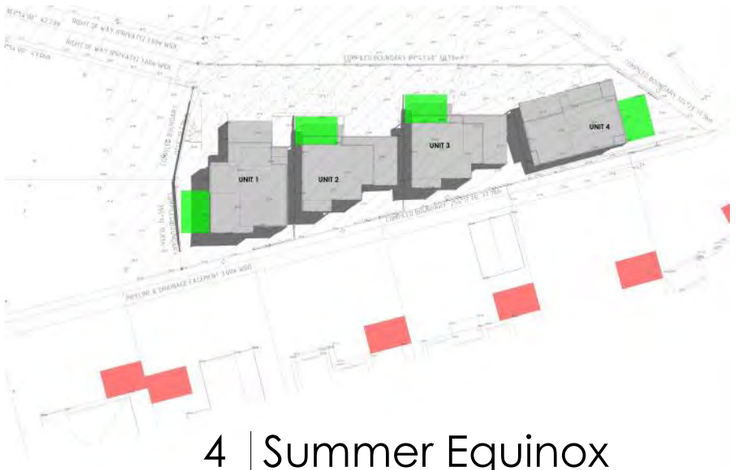
1 | Summer Equinox
21st DECEMBER at 9:00am



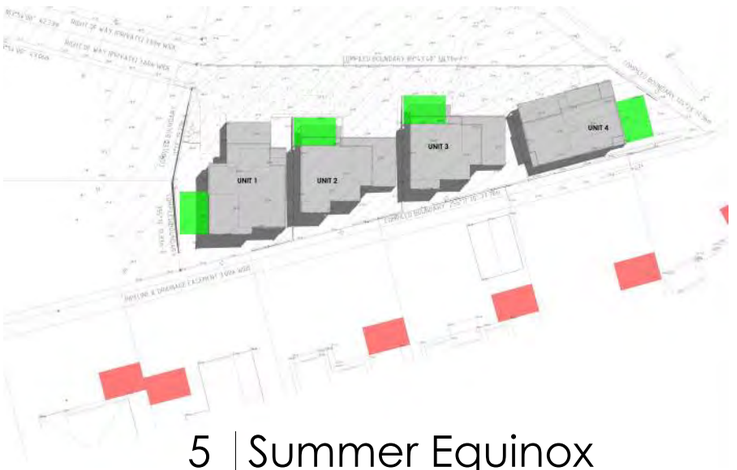
2 | Summer Equinox
21st DECEMBER at 9:30am



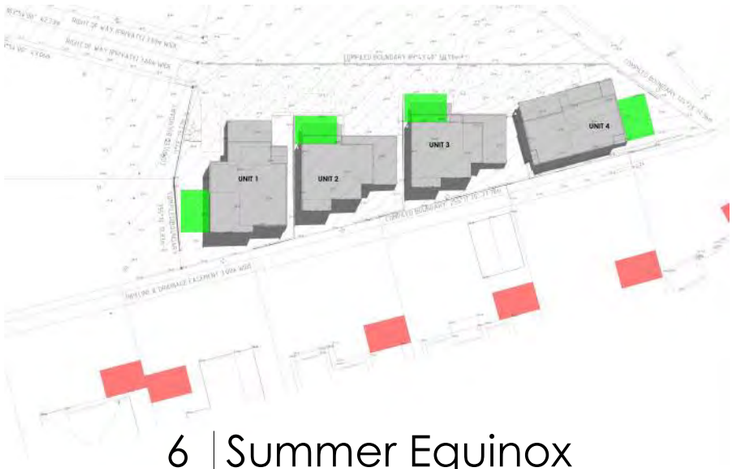
3 | Summer Equinox
21st DECEMBER at 10:00am



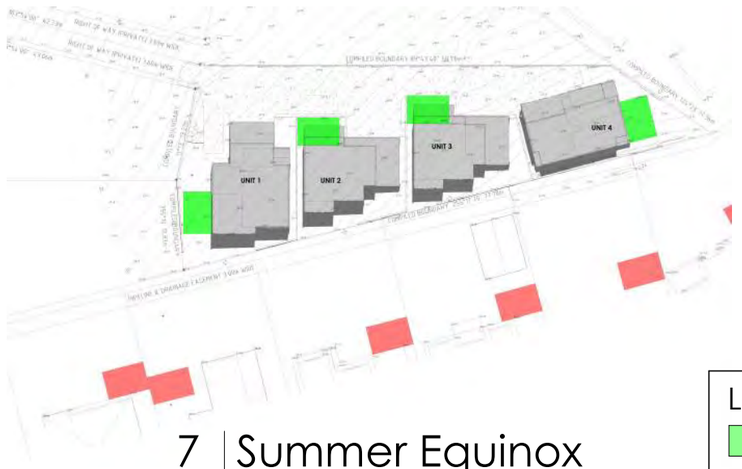
4 | Summer Equinox
21st DECEMBER at 10:30am



5 | Summer Equinox
21st DECEMBER at 11:00am



6 | Summer Equinox
21st DECEMBER at 11:30am



7 | Summer Equinox
21st DECEMBER at 12:00pm

LEGEND
- DENOTES PROPOSED LOCATION OF PRIVATE OPEN SPACE (P.O.S.)
- DENOTES APPROX LOCATION OF NEIGHBOURING PRIVATE OPEN SPACE (P.O.S.)

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CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: SUMMER SHADOW DIAGRAMS

SCALE:

PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 24 of 27 | SHEET SIZE: A3

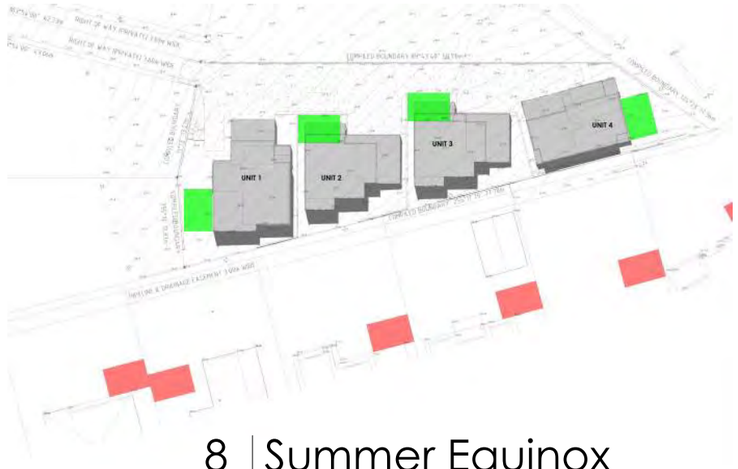
JOB No: TBC
WINK + CO
Job No: 071-23

Date: 17/08/2023

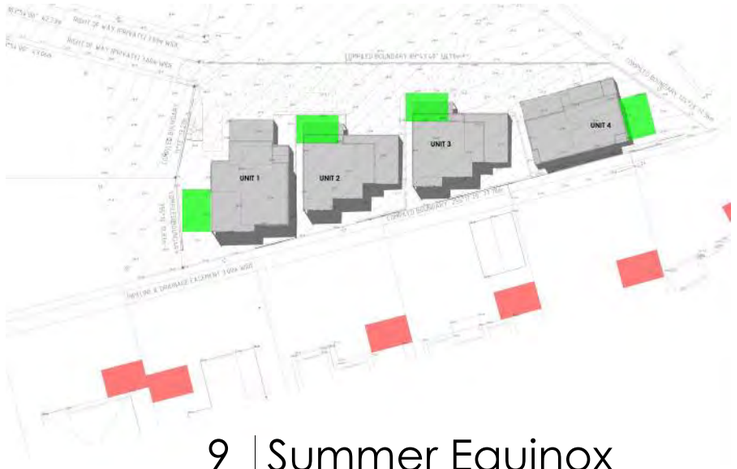
AREA

UNIT 1 COVER	149.01 m²
UNIT 2 COVER	128.71 m²
UNIT 3 COVER	127.95 m²
UNIT 4 COVER	126.79 m²
TOTAL:	532.46 m²

REV	COMMENTS	DATE	DRWN	CKD
A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
E				
F				
G				



8 Summer Equinox
21st DECEMBER at 12:30pm



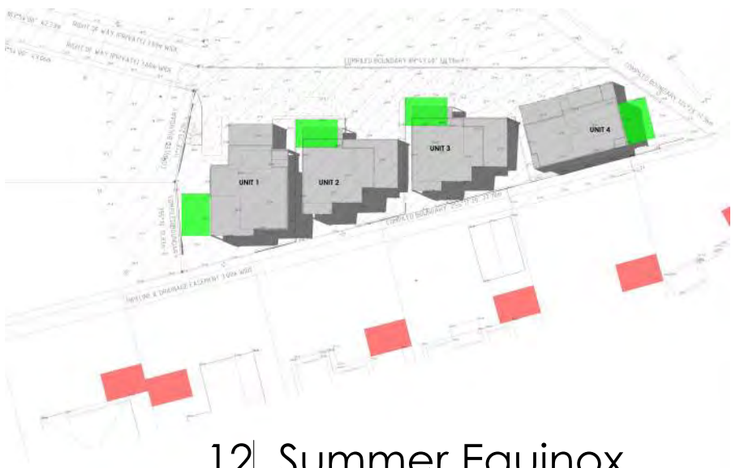
9 Summer Equinox
21st DECEMBER at 1:00pm



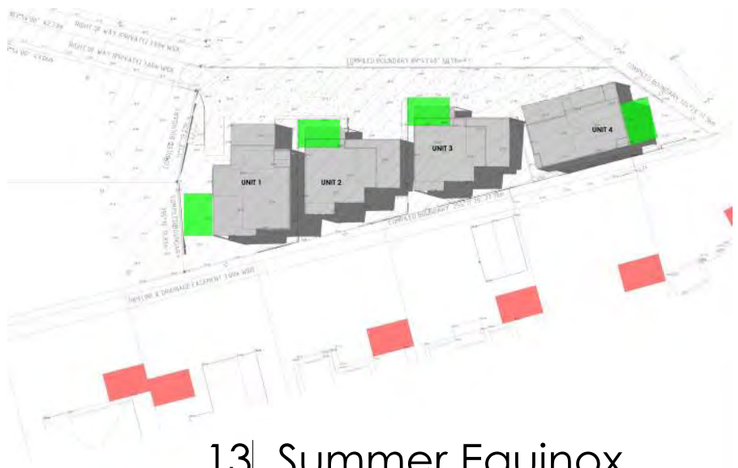
10 Summer Equinox
21st DECEMBER at 1:30pm



11 Summer Equinox
21st DECEMBER at 2:00pm



12 Summer Equinox
21st DECEMBER at 2:30pm



13 Summer Equinox
21st DECEMBER at 3:00pm

LEGEND
- DENOTES PROPOSED LOCATION OF PRIVATE OPEN SPACE (P.O.S.)
- DENOTES APPROX LOCATION OF NEIGHBOURING PRIVATE OPEN SPACE (P.O.S.)

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WINK + CO
07 3080 5089
projects@winkandco.com.au
WINKANDCO.COM.AU
QBCC 1194316 | TAS - CC7004

CREATIVE HOMES HOBART
LVL 10, 65 MURRAY ST,
HOBART, TAS, 7000
PHONE. 03 6272 3000
FAX. 03 6272 3001

CLIENT: CREATIVE HOMES

DRAWING TITLE: SUMMER SHADOW DIAGRAMS
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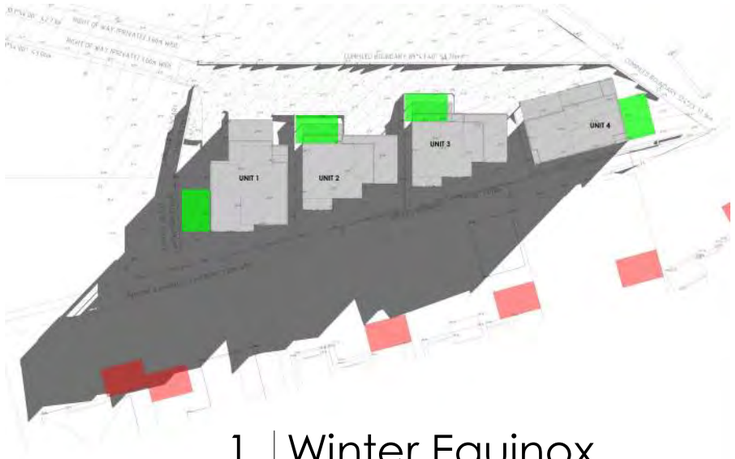
PROJECT: PROPOSED RESIDENCE
183275/57
386 CARELLA STREET,
TRANMERE, TAS 7018

PAGES: 25 of 27 | SHEET SIZE: A3
JOB No: TBC
WINK + CO Job No: 071-23
Date: 17/08/2023

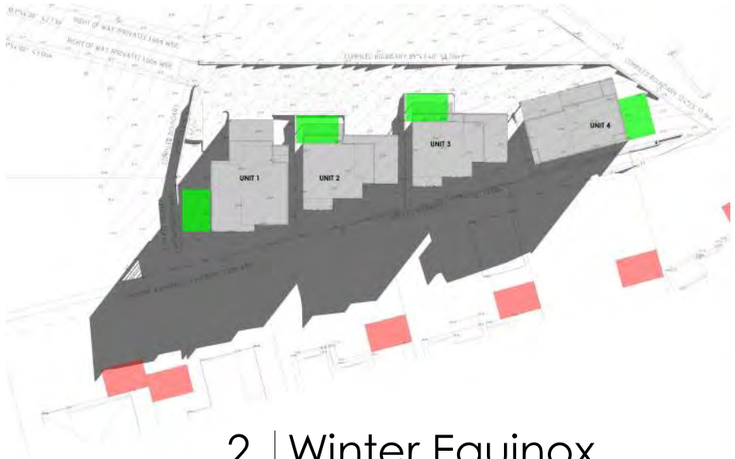
AREA

UNIT 1 COVER	149.01 m²
UNIT 2 COVER	128.71 m²
UNIT 3 COVER	127.95 m²
UNIT 4 COVER	126.79 m²
TOTAL:	532.46 m²

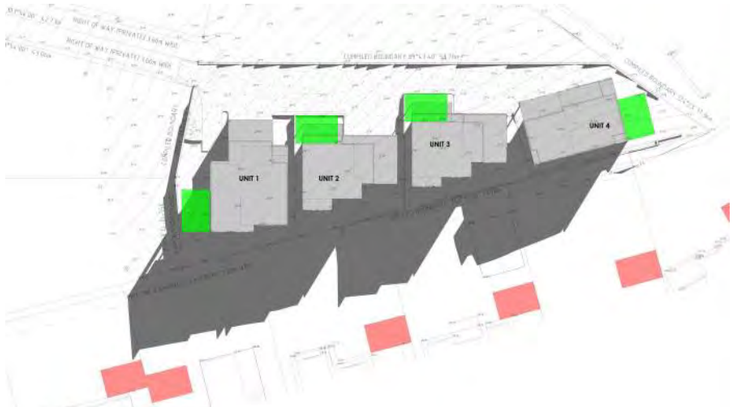
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A	CONCEPT PLANS	17/08/23	BCC	SW
B	AMENDMENTS	03/10/23	EK	SW
C	AMENDMENTS	03/11/23	EK	SW
D	AMENDMENTS	14/12/23	EK	SW
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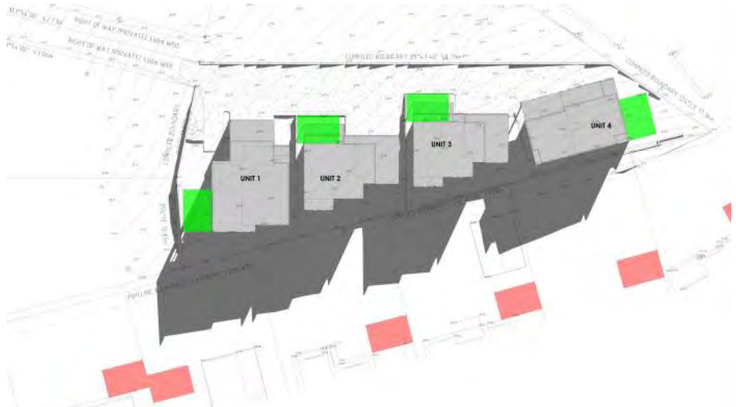
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21st JUNE at 9:00am



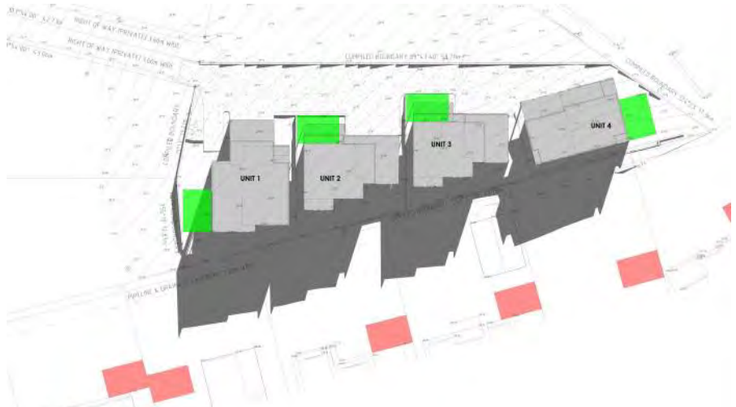
2 | Winter Equinox
21st JUNE at 9:30am



3 | Winter Equinox
21st JUNE at 10:00am



4 | Winter Equinox
21st JUNE at 10:30am



5 | Winter Equinox
21st JUNE at 11:00am



6 | Winter Equinox
21st JUNE at 11:30am



7 | Winter Equinox
21st JUNE at 12:00pm

LEGEND
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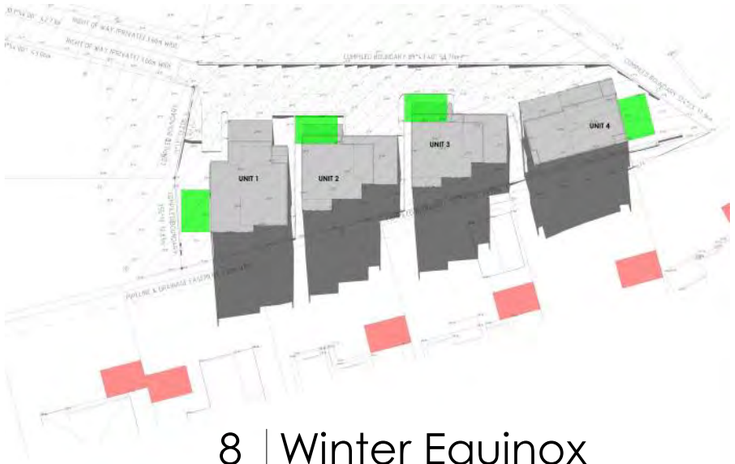
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E				
F				
G				



8 | Winter Equinox
21st JUNE at 12:30pm



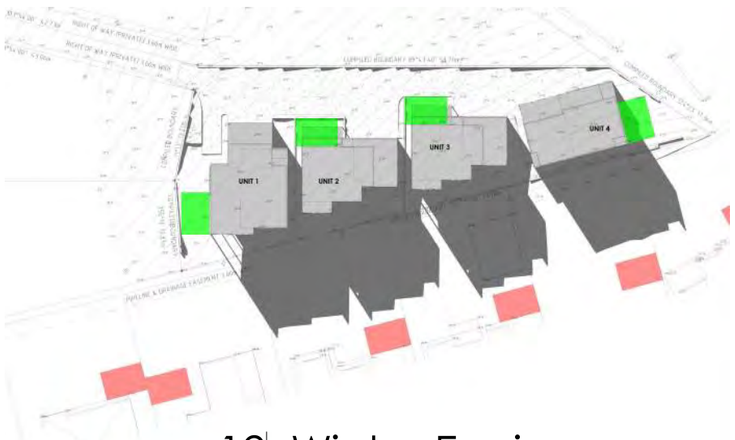
9 | Winter Equinox
21st JUNE at 1:00pm



10 | Winter Equinox
21st JUNE at 1:30pm



11 | Winter Equinox
21st JUNE at 2:00pm



12 | Winter Equinox
21st JUNE at 2:30pm



13 | Winter Equinox
21st JUNE at 3:00pm

% of Sun to backyard of Adjoining Properities(Oceana Drive) at 21st June						
Oceana Drive House Number	875	873	871	869 -POS Including shed	867	865
Backyard area (m2)	286	312	331	345	Vacant Block	
Time	Light(m2 & % of POS)				Shadow(M2)	Light/Shadow
9:00 AM	74	45	68	107	Shadow 65m2	Montly Unshaded
	25.87%	14.42%	20.54%	31.01%		
9:30 AM	190	89	130	154	Shadow 87m2	Montly Unshaded
	66.43%	28.53%	39.27%	44.64%		
10:00 AM	282	120	166	192	Shadow 100m2	Montly Unshaded
	98.60%	38.46%	50.15%	55.65%		
10:30 AM	286	175	190	212	Shadow 107m2	Montly Unshaded
	100.00%	56.09%	57.40%	61.45%		
11:00 AM	286	207	205	222	Shadow 110m2	Montly Unshaded
	100.00%	66.35%	61.93%	64.35%		
11:30 AM	286	225	211	230	Shadow 120m2	Montly Unshaded
	100.00%	72.12%	63.75%	66.67%		
12:00 PM	286	246	209	246	Shadow 120m2	Montly Unshaded
	100.00%	78.85%	63.14%	71.30%		
12:30 PM	286	256	198	242	Shadow 120m2	Montly Unshaded
	100.00%	82.05%	59.82%	70.14%		
1:00 PM	286	264	176	227	Shadow 122m2	Montly Unshaded
	100.00%	84.62%	53.17%	65.80%		
1:30 PM	286	270	158	201	Shadow 120m2	Montly Unshaded
	100.00%	86.54%	47.73%	58.26%		
2:00 PM	286	284	135	173	Shadow 125m2	Shadow 30m2
	100.00%	91.03%	40.79%	50.14%		
2:30 PM	a lot	298	105	146	Shadow 130m2	Shadow 55m2
		95.51%	31.72%	42.32%		
3:00 PM	a lot	320	72	90	Shadow 138m2	Shadow 105m2
		102.56%	21.75%	26.09%		

All adjoining properties to the south have minimum of 3 hours sun at 21st june to the entirety of backyard area

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E				
F				
G				



Photo 1: Site viewed from Carella Street.



Photo 2: Site viewed from end of shared driveway facing south-east.

7.3 PLANNING APPLICATION PDPLANPMTD-2024/042893 – 64A CAMBRIDGE ROAD, BELLERIVE (WITH ACCESS OVER 78 CAMBRIDGE ROAD, BELLERIVE) - MARINA EXPANSION (PLEASURE BOAT FACILITY)

EXECUTIVE SUMMARY

PURPOSE

The purpose of this report is to consider the application made for an expansion of the existing marina at 64A Cambridge Road, Bellerive (including access over 78 Cambridge Road, Bellerive).

RELATION TO PLANNING PROVISIONS

The land is subject to the Kangaroo Bay Particular Purpose Zone and subject to the Coastal Inundation Hazard Code, Flood-prone Hazard Areas Code, Natural Assets Code, Attenuation Code, Potentially Contaminated Land Code and Safeguarding of Airports Code under the Tasmanian Planning Scheme – Clarence (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

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 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 was extended and expires on 21 August 2024.

CONSULTATION

The proposal was advertised in accordance with statutory requirements and seven representations were received raising the following issues:

- Validity of the application;
- Impacts upon the use and enjoyment of existing moorings;
- Over-expansion of Bellerive Yacht Club's footprint in Kangaroo Bay;
- Reduced car parking for the public;
- Impacts on marine environment; and
- Impacts on safety and accessibility of foreshore trail.

RECOMMENDATION:

A. That the Planning Application for Marina Expansion (Pleasure Boat Facility) at 64A Cambridge Road, Bellerive (with access over 78 Cambridge Road, Bellerive) (Cl Ref PDPLANPMTD-2024/042893) be approved subject to the following conditions and advice:

1. GEN AP1 – ENDORSED PLANS.

2. Prior to the use of any berths in this new pier (Arm C), the following works (as approved under permit D-2018/469) must be completed:
   - Reconfiguration of existing sealed BYC carpark to provide 92 parking spaces and landscaping.

- Completion of the proposed parking area to provide 54 parking spaces, 6 boat trailer carparks and landscaping works to the north of the existing sealed section.
- Closure of the existing vehicular access from Cambridge Road and replacement and reinstatement with new kerb and footpath.
- Construction of a retaining wall parallel to Cambridge Road to allow for future provision of an extension to the Cambridge Road footpath width.

3. External lighting for the marina must comply with all the following:
   - be turned off between 11.00pm and 6.00am, except for security lighting; and
   - security lighting must be baffled to ensure it does not cause emission of light outside the site.

4. Commercial vehicle movements, (including load and unloading and garbage removal) to or from any area of the site within 50m of a residential zone must be within the hours of:
   - 7.00am to 6.00pm Mondays to Fridays inclusive;
   - 9.00am to 5.00pm Saturdays; and
   - 10.00am to 12.00 noon Sundays and Public Holidays.

5. ENG M2 – DESIGNS SD.

6. ENG S1 – INFRASTRUCTURE REPAIR.

7. LAND 1A – LANDSCAPE PLAN.

8. LAND 3 – LANDSCAPE BOND (COMMERCIAL).

9. A plan for the management of construction must be submitted and approved by Council's CEO or Delegate prior to the commencement of each stage. The plan must outline the demolition and construction practices in relation to:
   - proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on-site);
   - proposed hours of construction not exceeding the Environmental Management and Pollution Control Act (Noise Regulations) 2016;
   - identification of potentially noisy construction phases, such as operation of rock-breakers, explosives or pile drivers, and proposed means to minimise impact on the amenity of neighbouring buildings;
   - construction parking and temporary displacement of public carparks;
   - alternative arrangements for pedestrian and cycling along the Boardwalk;
   - procedures to washdown vehicles, to prevent soil and debris being carried onto the street;

- control of dust and emissions during working hours;
- proposed screening of the site and vehicular access points during work; and
- if contaminants in the soil exceed IB105, disposal is to occur in accordance with the Environmental Protection Authority Information Bulletin No. 105 – Classification and Management of Contaminated Soil for Disposal.

10. An Environmental Management Plan must be submitted to and approved by Council's CEO or Delegate in addition to the Construction Management Plan. The Plan must be in accordance with the recommendations of the report prepared by Marine Solutions Tasmania, Marine Environmental Impact Assessment for a Jetty Replacement at Bellerive Yacht Club, Kangaroo Bay, Tasmania, dated June 2022; and to the satisfaction of Council's CEO or Delegate. At a minimum, the Plan must address or incorporate the following:
    - Translocation of marine pests by machinery working on-site, including thorough cleaning protocol for any marine equipment sourced from outside south-east Tasmania.
    - Management of silt disturbance during construction.
    - Methodology to prevent debris from entering the bay during construction.
    - Installation and maintenance of silt fencing (land) on the shoreline prior to construction and earthworks to control sediment discharge into the adjacent river during earthworks and protection of the construction area.
    - Minimisation of seabed sediments, including cutting of piles at the seabed as opposed to extraction.
    - Methodology to prevent debris from entering the bay during construction.
    - Water quality monitoring to be undertaken during piling or other construction within the water beyond the area of the silt curtain directed to monitor any resuspension of sediments.
    - Methodology detailing suitable measures to avoid and/or manage the potential for disturbance of ASS and monitor for impact according to the ASS Guidelines before work commences. The management plan should clearly describe and detail construction techniques, include a risk assessment and describe management and monitoring activities. Specialised ASS dredging guidance is available at: https://www.waterquality.gov.au/issues/acid-sulfate-soils/dredge-spoil-management.
    - Marine spill kit and methodology to employ it.
    - Control of stormwater discharge during construction and access to proposed new works for ongoing maintenance and future works (i.e. sediment and debris collection, one-way valve controls for future sea level rise, etc).

- Construction must be confined to calm weather conditions to minimise sediment plume dispersion.
- No placement of excavated material into the adjacent river during construction.

Mitigating acoustic disturbance prior to and during any heavy marine activities (such as pile driving and any activities impacting the seabed):

- All construction activities involving contact with the seabed (pile-driving, mooring removal, and installation) are to be conducted outside of the spotted handfish breeding season, unless follow-up surveys of the development footprint close to the start of the breeding season in 2024 (i.e. prior to but as close as possible to mid-July 2024) do not observe any suitable breeding substrate.
- Each day the immediate area should be scanned for the presence of cetaceans, pinnipeds, turtles, and/or penguins – both on land and in the water. Construction activities must not occur, or must cease, if any listed cetacean and pinniped/turtle/penguin species are known to be present within 500m of construction activities.
- A "soft start" technique should also be used at the beginning of each pile installation day to allow any cetaceans, pinniped, turtle, and/or penguin that may be in the immediate area to avoid the area before noise levels reach full capacity (employing a soft start technique would also benefit other mobile animals (e.g. birds, fish, sharks) which can move away). A slow start should ramp up to full capacity over a 30-minute period.
- The Marine Conservation Program within NRE Tas must be consulted immediately prior to construction activities to determine whether there have been any recent marine mammal sightings in the proposed work area [24hr Whale Hotline on 0427 WHALES (0427 942 537)].
- Occurrences of cetaceans, pinnipeds, turtles, and/or penguins observed during and within 500m of construction activities must be reported to NRE Tas within 24 hours. Reference data should include species name, location-GPS (grid reference GDA94), observer name, date, number of individuals and area occupied.
- To mitigate disturbance to potential resident cetaceans, construction activities such as pile driving, installation of concrete screens and concrete groyne activities be conducted in accordance with marine mammal observers and appropriate shut down procedures for these activities (see SA guidelines at: https://www.dit.sa.gov.au/__data/assets/pdf_file/0004/88591/DOCS_AND_FILES-7139711-v2-DIT_2012_Underwater_Piling_Noise_Guidelines.pdf.
- Prefabrication of elements off-site and delivered to site to minimise site construction times and potential impacts of construction works occurring within the river.

11. TASWATER – TASWATER CONDITION. The development must meet all required Conditions of Approval specified by TasWater notice, dated 16 June 2024 (TWDA 2024/00661-CCC).

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 Bellerive Yacht Club (BYC) and associated marina is located within Kangaroo Bay within the heart of the urban area of the City of Clarence.

Kangaroo Bay currently supports a wealth of recreational infrastructure. The paved foreshore walk is a wide path designed to accommodate pedestrians and cyclists. Offshore, the Bay supports boating and recreational infrastructure, including a public boat ramp at Rosny, swing moorings, a public and private wharf, and a public floating pontoon. The BYC is one of the most prominent features of the Bay, including a clubhouse, a dinghy storage shed, boat ramp, slip yard and car parking area, in addition to the floating and fixed jetty structures of the redeveloped marina.

Council approved a substantial redevelopment of the Marina in 2019 (Cl Ref: D-2018/469). This involved the replacement and reconfiguration of existing jetty structures and the expansion of available berths; a new above-ground fuel storage tank; an expansion and upgrade of existing parking arrangements on-site (including landscaping); a dinghy storage facility; and reconfiguration of the existing site access from Cambridge Road, with a new sealed access from Kangaroo Bay Drive (over 78 Cambridge Road).

The redevelopment also included an upgrade to pedestrian areas and cycleways along the foreshore edge. The upgrades entailed a landscaped pathway designed to accommodate the movement of multi-modal traffic across the site, including bicycles, pedestrians, and in some parts vehicles. The pathway was to be constructed of materials suited to this functionality, and to have appropriate physical barriers. These works are yet to be completed.

Shortly after the completion of the public pier further to the south, at 14A Victoria Esplanade, in November 2021, the trial for the public ferry between Brooke Street Pier and Kangaroo Bay commenced; and to accommodate this, it became necessary to remove 13 of the proposed berths from the south-western end of Arm A.

This current proposal relocates those 13 berths *northward* of the redeveloped marina, forming a new "Arm C" of 26 berths, taking the total number of berths associated with the marina to 236.

2. STATUTORY IMPLICATIONS

2.1. The site extends from the Kangaroo Bay Particular Purpose Zone 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 7.11 – Use or Development Seaward of the Municipal District;
- Section CLA-P2.0 – Particular Purpose Zone – Kangaroo Bay;
- Section C7.0 – Natural Assets Code;
- Section C9.0 – Attenuation Code;
- Section C11.0 – Coastal Inundation Hazard Code;
- Section C12.0 – Flood-prone Hazard Areas Code;
- Section C14.0 – Potentially Contaminated Land Code; and
- Section C16.0 – Safeguarding of Airports Code.

2.4. Council's assessment of this proposal must 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).

3. PROPOSAL IN DETAIL

3.1. The Site

The site is located on the southern side of Kangaroo Bay.

The marine and land-based infrastructure of the current marina are located on land owned by the Crown and leased to the BYC. TasWater and TasNetworks infrastructure are located below the alignment of Cambridge Road with lease areas formed to TasWater and TasNetworks. Other easements provide for infrastructure services to and across the site. Seaward, the Crown lease area accommodating the existing marina infrastructure will require expansion to accommodate the proposed expansion of the marina.

Crown consent has been provided for the lodging of the application.

The site is currently accessed from Cambridge Road, from which a steep ramp leads into the BYC carpark onto sealed and unsealed sections of parking. While the access for this proposal is via Kangaroo Bay Drive, this is dependent upon work associated with permit D-2018/469 being completed.

3.2. The Proposal

The proposal is for the expansion of the existing BYC marina in a northward direction through the creation of a new pier of the marina, "Arm C." The proposal would create an additional 26 berths available for private lease through BYC (13 of these relocated from Arm A).

The contents of this proposal relate to marine-based works only but are dependent upon what was approved as part of D-2018/469, as the assessment relies upon completion of works under that permit.

In detail, the proposal incorporates the following marine-based works:

- Removal and replacement of existing gangway and pontoons from northern side of existing boat ramp.

- Construction of a new pier arm extending from the northern edge of the existing boat ramp, to match the extent of the other piers and provide for 26 additional berths.
- Re-location of existing moorings within the proposed expansion footprint outside the expanded Crown lease area.
- Water and electrical infrastructure to the pier arm.
- Lighting to provide appropriate illumination for (private) pedestrian access.

The following land-based works (approved under D-2018/469) are yet to be undertaken:

- Reconfiguration of the existing sealed BYC carpark to provide 92 parking spaces (an increase of 22 spaces above the existing).
- The reconfiguration and sealing of the unsealed area, north of the existing sealed BYC carpark, allowing for 54 publicly available spaces and 6 boat trailer carparks immediately adjacent to the boat ramp.
- Landscaping within both parking areas.
- Closure of the existing vehicular access from Cambridge Road and replacement and reinstatement with new kerb and footpath.
- Construction of a retaining wall parallel to Cambridge Road to allow for future provision of an extension to the Cambridge Road footpath width.
- Upgrading the foreshore edge, north of the boat ramp, including a connection to the existing Bellerive boardwalk and promenade across the boat ramp and a multi-modal promenade of 4m from the boat ramp to the northern boundary with 78 Cambridge Road.

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."

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.

In this instance the proposal involves use or development seaward of the municipal district, which is the subject of General Provision 7.11. The Provision requires the use and development seaward of the municipal district to be assessed in accordance with the provisions of the zone from which the use or development extends.

At the connection point of the pier to the land, the site is within the Marina Area of the Kangaroo Bay Particular Purpose Zone. A marina falls within the Pleasure Boat Facility Use Class which is classified as discretionary.

4.4. Compliance with Zone and Codes

The proposal meets the Acceptable Solutions of the applicable standards under the Scheme for the Kangaroo Bay Particular Purpose Zone and Natural Assets Code, Attenuation Code, Coastal Inundation Hazard Code, Flood-prone Hazard Areas Code, Potentially Contaminated Land Code, and Safeguarding of Airports Code except for the following.

Kangaroo Bay Particular Purpose Zone

- **Clause CLA-P2.6.3 Design** - While the new pier is considered to meet the definition of a building, it is considered not to be minor as required by the Acceptable Solution.

Therefore, the proposal must be assessed against Performance Criterion P1 as follows.

Performance Criteria	Assessment
"Clause CLA-P2.6.3 P3	The proposal is assessed as satisfying the Performance Criterion based on the following.
The design of new buildings or addition or alteration to an existing building, excluding minor addition or alteration to an existing building, must respond to the context of the site by providing: *(a) private spaces that are open and have clear connection to public spaces;*	The proposed expansion of the marina will not have any impact on the composition of public and private spaces within the broader area.
(b) development forecourts that are interconnected with easy and legible movement between each other; and	The expansion of the marina will not have any impact on mobility in the area. The development forecourts are an intended design feature of other sites situated along the Bay foreshore.
(c) frontages to the street and pedestrian areas that are active, and entrances to buildings and spaces that are legible in the wider streetscape."	The proposal will not impact pedestrian areas.

Parking and Sustainable Transport Code

- **Clause C2.5.1 Car Parking Numbers** - This proposal increases the berths for the marina by 13 to a total of 236, which would require seven additional formalised spaces on site to meet the Acceptable Solution.

Therefore, the proposal must be assessed against Performance Criterion P1.1 as follows.

Performance Criteria	Assessment
"Clause C2.5.1 P1.1	The proposal is assessed as satisfying the Performance Criterion based on the following.
The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: *(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;* *(b) the ability of multiple users to share spaces because of:* *(i) variations in car parking demand over time; or* *(ii) efficiencies gained by consolidation of car parking spaces;* *(c) the availability and frequency of public transport within reasonable walking distance of the site;* *(d) the availability and frequency of other transport alternatives;* *(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;* *(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;* *(g) the effect on streetscape; and* *(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development."*	Changes to the car parking arrangement approved under D-2018/469 are not proposed within this application. The majority of the Crown land lease associated with 64A Cambridge Road is allocated to parking; further expansion of the car parking footprint is not a possibility. There are numerous competing uses in the area, but it is considered that these competing uses can be reasonably accommodated within the available space on the site. Council's Development Engineers have determined that, provided the car parking upgrades approved under D-2018/469 are completed, the intensification related to this proposal could be accommodated within the new formalised spaces. Once complete, the reasonable needs of the use could therefore be met. A condition on this permit is recommended requiring the completion of those upgrades.

- **Clause C2.5.3 Motorcycle Parking Numbers** - The proposal does not include the provision of any additional motorcycle parking, which is required by the Acceptable Solution A1.

Therefore, the proposal must be assessed against Performance Criterion P1 as follows.

Performance Criteria	Assessment
"Clause C2.5.3 P1	The proposal is assessed as satisfying the Performance Criterion based on the following.
Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to: *(a) the nature of the proposed use and development;* *(b) the topography of the site;* *(c) the location of existing buildings on the site;* *(d) any constraints imposed by existing development; and* *(e) the availability and accessibility of motorcycle parking spaces on the street or in the surrounding area."*	The provision of motorcycle parking was a discretion assessed as part of D-2018/469, where it was considered reasonable to reduce the requirement to four motorcycle parking spaces. The rule at the Acceptable Solution where there is an intensification of an existing use is that the additional requirements for motorcycle parking should be based on the requirement for additional car spaces. Given the marginal extent of intensification associated with this proposal, it is considered reasonable that the number approved under D-2018/469 will remain sufficient in meeting the reasonable needs of the use. Council's Development Engineers have also advised that the intensification of the use associated with this proposal does not warrant a requirement for additional motorcycle parking on-site.

Natural Assets Code – Waterway and Coastal Protection

- **Clause C7.6.1 Buildings and Works Within a Waterway and Coastal Protection Area or a Future Coastal Refugia Area** - The proposed expansion of the marina is not within a building area on a sealed plan approved under this planning scheme and the expansion constitutes an increase in the footprint greater than 20% (22%).

Therefore, the proposal must be assessed against Performance Criteria P1.1 and P1.2 as follows.

Performance Criteria	Assessment
"Clause C7.6.1 P1.1	The proposal is assessed as satisfying the Performance Criterion based on the following.
Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to: *(a) impacts caused by erosion, siltation, sedimentation and runoff;* *(b) impacts on riparian or littoral vegetation;* *(c) maintaining natural streambank and streambed condition, where it exists;* *(d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;* *(e) the need to avoid significantly impeding natural flow and drainage;* *(f) the need to maintain fish passage, where known to exist;* *(g) the need to avoid land filling of wetlands;* *(h) the need to group new facilities with existing facilities, where reasonably practical;* *(i) minimising cut and fill;* *(j) building design that responds to the particular size, shape, contours or slope of the land;*	An Environmental Impact Assessment report prepared by Marine Solutions Tasmania (the Report) was submitted with the proposal. The Report recommended the following measures to mitigate potential impacts caused: • the use of silt screens to control the dispersion of any plume generated during marine construction; • if piles need to be removed to facilitate the expansion, these should be cut level with the seabed, rather than extracted, to minimise sediment disturbance; • timing pile driving activity to occur during favourable weather conditions; • appropriate precautions are taken to minimise resuspension of fine sediments with elevated heavy metals concentrations. A condition is recommended that would require a construction management plan detailing procedures to mitigate impacts on natural values and ensure works are undertaken in accordance with the "Wetlands and Waterways Works' and "Tasmanian Coastal Works". To minimise risk of translocating marine pests to the site, the Report recommends the following: • Machinery, including vessels which have been used in waters other than the Derwent Estuary, should be washed thoroughly with fresh water to remove any sediment.

(k) minimising impacts on coastal processes, including sand movement and wave action; *(l) minimising the need for future works for the protection of natural assets, infrastructure and property;* *(m) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and* *(n) the guidelines in the Tasmanian Coastal Works Manual.*	• Machinery and vessels which have the potential to transport waterborne viruses or pest species should be disinfected and allowed to dry prior to being used on-site. It is recommended that these measures are included in the construction management plan.
Clause C7.6.1 P1.2	The proposal is assessed as satisfying the Performance Criterion based on the following.
Buildings and works within the spatial extent of tidal waters must be for a use that relies upon a coastal location to fulfil its purpose, having regard to: *(a) the need to access a specific resource in a coastal location;* *(b) the need to operate a marine farming shore facility;* *(c) the need to access infrastructure available in a coastal location;* *(d) the need to service a marine or coastal related activity;* *(e) provision of essential utility or marine infrastructure; or* *(f) provisions of open space or for marine-related educational, research, or recreational facilities."*	A coastal location is a prerequisite for a marina. The expansion of the existing marina comprises an expansion of existing facilities.

Attenuation Code

- **Clause C9.5.1 Activities with Potential to Cause Emissions** - The proposal is considered an intensification of an existing activity listed at Table C9.1 of the Attenuation Code (marina), for which the relevant attenuation distance is given as 200m - noting there are a number of residential dwellings within that area (measured from the nearest edge of the site).

Therefore, the proposal requires assessment against the corresponding Performance Criterion P1, as follows.

Performance Criteria	Assessment
"Clause C9.5.1 P1	The proposal is assessed as satisfying the Performance Criterion based on the following.
An activity listed in Tables C9.1 or C9.2 must not cause: *(a) an unreasonable loss of amenity or unreasonable impacts on health and safety of a sensitive use which is existing, or has a planning permit; or* *(b) unreasonable impacts on land within the relevant attenuation area that is in the General Residential Zone, Inner Residential Zone, Low Density Residential Zone, Rural Living Zone A, Rural Living Zone B, Village Zone or Urban Mixed-Use Zone, having regard to:* *(i) operational characteristics of the activity;* *(ii) scale and intensity of the activity;* *(iii) degree of hazard or pollution that may be emitted from the activity;* *(iv) hours of operation of the activity;* *(v) nature of likely emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste;* *(vi) existing emissions such as noise, odour, gases, dust, particulates, radiation, vibrations or waste; and*	The inclusion of marinas at Table C9.1 identifies noise as the potentially disturbing emission. There is scope within the Kangaroo Bay Particular Purpose Zone to consider impacts of noise emission from the marina activity upon nearby residential zoned properties up to 50m away. The expansion of the marina in this proposal is approximately 70m away from the nearest residential zoned property, on the other side of Cambridge Road. A previous noise assessment considered the dominant noise source associated with the marina would be activities relating to the dinghy shed - during dinghy handling and trolley wheels rolling along ramps. As this is far nearer to, and noisier than, the marina component itself, the same statement is considered valid in the context of this application. The additional berths for the marina are considered unlikely to substantially intensity any noise impacts associated with the existing marina use.

(vii) measures to eliminate, mitigate or manage emissions from the activity.	

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and seven representations were received. Issues raised in representations received are discussed below.

5.1. Impacts upon Marine Environment/Validity of Environmental Impact Assessment

Concern is raised that the Environmental Impact Assessment report prepared by Marine Solutions Tasmania is out of date and does not accurately account for potential impacts or consequences of the proposed expansion.

- **Comment**

  In the context of natural values assessment reports, it is generally regarded that reports containing field surveys are valid for a period of up to two years, however; there is no statutory requirement in this regard. The application was initially submitted to council in March 2024, which was prior to the end of the above two-year period for this report. However, the same consultancy has provided similar assessments in the past for the marina and has been regularly conducting flora, fauna, and contaminate surveys in the area since 2013. The report was also referred to the Department of Natural Resources Tasmania's Conservation Assessments Team, and no concerns were expressed about the validity of the report or its contents or recommendations. This concern is not supported.

5.2. Over-privatisation: Expansion of BYC's Footprint within Kangaroo Bay and Impacts upon Recreational Users

Concern is raised that the expansion of the marina will impinge upon navigational channels and generally encroach upon an area of desirable sheltered water that is used for public recreational amenity, given that the existing marina currently occupies a large footprint of the public waterway in their existing lease.

- **Comment**

  The application was referred to MAST who have advised that the marina redevelopment would not impact upon navigation channels within Kangaroo Bay, nor access to the existing public jetty and Rosny boat ramp facilities. MAST expressed no objections or concerns in relation to the proposal.

  Beyond any guidance from external agencies or restrictions on the availability of Crown leases for such expansions, there are no specific controls within the Scheme that restrict the scale of expansion of piers or jetties.

5.3. Impacts upon Foreshore Trail Users: Safety and Accessibility

Concerns were raised regarding the safety of pedestrians, cyclists, and marina users along existing and proposed foreshore trails. Concerns were also raised about the design of the foreshore trail linkages to the site across 78 Cambridge Road: that there were inappropriately sharp corners, a lack of physical barriers from the shared access road, inadequate width to cater for shared use, boat trailer parking interference, a crossing over a boat ramp, and insufficient measures to ensure the safety of all users.

- **Comment**

  These concerns relate only to works already approved as part of D-2018/469. It is noted that some of these concerns were raised previously and were addressed through permit conditions. Notably, Condition 23 of D-2018/469 requires that “Special provisions are to be made for the cycleway /multi-user paths that travel around and through the site. The detailed designs must be submitted to and approved by Council’s Head of Infrastructure and Natural Assets prior to the commencement of works associated with Stage 2.”

The current proposal does not seek to re-examine these site works and has noted on the plans their providence under D-2018/469. Consequently, there is little opportunity to alter the previous approval, although a condition is recommended to ensure that this work is completed prior to the commencement of the new pier.

5.4. Impacts upon Parking Availability for Commuters

Many users of the public ferry service and visitors to the area currently park in the unsealed section, and representors expressed concern about how this shortfall in public parking would be addressed during construction and if the proposed public parking area, once completed, would be given over to the private use of BYC.

- **Comment**

  As identified above, the completion of these works is considered fundamental prior to the undertaking of any further expansion of the marina. It is noted that construction works for the new pier is likely to impact on this area – accordingly, the recommended condition relates to the commencement of the use, rather than the start of works.

  Once completed, it is anticipated that the public carpark will be incorporated within the existing Council lease and managed by the Council, where parking restrictions will be considered if necessary.

5.5. Validity of Application

A representor expressed concern that the application was not a valid application, as all required material was not included in the documents advertised as part of the application.

- **Comment**

  It is considered that the documentation submitted with the proposal, including Crown consent, is sufficient to be considered a valid application and has been processed in accordance with the statutory provisions.

5.6. Lack of Clarity in Advertised Documents

Representors raised concerns about the lack of clarity in the documents advertised: some found it difficult to understand, upon reviewing the material, what was proposed as part of this current application and what was already approved.

- **Comment**

  While it is acknowledged that the application is complex, especially given the partial completion of a previous permit, it is considered that the documentation was sufficient to gain an understanding of the proposal and consider any likely impacts.

6. EXTERNAL REFERRALS

The proposal was referred to Marine and Safety Tasmania (MAST), the Department of Natural Resources and Environment Tasmania – Conservation Assessments Team (CAS), TasNetworks, and TasWater. MAST and TasNetworks advised of no objections or concerns regarding the application. TasWater provided a Submission to Planning Authority Notice (SPAN) to be included with any permit documentation.

CAS supported the recommendations and mitigation measures proposed with the Environmental Impact Assessment prepared by Marine Solutions Tasmania, with the following minor additions (which have been incorporated into the permit conditions):

- All construction activities involving contact with the seabed (pile-driving, mooring removal, and installation) be conducted outside of the spotted handfish breeding season unless follow-up surveys of the development footprint close to the start of the breeding season in 2024 (i.e. prior to but as close as possible to mid-July 2024) do not observe any suitable breeding substrate.
- Mitigating acoustic disturbance prior to and during any heavy marine activities (such as pile driving and any activities impacting the seabed):
  - Each day the immediate area should be scanned for the presence of cetaceans, pinnipeds, turtles, and/or penguins – both on land and in the water. Construction activities must not occur, or must cease, if any listed cetacean and pinniped/turtle/penguin species are known to be present within 500m of construction activities.

- A "soft start" technique should also be used at the beginning of each pile installation day to allow any cetaceans, pinniped, turtle, and/or penguin that may be in the immediate area to avoid the area before noise levels reach full capacity.

  Employing a soft start technique would also benefit other mobile animals (e.g. birds, fish, sharks) which can move away. A slow start should ramp up to full capacity over a 30-minute period.

- The Marine Conservation Program within NRE Tas should be consulted immediately prior to construction activities to determine whether there have been any recent marine mammal sightings in the proposed work area [24hr Whale Hotline on 0427 WHALES (0427 942 537)]. Occurrences of cetaceans, pinnipeds, turtles, and/or penguins observed during and within 500m of construction activities must be reported to NRE Tas within 24 hours. Reference data should include species name, location-GPS (grid reference GDA94), observer name, date, number of individuals and area occupied. To mitigate disturbance to potential resident cetaceans, CAS recommends construction activities such as pile driving, installation of concrete screens and concrete groyne activities be conducted in accordance with marine mammal observers and appropriate shut down procedures for these activities (see SA guidelines at:
  https://www.dit.sa.gov.au/__data/assets/pdf_file/0004/88591/DOCS_AND_FILES-7139711-v2-DIT_2012_Underwater_Piling_Noise_Guidelines.pdf.

- Mitigating impacts of acid sulphate soils (ASS) and heavy metals: CAS recommends further submissions to Council's Head of Natural Assets detailing suitable measures to avoid and/or manage the potential for disturbance of ASS and monitor for impact according to the ASS Guidelines before work commences.

The management plan should clearly describe and detail construction techniques, include a risk assessment and describe management and monitoring activities. Specialised ASS dredging guidance is available at: https://www.waterquality.gov.au/issues/acid-sulfate-soils/dredge-spoil-management.

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 consistent with the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

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

8.2. Developer contributions are not required to comply with Council's Public Open Space Policy and Headworks Levy Policy.

9. CONCLUSION

The proposal is recommended for approval, subject to conditions and advice.

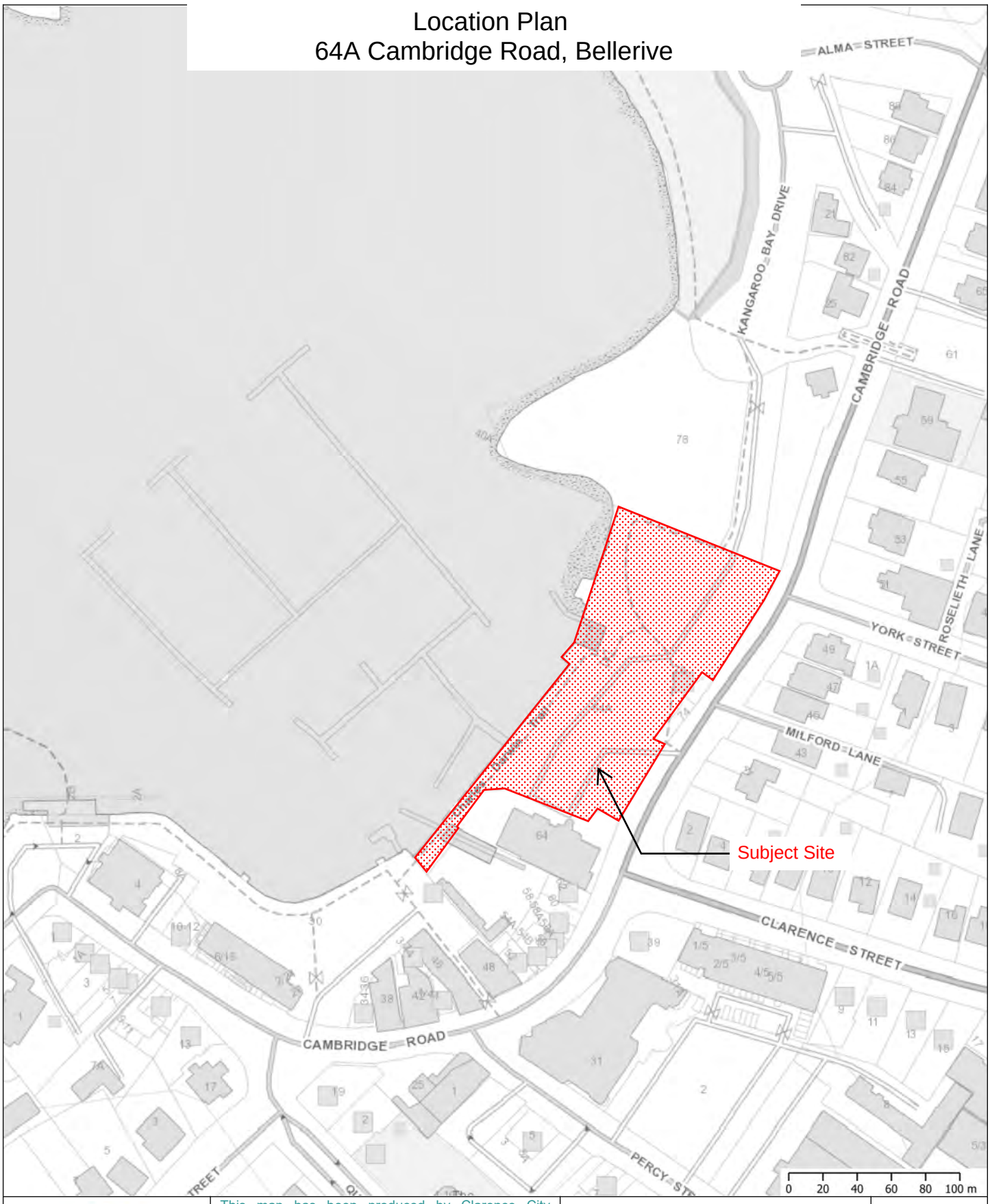
Attachments:
1. Location Plan (1)
2. Proposal Plans (9)
3. Burbury Consulting Report (55)
4. Site Photos (3)

Daniel Marr
HEAD OF CITY PLANNING

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

Attachment 1

Location Plan
64A Cambridge Road, Bellerive



Clarence... a brighter place

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.

07/08/2024

1:3000

N

BELLERIVE YACHT CLUB - ARM C PROPOSAL
KANGAROO BAY, BELLERIVE

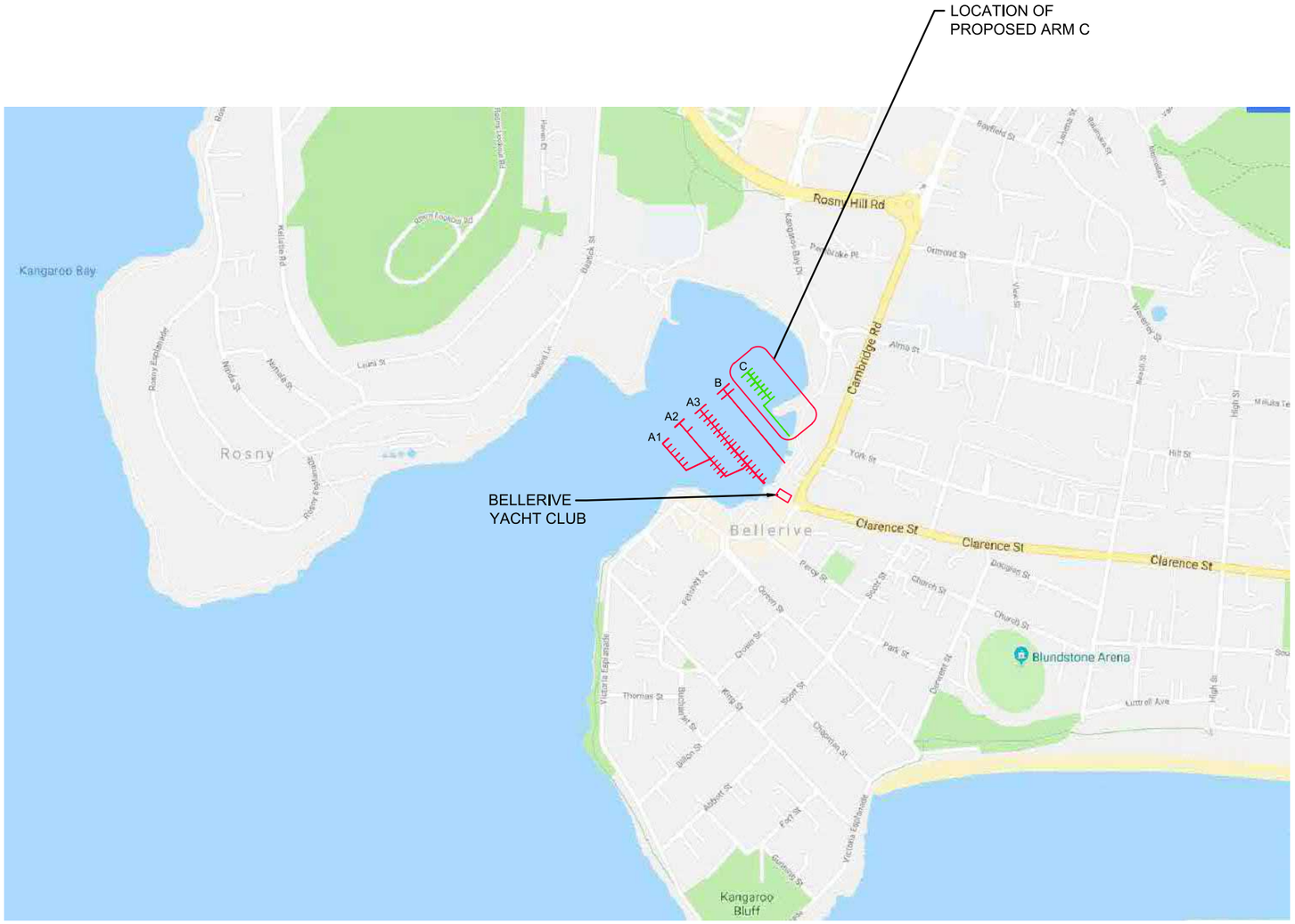
Attachment 2

DRAWING LIST:

		REVISION:
1685 - 101	DRAWINGS LIST, NOTES & LOCATION PLAN	G
1685 - 102	OUTER - GENERAL ARRANGEMENT PLAN	H
1685 - 103	GENERAL ARRANGEMENT PLAN	G
1685 - 104	CURRENT CADASTRAL TITLE, LICENCE & LEASE PLAN	J
1685 - 105	LEASE EXTENSION PLAN	G
1685 - 106	SECTION A	F
1685 - 107	NAVIGATION ASSESSMENT	F
1685 - 108	CAR PARK & ACCESS GENERAL ARRANGEMENT PLAN	G
1685 - 109	SERVICES - GENERAL ARRANGEMENT PLAN	G

GENERAL NOTES:

1. UNLESS NOTED OTHERWISE ON A PARTICULAR DRAWING THESE NOTES APPLY TO ALL DRAWINGS IN THIS SET.
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
3. THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES.
4. ALL LEASE AND CADASTRAL DATA HAVE BEEN TAKEN FROM THE LIST.
5. ALL LANDSIDE WORKS IN ACCORDANCE WITH PREVIOUS BYC MARINA REDEVELOPMENT DA PERMIT D-2018/469.



LOCATION PLAN
NTS

FOR APPROVAL

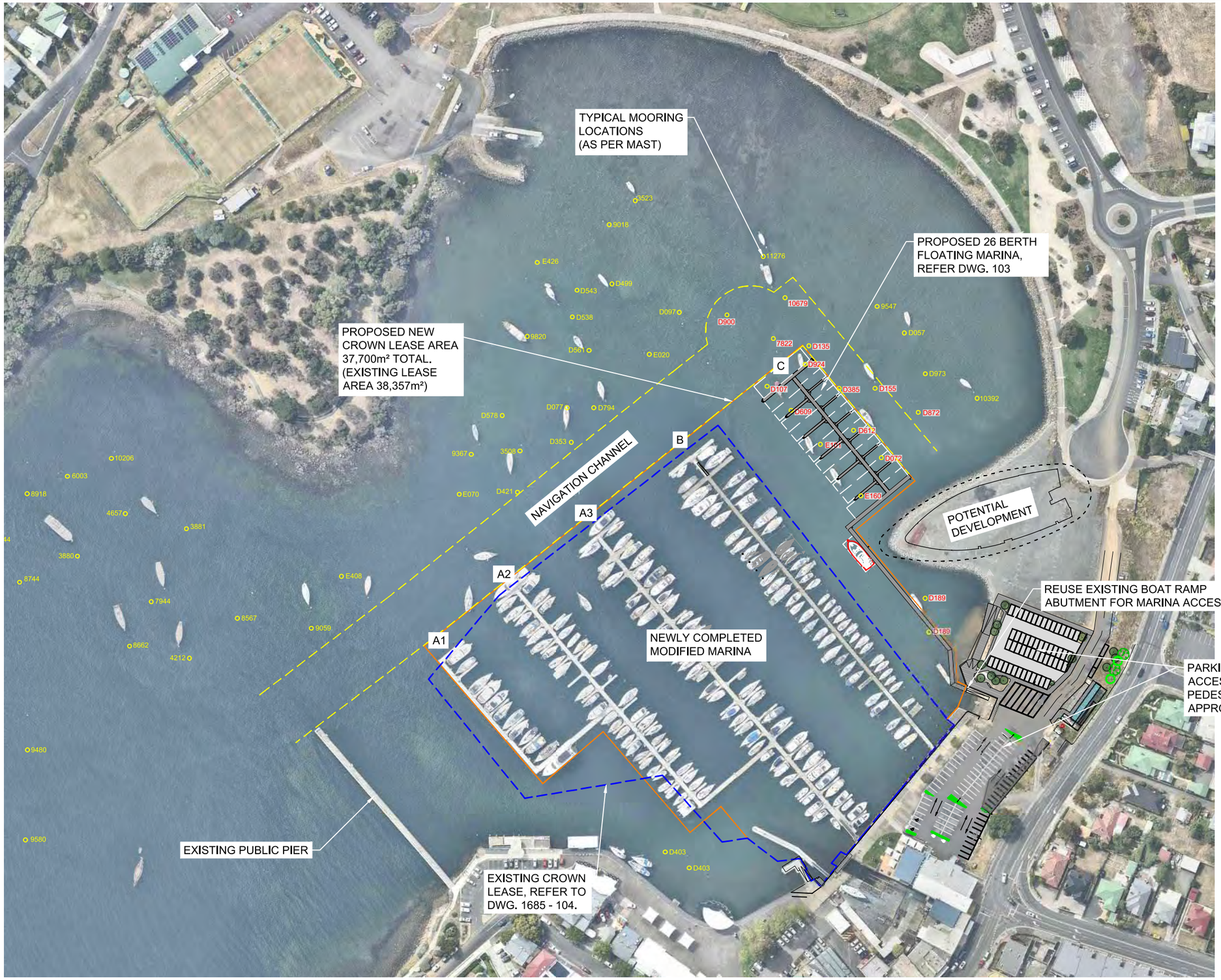
REVISIONS	Rev No	Revision note	Date	Checked	Approved
	F	REVISED FOR ABUTMENT LOCATION	17/01/24	JB	JB
	G	REFVISED FOR COUNCIL RFI	24/06/24	JB	JB

Burbury
ABN 75 146 719 959
P.O. BOX 354
SOUTH HOBART, TAS 7004
P: (03) 6223 8007
F: (03) 6223 1143
E: admin@burburyconsulting.com.au

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Drawn By: R.PARKER	Date: MAY 2022	Client: BELLERIVE YACHT CLUB INC.	
Designed By: J.BURBURY	Date: MAY 2022	Project: BELLERIVE YACHT CLUB - ARM C PROPOSAL	
Checked By:	Date	Title: DRAWINGS LIST, NOTES & LOCATION PLAN	
Approved By:	Date	Scale: NTS	A3
		Drawing No. 1685 - 101	Rev G

Document Set ID: 5288657
Version: 1, Version Date: 24/06/2024



KEY

- EXISTING BYC CROWN LEASE
- EXISTING & PROPOSED CHANNEL
- PROPOSED NEW LEASE BOUNDARY (REFER TO DWGS. 1685 - 104 & 105 FOR MORE DETAIL)

NOTE:
FOR GENERAL NOTES REFER TO DRAWING 1685 - 101.

FOR APPROVAL

OUTER - GENERAL ARRANGEMENT PLAN

1:2000

REVISIONS	Rev No	Revision note	Date	Checked	Approved
	F	REVISED TO SUIT NEW MOORING ARRANGEMENTS	19/04/23	MS	JB
	G	REVISED ABUTMENT DETAILS	17/01/24	KM	JB
	H	CAR PARK PER PERMIT D-2018/469 INCLUDED	24/06/24	JB	JB

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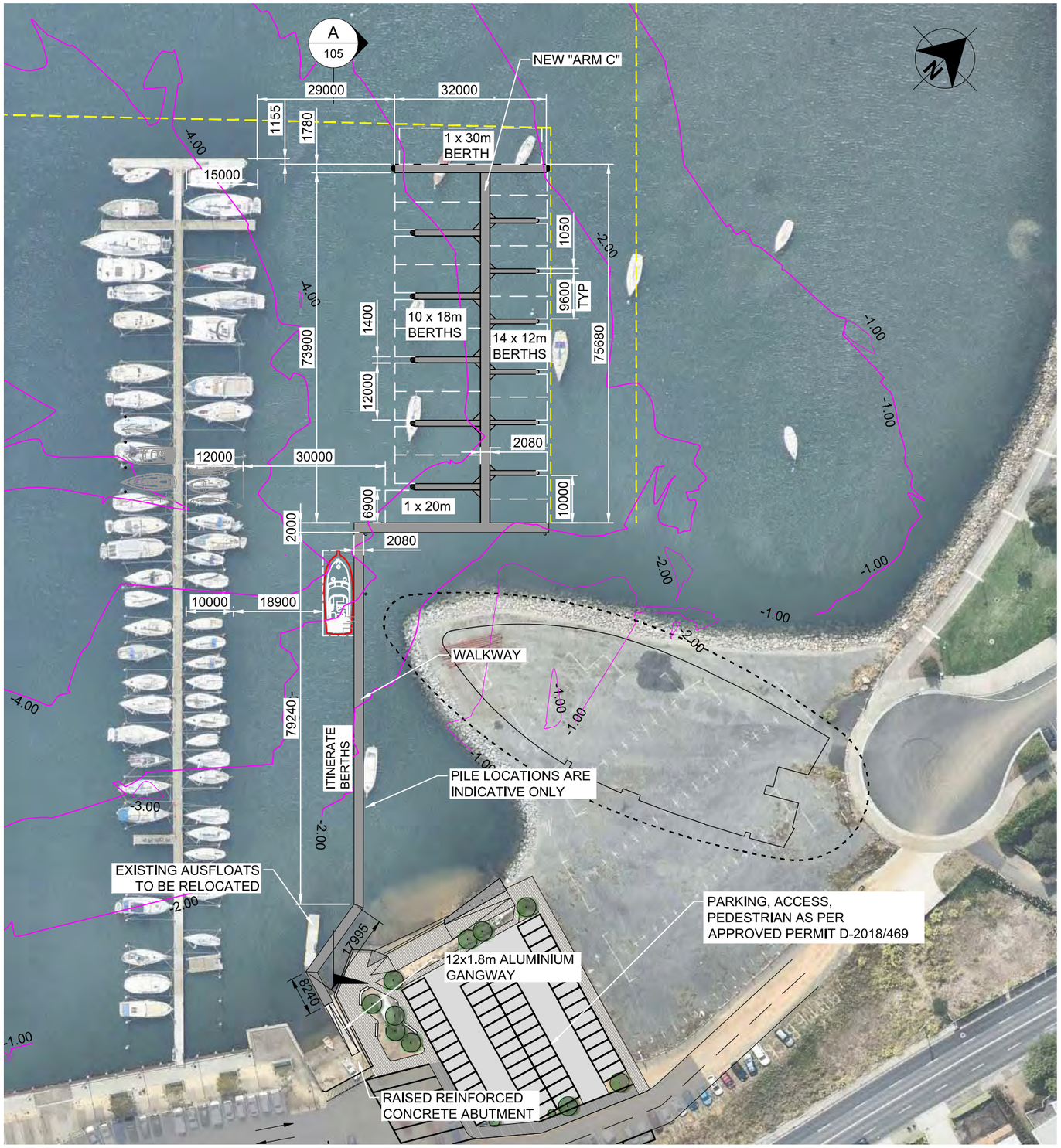
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Burbury Resources
Project Management & Engineering
ABN 75 146 719 959
P.O. BOX 354
SOUTH HOBART, TAS 7004
P: (03) 6223 8007
F: (03) 6223 1143
E: admin@burburyconsulting.com.au

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Drawn By:	R.PARKER	Date	MAY 2022
Designed By:	J.BURBURY	Date	MAY 2022
Checked By:		Date	
Approved By:		Date	

Client	BELLERIVE YACHT CLUB INC.
Project	BELLERIVE YACHT CLUB - ARM C PROPOSAL
Title	OUTER - GENERAL ARRANGEMENT PLAN
Scale	1:2000
A3	
Drawing No.	1685 - 102
Rev	H



DETAILED GENERAL ARRANGEMENT PLAN
1:1000

ARM C - MARINA DETAILS	
BERTH SIZE	No.
12m	14
18m	10
20m	1
30m	1
TOTAL	**26**

TOTAL MARINA DETAILS	
APPROVED BERTHS	211
ARM "C" BERTHS	26
MARINA TOTAL	**237**

KEY

EXISTING & PROPOSED CHANNEL

NOTES:

1. FOR GENERAL NOTES REFER TO DRAWING 1685 - 101.
2. CONTOUR DEPTHS ARE TO CHART DATUM.

FOR APPROVAL

REVISIONS

Rev No	Revision note	Date	Checked	Approved
F	MINOR AMENDMENTS ON FINGER WIDTHS AND ABUTMENT	17/01/24	JB	JB
G	CAR PARK PER PERMIT D-2018/469 INCLUDED	24/06/24	JB	JB

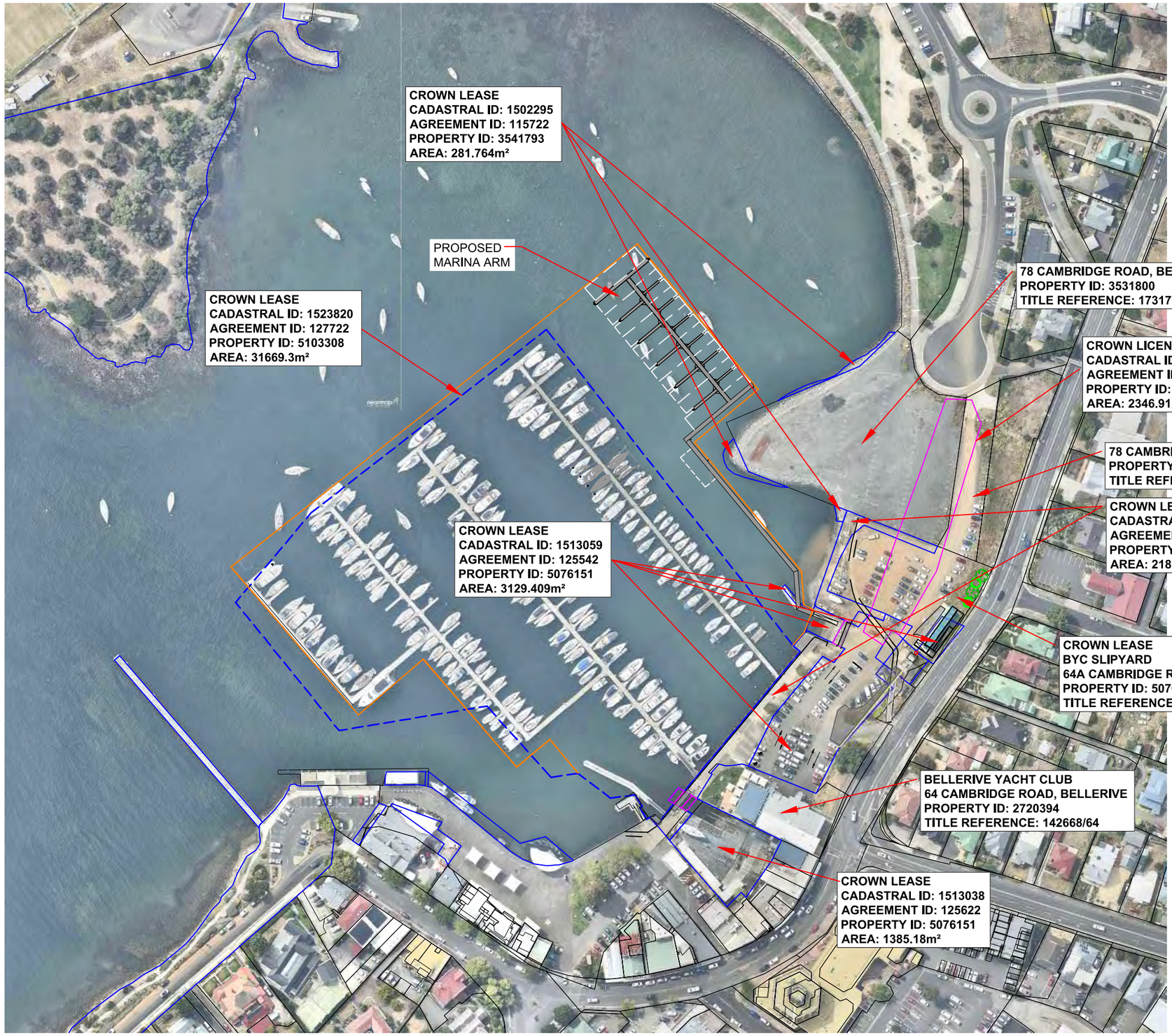
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Burbury
ABN 75 146 719 959
P.O. BOX 354
SOUTH HOBART, TAS 7004
P: (03) 6223 8007
F: (03) 6223 1143
E: admin@burburyconsulting.com.au

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Drawn By:	R.PARKER	Date	MAY 2022
Designed By:	J.BURBURY	Date	MAY 2022
Checked By:		Date	
Approved By:		Date	

Client: BELLERIVE YACHT CLUB INC.
Project: BELLERIVE YACHT CLUB - ARM C PROPOSAL
Title: DETAILED GENERAL ARRANGEMENT PLAN
Scale: 1:1000 | A3 | Drawing No. 1685 - 103 | Rev G



NOTE:
FOR GENERAL NOTES REFER TO DRAWING 1685 - 101.

CURRENT CADASTRAL TITLE, LICENCE & LEASE PLAN

1:2000

NOTE: ONLY NEIGHBORING PROPERTY DETAILS SHOWN

FOR APPROVAL

REVISIONS	Rev No	Revision note	Date	Checked	Approved
	F	SLIPWAY LEASE ADDED	17/11/22	JB	JB
	G	REVISED TO SUIT NEW MOORING ARRANGEMENTS	19/04/23	MS	JB
	H	REVISED LEASE TO SUIT NEW ABUTMENT LOCATION	17/01/24	KM	JB
	J	REMOVED FUTURE GANGWAY AND PONTOONS	24/06/24	JB	JB

40 20 0 40 80m

SCALE 1:2000

Burbury

ABN 75 146 719 959
P.O. BOX 354
SOUTH HOBART, TAS 7004
P: (03) 6223 8007
F: (03) 6223 1143
E: admin@burburyconsulting.com.au

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Drawn By:	R.PARKER	Date	MAY 2022
Designed By:	J.BURBURY	Date	MAY 2022
Checked By:		Date	
Approved By:		Date	

Client	BELLERIVE YACHT CLUB INC.
Project	BELLERIVE YACHT CLUB - ARM C PROPOSAL
Title	CURRENT CADASTRAL TITLE, LICENCE & LEASE PLAN
Scale	1:2000
A3	
Drawing No.	1685 - 104
Rev	J



N

EXTENDED CROWN LEASE
CADASTRAL ID: 1523820
AGREEMENT ID: 127722
PROPERTY ID: 5103308
AREA: 38586m²

LEASE EXTENSION NOTES:

- NEW LEASE EXTENSION ALLOWS FOR ADJUSTMENT TO REVISED MARINA LAYOUT AND ARM C.
- ALLOWANCE MADE FOR EXTENSION AROUND ARM END BERTHS AS PREVIOUSLY REQUESTED BY CROWN.
- FINAL LEASE BOUNDARY TO BE COMPLETED THROUGH REGISTERED SURVEY AT COMPLETION OF WORKS COVERING EXTENT OF STRUCTURES AND OUTER EXTENTS OF BERTHING AREAS AS NOTED IN THE DRAWING AND SUBMITTED TO CROWN.

KEY

- EXISTING MARINA CROWN LEASE
- EXISTING CROWN LEASE
- EXISTING CROWN LICENCE
- PROPOSED NEW MARINA LEASE BOUNDARY

NOTE:
FOR GENERAL NOTES REFER TO DRAWING 1685 - 101.

FOR APPROVAL

LEASE EXTENSION PLAN
1:1000

REVISIONS

Rev No	Revision note	Date	Checked	Approved
F	REVISED TO SUIT NEW MOORING ARRANGEMENTS	19/04/23	MS	JB
G	REVISED LEASE TO SUIT NEW ABUTMENT LOCATION	17/01/24	KM	JB

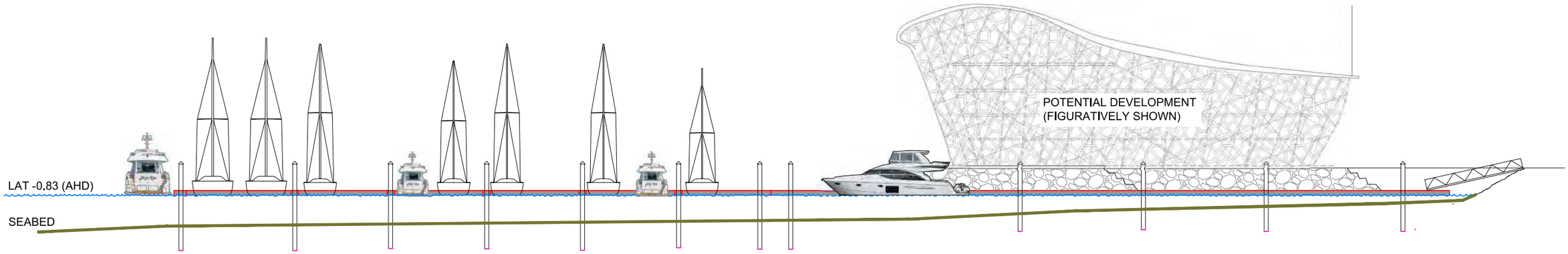
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Burbury
ABN 75 146 719 959
P.O. BOX 354
SOUTH HOBART, TAS 7004
P: (03) 6223 8007
F: (03) 6223 1143
E: admin@burburyconsulting.com.au

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Drawn By:	R.PARKER	Date	MAY 2022
Designed By:	J.BURBURY	Date	MAY 2022
Checked By:		Date	
Approved By:		Date	

Client: BELLERIVE YACHT CLUB INC.
Project: BELLERIVE YACHT CLUB - ARM C PROPOSAL
Title: LEASE EXTENSION PLAN
Scale: 1:1000 | A3 | Drawing No. 1685 - 105 | Rev G



SECTION A
1:500 103

SHOWN AT LAT (LOWEST ASTRONOMICAL TIDE)

PILES DRIVEN INTO SEABED
NOMIANLLY 2-3M TYPICAL

NOTES:

1. FOR GENERAL NOTES REFER TO DRAWING 1685 - 101.
2. PILES AND BOATS SHOWN ARE INDICATIVE ONLY.

FOR APPROVAL

REVISIONS

Rev No	Revision note	Date	Checked	Approved
F	REVISED FOR COUNCIL RFI WITH PILES BELOW WATER	24/06/24	JB	JB

10 0 10 20m
SCALE 1:500

Burbury
ABN 75 146 719 959
P.O. BOX 354
SOUTH HOBART, TAS 7004
P: (03) 6223 8007
F: (03) 6223 1143
E: admin@burburyconsulting.com.au

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Drawn By:	R.PARKER	Date	MAY 2022
Designed By:	J.BURBURY	Date	MAY 2022
Checked By:		Date	
Approved By:		Date	

Client: BELLERIVE YACHT CLUB INC.
Project: BELLERIVE YACHT CLUB - ARM C PROPOSAL
Title: SECTION A
Scale: 1:500 | A3 | Drawing No. 1685 - 106 | Rev F



MOORINGS TO BE REMOVED / RELOCATED
10679
7822
D072
D107
D135
D155
D189
D189
D385
D609
D612
D872
D900
D924
E101
E160

KEY

MOORINGS TO BE REMOVED OR RELOCATED (TO BE CONFIRMED BY MAST).

NOTE:
FOR GENERAL NOTES REFER TO DRAWING 1685 - 101.

NAVIGATION ASSESSMENT
1:2000

FOR APPROVAL

REVISIONS	Rev No	Revision note	Date	Checked	Approved
	F	FUTURE GANGWAY REMOVED AND CAR PARKING ADDED	24/06/24	JB	JB
	E	REVISED TO SUIT NEW MOORING ARRANGEMENTS	19/04/23	MS	JB

40 20 0 40 80m
SCALE 1:2000

Burbury
ABN 75 146 719 959
P.O. BOX 354
SOUTH HOBART, TAS 7004
P: (03) 6223 8007
F: (03) 6223 1143
E: admin@burburyconsulting.com.au

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Designed By: J.BURBURY	Date: MAY 2022	Project: BELLERIVE YACHT CLUB - ARM C PROPOSAL	
Checked By:	Date:	Title: NAVIGATION ASSESSMENT	
Approved By:	Date:	Scale: 1:2000	A3	Drawing No. 1685 - 107	Rev F



NOTE:
FOR GENERAL NOTES REFER
TO DRAWING 1685 - 101.

CAR PARK & ACCESS GENERAL ARRANGEMENT PLAN
1:500

FOR APPROVAL

REVISIONS

Rev No	Revision note	Date	Checked	Approved
F	REVISED FOR NEW ABUTMENT	17/01/24	JB	JB
G	PARKING & LANDSIDE CONFIRMED TO PERMIT D-2018/469	24/06/24	JB	JB

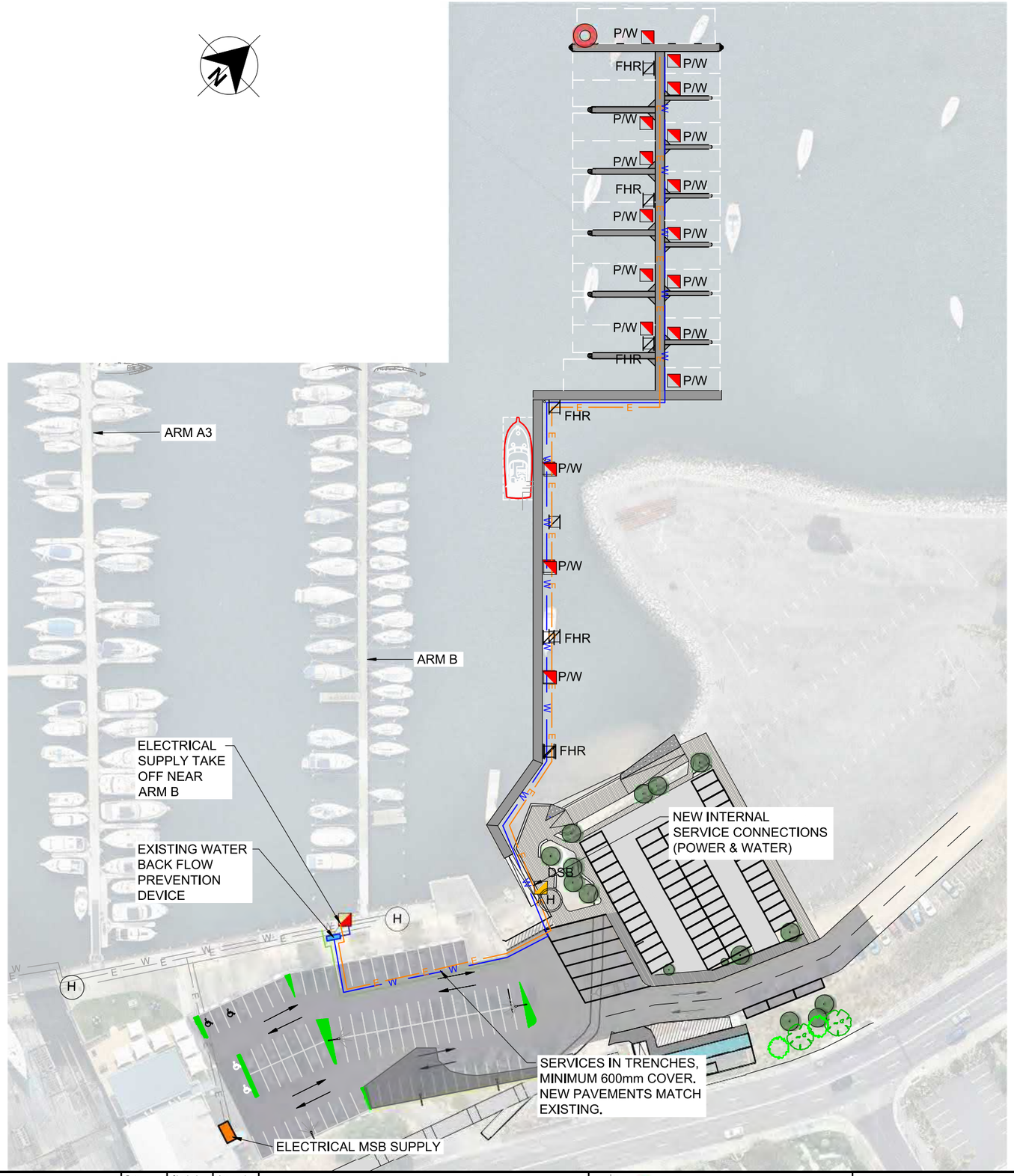
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SCALE 1:500

Burbury
ABN 75 146 719 959
P.O. BOX 354
SOUTH HOBART, TAS 7004
P: (03) 6223 8007
F: (03) 6223 1143
E: admin@burburyconsulting.com.au

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Designed By:	J.BURBURY	Date	MAY 2022
Checked By:		Date	
Approved By:		Date	

Client: BELLERIVE YACHT CLUB INC.
Project: BELLERIVE YACHT CLUB - ARM C PROPOSAL
Title: CAR PARK & ACCESS GENERAL ARRANGEMENT PLAN
Scale: 1:500 | A3 | Drawing No. 1685 - 108 | Rev G



KEY

- W — EXISTING WATER LINE
- E — EXISTING ELECTRICAL SERVICE LINE
- EXISTING SPARE Ø50 CONDUIT FOR FUTURE COMMUNICATIONS
- H — EXISTING HYDRANT
- W — WATER LINE
- E — ELECTRICAL SERVICE LINE
- SPARE Ø50 CONDUIT FOR FUTURE COMMUNICATIONS
- FHR — NEW FIRE HOSE REEL (+ FIRE EXTINGUISHER)
- P/W — NEW SERVICE PEDESTAL (2x15A GPO ALL BERTHS) & WATER
- DSB — NEW DSB
- NEW LIFE RING
- H — NEW HYDRANT

NOTE:
FOR GENERAL NOTES REFER TO DRAWING 1685 - 101.

SERVICES - GENERAL ARRANGEMENT PLAN

1:1000

FOR APPROVAL

REVISIONS	Rev No	Revision note	Date	Checked	Approved
	F	REVISED FOR NEW ABUTMENT LOCATION	17/01/24	JB	JB
	G	REVISED WITH PARKING TO EXISTING PERMIT D-2018/469	24/06/24	JB	JB

20 10 0 20 40m
SCALE 1:1000

Burbury
ABN 75 146 719 959
P.O. BOX 354
SOUTH HOBART, TAS 7004
P: (03) 6223 8007
F: (03) 6223 1143
E: admin@burburyconsulting.com.au

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Drawn By:	R.PARKER	Date	MAY 2022
Designed By:	J.BURBURY	Date	MAY 2022
Checked By:		Date	
Approved By:		Date	

Client: BELLERIVE YACHT CLUB INC.
Project: BELLERIVE YACHT CLUB - ARM C PROPOSAL
Title: SERVICES - GENERAL ARRANGEMENT PLAN
Scale: 1:1000 | A3 | Drawing No. 1685 - 109 | Rev G

Burbury CONSULTING
Project Management & Engineering

11/11/2022

Property Services
Tasmania Parks and Wildlife Service
Department of Primary Industries parks Water & Environment
Level 8, Lands Building,
134 Macquarie Street
Hobart. 7001

Dear Property Services,

Development Application- BYC Arm C Development
Request for consent from Property Services to lodge

In conjunction with the Department of State Growth, the Bellerive Yacht Club (BYC) has developed a revised layout of their new marina redevelopment to relocate previously approved marina berths to allow for access for ferry operations into Kangaroo Bay and the public wharf behind the new public pier.

The proposal is to adjust the BYC marina through the removal of the previously approved marina berths on Arm A1 adjacent to the public pier and their relocation to a new Arm C to the north of the redeveloped BYC marina to support those removed berths from the original marina permit (D-2018/469 planning permit). BYC previously received consent and approval for their marina redevelopment in 2019 and completed construction for these works in 2022.

In accordance with the planning permit approvals process, to commence works on the above proposed project, the first step is to seek landowner consent, from the Crown through Property Services (PS), prior to submitting the Development Application (DA), associated documents and drawings to Clarence City Council (CCC).

Please find enclosed the prepared DA package for review and PS consent. The proposed development includes expansion of the BYC Marina adjacent to the existing with new floating pontoons to accommodate 26 berth arm extension (noted as Arm C).

The proposed planning and design have been developed through facilitation of the Department of State Growth and in conjunction with BYC, Clarence Council and their preferred developer for the Kangaroo Bay site (Chambroad).

Included in the DA package are the following documents:

- Application for a Works and/or Development Application.
- Vary of Crown Licence Form.
- A signed consent letter from Proponent for Burbury Consulting to act as their agent.
- Project DA Drawings.
- Supporting Information Letter.
- Covering letter (This document).
- Marine Environmental Impact Assessment for the extended marina arm area.

In the preparation of this extension the Department of State Growth has facilitated the design and planning with all necessary stakeholders including the ferry operator, Clarence Council, Chambroad Developer of the proposed development of Kangaroo Bay adjacent to the BYC, Marine and Safety Tasmania (MAST) and

287 Macquarie Street, Hobart 7000
PO Box 354, South Hobart, 7004
admin@burburyconsulting.com.au
www.burburyconsulting.com.au
Tel 03 6223 8007
Fax 03 6212 0642
Burbury Consulting Pty Ltd
ABN 75 146 719 959

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Version: 1, Version Date: 15/03/2024

BYC. The design has taken into account all current and existing infrastructure developments and marine traffic requirements for the area.

Please contact: Burbury Consulting if you require any further information to provide landowner consent so as the DA can be lodged with CCC.

If you have any queries, please don't hesitate to call or contact me

Yours faithfully



Khishendran Mahendran
Project Engineer
Burbury Consulting Pty Ltd
kmahendran@burburyconsulting.com.au

Document Set ID: 5218379
Version: 1, Version Date: 15/03/2024

17/01/2024

Dear Planning Officer,

Development Application – BYC Arm C Development
DA supporting Information letter

1. Introduction

The following supporting information forms part of the Development Application (DA) for the proposed BYC Arm C Development Proposal. It details the proposed works and provides an assessment for the proposal against the relevant provisions of the Tasmania Planning Scheme - Clarence (the Scheme).

The proposal is for the expansion of BYC marina through an additional marina arm to the north of the existing marina noted on the drawings as Arm C (refer Figure 2.1 below) to provide relocation of previously approved marina berths not installed on Arm A1 and coordinated in development with Kangaroo Hotel development (Chambroad Development).

The proposed relocation of berths has been facilitated by the Department of State Growth (Department) to ensure the public ferry operation from Brooke Street Pier to the existing ferry wharf in Bellerive can navigate within the area between the BYC marina and the public pier. The Department has facilitated this process through consultation with BYC, Clarence Council, Chambroad Development and the regulators.

The proposed work will include installation of new floating pontoons and fixed aluminium gangway connected to a concrete abutment on the foreshore of 64A Cambridge Road Bellerive. The floating pontoons will be connected to driven steel piles with polyethylene sleaves similar to the new marina recently installed in 2022.

The proposed development of the new Arm C has been designed to be a low impact development, matching existing infrastructure footprint; resulting in only localised disturbance that will be managed in line with current best practice standard for design and construction as completed with the recent marina.

A review of the connectivity and impact on access to the Chambroad Development was completed as part of the design development works as well as review of safe navigation and impact to existing moorings with MAST.

2. Background

2.1 Existing Site

BYC is located at 64 Cambridge Road, at the southern end of Kangaroo Bay. The site includes both marina and landside infrastructure encompassing both private land (PID: 2720394) as well as land and marina leaseholds (refer to Figure 2.3 below).

The BYC was established in 1926 at its current site and has maintained a strong presence within Kangaroo Bay, providing sailing and boating facilities for its wide base on members, associate members and visitors.

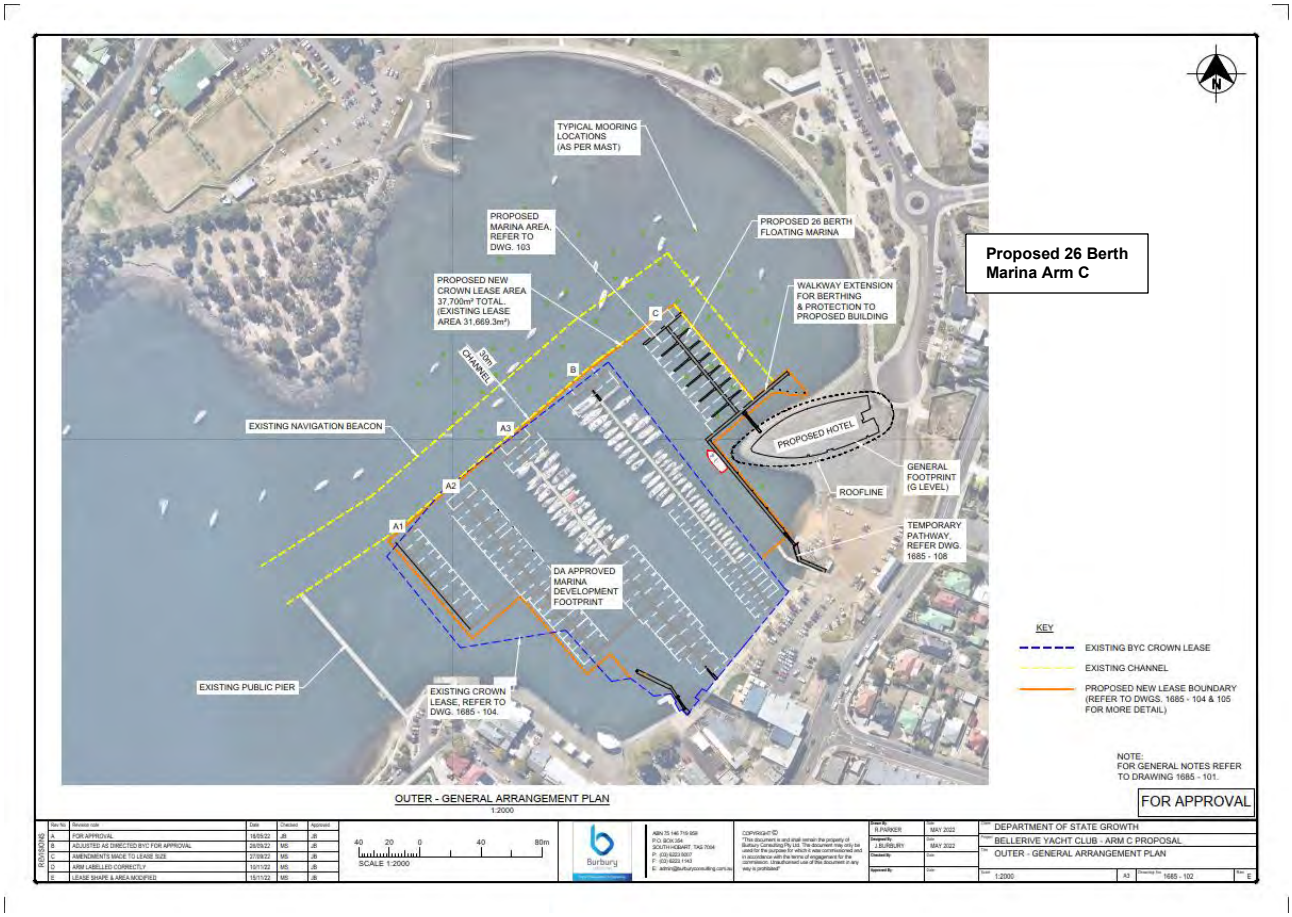
The BYC compromise the following facilities:

- 211 berths marina compromising both floating and fixed jetty structure (recently completed in 2022);
- Dinghy storage shed;
- Fuel jetty;
- Boat ramp;

- Slipway haul out and yard;
- Car parking; and
- Clubhouse building.

Kangaroo Bay supports a significant amount of other boating and recreational infrastructure including boat ramp, swing moorings, public wharf and new public floating pontoon

Figure 2.1 BYC Aerial Plan – Proposed Development for Arm C



2.2 Proposed Marina & Existing Infrastructure

The existing marina supports a wide range of user from competitive sailing vessels to recreational powered vessels.

The existing marina currently supports 211 berths with both fixed and floating jetties.

The redevelopment of the BYC marina has just been completed and consisted of:

- Marina development of Arms A1, A2, A3 and Arm B;
- Fuel storage tank and floating fuel jetty;
- Dinghy storage shed; and
- New car parking area (still to be developed with Council).

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In 2021 the Department introduced a trial for public ferry between Brooke Street Pier and Kangaroo Bay. The ferry operator requested a review of navigation and operational impacts at the entry of Kangaroo Bay including access of the ferry between the new BYC marina and public pier. This review requested BYC to remove from construction all proposed floating marina pontoons on Arm A1 to the south that was adjacent to the public pier as outlined in Figure 2.2 and consider options to relocate in the development to Arm C.

Figure 2.2: Marina Berth Relocation from Arm A1 to Arm C



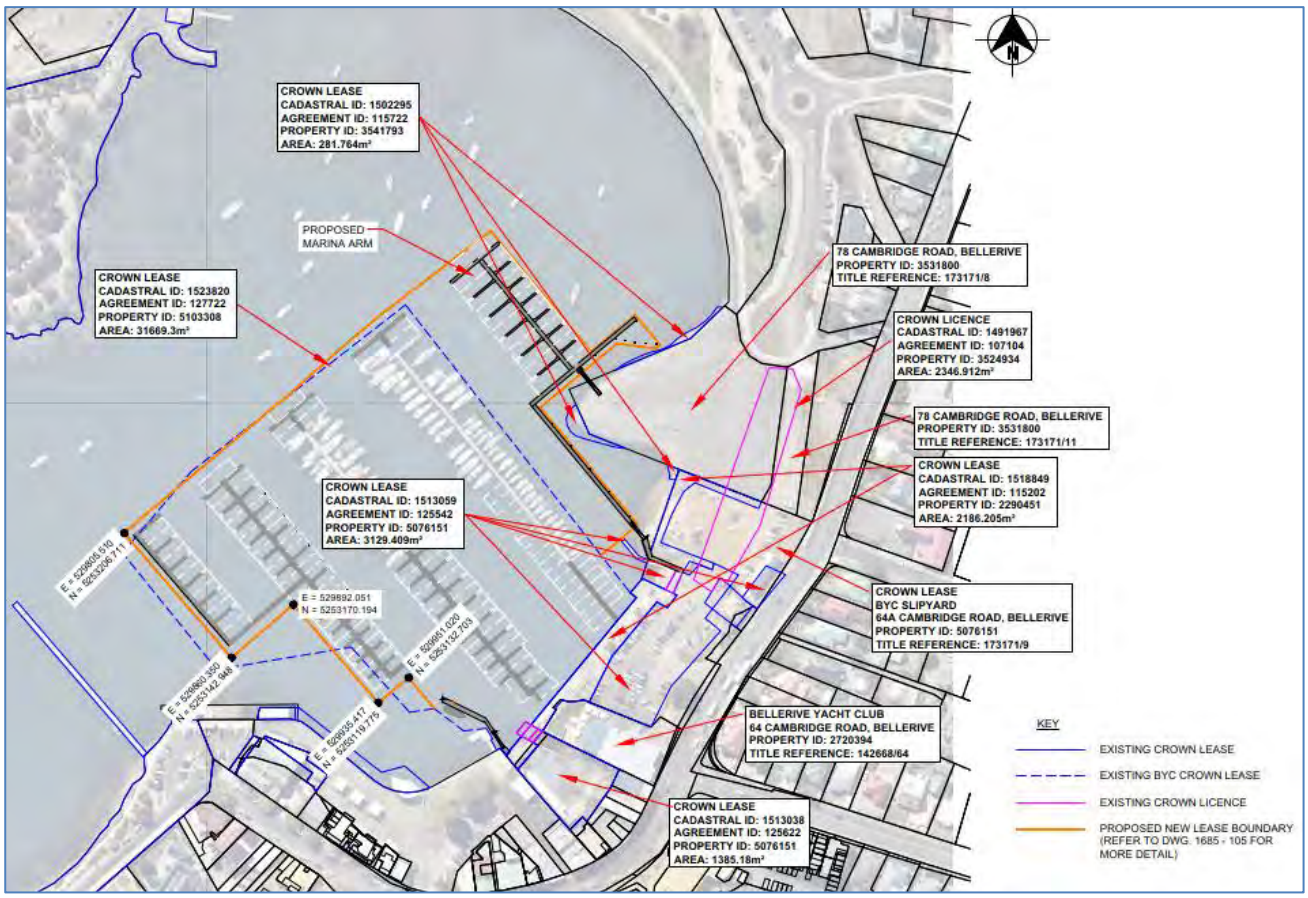
The new Arm C was developed to allow for relocation of the 13 berths lost in the original marina layout as well as provide for added capacity in the future with incorporation of protection to the Chambroad Development and itinerant berthing for that development.

2.3 Development Extents

The location for the site is defined in Figure 2.3 below. The proposal is located at 64A Cambridge Road and adjoint waterway lease by Bellerive Yacht Club (BYC) from Clarence City Council (CCC) and Crown Land Services respectively.

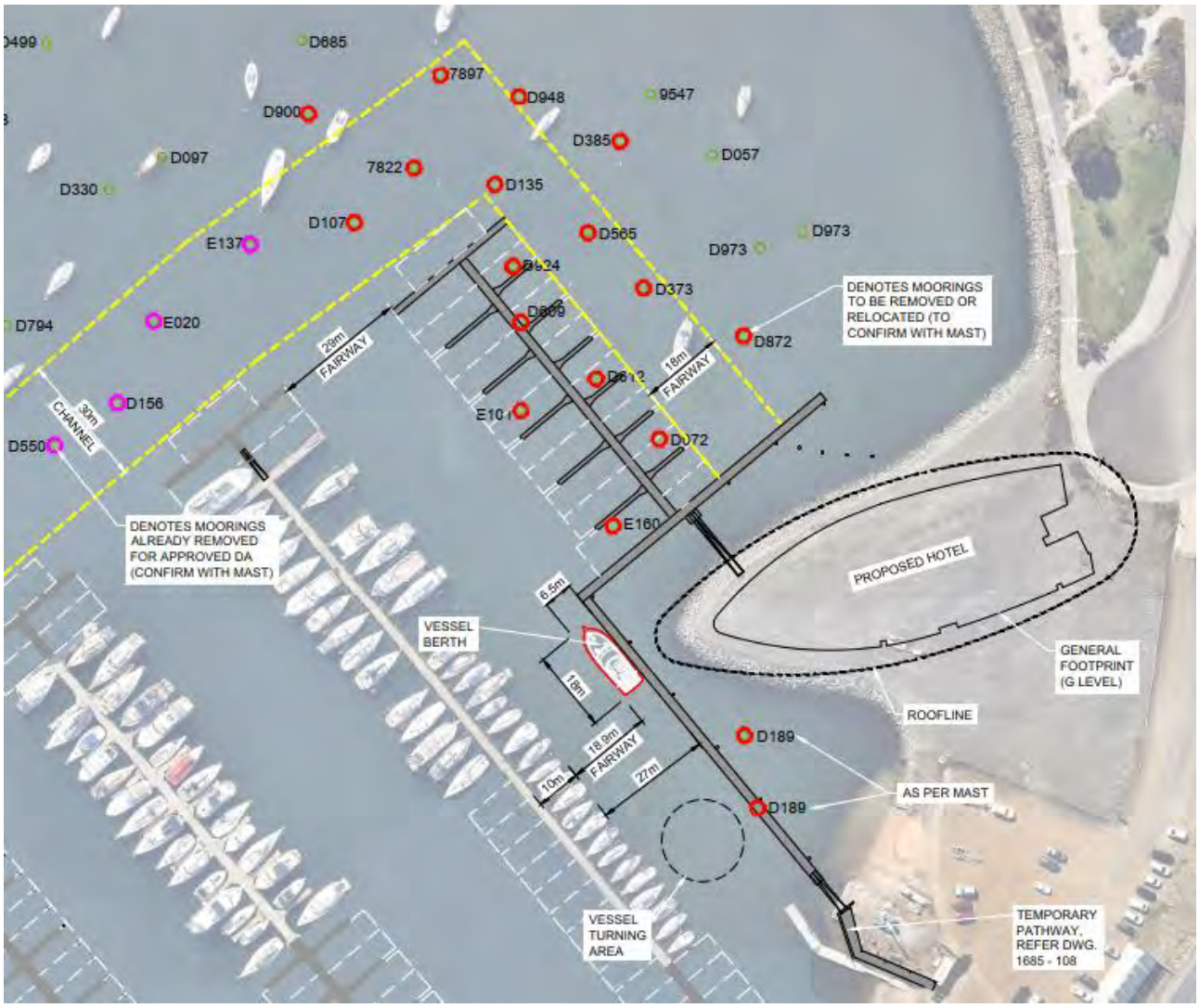
The existing crown lease area is located on the currently upgrading marina. This proposed development application is for an extension of current marina in front of 64A Cambridge Road (refer below).

Figure 2.3: Location of Site and Titles



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Figure 2.4: Proposed marina Arm C works



The attached Development Drawings (refer Figure 2.4) highlights these property boundaries and outlines the proposed works.

Please find attached proposed Development Application package including the following documents:

- Application form for Crown lands work and development approval.
- A signed consent letter from the proponent for Burbury Consulting to acts as their agent – BYC general Manager.
- DA Drawings.
- DA supporting information letter.
- Marine Solutions Marine Natural Values Assessment Report.
- Covering letter.

3. Development Proposal

BYC received planning approval for their current redevelopment in June 2019 (D-2018/469). The Department of State Growth introduced a new ferry operation in 2021 from Brooke Street Pier to Bellerive utilising the existing ferry wharf in Bellerive (adjacent to the marina and inside the public pier). As part of that commission, DSG has requested BYC to review option to remove berths on the southern arm to limit any impact on ferry operations.

A number of layout options were considered as part of the design development phase leading to the preferred layout as detailed in attached Drawings. Current proposal of northern expansion on BYC revolve around the loss of berths on the southern arm (current works undertaken as part of previous DA) as well as providing suitable accessibility for a visiting vessel for Kangaroo Bay Development in the future.

The landside works within CCC property includes:

- No works will be conducted on landside as part of this application

The marine works within Crown Lease Area includes:

- New floating pontoons fixed and secure with driven steel circular hollow piles, with HDPE sleeves
- Connecting new aluminium gangway to new floating pontoons.
- Relocation/ remove of existing swing mooring to enable clear navigation into Kangaroo Bay and the proposed marina expansion footprint

The capacity of the existing marina has been assessed for additional requirements of the extended marina. New water and electrical mains will be installed to each jetty arm to supply the powered service units, lighting, water taps and fire hose reels. The services will be installed within the floating pontoons (that typically provide service block-outs designed for proprietary pontoon system)

Water supply will be installed to meet AS 3962 for fire hose reels at 30m intervals and pressure and flow rate requirements. Additional fire extinguisher stations will also be provided.

Lighting for the extension of marina will be incorporated into the service pedestals to provide low level impact but adequate illumination for pedestrian access.

The general arrangement and layout of the development is detailed in the attached drawings. The development fall outside the existing crown lease by BYC, therefore requiring vary of licence to include the proposed development.

4. Use Class

The use of the development is:

Pleasure boat facility - use of land to provide facilities for boats operated primarily for pleasure or recreation, including boats operated commercially for pleasure or recreation. An example is a marina.

5. Zoning and Overlays

The land is subject to the proposal is zoned:

- 31 Particular Purpose – Clarence Local Provisions Schedule (CLA) – P2.0 Kangaroo Bay (Landside abutment and gangway).

The purpose of the **Particular Purpose Zone** is to promote appropriate development for the Bellerive Village and Kangaroo Bay foreshore area that embraces the unique and high-profile nature of the area while being responsive to the area's constraints and physical context.

The proposed marina extension falls within the purpose and use of this zone.

The proposal includes allowance for alongside berthing of a vessel for the Kangaroo Bay Development consistent with the PPZ. Consultation of the proposed works has been undertaken with Clarence Council and the preferred developer of the Kangaroo Bay foreshore.

6. Applicable Codes and Standards

The below Table 1 indicates the applicable sections of the Tasmania Planning Scheme code and how they have been satisfied by either consideration of this supporting information letter or applicable documentation. If Codes are not identified below, they are to be considered not applicable.

Table 1: Applicable sections of the planning Code and compliance

Applicable CODE Clause	Discussion / Conclusion	Compliance Confirmed
C2.0 **Parking and Sustainable Transport Code**	Current proposal will provide additional 26 wet berths for the marina including relocation of 13 berths from the original marina layout. This brings the total number of berths from 211 to 237 wet berths. Based on the Use Class (Pleasure Boat Facility - Marina), the requirement for Marina parking is 0.6 spaces for each wet berth. Current carpark consists of 158 formalised parking which allows for 144 car parks for wet berths (0.6 space per wet berth) and 14 car parks for employee (0.5 spaces per marina employee) Therefore, the proposal satisfied all applicable development standard of the Code. It is noted that in 2020 the Australian Standard for marinas changed from a guidelines to a performance requirement and the standard (which forms the basis of the planning requirements) has adjusted car parking ratios from 0.6 spaces per berth to 0.3 spaces per berth and therefore more than adequate parking for this marina based on current modern standards.	YES
C 11 **Coastal Inundation Hazard Code**	The abutment works for the proposed project is highlighted as a high risk area for coastal inundation. The proposal abutment height is used for the accessibility on current tides and sea level. It can be adapted to raise the level with sea level rise as an adaptation measure. The structures are non-habitable and maintain an existing use of the site and facility. If the ramp is raised for the current proposal to allow for future sea level rise of 0.8m, it will cause the existing gangway to be steeper during Lowest Astronomical Tide (LAT). Therefore, the proposal satisfied all applicable development standard of the Code	YES

7. Marine Natural Values Survey

A marine natural values survey for the proposed marina arm extents has been undertaken by Marine Solutions and provided as an attachment. Consistent with the previous redeveloped marina there are no significant impacts on the marine environment that would result in the proposed construction or operation of the proposal.

8. Construction Methodology

The proposed construction works for the project will be completed by a contractor, whom will have experience with marine construction particularly within sensitive marine environments and applying appropriate safety measures and documentation required. The majority of new works can be constructed off site reducing the construction works on land and in the waterway.

The on-site construction will generally involve the following tasks:

- Site mobilisation of floating barge and piling rig to drive piles for supporting the floating jetty system
- Installation of security fence around all access areas, inclosing the work areas
- Installation of environmental controls (silt curtains or similar);
- Supply, delivery and installation of all steel piles and polyethylene sleeves by floating barge to install the piles to secure new floating pontoon.
- Supply and delivery of pontoons, installed by commercial vessels
- Installation of new aluminium gangways to access the pontoons
- Power, water supply, services pedestals and fire hose reels will be installed as per drawings
- Site clean-up and demobilisation

9. Construction Environmental Management Plan

The Contractor shall submit a Construction Environmental Management Plan (CEMP) that demonstrates compliance with best practice guidelines and relevant legislation and regulation. The CEMP must be compliance with the previous EMPs for the marine construction and consideration to the recommendation from the marine environment assessment.

Previous works on the marina site will form the basis for identification of environmental impacts and hazards as well as controls.

A CEMP for the original marina is provided as reference for the proposed marina extension arm. This was approved for the recent marina construction and therefore is current and appropriate for the new marina extension arm.

10. Summary

The above assessment demonstrates that the proposed development is able to satisfy the Scheme requirements. The proposal is considered appropriate and does not result in any land use conflicts.

The application is considered consistent with the requirements of the Tasmanian Planning Scheme (TPS) and Clarence Local Provisional Schedule, consequently this proposed development should be deemed to be acceptable.

If you have any queries or would like to discuss the above further let me know.

Yours faithfully



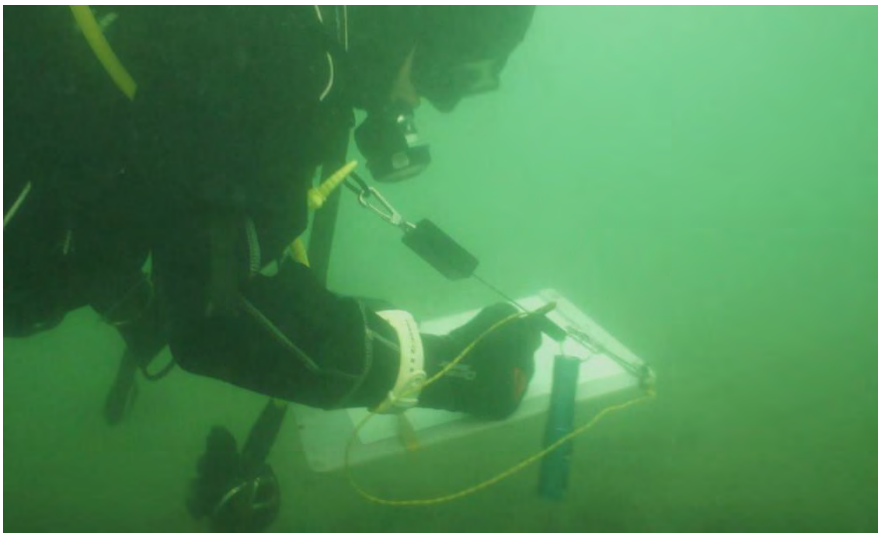
Khishendran Mahendran
Project Engineer
Burbury Consulting Pty Ltd
kmahendran@burburyconsulting.com.au

Attachments:

- Crown Works & Development Form
- Vary of Crown Licence Form
- A signed consent letter from the Proponent for Burbury Consulting to act as their agent – BYC General Manager Scott Steedman
- Project DA drawings (including Location plan)
- Covering letter;
- Supporting information letter (this document)
- Marine Environmental Impact Assessment
- CEMP marina redevelopment.

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Version: 1, Version Date: 15/03/2024

MARINE ENVIRONMENTAL IMPACT ASSESSMENT FOR A JETTY REPLACEMENT AT BELLERIVE YACHT CLUB, KANGAROO BAY, TASMANIA



Report to

James Burbury, Burbury Consulting

June, 2022

Marine SOLUTIONS TASMANIA PTY LTD

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Version	Author	Date reviewed	Reviewed by	Notes
1 of 3	E. Callander	09/06/2022	A. Ford	
2 of 3				Updated from v1 with updated General Arrangement Plan (Figure 1)
3 of 3		17/11/2022	L. Smith	Updated from v2 with updated General Arrangement Plan (Figure 1)

[1] Cover photo, (Marine Solutions, May 2022)

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1 EXECUTIVE SUMMARY

The Bellerive Yacht Club is proposing an upgrade to the marine and coastal facilities at their marina in Kangaroo Bay, Hobart, Tasmania. Marine Solutions was engaged by Burbury Consulting on behalf of the Bellerive Yacht Club to conduct an Environmental Impact Assessment to identify the environmental risks associated with the proposed marina upgrade, and to provide impact mitigation recommendations. Investigations included:

- Desktop research, including a search for protected and threatened species
- Bathymetric mapping of the proposed development area
- Sediment sampling
- A targeted pre-disturbance clearance search for threatened handfish, in accordance with Department of Natural Resources and Environment Tasmania (NRE TAS, formerly DPIPWE) guidelines

Preliminary research included a desktop review of natural values, utilising government tools including the Natural Values Atlas and the Environment Protection and Biodiversity Conservation (EPBC) Protected Matters Search Tool. A total of 18 threatened and protected marine species and 1 threatened ecological community were identified as possibly occurring or known to occur in the area. The desktop review informed and was followed by field survey investigations, including targeted, species-specific searches for threatened and protected marine species and communities.

Findings were congruent with surveys conducted by Marine Solutions in 2013 and 2018, with no threatened or protected species, in particular the spotted handfish (*Brachionichthys hirstus*), found in the survey area. Species observed by divers were relatively common in the region, including Northern Pacific seastars (*Asterias amurensis*), regular seastars (*Patiriella regularis)* and blue mussels (*Mytilus sp)*.

The results of the bathymetric mapping found a gently sloping subtidal zone with depths increasing with distance from shore from 0 – 5m. The substrate was primarily composed of sand and silt, with patches of bioturbation and shell grit observed throughout the surveyed area, indicative of suitable handfish habitat. Epiphytic algae growth was observed on old mooring blocks and marine debris.

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With the exception of mercury and nickel, the majority of sediment contaminants were below or within acceptable limits of the Australian and New Zealand Environment and Conservation Council (ANZECC) Interim Sediment Quality Guidelines (ANZECC/ARMCANZ, 2000). No spatial patterns were observed for heavy metal contamination within Kangaroo Bay, with the exception of a single site closest to the shore, where elevated heavy metal concentrations were recorded.

In summary, with the adoption of the recommended risk management strategies provided in Table 1, the proposed development can minimise or mitigate risk to the immediate and surrounding ecological assemblages.

Table 1. A summary of the potential impacts and recommended mitigations for the proposed development.

	Potential impacts	Recommended mitigations
Intertidal environment	Should the proposed development require access to the wider intertidal zone outside the development survey areas during or post-construction, there may be some risk to any undetected populations including habitat trampling and disturbance.	Minimise activities along the foreshore during construction and design any structures to span over areas of the intertidal zone rather than disturbing the substrate with pilings or footings etc. Although, no threatened seastars were observed during the survey, there should be no unnecessary disturbance of the intertidal environment.
Marine Mammals	Acoustic impacts may arise as a result of piling during construction. This may adversely impact marine mammals which may be present in the surrounding waters.	As a measure of prudence, the area should be monitored for the presence of marine mammals during construction operations and mitigation approaches for noise-generating activities are recommended, including 1) a soft start and 2) cessation of noise generating activities if a marine mammal is observed in the vicinity.
Water quality & Sediment Contaminants.	Disturbed sediments may impact water quality in the vicinity of the proposed development. Introduction of contaminants into	Use vessel-based piling / pile spinning as a construction method. Minimise the re-suspension of fine sediments that might incorporate high levels of heavy metals bound to organic

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	Potential impacts	Recommended mitigations
	environment from construction materials.	particles. Installation of a silt screen around the defined work area during marine construction will help to minimise the dispersion of any resuspended sediments. Timing pile driving activity to occur during favorable weather conditions can reduce the likelihood of sediment plume impacts on the environment.
Biosecurity	Translocation of introduced marine pests presents a threat to the existing natural values of the proposed development area.	Existing protocols (*Living Marine Resources Act 1995*) should be followed to ensure no marine species are translocated.
Handfish	Construction may directly impact individuals it they are to move into the area, if water quality is adversely impacted during works, or if introduced marine pests are transported into the area. Loss of potential handfish habitat may be lost.	Continued awareness of any new sightings of handfish in the proximity of the proposed development to identify any spatial shifts in local populations. Utilisation of silt screens during sediment resuspension activities to ensure water quality within the area is not adversely impacted during works. Implementing biosecurity recommendations to minimise the risk of transferring introduced marine pests to the area.

2 INTRODUCTION

2.1 PROPOSAL BRIEF

Marine Solutions was invited by James Burbury from Burbury Consulting to conduct an Environmental Impact Assessment of proposed works at the Bellerive Yacht Club in Kangaroo Bay, Derwent Estuary (Figure 1).

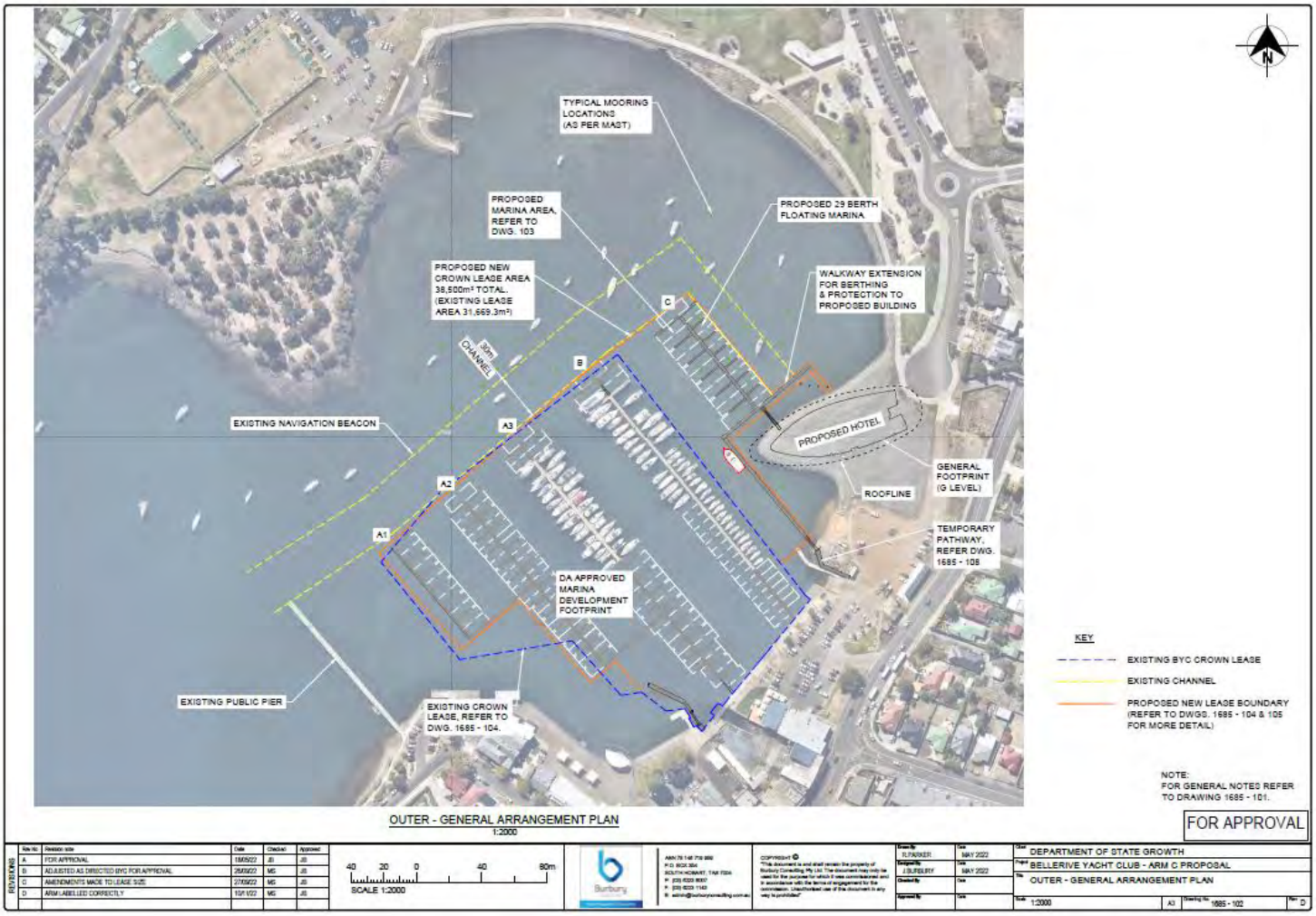


Figure 1. General Arrangement Plan (Image source: Burbury Consulting, November 2022).

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2.2 PURPOSE AND SCOPE

The purpose of this report is to provide a detailed description of the Environmental Impact Assessment investigations in the vicinity of the proposed development at the Bellerive Yacht Club Marina. This report also characterises potential environmental risk of proposed works and provides impact mitigation recommendations.

The scope of this report extends to a detailed summarisation of available information regarding natural values and ecology of the area. Please note that the scope does not extend to terrestrial ecology.

Specifically, the project includes the following:

- Desktop research, including Natural Values Assessment and Protected Matters Search
- Bathymetric mapping of proposed development area
- Sediment sampling
- A targeted pre-disturbance clearance search for threatened handfish, in accordance with guidelines provided by Policy, Projects and Regulatory Services (PARS) from the Department of Natural Resources and Environment (NRE) Tasmania
- Provision of a report detailing survey methods, results and any notable observations

2.3 STUDY AREA

Bellerive is a suburb of Hobart, located on the eastern shore approximately 6km away from the city centre by road. It falls under the municipality of the Clarence City Council. Kangaroo Bay is positioned westward of the centre of Bellerive (Figure 2).

The proposed development includes the construction of a floating walkway around the reclaimed land in the northeast corner of Kangaroo Bay, with a new gangway and walkway pontoon, a new berth for a vessel up to 20m, and a new marina arm with capacity for 29 extra berths. The arrangement of the proposed marina arm is provided in Figure 1.

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Figure 2. Location of the proposed marine development (Image source: Burbury Consulting, 2022)

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3 DESKTOP PROTECTED MATTERS SUMMARY

A desktop review of Natural Values was conducted in accordance with current guidelines relating to development impacts within the marine environment (DPIPWE, 2020) to identify potentially impacted Natural Values in the vicinity of the proposed development.

The *Environment Protection and Biodiversity Conservation (EPBC) Act 1999* Protected Matters Search Tool (PMST) is a tool managed by the Department of Agriculture, Water and the Environment to help determine whether Matters of National Environmental Significance (MNES) or other matters protected by the *EPBC Act* are likely to occur in a given area of interest (Commonwealth of Australia, 2022) (Table 2). The PMST was used to identify protected matters relating to the study area, with a buffer of 5000 m. The full report is available upon request from Marine Solutions. Marine threatened and protected species, migratory species and invasive species are discussed in further detail in Section 4 below.

Table 2 Summary of findings of the *EPBC Act* PMST.

	Item	# ID'd by PMST	Notes
Matters of National Environmental Significance	World Heritage Properties	0	
	National Heritage Places	0	
	Wetlands of International Importance	1	Pitt water-Orielton
	Great Barrier Reef Marine Park	0	
	Commonwealth Marine Area	0	
	Listed Threatened Ecological Communities	4	(Includes 1 marine community)
	Listed Threatened Species	62	(Includes 18 marine species; refer to section 4.1)
	Listed Migratory Species	33	
Other Matters Protected by EPBCA	Commonwealth Land	27	
	Commonwealth Heritage Places	4	
	Listed Marine Species	52	
	Whales and Other Cetaceans	7	(Refer to section 4.1.1)
	Critical Habitats	0	
	Commonwealth Reserves Terrestrial	0	
	Australian Marine Parks	0	
	Habitat Critical to the Survival of Marine Turtles	0	
Extra Information	State and Territory Reserves	15	
	Regional Forest Agreements	1	
	Nationally Important Wetlands	0	
	EPBC Act Referrals	12	

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	Key Ecological Features (Marine)	0	
	Biologically Important Areas	5	
	Bioregional Assessments	0	
	Geological and Bioregional Assessments	0	

4 AQUATIC FLORA AND FAUNA

4.1 THREATENED AND PROTECTED SPECIES/ECOLOGICAL COMMUNITIES

There are a number of marine species listed as threatened that may occur in the vicinity of the proposed development. Threatened species are protected under the *Threatened Species Protection* (*TSP*) *Act 1995* (Tasmanian state legislation) and/or the *EPBC Act* (Australian Government legislation). Under the *TSP Act*, no listed species is allowed to be collected, disturbed, damaged or destroyed without a permit. Under the *EPBC Act*, any action with significant impact on a listed threatened species and/or community is prohibited without approval (Section 18 and 18A).

In addition to threatened species legislation, the *Fisheries (General and Fees) Regulations 2006* under the *Living Marine Resources Management Act 1995* (LMRMA) prohibits the taking/possession of a number of marine species, including Syngnathids (seahorses, seadragons and pipehorses), handfish, threefin blennies, limpets/false limpets of three superfamilies, and five species of shark. Additional species are protected by the schedules of the *Wildlife (General) Regulations 2010* (Regulations under the *Nature Conservation Act 2002*), under which a person must not take, buy, sell or have possession of any protected wildlife or any product of any protected wildlife without a permit. Threatened species that could potentially occur within the vicinity of the study area are discussed in greater detail in this section.

In a search of the Natural Values Atlas (NRE, 2022) and EPBC PMST (Commonwealth of Australia, 2022), 18 threatened marine species and 1 threatened marine community were identified as possibly occurring in the area or known to occur in the area (Table 3). Verified records of 1 threatened marine species (spotted handfish) within a 500 m radius of the study area were found (NRE, 2022) (Table 3). 1 threatened marine community, Giant Kelp Marine Forests of South East Australia, was identified that may occur in the area.

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Table 3 Summary of threatened marine species/communities identified in a search of the Natural Values Atlas (500 m and 5000 m buffer zone) and the EPBC PMST (500m and 5000m buffer zone). Note that the scope does not extend to terrestrial or avian biota.

	Species/ Community	Listing		NVA findings	EPBC PMST findings
		EPBC Act	TSP Act		
Marine Mammals/reptiles	Blue Whale *(Balaenoptera musculus)*	Endangered	N/A	-	Species or species habitat likely to occur within 500m
	Humpback whale *(Megaptera novaeangliae)*	-	Endangered	Verified record within 5000m	-
	New Zealand fur seal *(Arctocephalus forsteri)*	N/A	Rare	Verified record within 5000m	-
	Southern elephant seal *(Mirounga leonine)*	Vulnerable (Unofficial)	Endangered (Unofficial)	Verified record within 5000m	-
	Loggerhead turtle *(Caretta caretta)*	Endangered	Endangered	Verified record within 5000m	-
	Sub-Antarctic fur seal *(Arctocephalus tropicalis)*	Endangered	Rare	Verified record within 5000m	-
	Southern right whale *(Eubalaena australis)*	Endangered	Endangered	Verified record within 5000m	Species or species habitat known to occur within 500m
Fish/elasmobranchs	Great White Shark *(Carcharodon carcharias)*	Vulnerable	N/A	-	Species or species habitat known to occur within 500m
	School shark *(Galeorhinus galeus)*	Conservation Dependant	N/A	-	Species or species habitat likely to occur within 500m
	Southern Bluefin Tuna *(Thunnus maccoyii)*	Conservation Dependant	N/A	-	Species or species habitat likely to occur within 500m
	Blue warehou *(Seriolella brama)*	Conservation Dependant	N/A	Verified record within 5000m	-
	Australian grayling (*Prototroctes maraena*)	Vulnerable	Vulnerable	Within 500m (based on range boundaries)	Species or species habitat known to occur within 500m
	Red Handfish *(Thymichthys politus)*	Critically Endangered	N/A	-	Species or species habitat may occur within 500m
	Spotted handfish *(Brachionichthys hirsutus)*	Critically Endangered	Endangered	Verified record within 500m	Species or species habitat known to occur within 500m
Flora	Three node seaweed (*Sirophysalis trinodis)*	Rare	-	Verified record within 5000m	-
Invertebrates	Derwent river Seastar (*Marginaster littoralis)*	N/A	Endangered	Verified record within 5000m	Species or species habitat likely to occur within 500m
	Gunns screwshell *(Gazameda gunii)*	N/A	Vulnerable	Verified record within 5000m	-
	Tasmanian live-bearing seastar *(Parvulastra vivipara)*	Vulnerable	N/A	Verified record within 5000m	Species or species habitat may occur within 500m
Communities	Giant Kelp Marine Forests of South East Australia ecological community	Endangered	N/A	-	Community likely to occur within 500m

4.1.1 Marine mammals

Various marine mammals are known to occur in the Derwent Estuary. Six marine mammals were identified within the Natural Values Atlas and the EPBC PMST 5000m buffer zone. Species included the southern right whale (*Eubalaena australis*), humpback whale, (*Megaptera novaeangliae*) and the southern elephant seal (*Mirounga leonine*). As well as non-threatened species including the New Zealand fur seal (*Arctocephalus forsteri* subsp. *Doriferus*) and the sub-Antarctic fur seal (*Arctocephalus tropicalis*). The EPBC PMST assessment indicated that the blue whale (*Balaenoptera musculus*) or its habitat is likely to occur within the area.

The occurrence of whales and dolphins in the Derwent Estuary tend to be sporadic and transitory but anecdotal evidence suggests that the frequency of their visitations may be increasing (MAST, 2020). All cetaceans are protected under the EPBC Act. Due to the apparent rarity of visitations to the Derwent Estuary and the shallow coastal nature of the development site there is unlikely to be any impact of the proposed development to cetaceans.

Numerous species of pinniped are known to occur in the Derwent Estuary. Observations of the New Zealand and Australian fur seal tend to be relatively common but the distribution of other more threatened and exotic species including the southern elephant, sub-Antarctic fur seal and leopard seals do not regularly include Tasmania. Long range foraging trips and sickness result in rare occasional short stays of these species in Tasmanian waters. The processes threatening these species of seals does not include short term, shallow coastal development. Therefore, the proposed development is not expected to impact on this species at local, regional or state-wide levels.

Threats to marine mammals include acoustic pollution, entanglement (e.g. marine debris, fishing equipment), vessel-strike injury and water quality degradation (DSEWPC 2012). A visual inspection of the area for marine mammals should be conducted prior to and during construction works. If observed, works involving underwater acoustic impacts should cease until the marine mammals are away from the area. Given the sheltered and shallow nature of the proposed location, interactions with marine mammals are unlikely.

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4.1.2 Loggerhead turtle

Loggerhead turtles (*Caretta caretta*) are listed as endangered under both the *EPBC Act 1999* and *TSP Act 1995.* It is a species of oceanic turtle distributed throughout the world. The Loggerhead turtle was identified within the Natural Values Atlas as having a verified record within 5000m of the development area. It is unlikely that the proposed development would present any risk to turtles given they are highly mobile and can avoid any construction works. In addition, the development is unlikely to significantly alter any critical habitat of the loggerhead turtle.

4.1.3 White shark

The white shark is listed as vulnerable and migratory under the *EPBC Act*. The Great white shark (*Carcharodon carcharias*) was identified within the EPBC PMST as 'species or species habitat likely to occur within 500m'. It is unlikely that great white sharks will occur in the proximity of the proposed development, as this is primarily an oceanic species. The process threatening great white sharks is commercial fishing rather than shallow coastal development. Therefore, it is unlikely that the proposed development would present any risk to white sharks given that they are highly mobile and can avoid any construction works. In addition, the development is unlikely to significantly alter any critical habitat of the white shark.

4.1.4 School shark

The school shark (*Galeorhinus galeus*) is distributed in temperate waters worldwide. In Tasmania, school sharks are common in some coastal embayments and are recorded frequently in the lower Derwent Estuary, primarily Ralphs Bay (Stevens and West, 1997). Threats to school sharks include fishing and habitat degradation of nursery grounds (TSSC, 2009). The school shark was identified within the EPBC PMST as 'species or species habitat likely to occur within 500m'. It is unlikely that the proposed development would present any risk to school sharks given it is unlikely to significantly alter any critical habitat.

4.1.5 Blue warehou

The blue warehou (*Seriolella brama)* was identified within the NVA as having a verified record within 5000m. The blue warehou is a mid-sized species of schooling fish often found under jetties, wharves, and moored boats. The known distribution of this species is between 3 and 550 m depth, however they

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more commonly occur on the coastal shelf, upper continental slope, and seamount waters (TSSC, 2015). The species is highly valued as both a commercial and recreational catch. Blue warehou were listed as conservation dependent as of 14 February 2015 due to the impacts of overfishing. There are no foreseen consequences of the proposed development to the blue warehou given they are highly mobile and can avoid any construction works

4.1.6 Southern Bluefin Tuna

Southern bluefin tuna are found in open ocean habitats and are generally found in Tasmanian waters from March to June but can be found year-round. They are actively targeted by game fishers and are listed as conservation dependent under the *EPBC act 1999*. The Southern Blue fin Tuna *(Thunnus maccoyii)* was identified in the PMST as Species or Species habitat likely to occur within 500m of the development area. Given the main process threatening this species overfishing, the proposed development is unlikely to cause and impacts to southern bluefin tuna (TSSC, 2010).

4.1.7 Australian grayling

The Australian grayling is native to Tasmania and southeast mainland Australia. It migrates between fresh and marine waters; inhabiting fresh water streams as adults and migrating to coastal seas as larvae. Spawning takes place in late spring to early summer (Bryant and Jackson, 1999). Larvae are transported to sea in stream and river currents and return as migrating juvenile's approximately 4 to 6 months later (Bryant and Jackson, 1999). The Australian Grayling have been recorded in the upper Derwent as larvae on route to sea (late spring/early summer), and as juveniles on migration back into fresh water streams (late autumn/early winter) (Bryant and Jackson, 1999).

The Australian grayling (*Prototroctes maraena)* was identified in the NVA to be within 500m of the area based on range boundaries and in the PMST 'Species and Species habitat known to occur within 500m'. The most serious threat facing the Australian grayling population is habitat disturbance resulting in barriers to migration. Pollution of waterways is also considered a threat to their survival. There are no foreseen consequences of the proposed development to the migratory route of the Australian grayling and as such the proposed development is not deemed to pose a risk to the Australian grayling population.

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4.1.8 Handfish

Handfish are small, colourful, slow moving benthic fish (DSEWPC, 2013) found only in south-eastern Tasmania. Anthropogenic development activities can impact handfish populations, including commercial and recreational dredging and land management activities that alter turbidity, water and sediment quality (Threatened Species Scientific Committee, 2012). Potential but low likelihood impacts of the proposed development to handfish populations include degradation of species habitat and subsequent disturbance to breeding. Any reduction in the availability of suitable spawning substrate has been found to limit the reproductive success of spotted handfish in the Derwent Estuary (Spotted Handfish Recovery Team, 2002).

4.1.8.1 Spotted handfish

The Spotted Handfish's current known distribution is restricted to sand, silt and shell-grit environments of the Lower Derwent Estuary between approximately 2 and 30m depth. They are reliant on spawning substrate for attachment of eggs, preferring stalked ascidians *Sycozoa* sp. but also utilising sponges and seagrass (Bruce and Green 1998; Spotted Handfish Recovery Team 2002). Availability of suitable spawning substrata is considered critical to their reproductive success (Pogonoski *et al.,* 2002). Spotted handfish do not have a larval dispersal phase; juvenile hatchlings are thought to settle in the immediate vicinity of the hatch-site (Bruce *et al.,* 1997). Verified records of spotted handfish (*Brachionichthys hirsutus)* were identified within 500 m of the proposed development. A comprehensive targeted search was conducted by divers for spotted handfish, potential habitat and egg masses in the development area; refer to Section 7.

Based on an increased understanding of the dynamics of Kangaroo Bay and an accumulation of knowledge of the spotted handfish, any potential risk to the spotted handfish in Kangaroo Bay is deemed very low.

4.1.8.2 Red handfish

Red handfish (*Thymichthys politus*) are endemic to south-east Tasmania. Their distribution and populations are small and limited to the coastline of SE Tasmania, although known sightings are limited to very few locations (DEE, 2015). Given the low number of mature individuals and the extremely limited distribution of the species, areas supporting known populations represent critical habitat to the survival

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of the species (DEE, 2015). Their preferred habitat is on top of rocks, amongst macro-algae, in sandy areas between rocks and the reef-sand interface and on sediments with weed clumps near reefs, with a depth distribution ranging from 1 to 20 m (DEE, 2015).

The desktop review identified that the red handfish "species or species habitat may occur within 500m of development area" (Commonwealth of Australia, 2022). Red handfish have not previously been recorded within the Derwent Estuary, therefore it is considered that the likelihood of their presence in the vicinity of the proposed development and potential risk of impact to any populations would be low, and therefore not necessary to perform a species-specific search.

4.1.9 Three-node seaweed

The Three-node seaweed (*Sirophysalis trinodis*) was identified within the NVA as having a verified record within 5000m of the development area. The regions that require surveys for this species are outside the development buffer area for this development, thus surveys were not deemed necessary as the likelihood of this species presence is highly unlikely.

4.1.10 Gunns screwshell

The Gunn's screw shell (*Gazameda gunii)* is a small species of mollusc endemic to Australia occupying a range of habitats from Cape Moreton in Queensland to northern and eastern regions of Tasmania. Gunn's screw shells are listed as vulnerable under the *TSP Act 1995*. The main process threatening the species is potential competition from the introduced species, *Maoricolpus rosea.* The Gunn's screw shell was identified within the NVA with a verified record within 5000m of the development area (Commonwealth of Australia, 2022). Given the shallow depth and fine sediment of the proposed development site, it is unlikely the proposed works would result in a loss of critical habitat or facilitate competition from the introduced species, *Maoricolpus rosea.* No targeted sampling for *Gazameda gunnii* was conducted in this scope, as it is not required within the Derwent Estuary upstream of Taroona, in accordance with state government guidelines for natural values surveys (DPIPWE, 2020).

4.1.11 Seastars

The Derwent River seastar (*Marginaster littoralis*) and the live-bearing seastar, *Parvulastra (*formerly *Patiriella) vivipara,* were both identified within the NVA as having verified records within 5000m of the development area (Commonwealth of Australia, 2022).

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The Derwent River seastar is a rare species of seastar that occurs in the shallow rocky intertidal habitat within a restricted geographic range in the Derwent Estuary. Its total recorded range is less than 1 ha (Dartnall, 1970; Materia, 1994). Known threats to Derwent River seastars include interspecific competition and anthropogenic habitat modification and destruction (Materia, 1994). To our knowledge, no Derwent River seastar individuals have ever been recorded along the Kangaroo Bay foreshore. Due to its limited distribution and rarity the likelihood of the proposed development impacting any Derwent River seastar populations is considered to be low.

The Tasmanian live-bearing seastar is endemic to Tasmania and is listed as endangered under the *TSP Act 1995*. No known populations exist in the lower Derwent Estuary (Department of the Environment, 2018). The greatest threat to the live-bearing seastar is changes to habitat as they are restricted to rocky reefs in a narrow intertidal zone and prefer living under rocks near the high tide mark. They are at risk from pollution, including eutrophication or sedimentation. Due to its limited distribution and rarity the likelihood of the proposed development impacting any Tasmanian live-bearing seastar population is considered to be low.

Based on past work in the area and knowledge of the species, Marine Solutions does not expect the proposed development to impact the potential habitat of either seastar species. Targeted species-specific searches were undertaken by Marine Solutions in 2013 and 2018, with no observations of either species. The proposed development is subtidal and therefore not expected to impact their potential habitat, and not affect the intertidal zone (excluding a very small section coming off the new reclamation). Due to the low likelihood of observation and impact, targeted searches were deemed unnecessary. Should the proposed development require access to the wider intertidal zone outside the development survey areas during or post-construction, there may be some risk to any undetected populations of the Derwent River seastar including habitat trampling and disturbance. Considerations to minimise these impacts should be made.

4.1.12 Communities

Giant kelp forests of southeast Australia were added to federal legislation as a threatened ecological community in August 2012. The progressive decline of these forests has been the most noticeable in

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Tasmanian waters and is attributed to changing oceanographic conditions, including rising sea surface temperatures and changes to the East Australian Current (DSEWPC, 2013).

The EPBC PMST identified that giant kelp communities were identified as "likely to occur within 500m of the development area", however the closest identifiable giant kelp community is towards Blackman's Bay, approximately 10 km away (LISTmap). Based on Marine Solutions prior studies in the area, the substrata is known to be inconsistent with that of kelp forests, thus deemed unlikely to be present in the development footprint. Given the distance of known kelp forests from the development site, and the small-scale nature of the proposed development, potential impacts of the proposed development to this threatened community are deemed negligible.

4.2 MIGRATORY SPECIES

Migratory species are those animals that migrate to Australia and its external territories, or pass through or over Australian waters during their annual migrations (DAWE, 2020). The proposed development will not introduce any barriers to migration, and therefore poses negligible risk to migratory species.

4.3 INVASIVE SPECIES

Marine pests are introduced into Australian waters and translocated by a variety of vectors (e.g. ballast water, biofouling, aquaculture operations, and ocean current movements). Once introduced, they often thrive as they may lack predators and/or competitors in their new environment (Whitehead 2008). Pests can have a significant impact on human health, fisheries and aquaculture, infrastructure, tourism, biodiversity and ecosystem health.

A 2010 study determined introduced invertebrates numerically outweigh native invertebrates within the Derwent Estuary (Barrett et al 2010). There have been over 70 introduced marine species identified in the Derwent Estuary (Whitehead 2008). Of these, four have been declared as pests under State legislation[2]; the Northern Pacific seastar (*Asterias amurensis*), the European shore crab (*Carcinus maenas*), the European fan worm (*Sabella spallanzanii*) and Japanese kelp (*Undaria pinnatifida*).

[2] *Fisheries (General and Fees) Regulations 1996*, *Part 20: Noxious* fish, outlined in the *Living Marine Resources Management Act 1995*

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Abundance of Undaria (*Japanese Wakame*) is seasonally variable, peaking in abundance in spring and becoming virtually absent by late summer (Barrett et al 2010). It is widespread in the lower Derwent but is not common further upriver.

An additional three marine or estuarine species are formally legislated as pest species in Tasmania but are not known to occur in the Derwent Estuary. These are the Black striped mussel (*Mytilopsis sallei*), the Eastern gambusia (*Gambusia holbrooki*) and the green algae (*Caulerpa taxifolia*).

Introduction of marine pests are not thought to be a high consideration for this development. However, should marine construction equipment be sourced from outside the Derwent River system, or be leaving the system to travel elsewhere at the completion of work, a management system for cleaning including any ballast tanks and hull fittings should be introduced to mitigate the risk of spreading any introduced species. Existing state legislation provides controls by which to prevent the translocation of marine pest species.

No introduced pest species were observed at this site throughout surveying, although the study area is within the known range of Japanese wakame Undaria pinnatifida, European shore crabs Carcinus maenus and New Zealand screw shells Maoricolpus roseus. It should be ensured that no marine species are translocated as a result of vessel/equipment movement, by adopting a thorough cleaning protocol. Existing state legislation provides controls by which to prevent the translocation of marine pest species.

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5 BATHYMETRY

5.1 METHODS

Bathymetric mapping was conducted on 17 May 2022 throughout the proposed development area and surrounding regions to characterise the seafloor and highlight any benthic features.

The study area was mapped using a CHIRP enabled broadband sounder and Garmin EchoMAP plotter, logging GPS positions and water depth every two seconds. This information was logged at sufficient resolution, such that representative interpolations between data points could be made, to produce accurate bathymetric data of the given area to the Australian hydrographic survey requirements. Depths were measured to the nearest tenth of a metre, and tidally and barometrically corrected for Chart Datum (CD) using tide charts and observations from the Bureau of Meteorology. The resultant files were interpolated using GIS software Surfer 11.0 to create a bathymetric profile of the area.

5.2 RESULTS

The results of the bathymetric mapping found a gently sloping seabed with depths increasing with distance from shore from 0 – 5m, Figure 3. The bathymetry is consistent with a coastal embayment with few features.

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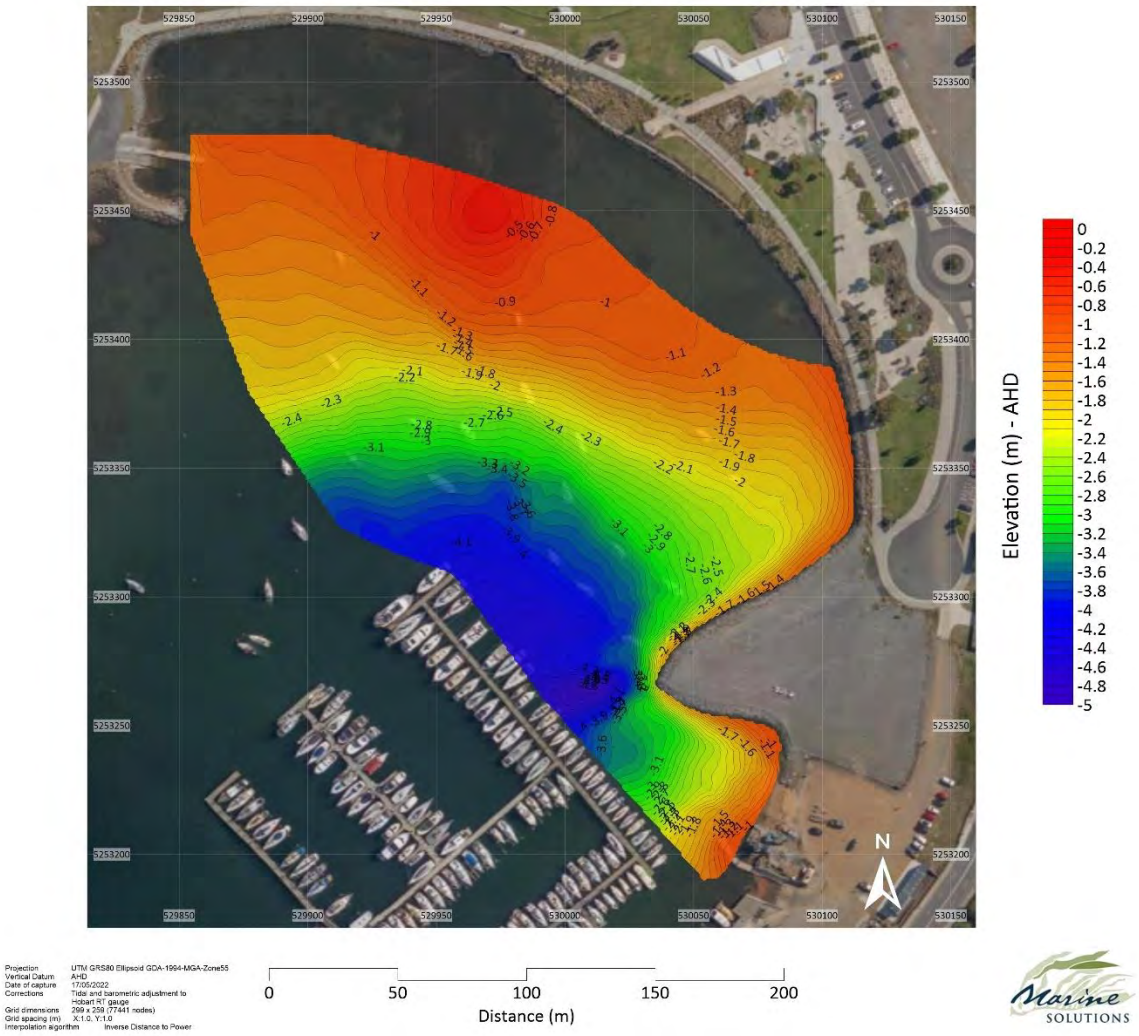


Figure 3. Bathymetric map of the study area

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6 SEDIMENT QUALITY

6.1 METHODS

Sediment samples were collected at four sites in the proposed reef area (Figure 4). A sample of the top ~10 cm of sediment at each site was collected by divers.

Replicate samples from each site, were placed into laboratory supplied jars and stored on ice prior to transport to Analytical Services Tasmania (AST) for contaminant testing. All four sites were tested for heavy metals, whilst two sites (SED 1 and SED 4) were tested for TBT. Additionally, separate sediment samples were collected into screw-top glassware, and analyzed post-hoc by Marine Solutions for particle size distribution.

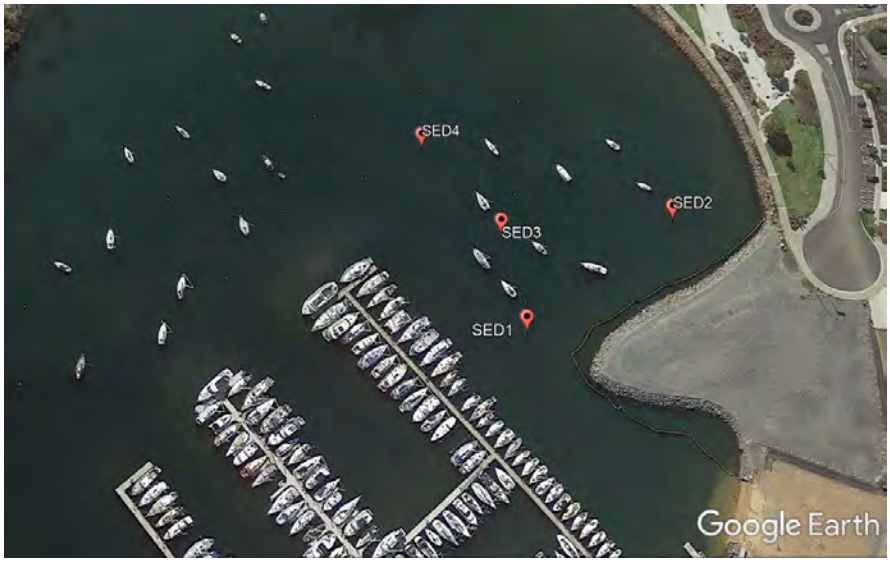


Figure 4. Location of sediment sampling sites

Particle size distribution was assessed volumetrically for each site by wet sieving sediment samples through a series of stainless-steel sieves (4 mm, 2 mm, 1 mm, 500 µm, 250 µm, 125 µm and 63 µm). The content of each sieve was drained and transferred to a measuring cylinder, beginning with the coarsest sediment fraction (4 mm) and working down to the finest (63 µm). The volume of sediment in the measuring cylinder was recorded for each size class. The sediment fraction < 63 µm was assumed to be the total volume of the sample minus the combined volume of all other size classes.

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6.2 RESULTS

6.2.1 Particle Size

Particle size analysis indicated that the sediments at Kangaroo Bay study were predominantly made up of fine sand, with majority of sediments in the 0.125 and 0.063 fraction (Figure 5). This is typical of a sheltered embayment with low hydrodynamic energy.

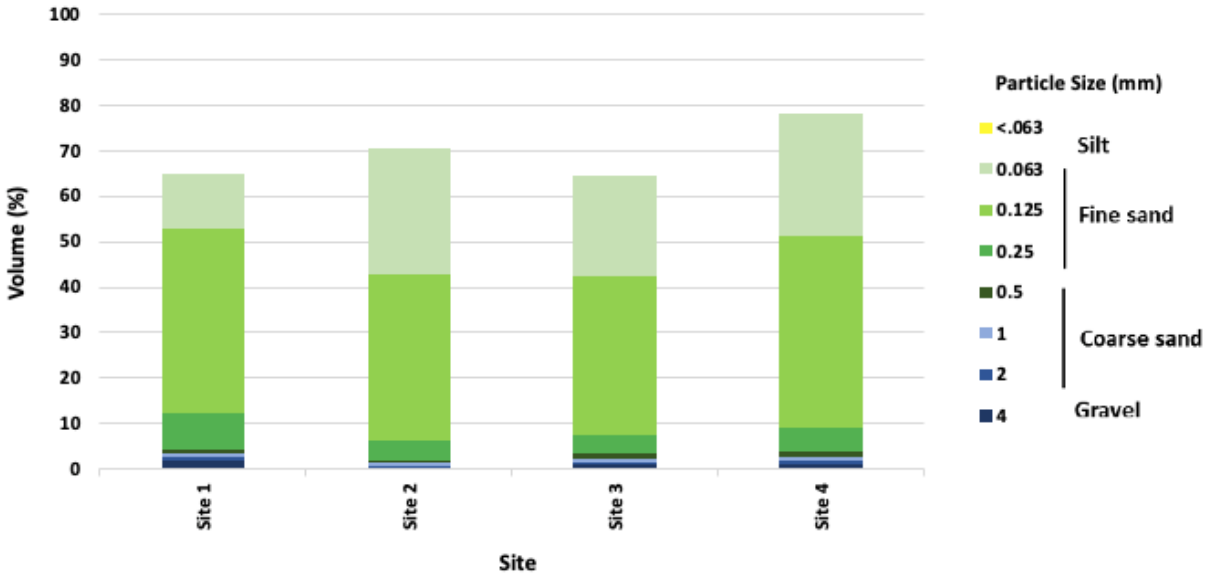


Figure 5. Results from particle size analysis at Kangaroo Bay

6.2.2 Contaminants

With the exception of mercury and nickel, the majority of sediment contaminants were below or within acceptable limits of the ANZECC Interim Sediment Quality Guidelines (ISQGs; Table 4). No spatial pattern for heavy metal contamination was observed within Kangaroo Bay, with the exception of SED 2, where concentrations of some analytes were slightly higher. Elevations are likely due to the site's closer proximity to the shore. Note there are no ISQGs for manganese and cobalt.

Mercury was elevated at all sites, with SED 1, SED 3 and SED 4 reading 5 mg/kg^{-1} and site SED 2 reading 5 mg/kg^{-1}, exceeding the ANZECC/ARMCANZ high trigger level of 1 mg/kg^{-1}. Nickel was elevated at all sites,

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ranging from 215 – 300 mg/kg^{-1} across the four sites, well above the ANZECC/ARMCANZ high trigger level of 52 mg/kg^{-1}.

Whilst cadmium levels across all four sites were greater than or equal to the ANZECC/ARMCANZ low trigger value of 1.5 mg/kg^{-1}. SED 1 was found to contain a sedimentary tributyltin (TBT) concentration of 23 ng Sn/g^{-1}, thereby exceeding the low ANZECC/ARMCANZ guidelines (5 ng Sn/g^{-1}). TBT was not detectable above laboratory reporting limits at SED 4.

All other heavy metals were below ANZECC/ARMCANZ trigger values. These findings are consistent with other locations throughout the Derwent River, which is well documented as having sediments contaminated with heavy metals from historical industry within the river catchment. It is recommended that precautions are taken to minimise the resuspension of fine sediments that may be laden with high levels of heavy metals. Installation of a silt screen around the defined work area during marine construction will help to minimise the dispersion of any resuspended sediments.

Table 4. Heavy metal and nutrient analysis data from sediment samples. Cells highlighted in yellow indicate exceedance of ANZECC ISQG low trigger values, whilst orange cells highlight an exceedance of ISQG high trigger values.

Sediment Quality Parameter	Units	ANZECC ISQG Low	ANZECC ISQG High	SED1	SED2	SED3	SED4
Arsenic	mg/kg	20	70	5	6	6	5
Cadmium	mg/kg	1.5	10	1.5	1.5	2.0	1.8
Cobalt	mg/kg	-	-	3	4	4	4
Chromium	mg/kg	80	370	8	13	10	9
Copper	mg/kg	65	270	21	34	27	23
Lead	mg/kg	50	220	43	47	45	44
Mercury	mg/kg	0.15	1	4	5	4	4
Manganese	mg/kg	-	-	64	96	85	76
Nickel	mg/kg	21	52	215	299	300	273
Zinc	mg/kg	200	400	0.84	1.57	2.20	1.03
Tributyltin	ng Sn/g	5	70	23	-	-	<2.0
ISQG Low - effect range low, adverse effects 10% of the time							
ISQG High - effect range median, adverse effects 50% of the time							

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7 THREATENED & PROTECTED SPECIES SURVEYS

Based on the known likelihood of threatened and protected species to occur within the proposed development area, it was determined that a targeted species-specific surveys was required at Kangaroo Bay for the Critically Endangered spotted handfish (*Brachionichthys hirsutus*).

7.1 METHODS

A survey for spotted handfish was undertaken at Kangaroo Bay on 17 May 2022. The survey was conducted in accordance with the *Guidelines for Natural Values Surveys – Estuarine and Marine Development Proposals* (NRE Tas, 2020). In total, an area of ~980 m^2 was surveyed along 3 fixed transects by paired divers within Kangaroo Bay, ranging in depth from 1 - 5 m. Refer to Figure 6 for a map of all 3 transects, and Appendix 2 for GPS coordinates of start/end positions of transects. Details of individual transect length, width, and surveyed area can also be found in Appendix 3.

Paired divers searched 4 m wide belts along transects, with one diver filming and the other diver recording data. The use of diver-towed GPS was not used in this instance to avoid entanglement with mooring lines and marina infrastructure, however our support vessel followed closely with handheld GPS devices if needed.

In accordance with NRE Tas (2020) guidelines, the following information was recorded during the survey:

- The presence, number and density of spotted handfish individuals, including information on the size, position along the transect and the time of identification.
- The presence of vertical structures that could provide potential substratum appropriate for attachment of handfish eggs, including:
    - Stalked ascidians
    - *Caulerpa*
    - Seagrass
    - The presence, number and density of Northern Pacific seastars (*Asterias amurensis).*

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Figure 6. Location of diver transects

7.2 RESULTS

No spotted handfish were found during targeted handfish surveys or during post hoc analysis of video footage. No evidence of handfish egg masses, stalked ascidians, *Caulerpa* or seagrass (the latter three of which are potential spawning substrata) were found. Video footage captured during survey is available from Marine Solutions upon request, see Figure 7 and Appendix 5 for screen grabs taken from video footage.

The substrate was primarily composed of sand and silt, with consistent patches of bioturbation and small patches of shell grit observed throughout the surveyed area, see Figure 7 and Appendix 5, indicative of suitable handfish habitat. Although not observed, it would be prudent to assume that handfish may be present within the development footprint, therefore it is recommended that measures be adopted to mitigate potential impacts on the species, see Recommendations (Section 8). Epiphytic algae growth was observed on old mooring blocks and marine debris.

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Northern Pacific seastars (*Asterias amurensis*), a known predator of handfish eggs, were observed in medium densities (< 50 individuals approximately) whilst the regular seastar (*Patiriela regularis)* was observed intermittently in low densities. The blue mussel (*Mytilus sp.)* was also observed in high density patches often in close proximity to seastars. Some sparse *Heterozostera* seagrass was found growing in patches along the transect line (Figure 7).



Figure 7. Still images from video transects of common species and habitats observed throughout Transect 1.

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8 RECOMMENDATIONS

Based on desktop and field findings, the following risk management strategies have been proposed for species and habitats that were identified as relevant to the proposed development area. Adoption of the following strategies can help to avoid any significant impact to the immediate and surrounding ecological assemblages.

8.1 MARINE MAMMALS

Marine mammals may be present periodically in the vicinity of the proposed development and as discussed, acoustic disturbance during construction may particularly affect marine mammals that rely on acoustic cues for social and reproductive behaviours.

Key Mitigation:

A 300 m radius exclusion zone should be applied around the construction site. This zone should be monitored for marine mammals prior to and during construction activities. Should any marine mammals be sighted within the exclusion zone, construction works should be halted until such time that no marine mammal has been sighted for 30 minutes. A slow start-up of construction works is recommended to avoid causing unnecessary shock to animals and to allow them to vacate the area.

8.2 SEASTARS

Based on past work in the area and knowledge of the species, Marine Solutions does not expect the proposed development to impact the potential habitat of threatened seastar species. No threatened seastars were observed during diver surveys, nor those surveys previously conducted in 2013 and 2018. Populations are unlikely to be impacted by the proposed subtidal development, however unnecessary disturbance of the benthos, particularly the intertidal zone, should be adopted as best practice environmental management.

Key Mitigation:

As a measure of prudence, we recommend activities along the foreshore are minimised during construction, and structures are designed to span over intertidal areas rather than disturbing the substrate with pilings or footings etc.

8.3 SEDIMENT CONTAMINANTS

Disturbed sediments may impact water quality in the vicinity of the proposed development. However, with the exception of mercury and nickel, majority of sediment contaminants were below or within acceptable limits of the ANZECC ISQGs.

Key Mitigation:

It is recommended that properly installed and maintained silt screens are utilised to control the dispersion of any plume generated during marine construction. Should any piles need to be removed, it would be preferable to cut the existing piles level with the seabed, rather than extract them, to minimise sediment disturbance. Timing pile driving activity to occur during favorable weather conditions can alter the impact of any sediment plumes on the environment. It is recommended that precautions are taken to minimise the resuspension of fine sediments with elevated heavy metals concentrations.

8.4 BIOSECURITY

Translocation of introduced marine pests presents a threat to the existing natural values of the proposed development area. Machinery, including vessels which have been used in waters other than the Derwent Estuary, should be washed thoroughly with fresh water to remove any sediment. Machinery and vessels which have the potential to transport waterborne virus' or pest species should be disinfected and allowed to dry prior to being used on site.

Key Mitigation:

Existing protocols (*Living Marine Resources Act 1995*) should be followed to ensure no marine species are translocated. Construction equipment should be sourced from within the Derwent Estuary.

8.5 SPOTTED HANDFISH

Based on an increased understanding of the dynamics of Kangaroo Bay and an accumulation of knowledge of the spotted handfish, any potential risks to the spotted handfish in Kangaroo Bay are deemed very low. As discussed in Marine Solutions Letter of Memorandum to the Bellerive Yacht Club (Marine Solutions, 2021), Marine Solutions have undertaken numerous surveys for spotted handfish in Kangaroo Bay over the past 6 years, surveying an area of approximately ~ 19,000 m^2 between 2016 and

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the present. No spotted handfish has been found on any occasion, with the nearest verified record more than 500 m from the proposed development site (Natural Values Atlas, 2022). Based on the culmination of information from previous surveys and the findings of this report, it is concluded that the proposed development poses a very low risk of adverse impacts to the spotted handfish and handfish habitat.

Key Mitigation:

Continual awareness of any new sightings of the spotted handfish in the proximity of the proposed development during construction. Adoption of the recommended risk reduction strategies for other potential impacts is also recommended as a matter of prudence.

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10 APPENDICES

Appendix 1. Operational Summary

Date	Personnel	Time (start)	Time (end)	Cloud	Rain	Swell	Wind	Tide	Works conducted
17/5/2022	A. Gilham, E. Callander, D. Watson, E. Foster	10:00	14:00	6	Light	Wind chop	NW 25kn	0332 0.33m 1017 1.12m 1348 0.99m 2039 1.59m	Handfish survey Bathymetry Sediment sampling

Appendix 2. GPS Positions of sampling locations

Name	Zone	Easting	Northing	Notes
SED1	55G	530015.38 m E	5253278.99 m S	
SED2	55G	530078.15 m E	5253325.47 m S	
SED3	55G	530009.52 m E	5253319.66 m S	
SED4	55G	529980.37 m E	5253359.43 m S	
T1 Start	55G	530067.56 m E	5253218.57 m S	
T1 End	55G	530015.38 m E	5253278.99 m S	
T2 Start	55G	530015.38 m E	5253278.99 m S	
T2 End	55G	530078.15 m E	5253325.47 m S	
T3 Start	55G	530034.39 m E	5253293.12 m S	
T3 End	55G	529980.37 m E	5253359.43 m S	

Appendix 3. Handfish Survey Notes

	Transect Length (m)	Transect Width (m)	Area surveyed (m2)	Handfish count	Stalked Ascidian count	NPSS* count	Seagrass cover / density	Caulerpa cover / density
T1	80	4	320	0	0	16	0 %	0 %
T2	80	4	320	0	0	11	0 %	0 %
T3	85	4	340	0	0	21	0 %	0 %
TOTAL			**980 m^2**	**0**	**0**	**48**	**0 %**	**0 %**

* Northern Pacific Seastar (approximate count)

Appendix 4. Video Files

Video footage is available from Marine Solutions upon request.

- Transect 1
- Transect 2
- Transect 3

Appendix 5. Survey Screenshots

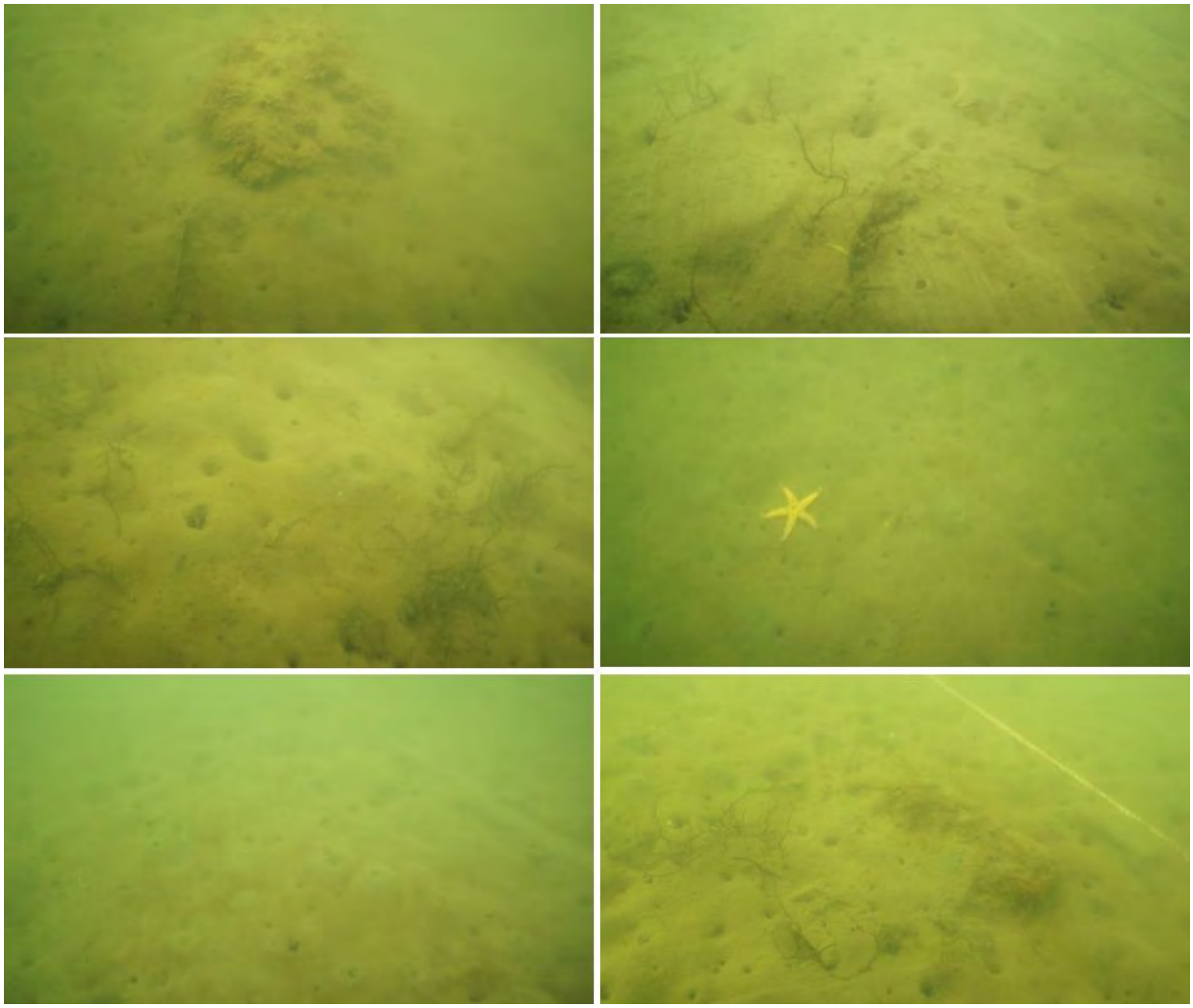


Figure 8. Still images from video transects of common species and habitats observed throughout Transect 2.

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Figure 9. Still images from video transects of common species and habitats observed throughout Transect 3.

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To:	Clarence Council Planning – Kieran Richards		
Project:	Bellerive Yacht Club – Arm C	Date:	21/06/2024
	PDPLANPMTD-2024/042893	Job No.	1858
From:	James Burbury		
Subject:	Response to RFI 20 June 2024		

1. Introduction

Please find responses to your request for information dated 20 June 2024.

A summary of the RFI and responses is provided below for reference. The responses do not change the proposed development

RFI	Response/Actions	Reference
1. Walkway extension beyond Crown Lease – Request to remove gangway to reclaim.	Drawings updated to reflect changes requested.	Refer 2.1 of this memo. Updated drwg 1685-103
2. Section A - Arm C Expansion	The drawing does not show below water details of piles. Have updated in drawing to reflect proposed piling design.	Refer 2.2 of this memo. Updated dreg 1685-106
3. Car Parking, access and landscaping arrangements.	The proposed parking assumed in accordance with approved plans from D-2018/469 (i.e. no change). As per the RFI this plan noted approved parking for 158 spaces which is sufficient for the Arm C berths.	Refer 2.3 of this memo. D-2018/469 provided as reference to parking.
4. Kangaroo Bay Particular Purpose zone for pathway.	The proposed gangway for Arm C is as per the drawings and reuses the existing abutment from the boat ramp (hence no change to site features). There are therefore no proposed changes to drawings provided in D-2018/469.	Refer 2.4 of this memo.
5. Parking code including reference to parking numbers, construction, design, access, pedestrian and loading bays.	The development does not propose any landside parking or changes from the previously approved plans D-2018/469 for the original marina redevelopment. The development proposal is for a relocation of the berths from that DA (with new arm) and notes that the approved parking, access and pedestrian is adequate for the proposed new arm. Landside connection with a new gangway is from an existing abutment (replacing an existing gangway for the boat ramp pontoon).	Refer 2.5 of this memo.

287 Macquarie Street, Hobart 7000
PO Box 354, South Hobart, 7004
admin@burburyconsulting.com.au
www.burburyconsulting.com.au
Tel 03 6223 8007
Fax 03 6212 0642
Burbury Consulting Pty Ltd
ABN 75 146 719 959

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2. Response to Council RFIs

The responses to the Council request for further information (RFI) is detailed in the following sections.

2.1 Walkway extensions beyond the proposed amended Crown Lease

Query

"The plan drawings showing the arrangement of the expanded marina show (1) a future aluminium gangway and (2) a further walkway extension. As these elements do not form part of the current proposal please remove these from all plans..."

Response

The "future" requirements noted were agreed with Clarence Council as part of previous negotiations with the developer of the reclamation (Chambroad).

We note the request to now remove.

Action/Reference

Drawings and memorandums have been updated to reflect this change.

No change to the development proposal.

2.2 Section A – Arm C Expansion

Query

"The section drawings of the expansion is not adequately clear in its representation of the proposed construction methods for the marina expansion in that it suggest that there be no piles driven into the seabed..."

Response

The GA drawings note indicative piles in plan.

The section drawing 1685-106 represents an elevation of the proposed main walkway, berths, piles and gangway with the existing abutment and also reclamation in the background. The section does not provide details below low water as these are not visible to the public.

As noted in the supporting information letter (Sections 1, 3 and 8) new piles will be installed and driven into the seabed to secure the floating pontoons ("similar to the new marina recently installed in 2022").

Action/Reference

Drawings 1685-106 updated to reflect piles below water and into seabed.

No change to the development proposal.

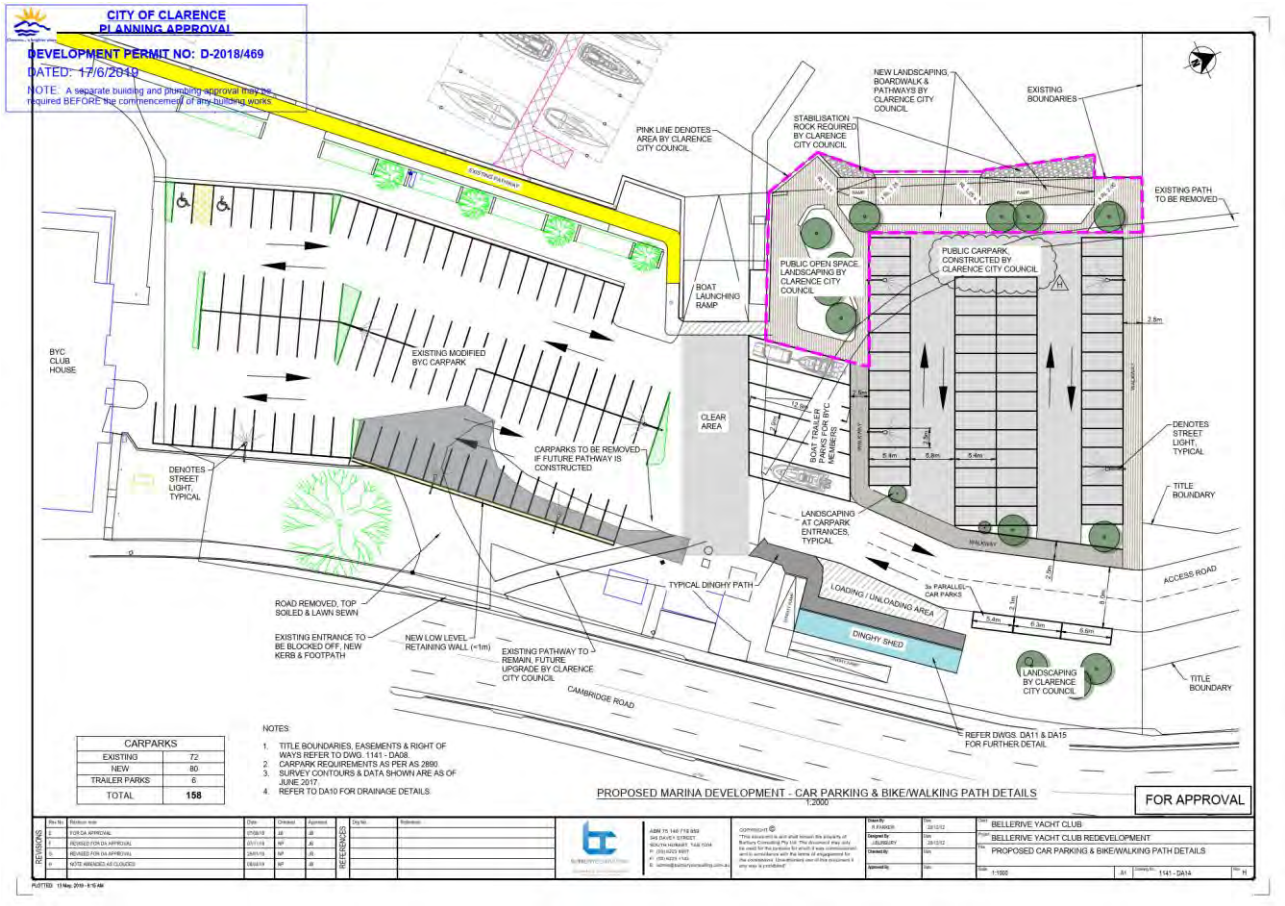
2.3 Car Parking, Access and Landscaping Arrangements

Query

"….Please indicate which car parking and access arrangements BYC wishes to pursue as part of this application..."

Response

As noted in the supporting information letter (Section 3 Development Proposal) the proposed marina Arm C accounts for relocation of berths not able to be constructed from the approved development D-2018/469.



The proposal notes “no new landside works as part of the development” and the proposed development associated with the marina arm works was intended to be assessed on the basis of the new marina as a stand-alone development but recognizing that it accounts for variation of the approved D-2018/469.

The BYC expect that the landside works approved under D-2018/469 remain in place.

The proposed Arm C landside connection is proposed to be through the existing abutment alongside the boat ramp and therefore no landside modifications to the existing pathways or proposed pathways, landscaping, boardwalk or parking as documented in D-2018/469 or currently on site.

As noted the parking arrangements, access, pedestrian paths and landscaping will remain as per D-2018/469 and assumed to be enforced as per that permit.

Action/Reference

Drawings 1685-108 updated to reflect no proposed changes to parking or landside from approved D-2018/469.

No change to the development proposal.

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2.4 Kangaroo Bay Particular Purpose Zone

Query

"….please provide additional details relating to the design of the gangway as well as treatment of the pedestrian area immediately adjacent to the proposed Arm C as well as any intended designs toward ensuring the continuity of the pedestrian access along Kangaroo Bay Foreshore..."

Response

As noted above pedestrian paths and landscaping will remain as per D-2018/469 and the proposed gangway will extend from an existing shoreline abutment used for the current boat ramp (refer Drwg 1685-108). The existing boat ramp on site has a gangway down to a floating pontoon as per the aerial image below. The new marina gangway will be installed in place of the existing gangway the berths of Arm C and for the boat ramp use (replacing the existing boat ramp pontoons removed).



Action/Reference

No change to the development proposal.

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2.5 Parking & Sustainable Transport Code

2.5.1 Car Parking Numbers/Parking Precinct Plan

Query

"….please confirm total number of dry storage berths operating…number of employees required to operate marina (including associated food services)… and please confirm the proposed number of car spaces to be provided as part of this application...."

Response

As noted above, the proposed development of new marina Arm C does not require any additional parking. Landside works associated with the approved D-2018/469 remain.

D-2018/469 drawing 1141-DA14 noted above in Section 2.3 provided 158 car spaces for the marina redevelopment proposal.

It was noted in the new DA supporting information (Table 1) that under the planning scheme there is more than adequate parking previously approved for the increased marina layout. The new planning scheme (Table C2.1) nominates the requirements as follows:

- 0.6 spaces per wet berth
- 0.2 spaces for each dry berth
- 0.5 spaces per marina employee
- Bicycle – no requirements.

The total number of berths proposed is 26 but there's a net loss of berths from the original development proposal D-2018/469. We have noted in the supporting information Table 1 that total new marina berths is 237. There are no proposed or pre-existing dry storage berths.

The BYC currently have 2FTE staff in the office and 1FTE for the marina (3 employees) with 2 FTE food and beverage staff at operational hours only.

The requirement for parking is confirmed as per below:

Parking allocation	Table C2.1 Planning scheme requirements	Total BYC requirements	Required parking
Wet berths	0.6 per wet berth	237	142
Dry berths	0.2 for each dry berth	0	0
Marina employees	0.5 per marina employee	5	2.5
Bicycles	No requirements	0	0
		TOTAL PARKING	**145**

For Council's reference we note that the new marina design standard AS3962-2020 introduced new specifications for parking at marinas based on traffic assessments completed on a broad range of marinas around Australia. We understand that the local Tasmanian planning scheme had previously used the old marina standard AS3962-2001 as the basis for the ratio of parking.

The new Australian Standard for marina design provides the following updated ratios of parking (Section 8.2.2):

- Car parking for marina activities:

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- 0.25 spaces per wet berth
- 0.25 per dry berth
- 0.25 per swing mooring
- 0.25 per employee

If we applied the new marina Australian Standard to BYC marina then the requirements for car parking to AS3962-2020 would be 60 car spaces (as regular parking) which would be available in the existing BYC car park.

As a result of the above the DA is not proposing any adjustment or increases to parking requirements than noted in the previously approved permit D-2018/469.

Action/Reference

No change to the development proposal.

2.5.2 Motor Cycle Parking Numbers

Query

"….please indicate the intended location of motorcycle parking spaces on the parking and access arrangements...."

Response

Whilst the planning scheme notes (Table C2.4) requirements for motorcycles as a ratio of general car parking, the marina development is looking at parking for those accessing a vessel in the marina. It's very rare to have parking requirements for motorcycles within a marina car park however given the parking requirements (145) is less than the allowance in the total development (158) there is sufficient capacity to enable a car space for motor cycles.

Action/Reference

No change to the development proposal.

2.5.3 Construction of Parking areas

Query

"….please provide details enabling us to assess your proposal against the above Clause, namely: pavement construction, surfacing and drainage...."

Response

As noted above the proposal does not require additional parking and refers to previous approval per D-2018/469.

Action/Reference

No change to the development proposal.

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2.5.4 Design and Layout of Parking areas

Query

"….please confirm which parking and access arrangements are the basis of this application and ensure that this is represented consistently across all documentation...."

Response

As noted above the proposal refers to previous approval per D-2018/469. Update on drawings attached.

Action/Reference

No change to the development proposal.

2.5.5 Number of accesses for vehicles

Query

"….please confirm number and location of accesses intended to service the proposed carparking areas associated with the marina...."

Response

As noted above the proposal refers to previous approval per D-2018/469 including nominated accesses as per previously agreed with Council.

Action/Reference

No change to the development proposal.

2.5.6 Pedestrian access

Query

"….please provide details of the designs for pedestrian access for all parking area……..."

Response

As noted above the proposal refers to previous approval per D-2018/469 including nominated pedestrian access previously agreed with Council.

Action/Reference

No change to the development proposal.

2.5.7 Loading Bay

Query

"….please provide details of anticipated commercial vehicle usage……..."

Response

As noted above the proposal refers to previous approval per D-2018/469.

Action/Reference

No change to the development proposal.



Figure 1. Across the associated parking areas toward the artificial promontory of 78 Cambridge Road.



Figure 2. Seaward of existing pontoon from whence “Arm C” would extend.



Figure 3. Along the foreshore toward Bellerive Village from the Foreshore Walk.



Figure 4. Proposed marina access across 78 Cambridge Road (from Kangaroo Bay Drive).



Figure 5. BYC dinghy storage shed and sealed and unsealed parking areas viewed from the boat ramp.



Figure 6. Existing public open space areas to the south of the boat ramp.

8. REPORTS OF OFFICERS

8.1 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS

Nil Items.

8.2 ASSET MANAGEMENT

Nil Items.

8.3 FINANCIAL MANAGEMENT

Nil Items.

8.4 GOVERNANCE

8.4.1 DERWENT RIVER FERRY EXPANSION – LINDISFARNE SITE OPTIONS

EXECUTIVE SUMMARY

PURPOSE

The purpose of this report is to inform Council of the results of the recent community consultation survey on the proposal to locate a new ferry terminal in Lindisfarne Bay near the Lindisfarne Sailing Club site, or the alternative location at the end of Natone Street, Lindisfarne.

RELATION TO EXISTING POLICY/PLANS

Council's Strategic Plan 2021-2031 is relevant.

LEGISLATIVE REQUIREMENTS

There are no relevant legislative requirements.

CONSULTATION

At Council's meeting on 17 June 2024, Council endorsed consultation with the community on the two site options for a ferry terminal located in Lindisfarne. Community consultation was undertaken between 18 June to 16 July 2024, to gain an understanding of community concerns and support associated with each location, including in relation to traffic and parking. There was a high level of engagement from the immediate community surrounding both sites.

Targeted communication with key stakeholders who would be directly impacted by the ferry terminal was undertaken to encourage them to make a submission.

FINANCIAL IMPLICATIONS

There are no immediate impacts on the current financial year operating budget. While there is no direct investment to be provided by Local Government for the operation of the service, it will be incumbent on the Council to invest in shore-based transport facilities (walkways, cycleways etc) to ensure the ferry service is well connected to existing services and centres. To this end, each council (of the four Greater Hobart Councils) has committed to contribute $500,000 over a two-year period. No funds have been budgeted in the FY2024/25 financial year.

The Australian Government has provided funding of $20M to develop infrastructure at key locations to enable the expansion of the ferry service to proceed.

RECOMMENDATION:

That Council:

A. Notes the results of the recent consultation regarding the two possible sites in Lindisfarne for a new ferry terminal.

B. Based on the consultation feedback, amends its 17 June 2024 in principle support for Lindisfarne Bay as the preferred site to now provide in principle support for Natone Street to be the preferred site, subject to further engineering, financial and other assessments confirming Natone Street as a viable site for a ferry terminal.

C. Authorises the Chief Executive Officer to submit the consultation report to the Department of State Growth for consideration and to assist in informing their decision.

ASSOCIATED REPORT

1. BACKGROUND

1.1. This project is being progressed as a component of the Greater Hobart City Deal. Governance arrangements are in place with the establishment of a Steering Committee comprising of the CEOs of the City of Hobart, Clarence City Council and the Kingborough Council along with the General Manager of the Glenorchy City Council, along with senior representatives of the Department of State Growth.

1.2. Hobart commuter ferry services commenced as a one-year trial to establish demand. To date, over 360,000 passengers have used the service. Due to the high uptake of this trial service, a second vessel was deployed from the end of November 2021 to run an additional four services a day, bringing the total daily services to 19 and catering for an additional 400 passengers a day.

1.3. In December 2021, a limited trial of Saturday services commenced to support summer access to the Hobart CBD, subsidised by the Hobart City Council. The additional services ran on Saturdays from mid-December 2021, carrying an average of over 700 visitors each Saturday. The trial is widely regarded as a success and there is strong community support.

1.4. Work commissioned by the Greater Hobart Councils during 2022/23 confirmed the viability of an expanded passenger ferry service on the Derwent River. The work also confirmed the need (as an initial priority) for new (or upgraded) terminals at Lindisfarne, Wilkinson Point and Sandy Bay. The report also identified the locations of Regatta Point, Kingston Beach and Geilston Bay as future priorities for development of the infrastructure in a subsequent round.

1.5. The Tasmanian Government developed the draft River Derwent Ferry Service Master Plan. This plan considered over 30 potential locations for new passenger ferry infrastructure on the Derwent River and shortlisted areas identified as a priority for development. The prioritised locations align with the Council's priorities.

1.6. The Master Plan, however, differs in identifying Howrah Point, rather than Geilston Bay as a second-round priority. The draft plan is being finalised and will be presented to the Minister for Transport soon.

1.7. At its meeting on 17 June 2024, Council considered a report detailing each of the Lindisfarne sites, the assessment process and the proposal for each area.

1.8. An assessment of the two sites at Lindisfarne has been undertaken with both having complexities:

(a) Site 1 – Lindisfarne Sailing Club

- The Sailing Club is supportive of the proposed development and keen to work with council to develop the proposed infrastructure.
- The Tasmanian Government, who will operate the passenger ferry network, favours the Sailing Club location.
- Development of the new terminal may also provide some facilities that can be used to support the Sailing Club's ongoing operation.
- The Motor Yacht Club of Tasmania have raised concerns regarding safety for bay users, wash from the ferry entering and leaving the bay, and loss of moorings.

- The transit of a ferry through the bay will be slower due to obstructions and speed limits.

(b) Site 2 – Natone Street

- The area currently comprises of a gravel carpark and open space. Allowing for the possible establishment of a small carpark or bus terminus.
- The site is somewhat exposed to prevailing weather conditions, requiring further engineering and other investigations to ensure any water-side infrastructure can be built to minimise weather/ water impacts on the ferry service.
- The site does provide ease of vessel access as there are no moorings or maritime restrictions that would apply to a ferry.
- The site offers a potentially faster ferry service due to the location and lack of obstructions.

1.9. Both locations are likely to have future effects upon local parking, similar in nature to the Bellerive Ferry Terminal. Upon commencement of the ferry service a review of parking demand/capacity will be warranted and then implementing parking restrictions where required. Council officers are presently undertaking parking surveys of both locations to understand the current parking demand.

1.10. Both locations are likely to have varying effects on council assets and infrastructure:

(a) Site 1 has direct access from Crown Land and therefore the State Government will be responsible for providing direct access footpath and lighting to the ferry terminal.

(b) Site 2 has direct access from a narrow residential street and therefore there may be future demands to improve access, lighting and upgrade the gravel carpark.

2. CONSULTATION

Methodology

2.1. Community consultation was undertaken over a four-week period in line with Council's standard practice, with a survey open from 8 June to 16 July 2024.

2.2. The approach and activities included an online survey on Your Say Clarence.

2.3. The aim of the consultation was to reach a good mix of ages from Lindisfarne and surrounding suburbs, including potential future ferry users.

2.4. There was a coordinated effort to promote the survey including a banner on Council's website and a top feature of the Your Say Clarence Page. The consultation was featured in Council's Clarence News, which is distributed to all ratepayers in the city, there were Facebook posts throughout the consultation period and advertisement in the Eastern Shore Sun. There was ongoing media interest with the survey mentioned in print and radio media.

2.5. The survey was available online and in hard copy form, there was a mapping tool online to show ideas, make comments and suggestions. Respondents were also able to make an email submission.

2.6. Questions were aimed at understanding the community's preference for each of the two sites nominated and to understand any concerns or opportunities across both sites. Questions were also aimed at understanding commuter behaviour and potential future use.

Outcomes: Who Responded

2.7. The survey received 627 responses which is a strong response rate. There were 11 map pins submitted and 54 email submissions received.

2.8. 93% of responses were from Clarence residents. The top three participating suburbs were Lindisfarne, Geilston Bay, and Rose Bay equating to 73% of response.

2.9. Most Respondents were adults aged between 30-69 years of age followed by the 70 years or over group. Relatively few Respondents were in their 20s, and even fewer in the 19 or under bracket.

Outcomes: Overall Feedback and Commuter Behaviour

2.10. Overall, Respondents' travel to Hobart CBD is high with 83% of Respondents going to Hobart CBD at least once a week or more often.

2.11. When asked about how Respondents were travelling to Hobart from the Eastern Shore, 68% of Respondents are currently driving with a small number catching the bus and/or ferry (Bellerive).

2.12. When asked: *"Do you expect that you will use the ferry to or from Lindisfarne?"* 7 in 10 expect they would use a ferry from a location in Lindisfarne.

2.13. Respondents were asked to list how many times a week they would catch the ferry if located in Lindisfarne, with 6 in 10 Respondents expecting to use the Lindisfarne ferry once a week or more often.

2.14. When asked: *"How would the community like to get to the ferry?"* Nearly 7 in 10 said they would prefer to get to the Lindisfarne ferry without using a car.

2.15. Only 3 in 10 would like to get to the ferry by car. With 49% of Respondents saying they would like to walk, run, ride or scoot to the ferry terminal.

2.16. 5 in 10 support the introduction of parking restrictions at the sites.

Outcomes: Site Specific Feedback

2.17. The residents who are most likely to use the ferry are split equally on the site they are most likely to use at 43% for each site.

2.18. Residents who are unsure or say they are unlikely to use the ferry have a clear preference for Natone Street. Submissions indicate this is due to the Natone Street site having less impact on existing users of Lindisfarne Bay.

2.19. Overall, 65% of Respondents agree that Natone Street is a good site and 46% agree the Lindisfarne Sailing Club Site is a good site.

2.20. Overall feedback on the Lindisfarne Sailing Club site is that it is more central, more sheltered and better connected. There were concerns raised on the impacts of a ferry service on the existing users of Lindisfarne Bay as well as concerns about parking availability near the site, which also services a number of other users for this area.

2.21. Overall feedback on Natone Street site is that there will be less impact on existing users and a faster ferry ride across the river. There were concerns raised about parking with potentially more people driving to this location, the site itself being less central and the site being more exposed.

2.22. State/Local Government Protocol

The Greater Hobart Councils are working collaboratively on this project as a component of the Greater Hobart City Deal. The Councils are also collaborating closely with the Tasmanian Government via officers in the Department of State Growth on all aspects of this project.

2.23. Other

The four greater Hobart Councils, through the Greater Hobart Strategic Partnership engaged with the Australian Government to secure a $20M funding to deliver new terminals for the expansion of the ferry service.

The Tasmanian Government undertook a high level of consultation when releasing the draft River Derwent Ferry Service Masterplan. This plan detailed each of the sites now proposed for establishment by the Councils.

3. STRATEGIC PLAN/POLICY IMPLICATIONS

Council's Strategic Plan 2021-2031 within the Strategic Goal Area *A Well-Planned Liveable City* contains the following Strategy:

> *"2.2 Developing and implementing a comprehensive transport strategy for the city".*

4. EXTERNAL IMPACTS

Nil.

5. RISK AND LEGAL IMPLICATIONS

Nil.

6. FINANCIAL IMPLICATIONS

6.1. There are no impacts on current year operating results. There is a commitment from Council for a $500,000 investment over two years in shore infrastructure such as walkways and cycleways, to ensure the ferry service is well connected to existing services and centres. No funds have budget in the FY2024/25 financial year, however, if required, these funds ($250,000) can be allocated via a separate council decision.

6.2. Consistent with the comment above, it is anticipated that the majority of the funds required for the project will be allocated from the grant funds secured by the Greater Hobart councils from the Australian Government.

7. ANY OTHER UNIQUE ISSUES

No other issues.

8. CONCLUSION

8.1. Consultation undertaken by council officers during June – July 2024 identified Natone Street as the community's preferred site option for the Derwent Ferry terminal.

8.2. The report seeks in principle approval for the location of the proposed new passenger ferry terminal, with Natone Street being the preferred location for the next terminal in Clarence.

Attachments: 1. Consultation Report – Derwent Ferry Expansion Site Feedback (76)

Ian Nelson
CHIEF EXECUTIVE OFFICER

ATTACHMENT 1



Clarence City Council

Derwent Ferry Expansion Site Feedback

Community feedback

August 2024

Consultation

Table of Contents

- Project Summary
- Consultation Methodology
- How we communicated
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  - Detailed results from each survey question
  - Lindisfarne ABS 2021 census snapshot
  - Written submissions – organisations and individuals



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Project Summary

- The development of infrastructure to enable the expansion of the Derwent River Ferry Service is being progressed as a component of the Greater Hobart City Deal.
- Initial priority locations for new or upgraded terminals include Lindisfarne, Wilkinsons Point and Sandy Bay.
- Specific sites at each of these locations have been assessed against established criteria with Lindisfarne having two potential locations to consider – Lindisfarne Sailing Club and Natone Street.
- At Council's meeting on 17 June 2024, Council endorsed consultation with the community on the two site options for a ferry terminal located in Lindisfarne.

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Lindisfarne ferry terminal proposed options for consultation

- Site 1: Lindisfarne Sailing Club



- Site 2: Natone Street



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Consultation Methodology

Consultation was open for four weeks from *8 June to 16 July 2024.*

Consultation approach:

- Your Say online Survey (also available in hard copy at council chambers).
- Online map tool to drop pins with ideas, comments or suggestions.
- Email a submission.
- Call and speak to an officer.

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How we communicated

We adopted a range of different communication channels to reach as many people as possible about the opportunity to have their say.

- Council website banner to direct respondents to the Your Say page.
- Facebook posts throughout the consultation period.
- Eastern Shore Sun newspaper ad (delivered to every house in Clarence).
- Ongoing media interest throughout the consultation period with mentions on both radio and print media.
- Direct contact with key stakeholder groups, organisations and businesses.

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Who we heard from

Key statistics

- 627 survey responses received.
- Total page visits was 2,890.
- 11 map pins submitted.
- 55 email submissions received.
- 93% of respondents live in Clarence.
- 73% of respondents live in Lindisfarne, Geilston Bay and Rose Bay.

Key Statistics

- 481 respondents lived withing 5km of the Lindisfarne Sailing Club Site.
- 471 respondents lived within 5km of the Natone Street site.
- There was a good range of ages across the responses received. With 478 respondents aged between 20-69.
- Some responses received from those living outside of Clarence indicated that they have a mooring in the Bay.

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Who we heard from – a snapshot of organisation email submissions

- Incat
- Bicycle Network Tasmania
- Crew Fitness
- Motor Yacht Club of Tasmania
- Derwent Storms Dragon Boat Club
- Lindisfarne Bay Boat Yard
- Dr Rosalie Woodruff MP, Leader of the Tasmanian Greens
- Residents and community members

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What we heard about commuter behaviour

- 83% of respondents confirmed they travel at least once a week or more into Hobart CBD.
- 68% of travel to Hobart CBD is via car. With 24% catching public transport (bus or Bellerive Ferry).
- 7 in 10 respondents expect they would use a ferry from a location in Lindisfarne.
- 6 in 10 respondents expect to use the Lindisfarne ferry at least once a week or more.
- Nearly 7 in 10 respondents would prefer to access the Lindisfarne ferry without using a car. With 49% preferring to walk, ride or use a scooter as the preferred method of travel to the ferry.
- Only 3 in 10 respondents would use a car to travel to the Lindisfarne ferry.

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What we heard about the two proposed sites

- 65 % of respondents agree that Natone Street is a good site for the ferry terminal.
- 46% of respondents agree that the Lindisfarne Sailing Club location is a good site for the ferry terminal.
- 47% of respondents said they would use the Natone Street site.
- 35% of respondents said they would use the Lindisfarne Sailing Club Site.
- 18% of respondents were unsure or would use either site.
- Of the respondents that said they would most likely use the ferry, the split between the two sites in terms of preference is equal at 43%each.
- Residents who were unsure or not likely to use the ferry had a clear preference for the Natone Street site.

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Key positive themes for Lindisfarne Sailing Club as the preferred site for the ferry terminal

- Central site, close to shops and Village.
- Less exposed. Calmer waters and more shelter.
- Better connection with existing bike paths and bus stops.
- Feeling of a safer spot, that is well lit at night.
- Established infrastructure so cheaper to build.
- Close to retirement village giving residents easy access to Hobart CBD.
- Good easy access.
- Larger catchment surrounding the site.
- Will benefit the sailing club with community facilities on a site that needs upgrading.
- Better for visitors.
- Easier access for Geilston Bay and Rose Bay residents.
- Pier is a good location for a café or restaurant.
- Carparking available.

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Key positive themes for Natone Street as the preferred site for the ferry terminal

- Less impact on existing water users.
- Easier turning circle for ferry.
- No moorings nearby.
- Faster trip between destinations.
- More car parking potentially available.
- Blank site allowing for more options.
- Easier access to closer residential area and use of the ferry.
- Away from busy Village.
- Space for buses and drop off areas.
- Closer for Geilston Bay residents to access ferry terminal.
- Less impact on residence.
- Wont impact on the sailing club and its activities in the Bay.
- Improved connection for walkers and bike users.
- May create more investment in the local play park adjacent to the site.

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Key negative themes for Lindisfarne Sailing Club as the preferred site for the ferry terminal

- Existing users of the Lindisfarne Bay will be impacted.
- Wash from the ferry and safety concerns for users in the Bay.
- Parking concerns.
- Increased traffic congestion.
- Slower ferry trip.
- Sailing club activities will be impacted. Could displace the Sailing club.
- Concern over bus connections and if there is space for a bus stop near the terminal.
- Concern over connections and access to this site.
- Impact on local residents.
- Impact on local wildlife.
- Concern that Lindisfarne has an older demographic that will not use the ferry service.
- Generally not a good site.

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Key negative themes for Natone Street as the preferred site for the ferry terminal

- More people will drive to this location.
- More parking will be needed.
- Too exposed.
- No current infrastructure.
- Less central location. Further from shops.
- Isolated. Feeling of site being less safe at night.
- No existing infrastructure. It will cost more to build.
- Impact on local residents. Too close to houses.
- Less walkable. Less links and harder to access.
- Increased traffic in local area.
- Noise and light from ferry at night may impact on nearby residents.
- Too close to play park and dog park. It will impact the uses of these recreation spaces.
- Further from Rose Bay so residents would not use the ferry.

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General site comments

- General support for Lindisfarne as the location for a ferry service – not location specific.
- A ferry service will reduce traffic on the bridge.
- A ferry service is an easier commute.
- A new ferry will be good for the community and good for businesses.
- 5 in 10 respondents support the introduction of parking restrictions at and surrounding the ferry terminal.

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Summary of email submissions received – key themes

Concerns about Lindisfarne Sailing Club (LSC) site

- **Safety and Navigation:** Many submissions expressed concern about the safety and navigational challenges posed by the proposed ferry terminal at the Lindisfarne Sailing Club site. The presence of multiple recreational activities (sailing, rowing, dragon boating) and the confined space within the Bay are highlighted as potential risks.
- **Impact on existing activities:** The addition of a ferry terminal is seen as a disruption to the current use of the bay, which includes training for various water sports and recreational boating.

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Summary of email submissions received – key themes

Support for Natone Street Site

- **Better Accessibility and Infrastructure**: Many submissions express support for the Natone Street site due to its perceived better accessibility, parking availability, and minimal disruption to existing bay activities.
- **Safety and Efficiency**: The site is seen as safer and more efficient, with fewer interactions between the ferry and recreational users, and a quicker approach for the ferry.

Parking and Traffic Issues

- **Limited parking:** Both sites have concerns about parking, but the Lindisfarne Sailing Club site is viewed as particularly problematic due to already existing congestions and limited space.
- **Traffic Flow:** Increased traffic and its impact on local roads, especially around the Lindisfarne Sailing Club site, are a concern.

Summary of email submissions received – key themes

Social Impact

- **Disruption to local community**: Submissions highlighted the potential negative impact on the local community, including noise, safety concerns for children and elderly residents, and overall lifestyle disruption.

Operational Concerns

- **Ferry wake and speed:** The impact of ferry wake on smaller boats, current infrastructure, moorings and on those using the bay for recreational activities, as well as the requirement for the ferry to slow down in the bay, are noted as potential challenges.
- **Loss of mooring spaces**: The proposed terminal at Lindisfarne Sailing Club site would reduce the number of available mooring spaces, affecting boat owners.

Summary of email submissions received – key themes

General Sentiment

- **Preference for Natone Street**: There is a strong preference for the Natone Street site among many of the email submissions, with reasons ranging from safety and efficiency to minimal disruption of existing activities.
- **General impressions**: There is strong sentiment for the consideration of safety, infrastructure, and the impacts on existing bay activities in deciding on a preferred site.

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Appendix

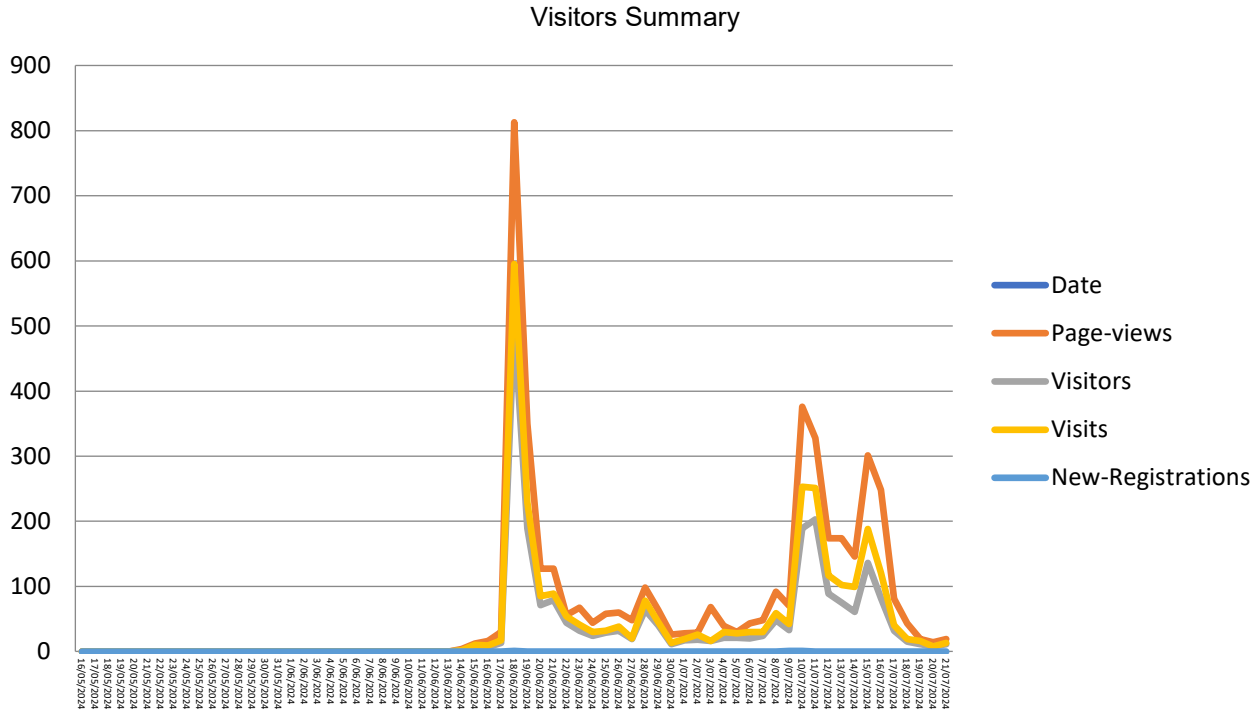
- Digital engagement summary
- What was asked – online survey questions
- Detailed results from each survey question
- Lindisfarne ABS 2021 census snapshot
- Written submissions – organisations and individuals

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Digital engagement summary

High levels of digital engagement:

- Total page visits - 2,890
- Aware visitors - 1,931
- Informed visitors - 883
- Downloaded key documents
  - Agenda report 86 views
  - FAQs 55 views
- Completed surveys - 627



	Engagement Tool Name	Downloads/ Views
Document	Agenda Report for Council Meeting Monday 17 June - 8.4.3 DERWENT RIVER FERRY EXPANSION pg121	86
Document	The Herald Sun - Engineering firm Burbury Consulting recommends three sites for new Derwent Ferry terminals.docx	35
Document	Mercury article 14 June 2024.docx	18
Document	Media statement - Greater Hobart Councils start preliminary testing of possible site for Derwent ferry expansion.pdf	10
Document	Mercury June 14 - Let maritime links set sail.docx	5
FAQ	faqs	55
Key Dates	Key Date	17

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What was asked - online survey questions

Lindisfarne Ferry Site - survey

Thank you for taking part in this survey about a ferry terminal in Lindisfarne and asking about the two shortlisted sites - Lindisfarne Sailing Club and Natone St. The survey is around 5 to 10 minutes.

We will ask some site-specific questions for each prospective site, potential ferry usage questions and provide an opportunity to share your reasons. Lastly, we will ask a few general questions about you.

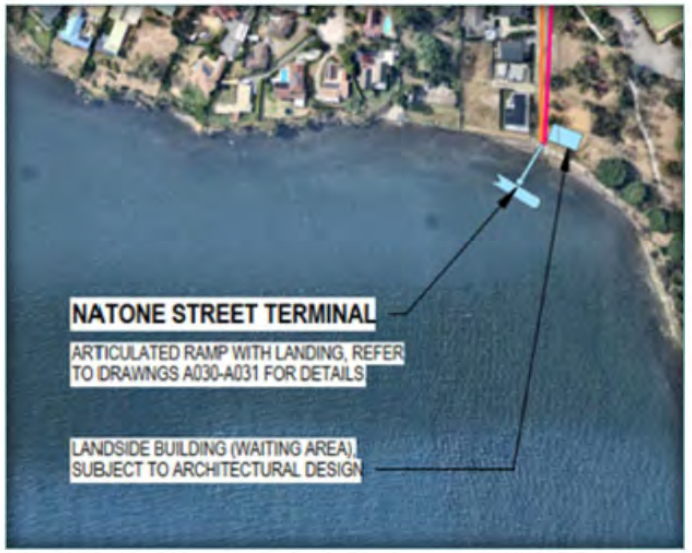
Lindisfarne Sailing club ferry terminal site section



1. Positives for the Lindisfarne Sailing Club site for a ferry terminal?

2. Any issue or concerns with the Sailing Club site for a ferry terminal?

Natone St ferry terminal site section



3. Positives for the Natone St site for a ferry terminal?

4. Any issue or concerns with the Natone Street site for a ferry terminal?

5. Please let us know how you agree or disagree with each of the sites as a **good location** for a ferry terminal in Lindisfarne?

Lindisfarne Sailing Club

Definitely disagree | Somewhat disagree | Unsure | Somewhat agree | Definitely agree

Natone St

Definitely disagree | Somewhat disagree | Unsure | Somewhat agree | Definitely agree

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What was asked - online survey questions

Existing commuter and visitor behaviour to Hobart CBD

We would like to understand your current trips across the Bridge

6. How often do you go to Hobart CBD?

- [ ] 5 or more times a week
- [ ] 2-4 times a week
- [ ] Once a week
- [ ] Fortnightly
- [ ] Monthly or less often

7. Thinking about trips in the past month...

How did you get to Hobart (Western Shore)?

- [ ] Drive
- [ ] Bus
- [ ] Ride or scoot
- [ ] Walk
- [ ] Ferry
- [ ] Other (please specify)

Potential Ferry usage questions

We would like to understand your potential future ferry use

8. Do you expect that you will use the ferry to or from Lindisfarne?

Likelihood of use

- ◯ Very unikely
- ◯ Somewhat unlikely
- ◯ unsure
- ◯ Somewhat likely
- ◯ Very likely

9. How often do you expect you would use the ferry?

- [ ] 5 or more times a week
- [ ] 2-4 times a week
- [ ] Once a week
- [ ] Fortnightly
- [ ] Monthly or less often
- [ ] Never

10. Which site would you be more likely to use?

- [ ] Lindisfarne Sailing Club Marina
- [ ] Natone St / Natone Bay site
- [ ] Unsure

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What was asked - online survey questions

11. How would you like to get to the ferry to or from Lindisfarne?

- [ ] Drive
- [ ] Bus
- [ ] Ride or scoot
- [ ] Walk, run or wheel
- [ ] Dropped off
- [ ] Other (please specify)

12. Support for parking restrictions in the vicinity of the ferry to encourage walking, riding, catching a bus being dropped off etc rather than driving.

Support for parking restrictions

- ◯ Definitely disagree
- ◯ Somewhat disagree
- ◯ Unsure
- ◯ Somewhat agree
- ◯ Definitely agree

13. Lastly a few questions about you...

What suburb do you live in?

Select option

14. How close are you to each of the Lindisfarne sites?

Lindisfarne Sailing Club

- ◯ 500 metres or less
- ◯ 500m to 1km
- ◯ 1km - 5 km
- ◯ 5km - 10km
- ◯ More than 10 km

Natone Bay site

- ◯ 500 metres or less
- ◯ 500m to 1km
- ◯ 1km - 5 km
- ◯ 5km - 10km
- ◯ More than 10 km

15. What is your age?

- [ ] Under 16 years
- [ ] 16-19
- [ ] 20-29
- [ ] 30-39
- [ ] 40-49
- [ ] 50-59
- [ ] 60-69
- [ ] 70 years or over

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Q1. Lindisfarne Sailing Club site: positives



CENTRAL: more central / closer to shops & village / better for businesses/less impact on homes (already non-residential)	130
LESS EXPOSED: sheltered/ calmer waters /larger site / closer to city - shorter trip	58
BETTER CONNECTED - easy to walk to / bike paths / existing bus/safer & well lit	50
GOOD SITE: great spot / established site (infrastructure there)/cheaper (expectation)	45
ACCESS: convenient / easy access / flat	35
PARKING: carpark / better parking	34
LARGER CATCHMENT: good for community/will be used more/close to more people	25
BENEFIT: will benefit the sailing club & community facilities/site needs upgrading	25
BRIDGE: will ease traffic / improve commute	13
USERS: better for visitors / easier to access for Rose Bay & Geilston Bay	6
PIER: good location for café / restaurant	5
ELDERLY: close to retirement village (gives access to town)	5
PERSONAL SAFETY: safer at night (passenger safety)/more visible	2
NONE: none /not supported	**170**

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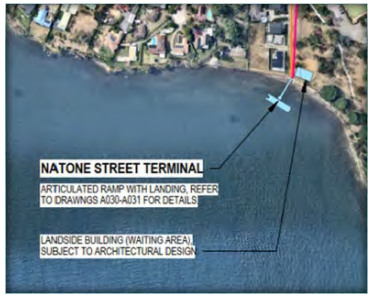
Q2. Lindisfarne Sailing Club site: concerns



OTHER USER IMPACTS: impact on other existing users of the water/impact on MYCT/Dragon Boats/wash and safety concerns/moorings will go/access for other users impacted	191
PARKING: parking concerns/enough parking?/the MYCT car park will be used/tennis parking will be used	149
TRAFFIC: roads/traffic congestion/pedestrian safety with more cars/drop off area	38
SLOWER: slower ferry trip/further distance to town/ further from other stops/difficult approach	34
LOSS OF SAILING CLUB: will it impact sailing club activity? Will disrupt sailing club/Loss of the sailing club? Displacement of sailing club/loss of community space/would need significant upgrade/will fitness lessons still happen? children's sailing impacts?	26
BUS: will there be a bus? how could a bus fit?	23
CONNECTIONS: connections and access/ensure walking/cycling/wheelchair access /commuter rush impacts	12
RESIDENTS: impact on local residents/annoying for residents/ferry commuters parking on streets/noise	10
SITE: not a good site/other sites should be first (Howrah, Kingston)	6
MISC: yes concerns - no further information	4
TIMETABLE: what will the timetable be and clarity on impacts on existing users? ferry schedule will be impacted with a busy bay	3
DEMOGRAPHICS: Lindisfarne is elderly/won't use the ferry /will be used by Montague bay and Geilston Bay residents	5
WILDLIFE: impact on local wildlife/dolphins	3
COST: who will pay?	1
NONE: none/no concerns/will improve ageing infrastructure/love this	**76**

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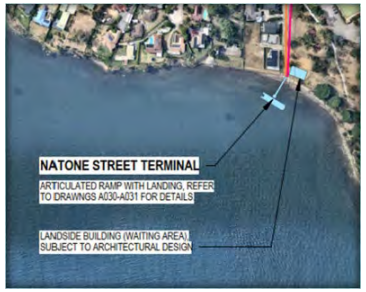
Q3. Natone Street site: positives



LESS IMPACT ON WATER USERS: away from other users/safer for other water users / no moorings / turning circle easier/less impact on other water users/out of the way/away from services	140
FASTER TRIP: faster ferry (no need to drop speed)/clearer access/less used bay/safer for other water users	90
CAR PARKING: more car parking/potential car parking/use park parking/can remove playground for more parking	87
BLANK SLATE: a good site/also good/blank slate less constraints/another option/more space/less costly	57
RESIDENTIAL AREA: access/easy to get to/easy to drive to/more residential area	20
AWAY FROM VILLAGE: less busy area/quieter part of Lindisfarne/more residential/less traffic/away from village and shops/closer to recreation/low traffic area	15
BUS SPACE: more space for a bus/more space for a drop off area	13
GEILSTON BAY: convenient location/closer to Geilston Bay	12
GENERAL SUPPORT FOR LINDISFARNE: support a ferry in Lindisfarne (not location specific)	10
REDUCE BRIDGE TRAFFIC: support ferry/reduce traffic on bridge/cars off roads	7
LESS RESIDENTS IMPACTED: less impact on residents (who live near Sailing Club)/less residents near Natone St to impact (lower volume)/away from older residents/tucked out of view	5
SAILING CLUB: won't impact sailing club/will allow Sailing club to continue/ won't be displaced	4
MAY IMPROVE PARK: may get better footpaths/ better park investment adjacent/next to park	3
ACCESS: near bike track	2
GOOD: good for community/good for businesses	2
NONE: not as good a site/further away/more residential (better near activity)/would use it less/too far to walk/ruin green space/too exposed	**75**

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Q4. Natone Street site: concerns



PARKING: less parking/will need more parking/easy drop off created/more will drive to this location (more parking needed)/use part of the park for parking	**105**
EXPOSED: too exposed/windy/will need a break wall/infrastructure/no toilets/more expensive/shallower water/not as safe	**77**
LESS CENTRAL: not as central/further from shops (less benefit to them)/dark and less safe at night/lonely spot /not as good/will be used less/smaller catchment/further from school	**44**
ISOLATED: more isolated/longer walk & less safe to walk to /distance from many residents /further away/too far from village/too far for older residents/not central/away from services/more isolated	**43**
RESIDENT IMPACTS: too close to houses/more impacts on residents/end of a residential street/residential area/more difficult access (dead end street)	**35**
LESS WALKABLE (BIKE &BUS): less links/harder to access by active travel and PT/will need more direct DDA pedestrian access/need easier walking and cycling access/further from bus stops/less safe to walk to and hillier/dark walkways/restricted access in front of properties	**33**
TRAFFIC: will increase local traffic congestion and noise and ferry light impacting nearby residents/traffic flow/it's a bottle neck/harder to drop off	**27**
PLAY /DOG PARK: too close to park/will impact users of the recreation spaces (use their parking)/don't turn park into parking/more cars dangerous for children and dogs/disrupt popular walking route/won't look nice next to park /off leash dog park impacts/safety risks to dogs (increased traffic) and dog park parking/beach is used by dogs and people	**21**
EMPTY SITE: no existing infrastructure/expensive/big pier would be needed/no toilets	**13**
ROSE BAY: further from Rose Bay users/would drive instead of ferry	**6**
SAILING CLUB: sailing club will cease to exist	**2**
MISC: other concerns	**4**
NONE: none/no concerns/best /nil/no/not sure	**141**

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Map tool comments for additional site feedback

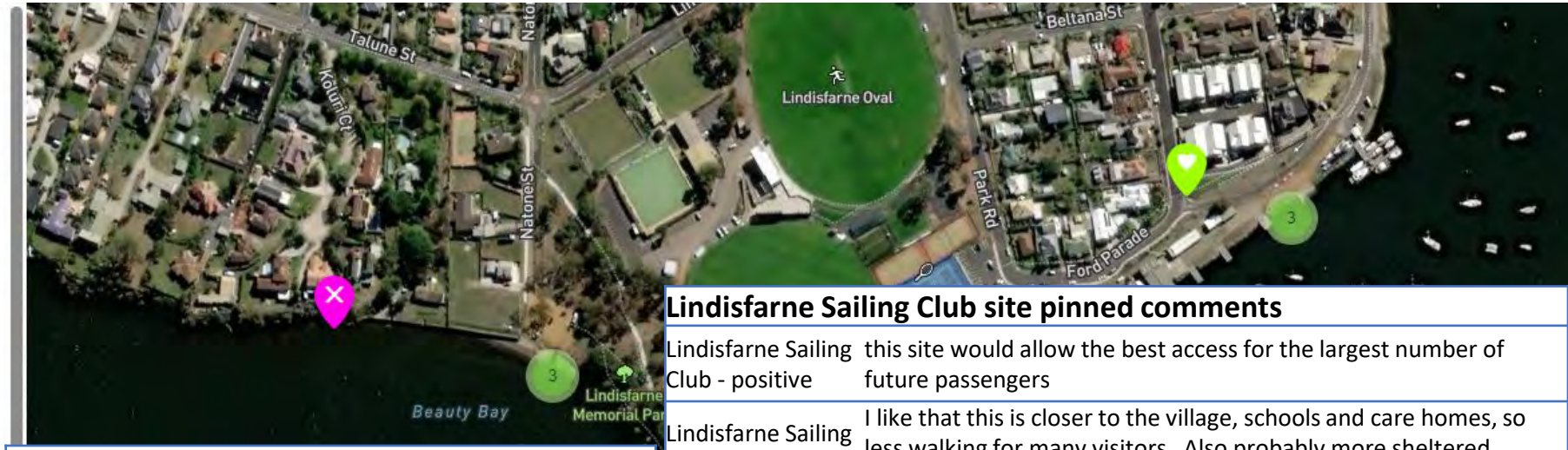
Lindisfarne sites

Site 1 - **Lindisfarne Sailing Club Marina** - Please add pins to show where there are positive or negatives for this potential site



Site 2 - **Natone Street Lindisfarne** - Please add pins to show where there are positive or negatives for this potential site





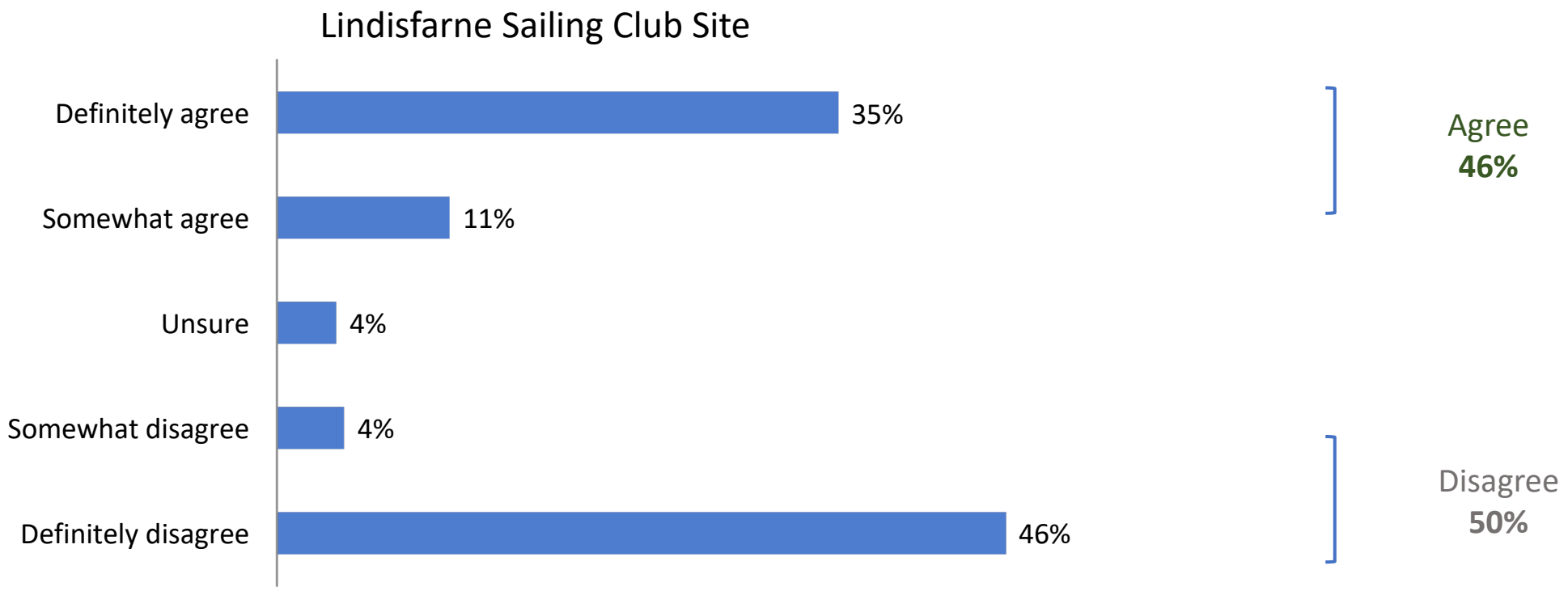
Natone Street site pinned comments	
Natone St - positives	Natone Street option offers better parking and access than the Sailing Club which has limited parking and will create traffic/parking issues for residents.
Natone St - positives	Too dangerous for a ferry in and out of Lindisfarne Bay.
Natone St - positives	Natone - positive - safer option
Natone St - negatives	Mostly residential area, limited access from other public transport
Natone St - negatives	Private property boundaries in this direction extend to the water and rocks. There might also be fewer passengers in this catchment area (Derwent Ave) compared to a more central area in Lindisfarne where a terminal and infra upgrades would be more visible from existing recreation and retail areas serviced by land PT.

Lindisfarne Sailing Club site pinned comments	
Lindisfarne Sailing Club - positive	this site would allow the best access for the largest number of future passengers
Lindisfarne Sailing Club - positive	I like that this is closer to the village, schools and care homes, so less walking for many visitors. Also probably more sheltered against prevailing winds.
Lindisfarne Sailing Club - positive	Move it to Geilston Bay to provide the opportunity for expansion. Consider the additional houses being built north of Lindisfarne still accessible to everyone
Lindisfarne Sailing Club - positive	good to add a bike path and walking track from both directions along the foreshore.
Lindisfarne Sailing Club - positive	A good opportunity to filter out through-traffic to local access <30km/h; the cars use highways to get around, so there's no reason the coastal routes have to be hazardous. AAA multimodal paths will be the most important connector for ferries (eg electric mobility or between buses) and waiting areas for diverse users.
Lindisfarne Sailing Club - positive	The ferries could have a good symbiosis with transit-oriented development. More people living affordably & parking-lite in these high-amenity locations (by water and parks) close to public transport means that they can maintain service patronage & justify further expansions while requiring less surrounding car parking & traffic (further freeing up land for more housing & amenity, & encouraging users from further afield to take advantage of the improved infra).

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Q5. Lindisfarne Sailing Club site – level of agreement as a good location for the ferry terminal

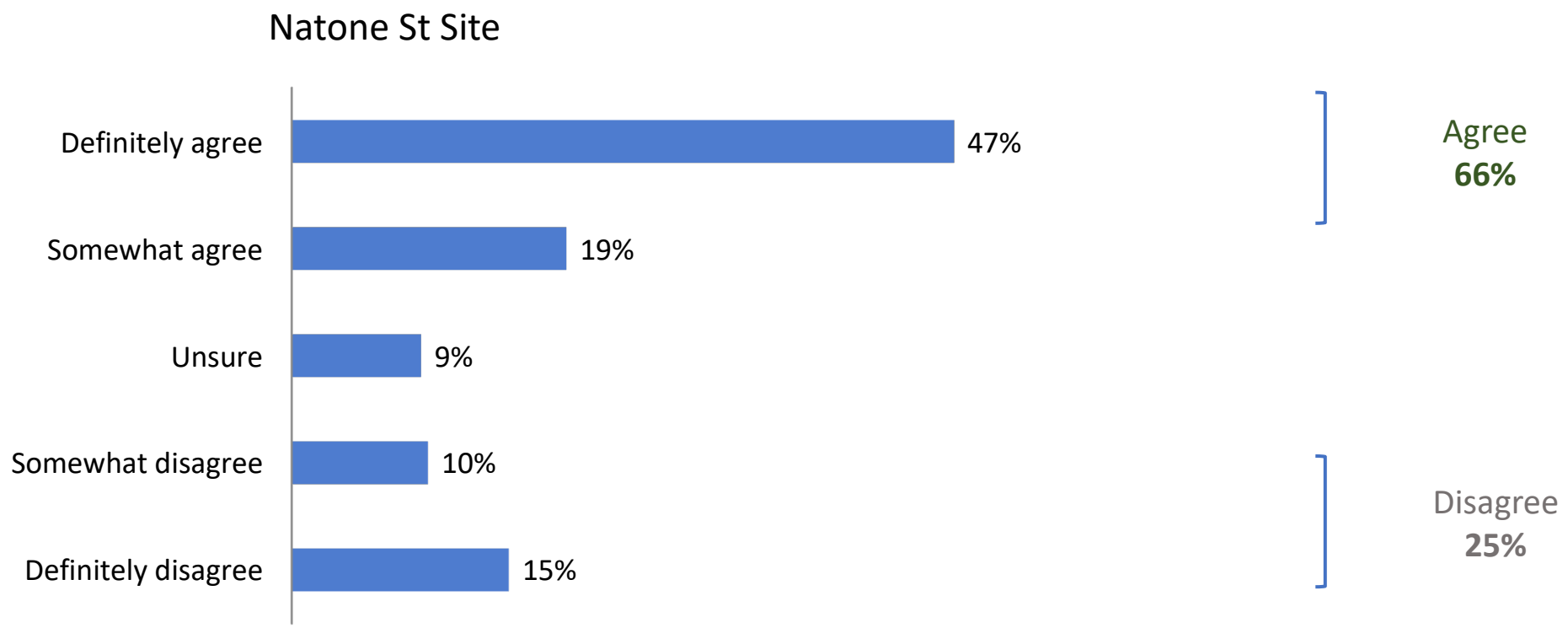
- 45% of respondents agree that Lindisfarne Sailing club site is a good location for a ferry terminal in Lindisfarne



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Q5. Natone Street site – level of agreement as a good location for the ferry terminal

- 65% of respondents agree that Natone St is a good location for a ferry terminal in Lindisfarne

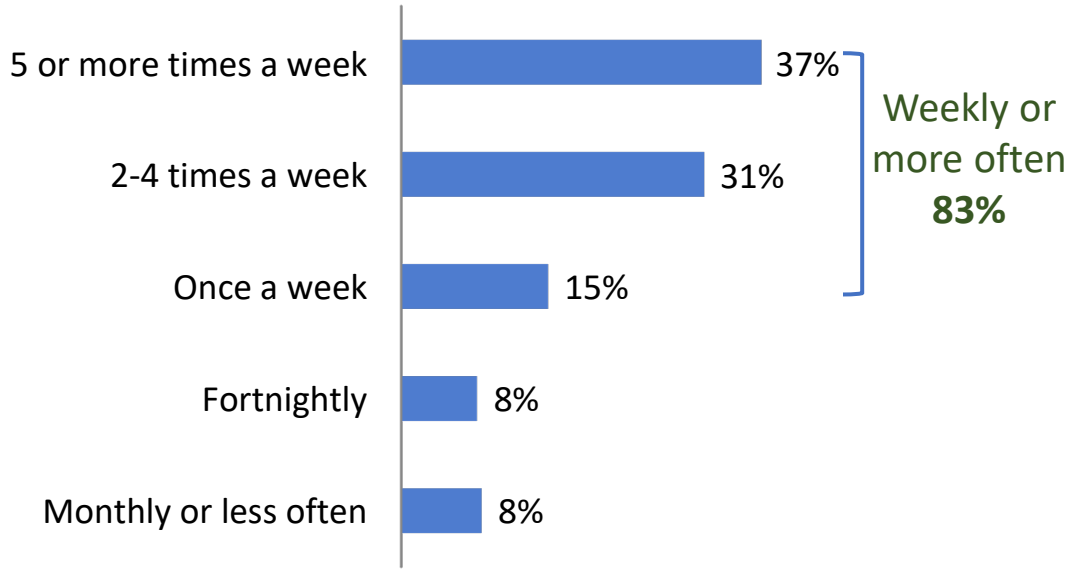


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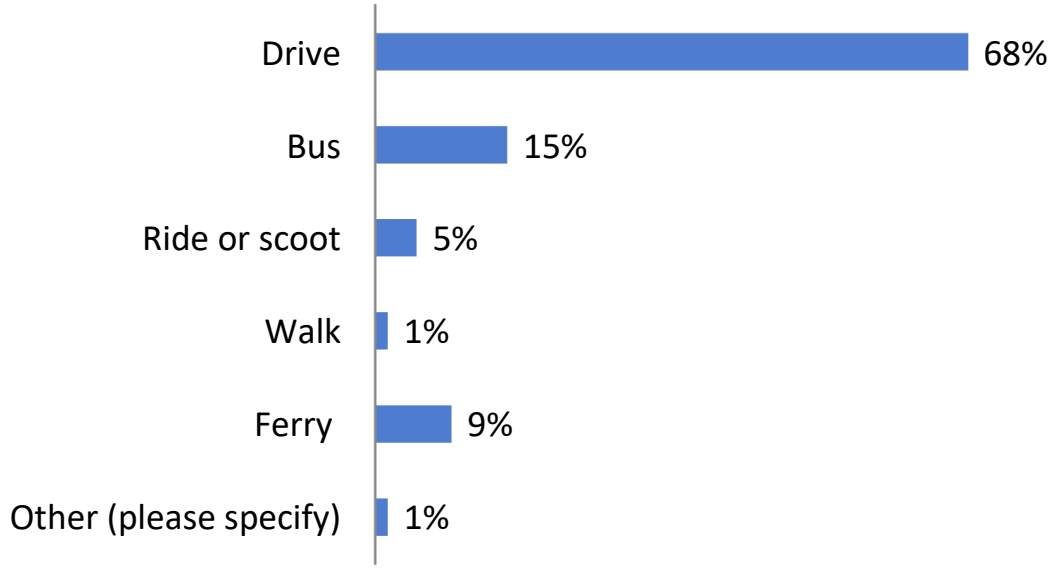
Current community transport behavior

- Overall travel to Hobart CBD is high with 83% going to Hobart CBD weekly or more often.
- Current transport is driving for most (68%). Bus and Ferry (Bellerive) are the choice for some.

Q6. How often do you go to Hobart CBD?



Q7. Thinking about trips in the past month... How did you get to Hobart (Western Shore)?

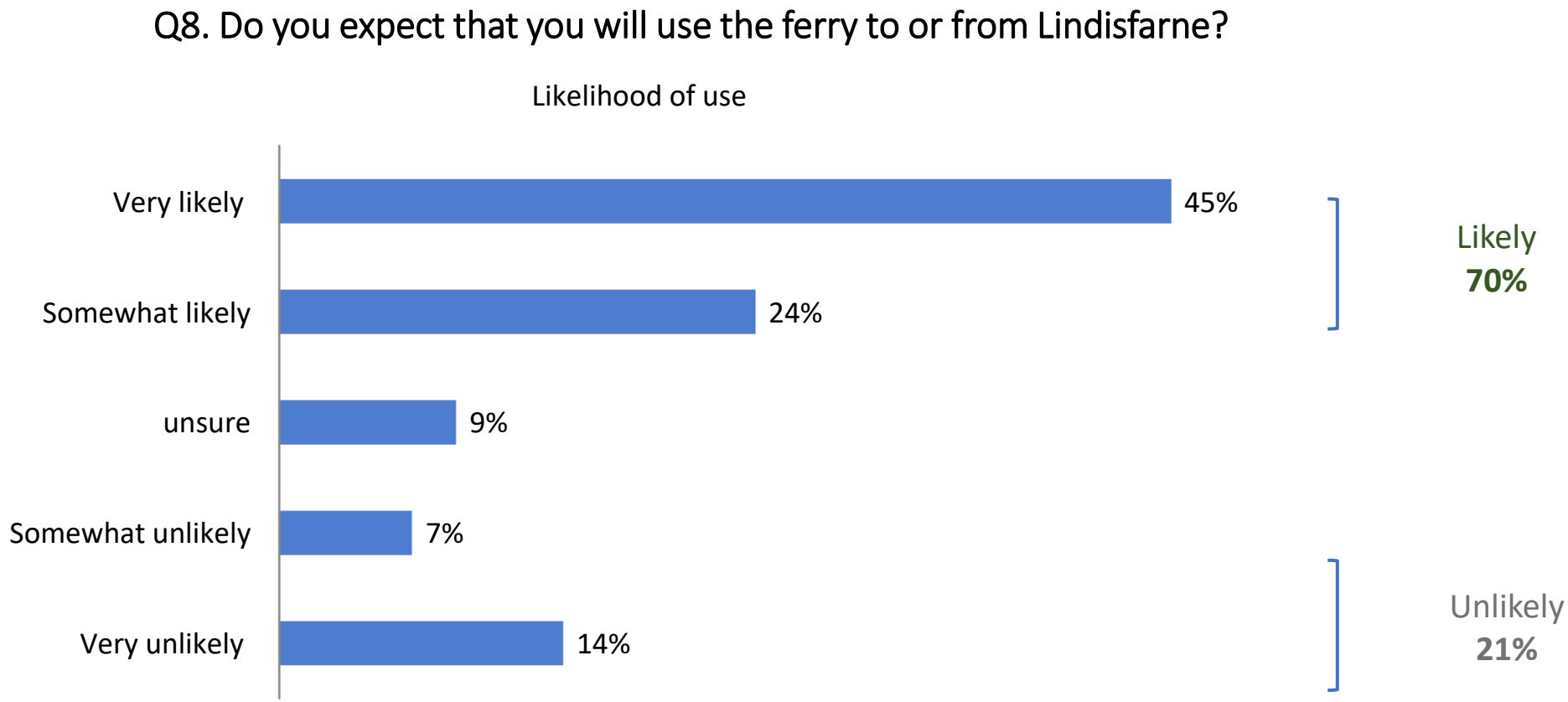


Average number of transport types 1.3

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Potential ferry usage questions

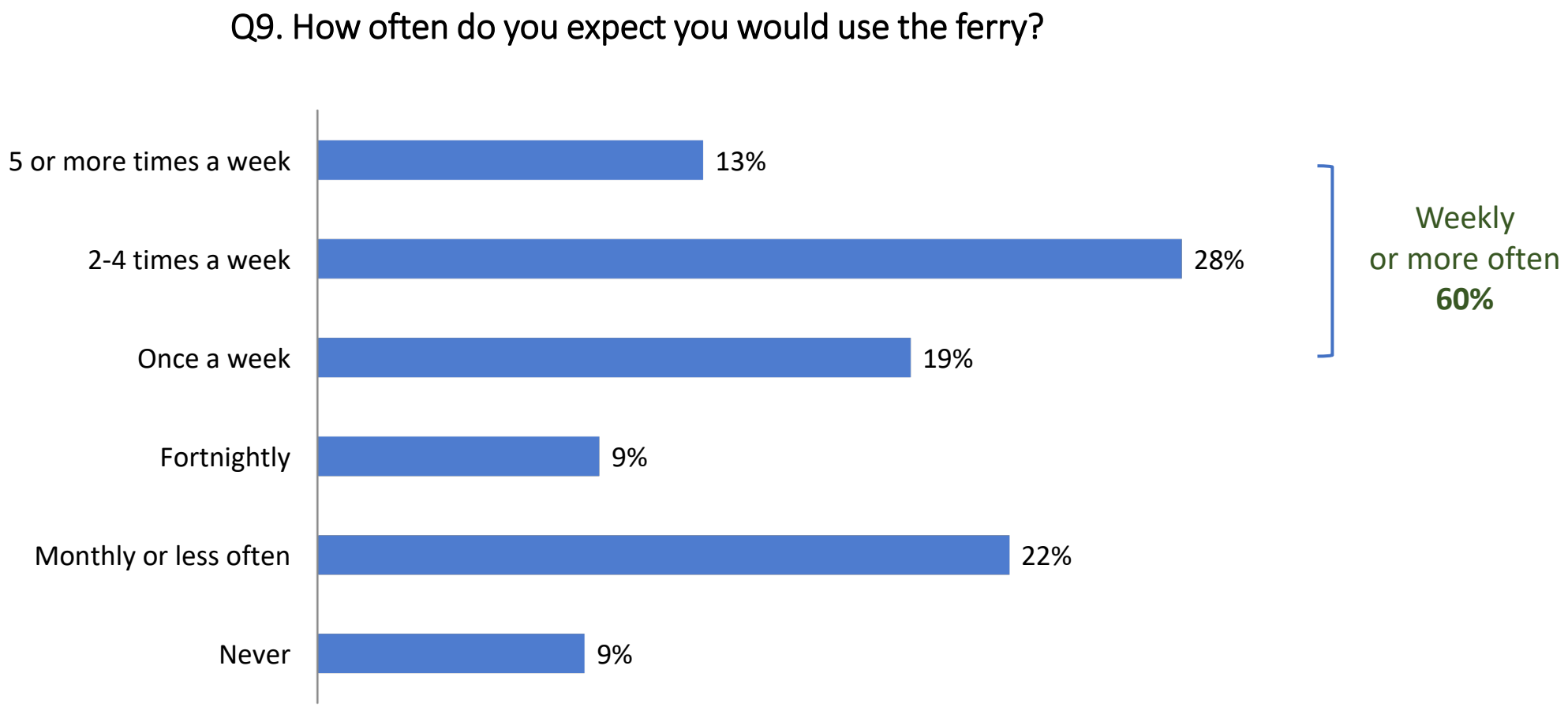
- 7 in 10 expect to use a ferry from a location in Lindisfarne



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Potential ferry usage questions

- 6 in 10 expect to use the Lindisfarne ferry once a week or more often



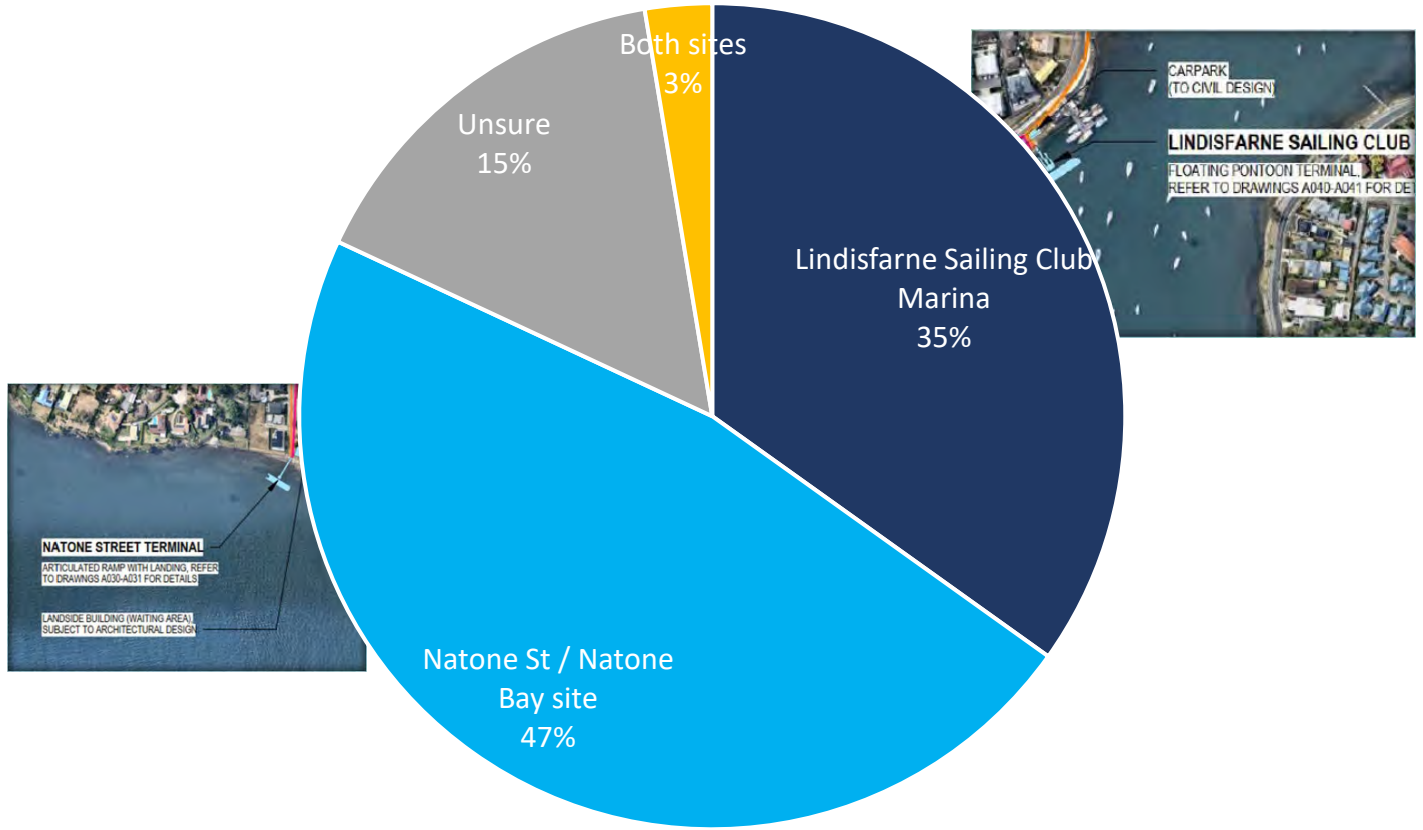
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Potential ferry usage questions

- Overall likelihood to use each site is split. Natone St has 47% of respondents saying this is more likely to be used, 35% for Sailing club with another 18% unsure or happy with either site for use.

Q10. Which site would you be more likely to use?

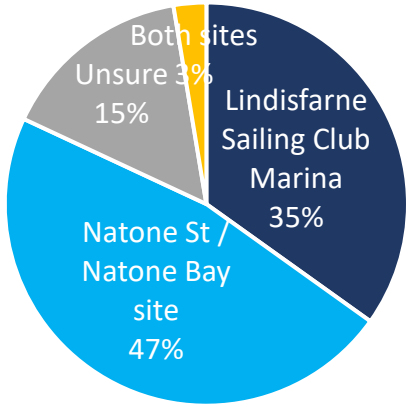
Overall respondents



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Sites by potential user types

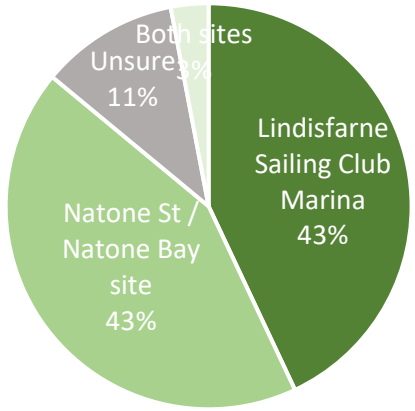
Overall respondents



- The residents who are most likely to use the ferry are split equally on the site they are most likely to use 43% for either site.
- Residents who are unsure or say they are unlikely to use have a clear preference for Natone St (reflecting concerns for potential impacts).

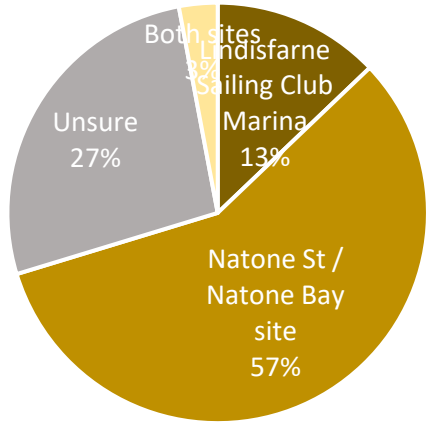
High future use

Likely to use (n=430)
(very and somewhat likely)



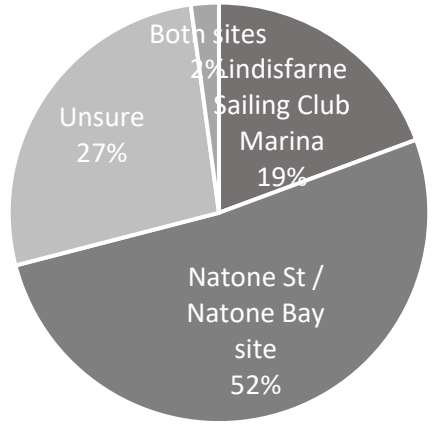
Low future use

Unlikely to use (n=124)
(very and somewhat unlikely)



Unsure

Unsure about use
(n=57)



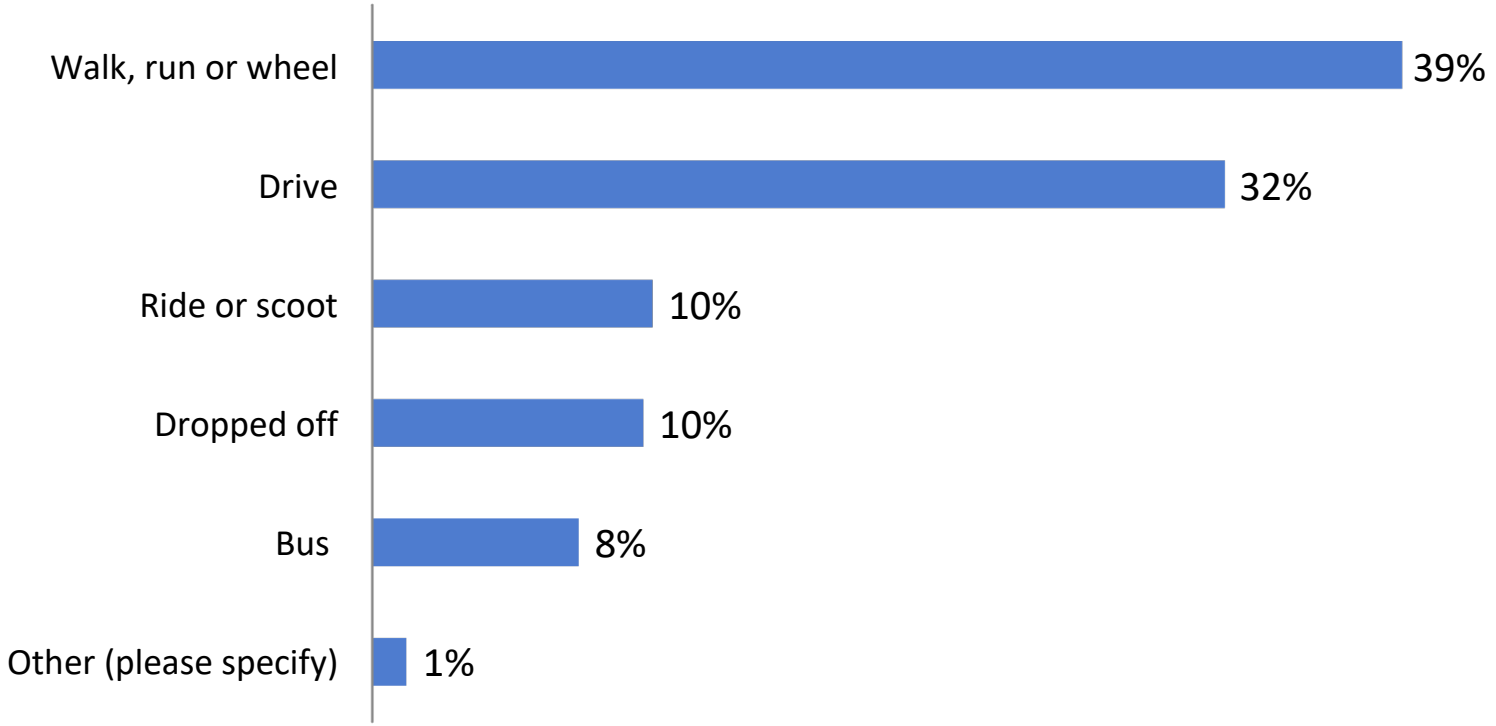
Which site would you be more likely to use?

Do you expect that you will use the ferry to or from Lindisfarne?

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Q11. How would the community like to get to the ferry?

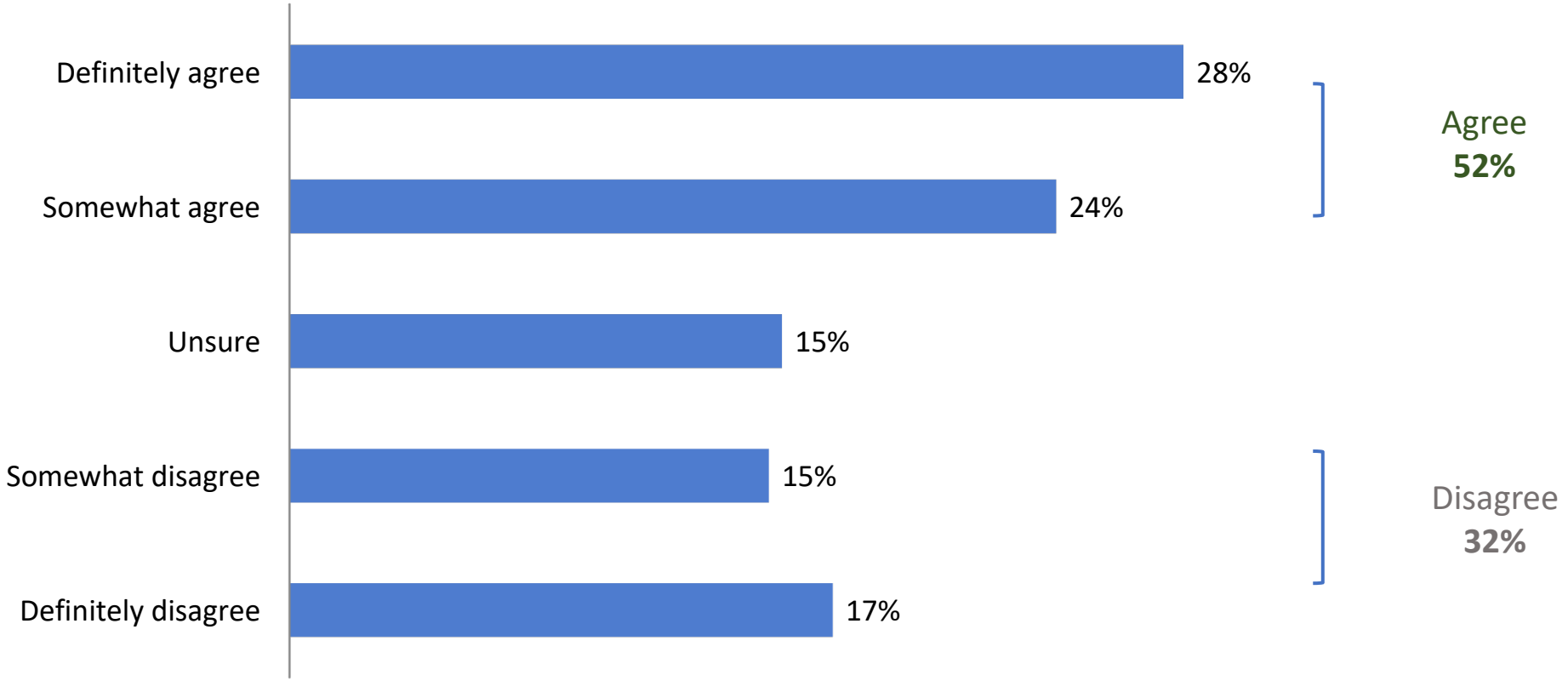
- Nearly 7 in 10 would prefer to get to the Lindisfarne ferry without using a car.
- Only 3 in 10 would like to get to the ferry by car.



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Q12. Support for parking restrictions

- 52% of respondents support parking restrictions at the chosen site for the ferry terminal.

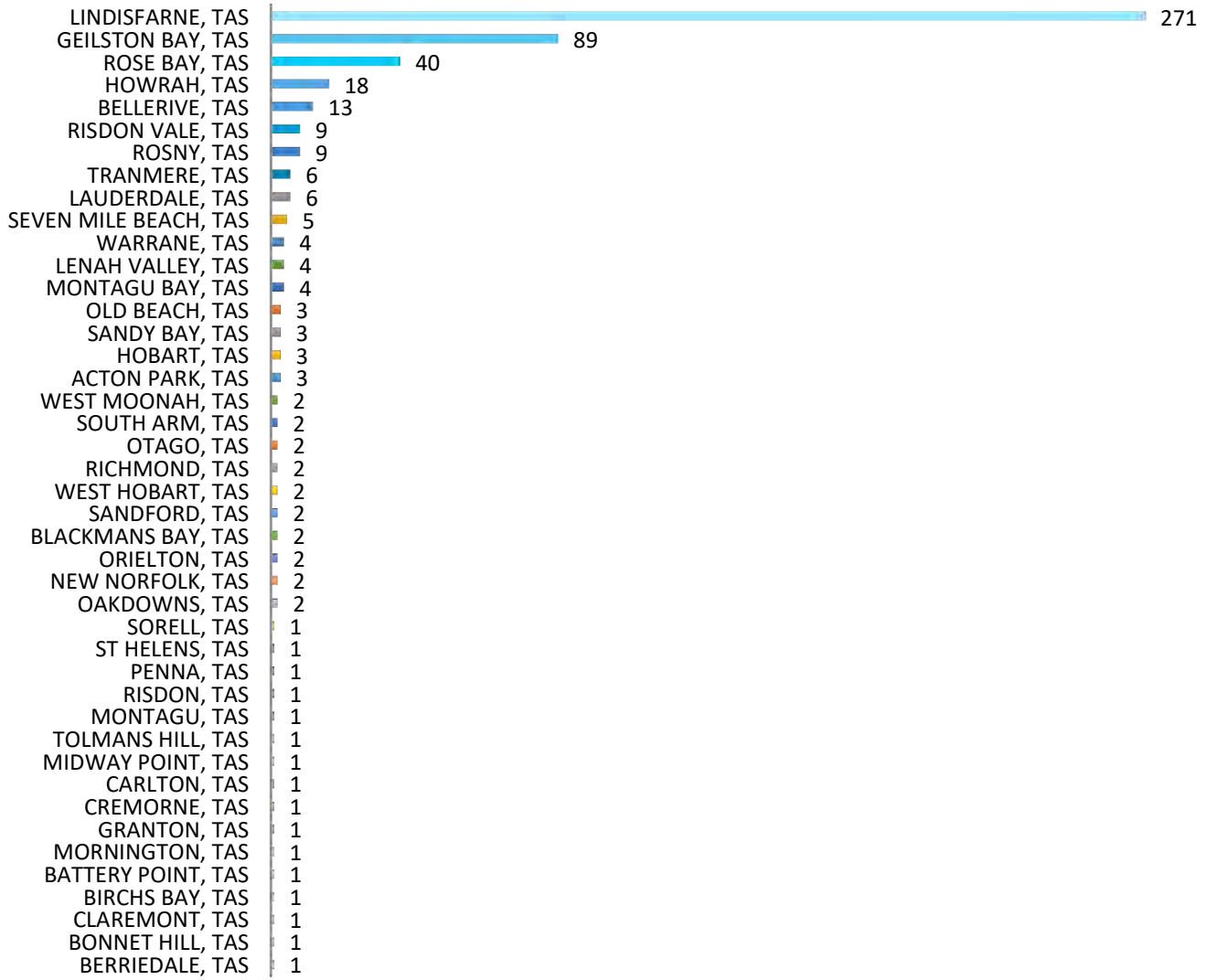


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Q 13. What suburb do you live in?

- Responses from right across Clarence with a strong representation from the immediate surrounding suburbs.
- 93% of respondents live in Clarence.
- 73% of respondents were from three key suburbs including Lindisfarne, Geilston Bay and Rose Bay.
- Some respondents living outside Clarence identified that they have a mooring in the Bay.

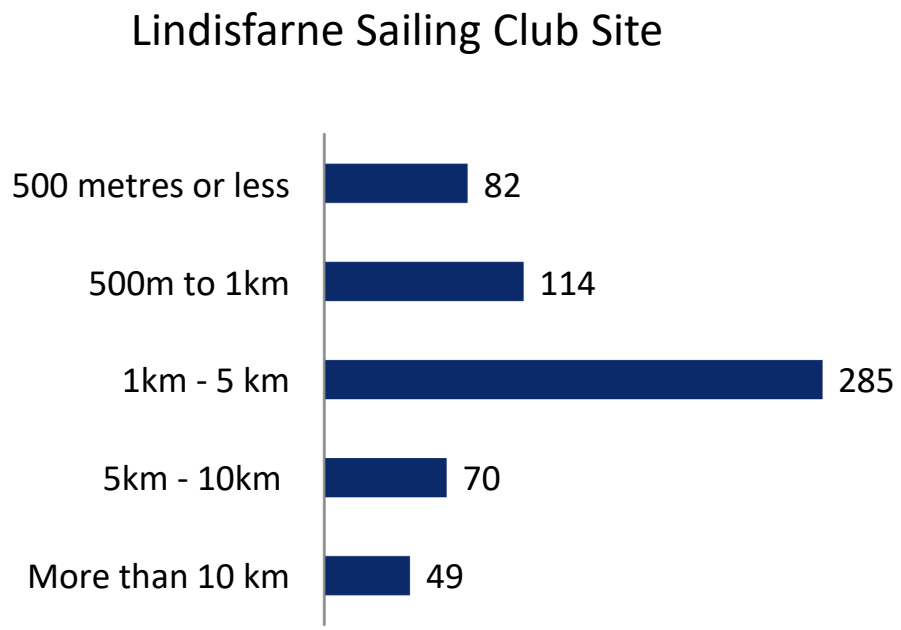


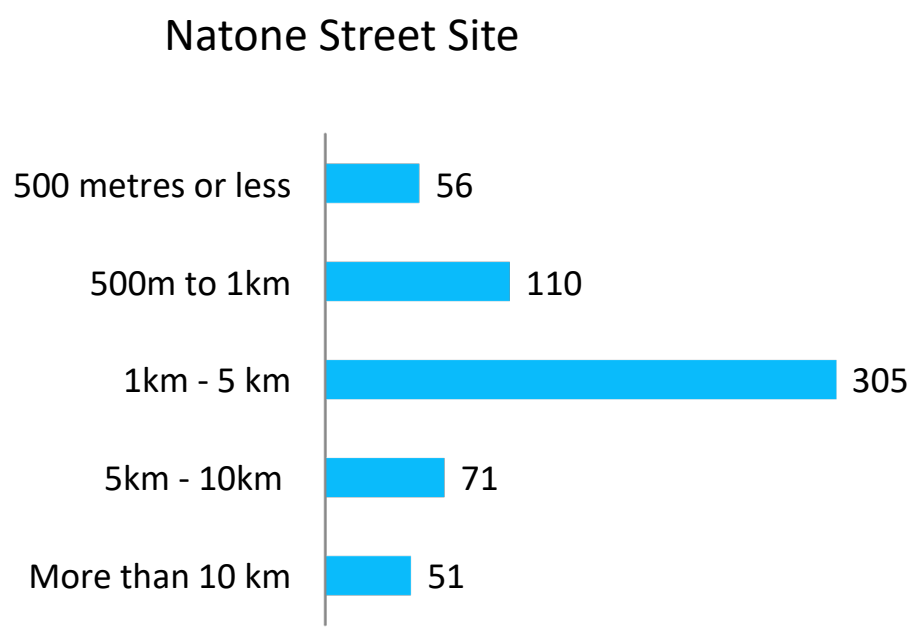


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Q14. Proximity to each site

- We aimed to gain feedback from residents and potential users in the immediate vicinity of the ferry sites.
- We are pleased that we attracted strong interest from the local community

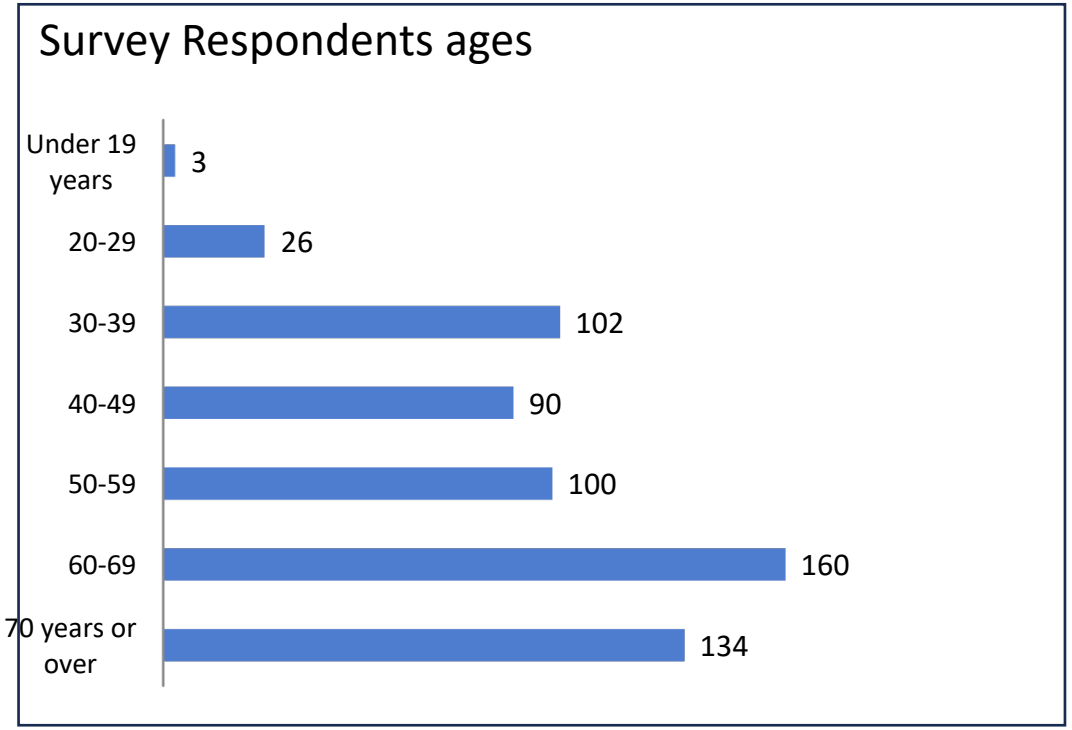


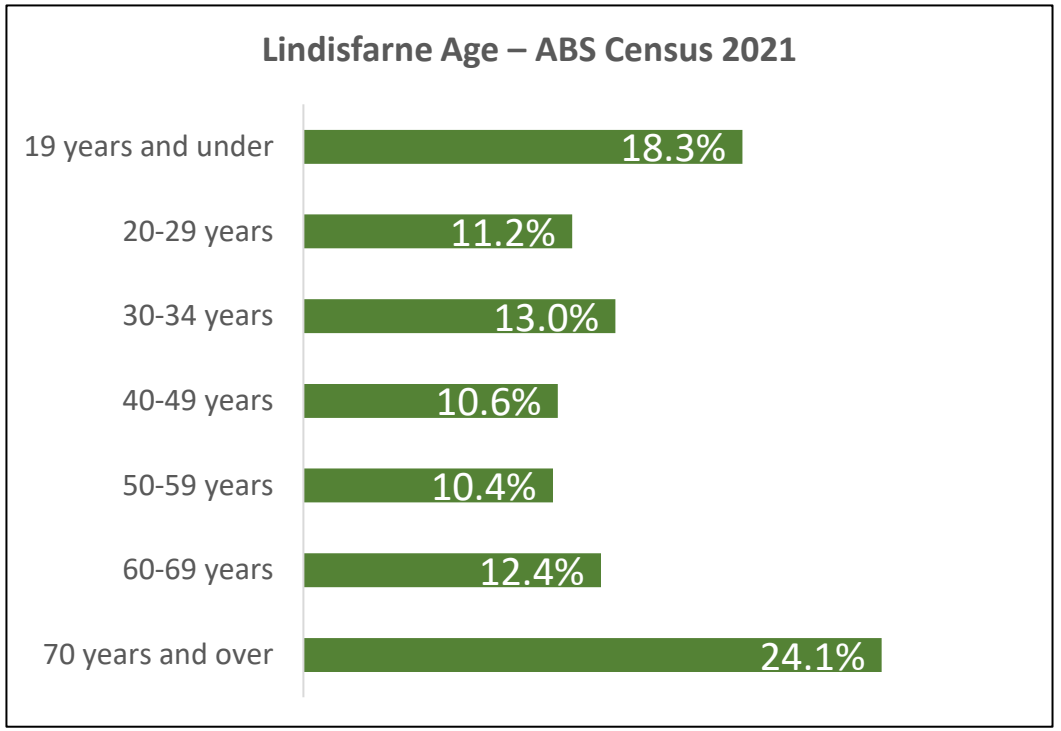


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Q15. Age of respondents

- Age breaks capture a good range of ages and perspectives





ABS 2021 Census Lindisfarne All persons QuickStats.

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Census demographics – Who lives in Lindisfarne?

- Lindisfarne median age is 46 years
- 45% of the population in Lindisfarne is between the ages of 20 and 59 years (working ages)
- 54.8% of the Lindisfarne community participate in the labour force



People	**6,639**
Male	46.6%
Female	53.4%
Age	
19 years and under	18.3%
20-29 years	11.2%
30-34 years	13.0%
40-49 years	10.6%
50-59 years	10.4%
60-69 years	12.4%
70 years and over	24.1%
Median age	**46**
Families	**1,750**
Average number of children per family	1.7
All private dwellings	**2,863**
Average number of people per household	2.3
Participation in the labour force	**3,126**
In the labour force	54.8% (3,126)
Not in the labour force	41.1% (2,343)

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2021 Lindisfarne, Census All persons QuickStats | Australian Bureau of Statistics (abs.gov.au)

ABS 2021 Census Lindisfarne All persons QuickStats.

Written Submissions Organisations

Submission 1



INCAT TASMANIA PTY. LTD.
A.C.N. 054 616 410

100 Derwent Park Road Derwent Park Tasmania 7009 Australia
+61 3 6271 1333 | incat@incat.com.au | www.incat.com.au

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

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

Submission 4

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.

MOTOR YACHT CLUB OF TASMANIA INC
ABN 62 354 314 974
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.

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
ABN 62 354 314 974
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.

BS 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.

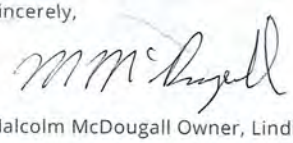
In addition, the construction and operation of the ferry terminal near the Lindisfarne Sailing Club may also disrupt my business operations, particularly in relation to the floating pontoon that I currently utilise for providing maintenance services. Any changes to the surrounding area that affect the 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,

Dr Rosalie Woodruff MP
Leader of the Tasmanian Greens

Parliament House, Hobart TAS 7000 | Phone: (03) 6212 2260 | rosalie.woodruff@parliament.tas.gov.au

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 brained 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 l 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 site due 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 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 to 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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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 here 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 successful 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 3nd 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 ambiance 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 allisions 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 fours 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.

Submission 46

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.

8.4.2 ELECTOR POLL - AFL/AFLW HIGH PERFORMANCE CENTRE

EXECUTIVE SUMMARY

PURPOSE
To note the results of the recent Elector Poll conducted by the Tasmanian Electoral Commission on behalf of Council, in relation to the AFL/AFLW High Performance Centre in Rosny Park.

RELATION TO EXISTING POLICY/PLANS
Nil.

LEGISLATIVE REQUIREMENTS
- Section 60A of the Local Government Act, 1993 requires a council to hold an elector poll if certain legislated criteria are met.
- Section 60E of the Act requires council to discuss the result of an elector poll at its next ordinary meeting.

CONSULTATION
- In accordance with section 60E(1) of the Act, Council is required to discuss the result of an elector poll at its next ordinary meeting (following the completion of the poll).
- The Chief Executive Officer is to ensure that the result of the elector poll is published in a newspaper circulating in the municipal area.

FINANCIAL IMPLICATIONS
The estimated cost to conduct the elector poll is in the order of $150,000 to $200,000. An allocation was included in Council's recently adopted Annual Estimates. The final figure will be known once the Tasmanian Electoral Commission provides an invoice.

RECOMMENDATION:

That Council notes the results of the Elector Poll contained in the Certificate dated 12 August 2024 and signed by the Tasmanian Electoral Commissioner (Attachment 1 to the Associated Report).

ASSOCIATED REPORT

1. BACKGROUND

1.1. Council, at its meeting of 11 December 2023 considered options for establishment of an AFL/AFLW High Performance Centre site in Clarence and resolved to submit a proposal. In late December 2023, the State Government announced that its preferred site for the High Performance Centre was in Rosny Park, in accordance with the proposal submitted by council.

1.2. A petition from 1301 signatories requesting Council conduct a public meeting to discuss the proposed siting of the High Performance Centre was tabled at Council's Meeting of 18 March 2024. A public meeting was subsequently held on 15 May 2024.

1.3. At its meeting held on 6 May 2024, Council approved a notice of motion to include a further option for the location of the High Performance Centre, that being for the Centre to be located entirely on the site of the former Rosny golf course.

1.4. Following Council's consideration of the public meeting outcomes, a petition seeking an elector poll on the siting of the High Performance Centre was submitted on 14 June 2024.

1.5. An elector poll was conducted by the Tasmanian Electoral Commission from 10 July to 8 August 2024.

2. REPORT IN DETAIL

Requirement for an Elector Poll

2.1. A petition complying with Sections 57 and 59 of the Local Government Act 1993, requesting Council hold a public meeting regarding the proposed siting of the AFL/AFLW High Performance Centre was tabled at Council's meeting on 18 March 2024. In response to that petition, Council conducted a public meeting on 15 May 2024. At its meeting on 27 May 2024, Council noted the summary of submissions received and motions passed at the public meeting.

2.2. Section 60 of the Act allows for a petition, requesting an elector poll in relation to the same subject matter as the public meeting, to be submitted within 30 days after the public meeting is held. The petition must be signed by at least 5% of the electors in the municipal area or 1000 of those electors, whichever is the lesser. An electronic petition with 1326 signatories seeking an elector poll was received on 14 June 2024, within the 30 days required by Section 60 of the Act.

2.3. The petition read as follows:

> *"In accordance with Section 60D of the Local Government Act 1993, we require the Clarence City Council to hold an elector poll within 60 days of receipt of this petition.*
>
> *The subject of the poll will be whether the Charles Hand Memorial Park and/or Rosny Parklands should be made available to the AFL for its High Performance Centre".*

2.4. The petition was tabled at Council's meeting on 17 June 2024, following which, Council officers checked the signatories, confirming that the threshold of Clarence electors had been met (1192 eligible electors). In accordance with the Act, Council was required to conduct an elector poll by 13 August 2024.

2.5. The Chief Executive Officer requested the Tasmanian Electoral Commission to conduct the elector poll on behalf of Council. The Tasmanian Electoral Commissioner met with the petition organiser and the Chief Executive Officer on two occasions to consult with them on the drafting of the question(s) and the background information.

2.6. The polling period ran from 10 July to 8 August 2024 and was conducted by postal ballot. Ballot packs were sent to all Clarence electors and replacement packs were available upon request from the Tasmanian Electoral Commission and the Council offices for electors who did not receive their packs or who had misplaced or spoiled their ballot papers.

2.7. Voting in the Elector Poll was not compulsory.

Result of Elector Poll

2.8. The Poll closed at 2 pm on Thursday 8 August, and counting of ballot papers commenced at 9.00am on Friday 9 August. Results were made available on the Tasmanian Electoral Commission website from 4.30pm on that day.

2.9. The matter which is the subject of an elector poll is decided by a simple majority of the formal elector votes cast.

2.10. Results provided by the Tasmanian Electoral Commission are as follows.

Electors enrolled:	45,351
Ballot paper envelopes returned:	28,482
Response rate:	62.80%
Ballot papers admitted:	27,894

First question

Q: Do you support building the AFL High Performance Centre entirely within the Rosny Parklands?

Responses to first question

	YES	NO	**Total formal votes**	Informal	**Total**
Votes	14,236	13,466	**27,702**	192	**27,894**
Percentage	51.39%	48.61%			

Second question

Q: Do you support building the AFL High Performance Centre across both Rosny Parklands and Charles *Hand Park?*

Summary of responses to second question

	YES	NO	**Total formal votes**	Informal	**Total**
Votes	9,681	17,846	**27,527**	367	**27,894**
Percentage	35.17%	64.83%			

2.11. An Elector Poll Result Certificate signed by the Tasmanian Electoral Commissioner was received on 12 August 2024 (**Attachment 1**).

2.12. In accordance with Section 60E(2) of the Local Government Act, 1993 the result of an elector poll is not binding on council.

3. CONSULTATION

3.1. Community Consultation Undertaken

Results of the elector poll have been published on the Tasmanian Electoral Commission's website.

3.2. State/Local Government Protocol

Not applicable.

3.3. Other

The Tasmanian Electoral Commissioner met with the petition organiser and the Chief Executive Officer on two occasions to consult with them on the drafting of the question(s) and the background information.

3.4. Further Community Consultation

- The elector poll closed at 2pm on 8 August 2024. The results of the elector poll were made available by the Tasmanian Electoral Commission once counting was completed on 9 August.
- In accordance with Section 60E(1) of the Act, Council is required to discuss the result of an elector poll at its next ordinary meeting (following the completion of the poll).
- The Chief Executive Officer is to ensure that the result of the elector poll is published in a newspaper circulating in the municipal area. A notice was placed in "the Mercury" newspaper on Wednesday 14 August 2024 advising of the results.

4. STRATEGIC PLAN/POLICY IMPLICATIONS

Not applicable.

5. EXTERNAL IMPACTS

Not applicable.

6. RISK AND LEGAL IMPLICATIONS

Not applicable

7. FINANCIAL IMPLICATIONS

It is anticipated that the cost of conducting the elector poll will be in the order of $150,000 to $200,000. This amount has been included in Council's recently adopted Annual Estimates. The final figure will be known once the Tasmanian Electoral Commission provides an invoice.

8. ANY OTHER UNIQUE ISSUES

Nil.

9. CONCLUSION

9.1. Following a public meeting regarding the proposed siting of the AFL/AFLW High Performance Centre, held on 15 May 2024, a petition requesting council conduct an elector poll on the matter was received by Council.

9.2. In accordance with Section 60 of the Local Government Act, 1993 the Tasmanian Electoral Commission conducted an elector poll on behalf of Council between 10 July and 8 August 2024.

9.3. As required by Section 60E(1) of the Act the results of the Elector Poll are presented to Council.

Attachments: 1. Elector Poll Result Certificate (1)

Ian Nelson
CHIEF EXECUTIVE OFFICER

Tasmanian Electoral Commission

CLARENCE CITY COUNCIL

ELECTOR POLL RESULT

I have conducted an elector poll in accordance with section 60D of the *Local Government Act 1993*.

The results of the poll are as follows:

Question 1: Do you support building the AFL High Performance Centre entirely within the Rosny Parklands?

YES: 14,236 (51.39%)

NO: 13,466 (48.61%)

Question 2: Do you support building the AFL High Performance Centre across both Rosny Parklands and Charles Hand Park?

YES: 9,681 (35.17%)

NO: 17,846 (64.83%)

Andrew Hawkey
ELECTORAL COMMISSIONER
12 August 2024

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 Mulder
I have been informed that two regular members of the public have been banned for not always bringing their best selves to council. Mr Mayor:

A Is this correct?
B Is this lawful and what is the head of power?
C Is this not a somewhat draconian response to people who have a passion for politics?

ANSWER
(Chief Executive Officer) I can confirm that is correct, the action was taken by me and the head of power was the Work Health and Safety legislation, as a result of threatening conduct that occurred at the last meeting.

Cr Hulme
Just following up on my previous question which was taken on notice and responded to regarding the Flagstaff Gully Link Road. I am just wondering if there is any indication when we might receive that update in the Weekly Briefing Report on the outcome of the Department of State Growth's investigations, and also the further background on the work council has done previously?

ANSWER
(Head of Infrastructure and Natural Assets) I can have the background information this week. I am still waiting for the information from the Department, but I will see if I can have that information for council.

(Further information) A briefing on the background information has been provided to council. We have not received a formal reply from the Department of State Growth, so we

have written to DSG requesting advice on the outcome of the investigation work they undertook.

Cr James

1. I understand that the Tender for the Skylands Structure Plan has been let and my question is, have all of those landowners in that direct vicinity of the project been contacted in relation to their comments or invited to make submissions?

ANSWER

(Head of City Planning) Yes, the Tender has been let however we are still doing the preliminary work with the appointed consultant in order to set out the engagement plan, timelines, etc and the community engagement will follow as part of the normal program and the method and nature of how that will occur will be part of that.

2. Council spent ratepayers' money on the installation of motor vehicle electric charging stations for senior executive staff at Clarence in their private homes. What was the cost of those installations, and should they decide to leave council would these charging stations be returned to council?

ANSWER

Taken on notice.

(Further information) Home charging stations are provided to council employees who have private use of a council supplied electric vehicle. The average cost to install a charging station is $6400, which includes the charger, installation by a licensed provider and associated Fringe Benefits Tax. We have currently installed seven chargers into staff residences.

Chargers are installed for the life of the leased vehicle (usually three years) and can then be used for any subsequent electric vehicle, effectively amortising the cost over several years. Operating costs for electric vehicles are significantly lower than conventional fuel vehicles, effectively offsetting the cost of each charger.

Council's vehicle policy does not include a specific provision related to removal of the charger at the end of the employee's employment with council, however, the charger remains the property of the Council, so removal is possible by agreement. Importantly, council would need to assess the cost / benefit of removal, which would depend on the age of the charger, electrician costs, etc before making a decision to remove a charger from a private home and reuse it elsewhere.

Cr Walker

1. It has been publicly reported that after receiving initial results, further geotechnical testing has been sought by the Department of State Growth/AFL in relation to Rosny. With that in mind, as per last meeting, has any communication occurred in any fashion about those initial findings?

ANSWER
(Chief Executive Officer) We have not been advised of any of the findings at this point. I checked in about a week ago about an update but have not heard anything yet.

2. On 8 July, Council unanimously supported a Cr Kennedy's bullying motion and I note a group press conference was held the next day which included six councillors who all spoke while another councillor who did not attend was informed of the event. Was the reason I was not invited or notified of the event because I was the only councillor on the night with a different view on the Rosny parkland not being used for a High Performance Centre, or was it some other matter?

ANSWER
(Mayor) I don't believe that is the case Cr Walker.

Cr Goyne

1. On Friday I was involved in a rather confronting incident at a local business where a group of "eshays" proceeded to act quite violently and we and other families had to hide on the premises. I believe in 2023 Tas Police set up a youth task force designed to tackle anti-social behaviour specifically in the Clarence area. Do we have a working relationship with the police in regard to this matter and how does Council interact with this taskforce and what will be any future progress in this area?

ANSWER
(Mayor) The Chief Executive Officer, myself and other senior staff regularly meet with Inspector Keane and in his absence, his team.

(Chief Executive Officer) We have regular updates with Inspector Keane and as you are aware we have periodically run programs with Tas Police and other entities in regard to crime and other safety issues within the City. It remains the case that the best initial action anyone caught up in an incident that you have described, is to call the police and ask for assistance straight away because that will be the best way to get an immediate response. But that doesn't take away from programs we run and seek to raise awareness with these issues.

2. The distillery on Richmond Road [McGuires] is according to the plans supposed to be charcoal grey in colour. It is still apparently a very pale grey, and the warehouses seem to be being used. Could we have an update on when they will be in accordance with the plans?

ANSWER
Taken on Notice.

(Further information) The distillery buildings are currently being constructed. The original permit was issued in May 2022 and several minor amendments have been approved since that time. The proposal incorporates a variety of external finishes and colours. Council officers are following up with the applicant to ensure that the development proceeds in accordance with the approved plans.

Cr Chong

1. An amount was allocated in the budget for planning of a footpath out to the caravan park on Middle Tea Tree Road, do we have a timeframe?

ANSWER

Taken on notice.

(Further information) Design of a footpath connection along Middle Tea Tree Road (between Colebrook Road and the Richmond Caravan Park) was funded in the 2024/25 Roads Capital program. This project is currently flagged for design by external designers. A design brief is currently being prepared and it is anticipated an external civil designer will be engaged to commence work during Q2. It is anticipated the design work will be completed in Q3 2024/25.

2. Issues are regularly raised about the state of Middle Tea Tree Road. It is used by heavy trucks frequently and the damage those trucks do travelling along the road, particularly from people who live at the caravan park and walk along that side of the road. Could we write to the Department of State Growth asking them to consider reducing the speed limit and/or the weight limit?

ANSWER

(Head of Infrastructure and Natural Assets) Our roads engineers are looking at doing a speed review across a number of our roads and we are working with the Department of State Growth on how we would approach that. Our roads team are reviewing the criteria and which roads it would apply to. The Chief Executive Officer and I will review that information and then bring it to a council workshop. Middle Tea Tree Road is one of the roads we are considering but it will take us a few more months to develop.

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 T1472-22 BACKHOUSE LANE, CAMBRIDGE – ROAD RECONSTRUCTION
11.3 CONFIDENTIAL CONTRACTUAL MATTER

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;
- commercial information that, if disclosed, would confer a competitive advantage on a competitor of council.

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".