

**GLENORCHY CITY COUNCIL
PLANNING SERVICES**

APPLICATION No. : PLN-26-142

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WILKINSONS POINT FERRY



601A BROOKER HWY GLENORCHY

Wilkinsons Point Ferry Terminal

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1. INTRODUCTION

1.1 DOCUMENTS

The following documents are included in this application:

- Folio text, folio plan and schedule of easements (CT 157350/2 and CT 157350/2)
- NRE consent request forms part of this application
- DSG consent request forms part of this application
- Civil Documentation, Concrete Slab design, Gandy and Roberts, 2025
 - Ground Level Plan, SK101
 - Roof Plan, SK102
 - Sections, SK103
- Survey, Burbury Consulting Feature and Level Survey, Veris, REV 2, 28/05/25
- Architectural set, Derwent River Ferry Service, Wilkinson`s Point (GASP) Glenorchy Council, Raum Studio, Rev 1, 10/12/25
 - Cover Page, A-00-00
 - Notes, A-00-10
 - General and Site, A-01-00
 - The List – boundaries, A01-01
 - Boundary and Crown Lease, A01-05
 - Waterway and coastal Protection Area, A-01-06
 - Flood Prone Area, A-01-07
 - Future Coastal Refugia, A-01-08
 - Water Depth, A-01-15
 - Floor Plans Overview, A-02-00
 - Floor plans, A-02-01
 - Roof Plan, A-04-00
 - Elevations, A-05-00
 - Elevations, A-05-01
 - Sections, A-06-00
 - Materials, A-20-00
 - 3D renders, A-30-01

- 3D renders, A-30-02
- 3D renders, A-30-03
- 3D renders, A-30-04
- 3D renders, A-30-05
- 3D renders, A-30-06
- Landscaping plan, Wilkinsons Point Ferry Terminal Landscape Development Application, PlaySt, V1, 12/25
- New Ferry Terminal Infrastructure Assessment, Summary Report, WSP, May 2025
- Detail Survey, 601-601B Brooker Hwy, Glenorchy, PDA, REV E, 1/05/24
- Traffic Impact Assessment, Howarth Fisher and Associates, 28 Jan 2026
- Coastal Code Compliance Report, Pinion Advisory, March 2026, Rev 1
- Traffic Impact Assessment, Howarth Fisher and Associates, 28 Jan 2026

1.2 THE SITE

The land is located at 601A Brooker Highway, Glenorchy, formerly described as CT157350/2, and is accessed via Loyd Road. The total area is 58,541sqm.



Figure 1: Site shown in green (source: www.thelist.tas.gov.au © State of Tasmania)

The site comprises multiple land tenures, with NRE Crown land extending along the foreshore and DSG land occupying the central portion, as shown in the figure below. Several Crown leases are also present, including one (Cadastral ID 1404765) that covers the development area (the jetty).



Figure 2: Land tenure (dark purple outline) and crown leases (magenta) (source: the listmap, 2025)

The north-western portion of the Site, located at the tip of Wilkinsons Point promontory, is occupied by the Glenorchy Art & Sculpture Park (GASP!) Pavilion and public toilets, which are accessed via a pedestrian pathway connecting to the broader GASP! network.

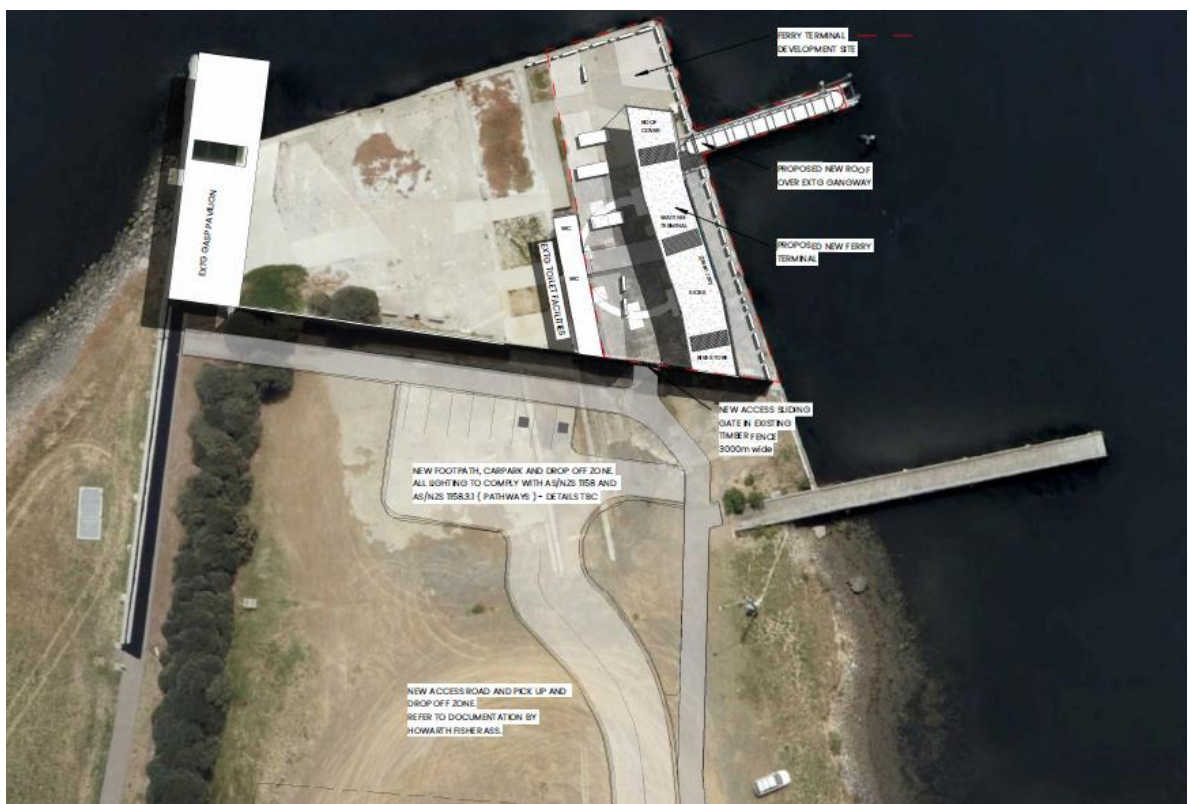


Figure 3: Location of GASP! Pavilion and Public toilets (Raum Studio, 2025)



Figure 4: View of existing toilet block, looking east(Source: <https://architectureau.com/articles/gasp/#img-5>)



Figure 5: View of point infrastructure with GASP! Pavilion and the toilet block (left in image) and dock (Source: <https://architectureau.com/articles/gasp/#img-5>)

1.3 SITE SURROUNDS

The site forms part of Wilkinsons Point, situated on the foreshore of the Derwent River. Wilkinsons Point accommodates the Derwent Entertainment Centre and the Glenorchy Art and Sculpture Park (GASP!), with the boardwalk and sculpture park extending along the riverbank on land owned and maintained by Glenorchy City Council. To the southwest of the proposed ferry terminal lies the Elwick Racecourse, with the Derwent Barracks and residential areas beyond. The Derwent Entertainment Centre and its associated car parking occupy land to the southeast, with the Brooker Highway further beyond. The site is located approximately 2 km from the Glenorchy city centre and 8 km from the Hobart CBD, and is situated just off the Brooker Highway (a major arterial route).



Figure 6: Immediate surrounds of the Site (source: www.thelist.tas.gov.au © State of Tasmania)

1.4 SITE BACKGROUND

There are several current permits that apply to the jetty area. The following documents and information have been reviewed:

- PLN-10-357.01 – Jetty, 601A Brooker Highway, Glenorchy (CT 157350/2)
- PLN-12-029 – Shelter and toilets at Wilkinsons Point (within 30 m of a listed watercourse)

Both permits were issued under the Glenorchy Planning Scheme 1992, with Wilkinsons Point zoned Special Community Use Zone (CU2) and Schedule 10 applying to the land. The jetty was located within the Elwick Bay Foreshore Public Open Space Area, while the GASP! application

appears to have involved both the Elwick Bay Foreshore Public Open Space Area and the Wilkinsons Point Visitor Services Area.

PLN-10-357.01 – JETTY

The approved use and development of the jetty likely fell within the use class Marine Development, defined in the Scheme as:

The use or development of jetties, marinas, wharves (other than wharves the boundaries of which have been proclaimed under the Marine Act 1976), boat houses, bridges and other like structures, and includes ancillary land facilities in support of such structures.

Within Schedule 10 – Special Community Use Zone (CU2) and the Elwick Bay Foreshore Public Open Space Area, Marine Development was discretionary for the temporary mooring of vessels against the existing wharf, and prohibited otherwise.

The location of these works are as follows:



figure 7: location of PLN-10-357.01 – jetty

PLN-12-029 - SHELTER AND TOILETS AT WILKINSONS POINT

Permit PLN-12-029 approved a shelter and toilets at Wilkinsons Point, within 30 m of a listed watercourse. The approved use was described as Miscellaneous Use with ancillary Marine Development, and included provisions for market and produce stalls and restaurant use. The land addressed in this permit included the Derwent Entertainment Centre and adjacent titles at 601, 601A and 601B Brooker Highway (CT 157350/1 & 2).

The approved plan is shown below:

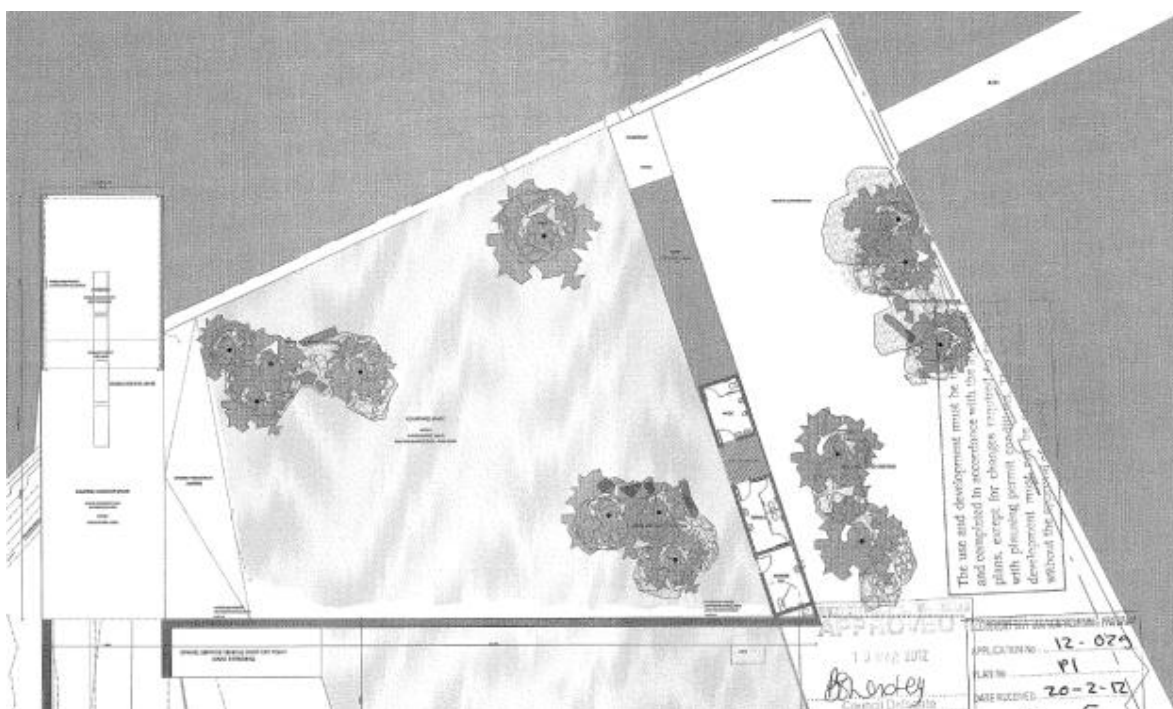


Figure 8 location of PLN-12-029 - shelter and toilets at Wilkinsons point

When comparing the former Marine Development use class under the 1992 Scheme with the *Port and Shipping* use class under the Tasmanian Planning Scheme, the latter appears to represent a comparable and contemporary equivalent.

Wilkinson Point Masterplan

The site is also subject to the Wilkinsons Point Masterplan, which informed the current SAP. The SAP is currently under review, and the subdivision of lots reflecting the SAP precincts is also yet to be lodged and finalised. The proposed use and development has been lodged as an interim to those works, and can be considered as stage 1, albeit capable of ongoing operations in this form should the subsequent stages be delayed, changed or abandoned. Stage 1 includes car parking at grade to service the terminal users, and access to the hammerhead drop off area. Should the masterplan proposal progress to future stages, the parking on lot 7 would be accommodated in a multi-level car park proposal integrated into development on the site.

1.5 PROPOSAL

The proposal is for the use and development of Port and Shipping (Public Passenger Ferry Terminal) at Wilkinsons Point. The proposed development will establish a new ferry terminal and associated facilities to initially service MyState Bank Arena events.

USE

The proposed use onsite is for Port and Shipping.

DEVELOPMENT

The proposal includes the construction of a new ferry terminal building comprising an indoor and outdoor waiting area, and a bike storage facility, along with associated access and landscaping works. The proposal also includes the installation of new roofed structures, fencing, and access gates to integrate the terminal with existing facilities and pedestrian connections at GASP!.



Figure 9: render of proposed ferry terminal (source: Raum Studio architects, 2025)

Key components of the proposed works include:

- Ferry Terminal Building (63 m²): Includes indoor and outdoor waiting areas with sheltered seating and weather protection.
- Bike Store (44 m²): Secure storage for ferry passengers and cyclists, with durable precast finishes and anti-graffiti coating.
- Outdoor Waiting Roof (53 m²): Roofed external waiting area
- Gangway and Boarding Area: New covered gangway providing accessible and weather-protected access to vessels.

- New roof cover over the existing walkway, linking the terminal with adjacent facilities.
- Low-scale boundary fencing to define the terminal area and ensure safety and controlled access.
- New 3m wide sliding gate within the existing timber fence to provide controlled access to the ferry terminal.
- Lighting: including wall mounted lighting, proposed bollard lighting, and integrated seat lighting.
- Pathways: Existing surface to be retained in areas and ground down or patched to create flush, wheelchair accessible surface where required.
- Landscaping: Approximately 230m² of low-level coastal native. The proposal includes low timber platform decking lounges.



Figure 10: Landscaping Plan (play Street, 2025)

The proposal utilises the existing jetty and toilet block onsite, with the new structures designed to integrate visually with the surrounding GASP! landscape character and improve the overall public amenity of the Wilkinsons Point waterfront.

ACCESS AND PARKING

Improvements to access, including:

- Construction of a new internal access road and spray-sealed pick-up/drop-off zone.
- Provision of 2 accessible parking spaces and 2 dedicated pick-up/drop-off spaces, as well as 1 service vehicle bay.
- Turning Bay near the terminal entrance
- Widening of the site access
- 3m wide pedestrian pathway and cycle path.

The following changes to Loyd Road are proposed: minor widening at the access intersection, local widening along the southern side of the road to improve turn bays, as shown below.

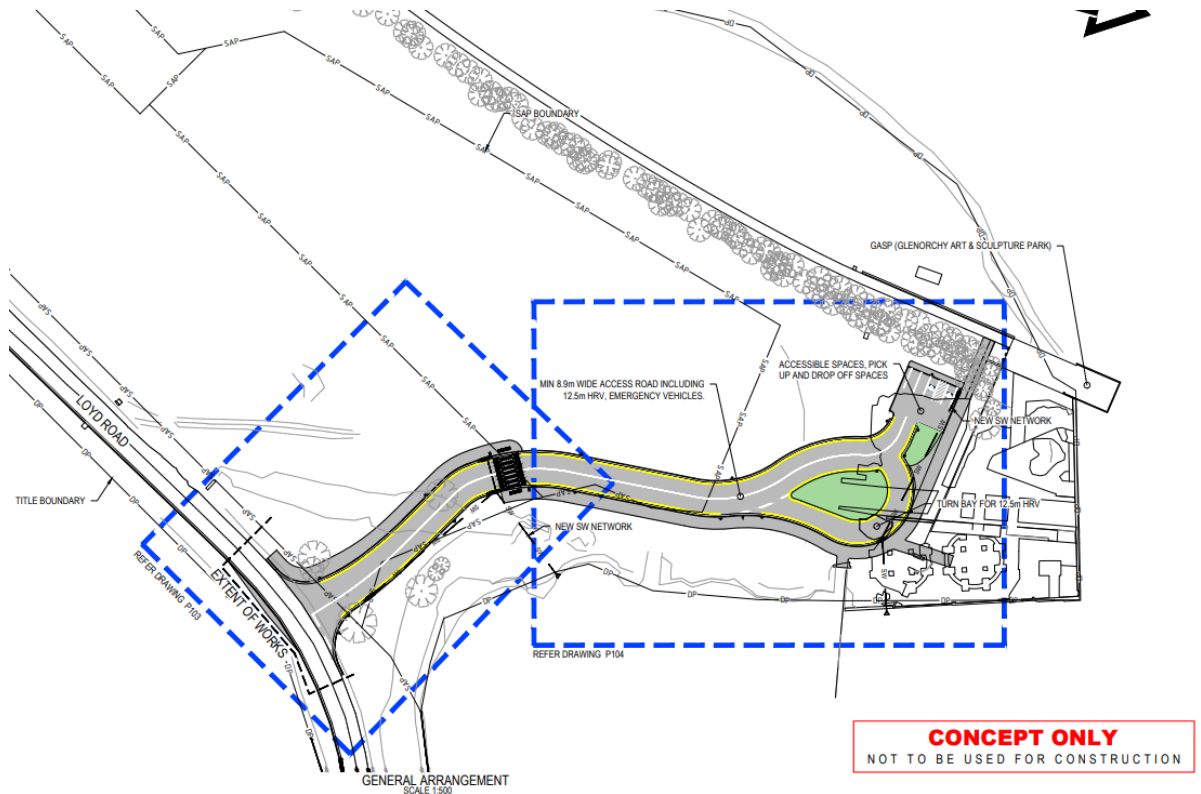


Figure 11: parking and access arrangements (source: the Howarth fisher and Associates, 2025)

HOURS OF OPERATION

The use is designed to cater to service events at the Mystate Bank Arena. Hours of operation would be between 6:00am and midnight.

COASTAL PROTECTION WORKS

A rock backfill is proposed to be placed behind the existing shear wall to provide structural support and improve resilience to coastal forces. The footprint area amounts to approximately 240m². The works are limited to reinforcing the existing coastal edge infrastructure. The works are associated are being undertaken by Council as part of the broader site upgrade.

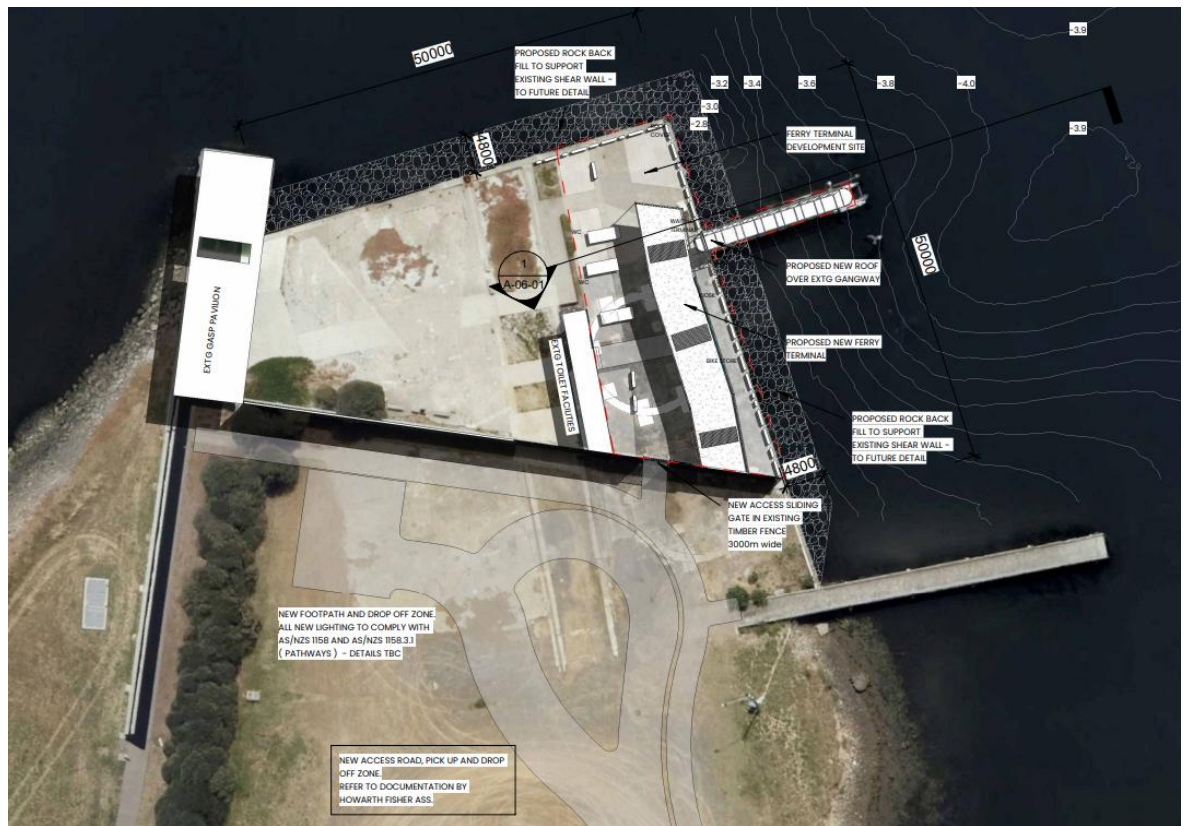


Figure 12: Proposed rock back fill (source: Raum studios, 2026)

2. PLANNING SCHEME PROVISIONS

The following assessment is provided against the applicable Provisions of the *Tasmanian Planning Scheme – Glenorchy*.

2.1 ZONING

The site is within the Environmental Management Zone (seaward), the Open Space zone (landward) and a small portion of the access is within the Recreation zone.



Figure 13: Zoning Plan (source, the listmap 2026)

2.2 WILKINSONS POINT SPECIFIC AREA PLAN

The site is subject to the Wilkinsons Point Specific Area Plan (SAP) and is zoned Open Space and Recreation and Environmental Management under the Scheme. Within the SAP, the precinct map identifies the existing pier, proposed terminal area and a portion of the access as located within Precinct D, which aligns with the Open Space Zone designation. The remaining development area (access and drop off area) is within precincts A1 and A2, which are zoned Recreation.

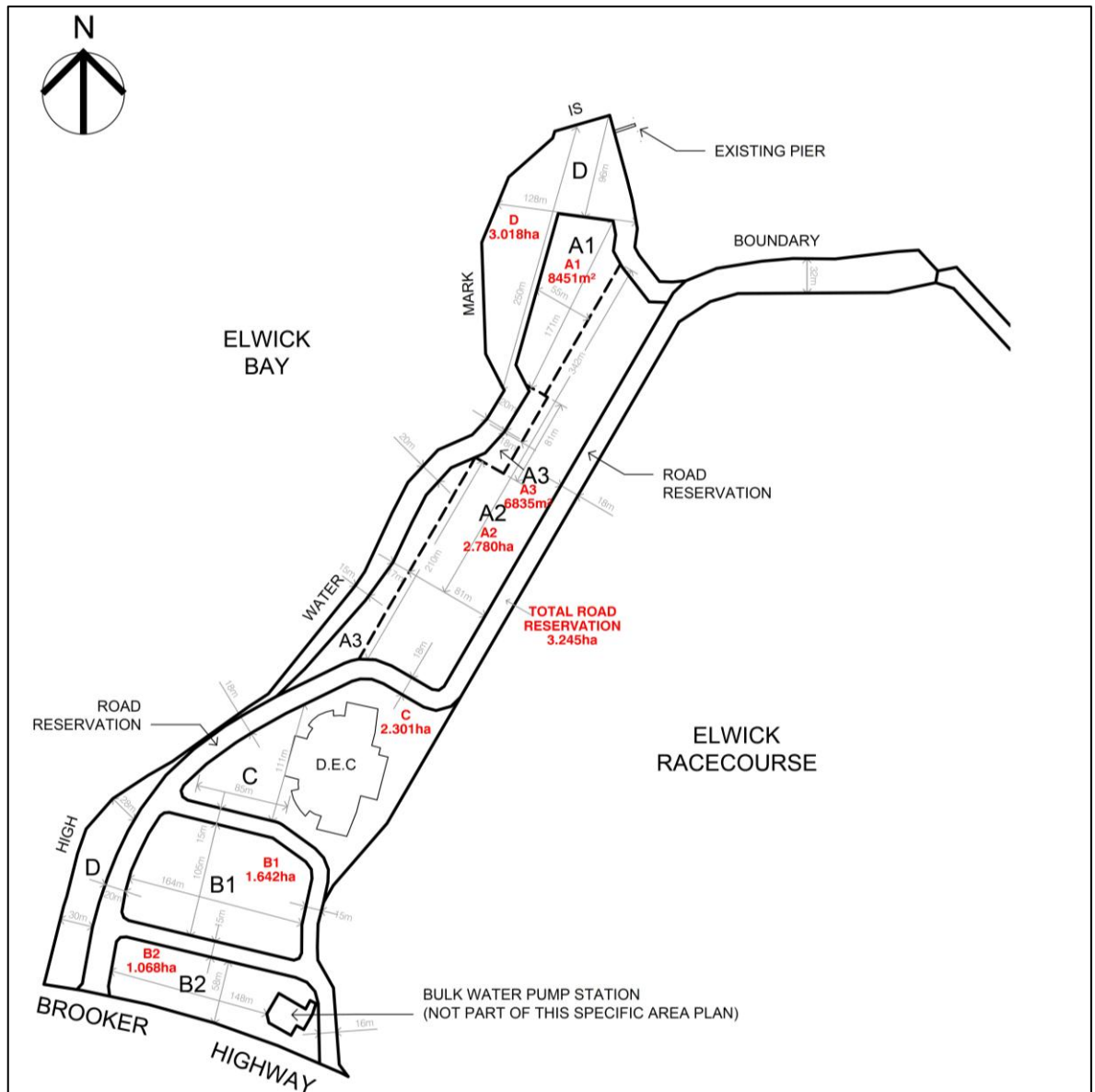


Figure 14: Wilkinsons Point SAP mapped area (Glenorchy LPS)

2.2.1 PURPOSE OF THE SPECIFIC AREA PLAN

GLE-S2.1.1 To provide for the development of an NBL-standard training and performance facility, supported by a range of active recreation, hotel accommodation, sports retail, and food services.

Not applicable to the proposal.

GLE-S2.1.2 To cultivate a vibrant and engaging district that prioritises pedestrian movement and activity through designed landscaped areas, integrated infrastructure, and connectivity within the site.

The proposal contributes to a vibrant and accessible precinct by improving pedestrian connectivity between the foreshore, GASPI!, and the wider Wilkinsons Point area. The ferry

terminal and associated paths will integrate with existing landscaped areas and public infrastructure, enhancing overall site accessibility and pedestrian movement.

GLE-S2.1.3 *To promote sustainable transport through:*

- (a) reducing potential for conflict between pedestrians and vehicles accessing the site and enhancing the pedestrian environment;*
- (b) the development of a park-and-ride facility;*
- (c) access to the ferry terminal; and*
- (d) providing infrastructure to support the use of bicycles, walking, and other sustainable transport modes.*

The proposal directly supports the objective of promoting sustainable transport through the development of a new ferry terminal. The design integrates safe and efficient pedestrian and bicycle access, with dedicated infrastructure for active transport modes. The terminal provides a key link in the broader sustainable transport network, reducing reliance on private vehicles.

GLE-S2.1.4 *That sports focused retail outlets enhance and support recreational and entertainment activities on the site, without undermining the activity centre hierarchy.*

Not applicable to the proposal.

GLE-S2.1.5 *To provide for public access for public art, passive recreation and community events, and GASP! Activities and events.*

The proposal enhances public access to the site by providing ferry access to the GASP! Precinct and foreshore walk. The development will be located within the existing curtilage of Wilkinsons Point, which was redeveloped and landscaped in 2014, maintaining opportunities for passive recreation, public art engagement, and community events.

2.2.2 LOCAL AREA OBJECTIVES

The proposed development is also located within **GLE-S2.3.1 Precinct A - Sports and Entertainment Precinct**.

The local area objectives for this precinct are as follows:

a) provide an NBL-standard training and performance facility;

Not applicable to the proposal.

b) provide a broad range of public recreation activities, including a multi-purpose indoor sporting facility, supported by entertainment and food services;

Not directly applicable to the proposal.

c) provide for a visitor accommodation;

Not applicable to the proposal.

d) create an engaging and vibrant environment for all users of the site, both within and between buildings, and moving around the site;

The proposed ferry terminal is architecturally designed to reflect the existing structures at Wilkinsons Point, incorporate the existing jetty, and includes a living roof with local native plantings. The proposed ferry terminal provides amenity with both bicycle locking facilities and public transport option. The design incorporates the original cofferdam ring beams in the quay which were used in the 1980's for construction of the Bowen Bridge. This preserves the links to the storyboard and plaques at the GASP! site which gives the historical construction context to the site.

e) modulate the scale of built form with landscaping between buildings;

The proposed terminal infrastructure is single level and is architecturally designed to reflect the existing buildings on the site, including the flat roof profile which mirrors the existing roof profiles. The proposed terminal includes enclosed waiting areas, as well as a sheltered bicycle store and enclosed store area. Hard and soft landscaping, which forms part of the landside scope to be undertaken by Glenorchy City Council, runs north/south along the existing toilet facilities and integrates the GASP! and terminal sites.

f) facilitate the establishment and operation of commuter transit services; and

The proposed terminal and covering to the existing jetty are essential to support future commuter transit services.

g) provide connectivity within the precinct through pedestrian and cycling infrastructure.

The landside scope, which will be undertaken by Glenorchy City Council, includes footpath connections and lighting, as well as vehicle access from Loyd Road with drop off and DDA parking spaces.

The proposed development is also located within *GLE-S2.3.4 – Precinct D – Elwick Bay Public Open Space Precinct*.

The local area objectives for this precinct are as follows:

a) preserve public access to the foreshore of Elwick Bay;

The proposal maintains and enhances public access to the foreshore by providing a new public ferry terminal that improves connectivity to and from Wilkinsons Point. Pedestrian access along the foreshore will be retained, with the terminal integrated to complement existing public pathways.

(b) provide a combination of soft and hard landscaping that positively contributes to the site;

The development will integrate both soft and hard landscaping elements that reflect the existing design character of Wilkinsons Point. Paving, planting, and structural elements will be designed to visually and functionally complement the surrounding landscape and open space areas.

(c) preserve and enhance the GASP! Trail;

The proposal enhances the GASP! Trail by improving access and visitor movement through the introduction of the ferry terminal, providing an additional point of arrival and activation along the trail. Existing connections and views to the trail will be preserved.

(d) provide connectivity within the precinct through pedestrian and cycling linkages and infrastructure;

The terminal has been designed to integrate with existing and proposed pedestrian and cycling routes, ensuring seamless connectivity between the ferry, GASP! Pavilion, and broader precinct. Bicycle storage facilities will further support sustainable transport linkages. The proposed terminal and access infrastructure provide additional connectivity through the precinct with a sealed connection to Loyd Road as well as secure bicycle storage.

(e) provide for a ferry terminal in the precinct to improve sustainable transport options to the site;

The proposal provides for a ferry terminal that will improve sustainable transport options to the precinct by facilitating water-based public transport and reducing reliance on private vehicles for event-related travel. The proposal also incorporates new pedestrian pathways to improve connectivity within the site and has been designed to support the future expansion of ferry services.

(f) provide a landscape buffer predominantly free from buildings, between the Elwick Bay Public Open Space Precinct, and the remainder of the site; and

The proposed development is located within the existing developed curtilage near the foreshore and does not encroach upon the landscape buffer separating the Elwick Bay Public Open Space from the remainder of the site.

(g) notwithstanding (b), provision is to be made for a pavilion at the south western end of the Precinct, to provide for a café, restaurant or kiosk, as well as services catering to the recreational use of the foreshore and GASP! Trail.

While the current proposal does not include a pavilion, it complements the existing GASP! Pavilion and nearby recreational facilities, supporting future opportunities for food and beverage or recreational services that enhance the visitor experience of the foreshore and trail.

2.3 USE CLASS

FERRY

The ferry use falls within the 'Port and Shipping' use class, consistent with the use qualifications applicable to the Wilkinsons Point SAP. The Scheme defines the Port and Shipping use class as:

Use of land for:

(a) berthing, navigation aid, servicing and maintenance of marine vessels which may include loading, unloading and storage of cargo or other goods, and transition of passengers and crew; or

(b) maintenance dredging. Examples include berthing and shipping facilities, shipping container storage, hardstand loading and unloading areas, passenger terminals, roll-on roll-off facilities and associated platforms, stevedore and receipt offices, and a wharf.

Under the Wilkinsons Point SAP, Ports and shipping use is permitted in precinct D if for the loading and unloading of passengers and associated facilities; or the temporary mooring of vessels associated with the transport of passengers.

A small portion of the access crosses into Precinct A1 and A2, where the Port and Shipping use class is prohibited. In this instance, the general provisions of Clause 7.6 – Access and Provision of Infrastructure Across Land in Another Zone – are applied. The assessment of this provision is provided in Section 2.3 of this report.

2.3.1 USE TABLES

GLE-S2.5.4 Use Table - Precinct D - Elwick Bay Public Open Space Precinct. This provision is in substitution for Open Space Zone - clause 29.2 Use Table.

PROPOSED ACTIVITY	USE CLASS & DESCRIPTION	PRECINCT D – WILKINSONS POINT SAP STATUS
Ferry terminal with ticketing, bike storage, associated parking and access.	Port and shipping: use of land for (a) berthing, navigation aid, servicing and maintenance of marine vessels which may include loading, unloading and storage of cargo or other goods, and transition of passengers and crew; or (b) maintenance dredging. Examples include berthing and shipping facilities, shipping container storage, hardstand loading and unloading areas, passenger terminals, roll-on roll-off facilities and associated platforms, stevedore and receipt offices, and a wharf	Permitted if for: a) the loading and unloading of passengers and associated facilities; or b) the temporary mooring of vessels associated with the transport of passengers.

2.3.2 GLE-S2.5.1 USE TABLE - PRECINCT A - SPORTS AND ENTERTAINMENT PRECINCT

This clause is in substitution for Recreation Zone - 28.2 Use Table.

PROPOSED ACTIVITY	USE CLASS & DESCRIPTION	PRECINCT A – WILKINSONS POINT SAP STATUS
Access	Port and shipping: use of land for (a) berthing, navigation aid, servicing and maintenance of marine vessels which may include loading, unloading and storage of cargo or other goods, and transition of passengers and crew; or (b) maintenance dredging. Examples include berthing and shipping facilities, shipping container storage, hardstand loading and unloading areas, passenger terminals, roll-on roll-off facilities and associated platforms, stevedore and receipt offices, and a wharf	A small portion of the access crosses into Precinct A1 and A2, where the Port and Shipping use class is prohibited. In this instance, the general provisions of Clause 7.6 – Access and Provision of Infrastructure Across Land in Another Zone – are applied. The assessment of this provision is provided in Section 2.3 of this report.

2.3.3 USE STANDARDS

This clause is in addition to Recreation Zone - clause 28.3 Use Standards, and Open Space Zone - clause 29.3 Use Standards.

GLE-S2.6.1 Discretionary use	
Objective: That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.	
Acceptable Solutions	Performance Criteria
A1 <i>No Acceptable Solution</i>	P1 <i>A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:</i> (a) <i>the characteristics of the site;</i> (b) <i>the size and scale of the proposed use;</i> (c) <i>the function of the activity centre and surrounding activity centres; and</i> (d) <i>the extent that the proposed use impacts on the other activity centres.</i>

RESPONSE
As the ports and shipping use on the site is permitted within the Open Space Zone, and the access infrastructure within the Open space and Recreation Zone is provided for under General Provision 7.6, no discretionary uses are proposed.

This clause is in addition to Recreation Zone - clause 28.3 Use Standards, and Open Space Zone - clause 29.3 Use Standards.

GLE-S2.6.2 Food Services and General Retail and Hire Uses	
Objective: <i>That the economic, social and environmental impact of Food Services and General Retail and Hire uses supports the activity centre hierarchy.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>Food Services...</i>	P1 <i>Food Services...</i>
RESPONSE	
A1 Not applicable to the proposal.	
A2 <i>General Retail and Hire uses...</i>	P2 <i>General Retail and Hire uses in Precinct A...</i>
A2 Not applicable to the proposal.	
A3 <i>General and Retail Hire uses in Precinct B ...</i>	P3 <i>General Retail and Hire uses in Precinct B...</i>
A3 Not applicable to the proposal.	

2.3.4 DEVELOPMENT STANDARDS

This clause is in substitution for Recreation Zone - clause 28.4.1 Building height, setback and siting, and Open Space Zone - clause 29.4.1 Building height, setback and siting.

GLE-S2.7.1 Building height and site coverage
Objective: <i>Buildings:</i>
(a) <i>contribute to the creation of high quality pedestrian spaces; and</i>
(b) <i>are appropriate to the location and surrounding landscape characteristics.</i>

ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERIA
A1 <i>Building height, excluding roof top plant and equipment structures, must be not more than:</i> (a) 40m in sub-precinct A1; (b) 18m in sub-precinct A2; (c) 10m in sub-precinct A3; (d) 22m in sub-precinct B1; (e) 10m in sub-precinct B2; (f) 12m in Precinct C; and (g) 10m in Precinct D.	P1 <i>Building height, excluding roof top plant and equipment structures, must be compatible with the surrounding landscape characteristics and contribute to the creation of high quality pedestrian spaces, having regard to:</i> (a) the topography of the site; (b) the height, bulk and form of existing buildings on the site and adjacent properties; (c) the bulk and form of proposed buildings; (d) visual impacts caused by the apparent scale of the building when viewed from roads and public spaces; (e) overshadowing of public spaces on the site or adjacent properties; (f) any design measures that reduce the scale of the building; and (g) relevant local area objectives.
RESPONSE	
A1 The development proposed is for a ferry terminal building which is less than 10m in height complying with A1.	
A2 <i>Site coverage, excluding covered walkways, must be not more than:</i> (a) 5,500m2 in sub-precinct A1; (b) 21,000m2 in sub-precinct A2, if the floor area of an individual building is not more than 7,000m2; (c) 4,000m2 in sub-precinct A3; (d) 8,000m2 if in sub-precinct B1; (e) 2,000m2 if in sub-precinct B2;	P2 <i>Site coverage must contribute to an overall appearance of the site being of a collection of individually identifiable buildings compatible with the creation of high quality pedestrian spaces and the surrounding landscape, having regard to:...</i>

(f) 10,000m² in Precinct C; or (g) 1,000m² in Precinct D, unless for a ferry terminal located in the vicinity of the existing pier.	
RESPONSE	
A2 The total roofed area, excluding covered walkways, is approx. 150m² and therefore complies with A2.	

This clause is in addition to Recreation Zone - clause 28.4 Development Standards for Buildings and Works, and Open Space Zone - clause 29.4 Development Standards for Building Works.

F13.7.3 Building Design	
Objective: Buildings: a) maintain a high standard of design; b) minimise opportunities for crime and anti-social behaviour; and c) contribute positively to the streetscape and the foreshore public open space	
ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERIA
A1 No Acceptable Solution.	P1 Buildings must: (a) be freestanding in appearance and design in a landscape setting, allowing for glazed linkages; (b) provide a landscaped setting between buildings for sheltered pedestrian movement; (c) screen infrastructure, service plants and lift structures within the design of the building, to minimise their visual impact, when viewed from public places on the site and Elwick Bay; (d) provide a formal frontage to the Brooker Highway if in sub-precinct B2; and (e) provide a high quality presentation to the foreshore if adjacent to Precinct D.
RESPONSE	

P1 a) The building is freestanding in form and appearance, consistent with the architectural character of existing structures at Wilkinsons Point. Its design will integrate sensitively within the established landscaped setting, contributing to the activation of the foreshore precinct. b) The development will complement the existing high-quality landscaping that defines the GASP! area. The layout maintains clear and sheltered pedestrian connections through and around the site, ensuring continuity with existing public pathways and open space. c) Not applicable – no service infrastructure is proposed. d) Not applicable — the site is not located within Sub-Precinct B2 and does not adjoin the Brooker Highway. e) Not applicable — the structures are located within Precinct D, not adjacent to it.	
A2 <i>No Acceptable Solution.</i>	P2 <i>The design and detailing of external facades must create safe and engaging spaces having regard to:</i> <i>(a) encouraging active frontages on the ground floor to provide high levels of visual interest and pedestrian interaction;</i> <i>(b) promoting visual interest through the use of varied materials and articulation of facades;</i> <i>(c) avoiding blank walls, security screens, obscured windows or large sign panels; and</i> <i>(d) design principles for crime prevention.</i>
RESPONSE	
P2 a) The terminal is designed as an open and inviting space, and includes indoor and sheltered waiting areas. Skylights introduce natural light and reflect the artistic themes present at the nearby GASP! installation. Entrances are welcoming, and undercover walkways provide safe, comfortable access for pedestrians. b) The terminal's design draws inspiration from the GASP! art installation, incorporating transparent facades and varied materials to create an engaging and visually interesting environment. Public amenities, including a café, bike parking, seating, and pathways, encourage pedestrian interaction and activity. c) The design eliminates blank walls and security screens along key pedestrian frontages. Amendments to fencing have been incorporated to enhance openness and visibility, ensuring an accessible and welcoming environment.	

d) The ferry terminal is highly visible from Elwick Bay and surrounding areas, providing natural surveillance across all spaces. Adequate lighting and clearly defined pedestrian circulation ensure safety, while the layout avoids hidden or entrapment spaces.	
A3 <i>No Acceptable Solution.</i>	P3 <i>Buildings must be designed and sited:</i> <i>(a) to provide passive surveillance of pedestrian routes and car parks;</i> <i>(b) be free of concealment and entrapment spots;</i> <i>(c) be lit to a level that is adequate to maintain a reasonable level of security; and</i> <i>(d) have access and egress points that are clearly visible from public places.</i>
RESPONSE	
P3 a) The terminal layout provides high levels of natural surveillance across key public areas. The building is predominantly transparent, with extensive glazing and polycarbonate panels to the waiting terminal, allowing clear sightlines between staff, passengers, and surrounding pedestrian routes. Open-sided outdoor waiting areas and the wide, unobstructed approach from the foreshore ensure that movement areas, including the ramp and pier connection, remain visually exposed from multiple directions. b) The building footprint is compact and open on all sides, with no recesses or blind corners that could create hidden spaces. The internal rooms (bike store) have minimal external doors and are directly visible from public approaches. The use of translucent cladding (Danpal polycarbonate) further removes opportunities for concealed spaces. Pathways and landscape areas are open, low-scale, and well-defined, avoiding any entrapment risk. c) The proposal incorporates wall mounted, and bollard lighting, as well as seat integrated lighting. d) All entry points—particularly the main automatic sliding doors to the waiting terminal and the open walkway to the pier—are highly visible from public spaces, including the northern approach from the GASP! walkway and the surrounding foreshore. The design avoids any obscured entries, and the building’s transparent façades ensure that access points are legible, direct, and easily identifiable.	

GLE-S2.7.4 Landscaping
Objective: Landscaping: <i>a) enhances the appearance of the site;</i> <i>b) encourages and fosters movement throughout the site; and</i>

<i>c) maintains an overall site character of buildings in parkland.</i>	
ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERIA
A1 <i>Development in accordance with an approved landscape master plan for the site.</i>	P1 <i>Landscaping must enhance the appearance of the site, maintain a site character of buildings in a parkland setting and facilitate the movement of people having regard to :</i> <i>a) retaining and enhancing the tree canopy across the site ;</i> <i>b) preserving and enhancing public access within and adjacent to Precinct D and throughout the site;</i> <i>c) protecting and enhancing the GASP! architecture and public space experiences through public art and pedestrian connections;</i> <i>d) preserving and enhancing the experience of enclosure and exposure between buildings on the site, and providing protection from the weather;</i> <i>e) retaining and enhancing the tree canopy at the entrance to the site, along shared boundaries, and if possible, between buildings; and</i> <i>f) utilise predominantly indigenous vegetation.</i>
RESPONSE	
P1 a) The design introduces multiple areas of low-level coastal native planting around the terminal footprint, while retaining existing vegetation along the foreshore and around the GASP! precinct. b) The proposed works maintain full public access to and through the GASP! Pavilion precinct, including the pathway connection to the existing public toilets and waterfront. Open, legible pedestrian routes are reinforced through new hardstand surfaces and intuitive connections between the terminal, the pier, and the wider foreshore trail. c) The terminal's restrained built form and low-height planting ensure the GASP! Pavilion remains a visually dominant sculptural landmark. Transparent materials, open sightlines and the inclusion of art-aligned finishes (such as corten edging and charred timber cladding) complement the existing GASP! aesthetic and strengthen the overall public realm experience.	

- d) The arrangement of the waiting terminal and outdoor waiting roof creates a balanced sequence of open and sheltered spaces. The covered walkways and roofed outdoor waiting area provide weather protection while maintaining visual openness towards the river and GASP!. Landscape zones soften building edges, reinforcing the parkland setting while maintaining clear pedestrian movement.
- e) Existing vegetation along the site approaches and boundaries is retained. New landscape planting is positioned strategically around the edges of the terminal to continue the vegetated character of the precinct and enhance canopy opportunities where spacing between structures allows.
- f) The landscape plan specifies low-level native coastal species across all new planting areas. This approach reinforces the natural coastal character of the site, supports local biodiversity, and meets the requirement for predominantly indigenous vegetation.

This sub-clause is in substitution for Road and Railway Code - clause C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction and in substitution of Parking and Sustainable Transport Code - clause C2.6.3 Number of accesses for vehicles.

GLE-S2.7.5 Access to the site	
Objective: To: a) <i>restrict the development of new vehicle access onto the Brooker Highway and Goodwood Road; and</i> b) <i>protect the safety and efficiency of the road network.</i>	
ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERIA
A1 <i>Access to the Brooker Highway or Goodwood Road must be:</i> <i>(a) by way of existing vehicle access arrangements; or</i> <i>(b) must meet the relevant provisions under 'Part IVA – Limited Access to Roads' under the Roads and Jetties Act 1935.</i>	P1 <i>No Performance Criterion.</i>
RESPONSE	
A1 No changes to the Brooker Highway or Goodwood Road are proposed. The proposal complies with A1(a).	

A2 <i>Development does not require any upgrades to: Loyd Road; or existing vehicle accesses onto the Brooker Highway or Goodwood Road.</i>	P2 <i>Upgrades to road infrastructure are the responsibility of the developer and are to be constructed in accordance with the requirements of the relevant Road Authority.</i>
RESPONSE	
P2 Minor upgrades are proposed to Loyd Road, including minor widening at the access intersection, local widening along the southern side of the road to improve turn bays, shown below. Any upgrades are the responsibility of the developer and will be constructed in accordance with the requirements of the Road Authority. No works are required to occur to the Brooker Highway or Goodwood intersection.	

The provision *GLE-S2.7.6 Signage* is in addition to the Signs Code - clause C1.6 - Development Standards for Buildings and Works. However, as the proposal is exempt from the signs code under C1.4.1 of the code, these provisions are not applicable.

GLE-S2.7.7 is in substitution for *Coastal Inundation Hazard Code - clause C11.6.1 - Development Standards for Buildings and Works* and *Flood-Prone Areas Hazard Code - clause C12.6.1 - Development Standards for Buildings and Works*.

GLE-S2.7.7 Inundation risk management	
Objective: Buildings and works: (a) achieve and maintain a tolerable risk from inundation; and (b) do not increase the risk from inundation to adjacent land and public infrastructure.	
ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERIA
A1 Building and works must be located 300mm above the Designated Flood Level.	P1 Buildings and works located below 300mm above the Designated Flood Level must: (a) not be for the purposes of a vulnerable use; (b) not contain any civil, mechanical or electrical elements that have not been designed using suitable materials and techniques to resist inundation effects; (c) maintain a tolerable risk from inundation, having regard to: (i) the Designated Flood Level (ii) the type, form, scale and intended duration of the development; (iii) the intended function and use of the building; (iv) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; (v) any advice from a State authority, regulated entity or the Council; and (vi) the advice contained in a flood hazard report, and (d) be accompanied by a Flood Emergency Management Plan.
RESPONSE	
A1 The floor level is below the design flood level and as such, assessment against the performance criteria is required. P1	

- a) The development is not classified as a vulnerable use.
- b) Risk to civil infrastructure is minimal due to shallow inundation depths, and electrical and mechanical infrastructure can be located above this level.
- c) The designated flood level is based on the year 2100 and is only 100mm above the FFL of the terminal building. These expected depths do not induce large structural loads. Public transport terminals are passenger interchanges, not locations where people dwell long periods. As such people are unlikely to be caught out by rising flood water and the risk to users is minimal. No specific hazard reduction or protection measures have been proposed.
- d) Pinion Advisory recommend that a inundation emergency plan be prepared as part of the broader ferry service operational procedure.

The following provisions are not applicable to the proposal:

- GLE-S2.7.2 Building setback from the Brooker Highway

2.4 GENERAL PROVISIONS

7.11 USE OR DEVELOPMENT SEAWARD OF THE MUNICIPAL DISTRICT

The use and development of the jetty area includes land that is unzoned, seaward of the municipal boundary and therefore this general provision is relevant:

7.11 Use or Development Seaward of the Municipal District

7.11.1 Use or development of a type referred to in section 7(a) to (d) of the Act that is unzoned in the zoning maps in the relevant Local Provisions Schedules must be considered in accordance with:

- (a) the provisions of the zone that is closest to the site; or*
- (b) in the case of a use or development that extends from land that is zoned, the provisions of the zone from which the use or development extends.*

Clause 7.11.1(b) is applicable here. In this case, the ferry terminal infrastructure extends from the dock, which is located within the Open Space Zone, out to the jetty. Under 7.11.1(b), the use or development must therefore be assessed against the provisions of the zone from which the use or development extends.

It is important to distinguish between the zoning of the land and the provisions of the zone. The provisions of a zone include any modifications made through an applicable Specific Area Plan, which forms part of the statutory planning framework and modifies the zone provisions.

Under clause GLES 2.2.2, the Glenorchy Local Provisions Schedule confirms that, within the land to which the SAP applies, the SAP provisions operate in substitution for, or in addition to, the provisions of the Recreation Zone and/or Open Space Zone. As a result, the “provisions of the zone” referred to in 7.11.1(b) necessarily include the modified and substituted provisions established by the SAP.

Accordingly, where 7.11.1(b) requires assessment against the provisions of the zone from which the development extends, those provisions are the SAP-modified Open Space Zone provisions. The SAP provisions therefore prevail and apply seaward of the municipal boundary for the assessment of the proposed ferry terminal.

7.6 ACCESS AND PROVISION OF INFRASTRUCTURE ACROSS LAND IN ANOTHER ZONE

The proposed access road to the ferry terminal requires works within the A1 precinct, where the Port and Shipping use is prohibited. However, in accordance with Clause 7.6 – *Access and Provision of Infrastructure Across Land in Another Zone* – the planning authority may, at its discretion, approve access or infrastructure across land in a different zone where it is necessary to facilitate a primary use.

Port and Shipping is Permitted within Precinct D where for the loading and unloading of passengers and associated facilities, or the temporary mooring of passenger transport vessels.

The ferry terminal is located within Precinct D and is expressly contemplated by the SAP. Only a small portion of the associated access infrastructure extends through Precincts A1 and A2. No Port and Shipping use is proposed within Precinct A - the works are limited to access and associated infrastructure supporting the ferry terminal in Precinct D.

Clause 7.6 is relied upon on this basis:

7.6 Access and Provision of Infrastructure Across Land in Another Zone

7.6.1 If an application for use or development includes access or provision of infrastructure across land that is in a different zone to that in which the main part of the use or development is located, and the access or infrastructure is prohibited by the provisions of the different zone, the planning authority may at its discretion approve an application for access or provision of infrastructure over the land in the other zone, having regard to:

- (a) whether there is no practical and reasonable alternative for providing the access or infrastructure to the site;*
- (b) the purpose and provisions of the zone and any applicable code for the land over which the access or provision of infrastructure is to occur; and*
- (c) the potential for land use conflict with the use or development permissible under the planning scheme for any adjoining properties and for the land over which the access or provision of infrastructure is to occur.*

The main ferry terminal use is located in the Open Space Zone, while part of the access crosses the Recreation Zone. The threshold in Clause 7.6.1 that the access cross land in a 'different zone' is therefore met. The application of the Wilkinsons Point SAP does not alter the zoning of the land. Precincts A1 and A2 remain within the Recreation Zone. Clause 5.3.1 provides the following:

5.3 Operation of Specific Area Plans

5.3.1 Each Local Provisions Schedule is permitted to include a specific area plan that is in addition to, modifies, or is in substitution for, a provision in a zone Use Table or a use or development standard in a zone or code.

Consistent with this, GLE-S2.5.1 expressly states that the Precinct A Use Table is ‘in substitution for Recreation Zone – clause 28.2 Use Table’. The SAP therefore substitutes the applicable Use Table; it does not create a separate zone or remove the land from the Recreation Zone.

The prohibition of Port and Shipping within Precinct A consequently arises from the substituted use provision applying to land that remains within the Recreation Zone.

Importantly, the Scheme expressly preserves the operation of the Clause 7.0 general provisions:

5.1 General Provisions

5.1.1 Clause 7.0 of this planning scheme sets out provisions, for certain types of use or development that are not specific to any zone, specific area plan, or area to which a code applies.

5.1.2 Where there is an inconsistency between a provision in a zone, specific area plan or code and a general provision in clause 7.0 of this planning scheme, the general provision in clause 7.0 prevails.

This is reinforced by Clause 5.3.3:

5.3.3 After the effective date, a specific area plan is not permitted to override the administration provisions in clauses 3.0 – 6.0 or general provisions in clause 7.0.

The Scheme therefore expressly preserves the operation of general provision 7.6 where a SAP applies. Accordingly, Clause 7.6 applies to the proposed access extending from the Open Space Zone, where the main ferry terminal use is located, into the Recreation Zone. The SAP substitutes the operative Use Table but does not alter the underlying zoning or displace the Clause 7.0 general provisions.

This interpretation is also consistent with the Wilkinsons Point SAP, which expressly identifies ‘access to the ferry terminal’ as an objective under Clause GLE-S2.1.3. Clause 7.6 therefore provides the planning authority with discretion to approve the proposed access, subject to Clauses 7.6.1(a)–(c), as follows:

- a) The topography of the site, including a steep embankment located along the eastern foreshore of the Open Space Zone, constrains alternative access routes. Other potential access options were explored, and the proposed route is considered the most viable and safest solution to provide functional access to the ferry terminal.
- b) The purpose of the A1 precinct, as well as the objectives and provisions of the applicable Specific Area Plan (SAP), have been considered in this report. The proposal aligns with the zone objectives and is consistent with the broader planning framework, demonstrating that the provision of access is both appropriate and necessary.
- c) The design of the access has been coordinated with relevant stakeholders, including DSG and Council, to ensure compatibility with adjoining land uses and future masterplanning of the

precinct. Appropriate measures have been incorporated to minimise any potential land use conflicts, ensuring that the access operates in harmony with the surrounding land uses.

2.5 OPEN SPACE ZONE

The ferry terminal and a portion of the access road are proposed to occur within the Open Space Zone.

2.5.1 USE TABLE

The clause GLE-S2.5.4 Use Table - Precinct D - Elwick Bay Public Open Space Precinct is in substitution for the Open Space Zone – Clause 29.2 Use table.

2.5.2 USE STANDARDS

29.3.1 Discretionary uses
Objective: <i>That a use listed as Discretionary does not cause an unreasonable loss of amenity to adjacent sensitive uses.</i>

ACCEPTABLE SOLUTION	PERFORMANCE CRITERIA
A1 <i>Hours of operation for a use listed as Discretionary, excluding Emergency Services or Visitor Accommodation, must be within the hours of:</i> (a) 8.00am to 10.00pm if within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone; or (b) 6.00am to midnight, otherwise.	B <i>Hours of operation for a use listed as Discretionary, excluding Emergency Services or Visitor Accommodation, must not cause an unreasonable loss of amenity to adjacent sensitive uses having regard to:</i> (a) the timing, duration or extent of vehicle movements; and (b) noise, lighting or other emissions.
RESPONSE	
A1 The use does not occur within 50m of a residential zone, thereby satisfying a.	

A2 <i>Flood lighting of Sports and Recreation facilities within 50m of a General Residential Zone, Inner Residential Zone or Low Density Residential Zone must not operate between 11.00pm and 7.00am.</i>	P2 <i>Flood lighting of Sports and Recreation facilities 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 zone, having regard to:</i> (a) the necessity of floodlighting for the Sports and Recreation use; (b) the frequency of the Sports and Recreation event; (c) whether the event is of a special nature; (d) the duration of the event; and (e) any lighting required to set up and pack up for the event.
RESPONSE	
A2 Not applicable to the proposal.	

The following provisions are not applicable:

- The Open Space Zone - clause 29.4.1 Building height, setback and siting is substituted by the provisions of the sap, and therefore no assessment is required.
- 29.4.2 Outdoor storage areas - No outdoor storage areas are proposed

2.6 RECREATION ZONE

A portion of the access road is proposed to occur within the Recreation Zone.

2.6.1 USE TABLE

The clause GLE-S2.5.1 Use Table - Precinct A - Sports and Entertainment Precinct is in substitution for the Recreation Zone – Clause 28.1 Use table.

2.6.2 USE STANDARDS

The following provisions are not relevant to the proposal, as they relate to Sports and Recreation uses:

- 28.3.1 Sports and Recreation and Discretionary uses
- 28.3.2 Sports and Recreation - major sporting facilities

2.6.3 DEVELOPMENT STANDARDS

The provisions 28.4.1 Building height, setback and siting are substituted by GLE-S2.7.1 Building height and site coverage.

Clause 28.4.2- Outdoor Storage is not applicable, as the proposal does not include any outdoor storage areas.

2.7 ENVIRONMENTAL MANAGEMENT ZONE

A portion of the coastal protection works (back filled rock wall) is proposed to occur within the Environmental Management Zone.

The purpose of the environmental management zone:

23.1.1 To provide for the protection, conservation and management of land with significant ecological, scientific, cultural or scenic value.

23.1.2 To allow for compatible use or development where it is consistent with:

- (a) the protection, conservation and management of the values of the land; and*
(b) applicable reserved land management objectives and objectives of reserve management plans.

The only development within the Environmental Management zone relates to the coastal protection works, in the form of a rock wall, to be undertaken by Council as part of this application.

2.7.1 USE STANDARDS

The use standards and use class are not applicable under 6.2 Categorising Use or Development, as follows:

6.2.6 Notwithstanding sub-clause 6.2.1 of this planning scheme, development which is for subdivision, a sign, land filling, retaining walls or coastal protection works does not need to be categorised into one of the Use Classes.

2.7.2 DEVELOPMENT STANDARDS

Objective: That the development area is: (a) compatible with the values of the site and surrounding area; and (b) minimises disturbance of the site.	
ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERIA
A1 The development area must: (a) be not more than 500m²; (b) be in accordance with an authority under the National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or the Nature Conservation Act 2002; or (c) be in accordance with an approval of the Director-General of Lands under the Crown Lands Act 1976.	P1 The development area must not cause an unreasonable impact on the values of the site and surrounding area, having regard to: (a) the design, siting, scale and type of development; (b) the operation of the use; (c) the impact of the development on the values of the site and surrounding area; (d) the need for the development to be located on the site; (e) how any significant values are managed; and (f) any protection, conservation, remediation or mitigation works.
RESPONSE	
A1 a) The development area of the rockwall will be over 500m², and therefore requires consideration of the performance criteria. P1 a) The rockwall is adjoining the already modified coastal interface, limiting encroachment into natural coastal areas. The design is consistent with coastal engineering practices and is proportionate to the function it performs of reinforcing the existing infrastructure. b) The rockwall is a passive structure with no operational impacts such as traffic, noise or emissions. Ferry movements will be guided by bathymetric data to mitigate sediment resuspension, with vessel draft, propeller size, and engine power considered in operational	

planning. Sediment control measures during construction and operation will reduce the spread of fine silts, particularly during extreme low tides or periods of higher contamination in sediments.

c) The most ecologically significant feature of the site is the Australian flat oyster (*Ostrea angasi*) reef. Although the reef is present within the proposed development footprint, mitigation measures will be implemented once detailed rockwall design is confirmed. Other listed threatened, protected, or migratory species are not expected to be significantly impacted.

The development area contains introduced species, including the New Zealand common cushion star (*Patiriella regularis*). Strict biosecurity protocols, including thorough cleaning of vessels and equipment, will prevent translocation of these species to other locations.

Sediment disturbance is a key consideration due to fine silts and high contaminant levels. Silt curtains, timing construction with outgoing tides, and conducting works in calm weather will minimise turbidity and contaminant resuspension. Monitoring water quality and halting works if large plumes are observed will further reduce potential impacts.

d) The rockwall must be located at this specific section of coastline at Wilkinsons Point to protect the proposed ferry terminal infrastructure in future.

e) Oyster reef impact will be assessed in detailed design, and options for reef protection or relocation will be considered. Noise and disturbance to marine fauna, including potential impacts on marine mammals, will be managed using standard operating procedures from the Underwater Piling Noise Guidelines (Government of South Australia 2012): a 300 m exclusion zone, pre- and during-piling monitoring, and soft start procedures. Removal of debris prior to ferry operation will be carefully managed to prevent resuspension of contaminated sediments.

f) The following measures are proposed:

- Sediment control measures during construction, including silt curtains and timing works with tides and weather.
- Bathymetry-informed ferry operational planning to minimise sediment resuspension.
- Biosecurity protocols to prevent spread of introduced species.
- Monitoring of water quality and marine fauna during construction.

23.4.4 Vegetation management

Objective: That the site contributes to the values of the surrounding area by restricting vegetation removal.

ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERIA
A1	P1

<i>Building and works must:</i> (a) <i>be located on land where the native vegetation cover has been lawfully removed; or</i> (b) <i>be in accordance with an authority under National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or the Nature Conservation Act 2002.</i>	<i>Building and works must be located to minimise native vegetation removal and the impact on values of the site and surrounding area, having regard to:</i> (a) <i>the extent of native vegetation to be removed;</i> (b) <i>any proposed remedial, mitigation or revegetation measures;</i> (c) <i>provision for native habitat for native fauna;</i> (d) <i>the management and treatment of the balance of the site or native vegetation areas; and</i> (e) <i>the type, size and design of development.</i>
RESPONSE	
A1 No vegetation removal is required to accommodate the rockwall component of the proposal.	

The following provisions are not applicable:

- 23.4.2 Building height, setback and siting
- 23.4.3 Exterior finish

2.8 PARKING AND SUSTAINABLE TRANSPORT CODE

This code applies to all use and development.

2.8.1 USE STANDARDS

C2.5.1 Car parking numbers	
Objective: <i>That an appropriate level of car parking spaces are provided to meet the needs of the use.</i>	
ACCEPTABLE SOLUTION	PERFORMANCE CRITERIA
A1 <i>The number of on-site car parking spaces must be no less than the number specified in Table C2.1, excluding if...</i>	P1.1 <i>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:...</i>
RESPONSE	
A1	

PORTS AND SHIPPING USE

The ferry terminal does not generate any requirement for parking.

The following parking facilities are provided:

- two set-down/drop-off spaces
- two accessible parking bays
- a service vehicle bay
- A 44 m² secure bicycle store is also included.

C2.5.2 Bicycle parking numbers

Objective: That an appropriate level of bicycle parking spaces are provided to meet the needs of the use.

ACCEPTABLE SOLUTION

A1

Bicycle parking spaces must:

- (a) be provided on the site or within 50m of the site; and
- (b) be no less than the number specified in Table C2.1.

PERFORMANCE CRITERIA

P1

Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:

- (a) the likely number of users of the site and their opportunities and likely need to travel by bicycle; and
- (b) the availability and accessibility of existing and any planned parking facilities for bicycles in the surrounding area.

RESPONSE

A1

PORTS AND SHIPPING USE

The ferry terminal does not generate any requirements for bicycle parking.

A 44 m² bike store, provides adequate parking for the uses.

C2.5.3 Motorcycle parking numbers

Objective: That the appropriate level of motorcycle parking is provided to meet the needs of the use.

ACCEPTABLE SOLUTION

A1

The number of on-site motorcycle parking spaces for all uses must:

PERFORMANCE CRITERIA

P1

Motorcycle parking spaces for all uses must be provided to meet the reasonable needs of the use, having regard to:

(a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	(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.
RESPONSE	
A1 PORTS AND SHIPPING USE The ferry terminal does not generate any requirements for motorcycle parking.	

The following provisions are not applicable to the proposal:

- C2.5.4 Loading Bays
- C2.5.5 Number of car parking spaces within the General Residential Zone and Inner Residential Zone

2.8.2 Development Standards

C2.6.1 Construction of parking areas	
Objective: That parking areas are constructed to an appropriate standard.	
ACCEPTABLE SOLUTION	PERFORMANCE CRITERIA
A1 All parking, access ways, manoeuvring and circulation spaces must: (a) be constructed with a durable all weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to: (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing.

RESPONSE
A1 a) The proposed access and parking is constructed with a durable all weather pavement. It will be spray-sealed to ensure the safe and efficient operation for all user groups, including accessible parking. b) This will be drained to the existing stormwater onsite. Please refer to amended TIA for further details. c) The proposal is surfaced with a spray seal.

C2.6.2 Design and layout of parking areas	
Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.	
ACCEPTABLE SOLUTION	PERFORMANCE CRITERIA
A1.1 <i>Parking, access ways, manoeuvring and circulation spaces must either:</i> (a) <i>comply with the following:</i> (i) <i>have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;</i> (ii) <i>provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</i> (iii) <i>have an access width not less than the requirements in Table C2.2;</i> (iv) <i>have car parking space dimensions which satisfy the requirements in Table C2.3;</i> (v) <i>have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</i> (vi) <i>have a vertical clearance of not less than 2.1m above the parking surface level; and</i> (vii) <i>excluding a single dwelling, be delineated by line marking or other clear physical means; or</i> (b) <i>comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.</i> A1.2	P1 <i>All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and efficient parking, having regard to:</i> (a) <i>the characteristics of the site;</i> (b) <i>the proposed slope, dimensions and layout;</i> (c) <i>useability in all weather conditions;</i> (d) <i>vehicle and pedestrian traffic safety;</i> (e) <i>the nature and use of the development;</i> (f) <i>the expected number and type of vehicles;</i> (g) <i>the likely use of the parking areas by persons with a disability;</i> (h) <i>the nature of traffic in the surrounding area;</i> (i) <i>the proposed means of parking delineation; and</i> (j) <i>the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off--street commercial vehicle facilities.</i>

<i>Parking spaces provided for use by persons with a disability must satisfy the following:</i> <i>(a) be located as close as practicable to the main entry point to the building;</i> <i>(b) be incorporated into the overall car park design; and</i> <i>(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.³⁵</i>	
RESPONSE	
A1.2 All parking areas will be designed to comply with the relevant standards. A1.2 All parking areas will be designed to comply with the relevant standards.	

The following provisions are also not applicable:

- The provision *GLE-S2.7.5 Access to the site* under the SAP is in substitution of clause *C2.6.3 Number of accesses for vehicles* and is therefore not applicable.
- C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone.
- C2.6.5 Pedestrian access, as none of the uses generate a requirement of more than 10 parking spaces.
- C2.6.6 Loading bays
- C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone
- C2.6.8 Siting of parking and turning areas
- C2.7.1 Parking precinct plan

2.9 ROAD AND RAILWAY ASSETS CODE

Access to the site under Wilkinsons Point SAP Clause GLE-S2.7.5 serves as a substitution for the Road and Railway Code (Clause C3.5.1). No other provisions of this code are applicable.

2.10 NATURAL ASSETS CODE

Under this code the following exemption applies to the rockwall component of the proposal:

C7.4.1 The following use or development is exempt from this code:

(f) coastal protection works by or on behalf of the Crown, State authority, or council that have been designed by a suitably qualified person; and

The remaining use and development is considered against the relevant provisions below.

2.10.1 WATERWAY AND COASTAL PROTECTION AREA

A portion of the site area (precinct D - the Elwick Bay Public Open Space Precinct), is located within the extent of the overlay, as shown in the following figure.

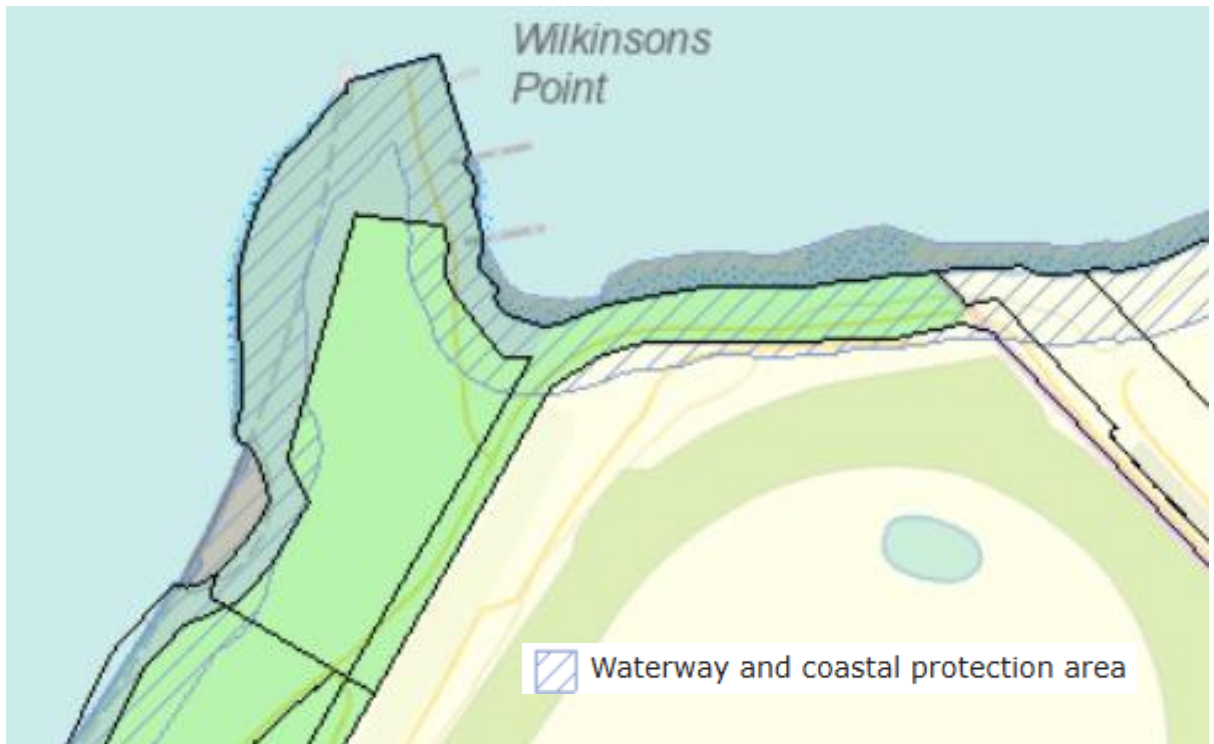


Figure 15: Extent of waterway and coastal protection overlay (source: www.thelist.tas.gov.au © State of Tasmania)

2.10.2 FUTURE COASTAL REFUGIA AREA

A portion of the site is also within the future coastal refugia area, described below:



Figure 16: Extent of future coastal refugia area overlay (source: www.thelist.tas.gov.au © State of Tasmania)

2.10.3 PRIORITY VEGETATION AREA

While there is priority vegetation on the Site it is not in the location of the proposed Use or Development therefore provisions relating to priority vegetation do not need to be considered.

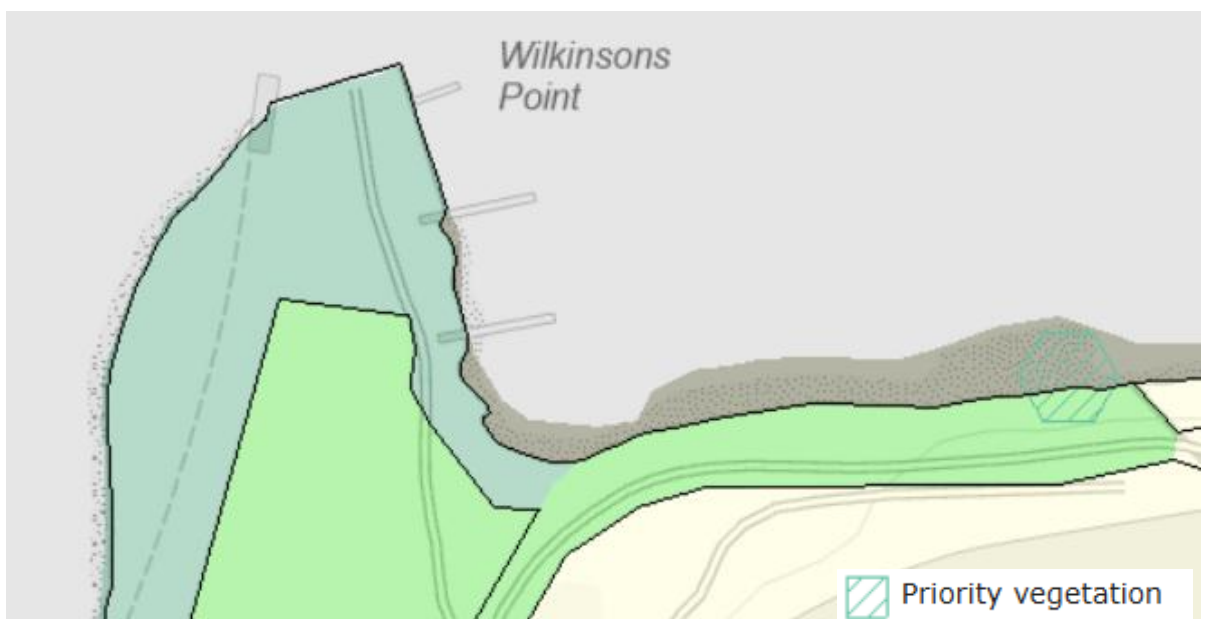


Figure 17: Extent of priority vegetation overlay (source: www.thelist.tas.gov.au © State of Tasmania)

The following exemption is applicable to the rockwall component of the proposal:

C7.4.1 The following use or development is exempt from this code:

- (f) *coastal protection works by or on behalf of the Crown, State authority, or council that have been designed by a suitably qualified person; and*

2.10.4 USE STANDARDS

This code does not have use standards.

2.10.5 DEVELOPMENT STANDARDS FOR BUILDINGS AND WORKS

C7.6.1 Buildings and works	
Objective: <i>That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets.</i>	
ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERIA
A1 <i>Buildings and works within a waterway and coastal protection area must:</i> (a) <i>be within a building area on a sealed plan approved under this planning scheme;</i> (b) <i>in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or</i> (c) <i>if within the spatial extent of tidal waters, be an extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway that is not more than 20% of the area of the facility existing at the effective date.</i>	P1.1 <i>Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:</i> (a) <i>impacts caused by erosion, siltation, sedimentation and runoff;</i> (b) <i>impacts on riparian or littoral vegetation;</i> (c) <i>maintaining natural streambank and streambed condition, where it exists;</i> (d) <i>impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;</i> (e) <i>the need to avoid significantly impeding natural flow and drainage;</i> (f) <i>the need to maintain fish passage, where known to exist;</i> (g) <i>the need to avoid land filling of wetlands;</i> (h) <i>the need to group new facilities with existing facilities, where reasonably practical;</i> (i) <i>minimising cut and fill;</i> (j) <i>building design that responds to the particular size, shape, contours or slope of the land;</i> (k) <i>minimising impacts on coastal processes, including sand movement and wave action;</i>

	(l) <i>minimising the need for future works for the protection of natural assets, infrastructure and property;</i> (m) <i>the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and</i> (n) <i>the guidelines in the Tasmanian Coastal Works Manual.</i> P1.2 <i>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:</i> (a) <i>the need to access a specific resource in a coastal location;</i> (b) <i>the need to operate a marine farming shore facility;</i> (c) <i>the need to access infrastructure available in a coastal location;</i> (d) <i>the need to service a marine or coastal related activity;</i> (e) <i>provision of essential utility or marine infrastructure; or</i> (f) <i>provisions of open space or for marine-related educational, research, or recreational facilities.</i>
RESPONSE	
A1 The proposal does not meet the Acceptable Solution therefore must be assessed against the Performance Criteria. The following assessment relates solely to the ferry terminal, not the coastal protection works (rockwall), as these works are exempt under C7.4.1. P1.1 a) Construction of the gangway and terminal occurs on existing reclaimed land and hardstand areas, with no ground disturbance within tidal waters. b) No littoral vegetation will be removed or impacted. Landscaping consists of low-level native coastal species situated above the high-water line. c) No works occur within the waterway - existing foreshore and seabed conditions remain undisturbed. d) Works occurring within the waterway include a roofed cover to the existing gangway, however there is no impact on in-stream habitat features such as rocks, logs or overhangs. e) The proposal does not modify the existing pier or any marine structure below water. Natural tidal flow patterns remain unaffected. f) As no applicable works extend into the water, fish passage is unchanged.	

- g) No wetlands are present in the works area, and no filling occurs seaward of the existing hardstand area.
- h) The proposal intentionally consolidates new ferry infrastructure adjacent to the existing pier, existing toilets and existing pathways, making full use of current developed areas.
- i) Works are at-grade on existing reclaimed surfaces, with negligible cut and fill required.
- j) The design aligns with the flat topography of the existing GASP precinct and does not require reshaping of the shoreline.
- k) Because no new marine structures are introduced, coastal processes remain unaffected.
- l) Consideration of risk to assets is provided under a separate cover by a suitably qualified consultant.
- m) While the manuals are acknowledged, the proposal does not trigger their requirements because works do not enter the waterway or modify the foreshore.

P1.2

No piles, extensions, new pontoons, or modifications to the pier are proposed.

However, to the extent that the roof is considered within tidal waters, the works clearly rely on a coastal location, as they directly support:

- (c) access to infrastructure available in a coastal location;
- (d) servicing a marine or coastal-related activity; and
- (e) provision of essential marine infrastructure (ferry passenger boarding).

The roof structure forms part of the passenger boarding area of the ferry terminal and cannot logically be located elsewhere. It enables safe, sheltered access to ferry vessels and supports the operation of marine-based public transport.

A2

Buildings and works within a future coastal refugia area must be located within a building area on a sealed plan approved under this planning scheme.

P2.1

Buildings and works within a future coastal refugia area must allow for natural coastal processes to continue to occur and avoid or minimise adverse impacts on natural assets, having regard to:

- (a) allowing for the landward transgression of sand dunes and the landward colonisation of wetlands, saltmarshes and other coastal habitats from adjacent areas;
- (b) avoiding the creation of barriers or drainage networks that would prevent future tidal inundation;
- (c) allowing the coastal processes of sand deposition or erosion to continue to occur;
- (d) the need to group new facilities with existing facilities, where reasonably practical;

	(e) <i>the impacts on native vegetation;</i> (f) <i>minimising cut and fill;</i> (g) <i>building design that responds to the particular size, shape, contours or slope of the land;</i> (h) <i>the impacts of sea-level rise on natural coastal processes and coastal habitat;</i> (i) <i>the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and</i> (j) <i>the guidelines in the Tasmanian Coastal Works Manual.</i> P2.2 <i>Buildings and works within a future coastal refugia area must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:</i> (a) <i>the need to access a specific resource in a coastal location;</i> (b) <i>the need to operate a marine farming shore facility;</i> (c) <i>the need to access infrastructure available in a coastal location;</i> (d) <i>the need to service a marine or coastal related activity;</i> (e) <i>provision of essential utility or marine infrastructure; and</i> (f) <i>provision of open space or for marine-related educational, research, or recreational facilities.</i>
RESPONSE	
A2 The proposal does not meet the Acceptable Solution therefore must be assessed against the Performance Criterion. The following assessment relates solely to the ferry terminal, not the coastal protection works (rockwall), as these works are exempt under C7.4.1. P2.1 a) No natural coastal habitats exist within the works area, and all works occur on modified land, so no constraint is placed on future landward habitat movement. b) No walls, bunds, drainage redirection or filling are proposed. The development does not impede future inundation pathways.	

- c) The proposal occurs on already substantially modified land. No changes to sand deposition or coastal erosion will result from the proposal.
- d) The terminal is deliberately sited adjacent to the existing pier, toilet block and pathway network, consolidating development within already-disturbed areas.
- e) Only low-level landscape planting is proposed, using native coastal species located landward of the shore. The site area is mapped as modified land (FUR), with only a handful of trees proposed for removal where the access is being constructed (2-3).
- f) The flat, reclaimed site enables construction with negligible earthworks.
- g) The design does not require reshaping of natural land, aside from some minor grading for the parking and access.
- h) Because the proposal does not interact with the active shoreline, it does not alter or hinder processes influenced by sea-level rise.
- i) & j) The manuals are acknowledged; however, works do not encroach into areas where their operational guidelines would typically apply. No waterway modification is proposed.

P2

Although most of the development is landward of the foreshore, the ferry terminal is inherently a marine-dependent use. To the extent that any part of the works falls within a mapped future coastal refugia overlay (e.g., roofing over the existing pier or access to the boarding point), the use clearly relies on its coastal location because:

- c) It requires access to coastal infrastructure (the existing pier);
- d) It services a marine and coastal-related activity (public ferry transport);
- e) It provides essential marine infrastructure for passenger boarding and access.

The ferry terminal cannot function in any location other than the waterfront and directly supports the delivery of marine transport services.

A3

Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new stormwater point discharge into a watercourse, wetland or lake.

P3

Development within a waterway and coastal protection area or a future coastal refugia area involving a new stormwater point discharge into a watercourse, wetland or lake must avoid or minimise adverse impacts on natural assets, having regard to:

- (a) *the need to minimise impacts on water quality; and*
- (b) *the need to mitigate and manage any impacts likely to arise from erosion, sedimentation or runoff.*

RESPONSE

A3 The design does not detail a new stormwater connection, rather intends to use an existing connection.	
A4 <i>Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.</i>	P4.1 <i>Dredging or reclamation within a waterway and coastal protection area or a future coastal refugia area must minimise adverse impacts on natural coastal processes and natural assets, having regard to:</i> (a) <i>impacts caused by erosion, siltation, sedimentation and runoff;</i> (b) <i>impacts on riparian or littoral vegetation;</i> (c) <i>the need to avoid land filling of wetlands;</i> (d) <i>impacts on sand movement and wave action; and</i> (e) <i>the potential for increased risk to inundation of adjacent land.</i> P4.2 <i>Dredging or reclamation within a waterway and coastal protection area or a future coastal refugia area must be necessary:</i> (a) <i>to continue an existing use or development on adjacent land; or</i> (b) <i>for a use which relies upon a coastal location to fulfil its purpose, having regard to:</i> (i) <i>the need to access a specific resource in a coastal location;</i> (ii) <i>the need to operate a marine farming shore facility;</i> (iii) <i>the need to access infrastructure available in a coastal location;</i> (iv) <i>the need to service a marine or coastal related activity;</i> (v) <i>provision of essential utility or marine infrastructure; and</i> (vi) <i>provision of open space or for marine-related educational, research, or recreational facilities.</i>
RESPONSE	
A4 The proposal does not include dredging or reclamation.	
A5	P5

Coastal protection works or watercourse erosion or inundation protection works must not occur within a waterway and coastal protection area or a future coastal refugia area.	Coastal protection works or watercourse erosion or inundation protection works within a waterway and coastal protection area or a future coastal refugia area must be designed by a suitably qualified person and minimise adverse impacts on natural coastal processes, having regard to: (a) impacts on sand movement and wave action; and (b) the potential for increased risk of inundation to adjacent land.
RESPONSE	
A5 Whilst the proposal does include coastal protection works within the extent of these codes, it is exempt from the code provisions under C7.4.1 (f).	

The following provision is not relevant to the application:

- C7.6.2 Clearance within a priority vegetation area

2.11 COASTAL EROSION HAZARD CODE

A portion of the site is subject to the Coastal Erosion Hazard code, described in the below figure. No part of the ferry terminal proposal is located within the coastal erosion hazard overlay, however, a small portion of the shared path does extend within the coastal erosion hazard investigation area to the north of the point.

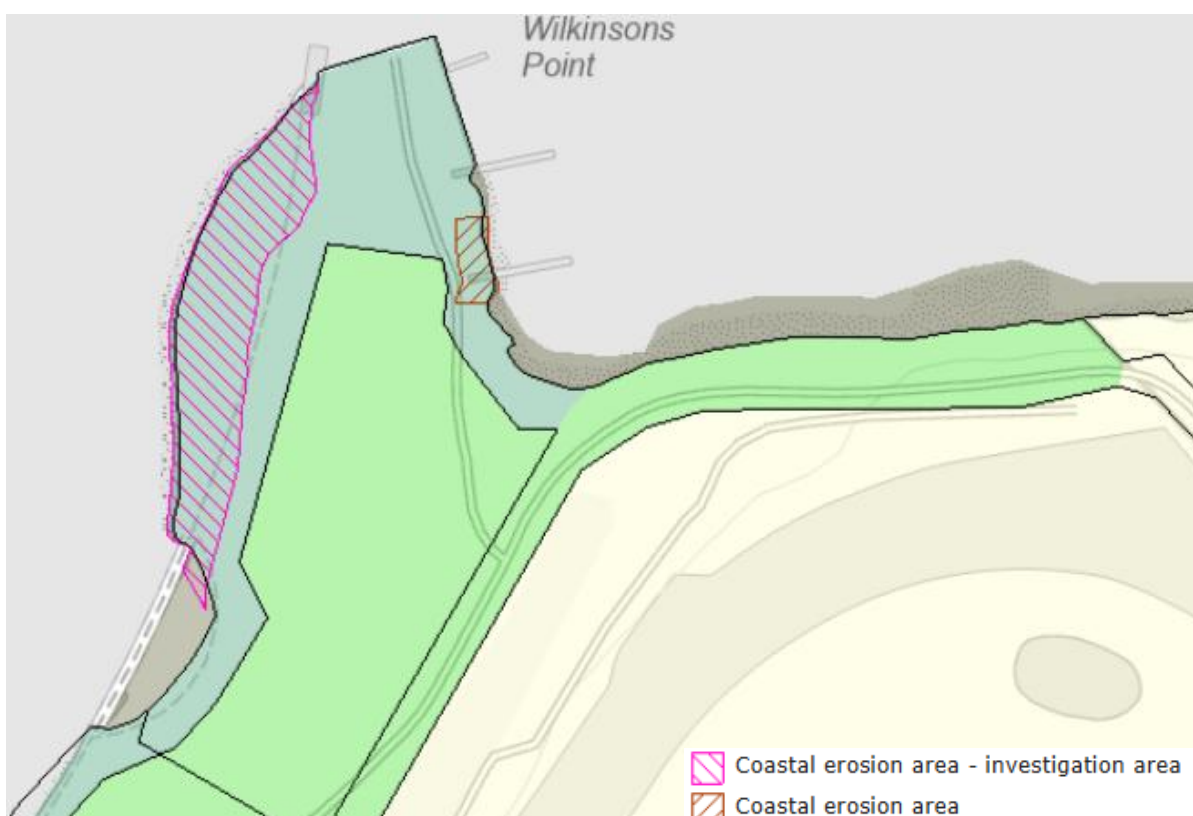


Figure 18: Extent of coastal erosion overlay (source: www.thelist.tas.gov.au © State of Tasmania)

Given the that the extent of works proposed to encroach within the extent of this investigation area are limited to a public footpath, the following exemption is considered relevant:

C10.4.1 Excluding where development occurs on an actively mobile landform in the coastal zone, the following use or development is exempt from this code:

...

(d) use or development of land for:

...

(v) minor utilities;

Minor utilities is defined by the scheme as:

means use of land for utilities for local distribution or reticulation of services and associated infrastructure such as a footpath, cycle path, stormwater channel, water and sewer pipes, retention basin, telecommunication lines, gas pipelines or electricity substations and power lines up to but not exceeding 110kV.

As such, the proposed footpath is considered to be exempt from the erosion hazard code.

2.12 COASTAL INUNDATION HAZARD CODE

A portion of the site is subject to the Coastal Inundation Hazard Code, including Low, Medium, and High Hazard areas, as described in the below image:



Figure 19 Extent of Coastal Inundation Hazard Code (medium & Low) (source; the Listmap, 2025)

2.12.1 USE STANDARDS

C11.5.1 Uses within a high coastal inundation hazard band	
Objective: That use within a high coastal inundation hazard band: (a) is reliant on a coastal location; and (b) can achieve and maintain a tolerable risk from coastal inundation.	
ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERIA
A1 No Acceptable Solution.	P1.1 A use within a high coastal inundation hazard band must be for a use which 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 an essential utility or marine infrastructure; (f) provision of open space or for marine-related educational, research, or recreational facilities; (g) any advice from a State authority, regulated entity or a council; and (h) the advice obtained in a coastal inundation hazard report. P1.2 A coastal inundation hazard report also demonstrates that: (a) any increase in the level of risk from coastal inundation does not require any specific hazard reduction or protection measures; or (b) the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability coastal inundation event in 2100 for the intended life of the use without requiring any specific hazard reduction or protection measures.
RESPONSE	
A1	

There are no Acceptable Solutions, therefore, assessment against the Performance Criterion is provided.

This assessment relates solely to the ferry terminal development, and not the coastal protection works (as coastal protection works do not require categorisation into a use class under 6.2.6 of the scheme).

P1.1

The ferry terminal is inherently a marine-dependent use, thereby able to satisfy:

- 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 an essential utility or marine infrastructure;

P1.2

a) The increase in risk is negligible as the maximum inundation in extreme events is only equal to the proposed FFL of the terminal. As such no specific hazard reduction or protection measures are required.

b) As per the assessment within the Pinion Report, the use is considered to have a tolerable risk as the ferry service is unlikely to operate in extreme inundation events, and the users (the public) can be warned of service cancellation/etc.

C11.5.2 Uses located within a non-urban zone and within a medium coastal inundation hazard band

Objective: That use within a high coastal inundation hazard band:

- (a) is reliant on a coastal location; and
- (b) can achieve and maintain a tolerable risk from coastal inundation.

ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERIA
A1 <i>No Acceptable Solution</i>	P1.1 <i>A use within a non-urban zone and within a medium coastal inundation hazard band must be for a use which relies upon a coastal location to fulfil its purpose, having regard to:</i> (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 an essential utility or marine infrastructure; (f) provision of open space or for marine-related educational, research, or recreational facilities; (g) any advice from a State authority, regulated entity or a council; and (h) the advice obtained in a coastal inundation hazard report. P1.2 A coastal inundation hazard report also demonstrates that: (a) any increase in the level of risk from coastal inundation does not require any specific hazard reduction or protection measures; or (b) the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability coastal inundation event in 2100 for the intended life of the use without requiring any specific hazard reduction or protection measures.
RESPONSE	
A1 There are no Acceptable Solutions, therefore, assessment against the Performance Criterion is provided. This assessment relates solely to the ferry terminal development, and not the coastal protection works (as coastal protection works do not require categorisation into a use class under 6.2.6 of the scheme). P1.1 The development relies on a coastal location to fulfil its purpose, as it services marine and coastal-related activities, including the ferry terminal, Glenorchy Art & Sculpture Park (GASP!), and the foreshore walk. It also provides essential transport infrastructure in the form of the jetty, supporting marine facilities. Furthermore, the project forms part of a State government transport initiative, consistent with advice from a relevant State authority. Collectively, these factors demonstrate that the use has a functional requirement for a coastal location in accordance with P1.1(a) to (e) and (g). P1.2 a) As per the Coastal Processes Assessment by Pinion Advisory, the increase in risk is negligible as the maximum inundation in extreme events is only anticipated to be 100mm. As such no specific hazard reduction or protection measures are required.	

b) As per the assessment within the Pinion Report, the use is considered to have a tolerable risk as the ferry service is unlikely to operate in extreme inundation events, and the users (the public) can be warned of service cancellation/etc.

C11.5.3 Uses located within a non-urban zone and within a low coastal inundation hazard band

Objective: *That a use located within a non-urban zone and within a low coastal inundation hazard band can achieve and maintain a tolerable risk from coastal inundation.*

ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERIA
A1 <i>No Acceptable Solution</i>	P1 <i>A tolerable risk for a use located within a non-urban zone and within a low coastal inundation hazard band can be achieved and maintained, having regard to:</i> <i>(a) any increase in the level of risk from coastal inundation;</i> <i>(b) any requirement for specific hazard reduction or protection measures;</i> <i>(c) the need to minimise any:</i> <i>(i) increase in risk to public infrastructure; and</i> <i>(ii) reliance on coastal protection works;</i> <i>(d) any advice from a State authority, regulated entity or a council; and</i> <i>(e) the advice contained in a coastal inundation hazard report.</i>
RESPONSE	
A1 There are no Acceptable Solutions, therefore, assessed against the Performance Criterion is provided. This assessment relates solely to the ferry terminal development, and not the coastal protection works (as coastal protection works do not require categorisation into a use class under 6.2.6 of the scheme). P1 a) The terminal is largely located on an existing concrete platform with a finished floor level approximately 2.2–2.3m AHD, which is identified as being within the low hazard band and subject to shallow inundation (approximately 100mm) during a 1% AEP 2100 event. This represents a minor and predictable inundation depth that does not significantly increase risk to people or property.	

b) No specific coastal inundation protection measures are required, however a rock revetment is provided to provide extra structural integrity and reduce risk of erosion.

c) The proposal does not increase risk to public infrastructure. The development utilises and upgrades existing infrastructure, and the predicted inundation depth is insufficient to cause structural damage or service disruption.

The development does not rely on coastal protection works to manage inundation risk. Any proposed rock revetment is for structural integrity and erosion management rather than inundation mitigation.

d) The assessment relies on the coastal inundation hazard mapping and supporting technical analysis prepared by Pinion Advisory.

The following use standard provisions are not relevant to the proposal:

- C11.5.4 Critical use, hazardous use or vulnerable use

2.12.2 DEVELOPMENT STANDARDS

C11.6.2 Coastal protection works within a coastal inundation hazard area	
Objective: <i>That coastal protection works located within a coastal inundation hazard area are kept to a minimum, appropriately located, fit for purpose and do not increase the likely risks from coastal inundation to adjacent land.</i>	
ACCEPTABLE SOLUTIONS	PERFORMANCE CRITERIA
A1 <i>No Acceptable Solution</i>	P1 <i>Coastal protection works within a coastal inundation hazard area must be appropriately located, fit for purpose and kept to a minimum, having regard to:</i> <i>(a) if within a non-urban zone, the works are for the protection of a use that relies upon a coastal location to fulfil its purpose;</i> <i>(b) the advice contained in a coastal inundation hazard report that:</i> <i>(i) there will not be an increased risk of coastal inundation from a 1% annual exceedance probability coastal inundation event in 2100 on the site, on adjacent land or public infrastructure; and</i> <i>(ii) the risks from coastal inundation in a 1% annual exceedance probability coastal inundation event in 2100 can be mitigated;</i> <i>(c) the need for arrangements to be made, including with the applicant, to meet</i>

	<i>the cost of construction and ongoing maintenance of the coastal protection works; and</i> <i>(d) any advice from a State authority, regulated entity or a council.</i>
RESPONSE	
A1 There are no Acceptable Solutions, therefore, assessed against the Performance Criterion is provided. P1 a) The proposed rock revetment supports a ferry terminal, which is inherently dependent on a coastal location. The works are therefore directly associated with protecting essential marine infrastructure. b) The coastal inundation hazard report indicates that inundation risk is low, with shallow flood depths (~100mm). The revetment is not expected to increase inundation risk, as it is located adjacent to an existing seawall and functions to dissipate wave energy rather than redirect it. The design (sloped rock revetment) reduces wave reflectivity and energy, thereby avoiding adverse impacts on adjacent land and infrastructure. c) The coastal protection works form part of the development and will be delivered and maintained by (or on behalf of) the proponent/operator. This can be secured through standard planning permit conditions or agreements as required. d) The design and function of the revetment are supported by the technical findings of the coastal assessment.	

The following provisions are not relevant to the proposal:

- The *GLE-S2.7.7 Inundation risk management clause* under the SAP is in substitution for *Coastal Inundation Hazard Code - clause C11.6.1*.

2.13 FLOOD-PRONE AREAS HAZARD CODE

A small portion of the access is mapped by the Flood Prone Hazard Area Code, as shown below.

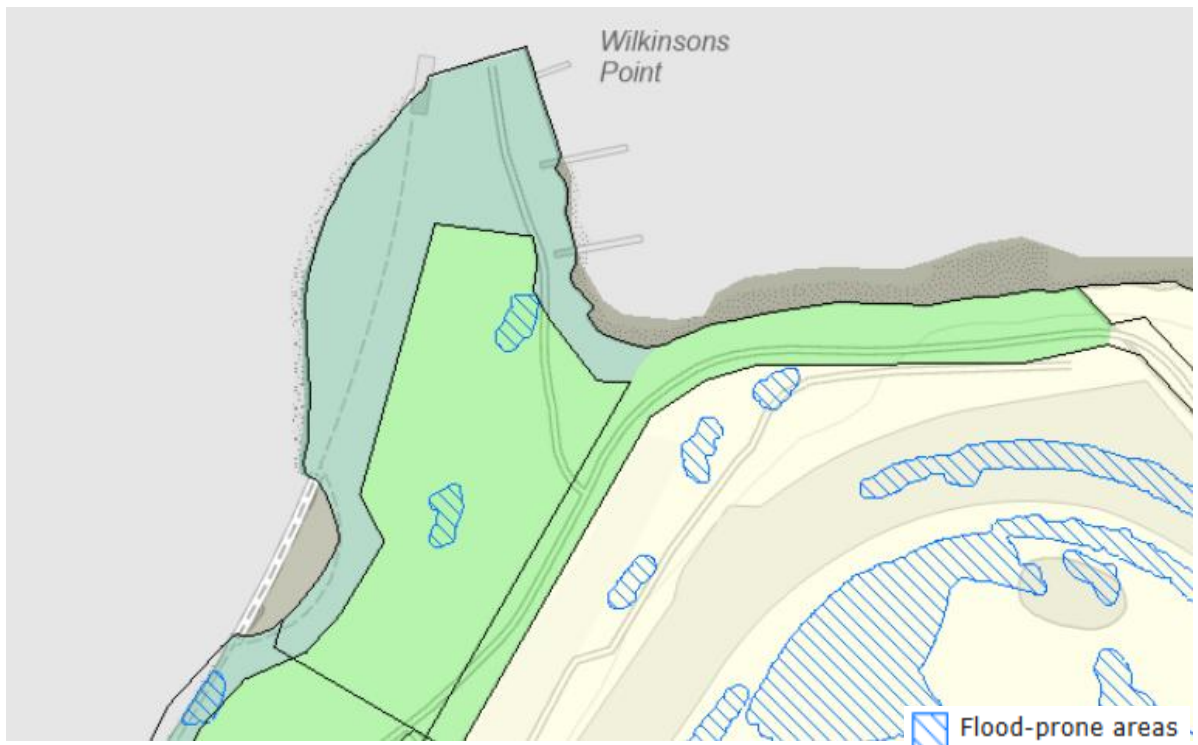


Figure 20: Extent of flood-prone areas hazard overlay (source: www.thelist.tas.gov.au © State of Tasmania)

2.13.1 USE STANDARDS

The following use standards are not applicable to the proposal:

- C12.5.1 Uses within a flood-prone hazard area, as no habitable buildings are proposed within the mapped extent of the code
- C12.5.2 Critical use, hazardous use or vulnerable use

2.13.2 DEVELOPMENT STANDARDS

The development standard 12.6.1 *Buildings and works within a flood-prone hazard area* is not applicable as *GLE-S2.7.7 Inundation risk management* under the SAP is in substitution for this provision.

2.14 POTENTIALLY CONTAMINATED LAND CODE

2.14.1 USE STANDARDS

The proposal is not for a sensitive use or a use listed in Table C14.1, and as such, there are no relevant use standards.

2.14.2 DEVELOPMENT STANDARDS FOR BUILDINGS AND WORKS

C14.6.1 Excavation works, excluding land subject to the Macquarie Point Development Corporation Act 2012

Objective: That works involving excavation of potentially contaminated land, excluding on land subject to the Macquarie Point Development Corporation Act 2012, do not adversely impact on human health or the environment.

ACCEPTABLE SOLUTION	PERFORMANCE CRITERIA
A1 Excavation, excluding on land subject to the Macquarie Point Development Corporation Act 2012, must involve less than 250m³ of site disturbance.	P1 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.
RESPONSE	

A1

No excavation will exceed 250m³ of site disturbance.

The following standards are not applicable to the proposal:

- C14.6.2 Redevelopment on land subject to the Macquarie Point Development Corporation Act 2012

2.15 LANDSLIP HAZARD CODE

The site is partially mapped by the Landslip Hazard Overlay. No part of the proposal is located within the landslip hazard overlay, therefore the provisions of this code are not applicable.

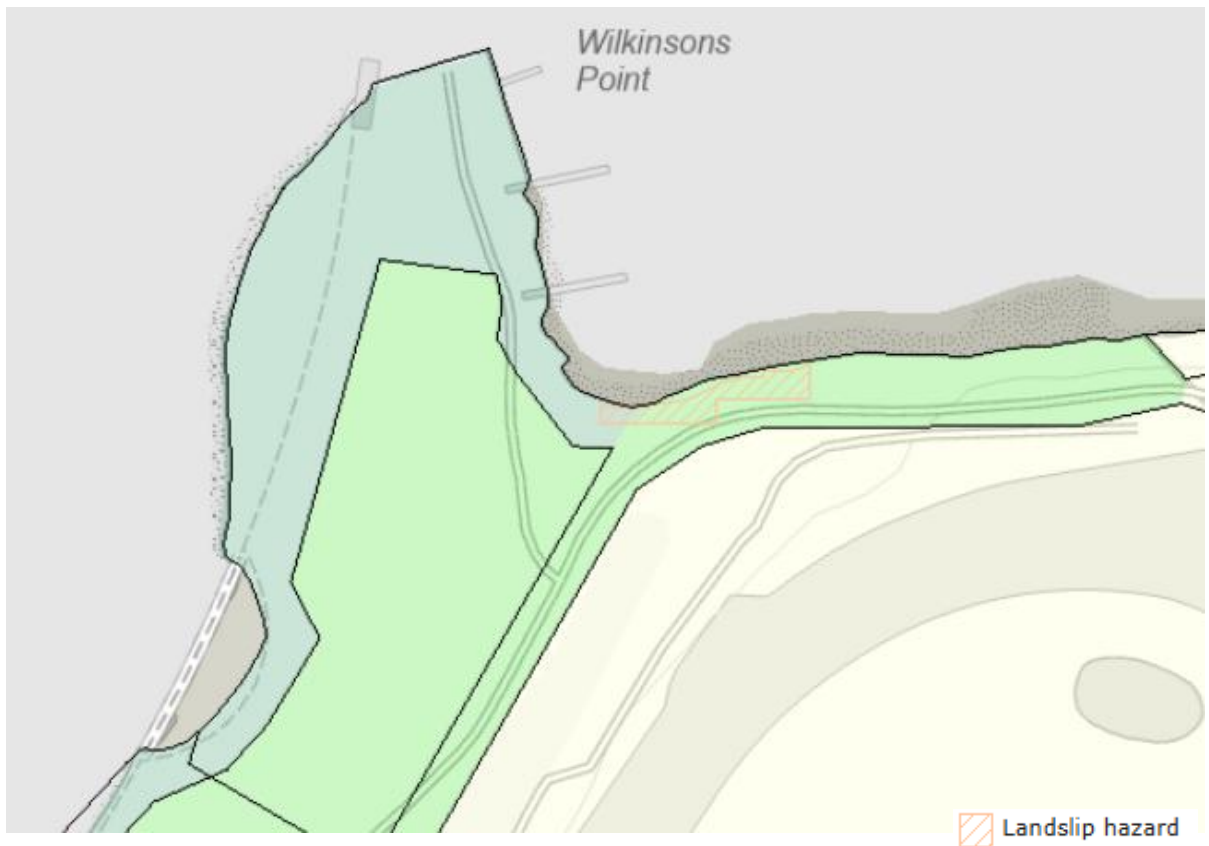


Figure 21: Extent of landslip hazard overlay (source: www.thelist.tas.gov.au © State of Tasmania)

2.16 SIGNS CODE

The following signs are proposed:

- 11 x no stopping signs
- 4 x timed parking sign
- 2 x timed disabled parking sign
- 2 x pedestrian crossing signs
- 2 x pedestrian crossing ahead signs
- 2 x give-way signs

3. CONCLUSION

The proposal is for the use and development of land at Wilkinsons Point for a Public Passenger Ferry Terminal. The development will provide a new ferry terminal and associated facilities to service events at the MyState Bank Arena.

The proposal for a ferry terminal (Port and Shipping). The development comprises a new terminal building with indoor and outdoor waiting areas, and a secure bicycle storage area, supported by associated access works, landscaping, roofed structures, fencing, and access gates. A dedicated drop off and DDA parking area is provided as part of the proposal (six and two spaces respectively). The design integrates the terminal with existing GASP! facilities and pedestrian connections to ensure safe, efficient and legible public access throughout the precinct. It also includes some coastal protection works in the form of a back-filled rock wall.

The site is located within the Glenorchy Local Provisions Schedule under the Glenorchy TPS, zoned Open Space and Recreation, and is subject to the Wilkinsons Point Specific Area Plan. The proposal has been considered in the context of the relevant scheme provisions, including the Natural Assets Code, Coastal Erosion and Inundation Hazards, Flood-Prone Area, and potentially contaminated land.

Overall, the proposed development provides a well-integrated, functional, and accessible ferry terminal that aligns with strategic planning objectives, enhances public transport infrastructure, and complements the existing recreational and community facilities at Wilkinsons Point.