Howarth Fisher and Associates
Traffic, Civil and Structural Engineering
ACN 119 043 051
info@howarthfisher.com

Wilkinsons Point Ferry Terminal

Traffic Impact Assessment



Prepared for
City of Hobart
ADDRESSING RFI

Date
August 2026

Prepared by
Joanne Fisher
David Fisher

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-26-142
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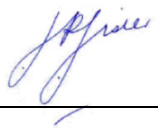
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Appendix A Development Plans and Autotrack Paths

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	Name	Signature	Date
Authorised by:	**Joanne Fisher**		**11th August 2026**

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1. Introduction

1.1 Client Details

This document has been prepared for the following:

Client Name:	City of Hobart Council
Address:	16 Elizabeth Street, Hobart
	TAS 7000
Client Contact:	Neil Noye, Director Strategic and Regulatory Services Network
	03 6238 2862

1.2 Project Details

The report is undertaken for the site at Wilkinsons Point, Glenorchy, for the City of Hobart Council, as proponents for the development of the Derwent Ferry Network and specifically the proposed ferry access at Wilkinsons Point, Glenorchy.

A copy of the proposed development plans can be found at **Appendix A.** The Traffic Impact Assessment addresses the proposed access, drop off and pick up facility and servicing facility associated with the proposed ferry terminal located at Wilkinsons Point, Glenorchy.

In the first instance the Wilkinsons Point ferry terminal will solely be used for events at My State Bank Arena (MSBA). Given the ferry terminal will not be used for other events at other sites (such as Macquarie Point, Ninja Stadium etc) or for commuting purposes there will be minimal impact on the surrounding road network. The pick up and drop off facility will be used by people who are meeting people from the ferry and or dropping them off at the MSBA and then possibly parking in the MSBA car park or picking people up from the MSBA and then dropping them at the ferry (most commonly as a side track trip/ linked on their way to and from the MyState Bank Arena). Taxis and ubers may also use the pick up and drop off facility picking and dropping off at the ferry terminal (at the start and end of events) from or to the MSBA as a side track trip, a short trip or part of an uber pool trip.

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Given the ferry is solely going to be used for events at the My State Bank Arena the impact on the surrounding network will be minimal. People are unlikely to make new trips to pick up someone from the ferry to drop them off at the Arena and / or make a special trip to pick someone up from the Arena and take them to the ferry. These are most likely to be diversions / side track trips (linked trips) by people already driving to and from the Arena. The two accessible bays will be used to by people with disabilities who need to be assisted from and to the ferries. There will be proposed time restrictions on all the ferry terminal bays, to encourage and facilitate high turnover pick up and drop off. Most of the people using the ferries will be dropped off and then walk along the existing boardwalk to the events at MyState Bank Arena and then return at the end of the event via the same boardwalk path to the ferry terminal site.

The ferry will lead to a reduction in car-based trips from the south and east to the MSBA as people are provided with an alternative ferry transport option to get to and from events.

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Plan 1: Showing the indicative path of pedestrian / cycle / e scooter travel between the Wilkinsons Point Ferry Terminal and the MyState Bank Arena before and after an event – Source: Google Maps.

1.3 Traffic Impact Assessment

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of the roads and transport networks and identifying reasonable solutions to address these impacts. A TIA should not only include general impacts relating to traffic management but should also

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consider specific impacts on all road users, including sustainable transport modes such as bus, ferry, pedestrians and cycling networks as well as service and heavy vehicles and parking.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, Traffic Impact Assessment Guidelines, August 2020. This TIA has also been prepared with reference to the:

- Austroads publication, Guide to Traffic Management, Part 12: Traffic Impacts of Developments, 28 April 2020.
- Roads and Maritime Services NSW, RTA, Guide to Traffic Generating Developments, 2002, NSW, RMS, TDT2013/04a.
- Australian/New Zealand Standard, AS/NZS 2890.1:2004, Parking facilities Part 1: Off-street car parking.
- Australian Standards, AS 2890.2:2018, Parking facilities Part 2: Off-street commercial vehicle facilities.
- Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities Part 6: Off-street parking for people with disabilities

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

A TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA addresses the relevant clauses within Code C2, Parking and Sustainable Transport and Code C3.0 Road and Railway Asset, Tasmanian Planning Scheme – Glenorchy as well as the SAP relating to Wilkinsons Point.

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2. Scope of Consultancy

The scope of consultancy involves the following:

- Undertake a site visit.
- Assess existing conditions.
- Obtain background information (traffic volume counts), accident and plans.
- Assess trip generation rates for the proposed land use on the site.
- Obtain SCATS traffic data for the traffic signal-controlled intersections of Wilkinsons Point Access Road, Brooker Highway, Goodwood Road and Loyd Road.
- Assess parking requirement based on Tasmanian Planning Scheme - Glenorchy (TPS).
- Allocate shared parking requirement(s) associated with the new development.
- Assess bicycle parking and accessible parking.
- Assess servicing requirements for the proposed development.
- Assess scope to improve connectivity with the Intercity Bicycle Track for bicycle and pedestrian linkages.
- Provide Draft and Final Report for review.
- Document findings in a report.

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3. Howarth Fisher Limitations

This document was prepared for the purpose described herein and as agreed to by Howarth Fisher (HF) and City of Hobart. This document was prepared for the sole use of the City of Hobart, the only intended beneficiaries of our work. HF accepts no duty of care or liability to any third parties who may use or rely on this report, other than as expressly agreed by HF. Without limiting the foregoing sentence in any way, in no circumstances will HF be liable to any third party whether that liability arises in contract, tort (including negligence or breach of statutory duty) or otherwise for any loss whatsoever arising out of or in any way related to this report.

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4. Referencing Documents

The following documents and drawings have been supplied for the preparation of this report:

- Masterplan provided by LK Group dated May 2025.
- SAP file from IreneInc.
- Tasmanian Planning Scheme – Glenorchy.
- AS2890.1: Off street parking - 2004
- AS2890.6: Parking for people with Disabilities – 2006

In addition, the following stakeholders were consulted in the preparation of this document:

- City of Hobart.
- City of Glenorchy.
- Ireneinc Planning.
- Sugden and Gee Engineers.
- Martin Schmidt – Raum Studio.
- Department of State Growth.

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5. Location of the Development

Figure 1 shows the location of the proposed development in the context of the surrounding street network[1].



Figure 1: Approximate Location (source: Google Maps).

[1] https://maps.thelist.tas.gov.au/listmap/app/list/map

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6. Existing Situation

6.1 Site Details

Highway access to the site is via the Brooker Highway and Goodwood Road. Loyd Road is the road running through the site providing a linkage to Goodwood Road via Centre Road and Brooker Highway.

The Brooker Highway is located on the western side of the site and Goodwood Road is on the southern boundary of the site. Both the Brooker Highway and Goodwood Road are limited access roads managed by the Department of State Growth. Brooker Highway is part of the national highway network providing a linkage to Hobart in the south and to the suburbs north of Glenorchy, thus Berriedale, Claremont, Chigwell, Granton and onto the Midland Highway, providing a link north to Launceston, as well as to the Lyell Highway and west to Strahan. As important arterial roads, their main function is to provide for through traffic movements. Access is limited and controlled predominantly either by traffic signal-controlled intersections or by grade separation.

Goodwood Road is a state-owned road and provides a link via the Bowen Bridge to the suburbs sited on the Eastern shore of the River Derwent.

There are two signalised intersections, notably the Brooker Highway /Loyd Road and the other Goodwood Road/ Centre Road / Howard Road.

The Loyd Road access provides limited, presently gated access, and is only intermittently used during events.

Loyd Road has a typical cross-section width of between 7 - 9 metres (with localised widening on curves and at intersections). There is no footpath alongside the road although there are some limited segregated footpaths predominantly located along the foreshore area. There are geometric constraints at the intersection of Centre Road and Loyd Road that prohibits a 12.5m bus to turn within the geometric parameters of an intersection (a minor modification would need to be designed to facilitate this movement). Buses are required to cross onto the wrong side of the road to undertake the left turn from Centre Road into Loyd Road to access the Wilkinsons Point site. Given the operation of buses to the turning head is not proposed there will be no requirement for the upgrade of the Goodwood Road and Loyd Road intersection. Bus access will be limited to the Brooker Highway / Loyd Road intersection, buses will then

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stop in front at the designated bus bays on the western frontage of the MSBA and use the slip road back onto the Brooker Highway to access the Wilkinsons Point site.

There is a pinch point in the vicinity of the Department of Defence building with road reservations narrowing between the building footprint and the TRC land, constraining access for pedestrians and bicycles.

In addition, there is a slip lane out of the site, providing egress only from the My State Bank Arena Car Park which forms a through lane onto the Brooker Highway.

Currently a regular commercial ferry service has the potential to operate between Brooke Street Pier and Wilkinsons Point (although it is advised by The Glenorchy City Council that modification may be required to the sea wall). The ferry has previously operated from and utilised this jetty. As part of this project the ferry jetty and precinct are proposed to be upgraded to provide commercial ferry services which, will and can, also be also utilised for access to and from events at the MSBA.

6.2 Road Width and Intersection Configuration

6.2.1 Brooker Highway / Wilkinsons Point Access Road

The existing access to the site is via Brooker Highway / Wilkinsons Point Access Road intersection and Goodwood Road / Loyd Road intersection.

The Brooker Highway in the vicinity of the Wilkinsons Point site is 23 metres wide. Loyd Road is typically 7 - 9 metres wide and widens to 14 metres within the vicinity of the intersection.

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Photograph 1: Showing the Wilkinsons Point intersection with the Brooker Highway

There are two southbound through lanes at the intersection of the Brooker Highway and Wilkinsons Point Access Road and a 180-metre-long left turn slip lane into the Wilkinsons Point site. There are three northbound through lanes and a short 190metre right turn lane into the site from the Brooker. The traffic signals incorporate a pedestrian-controlled crossing. The intersection operates on the SCATS system, and the traffic signals are operated in a demand responsive manner to maximise the length of green time to the Brooker Highway and Goodwood Road through traffic particularly in the peak periods.

6.3 Traffic Volumes

The Department of State Growth has been contacted regarding the most recent SCATS data for the intersection of Brooker Highway and Loyd Road and Goodwood Road. These peak times are subject to variations daily but typically occur between ~ 8am and 10am.

The traffic volumes (Annual Average Daily Traffic, AADT) along the Brooker Highway intersection in the vicinity of the Wilkinsons Point site are approximately 44,000 vehicles per day and the AADT along Goodwood Road was approximately 23,000 vehicles per day based on flows provided from SCATS data obtained in the first week of November 2025.

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6.3.1 Slip Lane Egress / Brooker Highway

There is a slip lane out of the Wilkinsons Point site which forms a separate through lane as it merges into the Brooker Highway. The typical 4-metre-wide slip lane enters the Brooker Highway 100metres north of Elwick Road.



Photograph 1: Showing the slip lane - photograph taken towards the Brooker Highway. Source Howarth Fisher and Associates

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Photograph 3: Showing the slip lane taken towards the Wilkinsons Point site

Goodwood Road, in the vicinity of the Wilkinsons Point site, is typically 18 metres wide widening to 26 metres at the intersection. Goodwood Road comprises two through lanes and a short left and right turn lane in both directions providing access to Centre Road and onto Loyd Road in the north, and Howard Road to the south.

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Photograph 4: Showing the intersection of Goodwood Road and Centre Road / Loyd Road taken from the western leg of Goodwood Road.

6.4 Posted Speed Limits

The speed limit along the Brooker Highway in the vicinity of the My State Bank Arena is 80 km/hr.

The speed limit along Goodwood Road in the vicinity of the Loyd Road access is 80 km/hr.

Wilkinsons Point Access Road and Loyd Road are subject to the standard urban speed limit of 50km /hr.

It is recommended that the new access ferry road will operate at 40km/hr given the potential for high pedestrian crossing demand. However, this will need to be confirmed and approved by the road authority for the new link road.

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6.5 Accident History

In line with standard traffic engineering practice the accident history for the past five years has been obtained from the Department of State Growth.

6.5.1 Brooker Highway / Loyd Road Intersection

There have been accidents at the intersection of the Brooker Highway and the Wilkinsons Point Access Road in the past five years. Nine of the accidents were rear end accidents, three were side swipe/ accidents, one was classified as a cross-traffic accident, one was defined as other straight, one involved a left turning vehicle and two were unclassified.

Eleven accidents were defined as property damage only, one required first aid at the scene, two were defined as minor accidents and three were categorised as serious.

6.5.2 Goodwood Road / Centre Road / Howard Road / Loyd Road

There have been accidents at the Loyd Road / Goodwood Road intersection. There were two right through accidents, one right off carriageway accident, one other vehicle in same lane, one right nearside accident.

Four of these accidents were property damage only, one was a first aid at the scene, and the other was a minor accident.

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7. Proposed Development

The proposed development comprises the upgrading of the land at the northern extent of Wilkinsons Point for the introduction of a ferry service at Wilkinsons Point.

The development forms part of the River Derwent Ferry Service expansion. The Tasmanian Government is prioritising expanding ferry services to Lindisfarne, Wilkinsons Point and Sandy Bay over the next four years[2]. The government is currently working closely with the Greater Hobart Councils.

The Wilkinsons Point development will provide a ferry terminal with a new access road, limited drop off and pick up bays (2 standard bays and 2 accessible bays) and a service vehicle bay, with turning facilities and some extra on street 5 minute drop off and pick up bays.

This development will also act as a catalyst for the integration of other sustainable transport modes into the site, notably but not exclusively pedestrian and bicycle linkages to the ferry. A pickup and drop off zone has been be added to the turning facility that forms part of the design to facilitate linked trips.

The Bellerive – Hobart City ferry service has the capacity to transport bicycles and scooters, and it is anticipated that the extension of the ferry network will also integrate this capability. Pedestrians and cyclists will be able to use the foreshore walking tracks. Again cyclists will disembark the ferry during events and cycle to the MSBA and park their bikes at the bicycle parking at the MSBA before cycling back to the ferry to embark on the return ferry journey. There is also bicycle parking at the ferry terminal proposed if cyclists prefer to park their bicycles at the ferry and walk along the boardwalk to the MSBA site,

7.1 Ferry Road Proposed Access

The proposed access road off Loyd Road has been detailed with an 8.9 metres wide cross section (which although not in line with the requirements of the LGAT Municipal Standard Specifications, does provide a workable and more cost-effective solution based on traffic volumes and maximum vehicle types).

There is a turning facility provided at the entrance to the proposed ferry terminal. This makes provision for a 12.5metre HRV to turn which is a requirement for service vehicles associated

[2] https://engage.stategrowth.tas.gov.au/river-derwent-ferry-service-expansion

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with the ferry operation for servicing and equipment delivery to the ferry. (As advised by Roches who currently operate the existing ferry services).

Emergency service vehicles (approximately 8.8m, in line with MRV requirement) will also be able to turn within this facility.

The proposed design drawings for the access road are provided in Appendix A of this report.

7.2 Footpaths

The proposed access off Loyd Road to the ferry precinct has been detailed with a 3-metre-wide pedestrian / cycle path to the east and west at the junction with Loyd Road.

A wombat crossing has been provided in the middle of the ferry access road to provide a connection to a central pedestrian spine (which is being developed by others) that will provide a pedestrian link between the ferry and My State Bank Arena (MSBA).

The wombat crossing has been located to maximise sight distance and to provide a safe, at grade crossing facility, for pedestrians.

The wombat crossing connects the western side to the eastern side of the proposed ferry road onto a 3-metre-wide pedestrian / cycle path to the east. This path continues around the turning facility adjacent to the proposed ferry terminal precinct and into the ferry precinct (the internal footpath section is being designed by the architect).

Although a pedestrian spine is proposed on the masterplan, if this link should not come to fruition for any reason, then an existing foreshore boardwalk linkage for pedestrians and cyclists heading towards the MSBA, Glenorchy and Montrose towards Mona already exists and could be utilised as detailed on the plan 1 of this report. Again these facilities will be utilised after disembarking from a ferry and walking from the ferry terminal to the MSBA and then again utilised at the end of an event at the MSBA when people walk along he boardwalk to the ferry terminal.

7.3 Access to the Site

An assessment against the following clause of the SAP – Wilkinsons Point has been undertaken overleaf:

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GLE-S2.7.5 Access to the site

This 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.

Objective:	To: (a) restrict the development of new vehicle access onto the Brooker Highway and Goodwood Road; and (b) protect the safety and efficiency of the road network.

Acceptable Solutions	**Performance Criteria**
A1 Access to the Brooker Highway or GoodwoodRoad must: (a) be by way of existing vehicle access arrangements; or (b) meet the relevant provisions under 'Part IVA – Limited Access to Roads' under the *Roads and Jetties Act 1935.*	**P1** No Performance Criterion.
A2 Development does not require any upgrades to: (a) Loyd Road: or (b) existing vehicle accesses onto the Booker Highway or Goodwood Road.	**P2** 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.

The use of the new access road will be via the existing access arrangements to the Wilkinsons Point site, notably via the intersection of the Brooker Highway /Loyd Road and Goodwood Road / Loyd Road. Signage will be used as part of an event traffic management plan to direct traffic from the southwest and east to utilise the Goodwood Road intersection which has more capacity. There are no plans to modify the existing access arrangements onto Goodwood Road and or the Brooker Highway as no buses will be operating directly to the ferry site (just to MSBA as part of the MSBA event traffic management plan[3]).

Access for 12.5m HRV which is required for ferry servicing, will be via the intersection of Loyd Road and Brooker Highway given there are some existing constraints with the design of the Loyd Road / Centre Road / Goodwood Road intersection which requires a 12.5m vehicle to cross over to the opposing lane as they undertake a left turn manoeuvre from Centre Road to Loyd Road. The ferry will be used solely for events occurring at My State Bank Arena only.

The development does require an access road and turning facility to be constructed, off Loyd Road as detailed as a concept on the plans located at Appendix A. This will

[3] This will be undertaken by others as part of the MSBA permit conditions to GCC.

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enable servicing access by a 12.5m truck to the ferry site to be undertaken as well as an 8.8m MRV access to the GASP. The facility will provide for emergency service vehicles as well as 5minute drop off and pick up opportunities for taxi and uber and private vehicles (these will be high turnover, short stay parking movements). It is not proposed to operate buses to the turning head site. It is advised that these upgrades will be responsibility of the developer and will be constructed in line with the design requirement of Glenorchy City Council.

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8. Assessment of Trip Generation

8.1 Existing Trip Rates

Traffic volume counts were obtained via SCATS[4] data, provided by the Department of State Growth, on a typical weekday (morning and evening peak periods) at the two traffic-controlled intersections servicing the site was obtained for the first week in November 2025.

Notably,

- At the Wilkinsons Point Access Road and the Brooker Highway and
- At Loyd Road / Goodwood Road.



Photograph 5: Intersection of Wilkinsons Point Access Road and the Brooker Highway

[4] SCATS data is provided from traffic signals and provides volumes count detail from each individual traffic lane.

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Photograph 6: Intersection of Loyd Road and Goodwood Road access the Wilkinsons Point site

8.2 Proposed Trip Generation

8.2.1 The My State Bank Arena (MSBA) Events

There are currently sporting (most notably basketball) and entertainment events at the MSBA. This is currently the only other trip generator, except for GASP, within the Wilkinsons Point site.

These events will typically occur at the weekend when vehicle volumes on the surrounding road network are lower and occasionally in the weekday evening when a game will start approximately between 7pm – 7.30pm. The provision of the ferry will lead to a reduction in

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demand for car based access to the site as visitors are provide with another transport option which will reduce trip generation from the south and the east to and from the MSBA.

The MSBA trip generation is not included as part of this TIA as they have been subject to previous TIA's and is also subject to the conditions set out in an event management plan.

This event management plan was a requirement of the development application for the MSBA to encourage and inform visitors on sustainable transport options as well as offsite parking provision, amongst other things. It has been advised by Council that this is not required as part of this report. These will vary dependent on the day, timing and capacity of events.

8.2.2 Proposed Ferry Terminal

The proposed development comprises the upgrading of the land at the northern extent of Wilkinsons Point for the introduction of a ferry service at Wilkinsons Point.

- The development forms part of the River Derwent Ferry Service Expansion. The Tasmanian Government is prioritising expanding ferry services to Lindisfarne, Wilkinsons Point and Sandy Bay over the next four years[5]. The government is currently working closely with the Greater Hobart Councils.
- The footnote weblink[4] below outlines the intent of the ferry system expansion of which Wilkinsons Point is a part. The Wilkinsons Point ferry terminal site is part of the River Derwent Ferry Service Expansion.
- The locations are highlighted in the River Derwent Masterplan, which guides the expansion of ferry services on the River Derwent. As well as Hobart and Bellerive, the Masterplan identifies the best places to add ferry services as:
    - Lindisfarne
    - Sandy Bay
    - Wilkinsons Point
    - Howrah
    - Kingston Beach
    - Regatta Point

This report is limited to the access and turning facility at the Wilkinsons Point ferry site.

[5] **https://engage.stategrowth.tas.gov.au/river-derwent-ferry-service-expansion**

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A drop off and pick up facility accommodating two standard light vehicles is proposed as well as two accessible parking spaces and some drop off an pick up bays within the service vehicle turning facility. It is also anticipated that people will access the site via ferry and those who cannot, or do not want to walk, between the MSBA and the ferry terminal site, will be either picked up and / or dropped either by private cars, taxis and Ubers.

8.2.3 Bellerive Ferry Terminal Trip Generation

The uptake and the data collected from the Bellerive service has been used as a guide to the Wilkinsons Point site.

Howarth Fisher and Associates were provided with data for the patronage of the existing ferry services.

The data can be found at Appendix B of this report.

The average number of passengers using the Bellerive ferry was 657 passengers per day.

The highest daily passenger numbers occurred on Tuesday, closely followed by Saturday, Thursday and Wednesday. There were lower numbers occurring on Monday and Friday (maybe suggesting this is the most common days for people to take off work, due to part time hours or working from home). It sis acknowledged however that these numbers are based on the requirements for the commuter services and the use for events will present in different ways with a intense number of services to service an event.

8.2.4 Ferry Usage Passenger Numbers

The Derwent ferry operating between Bellerive and Hobart (Brooke Street Pier) can carry up to 107 passengers per trip. The vessel also has a dedicated capacity to transport up to 15 bicycles or scooters. It is envisaged that a similar type of ferry will be used for this purpose (however this is yet to be confirmed).

Given that the ferry service to and from Wilkinsons Point is geared towards events at the MSBA only, the time of use will typically occur outside the peak periods when events, concerts and sporting events typically occur. Notably at the weekend or in the evenings (and typically outside the evening peak). The number of ferries, timetable of ferries, direction of travel (northbound and westbound) to drop people off at the MSBA is dependent on the actual event capacity and is outside the scope of this report.

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The ferry will drop people off and pick people up, to provide a viable form of sustainable transport to events at MyState Bank Arena providing and supplementing access to the site via sustainable forms of transport. There is scope for ferry from the various proposed new terminals to be provided to increase the catchment and reduce the demand for travel to the MSBA and Wilkinsons Point site by car.

The capacity of the MSBA is currently 5,500 fully seated events and 4,300 for a basketball or netball game and 8600 for general admission. Ferry services, providing 2 return ferry services from each of the proposed terminals has the potential to transport Bellerive, Sandy Bay, the Regatta Macquarie Point, Lindisfarne and Hobart City Wharf have the capacity to transport over 1000 people to the MSBA. The provision of ferry service will reduce the demand for travel by car and reducing the demand for parking at and within the vicinity of the MSBA site.

Depending on the size of the events and the number of ferries available the 107 capacity and the frequency and network of ferry terminals that are proposed could go a long way to meeting the sustainable transport event planning associated with the MSBA. It has been advised by Council that an event traffic management plan is not part of this application for a ferry terminal.

Marshals and pedestrian patrol (typically organised by MSBA) may be required to safely manage pedestrians crossing the road near the MSBA car park given the flows along Loyd Road will be high on event days given.

8.2.5 Proposed Development

The Ferry terminal and parking area is providing the following:

- Bicycle parking will be located within the secure area of the ferry precinct to encourage modal shift. There may also a provision for bicycles to be taken on board the ferries (as is the case with the Bellerive ferries) and some bicycle parking maybe integrated into the design.
- Two accessible parking bays are located close to the ferry access.
- There is other pick-up / drop off bays for standard vehicles (B99) and may also be used by Ubers and taxis. These will be predominantly used at the before the start and end of an event. The ferry services will be coordinated to arrive prior to and following an event.
- A turning facility for a 12.5m Heavy Rigid Vehicle to make servicing provision for the ferries and associated infrastructure servicing requirements as well as smaller 8.8m MRV (typically emergency service vehicles and service vehicles). This turning facility

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will also accommodate some drop off and pick up bays which can be used as short term bays for vehicles picking up and / or dropping off people at the ferry.

- A crossover access facility to GASP to accommodate an 8.8m Medium Rigid Vehicle servicing requirements has been integrated into the design. This will require a spotter to manage any reversing movements conflicting with the pedestrian flow.

8.2.6 Tasmanian Planning Scheme – Glenorchy – Trip Generation

The existing trip generation to the site was 54 trips in and out of the Brooker Highway / Loyd Road intersection, during the evening peak period, as surveyed by Howarth Fisher and Associates on 22nd October 2024 at the intersection.

Location of vehicular traffic	Amount of acceptable increase in annual average daily traffic to and from the site (total of ingress and egress)	
	Vehicles up to 5.5m long	Vehicles longer than 5.5m long
Vehicle crossing on major roads and private level crossings	10% or 10 vehicle movements per day, whichever is the greater	10%
Vehicle crossings on other roads	20% or 40 vehicle movements per day, whichever is the greater	20% or 5 vehicle movements per day, whichever is the greater

Table 1: Acceptable increase in annual average daily traffic to and from the site (Source: Table C3.1 - Tasmanian Planning Scheme – Glenorchy).

It is not anticipated that there will be more than 40 vehicle movements and or more than 5 service vehicle movements to the ferry site daily therefore it will be in line with the acceptable solution. It is anticipated that most pickup and drop offs will be internal to the site, associated with drivers meeting passengers off the ferry who already are at or attending the event), or by ubers and taxis who are located within the Wilkinsons Point site. Given the short distance between the ferry terminal to the MSBA most people are expected to walk.

Any usage beyond the acceptable limits of the planning scheme will require an event traffic management plan (which as agreed with Council will not form part of this application).

The provision of the ferries to the Wilkinsons Point site will lead to a reduction in car-based trip generation to the site (from the south and east of the site) as visitors transfer from cars to ferries.

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8.3 SAP GLE s2.7.5

The following clause relating to the Access to the Wilkinsons Point site has been undertaken as outlined below:

GLE-S2.7.5 Access to the site

This 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.

Objective:	To: (a) restrict the development of new vehicle access onto the Brooker Highway and Goodwood Road; and (b) protect the safety and efficiency of the road network.

Acceptable Solutions	**Performance Criteria**
A1 Access to the Brooker Highway or Goodwood Road must: (a) be by way of existing vehicle access arrangements; or (b) meet the relevant provisions under 'Part IVA – Limited Access to Roads' under the *Roads and Jetties Act 1935*.	**P1** No Performance Criterion.
A2 Development does not require any upgrades to: (a) Loyd Road: or (b) existing vehicle accesses onto the Booker Highway or Goodwood Road.	**P2** 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.

In line with the acceptable solution A1 the access to the site will be retained in its current alignment and design. There are no proposals to change the intersection at either Brooker Highway or Goodwood Road as part of this proposal.

The proposal involves a drop off and pick up zone only and a service vehicles turning bay. The site will only be used for events occurring at the MSBA.

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The intersections of Brooker Highway and Goodwood Road / Loyd Road will be used to access the roads and not require modification. The use of the ferries for events, and will ultimately reduce the requirement of cars at the intersection as visitor as to the MSBA shift transport modes from car to ferry (especially from the south and east of the Wilkinsons point site).

The 12.5m HRV service vehicle will utilise the intersection of Loyd Road and Brooker Highway for access (as currently occurs for the MSBA), given the constraints at the Goodwood Road / Loyd Road. The intersection design at the Brooker Highway and Loyd Road have been designed to accommodate 19m semi - trailers. The 12.5m HRV will enter and exit via the Brooker Highway intersection turning at the new proposed turning head at the ferry terminal.

In line with the P2 of the performance criteria, upgrades to Loyd Road will be required to accommodate the new ferry access road providing a link from Loyd Road to the ferry terminal and the slight realignment of the Loyd Road to widen the cross section slightly in the vicinity of the new access road to accommodate the swept path of the 12. 5m HRV as it accesses and egresses the new ferry road.

The road has been designed to a concept level and the detail can be found at Appendix A of this report.

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9. Assessment of Parking

9.1 Existing Situation

The proposed ferry terminal precinct is a brownfield site and whilst older jetties exist there are no regular event ferry trips and no existing ferry parking at the Wilkinsons Point ferry site. On occasion, the Mona ferry has utilised the jetty, and historically there has been ad hoc parking on the unsealed parking in the vicinity of the site.

9.2 Proposed Parking

The proposed layout of the parking can be found in **Appendix A**. It is proposed to provide standard light vehicle pick up and drop off bays and two accessible pick up and drop off bays to assist those with mobility issues to utilise the have been provided. There is also turning provision for an HRV and MRV service vehicles to service the jetties.

The supply of parking has been at the agreement and request of Council.

9.3 Dimensions and Manoeuvring

The Tasmanian Planning Scheme – Glenorchy requires the following parking dimensions.

The car parking area has been designed to comply with the Tasmanian Planning Scheme – Glenorchy. Ninety degree angle parking spaces are proposed. The spaces exceed the design requirements of the Tasmanian Planning Scheme – Glenorchy as shown below to facilitate the access into and out of the pick up and drop off bays to facilitate the high turnover at the drop off and pick up area during ferry times.

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Angle of car spaces to manoeuvring space	Combined access and manoeuvring width	Car park widths	Car park length
Parallel	3.6m	2.3m	6.7m
45 degrees	3.5m	2.6m	5.4m
60 degrees	4.9m	2.6m	5.4m
90 degrees	6.4m	2.6m	5.4m
90 degrees	5.8m	2.8m	5.4m
90 degrees	5.2m	3m	5.4m
90 degrees	4.8m	3.2m	5.4m

Table 2: Dimensions of car parking spaces and manoeuvring spaces (Source: Table C2.3 - Tasmanian Planning Scheme – Glenorchy

The parking spaces have been designed to exceed the acceptable solution of the Tasmanian Planning Scheme – Glenorchy, in order to facilitate the high turnover requirements of the drop off and pick up bays.

9.4 Bicycle Parking

As stated in the Tasmanian Planning Scheme - State Planning Provisions, C2.5.2

Objective: That an appropriate level of bicycle parking spaces is provided to meet the needs of the use.	
Acceptable Solutions	**Performance Criteria**
A1 Bicycle parking spaces must:	**P1** Bicycle parking spaces must be provided to meet the reasonable needs of the use, having regard to:
(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.	(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: Bicycle parking will be designed by others near the ferry terminal and will be in line with the acceptable solution.	

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9.5 Accessible Parking

The number of required accessible car parking spaces are specified in part D3 of the National Construction Code 2022.

Accessible car parking spaces must be provided in accordance with AS/NZS 2890.6: Parking for People with Disabilities. Accessible bays have been located on the turning facility and have been designed in accordance with the Australian Standard requirements. The detail sheet for accessible bays is located on the plan at Appendix A of this report.

The number of required spaces is 1 accessible space for every 50 car parking spaces up to 1000 spaces.

Notwithstanding the above the inclusion of 2 accessible bays have been provided given the remoteness of the site and the distance of the ferry site from the MSBA for people with disabilities.

9.6 Motorcycle Parking

There is no dedicated motorcycle parking provided and any motorcycle demand will have to be accommodated on Loyd Road or elsewhere as part of future development applications. Given the parking is for pick up and drop off only it is less likely to be in demand and notwithstanding this if someone was to pick a passenger up or drop off a passenger by motorbike they could they use a standard vehicle bay.

9.7 Proposed Parking Provision

The layout of the parking can be found in Appendix A.

9.7.1 C2.6.1 Construction of Parking Areas

The proposed carpark will be designed for construction in compliance with Section C2.6.1 of the TPS – Glenorchy.

Objective:
That parking areas are constructed to an appropriate standard.

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Acceptable Solutions	Performance Criteria
A1.1 All parking, access ways, manoeuvring and circulation spaces must:	**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) 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.	(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: It is proposed that a durable seal surface be installed. The new access and parking / turning area will be drained to the existing stormwater on the site. This has been shown on the plans located at Appendix A of this report. This is in line with the acceptable solution.	

9.8 Parking Restriction Signage

The ferry site is for use by events for the My State Bank Arena, people will be picking people up and dropping people off at the ferry site before and after the events. It is likely that the drop off and pick up zone will be predominantly used by people who have mobility issues,

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older and younger people who cannot readily walk the distance along the boardwalk to the MyState Bank Arena site.

It is recommended that a longer length 10-minute time is associated with the accessible bays 10 minutes to enable people who need assistance leaving the ferry and / or being assisted onto the ferry from the accessible bays. The drop off and pick up zone will be limited to 5-minute stays to encourage high turnover pick up and drop areas associated with the ferry timetable for scheduled events occurring at the MSBA.

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10. Assessment of Access to Ferry Terminal Road off Loyd Road

The proposed ferry terminal precinct road will join the existing alignment of Loyd Road at approximate Chainage 870 from the junction of Loyd Road meeting the Brooker Highway. A screenshot of the concept is shown below. The junction has been designed with splays sufficient to accommodate the ingress and egress of 12.5 metre heavy rigid vehicles from the west as indicated in the Plans below.

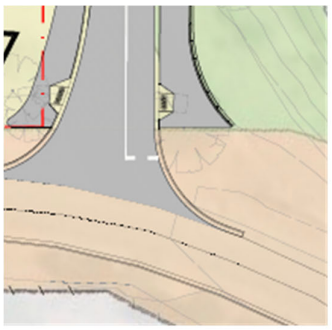


Figure 2: Showing the proposed junction of Ferry Road with Loyd Road – Concept Design by Howarth Fisher and Associates.

The turning facility has been designed to accommodate at 12.5m HRV truck and the swept path has been shown on the plans at Appendix A of this report. The access will match into the existing Loyd Road cross section as shown in the concept design above.

10.1 Ferry Road Layout and Access Provision

The proposed roadway into the Ferry Terminal precinct will be access of a section of Loyd Road.

The roadway is currently shown and incorporates the following elements:

- An 8.9 metres wide road width with some additional localised widening around curves if deemed necessary during detailed design. This requires a discretion from the Municipal Standard Specification (MSS) but has been designed to accommodate the swept paths of the largest vehicles utilising the turning facility.

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- A pedestrian linkage to the existing foreshore boardwalk to the northwest of the site.
- A turning facility for heavy rigid truck (12.5m) manoeuvring paths has been designed.
- Drop off and pick up facilities for light vehicles and 2 accessible vehicles can be provided in the vicinity and within the turning facility for service vehicles.

The existing Loyd Road from the Brooker Highway through to Goodwood Road will be utilised in its current alignment and condition until DSG proceed with their upgrade of the roadway. There is no certainty at this stage as to when this will occur. For information Howarth Fisher and Associates and DSG have developed the concept design for the upgrade of Loyd Road. A detailed long section showing vertical grade of the new access road at Appendix A has been provided and shows that there are no issues with grade.

GLE-S2.7.5 Access to the site

This 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.

Objective:	To: (a) restrict the development of new vehicle access onto the Brooker Highway and Goodwood Road; and (b) protect the safety and efficiency of the road network.

Acceptable Solutions	**Performance Criteria**
A1 Access to the Brooker Highway or Goodwood Road must: (a) be by way of existing vehicle access arrangements; or (b) meet the relevant provisions under 'Part IVA – Limited Access to Roads' under the *Roads and Jetties Act 1935*.	**P1** No Performance Criterion.
A2 Development does not require any upgrades to: (a) Loyd Road: or (b) existing vehicle accesses onto the Booker Highway or Goodwood Road.	**P2** 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.

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11. SIDRA Intersection Analysis

11.1 Background

Given the Wilkinsons Point development has frontage onto two state roads the intersection modelling has been undertaken collaboratively with the Department of State Growth. The Department of State Growth provided Howarth Fisher and Associates, with the SCATS lane traffic volume data, traffic phasing, timing information, green time allowances, considering the priority which must be given to the through traffic movement on the Brooker Highway and Goodwood Road during peak times.

The SIDRA Intersection model has been run during the morning and evening peak period on a weekday when traffic flows are highest. As is typical in traffic engineering, worst case scenarios are modelled. In this instance the worst-case scenario coincides with the weekday morning and evening peak. However, since the proposal is for ferry use at the Wilkinsons Point site is for event purposes only the implications on the morning and evening peak period are insignificant and have not been incorporated into this latest report.

During the morning peak hour (approximately 8am -9am, although subject to variation on a daily basis), the existing intersection of Brooker Highway and the Wilkinson Point Access Road is at capacity, given the high demand for through traffic especially southbound, the demand for many of the internal land uses proposed within the Wilkinsons Point site is very low.

During the masterplan process in ~ 2019 it was advised by the Department of State Growth that given the intersection of Goodwood Road and Loyd Road has spare capacity, where possible this intersection should be utilised and promoted for accessing the Wilkinsons Point site. Directional signage for vehicles approaching from the south, east and west should direct traffic to the Loyd Road access given there is little spare capacity at the Brooker Highway Access. Good destination signage, as well as marketing and social media, could assist in directing users to the ferry via the Goodwood Road / Loyd Road access.

However, given the ferry in the first instance will be used for events at the MyState Bank Arena and there will be no bus access to the ferry terminal site or any bus stops integrated into the Loyd Road until the complete upgrade works is completed.

The typical road reservation width along Loyd Road is 15 metres reducing to 9 metres outside the Defence Building.

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A road narrowing providing a narrower localised cross width whilst accommodating a narrowed 2.3-metre-wide footpath /bicycle path has previously been designed by Howarth Fisher in the upgraded MSF road design.

Green time at the Intersection of the Wilkinson Point Access Road is severely restricted in the morning and evening peak period, with most of the green time being provided to the through traffic movement. It has been advised by DSG that 40 seconds of green time is provided to the right turn in and right and left turn out of the Wilkinsons Point Access Road in the morning and evening peak period. This equates to just 14 seconds of green time for each of these movements, enabling approximately 14 vehicles (7 in each lane) to enter at the two proposed right lanes and approximately 21 vehicles to egress from the site in a 180 second overall cycle time during the morning and evening peak period.

The slip lane out of the site provides a direct link into a through traffic lane linking up to the intersection of Elwick Road. DSG did not require this to be modelled.

Given these restrictions any opportunity for access is to be directed to Goodwood Road where more capacity is available needs to be realised and encouraged.

The design principle of the development is to design the access arrangements to integrate with the current traffic flows. This ensures that any traffic generated does not have any adverse impact to the surrounding network performance.

11.2 Proposed Intersection Layout onto the Highway Network

The implementation of the ferry network to the Wilkinsons Point site will lead to a reduction in trips from the south and the east of the site as visitors to MSBA use ferries for access purposes. Any car-based trips will be minimal and are likely to be linked trips, i.e. diversions from existing trips or side track trips associated with picking people off or dropping people off whilst travelling to or from the arena or short trips by uber and taxi that are likely to be within the Wilkinsons Point site). Therefore, there no perceived additional impact at the intersection of Brooker Highway and Goodwood Road associated with the development (there is likely to be a reduction in car-based trips on the surrounding road network) as people shift transport modes from private cars to ferry.

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12. Sustainable Transport Strategy

The site provides opportunities for the development and integration of several sustainable transport options to the site which will link with the proposed River Derwent Ferry Network.

The ferry will provide a fast, frequent and reliable mode of transport, which is not impacted by traffic congestion, common within the City of Hobart, and along the Brooker Highway,

The ferry will ultimately link several suburbs surrounding the River Derwent. In the first instance travellers will be able to bypass Brooker Highway at peak time reducing delays and travel directly to central Bellerive and the Hobart CBD, Macquarie / Regatta Point and Sandy Bay which are also being considered as an expanded ferry network.

The federal government are keen to develop a network of new ferry terminals, of which Wilkinsons Point is one and the subject to this application.

The development provides people attending events at My State Bank Arena (MSBA) to access the site by ferry. This proposal caters solely for the use of the ferry to event occurring at the My State Bank Arena.

The Brooke Street pier (which is currently the hub for the ferry services) is in walking distance of the bus mall which provides a bus interchange linking to several suburbs to the east, west, north and south of the city. It is also near several multi storey car parks located in the city of Hobart for onward public transport connection if required.

The use of the ferry to access the site will assist in reducing car-based trips from the south of the Wilkinsons Point site by people attending events at MSBA.

The development forms part of the River Derwent Ferry Service Expansion. The Tasmanian Government is prioritising expanding ferry services to Lindisfarne, Wilkinsons Point and Sandy Bay over the next four years[6]. The government is currently working closely with the Greater Hobart Councils. The footnote number 5 below outlines the intent of the ferry system expansion of which Wilkinsons Point forms a part. The Wilkinsons Point ferry terminal site is part of the River Derwent Ferry Service Expansion.

[6] **https://engage.stategrowth.tas.gov.au/river-derwent-ferry-service-expansion**

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12.1 Bicycles

A boardwalk already exists through the Wilkinsons Point site. There is a masterplan to extend the boardwalk to Mona providing a sustainable transport linkage between the two venues along the foreshore.

There are also some proposed pedestrian / bicycle connections between the City of Glenorchy and the Wilkinsons Point site which may add another bicycle linkage to the site.

There is also scope for cyclists to divert from the Intercity Cycle Way to the site via this link.

The Bellerive ferry currently makes provision for 15 bicycles / e- scooters access to the MSBA. It is anticipated any future ferries makes provision for bicycle and e-scooters. Bicycle parking has also been integrated into the design.

12.2 Pedestrians

There is a large residential catchment in the vicinity of the Wilkinsons Point site. There is currently evidence of many residents walking and cycling to the site from the local catchment. There is traffic signal controlled pedestrian crossings at the intersections of Loyd Road and Goodwood Road and Wilkinsons Point Access Road and the Brooker Highway, which especially if upgraded, will enhance the pedestrian crossing experience.

It is proposed that people accessing the site via ferry utilise the boardwalk and then cross in the vicinity of the main entrance to the MSBA. A traffic controller may need to be used to control pedestrian movements.

12.3 Uber and Taxi

Uber, Uber pool and taxi pick up and drop off points as well as private vehicles will also be able to access the ferry terminal precinct at Wilkinsons Point to pick people up and drop people off at the ferry site before and after events. These may be a side track trip whereby someone parked at the MSBA, picks someone up or drops someone off at the ferry.

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13. Service Vehicle Provision

All land uses will have some servicing requirement (including emergency vehicles).

It is anticipated for the most part ferry servicing will be via a 12.5metre heavy rigid truck would appear to be adequate for most of the other land uses proposed on the site. The swept paths have been modelled for Ferry Road and are attached in Appendix A of this report.

The swept paths for 12.5 metre heavy rigid (HRV) vehicles ensure that these vehicles can also access the area in and around the ferry precinct site. The ferry operator advised it would be prudent to design for the larger 12.5m HRV vehicle size given the infrastructure demands and potential servicing requirements for the ferries.

An 8.8 medium rigid truck (MRV) and / or a 6.4 metre small rigid vehicles may also be required for waste removal, and by emergency vehicles.

Access for an 8.8m MRV has also been provide to the GASP pavilion on the servicing advice of Glenorchy City Council for their facility. Given that the 8.8m MRV will be required to reverse at some stage in the vicinity of a shared pedestrian footpath, as part of the service access requirements to the GASP pavilion, it is proposed that a spotter be used to manage this movement in line with standard practice to protect pedestrian against service vehicle reversing conflict.

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14. Conclusion and Recommendation

The proposed development comprises the upgrading of the land at the northern extent of Wilkinsons Point site for ferry to service events at MSBA.

The development forms part of the River Derwent Ferry Service Expansion. The Tasmanian Government is prioritising expanding ferry services to Lindisfarne, Wilkinsons Point and Sandy Bay, Macquarie Point / Regatta over the next four years[7]. The government is currently working closely with the Greater Hobart Councils to ensure the successful implementation of this project.

The provision of the ferry service will reduce the number of car based trips at the Wilkinsons Point intersection (Loyd Road and Goodwood Road and Brooker Highway and Loyd Road) as people use the ferry to access the events at the MSBA. This will ultimately improve the operation of the existing intersections.

The Wilkinsons Point development, two accessible bays and pick-up and drop off bays for light vehicles and a turning facility (which can accommodate a maximum 12.5m Heavy Rigid Vehicle). At this stage, the ferry will only be used for MSBA event purposes only and the drop off and pick up zone will be available to take passengers from the ferry to the MSBA and return to the ferry terminal at the end of a MSBA event.

The proposed development has been assessed in relation to the following:

Parking

Parking requirements have been assessed and has been designed in accordance with the requirements of the Tasmanian Planning Scheme – Glenorchy and as requested by the client. There are two accessible bays and light vehicle bays for pick up and drop off purposes incorporated into the access road and turning head design.

Parking restrictions will be implemented along the ferry road and within the turning circle. These restrictions will always be operational to ensure that a precedent is not established for vehicles to park for long stay periods in this area. This area will make provision for service vehicles upto 12.5m long.

[7] **https://engage.stategrowth.tas.gov.au/river-derwent-ferry-service-expansion**

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Road Alignment – Loyd Road

It should be noted that Loyd Road is not currently open to through traffic or for vehicles to access the proposed ferry precinct. The opening of Loyd Road will be requirement of the proposal during MSBA events. There are also constraints of the Loyd Road (which were identified in more detail in the MSF road design project undertaken for DSG by Howarth Fisher and Associates). The new ferry access road linkage has been designed to match into the existing Loyd Road alignment with splaying and widening at the intersection required to cater for the swept path of a 12.5m HRV.

Sustainable Transport Strategy

The proposed ferry terminal forms a key link in the development of a sustainable transport strategy. The site provides opportunities for the development and integration of several sustainable transport options to the site which will link with the proposed River Derwent Ferry Network. In the first instance the ferry will be utilised for events at the MSBA. The provision of ferry service will reduce the dependence on car trips to access the Wilkinsons Point site at event times.

The ferry will provide a fast, frequent and reliable mode of transport, which is not impacted by traffic congestion, common within the City of Hobart, and along the Brooker Highway, especially at peak times.

The Wilkinsons Point Ferry development forms part of the River Derwent Ferry Service Expansion. The Tasmanian Government is prioritising expanding ferry services to Lindisfarne, Wilkinsons Point, Macquarie Point / Regatta and Sandy Bay over the next four years[8]. The government is currently working closely with the Greater Hobart Councils. The Wilkinsons Point site in the first instance will be used for event purposes at the MSBA.

A boardwalk already exists through the Wilkinsons Point site. The boardwalk can be used by pedestrians to link the ferry terminal to the MSBA.

There are also good, proposed pedestrian / bicycle connections which could be developed between the City of Glenorchy and the Wilkinsons Point site which adds another bicycle

[8] **https://engage.stategrowth.tas.gov.au/river-derwent-ferry-service-expansion**

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linkage to the site. There is also scope for cyclists to divert from the Intercity Cycle Way to the site via this link.

Uber, Uber pool and taxi pick up and drop off points as well as private vehicles will also be able to access the ferry terminal. The turning facility at Wilkinsons Point will be available for 12.5m service vehicles that may be required to service the ferry at the advice of the current ferry operator.

The expanded ferry will have the effect of taking vehicular traffic off the Brooker Highway, as well as other feeder roads within the Greater Hobart areas when events occur at the MSBA.

Accessible parking has been integrated into the design as well as pick up and drop off provision for light vehcile. Service vehicle access (MRV - 12.5m) to the ferry and jetty for maintenance and parking and turning for other service vehicles, has also been provided, notably emergency vehicles as well as service vehicle access to the GASP pavilion.

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Appendix A

DEVELOPMENT PLANS AND AUTOTRACK PATHS

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HOBART CITY COUNCIL

WILKINSONS POINT FERRY TERMINAL

CONCEPT LAYOUT

DRAWING INDEX	
Sheet Number	Sheet Title
C1	COVER SHEET & DRAWING LIST
C2	ACCESSIBLE PARKING DETAIL
P102	GENERAL ARRANGEMENT
P103	DETAIL SHEET 1 OF 2
P104	DETAIL SHEET 2 OF 2
P105	SIGNAGE PLAN
P110	SW LONG SECTIONS
P120	ROAD LONG SECTION
P200	TURN PATH SHEET SHEET1 OF 2
P201	TURN PATH SHEET SHEET 2 OF 2

Traffic
Civil
Structural
Industrial
Engineering



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	ISSUE	BY	APPROVED	DATE
L	ISSUED FOR COUNCIL RFI	AWH	JF	12.08.26
K	ISSUED FOR COUNCIL RFI	AWH	JF	03.08.26
J	ISSUED FOR COUNCIL RFI	AWH	JF	28.07.26
I	ISSUED FOR DEVELOPMENT APPLICATION	AWH	JF	30.01.26
H	ISSUED FOR DEVELOPMENT APPLICATION	AWH	DF	27.01.26
G	ISSUED FOR DEVELOPMENT APPLICATION	AWH	DF	09.01.26

HOWARTH FISHER & ASSOCIATES
Pty Limited ACN 119 043 051
STRUCTURAL, CIVIL, TRAFFIC ENGINEERS
AND PROJECT MANAGERS.
13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
FAX +61 (0)3 6225 0618
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HOBART CITY COUNCIL
WILKINSONS POINT FERRY TERMINAL
ACCESS ROAD

COVER SHEET & DRAWING LIST

APPROVED BY:- D. FISHER
DATE: 12.08.26
SCALES AS SHOWN | A1
DRAWN AWH
DESIGN DF
ISSUE: L
PROJECT NO. 25J780
DOCUMENT IDENTIFICATION -X-
DRAWING NO. C1

Document Set ID: 3657967
Version: 1, Version Date: 25/08/2026

A1

SPACE IDENTIFICATION

EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS 1428.1 BETWEEN 800 MM AND 1000 MM HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200 MM, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE BETWEEN 500 MM AND 600 MM FROM ITS ENTRY POINT AS ILLUSTRATED

SPACE DELINEATION

PAVEMENT MARKINGS SPECIFIED IN ITEMS (A) AND (B) OF THIS CLAUSE SHALL BE YELLOW AND SHALL HAVE A SLIP RESISTANT SURFACE. RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR SPACE DELINEATION.

PAVEMENT MARKINGS SHALL BE PROVIDED AS FOLLOWS:

1. LINEMARKING

1.1. DEDICATED PARKING SPACES SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100 MM WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.

2. SHARED AREAS SHALL BE MARKED AS FOLLOWS:

2.1. WALKWAYS WITHIN OR PARTLY WITHIN A SHARED AREA SHALL BE MARKED WITH UNBROKEN LONGITUDINAL LINES ON BOTH SIDES OF THE WALKWAY EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.

2.2. OTHER VACANT NON-TRAFFICKED AREAS, WHICH MAY BE INTENTIONALLY OR UNINTENTIONALLY OBSTRUCTED (E.G. BY UNINTENDED PARKING), SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100 MM WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL, AND MARKED WITH DIAGONAL STRIPES 150 TO 200 MM WIDE WITH SPACES 200 MM TO 300 MM BETWEEN STRIPES. THE STRIPES SHALL BE AT AN ANGLE OF 45 ±10 DEGREES TO THE SIDE OF THE SPACE.

2.3. NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.

2.4. ALL LINEMARKING MUST BE NON SLIP

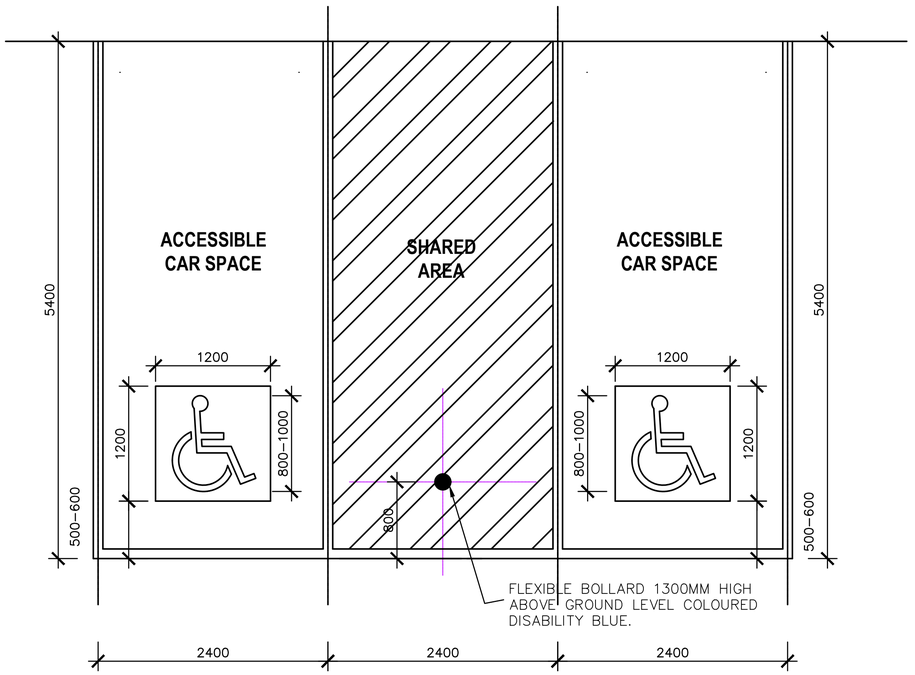
3. BOLLARDS:

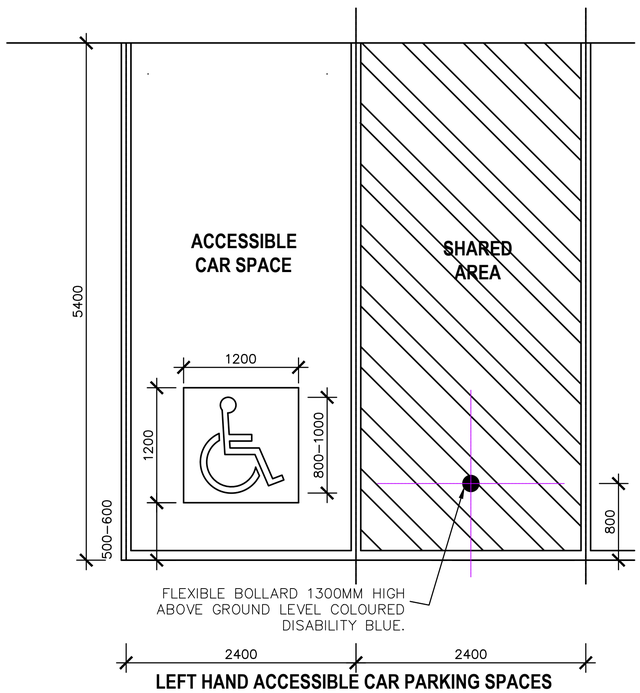
3.1. MINIMUM HEIGHT 1300MM

3.2. RECOMMENDED COLOUR BLUE TO CONTRAST AGAINST YELLOW LINE MARKING

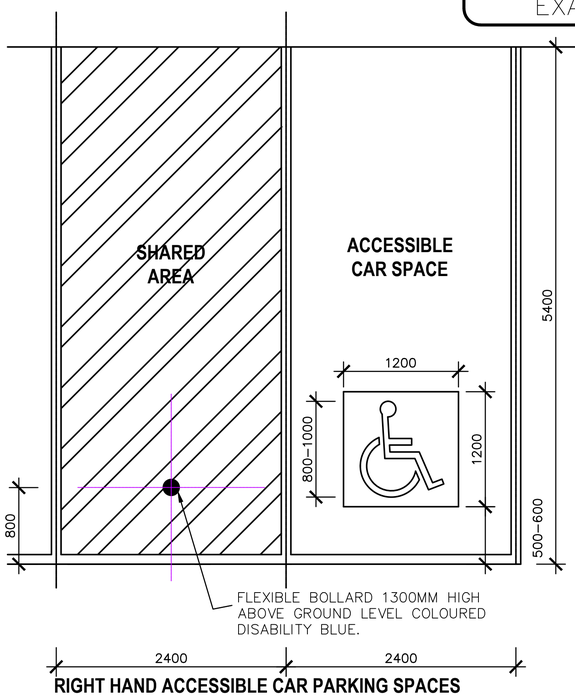
3.3. RECOMMEND FLEXIBLE BOLLARDS TO REDUCE MOTOR VEHICLE DAMAGE

DOUBLE ACCESSIBLE CAR PARKING SPACES IN ACCORDANCE WITH AS2890.6





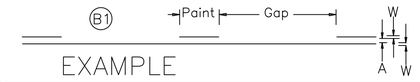
LEFT HAND ACCESSIBLE CAR PARKING SPACES IN ACCORDANCE WITH AS2890.6



RIGHT HAND ACCESSIBLE CAR PARKING SPACES IN ACCORDANCE WITH AS2890.6

LINE MARKINGS CODE

CODE (to be circled)	LINE TYPE	LINE MARKINGS	PAINT (P) (m)	GAP (G) (m)	WIDTH (W) (mm)	APART (A) (mm)
B1	BARRIER (One Way)		3	9	100	100
B2	BARRIER (Two Way)		ALL		100	100
B3	BARRIER (Two Way–Access)		ALL		100	
B4	BARRIER (Two Way–Access)		ALL		200	
C	CONTINUITY		1	3	200	
CC	CONTINUITY (Continuous)		ALL		200	
E	EDGE		ALL		100	
E2	AUDIBLE EDGE		ALL		150	
EI	EDGE Intermittent		1	3	100	
HL	HOLDING		0.6	0.6	300	
JC	JUNCTION Continuity		0.6	0.6	200	
L	LANE (Multi lane carriageway)		3	9	100	
L1	LANE (Traffic Signals)		3	6	100	
L3	LANE (Roundabouts)		9	3	100	
LC	LANE (Continuous)		ALL		100	
NS	YELLOW (No Stopping)		ALL**		100	
S	SEPARATION (2 Lane road)		3	9	100	
S2	SEPARATION (Refuge Lane)		3	3	100	Varies
S3	SEPARATION (Round corners)		9	3	100	
SL	STOP		ALL		300	
T	TURN WITH R.R.P.M.		0.6	0.6	100	
W	PEDESTRIAN (Traffic Signals)		1	0.5	100	2000min.



ALL ROAD MARKINGS ARE WHITE EXCEPT FOR NS WHICH IS YELLOW.

** PAINT YELLOW

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G	ISSUED FOR DEVELOPMENT APPLICATION	AWH	DF	09.01.26

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STRUCTURAL, CIVIL, TRAFFIC ENGINEERS AND PROJECT MANAGERS.
13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
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WILKINSONS POINT FERRY TERMINAL
ACCESS ROAD

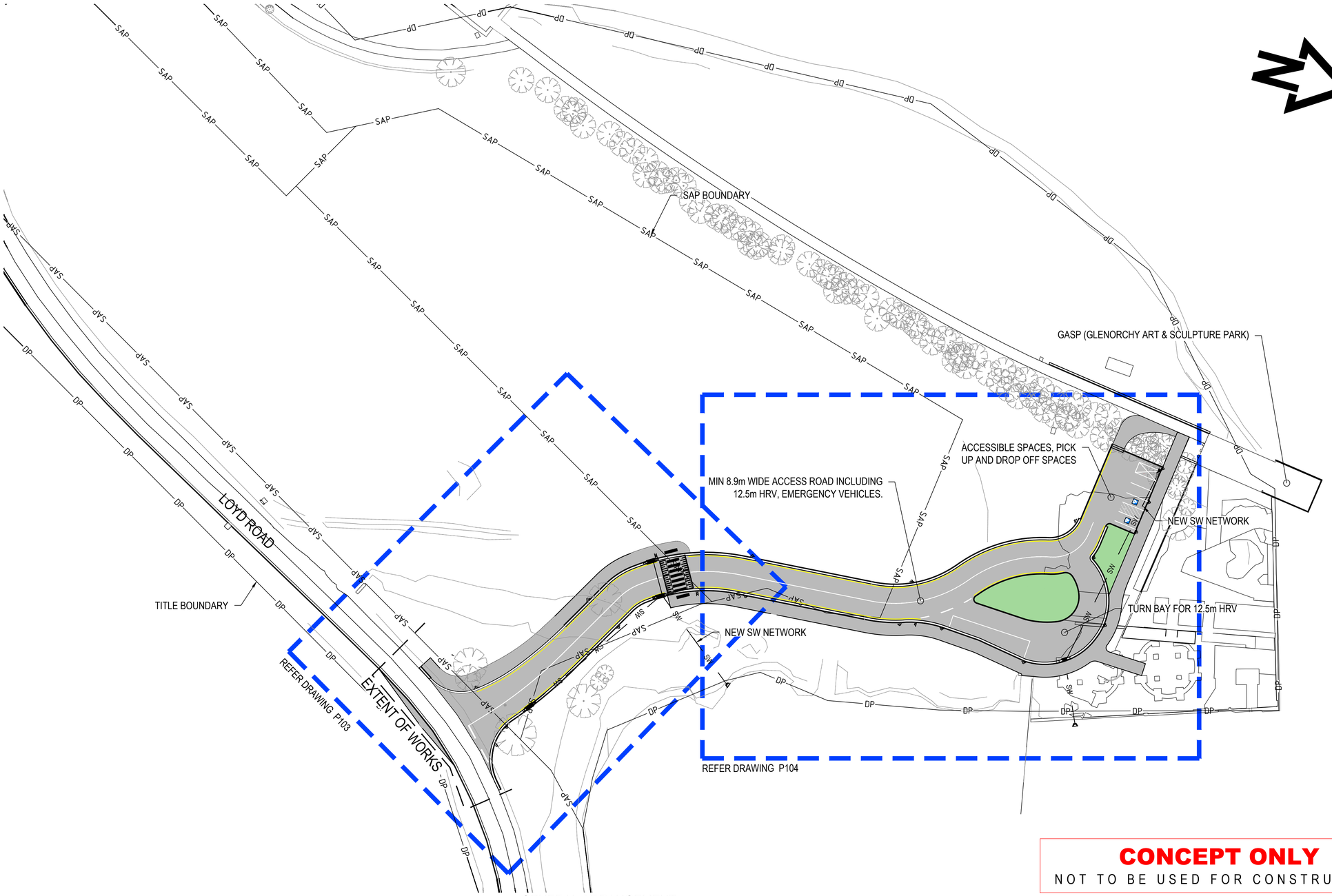
ACCESSIBLE PARKING DETAIL

APPROVED BY:- D. FISHER
DATE: 12.08.26
SCALES AS SHOWN | A1
DRAWN AWH
DESIGN DF
ISSUE: L
PROJECT NO. 25J780
DOCUMENT IDENTIFICATION -X-C2
DRAWING NO.

Document Set ID: 3657967
Version: 1, Version Date: 25/08/2026

A1

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GENERAL ARRANGEMENT
SCALE 1:500

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1:500 A1 - 1:1000 A3
0 10m 20 30 40 50

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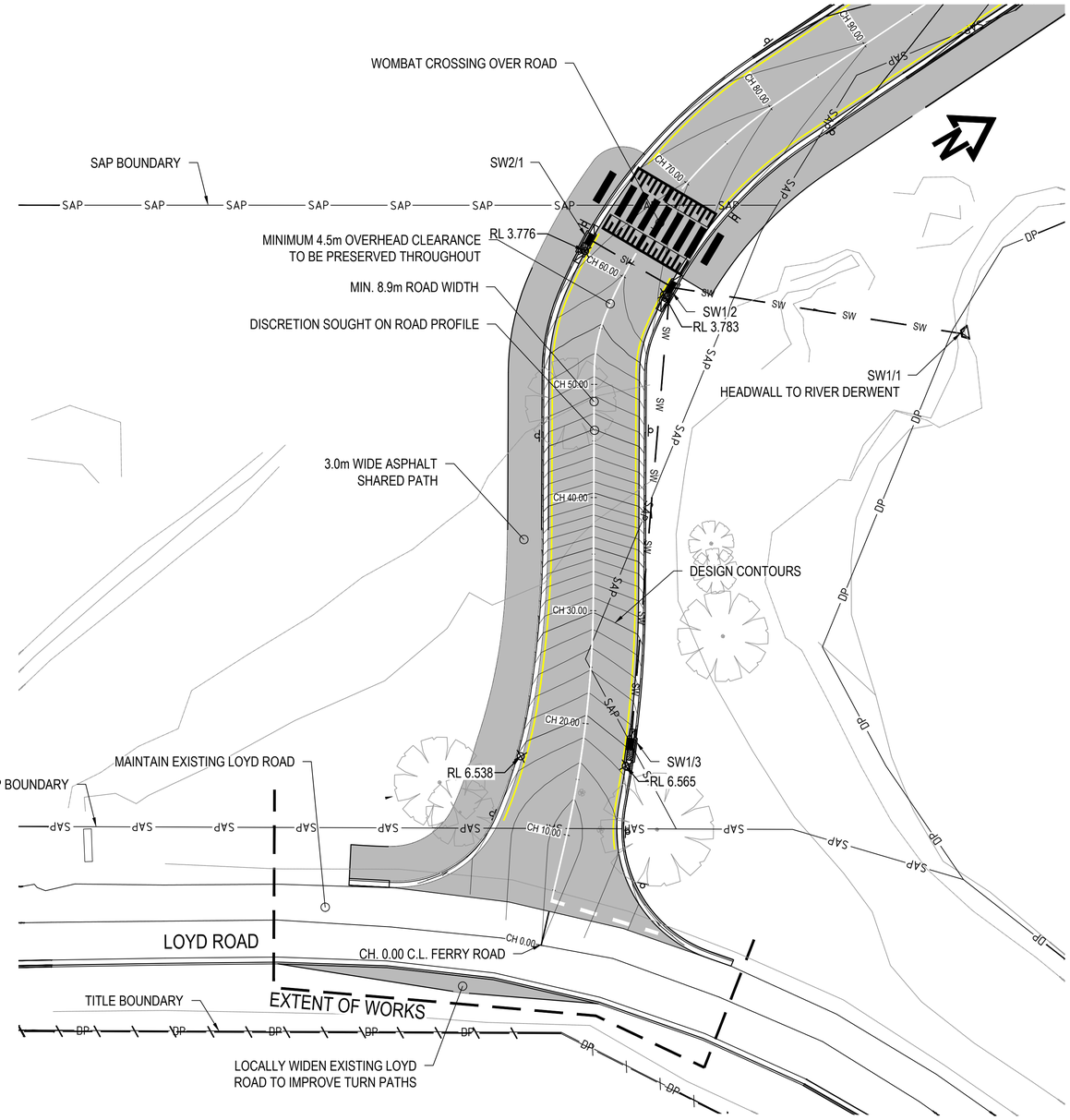
HOBART CITY COUNCIL
WILKINSONS POINT FERRY TERMINAL
ACCESS ROAD

GENERAL ARRANGEMENT

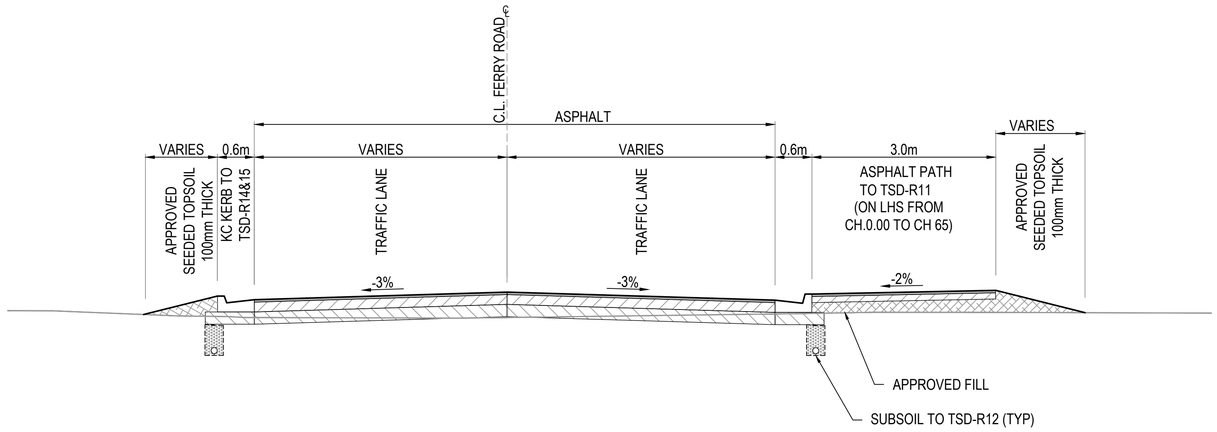
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SCALES AS SHOWN	A1
DRAWN AWH	ISSUE: L
DESIGN DF	
PROJECT NO. 25J780	DOCUMENT IDENTIFICATION -X-	DRAWING NO. P102

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A1



DETAIL SHEET 1
SCALE 1:250



FERRY ROAD
TYPICAL SECTION
SCALE 1:50

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1:250 A1 - 1:500 A3
0 5m 10 15 20 25

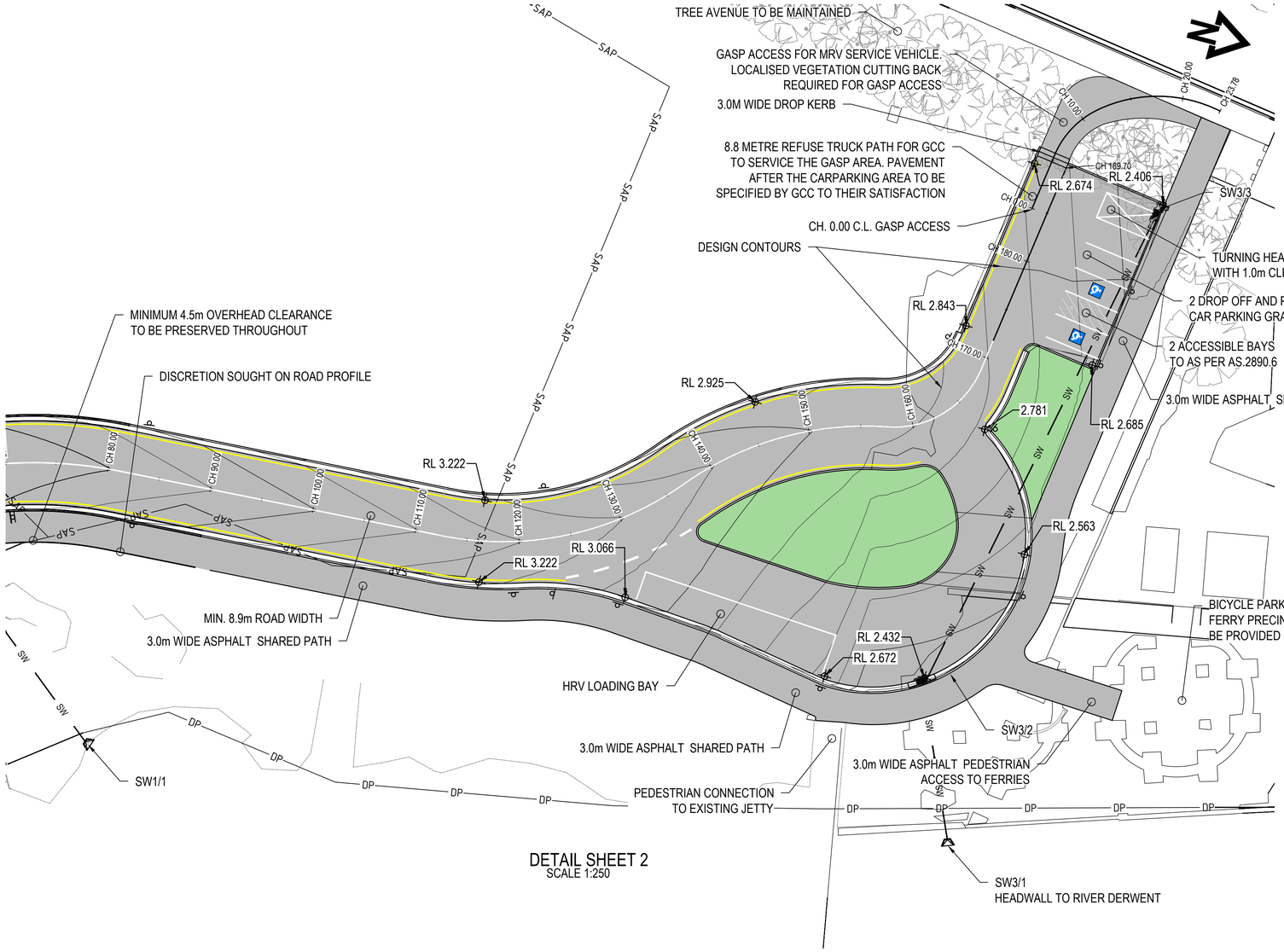
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PH +61 (0)3 6225 0619
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WILKINSONS POINT FERRY TERMINAL
ACCESS ROAD

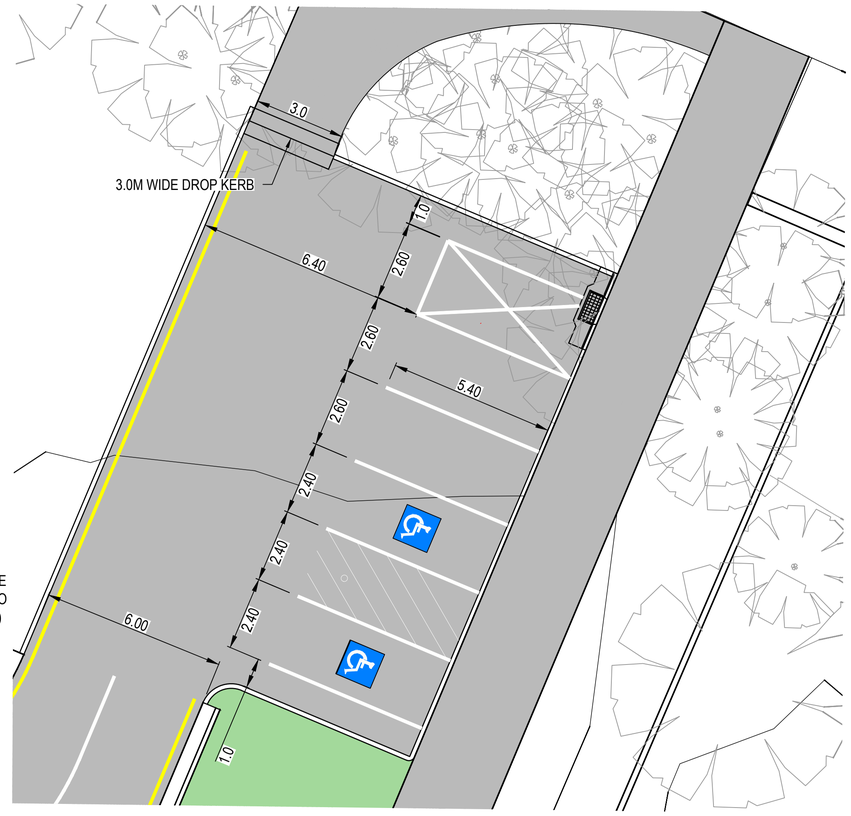
DETAIL SHEET 1 OF 2

APPROVED BY:- D. FISHER	DATE: 12.08.26
SCALES AS SHOWN	A1
DRAWN AWH	ISSUE: L
DESIGN DF	
PROJECT NO.	DOCUMENT IDENTIFICATION
25J780	-X-P103

DRAWING NO.



DETAIL SHEET 2
SCALE 1:250



DROP OFF PARKING DETAIL
SCALE 1:100

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1:250 A1 - 1:500 A3
0 5m 10 15 20 25

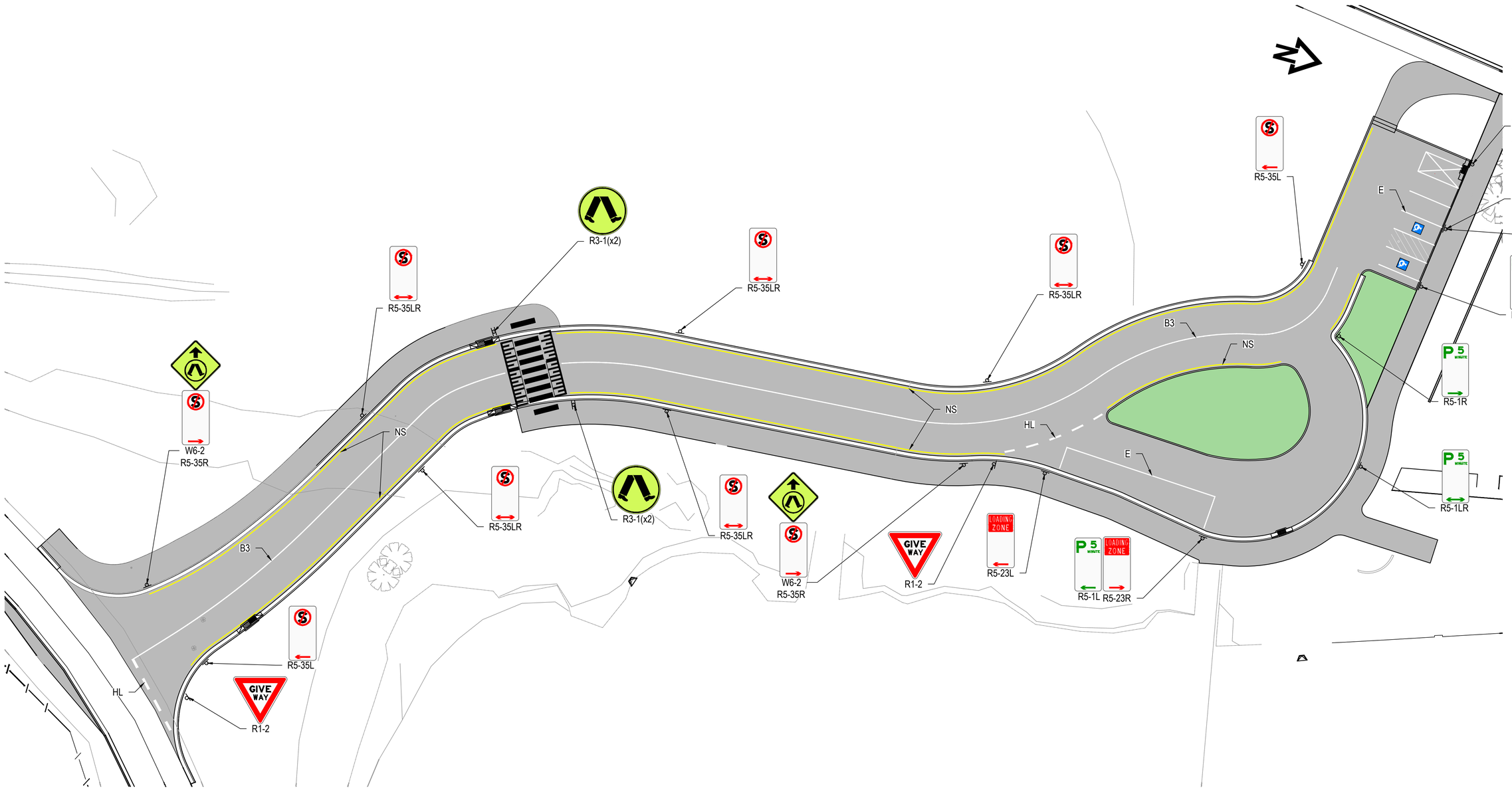
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DETAIL SHEET 2 OF 2

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PROJECT NO.	DOCUMENT IDENTIFICATION
25J780	-X-P104

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SIGNS & LINEMARKING SHEET
SCALE 1:250

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1:250 A1 - 1:500 A3
0 5m 10 15 20 25

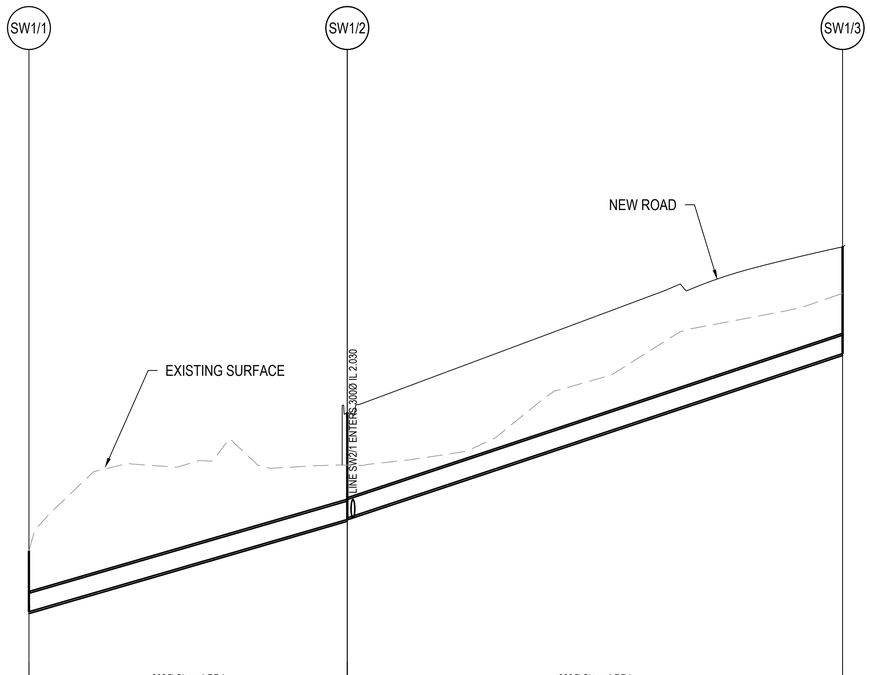
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SIGNAGE PLAN

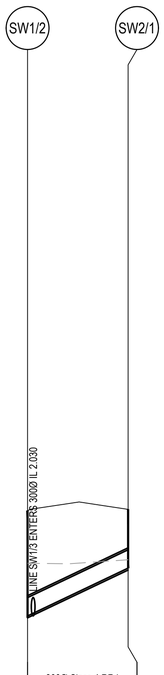
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DATE: 12.08.26
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PROJECT NO. 25J780
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DRAWING NO. P105

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Version: 1, Version Date: 25/08/2026



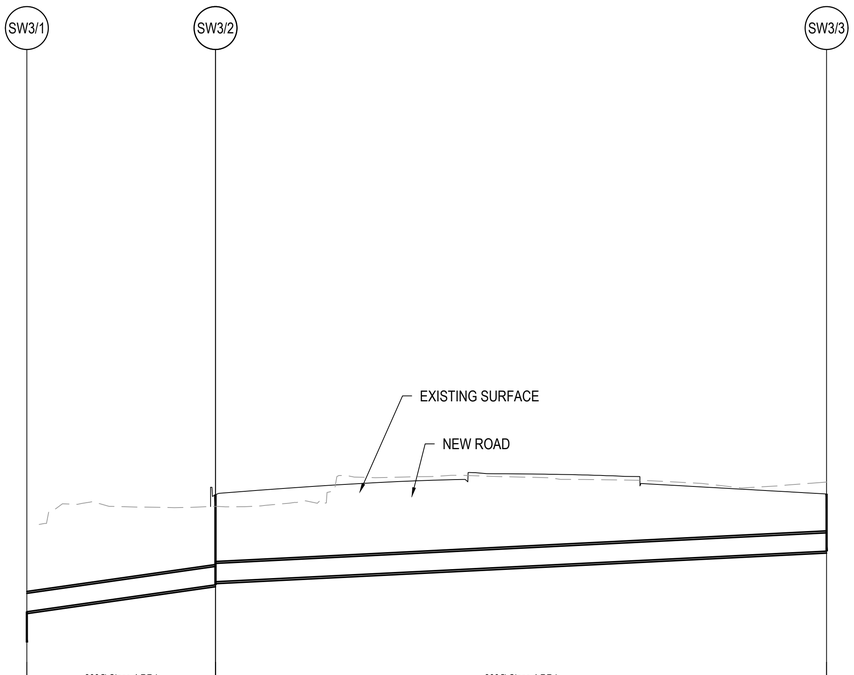
PIPE DETAILS				
SLOPE/GRADE	300Ø Class 4 RRJ 1:17 5.79%		300Ø Class 4 RRJ 1:15 6.64%	
DATUM RL -1.3				
DEPTH TO INVERT	0.995	1.742	1.717	1.742
INVERT LEVEL	0.500	2.005	2.030	4.713
FINISHED SURFACE	1.495	3.748		6.455
EXISTING SURFACE	1.495	2.890		5.696
CHAINAGE	0.00	25.98		66.41
	25.983		40.427	

SW LONGITUDINAL SECTION
LINE ONE
SCALE 1:250V 1:50V



300Ø Class 4 RRJ 1:11 9.52%			
RL 0.3			
1.717		2.030	0.959
2.030		2.811	3.770
3.748		3.770	2.947
2.890		2.947	8.21
0.00		8.207	

SW LONGITUDINAL SECTION
LINE TWO
SCALE 1:250V 1:50V



PIPE DETAILS				
SLOPE/GRADE	300Ø Class 4 RRJ 1:35 2.85%		300Ø Class 4 RRJ 1:100 1.00%	
DATUM RL -1.3				
DEPTH TO INVERT	-0.500	1.471	1.421	0.934
INVERT LEVEL	0.500	0.939	0.989	1.488
FINISHED SURFACE		2.410		2.422
EXISTING SURFACE		2.218		2.616
CHAINAGE	0.00	15.40		65.27
	15.396		49.875	

SW LONGITUDINAL SECTION
LINE THREE
SCALE 1:250V 1:50V

1:250 A1 - 1:500 A3
0 5m 10 15 20 25

1:50 A1 - 1:100 A3
0 1m 2 3 4 5

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HOBART CITY COUNCIL
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SW LONG SECTIONS

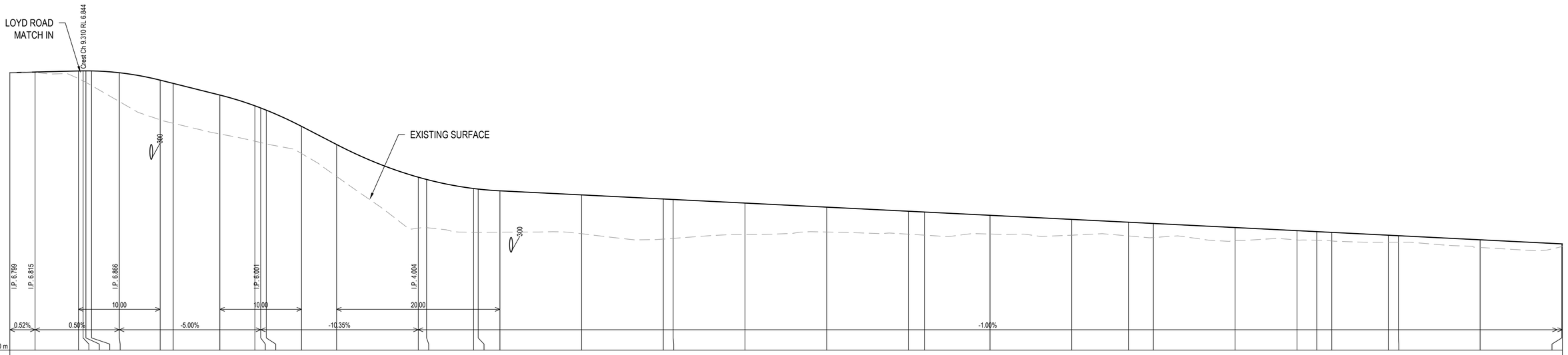
APPROVED BY:-	DATE:
D. FISHER	12.08.26
SCALES AS SHOWN	A1
DRAWN AWH	
DESIGN DF	

ISSUE: L

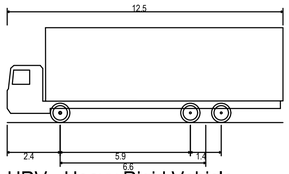
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Version: 1, Version Date: 25/08/2026

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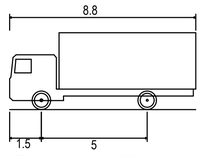


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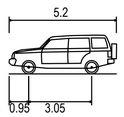
HRV - Heavy Rigid Vehicle

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



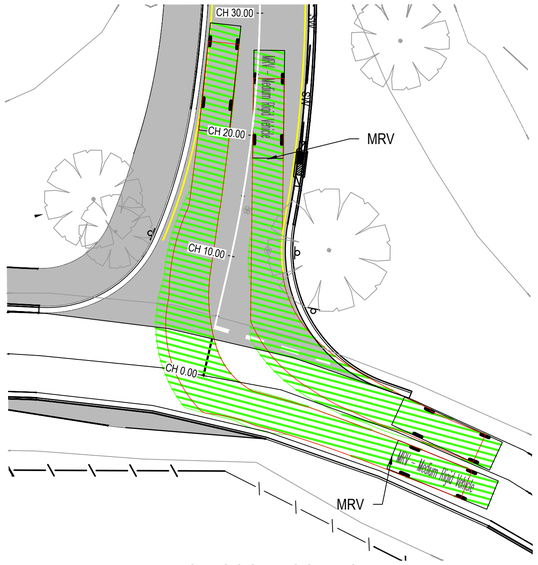
MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m

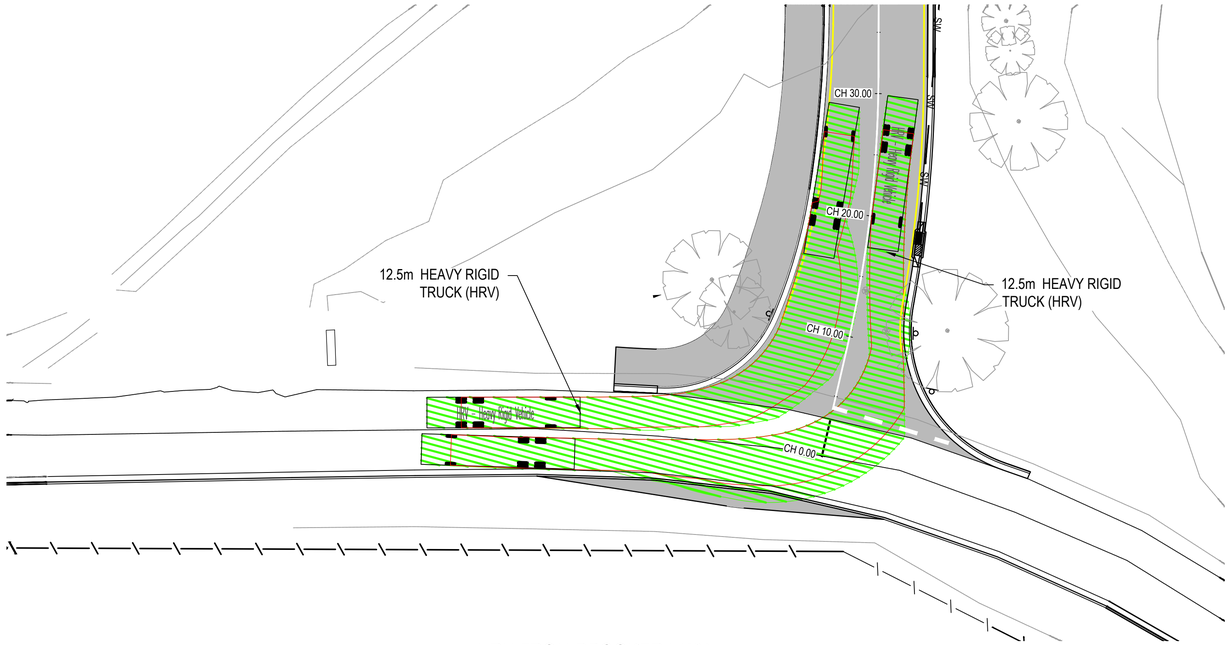


B99 Vehicle (Realistic min radius) (2004)

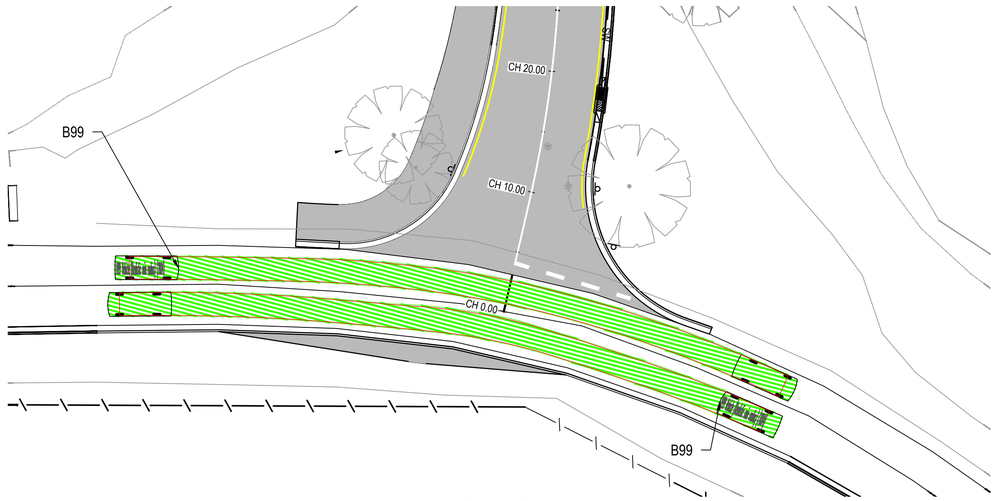
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m



MRV FROM GOODWOOD ROAD
SCALE 1:250



HRV FROM BROOKER HWY
SCALE 1:250



B99 THROUGH TRAFFIC
SCALE 1:250

TURNPATH SHEET 1
SCALE 1:250

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J	ISSUED FOR COUNCIL RFI	AWH	JF	28.07.26
I	ISSUED FOR DEVELOPMENT APPLICATION	AWH	JF	30.01.26
H	ISSUED FOR DEVELOPMENT APPLICATION	AWH	DF	27.01.26
G	ISSUED FOR DEVELOPMENT APPLICATION	AWH	DF	09.01.26

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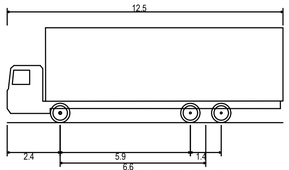
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Pty Limited ACN 119 043 051
STRUCTURAL, CIVIL, TRAFFIC ENGINEERS AND PROJECT MANAGERS.
13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
FAX +61 (0)3 6225 0618
EMAIL: info@howarthfisher.com

HOBART CITY COUNCIL
WILKINSONS POINT FERRY TERMINAL
ACCESS ROAD

TURN PATH SHEET SHEET1 OF 2

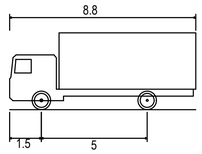
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DESIGN DF	
PROJECT NO. 25J780	DOCUMENT IDENTIFICATION -X-	DRAWING NO. P200
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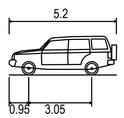
HRV - Heavy Rigid Vehicle

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

CONCEPT ONLY

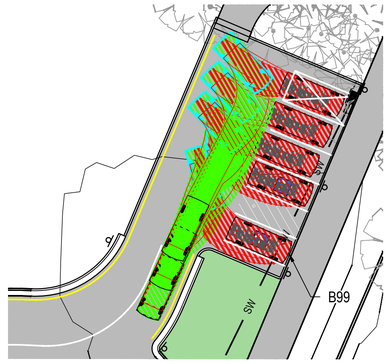
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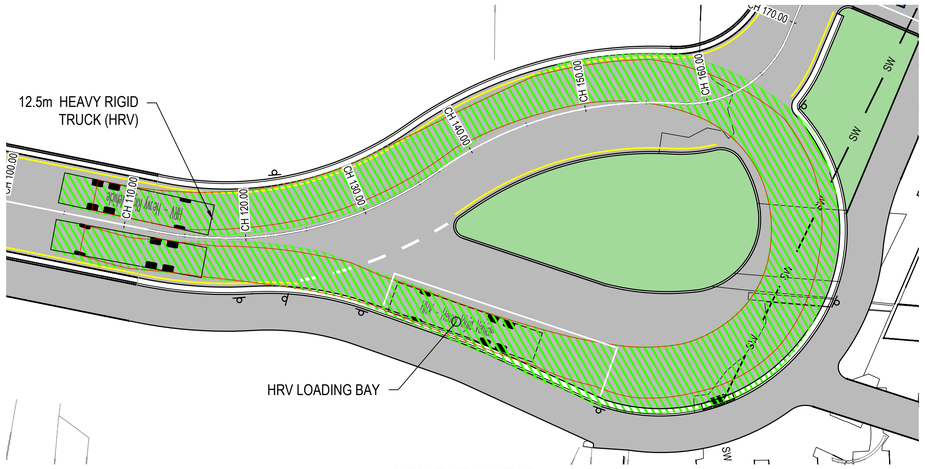
MRV - GASP OCCASIONAL ACCESS
SCALE 1:250



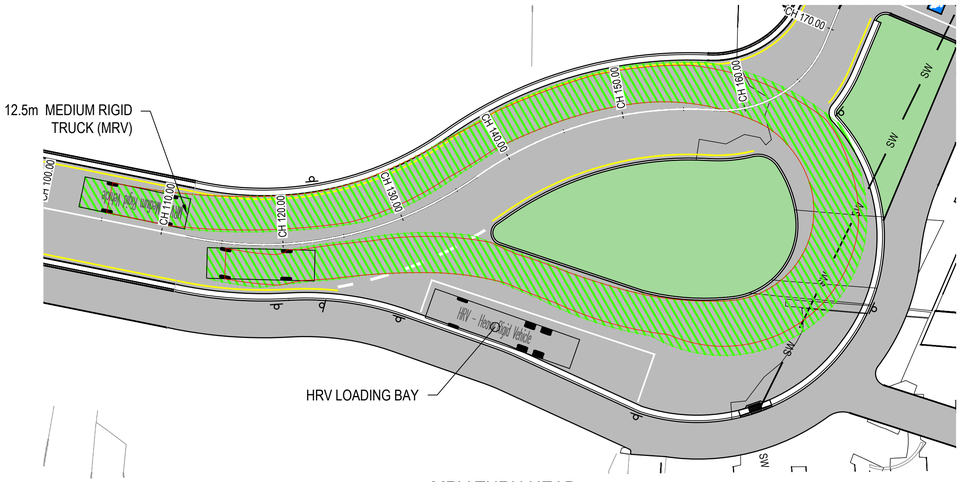
B99 - INCOMING
SCALE 1:250



B99 - OUTGOING
SCALE 1:250



HRV TURN HEAD
SCALE 1:250



MRV TURN HEAD
SCALE 1:250

TURNPATH SHEET 2
SCALE 1:250

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13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
FAX +61 (0)3 6225 0618
EMAIL: info@howarthfisher.com

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ACCESS ROAD

TURN PATH SHEET SHEET 2 OF 2

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DESIGN DF	
PROJECT NO. 25J780	DOCUMENT IDENTIFICATION -X-
DRAWING NO. P201	

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A1

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-26-142
DATE RECEIVED: 17 June 2026

NATURAL VALUES & COASTAL CODES COMPLIANCE REPORT

Proposed Ferry Terminal
Wilkinsons Point, Glenorchy

Prepared for HOBART CITY COUNCIL

March 2026

pinion
ADVISORY

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ABN 87 648 234 975

1300 746 466
hello@pinionadvisory.com
pinionadvisory.com

Office locations

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Author
Robbie Hunt

Project team
Water

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27 March 2026	Rev 1	Revised following client review	B. Nadler	B. Nadler

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1 Introduction

Hobart City Council has engaged Pinion Advisory to undertake a coastal vulnerability assessment for a proposed ferry terminal development at Wilkinsons Point, Glenorchy. The site is located across Crown Land (Authority: State Growth), Crown Land (Authority: NRE Tas Property Services) and the River Derwent.

The site is located at the northern tip of Wilkinsons Point on the shore of the River Derwent, and the proposal involves the upgrade of the existing berth and dockside infrastructure. The existing site is characterised by a large concrete quay apron with a sheet piled wall which was constructed in the early 1980's to facilitate construction of precast concrete cofferdams for the Bowen Bridge. The Glenorchy Art & Sculpture Park (GASP!) is adjacent to the proposed terminal and includes an existing toilet block, cantilevered structure and boardwalk across Elwick Bay. There are an existing gangway and jetty protruding seaward in an easterly direction from this structure, whilst a second jetty to the south extends from the natural shoreline in the same direction. The proposal includes a new ferry terminal building, a new roof over the existing gangway and rock revetment along the quay wall as well as a sealed access road off Loyd Road, footpath, DDA parking bays and pick up/drop off parking bays. The main terminal area will be based on the existing concrete apron, with a new concrete slab of 100-150mm proposed under new infrastructure. The northernmost gangway is earmarked for use with the new ferry service and will be upgraded to have a covered walkway as part of the proposed works.



Figure 1. Broader site overview

Refer to Figure 1, Figure 2 and Figure 3 for a site overview.

Pinion Advisory have specifically been asked to address the following codes from the Tasmanian Planning Scheme – Glenorchy, and any subsequent local area provisions that are relevant:

- C7.0 Natural Assets Code
- C10.0 Coastal Erosion Hazard Code

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- C11.0 Coastal Inundation Hazard Code

The following code does not apply:

- C12.0 Flood-Prone Areas Code

The exclusion of this code is per clause C12.2.5 which states "This code does not apply to land subject to the Coastal Inundation Hazard Code"

Pinion Advisory have undertaken this assessment using publicly available datasets and resources.

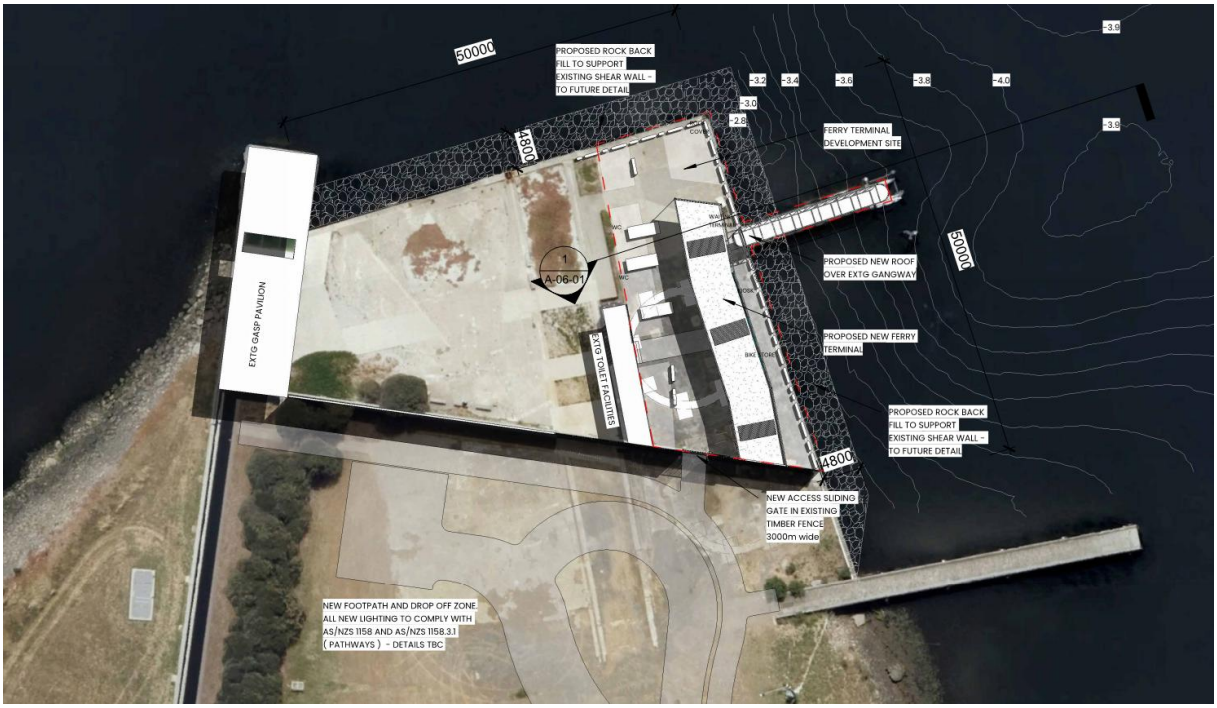


Figure 2. Wilkinsons Point ferry terminal – proposed terminal layout

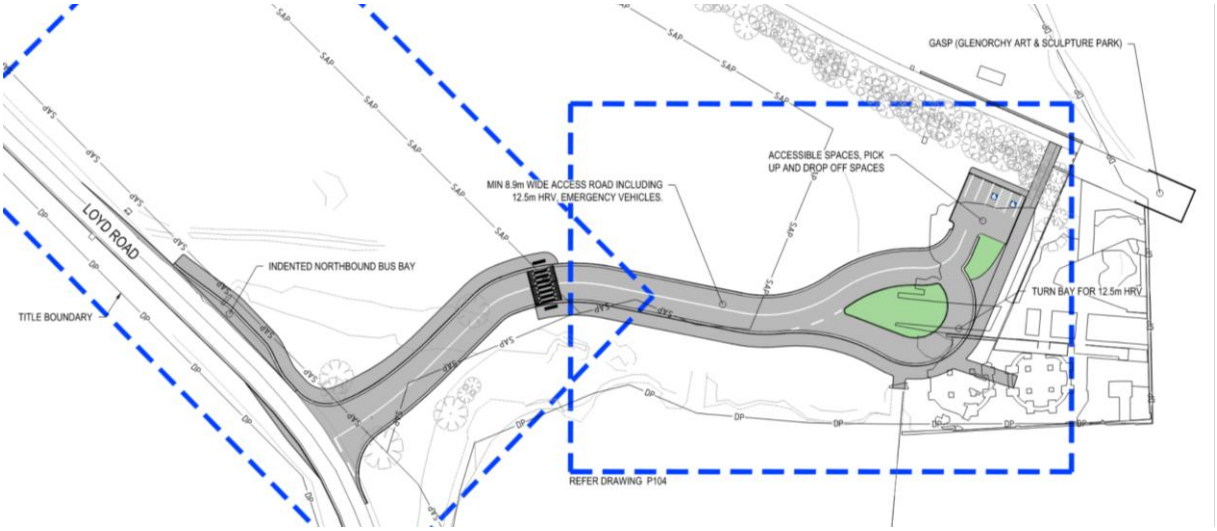


Figure 3. Wilkinsons Point ferry terminal - proposed access road and parking layout

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2 Natural Assets Code – C7.0

2.1 OVERVIEW

Assessment of the natural assets code is required as the proposed ferry terminal and associated infrastructure at Wilkinsons Point is located within both a future coastal refugia area and a waterway and coastal protection overlay. A natural values assessment has previously been conducted by Marine Solutions for the proposed development and is attached as Appendix 3, the findings of this report were used to direct some responses to the natural assets code.



Figure 4. Tasmanian Planning Scheme - future coastal refugia area overlay.



Figure 5. Tasmanian Planning Scheme - waterways and coastal protection overlay.

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The overarching intent of the code is summarised by the Code Purpose (as follows), and it is the role of this report to ensure this purpose is met. The code purpose provides a higher-level description of the code, which makes clear the intended outcomes.

7.1 Code Purpose

The purpose of the Natural Assets Code is:

C7.1.1	To minimise impacts on water quality, natural assets including native riparian vegetation, river condition and the natural ecological function of watercourses, wetlands and lakes.
C7.1.2	To minimise impacts on coastal and foreshore assets, native littoral vegetation, natural coastal processes and the natural ecological function of the coast.
C7.1.3	To protect vulnerable coastal areas to enable natural processes to continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes and other sensitive coastal habitats due to sea-level rise.
C7.1.4	To minimise impacts on identified priority vegetation.
C7.1.5	To manage impacts on threatened fauna species by minimising clearance of significant habitat.

2.2 ASSESSMENT

The proposed development largely relies on the upgrade or redevelopment of existing infrastructure, as such presents minimal risk to natural assets. The main work that has the potential to cause impact and falls within both the waterway and coastal protection and the future coastal refugia overlays, is the proposed rock revetment along the northern and eastern side of the existing sheet pile wall. Whilst detailed design of the wall does not yet exist, it is proposed to extend seaward from the sheet pile to an offset of approximately 10-15m.

This rock revetment was included to ensure the long-term stability of the terminal site following a condition assessment of the existing quay wall by WGA (Appendix 6).

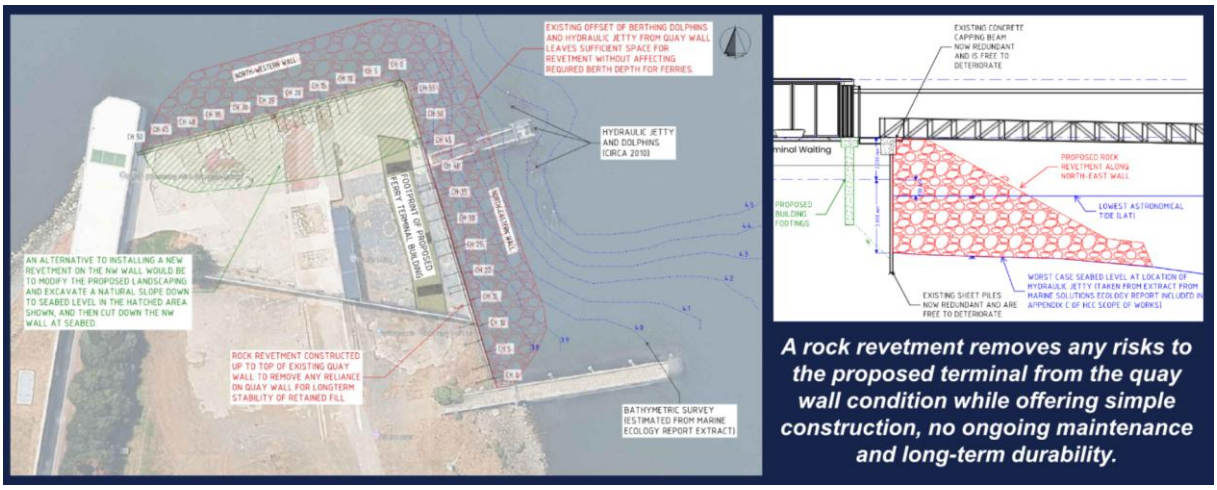


Figure 6. Proposed rock revetment as indicated by WGA

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Review of the proposed access road and parking area is also required, as it falls within the waterway and coastal protection overlay.

Future Coastal Refugia

The fundamental requirement of the future coastal refugia overlay is to protect areas of land that will allow coastal habitats to naturally migrate inland as climate change and sea level rise takes place. Coastal habitats are defined as natural features like saltmarshes, sand dunes, and tidal wetlands. As the proposed revetment abuts an existing man-made sea wall there is no risk to impeding natural process as the movement of any coastal habitat has already been intersected.



Figure 7. Existing gangway proposed to have roof added, and footprint of proposed terminal area

There are no sand dunes, wetlands or saltmarshes adjacent the development, but as the revetment is positioned against an existing man-made wall (sheet piles) and is backed by a large concrete apron there will be no new barrier to landward transgression and nowhere for transgression to progress. Similarly, the tidal reach will remain almost identical as the proposal only requires a small area of revetment.

Waterway and Coastal Protection

The intention of the waterway and coastal protection overlay is to protect the water quality, riparian vegetation, and coastal ecosystems that exist on shorelines in the current day.

<u>Rock Revetment</u>

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Whilst the main purpose of the rock revetment is to provide structural integrity to the quay apron, it also strengthens the coastlines resistance to erosion. The proposed revetment will abut the existing seawall but rather than maintaining a vertical face like the sheet pile, it will be sloped and voids will exist between the rock face. These voids will ensure behaviour is consistent with a slotted beach, which serves to reduce the wave reflectivity and as a result minimise the overall energy potential in the area. This will reduce the potential for sediment mobilisation and turbidity from the seabed.



Figure 8. Existing artificial sea wall supporting concrete quay

The rock revetment will improve the aesthetics of the "shoreline" returning the seawall to a more natural appearance. The material used in revetment will be required to be locally sourced and need to match the surrounds as closely as possible. The wall will be formed with large diameter single sized rock (to engineering specification), ensuring the potential sediment mobilisation from the revetment will be negligible as it would only occur when the rocks begin to deteriorate.

As the revetment will abut the existing sea wall there will be no loss of natural shoreline. The natural values assessment indicates there is no significant riparian vegetation nor any listed Tasmanian or Commonwealth threatened, protected or migratory species or communities on the seafloor that require protection (Appendix 3). However, reefs of flat oysters were observed in the development footprint. The impact to this population will be required to be assessed once the detailed design of the revetment is known.

<u>Access Road & Parking</u>
The proposed access road and parking area also falls within the waterway and coastal protection overlay; however, this area is currently utilised as gravel parking and no clearing of vegetation would be required. The proposal also involves the sealing of the

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access road, which will serve to reduce siltation and sedimentation by no longer washing large areas of gravel directly into the River Derwent. The cut-fill requirements will be minimal as the land is already close to the design grades and levels that will be required.



Figure 9. Existing surface across proposed location of access road and parking area



Figure 10. Existing surface across proposed location of access road and parking area

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General

The proposal intends to utilise both existing and new stormwater connections, as such water sensitive urban design features (or stormwater treatment features) will be required as part of detailed design. This will ensure the pollutant load of stormwater runoff meets an acceptable level, and the overall impact on the waterway should be positive because of the significant reduction in gravel mobilisation.

The proposed revetment is purely for improving the structural integrity of the existing quay apron, it will be a steep sloped rock face that does not allow for the reclamation of land and does not offer an opportunity for future land development. There is also no dredging proposed as part of this development. The proposed coastal protection works are necessary as they were a recommendation from a structural integrity assessment.

2.3 RESPONSE TO PLANNING CRITERIA

In addition to the broader 'purpose' of the code, the technicalities of specific developments also need to be addressed. As this report intends to support the development of a new ferry terminal, the relevant conditions are:

C7.6 – Development standards for buildings and works
C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets.

Acceptable Solution - A1 Buildings and works within a waterway and coastal protection area must:	
Planning Clause:	**PA Response:**
a) be within a building area on a sealed plan approved under this planning scheme.	*The proposed development is not within an existing approved building area.*
b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or	*N/A*
c) 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.	*The additional area exceeds 20% of the existing development.*

The acceptable solution A1 is not met, and the performance criteria must be addressed.

Performance Criteria - P1.1 Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:	
Planning Clause:	**PA Response:**
a) impacts caused by erosion, siltation, sedimentation and runoff.	*Sealing the access road and parking area will reduce mobilisation of sediment and silt from the existing gravel hardstand.*
b) impacts on riparian or littoral vegetation;	*There is no riparian vegetation impacted as the existing seawall is backed by a*

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Performance Criteria - P1.1 Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:	
	concrete quay, and the proposed access road and parking is already cleared of vegetation as it currently acts as an informal carpark.
c) maintaining natural streambank and streambed condition, where it exists;	*The rock revetment is to be placed against an existing sheet pile wall, as such the natural streambank has already been replaced.*
d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;	*There will be minimal impact on instream natural habitat as the offset of proposed rock revetment from the existing wall is only 10-15m. The area also already serves as a ferry terminal, as such any debris build up is cleared to allow ferry berthing, etc.*
e) the need to avoid significantly impeding natural flow and drainage;	*The rock revetment will impede flows in a very similar manner to the existing sea wall.*
f) the need to maintain fish passage, where known to exist;	*There will be minimal impact on fish passage as the offset of proposed rock revetment from the existing wall is only 10-15m, the rock face and voids will also provide a more natural interaction for the fish populations.*
g) the need to avoid land filling of wetlands;	*No wetlands will be filled.*
h) the need to group new facilities with existing facilities, where reasonably practical;	*The proposal intends to increase the frequency of use of a currently underutilised terminal area.*
i) minimising cut and fill;	*Cut and fill will only be required across the access road and parking area. This is already an informal gravel park ensuring minimal earthworks will be required to form the new design levels.*
j) building design that responds to the particular size, shape, contours or slope of the land;	*The terminal will be architecturally designed to suit the surrounding landscape.*
k) minimising impacts on coastal processes, including sand movement and wave action;	*There will be no impact to coastal processes as the proposed revetment abuts an existing sea wall.*
l) minimising the need for future works for the protection of natural assets, infrastructure and property;	*The revetment design addresses the issue of sheet pile degradation and ensures the longevity of the infrastructure.*
m) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and	*The infrastructure will be delivered in alignment with the Wetlands and Waterways Works Manual.*
n) the guidelines in the Tasmanian Coastal Works Manual.	*The infrastructure will be delivered in alignment with the Tasmanian Coastal Works Manual.*

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Performance Criteria - P1.2 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:	
Planning Clause:	**PA Response:**
a) the need to access a specific resource in a coastal location;	*The proposed ferry terminal relies upon coastal location to fulfil its purpose.*
b) the need to operate a marine farming shore facility;	*N/A*
c) the need to access infrastructure available in a coastal location;	*The ferry terminal services rely on infrastructure located at a coastal location.*
d) the need to service a marine or coastal related activity;	*Terminal to service the proposed new ferry route.*
e) provision of essential utility or marine infrastructure; or	*A ferry terminal is marine infrastructure.*
f) provisions of open space or for marine-related educational, research, or recreational facilities.	*The terminal will provide public amenity.*

Acceptable Solution - A2	
Planning Clause:	**PA Response:**
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.	*The proposed development is not within an existing approved building area.*

The acceptable solution A2 is not met, and the performance criteria must be addressed.

Performance Criteria – 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:	
Planning Clause:	**PA Response:**
a) allowing for the landward transgression of sand dunes and the landward colonisation of wetlands, saltmarshes and other coastal habitats from adjacent areas;	*There are no sand dunes, wetlands, saltmarshes in this area. The rock revetment is to be placed against an existing sheet pile wall, as such landward transgression has already been prevented.*
b) avoiding the creation of barriers or drainage networks that would prevent future tidal inundation;	*There will be no new barriers or drainage networks that significantly prevent future tidal movement as the proposed revetment only extends 10-15m off the existing sea wall.*
c) allowing the coastal processes of sand deposition or erosion to continue to occur;	*The rock revetment is to be placed against an existing sheet pile wall, as such sand deposition and erosion processes have already been prevented.*
d) the need to group new facilities with existing facilities, where reasonably practical;	*The proposal intends to increase the frequency of use of a currently underutilised terminal area.*

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Performance Criteria – 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:	
e) the impacts on native vegetation;	*There is no native vegetation impacted as the existing seawall is backed by a concrete apron, and the proposed access road/parking area is cleared gravel land already acting as informal parking.*
f) minimising cut and fill;	*Cut and fill will only be required across the access road and parking area. This is already an informal gravel park ensuring minimal earthworks will be required to form the new design levels.*
g) the impacts of sea-level rise on natural coastal processes and coastal habitat;	*There will only be minimal disruption to coastal processes as shoreline construction occurs at or above the 1% AEP + CC inundation level.*
h) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and	*The infrastructure will be delivered in alignment with the Wetlands and Waterways Works Manual.*
i) the guidelines in the Tasmanian Coastal Works Manual.	*The infrastructure will be delivered in alignment with the Tasmanian Coastal Works Manual*

Performance Criteria – P2.2 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:	
Planning Clause:	**PA Response:**
a) the need to access a specific resource in a coastal location;	*The proposed ferry terminal relies upon coastal location to fulfil its purpose.*
b) the need to operate a marine farming shore facility;	*N/A*
c) the need to access infrastructure available in a coastal location;	*The ferry terminal services rely on infrastructure located at a coastal location.*
d) the need to service a marine or coastal related activity;	*Terminal to service the proposed new ferry route.*
e) provision of essential utility or marine infrastructure; or	*A ferry terminal is marine infrastructure.*
f) provisions of open space or for marine-related educational, research, or recreational	*The terminal will provide public amenity.*

Acceptable Solution – A3	
Planning Clause:	**PA Response:**
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.	*The design proposes new stormwater connections to the River Derwent.*

The acceptable solution A3 is not met, and the performance criteria must be addressed.

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Performance Criteria – P3 Development within a waterway and coastal protection area or a future coastal refugia area involving a new stormwater point discharge into watercourse, wetland or lake must avoid or minimise adverse impacts on natural assets, having regard to:	
Planning Clause:	**PA Response:**
a) the need to minimise impacts on water quality; and	*The proposal involves a sealed access road and parking area, which reduces siltation and sedimentation mobilisation potential. Water sensitive urban design features (or stormwater treatment features) will be included on all stormwater outlets.*
b) the need to mitigate and manage any impacts likely to arise from erosion, sedimentation or runoff.	*Water sensitive urban design features (or stormwater treatment features) will be included on all stormwater outlets.*

Acceptable Solution - A4	
Planning Clause:	**PA Response:**
Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.	*There is no dredging or reclamation proposed.*

The acceptable solution A4 is met, no further assessment required.

Acceptable Solution – A5	
Planning Clause:	**PA Response:**
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 are proposed.*

The acceptable solution A2 is not met, and the performance criteria must be addressed.

Performance Criteria – P5 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:	
Planning Clause:	**PA Response:**
a) impacts on sand movement and wave action; and	*The rock revetment is to be placed against an existing sheet pile wall, as such there will be negligible impact to sand movement.* *The proposed development creates a sloped rock revetment which will serve to dissipate energy and as such will reduce wave action and the risk to neighbouring land.*

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Performance Criteria – P5 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:	
b) the potential for increased risk of inundation to adjacent land.	*The proposed development creates a sloped rock revetment which will serve to dissipate energy and as such will reduce wave action and the risk to neighbouring land.*

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3 Coastal Erosion – C10.0

3.1 OVERVIEW

The majority of the work associated with the Wilkinsons Point ferry terminal is not located within a region of coastal erosion risk. There is a small area on the southeastern shoreline classified as a low-risk hazard band (Figure 11), but development skirts the perimeter of this band and as a result does not require formal assessment. There is a coastal erosion 'investigation area' on the western side of the point, and there is minor encroachment on this area from the proposed footpath. As a result, assessment against the code is required.

The proposed terminal infrastructure currently relies on an existing seawall (proposed to be strengthened), as such a broader assessment of the site's risk to coastal erosion has also been undertaken.



Figure 11. Tasmanian Planning Scheme – Coastal Erosion Hazard Bands. Source: the LIST

The overarching intent of the code is summarised by the code purpose (as follows), and it is the role of this report to ensure this purpose is met. The code purpose provides a higher-level description of the code, which makes clear the intended outcomes.

C10.1 Code Purpose

The purpose of the Coastal Erosion Hazard Code is:

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C10.1.1	To ensure that use or development subject to risk from coastal erosion is appropriately located and managed, so that:
(a)	people, property and infrastructure are not exposed to an unacceptable level of risk.
(b)	future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised.
(c)	it does not increase the risk from coastal erosion to other land or public infrastructure; and
(d)	works to protect land from coastal erosion are undertaken in a way that provides appropriate protection without increasing risks to other land.
C10.1.2	To provide for appropriate use or development that relies upon a coastal location to fulfil its purpose.

3.2 ASSESSMENT

Confirmation of the development footprint in relation to the coastal erosion hazard bands is provided in Figure 12.

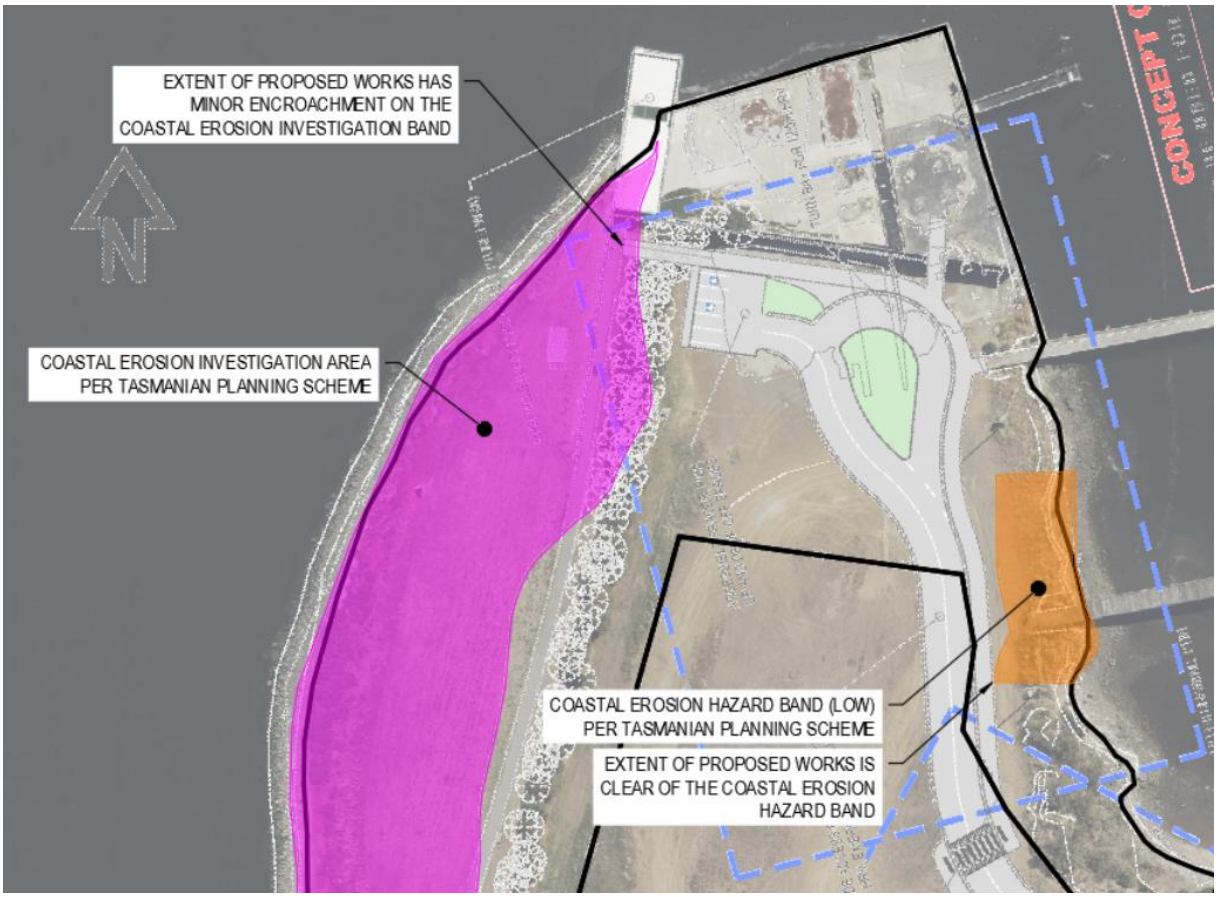


Figure 12. Coastal erosion hazard bands relative to the proposed development

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Coastal Erosion Investigation Area

To the west a small area of proposed footpath extends into the coastal erosion investigation area. This area of the site is well protected from erosion risk as the shoreline has good rock coverage and very shallow grades, as shown in Figure 13. A formal Coastal Erosion Investigation Area – Site Assessment was undertaken. The results indicated the site could be reclassified to a low-risk erosion hazard band (Appendix 7).

Minor utilities such as footpaths (the only proposed infrastructure exposed to the erosion risk) are generally exempt from the coastal code as the risk to infrastructure is negligible and footpaths can easily be closed (temporarily or permanently) if a risk begins to develop. As the infrastructure only falls within a low hazard band and is unlikely to be impacted by a receding shoreline until closer to 2100, the risk is classified tolerable.



Figure 13. Western shoreline at Wilkinsons Point. Characterised by rocky shores and shallow slopes

Coastal Erosion Low Hazard Area

A very small area along the eastern aspect is located adjacent a low coastal erosion hazard band. This region is classified as a resilient artificial shore, with a low hazard storm bite zone landwards of the artificial protection. Site investigation outlines the coastal erosion risk to this area, with storm bite evident along the shoreline south of the protected quay area. No physical infrastructure falls into this hazard area though, and as such formal assessment is not required.

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Figure 14. Evidence of coastal erosion along the southern shoreline

Broader Coastal Erosion Risk

The existing quay, characterised by a sheet pile wall capped with concrete apron, protects the shoreline from coastal erosion processes. This assessment is reflected in the coastal erosion hazard overlay with much of the land around the proposed development located within the "acceptable" hazard band.

WGA undertook a structural integrity assessment of the site in January 2025, which recommended additional rock revetment to increase the longevity of the existing quay apron (Appendix 6). This recommendation has been adopted as part of the development application, and as such further strengthens the shorelines resistance to the effects of potential coastal erosion. Ultimately, this ensures the physical infrastructure constructed above the existing quay can maintain a tolerable risk from erosion.

The proposed revetment will abut the existing seawall but rather than maintaining a vertical face like the sheet pile wall, it will be sloped and voids will exist between the rock face. These voids will ensure it behaves like a slotted beach, which serves to reduce the wave reflectivity and as a result minimise the overall energy potential in the area.

Vessel movements associated with berthing and departure will present an increased erosion risk through wave generation and propellor scour. The coastline along the main quay area is protected through the existing structure and the additional revetment, whilst the shoreline to the south will be largely protected from ferry wash due to its more eastern aspect, and the fact it is removed from the main berthing/manoeuvring area. The proposed rock revetment will also act to reduce the overall wave energy, when compared to the existing vertical sheet pile, as it will allow wave runup and the voids between rocks will break up and absorb wave forces, acting to dull the energy of the reflected waves.

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Figure 15. Looking northwest adjacent to proposed terminal site showing man-made concrete foundation where proposed terminal site will be located

The seabed sediment particle size analysis indicates the seabed is predominantly made of fine, bioturbated silty sediment and the entire survey footprint was characterised as fine silt (Appendix 3). Whilst the natural values assessment doesn't specify depths of the silt layers it has been assumed that silts are likely to be in the range of 0.5-1m deep at the ferry terminal location. Whilst the fine material may provide some cohesion to the seabed material, some scour effects due to prop wash generated by the ferry is likely to be unavoidable. This will be localised to the areas where the ferry will be undertaking directional changes (berthing manoeuvres), close to the terminal itself. Additionally, scour will be limited to the depth of the underlain firm material. Detailed assessment of scour potential cannot be undertaken until specific details of the seabed and the vessel are known, but the ferry operations will need ensure the effects of propellor wash on the seabed will be minimal. To do so ferry speeds must be restricted in and around this shoreline to reduce wash and wave energy potential.

3.3 RESPONSE TO PLANNING CRITERIA

C10.5 – Use Standards
C10.5.2 Uses located within a non-urban zone and within a low or medium coastal erosion hazard band

Acceptable Solution – A1	
Planning Clause:	**PA Response:**
No Acceptable Solution.	*N/A*

There is no acceptable solution A1, therefore the performance criteria must be addressed.

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Performance Criteria – P1 A tolerable risk for a use located within a non-urban zone and within a low or medium coastal erosion hazard band can be achieved and maintained, having regard to:	
Planning Clause:	**PA Response:**
a) any increase in the risk from coastal erosion;	*The risk to minor utilities (ie. footpath) is negligible as they can easily be closed (temporarily or permanently) if a risk begins to develop.* *The existing sheet pile sea wall is to be reinforced with rock revetment to improve structural integrity – acting to reduce coastal erosion risk.*
b) any requirement for specific hazard reduction or protection measures;	*The existing sheet pile sea wall is to be reinforced with rock revetment to improve structural integrity.*
c) the need to minimise any: i) increase in risk to public infrastructure; and ii) reliance on coastal protection works;	*The risk to minor utilities (ie. footpath) is negligible as they can easily be closed (temporarily or permanently) if a risk begins to develop.* *The existing sheet pile sea wall is to be reinforced with rock revetment to improve structural integrity – acting to reduce coastal erosion risk.*
d) any advice from a State authority, regulated entity or a council; and	*To the author's knowledge no other coastal erosion advice has been prepared for this site.*
e) the advice contained in a coastal erosion hazard report.	*To the author's knowledge no other coastal erosion report has been prepared for this site.*

C10.6 Development Standards for Buildings and Works

C10.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area

Acceptable Solution – A1	
Planning Clause:	**PA Response:**
No Acceptable Solution.	*N/A*

There is no acceptable solution A1, therefore the performance criteria must be addressed.

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Performance Criteria – P1.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area must have a tolerable risk, having regard to:	
Planning Clause:	**PA Response:**
a) whether any increase in the level of risk from coastal erosion requires any specific hazard reduction or protection measures;	*The existing sheet pile sea wall is to be reinforced with rock revetment to improve structural integrity – acting to reduce coastal erosion risk.*
b) any advice from a State authority, regulated entity or a council; and	*To the author's knowledge no other coastal erosion advice has been prepared for this site.*
c) the advice contained in a coastal erosion hazard report.	*To the author's knowledge no other coastal erosion report has been prepared for this site.*

Performance Criteria – P1.2 A coastal erosion hazard report demonstrates that:	
Planning Clause:	**PA Response:**
a) the building and works: i) do not cause or contribute to any coastal erosion on the site, on adjacent land or public infrastructure; and ii) can achieve and maintain a tolerable risk from a coastal erosion event in 2100 for the intended life of the use without requiring any specific coastal erosion protection works;	*The proposed development largely relies on existing infrastructure that is protected from the impacts of coastal erosion through an artificial sea wall, which is proposed to be reinforced with rock revetment. The proposed sloped rock revetment which will serve to dissipate energy and as such will reduce wave action and the risk to neighbouring land.* *The risk to minor utilities (ie. footpath) is negligible as they can easily be closed (temporarily or permanently) if a risk begins to develop.*
b) buildings and works are not located on actively mobile landforms, unless for engineering or remediation works to protect land, property and human life.	*The proposed footpath is not located on an actively mobile landform.*

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4 Coastal Inundation – C11.0

4.1 OVERVIEW

Assessment of the coastal inundation code is required as the proposed Wilkinsons Point ferry terminal is located within multiple coastal inundation hazard bands as defined by the Tasmanian Planning Scheme - Glenorchy.



Figure 16. Tasmanian Planning Scheme - Coastal inundation hazard band overlay

The overarching intent of the code is summarised by the code purpose (as follows), and it is the role of this report to ensure this purpose is met. The code purpose provides a higher-level description of the code, which makes clear the intended outcomes.

C11.1 Code Purpose
The purpose of the Coastal Inundation Hazard Code is:

C11.1.1
To ensure that use or development subject to risk from coastal inundation is appropriately located and managed so that:

a) people, property and infrastructure are not exposed to an unacceptable level of risk;
b) future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised;

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c) it does not increase the risk from coastal inundation to other land or public infrastructure; and
d) works to protect land from coastal inundation are undertaken in a way that provides appropriate protection without increasing risks to other land.

C11.1.2
To provide for appropriate use or development that relies upon a coastal location to fulfil its purpose.

4.2 ASSESSMENT

The site is exposed to the full range of inundation hazard ratings (Figure 16). Coastal inundation hazard bands are defined by the existing ground surface level, as such any mapping can be verified by up-to-date site survey. The area was surveyed by Veris on the 28/05/2024, which was mostly consistent with the mapped layers. The notable exception being the high-risk inundation area mapped on the northern corner of the concrete quay. This is a mapping error, with survey levels indicating the concrete apron maintains a relatively level surface above 2m AHD with no significant step downs, thus placing the entire quay within the low-risk band.

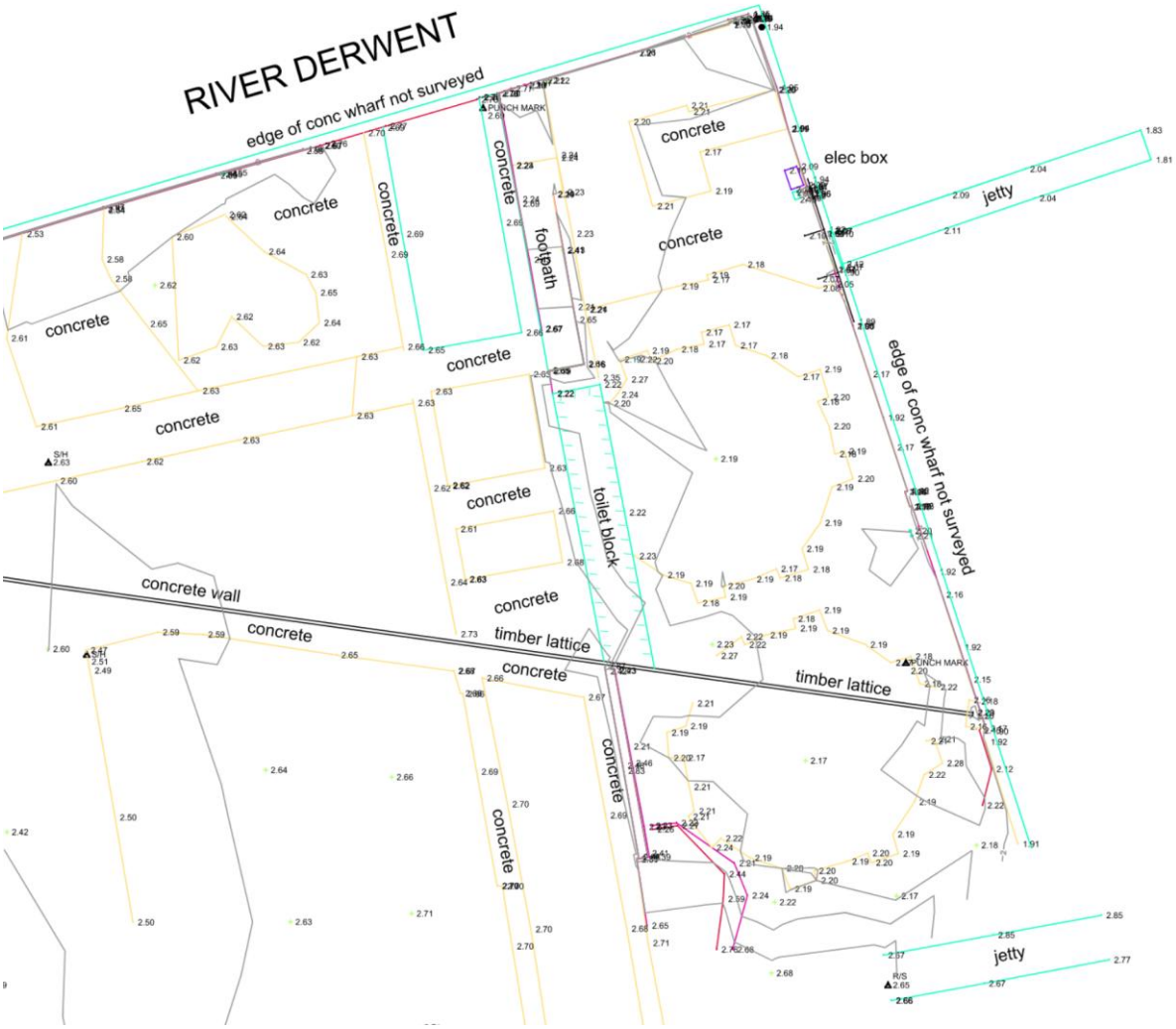


Figure 17. Site survey (refer Appendix 2 for full plan)

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As stated, the entire concrete quay sits at an elevation of approximately 2.2-2.3m AHD, placing it just below the defined flood level and within the low hazard band.

Table 1. Coastal Inundation Hazard Bands AHD Levels [1].

Locality	High Hazard Band (m AHD)	Medium Hazard Band (m AHD)	Low Hazard Band (m AHD)	Defined Flood Level (m AHD)
	Sea Level Rise 2050	1% annual exceedance probability 2050 with freeboard	1% annual exceedance probability 2100 (design flood level) with freeboard	1% annual exceedance probability 2100
Glenorchy	0.9	1.9	2.6	2.3

Architectural drawings indicate a 100-150mm concrete slab is to be installed above the existing quay apron to form the finished floor level (FFL) of the new terminal building and bike storage areas. As a result, expected inundation depths are to be negligible as the design flood level approximately aligns with the proposed FFL of the terminal. Further to this, a 400mm high Cor-Ten steel barrier is proposed along the perimeter of the quay. Whilst there will be openings in this barrier for the gangway, it still provides an increased level of protection to the terminal area.

The ferry terminal and service are to be used by the general public as commuter transport, which does not classify it as a 'vulnerable use'. The building is also not classified as a habitable room, as such there is no formal requirement for the FFL to maintain a level of freeboard to the design flood level. The nature of a public transport service is that users arrive at the terminal shortly before their departure time, spend a small amount of time waiting in the terminal, before they board and depart on the ferry. As a result, users are not spending significant time within the terminal and are unlikely to be caught out by rising water levels. The ferries will also have strict weather-based cut-offs that dictate under which conditions the service will operate. In an extreme inundation event ferries are highly unlikely to be operating, as such the terminal would be closed and public access restricted. Removing the public from the area at the time of danger essentially eliminates the risk and ensures a tolerable rating can be achieved.

Under the design flood scenario, the depth of displaced water is minimal (up to 100mm depth) confirming the potential impact to surrounding development and the risk to civil infrastructure is negligible as such depths do not impart significant loading onto the structure. Similarly, designing any electrical and mechanical infrastructure to be located above this level can easily be achieved.

Pinion Advisory believe is not logical to create a flood emergency management plan for the terminal building; rather we suggest that such a plan should be tied into the operational procedures of the broader ferry service, and any risks/closures/cancellation of services communicated to the public at a high level. The ferry service will need to be able to communicate with the public over the operational changes for other matters (i.e. ferry repair, bad weather) so it would be simple for inundation risk to be included as part of this process. The most effective way to reduce/eliminate risk during an inundation event is to ensure the public don't arrive at the terminal expecting to catch a ferry.

[1] Glenorchy City Council, 2026. *Glenorchy Local Provisions Schedule. GLE-Table C11.1.*

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4.3 RESPONSE TO PLANNING CRITERIA

C11.5 – Use Standards
C11.5.1 Uses within a high coastal inundation hazard band

Acceptable Solution – A1	
Planning Clause:	**PA Response:**
No Acceptable Solution.	*N/A*

There is no acceptable solution, therefore the performance criteria must be addressed.

Performance Criteria – P1 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:	
Planning Clause:	**PA Response:**
a) the need to access a specific resource in a coastal location;	*The proposed ferry terminal relies upon coastal location to fulfil its purpose.*
b) the need to operate a marine farming shore facility;	N/A
c) the need to access infrastructure available in a coastal location;	*The ferry terminal services rely on infrastructure located at a coastal location.*
d) the need to service a marine or coastal related activity;	*Terminal to service the proposed new ferry route.*
e) provision of an essential utility or marine infrastructure;	*A ferry terminal is marine infrastructure.*
f) provision of open space or for marine-related educational, research, or recreational facilities;	*The terminal will provide seating and public spaces.*
g) any advice from a State authority, regulated entity or a council; and	*To the author's knowledge no other coastal erosion advice has been prepared for this site.*
h) the advice obtained in a coastal inundation hazard report.	*To the author's knowledge no other coastal erosion report has been prepared for this site.*

Performance Criteria – P2 A coastal inundation hazard report also demonstrates that:	
Planning Clause:	**PA Response:**
a) any increase in the level of risk from coastal inundation does not require any specific hazard reduction or protection measures; or	*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.*

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Performance Criteria – P2 A coastal inundation hazard report also demonstrates that:	
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.	*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. through communication channels that the ferry service operation will already be required to have set up.*

The site is also impacted by a medium coastal inundation hazard band, and as it is within a non-urban zone requires assessment against C11.5.2. As the planning criteria for this code is identical to the high hazard band (C11.5.1) but the land within the medium band is exposed to a lower inundation risk, the responses under C11.5.1 are acceptable to address C11.5.2 also.

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

Refer responses to C11.5.1

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

Acceptable Solution – A1	
Planning Clause:	**PA Response:**
No Acceptable Solution.	*N/A*

There is no acceptable solution, therefore the performance criteria must be addressed.

Performance Criteria – P1 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:	
Planning Clause:	**PA Response:**
a) any increase in the level of risk from coastal inundation;	*The proposed ferry terminal is a redevelopment of an existing terminal area, as such is already utilised for this purpose and the risk to more frequent use has still been assessed as tolerable.*
b) any requirement for specific hazard reduction or protection measures;	*No specific hazard reduction or protection measures have been proposed.*
c) the need to minimise any: i. increase in risk to public infrastructure; and ii. reliance on coastal protection works;	*The designated flood level is based on the year 2100 and is approximately equal to the proposed FFL of the terminal building, ensuring users will not get exposed to rising water levels.* *Public transport terminals are passenger interchanges, not locations where people dwell long periods. As such people are*

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Performance Criteria – P1 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:	
	unlikely to be caught out by rising flood water and the risk to users is minimal. *The new terminal infrastructure (i.e. concrete slab) is exposed to only 100mm of water depth, which does do not induce significant structural loads.* *Coastal protection works are proposed. These works are required due to corrosion of an existing sheet pile wall, rather than degradation/erosion due to wave energy.*
d) any advice from a State authority, regulated entity or a council; and	*To the author's knowledge no other coastal erosion advice has been prepared for this site.*
h) the advice contained in a coastal inundation hazard report.	*To the author's knowledge no other coastal erosion report has been prepared for this site.*

C11.6 - Development Standards for Buildings and Works

C11.6.1 Buildings and works, excluding coastal protection works, within a coastal inundation hazard area

As this site falls within the Wilkinsons Point Specific Area Plan it is subject to assessment against the Glenorchy Local Provisions Schedule - specifically GLE-S2.0 Wilkinsons Point Specific Area Plan. As defined in the inundation risk management section of the specific area plan, clause C11.6.1 – Development Standards for Buildings and Works of the Tasmanian Planning Scheme are replaced by GLE-S2.7.7.

GLE-S2.7.7 – Inundation Risk Management

Acceptable Solution – A1 Building and works must not be less than 300mm above the designated flood level.	
Planning Clause:	**PA Response:**
Building and works must not be less than 300mm above the designated flood level.	*The floor level is below the design flood level.*

The acceptable solution is not met, therefore the performance criteria must be addressed.

Performance Criteria – P1 Buildings and works less than 300mm above the designated flood level must:	
Planning Clause:	**PA Response:**
a) not be for the purposes of a vulnerable use;	*The development is not classified as vulnerable use.*

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Performance Criteria – P1 Buildings and works less than 300mm above the designated flood level must:	
b) not contain any civil, mechanical or electrical elements that have not been designed using suitable materials and techniques to resist inundation effects;	*Risk to civil infrastructure is minimal due to negligible inundation depths, which ensures electrical and mechanical infrastructure can be located above flood level*
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 coastal inundation hazard report or a flood hazard report, and	*The designated flood level is based on the year 2100 and is approximately equal to the proposed FFL of the terminal building.* *The new terminal infrastructure (i.e. concrete slab) is exposed to only 100mm of water depth, which does do not induce significant 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.* *To the author's knowledge no other coastal inundation advice or reports have been prepared for this site.*
d) be accompanied by a flood emergency management plan.	*Pinion Advisory recommend that an inundation emergency plan be prepared as part of the broader ferry service operational procedure.*

C11.6.2 Coastal protection works within a coastal inundation hazard area

Acceptable Solution – A1	
Planning Clause:	**PA Response:**
No Acceptable Solution.	*N/A*

There is no acceptable solution, therefore the performance criteria must be addressed.

Performance Criteria – P1 Coastal protection works within a coastal inundation hazard area must be appropriately located, fit for purpose and kept to a minimum, having regard to:	
Planning Clause:	**PA Response:**
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;	*The proposed ferry terminal relies upon coastal location to fulfil its purpose.*
b) the advice contained in a coastal inundation hazard report that:	*The designated flood level is based on the year 2100 and is approximately equal to the*

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Performance Criteria – P1 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. 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 ii. the risks from coastal inundation in a 1% annual exceedance probability coastal inundation event in 2100 can be mitigated;	*proposed FFL of the terminal building ensuring minimal risk to users.* *The new terminal infrastructure (i.e. concrete slab) is exposed to only 100mm of water depth, which does do not induce significant structural loads and ensures the displacement of water is negligible.* *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.*
c) the need for arrangements to be made, including with the applicant, to meet the cost of construction and ongoing maintenance of the coastal protection works; and	*The applicant (or a representative) will be responsible for the cost of construction, and any ongoing maintenance of the proposed coastal protection works.*
d) any advice from a State authority, regulated entity or a council.	*To the author's knowledge no other coastal erosion report has been prepared for this site.*

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5 Conclusions and Recommendations

The proposed ferry terminal at Wilkinsons Point, Glenorchy has been evaluated against the Natural Assets Code, the Coastal Erosion Hazard Code, and the Coastal Inundation Hazard Code of the Tasmanian Planning Scheme - Glenorchy.

The development is coastal-dependent and will be designed to be constructed without significant alteration to the existing site. The main features of the development are

- Rock revetment that abuts the existing sheet pile wall, which is essentially a replacement of the existing infrastructure.
- New access road and parking that will formalise the existing gravel areas that already perform this function.
- A new terminal building that will be constructed atop an existing concrete apron.

Natural Assets
Whilst not listed as a Tasmanian or Commonwealth threatened, protected or migratory species or communities, the NVA indicated that reefs formed by the Australian flat oyster (Ostrea angasi) are present across the footprint of the rock revetment. As such, the impact to this population is to be assessed once detailed design of the revetment is known.

The overall impact of the development to natural assets is considered minimal, provided the impact to the flat oyster is addressed, as the proposed infrastructure either utilises existing infrastructure or upgrades it.

Coastal Erosion
The site will be protected from the impacts of coastal erosion through the existing sea wall and the proposed rock revetment face. Risk to all other infrastructure is very low. Management of ferry operations will be required to ensure risk of erosion through wave generation and propellor scour is tolerable.

Coastal Inundation
Coastal inundation risk is minimal as the proposed floor level of the terminal building is equal to the level of the design flood. As a result, inundation is unlikely, and the residual risk to both users and infrastructure is tolerable.

The proposed development satisfies the Tasmanian Planning Scheme – Glenorchy and the general intent of the code.

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Appendix 1 Photo Record



Figure 18. Swell exposure from site



Figure 19. Swell exposure from east of site

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Figure 20. Swell exposure from west of site



Figure 21. Ground at site facing east.

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Figure 22. Ground at site facing west.



Figure 23. Cliff face approximately 100m east of site

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Figure 24. Existing gangway



Figure 25. Existing coastal retaining wall west of site facing west.

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Figure 26. Slope of site facing southwest



Figure 27. Slope of site facing southeast

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Figure 28. Slope of site facing west

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Appendix 2 Site Survey

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IMPORTANT NOTE:

THIS PLAN HAS BEEN PREPARED FOR BURBURY FROM A COMBINATION OF FIELD SURVEY AND EXISTING RECORDS FOR THE PURPOSE OF DESIGNING NEW CONSTRUCTIONS ON THE LAND AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

UNDERGROUND SERVICES HAVE NOT BEEN LOCATED.

THE OUTER EDGE OF THE CONCRETE WHARF WAS NOT SURVEYED DUE TO SAFETY CONCERNS.

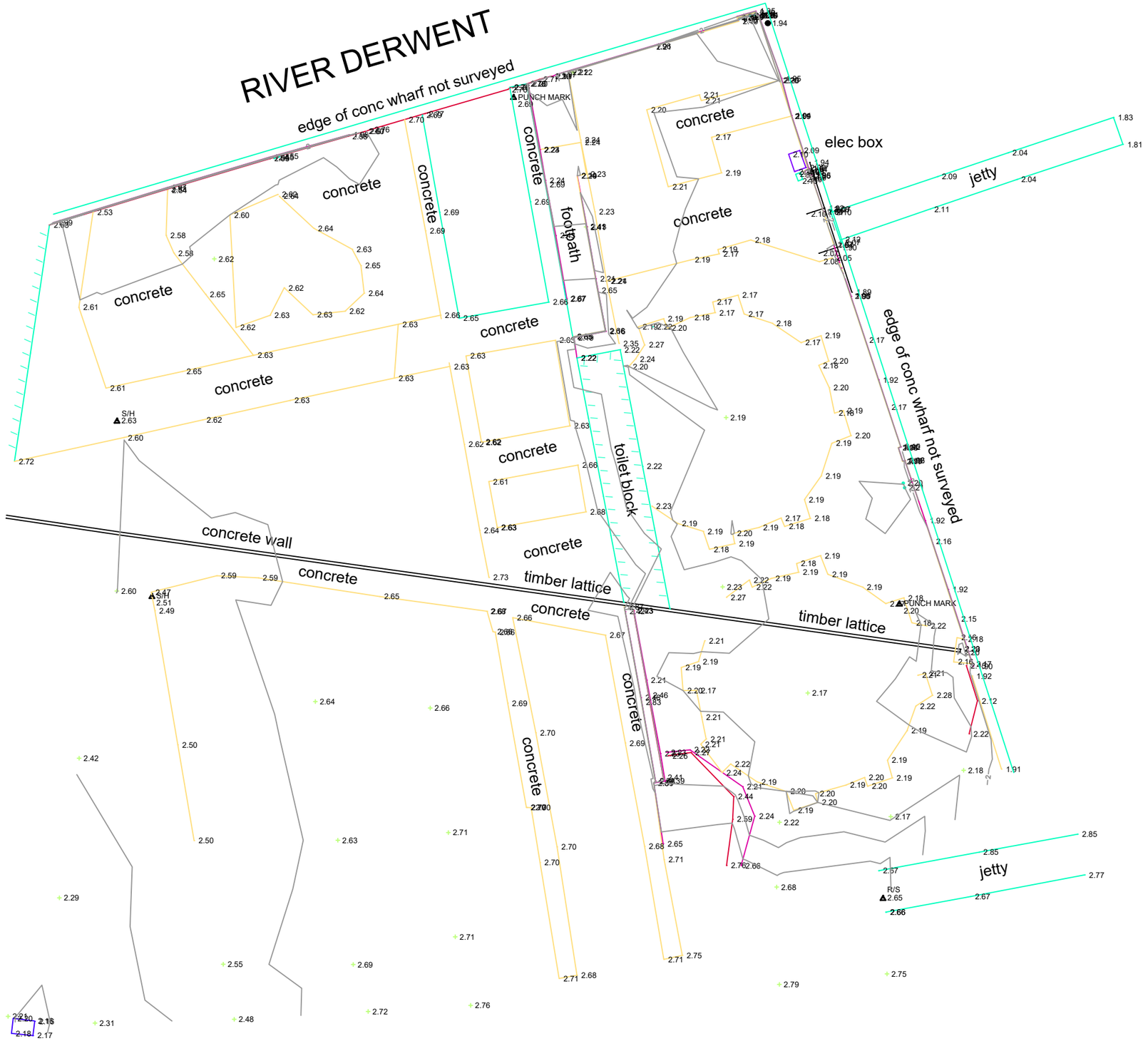
THE RELEVANT AUTHORITIES SHOULD BE CONTACTED REGARDING THE LOCATION OF UNDERGROUND UTILITIES (TELSTRA, WATER MAINS, SEWER, DRAINAGE, GAS) WHICH REQUIRE VERIFICATION ON SITE BEFORE CONSTRUCTION.

THIS DATA IS ON A PLANE COORDINATE SYSTEM -

DISTANCES ARE WHAT WOULD BE MEASURED ON THE GROUND USING A TAPE MEASURE. THE COORDINATES HAVE AN MGA ORIGIN AT SPM8860 (E:524080.602, N:5258790.275, AHD 5.931m)

THE COMBINED SCALE FACTOR (CSF) TO BE APPLIED TO CONVERT TO MGA COORDINATE SYSTEM IS 0.99960620. USE SPM8860 AS THE SCALE ORIGIN POINT

THIS NOTE IS AN INTEGRAL PART OF THE PLAN



NOTES
UNDERGROUND UTILITIES HAVE NOT BEEN SURVEYED AND REQUIRE VERIFICATION ON SITE BEFORE CONSTRUCTION.

veris
Suite 1 Level 3 "Kirksway House"
2-8 Kirksway Place
Battery Point TAS 7004
03 6232 0400
hobart@veris.com.au
veris.com.au
ABN 25 098 991 210

NO	DATE	DRN	CHKD	DESCRIPTION
02	29/05/24	JRJL	JRJL	CONTOURS/TRIANGLES ADDED
01	28/05/24	JRJL	JRJL	DRAFT ISSUE

This plan is not intended for attachment to sale contract documents

OUR REF: 306279 D01-1 Wilkinsons Point			
CONTOUR INTERVAL: 0.2m			
DATUM: GDA2020 PLANE, AHD			
SCALE: 1:300	ORIGINAL SHEET SIZE: A3		
DATE OF SURVEY: 28/05/2024	JRJL		
DRAWING No: 306279	REV 02	SHEET No: 1 OF 1	

BURBURY CONSULTING
FEATURE AND LEVEL SURVEY
WILKINSONS POINT GLENORCHY

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Appendix 3 Natural Values Assessment

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Marine SOLUTIONS TASMANIA PTY LTD

www.marinesolutions.net.au

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-26-142

DATE RECEIVED: 13 August 2026

DERWENT FERRIES TERMINAL CONSTRUCTION – WILKINSONS POINT

NATURAL VALUES ASSESSMENT

prepared for

Burbury Consulting

August 2024



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Cover photo: Wilkinson Point GASP Jetty Marine Solutions 2024

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Executive Summary

Marine Solutions was commissioned by Burbury Consulting to undertake a marine natural values assessment, ecological and threatened species field surveys, bathymetry characterisation and sediment particle size analysis at the site of a proposed ferry terminal development within the Derwent Estuary at Wilkinsons Point, Glenorchy, Tasmania.

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) Protected Matters Search Tool (PMST) and the *Threatened Species Protection* (TSP) Act 1995 Natural Values Atlas (NVA) were used to identify listed threatened species and communities in the vicinity of the proposed development. Fieldwork included intertidal and subtidal ecological surveys, underwater habitat characterisation and introduced marine pest survey, targeted threatened and protected species searches, bathymetry swath mapping and sediment collection. Field surveys were conducted on 27th June and 5th July 2024.

There was extensive debris near the berthing dolphins, including metal projections or spikes that may pose a navigation hazard, as well as large concrete structures and pipes. Visual assessment from the dive survey found that debris was concentrated near the berthing dolphins. Removal of debris may be required to mitigate risk to berthing vessels.

The surveyed location included many introduced species, such as the New Zealand common cushion star (*Patiriella regularis*) and the Northern Pacific seastar (*Asterias amurensis*). The intertidal survey did not find any Tasmanian Live-bearing seastar (*Parvulastra vivipara*) or Derwent River seastar (*Marginaster littoralis*).

The seafloor at the proposed development location gently slopes from the shoreline, reaching approximately 7 meters at the deepest point in the northern corner of the surveyed area. From conceptual drawings this may provide a draft of ~ 3.5-4.5 m at mid-tide where the ferries will berth. On very low tides, without dredging or extending the jetty further out into the Derwent, this may limit the size range of vessels that could use the facility without causing resuspension of sediments

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from propeller wash during operations. The proposed development footprint predominantly consists of fine, bioturbated silty sediment, with isolated flat oysters and oyster reefs ecosystems. Sediment particle size differed across the location with a higher proportion of finer silts found at the deeper sampled site than the shallower, but both samples were predominately composed of fine silt.

The sediment contained levels of aluminium, arsenic, copper, nickel and silver above the lower trigger levels from the ANZECC/ARMCANZ default guideline values, and levels of cadmium, lead, zinc and mercury exceeding the upper trigger in some cases by many multiples.

Standard operating procedures outlined in Underwater Piling Noise Guidelines (Government of South Australia 2012) should be adopted during any construction works that may produce underwater acoustic disturbance to minimize potential impacts on marine mammals.

The proposed development poses minimal risk to threatened marine mammals, turtles, bony fish and elasmobranchs, invertebrates and marine communities.

Table 1. Summary of the potential impacts of the proposed development and recommended mitigations.

	Summary of findings	**Potential impacts**	**Likelihood of impact**	**Recommended mitigations**
Aquatic flora and fauna	No threatened species but flat oysters and oyster reefs ecosystems	Flat oyster and oyster reefs ecosystems mortality	Low	Avoid dredging if possible
Noise	Piling work may cause underwater acoustic pollution	Acoustic disturbance to marine mammals	Low	Follow standard guidelines (Government of South Australia 2012)
Sediments	Fine, heavy metal contaminated silts may mobilised during construction	Degraded water quality due to resuspension of contaminated sediments	Possible	Resuspension of contaminated silts should be constrained, and silt curtains should be considered.

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1 Introduction

1.1 Proposal brief

Marine Solutions was engaged by Khishendran Mahendran of Burbury Consulting to conduct a Marine Natural Values (MNV) assessment to evaluate the marine environmental impact of a ferry terminal development at Wilkinsons Point, Tasmania.

The location has berth vessels in the past but it not currently used as a ferry terminal. The design is still in a conceptual stage, but it is proposed that the existing infrastructure at the Wilkinson Point be used in conjunction with a land-based terminal. An additional berthing pile or dolphin may be required depending on the design of the vessel.

There is no intention at this stage to dredge the site to allow passage of ferries.

1.2 Purpose and Scope

Burbury Consulting requires comprehensive environmental and bathymetric surveys across the footprint of a proposed ferry terminal. The primary purpose of this scope of work is to assess the environmental impact of the proposed construction to the aquatic environment, to identify appropriate mitigations where necessary to minimise impact, and to facilitate navigation of relevant environmental regulatory frameworks. The surveys will also identify environmental constraints and potential risks to construction and operation.

Besides an environmental assessment, dive surveys will also to be used to look for potential debris on the seabed around the area as it was previously used as a casting yard for the construction of the Bowen Bridge.

The assessment was designed to address the unique characteristics of the site and was carried out in accordance with the *Guidelines for Natural Values Surveys – Estuarine & Marine Development Proposals* (DPIPWE 2020)

The scope of works includes:

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- Preparation, liaison and preliminary desktop assessment
- Field survey
    - Introduced marine pests survey
    - Intertidal and subtidal habitat characterisation survey
    - Observations of debris
    - Bathymetric profile
    - Sediment sampling for particle size and contaminants (heavy metals, TPH)
- Data analysis and reporting

1.3 Site Overview

The development location is on the western shore of the Derwent River at Wilkinsons Point, Glenorchy (Figure 1). The proposed works will produce infrastructure both fit to purpose and robust enough to deal with repeat daily berthing of commercial-grade commuter ferry vessels. The proposal is still conceptual and the final design of the ferry terminal and types of vessels to be used are not yet confirmed. The proposed terminal will use the existing infrastructure of the GASP jetty (northern most jetty at the location), with the possible addition of another berthing dolphin.

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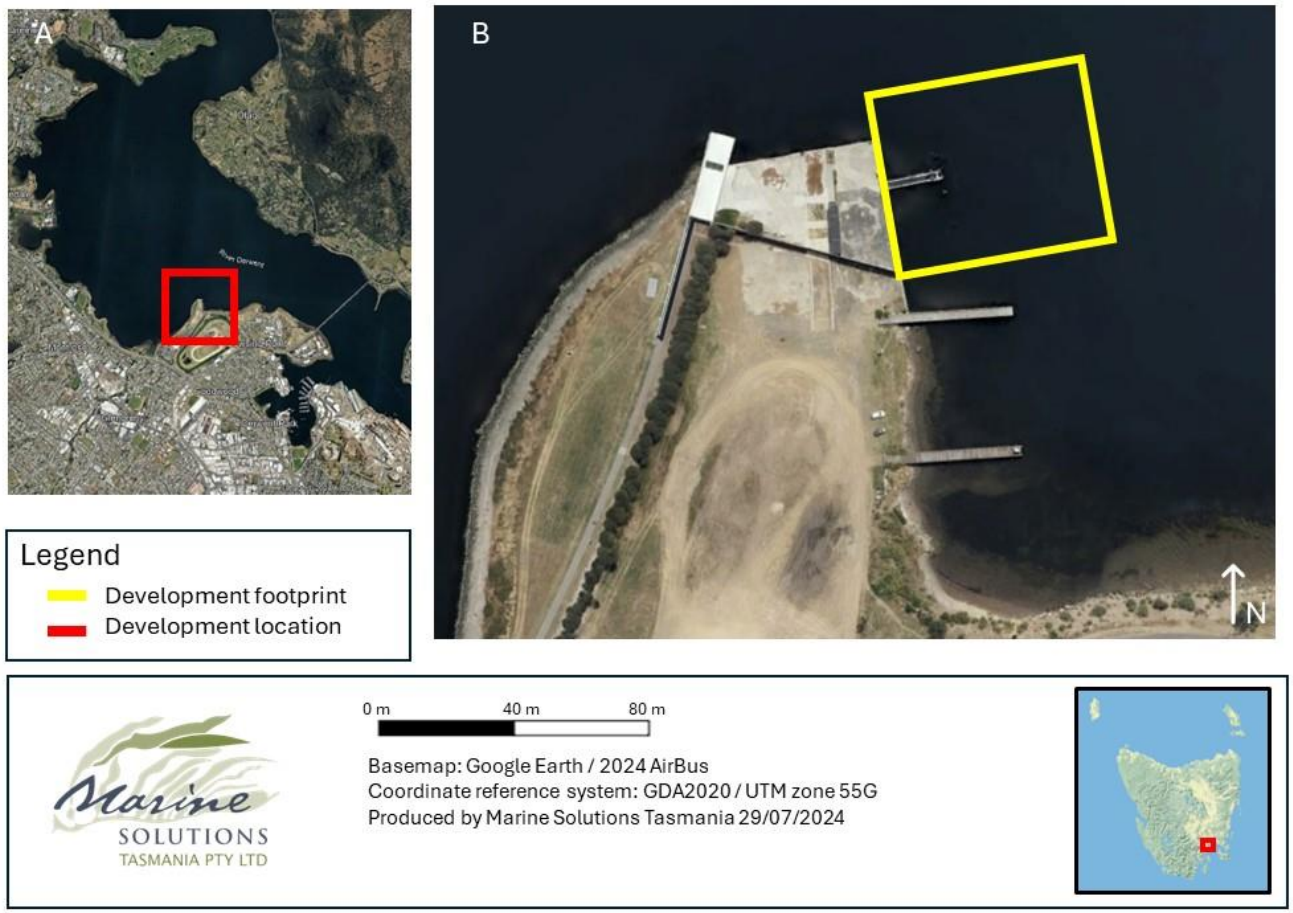


Figure 1. Map showing location and the extended footprint of the proposed development. A) Wilkinsons Point in red and B) the development footprint in yellow.

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2 Desktop-Based Assessment

A desktop review of natural values was conducted in accordance with guidelines for the marine environment relating to the proposed developments (DPIPWE 2020). This was done to identify any potential impacts to threatened species and communities that may occur within the vicinity of the proposed development.

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

2.1 EPBC Act Protected Matters Report

The *Environment Protection and Biodiversity Conservation (EPBC) Act 1999* Protected Matters Search Tool (PMST) is a tool managed by the Department of Agriculture, Water and the Environment to help determine whether Matters of National Environmental Significance (MNES) or other matters protected by the *EPBC Act* are likely to occur in an area of interest (Commonwealth of Australia 2024). The PMST was used to identify protected matters relating to the study area, with a buffer of 500 m and 5000 m. Marine, aquatic and estuarine threatened species and communities are listed in Table 2. All matters identified by the PMST are summarised in Appendix 1. The full report is available upon request from Marine Solutions.

2.2 Tasmanian Government Natural Values Report

A Natural Values Report was compiled using the Tasmanian Governments online Natural Values Atlas tool. The tool utilises several data sets to provide a resource for desktop reviews of natural values for specified areas around Tasmania. The Natural Values Atlas tool was used to identify protected matters at the development and with a 500 m and 5000 m buffer zone surrounding the location's

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footprint (NRE 2024). The full report is available upon request from Marine Solutions. Marine, aquatic and estuarine threatened species identified in the report are listed in Table 2.

2.3 Threatened and Protected Species/Ecological Communities

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

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

In a search of the Natural Values Atlas (NRE Tas, 2024) and EPBC PMST (Commonwealth of Australia 2024), 11 threatened marine species were identified as possibly occurring in the area or known to occur in the area, as well as 1 migratory species and 1 conservation dependent species (Table 2). Verified records of 7 threatened species were found within a 5000 m radius of the study area (NRE Tas, 2024): the Derwent River seastar (*Marginaster littoralis*) the Spotted handfish (*Brachionichthys hirsutus*), Australian grayling (*Prototroctes maraena*) New Zealand fur seal (*Arctocephalus forsteri*), Southern elephant seal (*Mirounga leonine*), Sub-Antarctic fur seal (*Arctocephalus tropicalis*) and the Southern right whale (*Eubalaena australis*).

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Table 2. Summary of threatened species identified in a search of the EPBC PMST and Natural Values Atlas (both with 500 m and 5000 m buffer zones). Note that the scope does not extend to terrestrial or avian biota

	Species/ Community	Listing		EPBC PMST findings	NVA findings
		EPBC Act	TSP Act		
Marine Mammals	Blue whale (*Balaenoptera musculus*)	Endangered	Endangered	Species or species habitat likely to occur within 5000 m	No records within 5000 m
	Southern right whale (*Eubalaena australis*)	Endangered	Endangered	Breeding known to occur within 5000 m	Verified record within 5000 m
	New Zealand fur seal (*Arctocephalus forsteri*)	Not listed	Rare	Not listed	Verified record within 5000 m
	Southern elephant seal (*Mirounga leonine*)	Vulnerable	Endangered	Not identified	Verified record within 5000 m
	Sub-Antarctic fur seal (*Arctocephalus tropicalis*)	Vulnerable	Endangered	Not identified	Verified record within 5000 m
Bony Fish and Elasmobranchs	Australian grayling (*Prototroctes maraena*)	Vulnerable	Vulnerable	Species or species habitat known to occur within 500 m	Verified record within 5000 m
	Red handfish (*Thymichthys politus*)	Critically Endangered	Endangered	Species or species habitat may occur within 5000 m	No records within 5000 m
	Spotted handfish (*Brachionichthys hirsutus*)	Critically Endangered	Endangered	Species or species habitat may occur within 5000 m	Verified record within 5000 m
	School shark (*Galeorhinus galeus*)	Conservation Dependant	Not listed	Species or species habitat likely to occur within 5000 m	Not listed
	White shark (*Carcharodon carcharias*)	Vulnerable	Vulnerable	Species or species habitat known to occur within 5000 m	No records within 5000 m
	Porbeagle (*Lamna nasus*)	Migratory	Not listed	Species likely to occur within 500 m	Not listed
Invertebrates	Tasmanian live-bearing seastar (*Parvulastra vivipara*)	Vulnerable	Endangered	Species or species habitat may occur within 5000 m	No records within 5000 m
	Derwent river seastar (*Marginaster littoralis*)	Critically Endangered	Endangered	Species or species habitat likely to occur within 5000 m	Verified record within 5000 m

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2.3.1 Threatened Marine Mammals

Cetaceans (whales and dolphins) and pinnipeds (seals) are known to occur near the proposed development site periodically. Blue whales (*Baleanoptera musculus*) may occur in Tasmanian waters during winter migrations, but generally occur offshore.

Southern right whales (*Eubalaena australis*) also migrate along coastal routes and may occur near shore and there has been a verified record within 500 m of the development proposal. The species was once common within the Derwent Estuary but was extensively hunted in the colonial period (Threatened Species Section 2024a). Although most hunting in the Derwent ended by the 1850s and the species was listed as protected in 1935, recovery has been slow. There is potential for southern right whales to occur within the vicinity of the project, as they occasionally enter the estuary, however, it is considered unlikely that they will be impacted by the project.

A large pod of 30-40 bottlenose dolphins (*Tursiops truncates*) was sighted within the development footprint during the field survey.

The New Zealand fur seal (*Arctocephalus forsteri*) was hunted close to extinction in the 1800s but was discovered breeding again in Tasmania in the 1980s and appears to be recovering well (Threatened Species Section 2024b). The species can occur in large numbers at Taillefer Rocks, Cape Raoul, Cape Pillar, Wendar Island and Niblin Point, with occasional pupping recorded at several of these sites. There are 2 verified records from the NVA within 5000 m, both from 1996 at Rosny Point. There is potential for this species to occur within the vicinity of the project, however it is considered unlikely that they will be impacted by the project.

Southern elephant seals are predominately found in Antarctic and Sub-Antarctic waters. For breeding and moulting, they haul out onto islands. Southern elephant seals once bred on King Island but were exterminated by the early 19th century. They are sited occasionally on Tasmanian coasts, with even rarer records of breeding (Bryant and Jackson 1999). There was a single record in the NVA of a moulting elephant seal on Bellerive Beach in 2017, where it was moulting. There is potential for this

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species to occur within the vicinity of the project, however, given their rarity it is considered unlikely that they will be impacted by the project.

Small breeding and haul out colonies of Sub-Antarctic fur seals occur on Macquarie Island. The species also occurs on Heard Island and is known to irregularly haul out as individuals onto beaches of Tasmania and the Australian mainland (Bryant and Jackson 1999). There is potential for this species to occur within the vicinity of the project, however, given their rarity it is considered unlikely that they will be impacted by the project.

Threats to marine mammals include acoustic pollution, entanglement (e.g., marine debris, fishing equipment), ship-strike injury and water quality degradation. The proposed project is expected to generate short-term acoustic impacts during construction. Marine mammals, particularly cetaceans, use acoustic signals for detecting prey, navigating and communication. Acoustic pollution can significantly impact these species directly through auditory injury, masking of important natural sounds, inducing behavioural changes or inducing stress, and impacts on larvae or prey species may also indirectly affect marine mammals (Erbe, 2012).

The construction of the proposed development will generate noise pollution which may affect marine mammals. However, being highly mobile, marine mammals are likely to remove themselves from unpleasant stimuli when possible. Standard operating procedures outlined in Underwater Piling Noise Guidelines (Government of South Australia 2012) should be adopted during construction works that may produce underwater acoustic disturbance to minimize potential impacts on marine mammals. A visual inspection of the area for marine mammals should be conducted prior to and during construction works. If observed, works involving underwater acoustic impacts should cease until the marine mammals are away from the area.

Due to the distance of the development site to core habitats, and with the prudent implementation of the standard mitigation measures, the project is not expected to have significant direct or indirect impacts on any threatened marine mammals.

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2.3.2 Threatened Fish excluding Handfish

Excluding handfish, the threatened fish species identified in the desktop study are migratory or highly mobile and able to avoid unpleasant stimuli. As such, the development is not anticipated to have an impact on these species. Advice on these species is provided in Appendix 2.

2.3.3 Red Handfish

Species Background

Red handfish are listed as critically endangered under federal legislation and are endemic to southeast Tasmania. Their distribution and populations are small and known sightings are limited to only two small locations (Bessell et al 2024). Given the low number of mature individuals and the extremely limited distribution of the species, areas supporting known populations represent critical habitat to the survival of the species. Their preferred habitat is on top of rocks, amongst macro-algae, in sandy areas between rocks and the reef-sand interface and on sediments with weed clumps near reefs, with a depth distribution ranging from 1 to 20 metres (Last and Gledhill 2009). Red handfish are known to have low reproductive and dispersal rates. Females attach their egg masses to seaweed species including sargassum, thin red alga, and green alga (*Caulerpa sp.*) in late October and early November.

Site Occurrence

Although the species or species habitat may occur within 5000 m of the development footprint, no verified records of red handfish have been identified within 5000 m of the area. The nearest verified record of an observed individual was at Primrose Sands, 30 km to the southeast. This species only occurs in the PMST buffer area.

Potential Impacts

As the nearest know population is in a different estuary it is highly unlikely that red handfish will be impacted by the development.

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2.3.4 Spotted Handfish

Species Background

Spotted handfish are listed as a threatened species under both the *Tasmanian Threatened Species Protection Act* (*TSPA*) and the Federal *Environmental Protection and Biodiversity Conservation Act* (*EPBC*). They are a Tasmanian endemic, benthic, coastal anglerfish that was once widespread and locally common, but they have both declined in abundance and constricted in their distributions. Spotted handfish are direct recruiting and hence have no planktonic phase to their life cycle. Rather during their mid-July to mid-December breeding season, they lay eggs on structures on the seafloor and provide parental care until they hatch (Bruce et al 1998). Declines have been linked to historical processes including scallop dredging as well as lack of adequate spawning substrates, such as stalked ascidians, which are consumed by introduced pests like the Northern Pacific seastar (Lynch et al 2022). Those local populations that remain are fragments of a once much larger population and are genetically isolated from each other (Appleyard et al 2021).

Site Occurrence

The species or species habitat may occur within 5000 m of the development footprint but only occurs in the PMST buffer area and the MNES database suggests that the distribution ends south of the Bowen Bridge. The closet verified record is more than 8 km to the Southeast at Bellerive.

Potential Impacts

It is unlikely that there will be direct impacts to spotted handfish from construction and sediment disturbance, or indirectly from ferry operations.

2.3.5 Seastars

Two species of endemic endangered seastars have been recorded within 5000 m of the proposed development site. Tasmanian live-bearing seastar (*Parvulastra vivipara*) is a small species, up to 30 mm across, inhabiting littoral waters in the state's southeast (DSEWPC 2024a). The species is one of very few seastars worldwide that brood their eggs and then give birth to live young. The population has reduced by 88% between the early 2000s and 2020, with the main threats to this species being

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habitat deterioration and destruction through sedimentation, eutrophication, and coastal development. There is only one observation of *Parvulastra vivipara* in the Derwent estuary, from 1995 by Mieko Komatsu. This site is also on the western shore of the Derwent but is more than 6 km downstream from the development. It is highly unlikely that the development will impact on this species.

The Derwent River seastar (*Marginaster littoralis*) is a small species, up to 17 mm across, that inhabits rocky shallow waters in the mid-littoral zone up to 1.5 m depth. Known threats to the seastar include interspecific competition and anthropogenic habitat modification/destruction (DSEWPC 2024b). The population has been severely impacted by introduced species that co-occur in super-abundance (e.g. New Zealand porcelain crab (*Petrolisthes elongata*) and the New Zealand common cushion star (*Patiriella regularis*) (Barrett et al 2012; Materia 1994). Furthermore, it has been hypothesised that the current lack of Derwent River seastar observations may be attributable to possible hybridisation with *P. regularis*, resulting in genetic swamping (Materia 1994). Targeted surveys in 1993 and 2010 failed to find this species, and it is highly probable that the Derwent River seastar is now extinct (O'Hara et al. 2019).

2.4 Invasive Species

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

Seven species have been declared as pests under State legislation[1]. These are:

- Northern Pacific Seastar (*Asterias amurensis*),

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

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- European Shore Crab (*Carcinus maenas*),
- European Fan Worm (*Sabella spallanzanii*),
- Japanese Wakame (*Undaria pinnatifida*),
- Black Striped Mussel (*Mytilopsis sallei*),
- European Carp (*Cyprinus carpio*), and
- Aquarium Caulerpa (*Caulerpa taxifolia*).

Nine species have been identified as priorities by the Federal government. These include established species and exotic species (MPSC 2018).

Established marine pests of national significance are:

- Japanese Kelp (*Undaria pinnatifida*),
- European Shore Crab (*Carcinus maenas*), and
- Northern Pacific Seastar (*Asterias amurensis*).

Exotic marine pests of national significance are:

- Chinese Mitten Crab (*Eriocheir sinensis*),
- Harris' Mud Crab (*Rhithropanopeus harrisii*),
- Asian Green Mussel (*Perna viridis*),
- Brown Mussel (*Perna perna*),
- New Zealand Green-Lipped Mussel (*Perna canaliculus*), and
- Black-striped false mussel (*Mytilopsis sallei*).

There are many more marine species recognised as pests by the National Introduced Marine Pest Information System (NIMPIS) (Commonwealth of Australia 2021).

The Derwent estuary has an extensive community of introduced marine pests with at least 70 known species. Upstream from Bellerive Bluff, introduced species numerically dominate the mobile invertebrate fauna (Barrett et al 2012).

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It should be ensured that no marine species are translocated because of vessel/equipment movement, by adopting a thorough cleaning protocol. Existing state legislation provides controls to prevent the translocation of marine pest species. Due to the nature of the development location, however, translocation from the Derwent to outside of the estuary would be the primary biosecurity risk.

During the intertidal and subtidal surveys, the only listed introduced species observed was the Northern Pacific seastar (*Asterias amurensis*). This species was in low abundance.

Other introduced species observed included the Pacific oyster (*Magallana gigas*) and the New Zealand common cushion star (*Patiriella regularis*). The New Zealand common cushion star was observed in abundance during the subtidal survey.

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Figure 2. Introduced species observed during the subtidal and intertidal habitat survey, A) Northern Pacific seastar (*Asterias amurensis*), B) Pacific oyster (*Magallana gigas*), C) New Zealand common cushion star (*Patiriella regularis*).

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3 Field surveys

Field surveys were conducted using several methods. Subtidal transects were undertaken by SCUBA divers conducting both video/photography and collecting sediment samples. An intertidal survey was conducted along the exposed shoreline at low tide. Bathymetry surveys were conducted via a vessel running repeated and overlapping transects across the entire development footprint. An operational summary is provided in Appendix 3.

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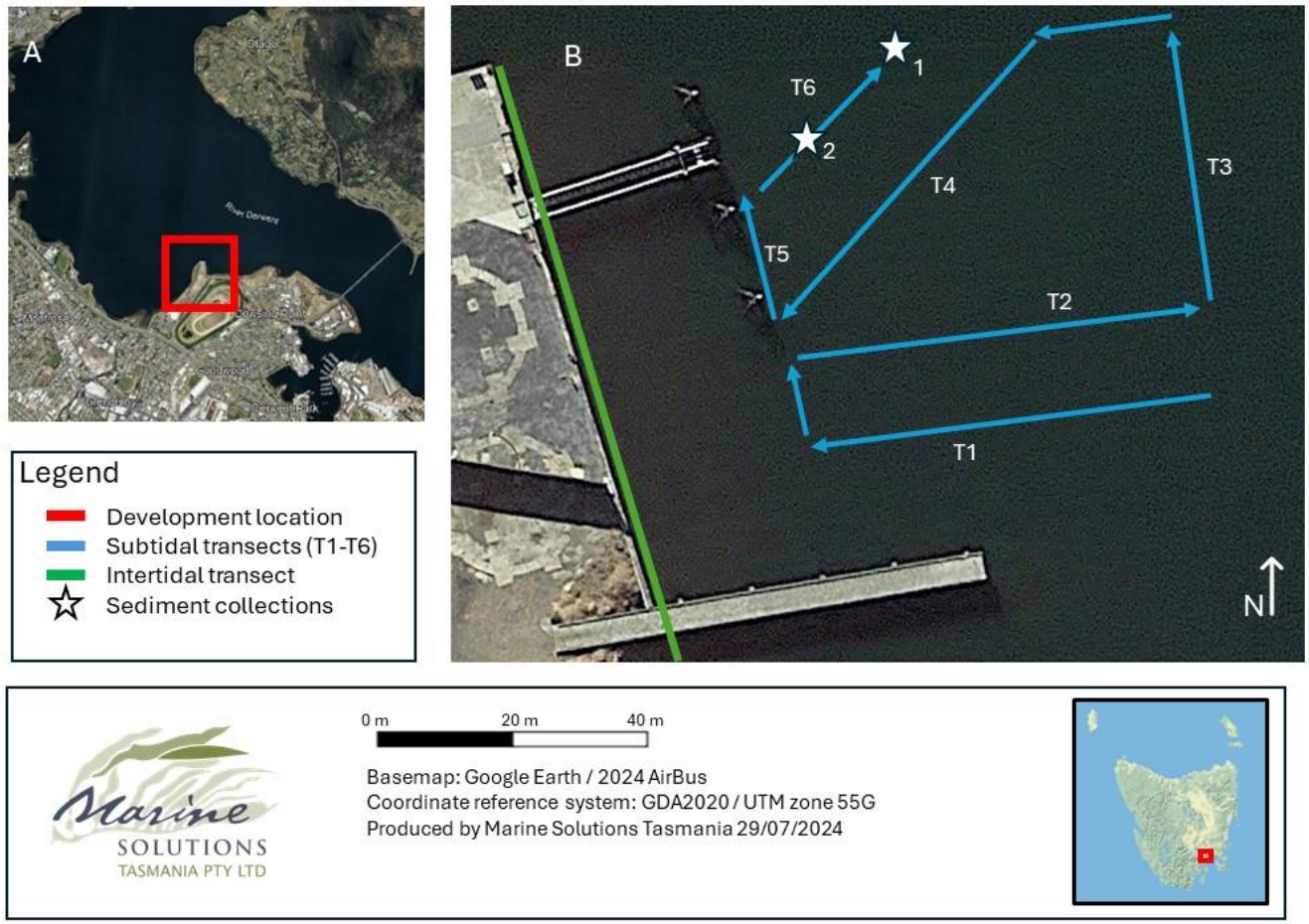


Figure 3. Fieldwork locations in A) Wilkinsons Point and B) at the location of the proposed ferry terminal development.

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4 Habitat Characterisation

4.1 Intertidal Habitat

4.1.1 Methods

To characterise the intertidal habitat, a survey was conducted on the 5th July 2024 in the vicinity of the proposed development. This was done both by small boat along the exposed concrete intertidal zone of the wharf and by foot on a small pebble beach immediately adjacent to the development footprint to the south of the wharves and jetties. All species found were noted and photographed (Figure 1).

4.1.2 Results

The entire intertidal zone within the development footprint is a vertical wharf edge. Immediately south of the wharf there is a small pebble beach. Species observed included blue mussels (*Mytilus sp.*), Pacific oyster (*Magallana gigas*), barnacles (*Elminius sp.*) and shore crabs (Grapsidae) (Figure 1). No seastars were observed within the intertidal zone.

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Figure 4. Intertidal habitat inside (A) and outside (B) the development footprint.

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Figure 1. Species observed in the intertidal zone outside of the development footprint, A) Shore crab, B) Blue mussel and C) Barnacles.

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4.2 Subtidal Habitat

4.2.1 Methods

A survey was conducted by scientific divers on 27th June 2024 in the study area to characterise the subtidal habitat. Transects of varying length followed by divers during the subtidal habitat survey are shown in blue (Figure 3). An Olympus TG-7 camera in Ikelite Ultra Compact Housing fitted with SUPE SCUBA Lamp V3KV2 lights was used by divers to capture footage of the surveyed area.

The video footage was reviewed by environmental and marine scientists, and representative habitat structure, community type and species composition were determined. Video footage of subtidal habitat transects is available from Marine Solutions upon request.

4.2.2 Results

The underwater habitat consisted of soft sediments of thick, fine bioturbated silts and flat oysters (*Ostrea angasi*) both as reefs (Figure 5) and as individuals (Figure 6) across all transects. Dive conditions were challenging with low visibility on the surface, the need for lights at 2-3 m depth and good buoyancy control to avoid disturbance of the very fine silts. Across most transects there was sparse debris, including truck tires and metal projections (Figure 5). Along transect 5 near the berthing dolphins, however, there was heavy debris, including large pieces of concrete, metal projections and pipes. The metal projection observed on this transect was particularly large, extended near to the surface and may constitute a hazard to navigation to larger vessels (Figure 6) Much of the larger debris observed near the berthing dolphins was covered in shell wrack and surrounded by flat oysters (*Ostrea angasi*) which had developed into reefs. This part of the site became very shallow (~1.2m) near the breasting dolphins.

Occasional sparse seagrass (*Heterozostera tasmanica*) was observed, and bioturbated holes housed various fish, including gobies (Gobidae). One large sand flathead (*Platycephalus bassensis*) was also observed (Figure 7).

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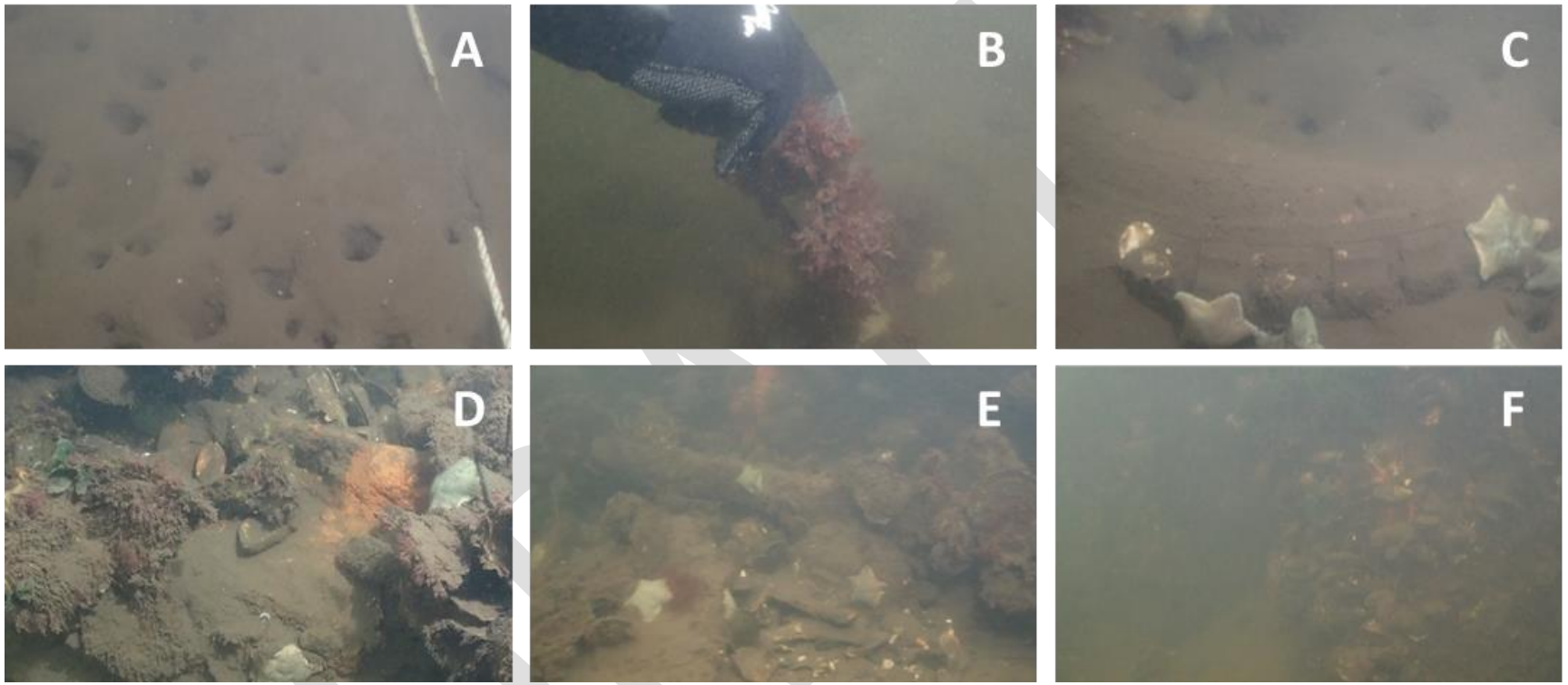


Figure 5. Examples of habitat and debris observed during the subtidal: A) bioturbated silt, B) a metal projection or spike observed on transect 2, C) truck tyre on transect 3, and all on transect 5 D) concrete slabs, E) pipes and F) large concrete structures.

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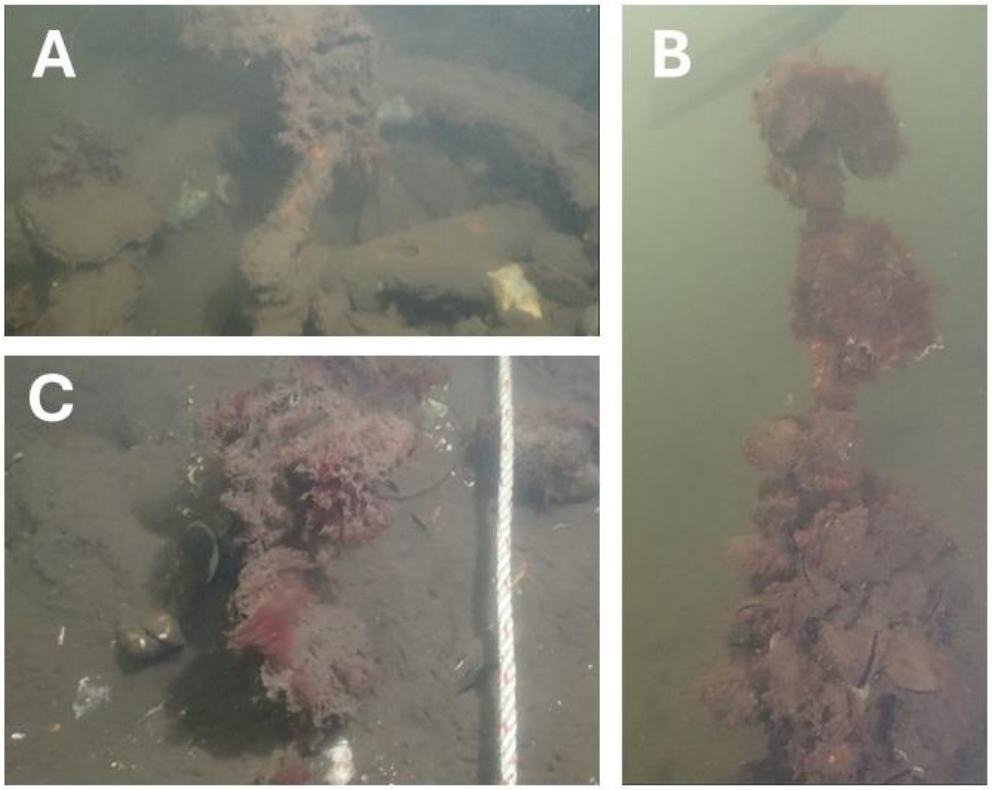


Figure 6. Debris A) bicycle and B) large metal projection observed on transect 5 and C) a flat oyster observed on all transects

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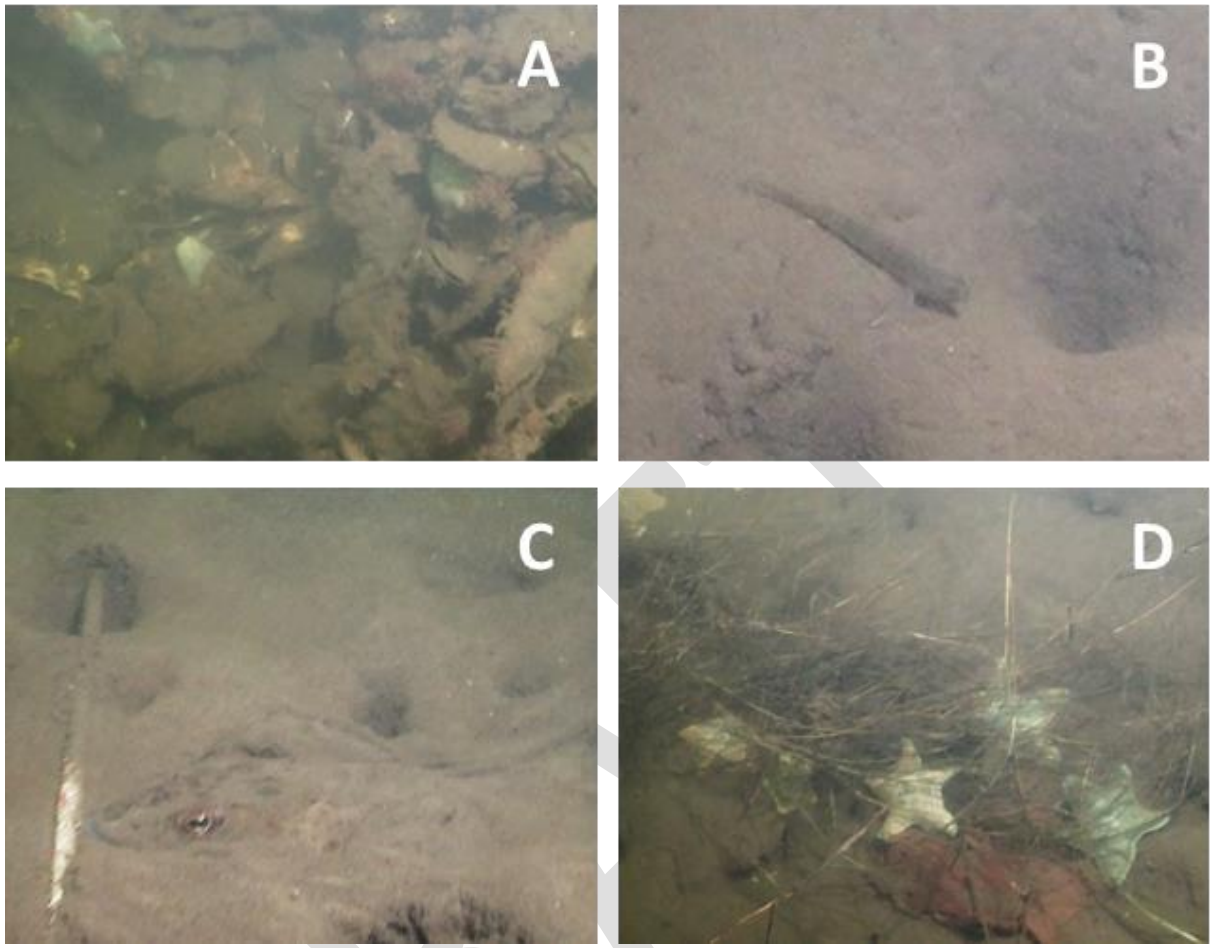


Figure 7. Examples of species observed during the subtidal survey, A) oyster reef ecosystem, B) goby, C) flathead, and D) seagrass and *P. regularis*

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4.3 Bathymetry

4.3.1 Methods

Marine Solutions used a Garmin CHIRP-enabled broadband sounder EchoMAP plotter, recording GPS positions and water depth each second to survey the development footprint on the 5th July 2024. This data was logged and interpolated to produce an accurate bathymetric map of the survey area within the requirements of the Australian Hydrographic Service. Depths were measured to the nearest 10 centimetres, and tidally and barometrically corrected for Australian Height Datum and/or Chart Datum using tide charts. The resultant files were interpolated using GIS software to create a bathymetric map of the area.

4.3.2 Results

The development slopes slightly from the shoreline and at the proposed berthing location the mid tide water depth will be approximately 4.5 m (Figure 8). The deepest part of the site is approximately 4.9 m. The debris around the berthing dolphins, however, was not well described by the bathymetric mapping and in some places this was within 1.2 m of the surface. This may have been an interpolated artifact of the mapping as the debris was quite isolated and more sampling may be needed to describe this based on the findings of the dive survey.

All interpolated GIS models as well as position of the survey vessel at each sampling point have been provided as separate files. Raw data is also available upon request from Marine Solutions.

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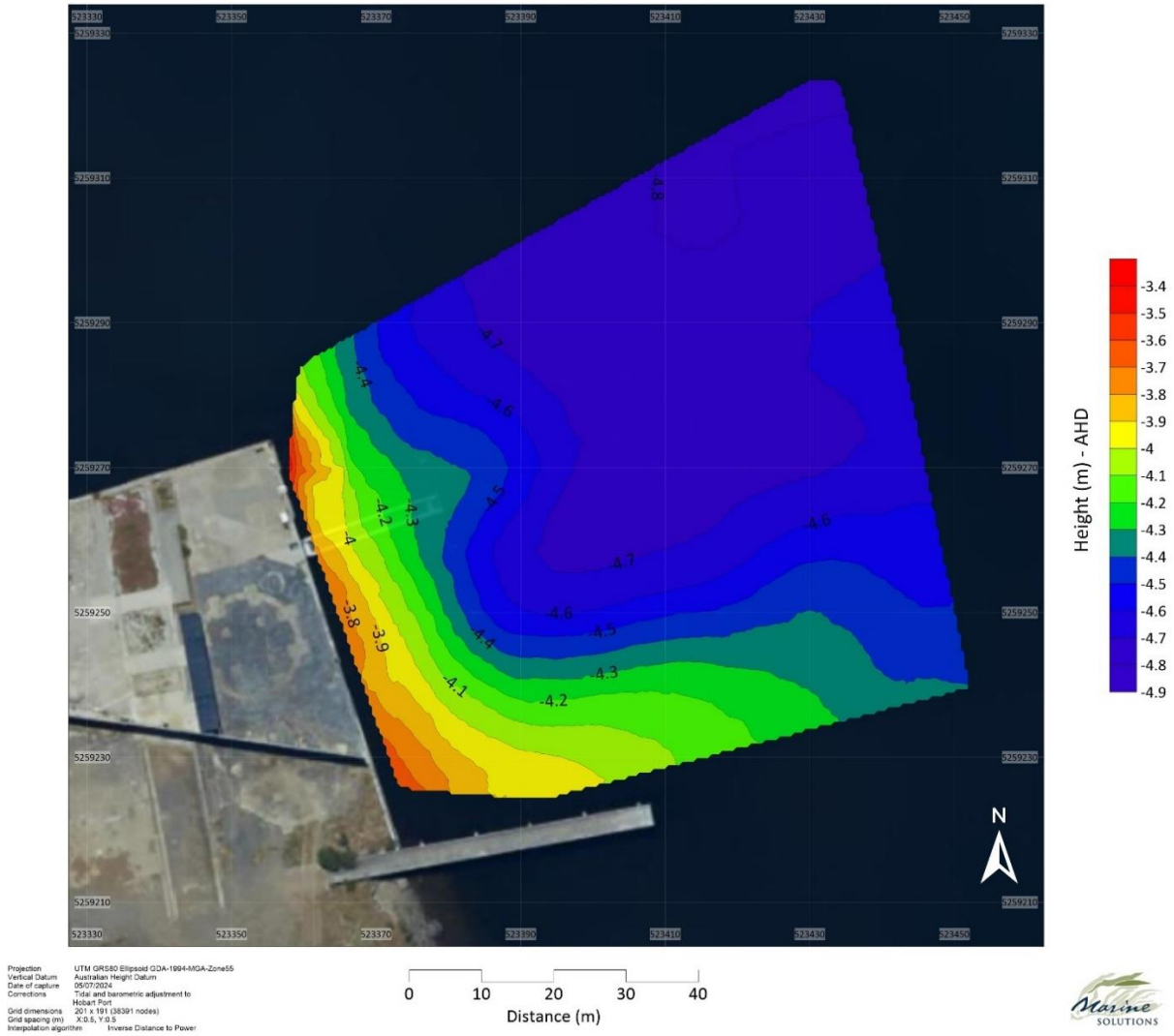


Figure 8. Bathymetric mapping of the proposed development footprint at Wilkinsons Point.

4.4 Sediment Particle Size Analysis

4.4.1 Methods

Particle size analysis was conducted using sediment samples collected from two sites within the proposed development footprint (Figure 3). This was to both characterise and understand the potential mobility of the sediment. Particle size was analysed in-house by a volumetric method,

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whereby known sediment volumes from each site are washed through a sieve stack to separate size fractions (4 mm, 2 mm, 1 mm, 500 µm, 250 µm, 125 µm and 63 µm), and the volume of retained material quantified. GPS locations of sediment samples are provided in Appendix 4.

4.4.2 Results

The portions of particle sizes differed between the two sampled sites. Site 2, located in the shallower part of the development footprint had a higher proportion of fine particles than site 1, though both sites were predominately comprised of fine particles smaller than 0.125 mm (Figure 9)

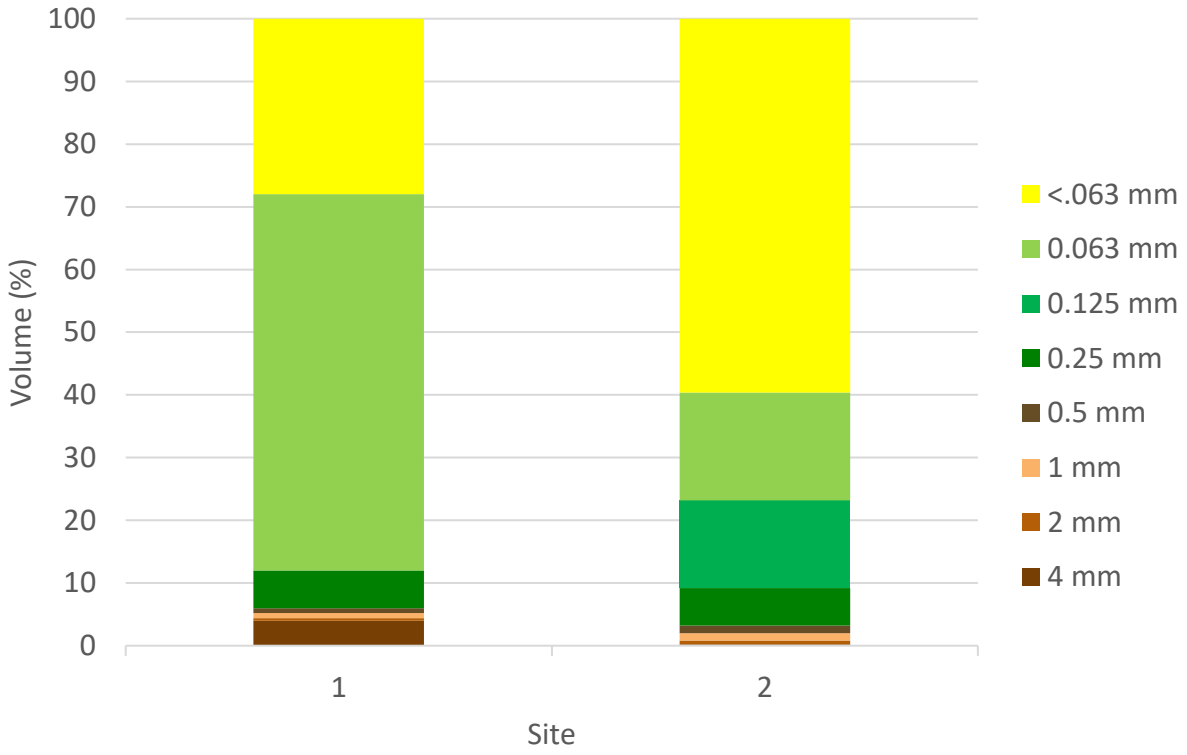


Figure 9. Particle size distribution of sediments measured from two sites within the proposed development area.

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4.5 Contaminants

4.5.1 Methods

Two sediment samples were also collected within the development footprint at site 1 and 2 for contaminants analysis (Figure 3) including metals and Total Petroleum Hydrocarbons (TPH). Each sample was placed into laboratory-supplied jars and stored on ice prior to transport to Analytical Services Tasmania (AST). AST has up-to-date accreditation under the National Association of Testing Authorities (NATA), Australia.

Sedimentary contaminants tested included the following:

- Metals (As, Cd, Co, Cr, Cu, Mn, Ni, Pb, Zn, Hg)
- Total Petroleum Hydrocarbons (TPH)
- Benzene, toluene, ethylbenzene and xylene (BTEX)
- Polynuclear Aromatic Hydrocarbons (PAH)
- Polychlorinated Biphenyls (PCBs)

4.5.2 Results

Sediment contaminant analysis indicated that aluminium, arsenic, copper, nickel and silver exceeded the lower trigger levels from the ANZECC/ARMCANZ Default Guidelines and cadmium, lead, zinc and mercury exceeds the higher trigger. The Derwent River also has a long history of industrial pollution which is illustrated by twofold, threefold and fivefold exceeding of maximum allowable concentrations of various heavy metals.

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Table 3. Summary of results of sediment contaminant testing, compared against the ANZECC/ARMCANZ Default Guideline Values where applicable. Yellow highlight indicates interim sediment quality guidelines (ISQG) low trigger has been exceeded, red indicates a high trigger has been exceeded.

			ANZECC/ARMCANZ Default Guideline Values		Results	
		Units	Lower trigger	Upper trigger	Sample 1	Sample 2
	Moisture content	%			70.3	70.3
Metals	Organic Carbon	%	-	-	6.1	4.1
	Aluminum	mg/kg	20000	600000	33500	28500
	Antimony	mg/kg	2.0	25	2	2
	Arsenic	mg/kg	20	70	45	48
	Cadmium	mg/kg	1.5	10	13.4	10.0
	Chromium	mg/kg	80	370	43	37
	Cobalt	mg/kg	100[b]	-	10	9
	Copper	mg/kg	65	270	115	105
	Lead	mg/kg	50	220	483	451
	Manganese	mg/kg	500[a]	-	167	186
	Nickel	mg/kg	21	52	25	21
	Silver	mg/kg	1.0	4.0	2	2
	Zinc	mg/kg	200	410	1410	1200
	Tin	mg/kg	50[b]	900[b]	3	2
	Mercury	mg/kg	0.15	1.0	5.51	4.15
PCBs	Aroclor 1016	mg/kg	34	280	<0.05	<0.05
	Aroclor 1221	mg/kg	34	280	<0.05	<0.05
	Aroclor 1232	mg/kg	34	280	<0.05	<0.05
	Aroclor 1242	mg/kg	34	280	<0.05	<0.05
	Aroclor 1248	mg/kg	34	280	<0.05	<0.05
	Aroclor 1254	mg/kg	34	280	<0.05	<0.05
	Aroclor 1260	mg/kg	34	280	<0.05	<0.05
	PCBs Total	mg/kg	34	280	<0.05	<0.05
Total Petroleum	TPH C06-C09	mg/kg	25	25	<25	<25
	TPH C10-C14	mg/kg	50	50	<25	<25
	TPH C15-C28	mg/kg	100	100	<100	<100
	TPH C29-C36	mg/kg	100	100	<100	<100
	TPH Sum C6-C36	mg/kg	100	100	<100	<100
Benzos	Acenaphthene	mg/kg	16	500	<0.1	<0.1
	Acenaphthylene	mg/kg	44	640	<0.1	<0.1
	Anthracene	mg/kg	85	1100	<0.1	<0.1
	Benzo[a]anthracene	mg/kg	261	1600	0.1	<0.1
	Benzo[a]pyrene	mg/kg	430	1600	<0.1	<0.1

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		Units	ANZECC/ARMCANZ Default Guideline Values Lower trigger	ANZECC/ARMCANZ Default Guideline Values Upper trigger	Results Sample 1	Results Sample 2
	Benzo[b&k]fluoranthene	mg/kg	1700[c]	9600[c]	<0.2	<0.2
	Benzo[g,h,l]perylene	mg/kg	1700[c]	9600[c]	<0.1	<0.1
	Chrysene	mg/kg	384	2800	<0.1	<0.1
	Dibenz[a,h]anthracene	mg/kg	1700[c]	9600[c]	<0.1	<0.1
	Fluoranthene	mg/kg	600	5100	0.1	<0.1
	Fluorene	mg/kg	19	540	<0.1	<0.1
	Indeno[1,2,3-cd]pyrene	mg/kg	1700[c]	9600[c]	<0.1	<0.1
	Naphthalene	mg/kg	160	2100	<0.1	<0.1
	Phenanthrene	mg/kg	240	1500	<0.1	<0.1
	Pyrene	mg/kg	665	2600	<0.1	<0.1
BTEX	Benzene	mg/kg	0.4	0.4	<0.4	<0.4
	BTEX Total	mg/kg	2.0	2.0	<2.0	<2.0
	Ethylbenzene	mg/kg	0.4	0.4	<0.4	<0.4
	m+p-Xylene	mg/kg	0.5	0.5	<0.5	<0.5
	o-Xylene	mg/kg	0.5	0.5	<0.5	<0.5
	Toluene	mg/kg	0.4	0.4	<0.4	<0.4

a No ANZECC trigger values given for this element so this information is derived from the EPA (2012)

b No ANZECC trigger values given for this element so this information is derived from the NEPM (2011)

c High Molecular Weight PAHs

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5 Recommendations & Conclusions

It is unlikely that the development proposal will significantly impact any listed Tasmanian or Commonwealth threatened, protected or migratory species or communities. The most important faunal attribute of the site was reefs formed by the Australian flat oyster (*Ostrea angasi*). There has been growing concerns over declines in Oyster Reef Ecosystems of Southern and Eastern Australia, including for the Australian Flat Oyster. Recently the International Union for Conservation of Nature (IUCN) listed their conservation status as a critically endangered ecosystem (Gillies et al 2020). The IUCN does not have any legislative powers in Australia but often foreshadows eventual listing under acts such as the *Environment Protection and Biodiversity Conservation Act 1999* and *the Tasmanian Nature Conservation Act 2002*.

The fauna of the site included introduced species, including the New Zealand common cushion star (*Patiriella regularis*). A biosecurity risk from construction would be the fouling of equipment at the proposed development location and subsequent translocation of introduced species elsewhere. It should be ensured that no marine species are translocated because of vessel/equipment movement, by adopting a thorough cleaning protocol.

The fine silts at the development location should be considered during construction and ferry operations to mitigate potential sediment plumes. The large debris near the mooring dolphins may need to be removed before ferry operations commence, which could resuspend heavily contaminated sediments. How these silts interact with ferry vessels during operations would be dependent on the ferry's draft, propeller size and engine power. The bathymetry survey could be used to mitigate sediment resuspension by guiding ferry construction and draft to be fit for purpose for the location. The depth slopes gradually from the shoreline and is ~4.5 m at mid-tide near where ferries would berth. At extreme low tides there may be a small risk of sediment resuspension from ferry operations, which could be mitigated by moving the berthing location further offshore.

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Resuspension of fine silts may occur during construction if large debris needs to be removed or the installation of an additional berthing dolphin requires a small number of piles. Given the high contaminant levels in the sediment at the proposed development site, it is advisable that sediment controls be put in place to minimise the resuspension of contaminants. Silt curtains may be required during the removal of debris, and the construction of piles should be undertaken in an outgoing tide so that resuspended sediments are less likely to flow upstream of the project site. Works should be undertaken in calm weather to minimize the spread of disturbed sediments, as timing construction activities to occur during favourable weather conditions can significantly reduce the impact of sediment plumes on the environment. The water should be monitored for any large plumes caused by construction activities, and if there is a large plume, works should be halted.

During in water construction, there is a risk that pile driving may cause disturbance and resuspension of sediments. This has the potential to impact water quality by releasing contaminants associated with sediment particles and increase turbidity, which in turn decreases light availability, around the construction area.

During in-water construction, there is a risk of noise impacting surrounding aquatic fauna, potentiall including marine mammals. The main source of underwater noise is likely to be pile driving. Standard operating procedures outlined in Underwater Piling Noise Guidelines (Government of South Australia 2012) should be adopted during construction works that may produce underwater acoustic disturbance to minimize potential impacts on marine mammals:

1. A 300 m-radius exclusion zone should be applied around the development footprint.
2. The zone should be monitored for marine mammals prior to commencement of any piling works for at least 30 minutes and during piling operations. Should any marine mammals be sighted within the exclusion zone, construction works should be halted until such time that the observed marine mammal(s) is seen to exit the exclusion zone or has not been sighted for 30 minutes.

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3. A 'soft start' procedure may commence if no marine mammals have been sighted within the exclusion zone, whereby the piling impact energy is gradually increased over a 10-minute period. This is recommended to alert marine mammals to the presence of piling activities and enable them to move away from the noise source.

A high density of marine debris occurs in the proposed development area, which may pose obstruction to development/safe operation of a ferry terminal and will need to be considered. No ecological contraventions to the proposed development were identified in this study. With appropriate mitigations and risk management, the proposed development can be undertaken with low risk to the surrounding estuarine environment.

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Version: 1, Version Date: 25/08/2026

8 Appendices

Appendix 1. EPBC Act PMST findings summary

Summary of the *EPBC Act* PMST findings within 5,000 m and 500 m of the project.

	Item	# ID'd by PMST	Notes
Matters of National Environmental Significance	World Heritage Properties	0	
	National Heritage Places	0	
	Wetlands of International Importance	1	Pittwater in buffer area only
	Great Barrier Reef Marine Park	0	
	Commonwealth Marine Area	0	
	Listed Threatened Ecological Communities	3	
	Listed Threatened Species	69	Includes 9 marine species
	Listed Migratory Species	35	Includes 4 marine species
Other Matters Protected by EPBCA	Commonwealth Lands	10	
	Commonwealth Heritage Places	0	
	Listed Marine Species	54	15 species Includes 13 fish (all Syngnathidae) and 2 marine mammals (both Arctocephalinae), the remainder are avian species
	Whales and Other Cetaceans	6	
	Critical Habitats	0	
	Commonwealth Reserves Terrestrial	0	
	Australian Marine Parks	0	
	Habitat Critical to the Survival of Marine Turtles	0	
Extra Information	State and Territory Reserves	6	
	Regional Forest Agreements	1	
	Nationally Important Wetlands	0	
	EPBC Act Referrals	7	
	Key Ecological Features (Marine)	0	
	Biologically Important Areas	5	
	Bioregional Assessments	0	
	Geological and Bioregional Assessments	0	

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Appendix 2. Threatened Fish Excluding Handfish

Australian Grayling

Australian graylings are native to Tasmania and southeast mainland Australia. They migrate between fresh and marine waters, inhabiting freshwater streams as adults and migrating to coastal seas as larvae. Spawning takes place in late spring to early summer. Larvae are transported to the sea in stream and river currents and return as migrating juveniles approximately 4 to 6 months later (Blackhouse et al 2008).

The EPBC PMST assessment identified that the species or suitable species habitat is likely to occur within 500 m of the proposed development. The most serious threat facing the Australian grayling population is habitat disturbance such as the construction of dams and weirs resulting in barriers to migration (Blackhouse et al 2008). Pollution of waterways, such as sedimentation is also considered a threat to their survival. The proposed development will not be a barrier for migration, but sedimentation should be controlled.

School Shark

Threats to school sharks include fishing and habitat degradation of nursery grounds (AFMA 2015). School sharks (*Galeorhinus galeus*) are known to depend on inshore nursery areas, and the Derwent Estuary has been formally recognised as a Shark Refuge Area to protect shark species (NRE 2023). The relatively small scale of the development, however, should mean there is no significantly impact on this species.

White Shark

White Sharks (*Carcharodon carcharias*) are listed as vulnerable and migratory under the EPBC Act 1999. It is unlikely that White Sharks will occur in the proximity of the proposed development, as they are primarily an oceanic species. Threats to great white sharks include commercial fishing rather than shallow coastal developments (DSEWPC 2013). It is unlikely that the proposed development would present any risk to White Sharks given that they are highly mobile and can avoid any

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Version: 1, Version Date: 25/08/2026

construction works. Hence, the development is unlikely to significantly alter any critical habitat or impact on the White Shark.

Porbeagle (*Lamna nasus*)

Species Background

The Porbeagle or Mackerel Shark (*Lamna nasus*) is a wide-ranging shark species that inhabits temperate and subantarctic/subarctic waters. The Porbeagle is known to be particularly vulnerable to overfishing. Life history characteristics such as slow growth, late maturation and low fecundity contribute to a low sustainable catch rate for the species. Historically, rapid Porbeagle fishery collapses have occurred. The species continues to be impacted as longline bycatch and by recreational fishing. Coastal development is not recognised as a threat to this species.

The Porbeagle is listed as migratory under the EPBC Act but is not listed as threatened.

Site Occurrence

The proposed project is not occurring in an area of important habitat for Porbeagles. Although the PMST identified that "species or species habitat is likely within 500 m" of the project, it is unlikely that Porbeagles will occur in the vicinity, as this is primarily an oceanic species.

Potential Impacts

Given that Porbeagles are very unlikely to occur near the development area, it is very unlikely that the development will have any impact on their breeding, feeding, migration or resting. Risk of the proposed project significantly impacting Porbeagles is deemed negligible. The project is not expected to have significant direct or indirect impacts on this species.

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Appendix 3. Operational Summary

Date	Personnel	Time (start)	Time (end)	Cloud	Rain	Swell	Wind	Tide	Works conducted
27/6/2024	T. Lynch A. Erskine J. Watling	0900	1600	4	0	Calm	5knots NW	Mid rising	- Sub-tidal survey - Sediment collection
5/7/2024	E. Foster A. Erskine	1000	1600	1	0	Wind chop 0-1m	5knots NW	Low	- Bathymetry - Intertidal survey

Appendix 4. GPS Positions of sediment sampling locations

Name	Zone	Latitude	Longitude	Notes
Site 1 BE01	55G	42.81864	147.28623	
Site 2 BE02	55G	42.81881	147.28615	

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Appendix 4 Terminal Concept Design Drawings

Document Set ID: 3627010
Version: 1, Version Date: 25/08/2026

NEW FERRY TERMINAL, BIKE STORE AND GANGWAY ROOF



1 **01 Site**
1 : 500

Revision Schedule		
REV	Revision Description	Date
1	DA submission	10/12/25

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and/or the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

All drawings may not be reproduced or distributed without prior permission from the architect.

CLIENT
Derwent River Ferry Service
PROJECT ADDRESS
Wilkinsons Point (GASP)
Glenorchy Council

Architect
RAUM Studio | Architecture
E info@raum.studio
P 0433 976610
A L1, 5 Morrison Street
Hobart | Clifton Beach | Koonya
Martin Schmidt LicNo CC6976

PROJECT DESCRIPTION
Ferry Terminal - Wilkinsons Point
5/03/2026 9:09:44 AM

DRAWING TITLE
General and Site

DRAWN SCM | CHECKED -
SCALE 1 : 500 | SHEET SIZE A3

PROJECT NAME
DRF03

SHEET NUMBER A-01-00 | REV 1

Document Set ID: 3627669
Version: 1, Version Date: 25/08/2026

Appendix 5 Carpark Concept Design Drawings

Document Set ID: 3627010
Version: 1, Version Date: 25/08/2026

Howarth Fisher & Associates Pty Ltd
www.howarthfisher.com

HOBART CITY COUNCIL

WILKINSONS POINT FERRY TERMINAL

CONCEPT LAYOUT

DRAWING INDEX	
Sheet Number	Sheet Title
C1	COVER SHEET & DRAWING LIST
C2	ACCESSIBLE PARKING DETAIL
P102	GENERAL ARRANGEMENT
P103	DETAIL SHEET 1 OF 2
P104	DETAIL SHEET 2 OF 2
P200	TURN PATH SHEET SHEET 1 OF 2
P201	TURN PATH SHEET SHEET 2 OF 2

Traffic
Civil
Structural
Industrial
Engineering



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G	ISSUED FOR DEVELOPMENT APPLICATION	AWH	DF	09.01.26

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Pty Limited ACN 119 043 051
STRUCTURAL, CIVIL, TRAFFIC ENGINEERS
AND PROJECT MANAGERS.
13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
FAX +61 (0)3 6225 0618
EMAIL: info@howarthfisher.com

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ACCESS ROAD

COVER SHEET & DRAWING LIST

APPROVED BY:- D. FISHER
DATE: 27.01.26
SCALES AS SHOWN | A1
DRAWN AWH
DESIGN DF
ISSUE: G
PROJECT NO. 25J780
DOCUMENT IDENTIFICATION -X-
DRAWING NO. C1

Document Set ID: 3687850
Version: 1, Version Date: 29/08/2026

A1

SPACE IDENTIFICATION

EACH DEDICATED SPACE SHALL BE IDENTIFIED BY MEANS OF A WHITE SYMBOL OF ACCESS IN ACCORDANCE WITH AS 1428.1 BETWEEN 800 MM AND 1000 MM HIGH PLACED ON A BLUE RECTANGLE WITH NO SIDE MORE THAN 1200 MM, PLACED AS A PAVEMENT MARKING IN THE CENTRE OF THE SPACE BETWEEN 500 MM AND 600 MM FROM ITS ENTRY POINT AS ILLUSTRATED

SPACE DELINEATION

PAVEMENT MARKINGS SPECIFIED IN ITEMS (A) AND (B) OF THIS CLAUSE SHALL BE YELLOW AND SHALL HAVE A SLIP RESISTANT SURFACE. RAISED PAVEMENT MARKERS SHALL NOT BE USED FOR SPACE DELINEATION.

PAVEMENT MARKINGS SHALL BE PROVIDED AS FOLLOWS:

1. LINEMARKING

1.1. DEDICATED PARKING SPACES SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100 MM WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.

2. SHARED AREAS SHALL BE MARKED AS FOLLOWS:

2.1. WALKWAYS WITHIN OR PARTLY WITHIN A SHARED AREA SHALL BE MARKED WITH UNBROKEN LONGITUDINAL LINES ON BOTH SIDES OF THE WALKWAY EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL.

2.2. OTHER VACANT NON-TRAFFICKED AREAS, WHICH MAY BE INTENTIONALLY OR UNINTENTIONALLY OBSTRUCTED (E.G. BY UNINTENDED PARKING), SHALL BE OUTLINED WITH UNBROKEN LINES 80 TO 100 MM WIDE ON ALL SIDES EXCEPTING ANY SIDE DELINEATED BY A KERB, BARRIER OR WALL, AND MARKED WITH DIAGONAL STRIPES 150 TO 200 MM WIDE WITH SPACES 200 MM TO 300 MM BETWEEN STRIPES. THE STRIPES SHALL BE AT AN ANGLE OF 45 ±10 DEGREES TO THE SIDE OF THE SPACE.

2.3. NO SHARED AREA MARKINGS SHALL BE PLACED IN TRAFFICKED AREAS.

2.4. ALL LINEMARKING MUST BE NON SLIP

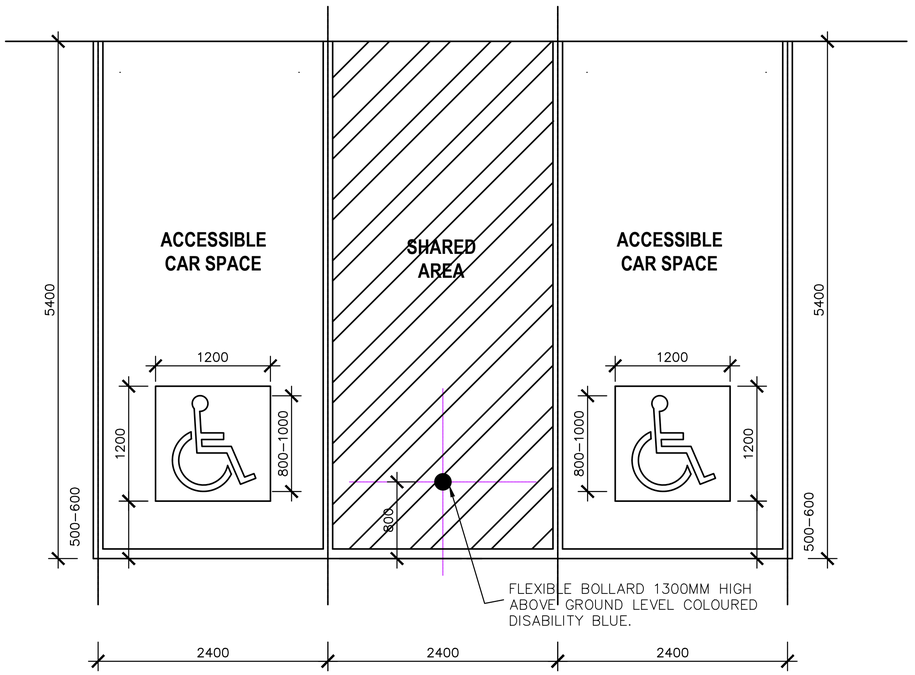
3. BOLLARDS:

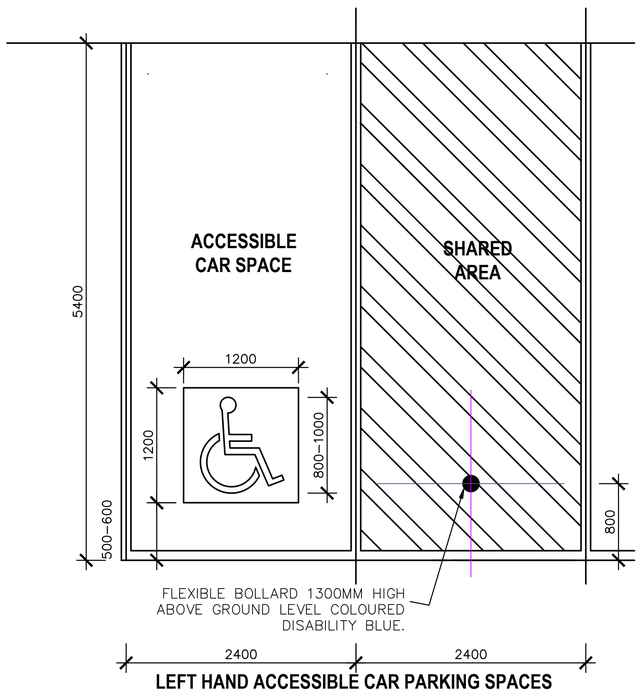
3.1. MINIMUM HEIGHT 1300MM

3.2. RECOMMENDED COLOUR BLUE TO CONTRAST AGAINST YELLOW LINE MARKING

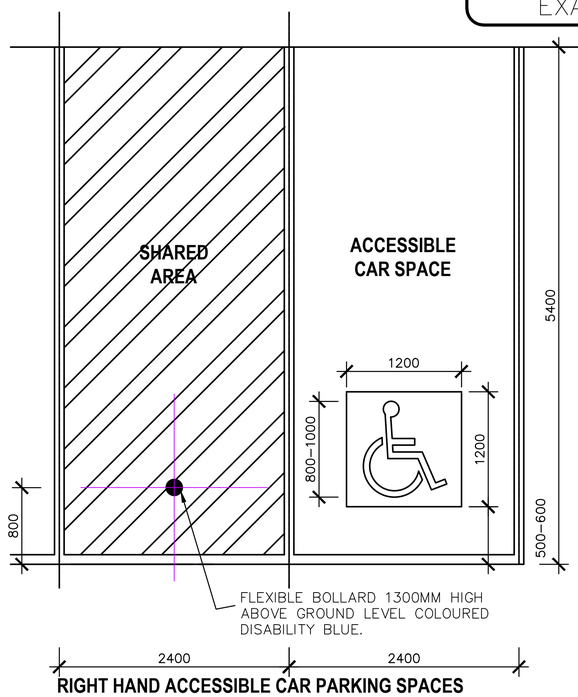
3.3. RECOMMEND FLEXIBLE BOLLARDS TO REDUCE MOTOR VEHICLE DAMAGE

DOUBLE ACCESSIBLE CAR PARKING SPACES IN ACCORDANCE WITH AS2890.6





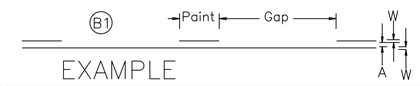
LEFT HAND ACCESSIBLE CAR PARKING SPACES IN ACCORDANCE WITH AS2890.6



RIGHT HAND ACCESSIBLE CAR PARKING SPACES IN ACCORDANCE WITH AS2890.6

LINE MARKINGS CODE

CODE (to be circled)	LINE TYPE	LINE MARKINGS	PAINT (P) (m)	GAP (G) (m)	WIDTH (W) (mm)	APART (A) (mm)
B1	BARRIER (One Way)		3	9	100	100
B2	BARRIER (Two Way)		ALL		100	100
B3	BARRIER (Two Way–Access)		ALL		100	
B4	BARRIER (Two Way–Access)		ALL		200	
C	CONTINUITY		1	3	200	
CC	CONTINUITY (Continuous)		ALL		200	
E	EDGE		ALL		100	
E2	AUDIBLE EDGE		ALL		150	
EI	EDGE Intermittent		1	3	100	
HL	HOLDING		0.6	0.6	300	
JC	JUNCTION Continuity		0.6	0.6	200	
L	LANE (Multi lane carriageway)		3	9	100	
L1	LANE (Traffic Signals)		3	6	100	
L3	LANE (Roundabouts)		9	3	100	
LC	LANE (Continuous)		ALL		100	
NS	YELLOW (No Stopping)		ALL**		100	
S	SEPARATION (2 Lane road)		3	9	100	
S2	SEPARATION (Refuge Lane)		3	3	100	Varies
S3	SEPARATION (Round corners)		9	3	100	
SL	STOP		ALL		300	
T	TURN WITH R.R.P.M.		0.6	0.6	100	
W	PEDESTRIAN (Traffic Signals)		1	0.5	100	2000min.



EXAMPLE

ALL ROAD MARKINGS ARE WHITE EXCEPT FOR NS WHICH IS YELLOW.

** PAINT YELLOW

KERB & CHANNEL OR LINE MARKING TO THIS END

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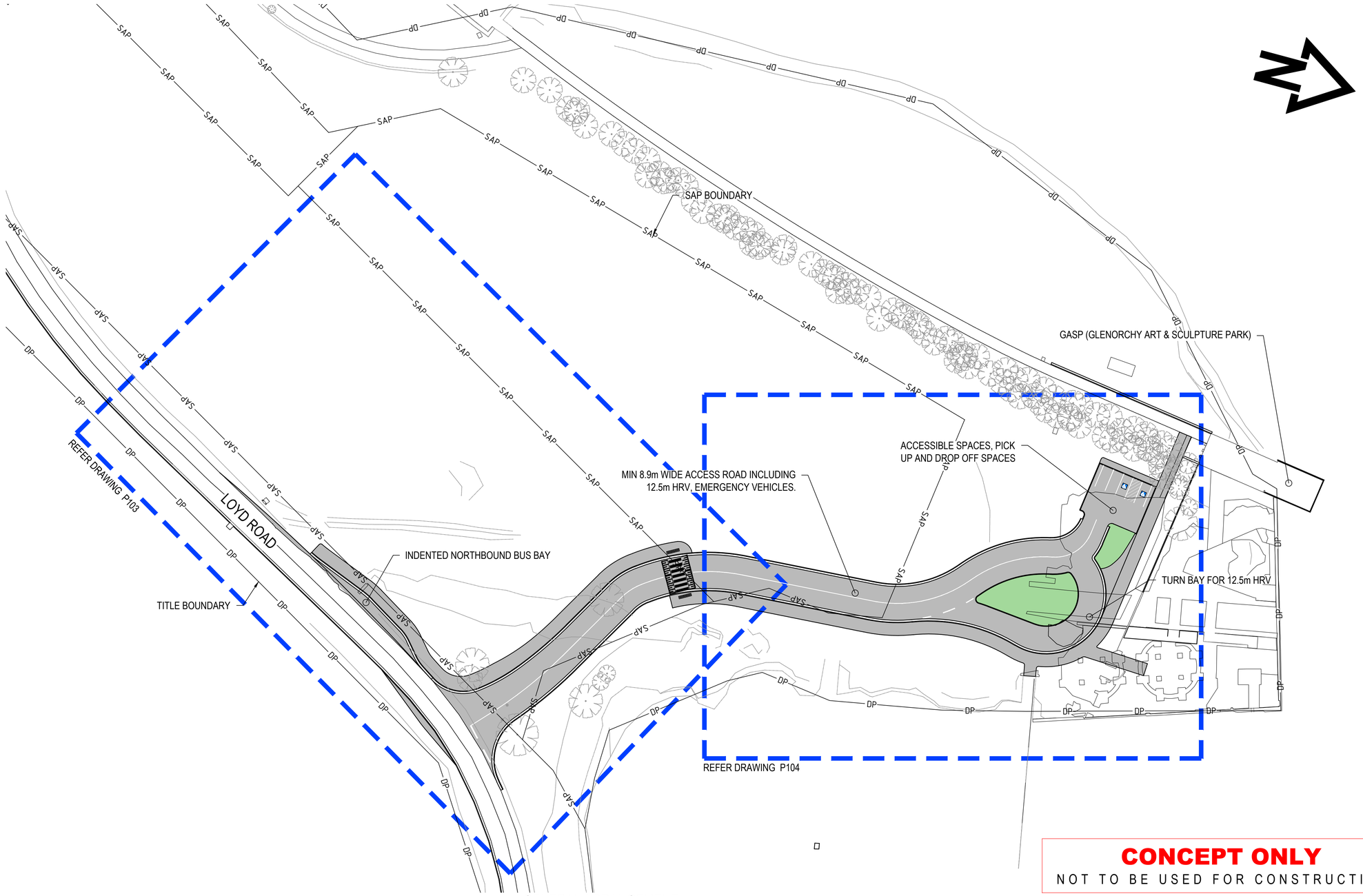
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PH +61 (0)3 6225 0619
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WILKINSONS POINT FERRY TERMINAL
ACCESS ROAD

ACCESSIBLE PARKING DETAIL

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SCALES AS SHOWN	A1
DRAWN AWH	ISSUE: G
DESIGN DF	
PROJECT NO.	DOCUMENT IDENTIFICATION / DRAWING NO.
25J780	-X-C2

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GENERAL ARRANGEMENT
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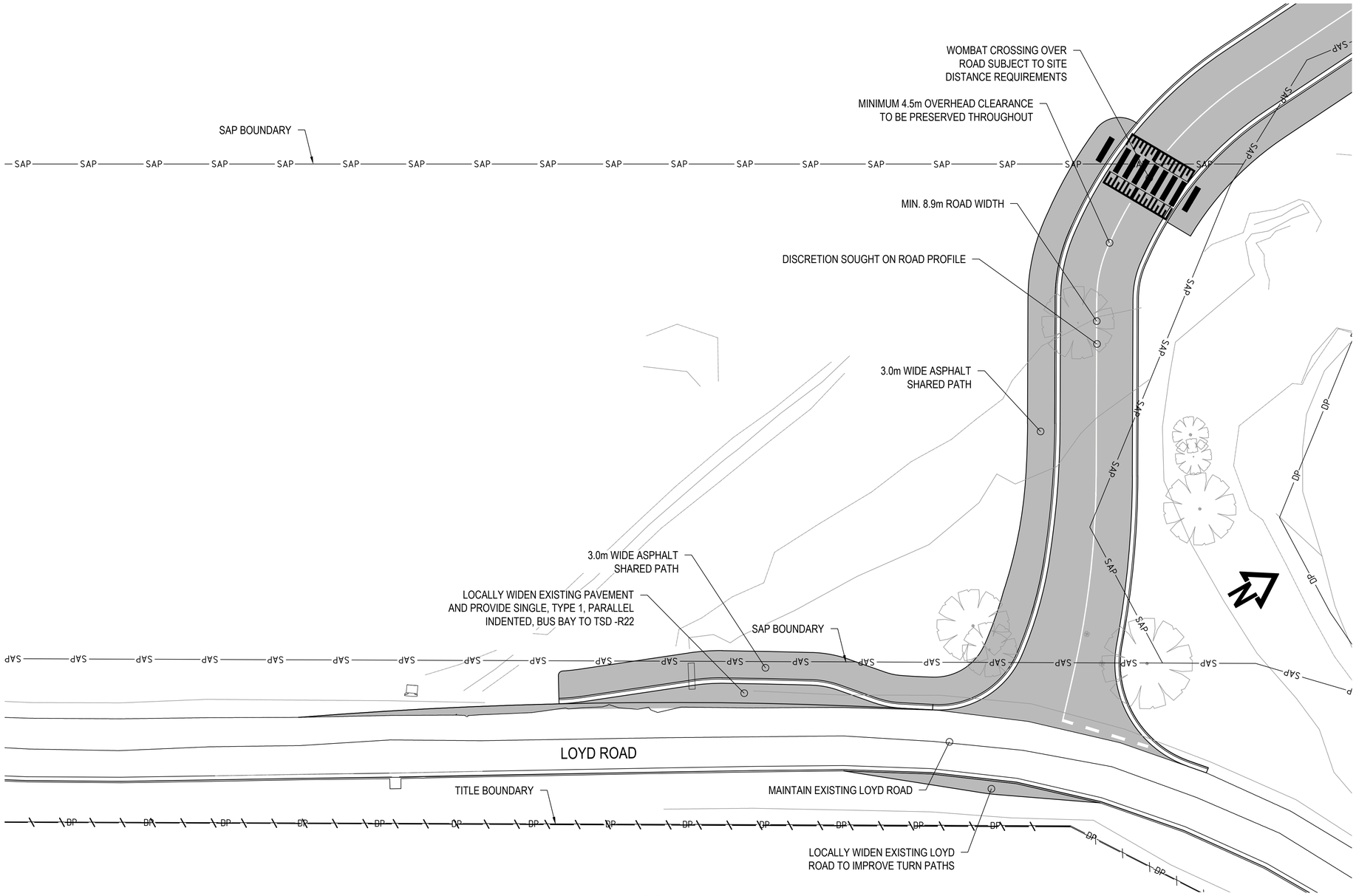
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PH +61 (0)3 6225 0619
FAX +61 (0)3 6225 0618
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GENERAL ARRANGEMENT

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DETAIL SHEET 1
SCALE 1:250

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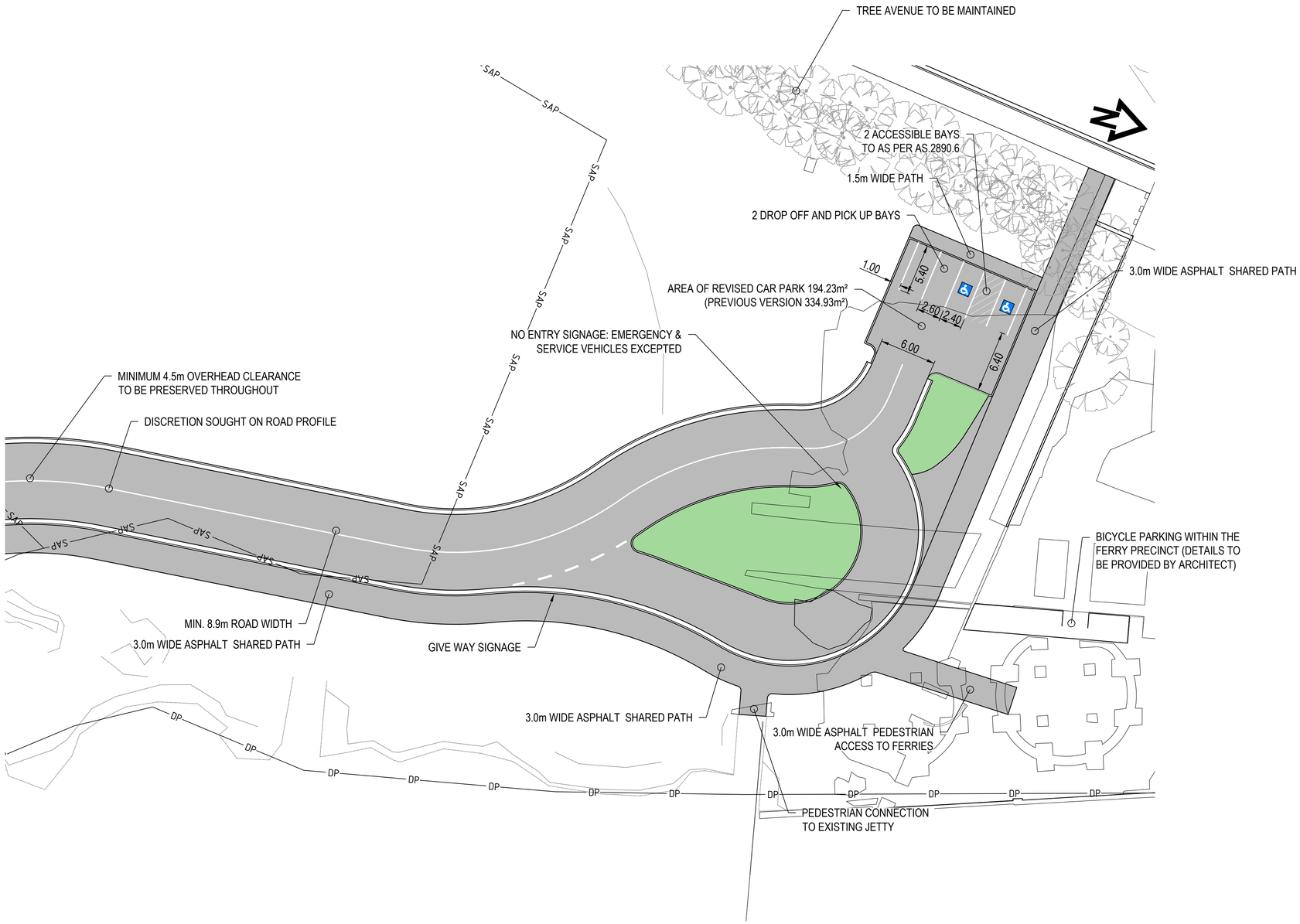
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13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
FAX +61 (0)3 6225 0618
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WILKINSONS POINT FERRY TERMINAL ACCESS ROAD
DETAIL SHEET 1 OF 2

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DETAIL SHEET 2
SCALE 1:250

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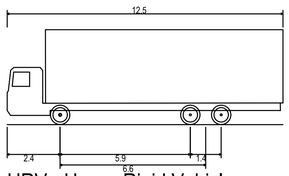
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13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
FAX +61 (0)3 6225 0618
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WILKINSONS POINT FERRY TERMINAL
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DETAIL SHEET 2 OF 2

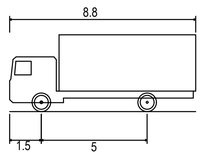
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PROJECT NO.	DOCUMENT IDENTIFICATION	DRAWING NO.	
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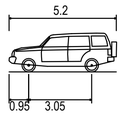
HRV - Heavy Rigid Vehicle

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



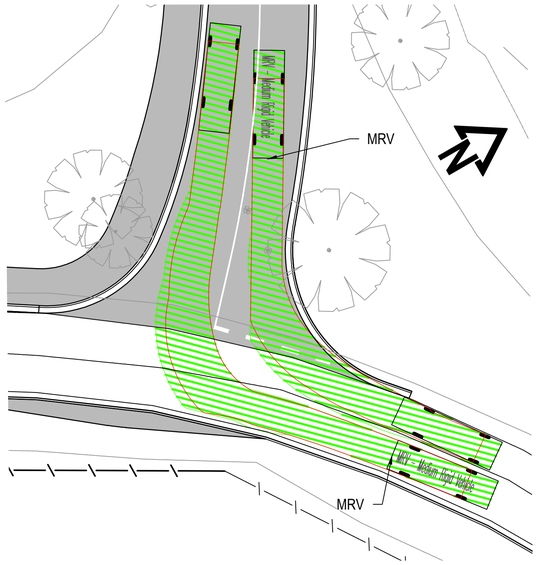
MRV - Medium Rigid Vehicle

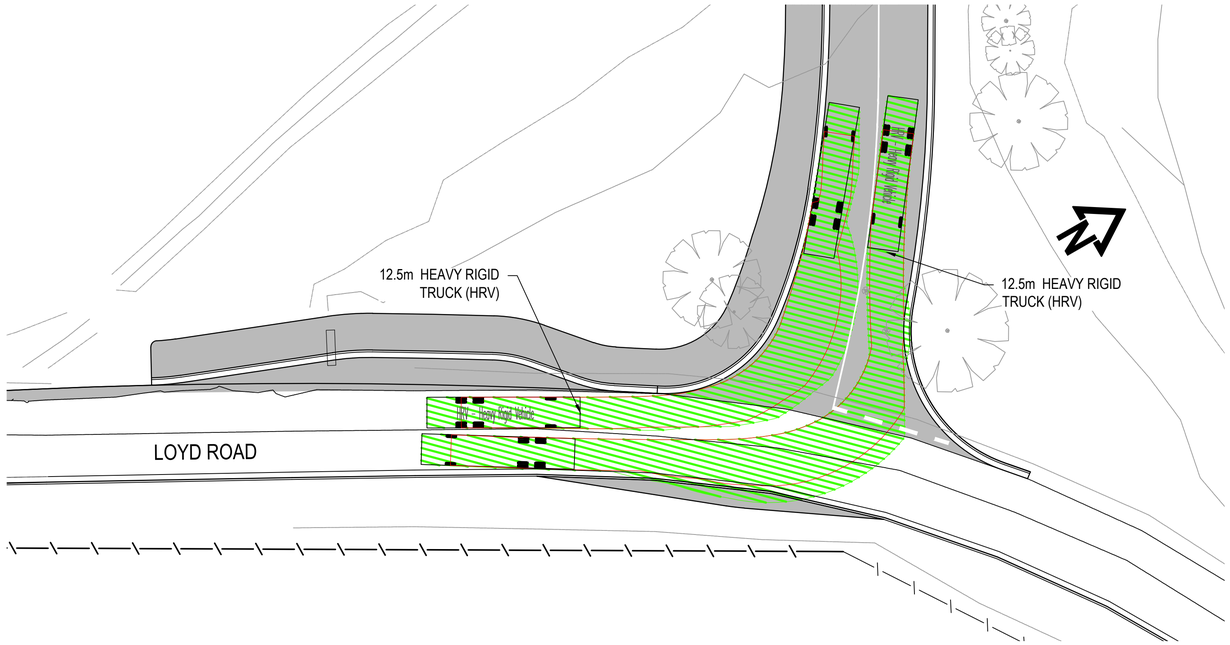
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m

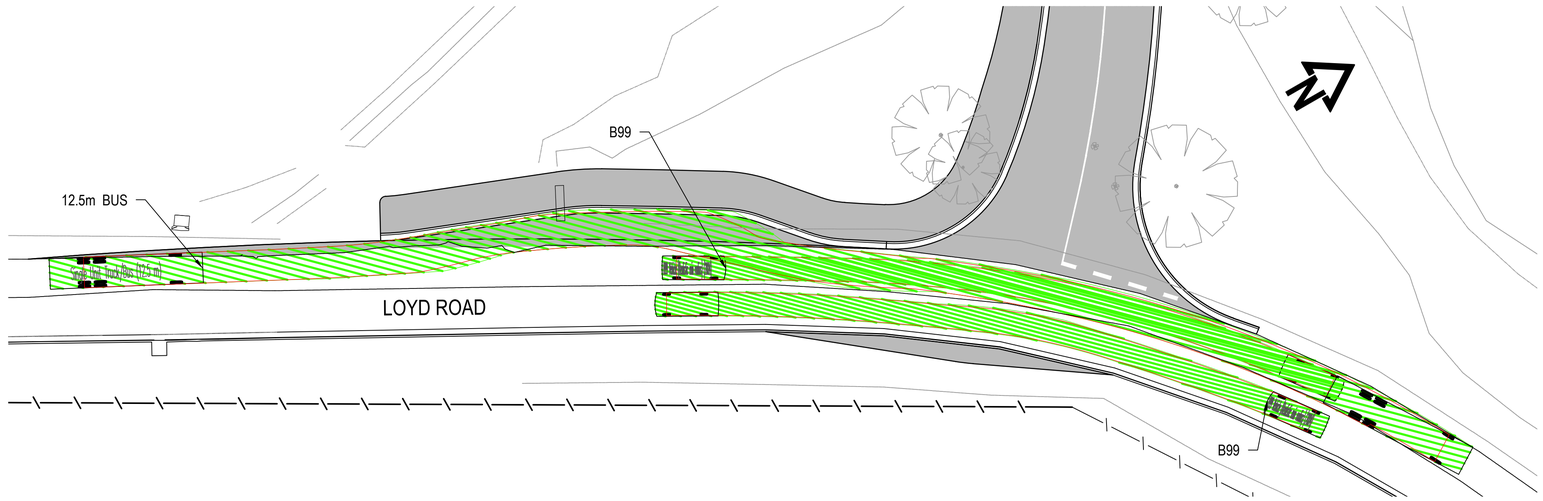


B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m







TURNPATH SHEET 1
SCALE 1:250

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G	ISSUED FOR DEVELOPMENT APPLICATION	AWH	DF	09.01.26

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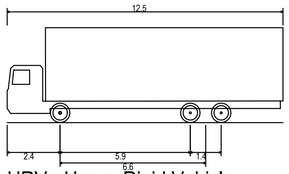
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Pty Limited ACN 119 043 051
STRUCTURAL, CIVIL, TRAFFIC ENGINEERS AND PROJECT MANAGERS.
13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
FAX +61 (0)3 6225 0618
EMAIL: info@howarthfisher.com

HOBART CITY COUNCIL
WILKINSONS POINT FERRY TERMINAL
ACCESS ROAD

TURN PATH SHEET SHEET 1 OF 2

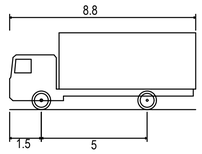
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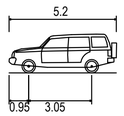
HRV - Heavy Rigid Vehicle

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



MRV - Medium Rigid Vehicle

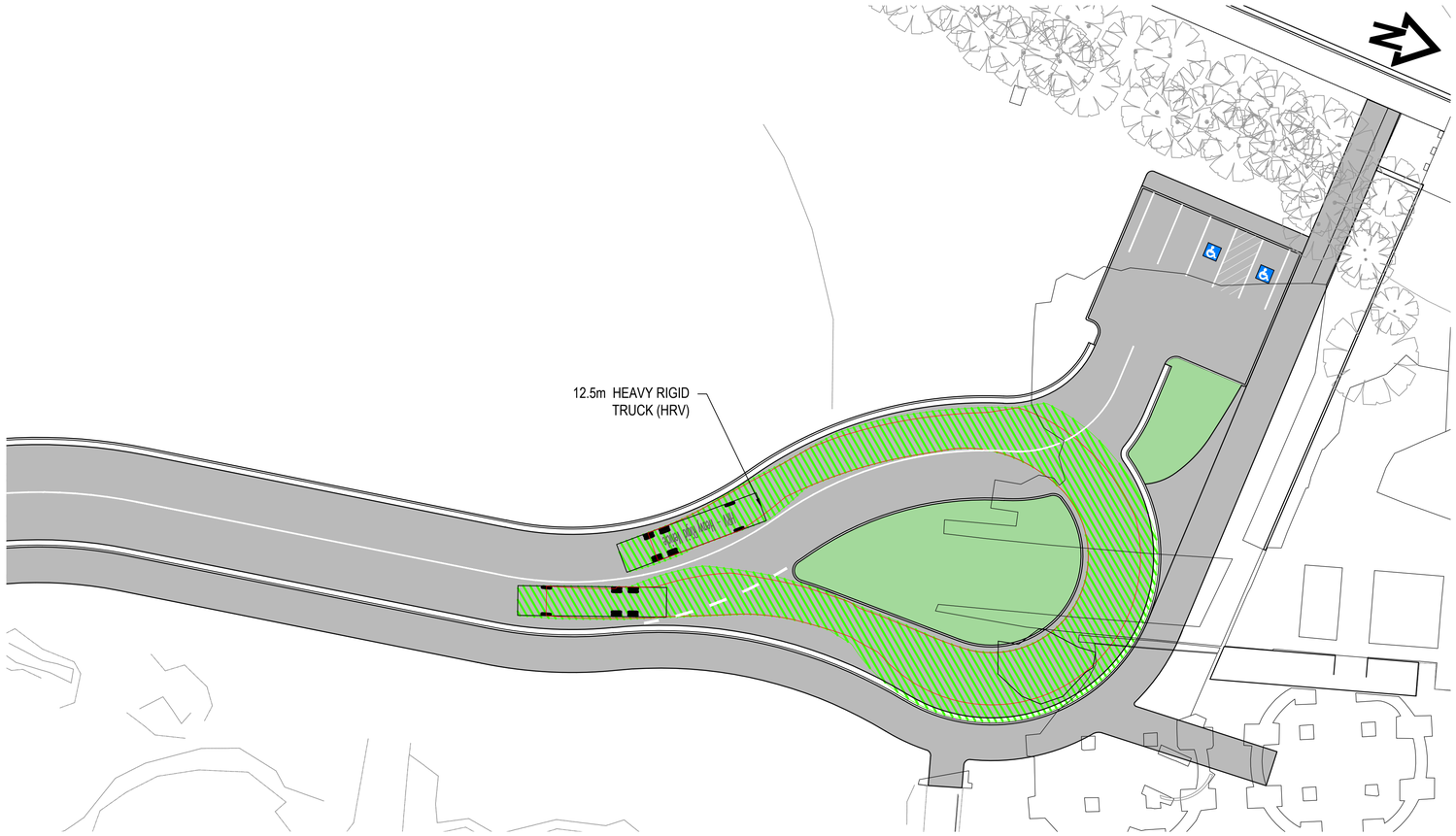
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m





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STRUCTURAL, CIVIL, TRAFFIC ENGINEERS
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13 WILLOWDENE AVENUE, SANDY BAY – 7005
PH +61 (0)3 6225 0619
FAX +61 (0)3 6225 0618
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ACCESS ROAD

TURN PATH SHEET SHEET 2 OF 2

APPROVED BY:- D. FISHER			DATE: 27.01.26
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Appendix 6 Quay Structural Assessment

Document Set ID: 3627010
Version: 1, Version Date: 25/08/2026



GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-26-142
DATE RECEIVED: 17 June 2026

WGA

Assessment of Quay Apron and Sheet Piling for Proposed Ferry Terminal at Wilkinsons Point

15 January 2025

Document Set ID: 3687859
Version: 1, Version Date: 25/08/2026

Wilkinsons Point Quay Wall Condition Assessment

Executive Summary

Proposed Ferry Terminal Requires Stability of Quay

- Most significant deterioration is corrosion of sheet piles below water level
- Low short-term risk to wall stability – no deflection or evidence of yielding observed
- Long-term stability will be compromised eventually if ongoing deterioration not addressed

Difficult to Determine Structural Redundancy or Forecast Remaining Life

- Lack of As-Constructed details make any structural analysis highly dependent on assumptions that are difficult to verify (e.g. embedment of piles into seabed)
- Unknown condition of buried elements would require verification by excavation
- Presence of ALWC onsite indicates a nonlinear corrosion mechanism that cannot be modelled accurately

Minimise Reliance on Sheet Pile Quay Wall for Site Stability

- Design proposed terminal footings to avoid any additional loads on the quay wall
- Manage stability of retained fill with one of the approaches below, selecting according to risk and cost:
  1. Monitor
  2. Remediate existing quay wall
  3. Construct rock revetment
- WGA recommend Option 3 may provide the most satisfactory outcome

Document Set ID: 3687959
Version: 1, Version Date: 25/08/2026

Project Background

Proposed Design for New Ferry Terminal Relies on Existing Circa. 1980s Structure

Assessing the condition of the quay apron and sheet piled wall required to determine feasibility of proposed terminal:

- Existing jetty built for assembly of new girders used for reconstruction of the Tasman Bridge in 1970's
- Constructed in early 1980s to facilitate construction of precast concrete cofferdams for new Bowen Bridge
- No historical information available on the design, construction or maintenance (including previous condition assessments) of the quay
- A hydraulic jetty and associated berthing dolphins were installed in 2010 for use with the MONA ferry and have been maintained since

WGA's scope involved:

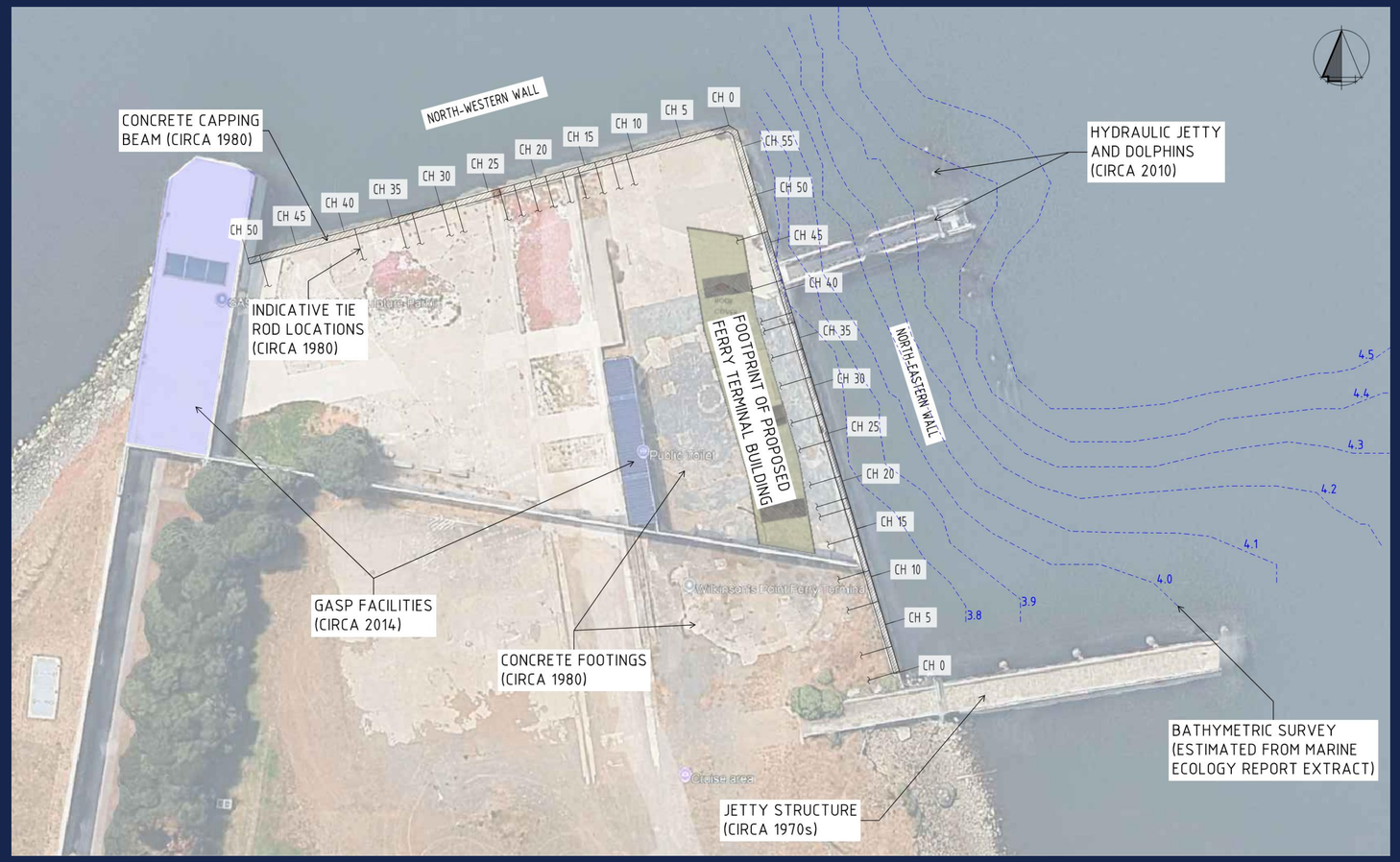
- Condition inspection of structural components above water and underwater (using divers)
- Structural assessment for reuse
- Recommendations for design concept to enable progressing proposed ferry terminal design



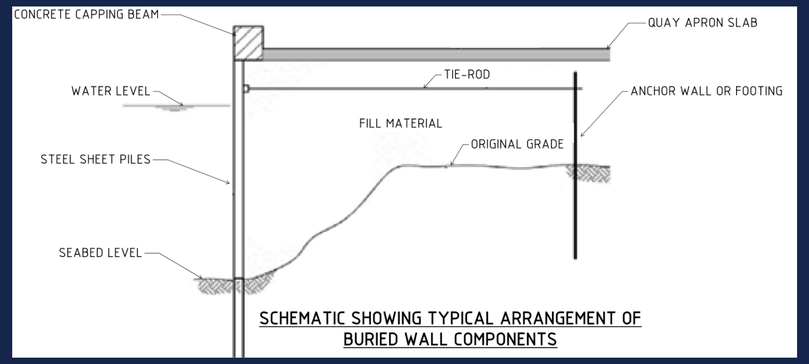
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Asset Overview

Driven Steel Sheet Piled Wall with Buried Anchored System and Concrete Capping Beam







SCHEMATIC SHOWING TYPICAL ARRANGEMENT OF BURIED WALL COMPONENTS

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Asset Condition – Common Defect Examples

Refer to Condition Assessment Report (WGA242950-RP-MA-0001) for Detailed Information



‘Drummy’ Concrete – Ch 55 NE Wall



Marine Growth and Accelerated Low Water Corrosion (ALWC) – Ch 55 NE Wall



Hole Through Pile – Ch 25-30 NE Wall



Exposed Reinforcement – Ch 35 NW Wall



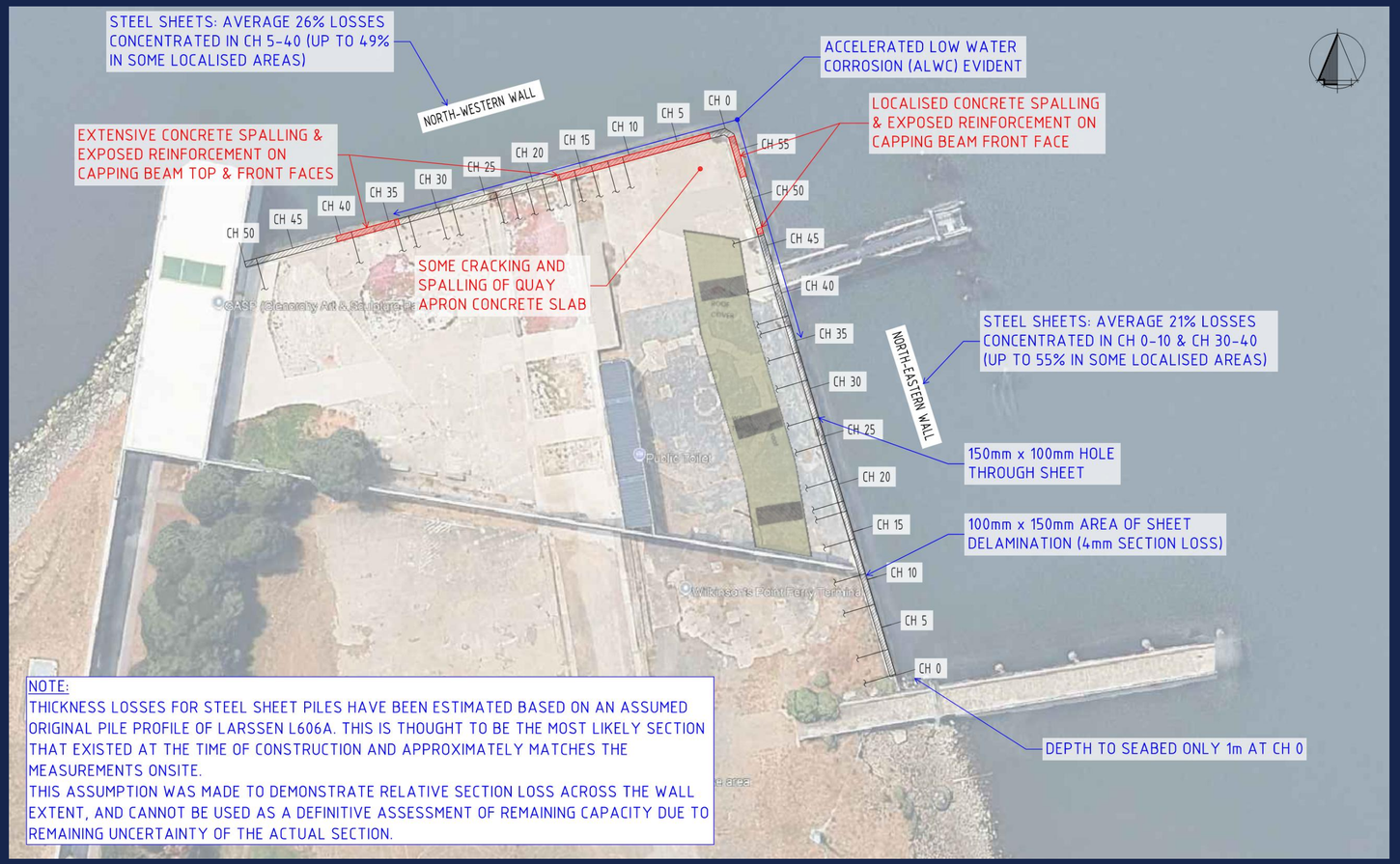
ALWC & Pitting – Ch 20 NW Wall

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Asset Condition Summary

Evidence of Steel Corrosion and Concrete Delamination as Expected for ~45-year-old Marine Asset

- Most critical defect is thickness loss in the sheet piles in the region of peak bending moment (close to seabed), reducing the structural capacity.
- It is uncertain how much redundancy was in the original design, as no records can be found of sheet pile type, geotechnical conditions, embedment length of piles in ground or arrangement of buried anchor system.
- Majority of load on the wall is from the retained fill – i.e. even without the new terminal, the wall stability will be eventually compromised by the ongoing corrosion.
- Immediate risks considered low – no yielding failure of sheet piles/excessive deflections observed.



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Assessment Framework

Condition of Quay Wall Requires Remediation if it is Relied on for Long-term Stability of New Terminal

KEY CONSIDERATIONS	RECOMMENDATIONS

• Observed condition will continue to deteriorate if no action is taken. Widespread ALWC on the sheet piles indicates a more aggressive form of steel corrosion is present.
• The rate of deterioration cannot be accurately forecast, so it is not possible to know with any certainty if it will be suitable to continue functioning as a retaining wall for the full design life of the proposed terminal development.
• The redundant capacity of the wall in its current deteriorated condition is unknown due to:
  - Lack of information about As-Constructed details including original sheet pile section size and thickness, embedment of piles into seabed, geotechnical conditions onsite, tie-rod size and arrangement, and anchor wall arrangement.
  - Unknown condition of buried elements (tie-rods and anchor wall) – would require localised excavations to investigate.
• The steel sheet piles appear to be the most critical structural component. Expected mode of failure is ductile yielding of the sheets in the proximity of the seabed (area of maximum bending moment).
• Ductile yield behaviour of steel will exhibit observable deflection prior to final failure, affording time to investigate and address before any negative impacts on the new terminal building (assuming piled footings are used).
	1. Eliminate additional loading on wall from new terminal structure.
	2. Implement strategy to maintain function of earth retainment.
	Options are:
	a) Monitor condition and implement repair only when deflection observed
	b) Remediate existing quay wall with concrete patch repair and underwater steel re-plating works
	c) Construct rock revetment such that existing quay wall is redundant

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Recommendation 1

Eliminate Additional Loading on the Wall from New Terminal Structure

Surcharge loads at ground level behind the wall distribute at ~45^{o} through the soil to increase the lateral load already acting on the wall from the retained fill. Two options considered to eliminate additional loading on the wall.

OPTION 1: Increase Setback

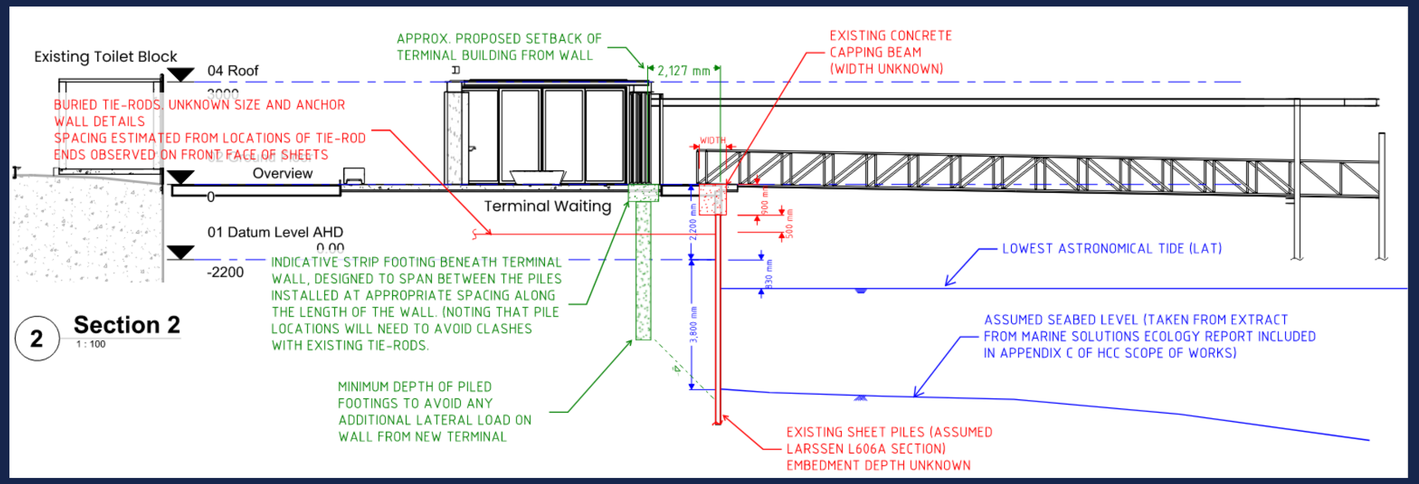
Set back the new building footings further from the wall
Estimated 6m set back required.

Not feasible with existing architectural layout

OPTION 2: Piled Footings (Refer Markup)

Piles extend to depth where vertical reactions impart no lateral resultant on the wall. Current design may already require piled footings for vertical bearing capacity – no additional cost in this case.

Recommended as most preferable option



Piled footings will be independent of the capacity of the quay wall such that localised failure of quay wall sheet piles is less critical for structural performance of the terminal building.

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Recommendation 2

Implement Strategy to Maintain Function of Earth Retainment - 3 Options Considered

1

Monitor condition and implement repair only when deflection observed

Regular monitoring system used for early identification of initiation of ductile yielding behaviour including:

- Deflection surveys of capping beam and apron slab near edge of quay
- Underwater inspections using ROV's or divers
- Bathymetric surveys

If yielding failure is identified, Option 2 or 3 will be required to be implemented as a priority.

Smallest upfront cost but considerable risk of future expenditure within projected life

2

Repair existing quay wall to maintain existing arrangement and functionality

Works to involve:

- Hydro-blast sections of delaminated concrete on capping beam, replace corroded reinforcement and apply grouted patch repairs.
- Re-plate localised areas of sheet piles with significant section loss, by welding doubler plates underwater.
- Installation sacrificial anodes to limit future corrosion to sheet piles.

Expected highest upfront cost due to the difficulty of underwater works and the uncertain extent of repairs

3

Construct rock revetment to remove any reliance on the quay wall (refer next slide)

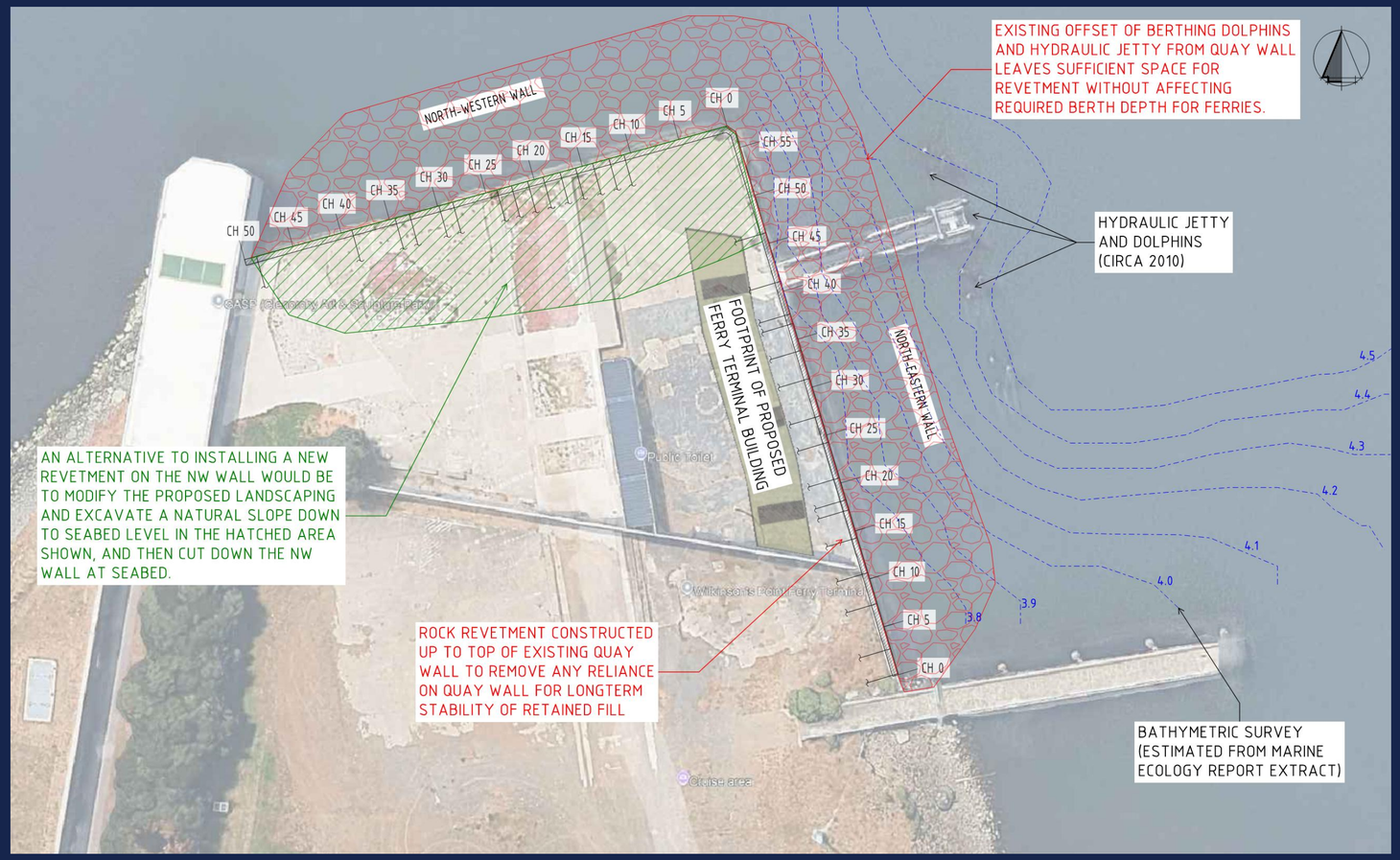
- Offset of berthing dolphins from the quay wall leaves sufficient room for a simple revetment structure without affecting berth depth.
- Simple construction not requiring underwater works.
- No demolition of existing quay wall required or ongoing maintenance.

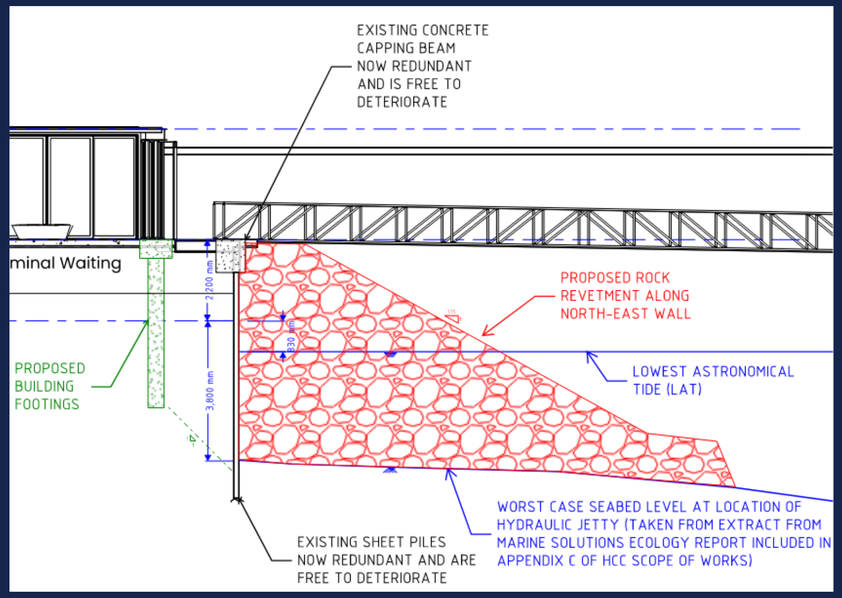
Recommended option – expected to give best outcome with respect to cost, risk, and structural stability

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Recommendation 2 – Option 3: Rock Revetment Concept

Avoid Costly Underwater Repairs on the Quay Wall While Providing Long-term Stability





A rock revetment removes any risks to the proposed terminal from the quay wall condition while offering simple construction, no ongoing maintenance and long-term durability.

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Appendix 7 Coastal Erosion Investigation Area – Site Assessment

Document Set ID: 3627010
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Coastal Erosion Investigation Area – Site Assessment

Methodology for conducting a site assessment in a Coastal Erosion Investigation Area

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-26-142
DATE RECEIVED: 17 June 2026

January 2021

V1.0

Tasmanian Government

Document Set ID: 3627069
Version: 1, Version Date: 25/08/2026

ACKNOWLEDGEMENT

This document has been developed by Tasmania's Department of Premier and Cabinet, in collaboration with the Local Government Association of Tasmania, Department of State Growth, Department of Justice, Department of Primary Industries, Parks, Water and Environment, and the University of Tasmania.

DOCUMENT ACCEPTANCE AND RELEASE

This document is Version 1.0 of the *methodology for conducting a site assessment in a Coastal Erosion Investigation Area*. This is a managed document. For identification of amendments, each page contains a release number and a page number. Changes are only issued as a complete replacement; superseded versions should be removed from circulation.

DOCUMENT DEVELOPMENT HISTORY

VERSION CONTROL

Version	Date	Author	Reason	Sections
1.0	Jan 2021	DPAC, Office of Security and Emergency Management	Public release	All

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Document Set ID: 3627019
Version: 1, Version Date: 25/08/2026

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Coastal erosion and investigation areas 4
Completing a site assessment 5
SITE ASSESSMENT METHODOLOGY 6
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Question 2: Is the ground mainly sand, gravel, clay or rock? 8
Question 3: Is the site flat, sloping or on a cliff? 9
Question 4: How close is your site to the Mean High Water Mark? 9
DATA SHEET 10

Document Set ID: 3627019
Version: 1, Version Date: 25/08/2026

Overview

THIS GUIDE provides the methodology for a suitably qualified person to determine the applicable hazard band of sites within a Coastal Erosion Investigation Area.

The Coastal Erosion Hazard Code in the Tasmanian Planning Scheme and the *Director's Determination – Coastal Erosion Hazard Areas*[1] require that a report by a suitably qualified person is submitted to the relevant local council when lodging an application for a planning permit or authorisation for building work that relates to land in a Coastal Erosion Investigation Area. The report must:

(a) categorise the site in the relevant Coastal Erosion Hazard Band in accordance with the methodology in this document; and
(b) consider any matter specifically required by Performance Criteria in the Coastal Erosion Hazard Code.

COASTAL EROSION AND INVESTIGATION AREAS

Coastal erosion occurs when water, wind and general weather conditions wear away or destroy coastal land. The potential for coastal erosion to harm people, property, or valued aspects of the environment is referred to as a *hazard*.

International predictions provide estimates of the likely scenarios for sea level rise in 2050 and 2100[2]. As sea levels rise, scientific evidence suggests that extreme events, such as high tides and storm surges, will increase the rate of coastal erosion in susceptible areas.

To facilitate adaptation to these changes, land along the Tasmanian coastline has been classified within one of four Coastal Erosion Hazard Bands or as a Coastal Erosion Investigation Area (Table 1). Coastal Erosion Hazard Bands[3] describe the vulnerability of different parts of the Tasmanian coast to the effects of coastal erosion and inform decisions about planning and building in coastal areas.

Table 1: Defining Coastal Erosion Hazard Bands and Investigation Area

Acceptable	Area unlikely to be affected by coastal recession until after 2100
Low	Area vulnerable to coastal recession before 2100
Medium	Area vulnerable to coastal recession before 2050
High	Area vulnerable to coastal erosion now
Investigation Area	The vulnerability of the area to coastal recession is unknown

[1] issued under the *Building Act 2016*

[2] *http://www.environment.gov.au/climate-change/climate-science-data/climate-science/climate-change-future/sea-level*

[3] Detailed information about development of the hazard bands is available in the Coastal Erosion Mapping Technical Report, which is publicly available at www.dpac.tas.gov.au

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If there is insufficient or incomplete information about an area to estimate how susceptible that land is to coastal erosion, it has been categorised as an ***investigation area***. Investigation areas are typically located outside coastal settlements or townships, and/or in areas that were not accessible when the classification process was carried out.

People who own properties in investigation areas must arrange for a site assessment to determine which hazard band applies to the land as part of preparing for any further development on that land.

For information about the development and operation of the hazard bands please refer to *Fact Sheet SPP9 – State Planning Provisions – Coastal Hazards* prepared by the Department of Justice's Planning Policy Unit.

COMPLETING A SITE ASSESSMENT

A suitably qualified person, defined in the Director's Determination as a geotechnical practitioner (refer Box 1), must be engaged to conduct a site assessment in accordance with the methodology detailed on pages 6-9 of this document.

Findings are to be recorded in the data sheet on pages 10-11 of this document and used to classify the site into a hazard band using the matrix at Appendix A.

Following this, they are to prepare a coastal erosion investigation area report in accordance with the Coastal Erosion Hazard Code and *Director's Determination*.

Box 1: What is a Geotechnical Practitioner?

For the purposes of the *Director's Determination*:
A **geotechnical practitioner** includes people working in the following professions:

(a) an engineer-civil;
(b) a geotechnical engineer licensed as an engineer-civil acting within their area of competence;
(c) an engineering geologist with the qualifications and expertise specified in the Certificates by Qualified Persons for an Assessable Item Determination made by the Director of Building Control as amended or substituted from time to time, acting within their area of competence.

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Site Assessment Methodology

QUESTION 1: HOW EXPOSED IS THE SITE TO WAVES?

Waves contribute to both coastal erosion (wearing away) and coastal accretion (build-up). The power of waves in normal weather is different to the power of waves during storms. While high-energy storm waves cause shoreline erosion, the low-moderate energy waves experienced in normal weather can return sand and rebuild shorelines. The combination of waves, wind and currents significantly affects susceptibility to coastal erosion.

Swell-exposed or swell-sheltered?

In general, the more open the coast is, the more exposed it is to swell.

To determine whether the coast is exposed or sheltered, consider the following questions:

- *Is the shoreline directly exposed to the ocean?*
- *Are there waves on the shore in still calm weather?*

There are two categories of swell exposure:

Category	Description
Swell-exposed	A swell-exposed coast normally has wave activity on the shore, even in very calm weather These areas are subject to lower-energy normal weather waves and high-energy storm waves: that is, processes that both wear away and rebuild shorelines.
Swell-sheltered	On a swell-sheltered coast, there is typically very little wave activity in normal weather. While these areas are subject to erosion by wind-generated, high-energy waves, they are unlikely or slow to rebuild after erosion takes place, due to the absence of low-moderate energy wave activity in normal weather.

Coastal region?

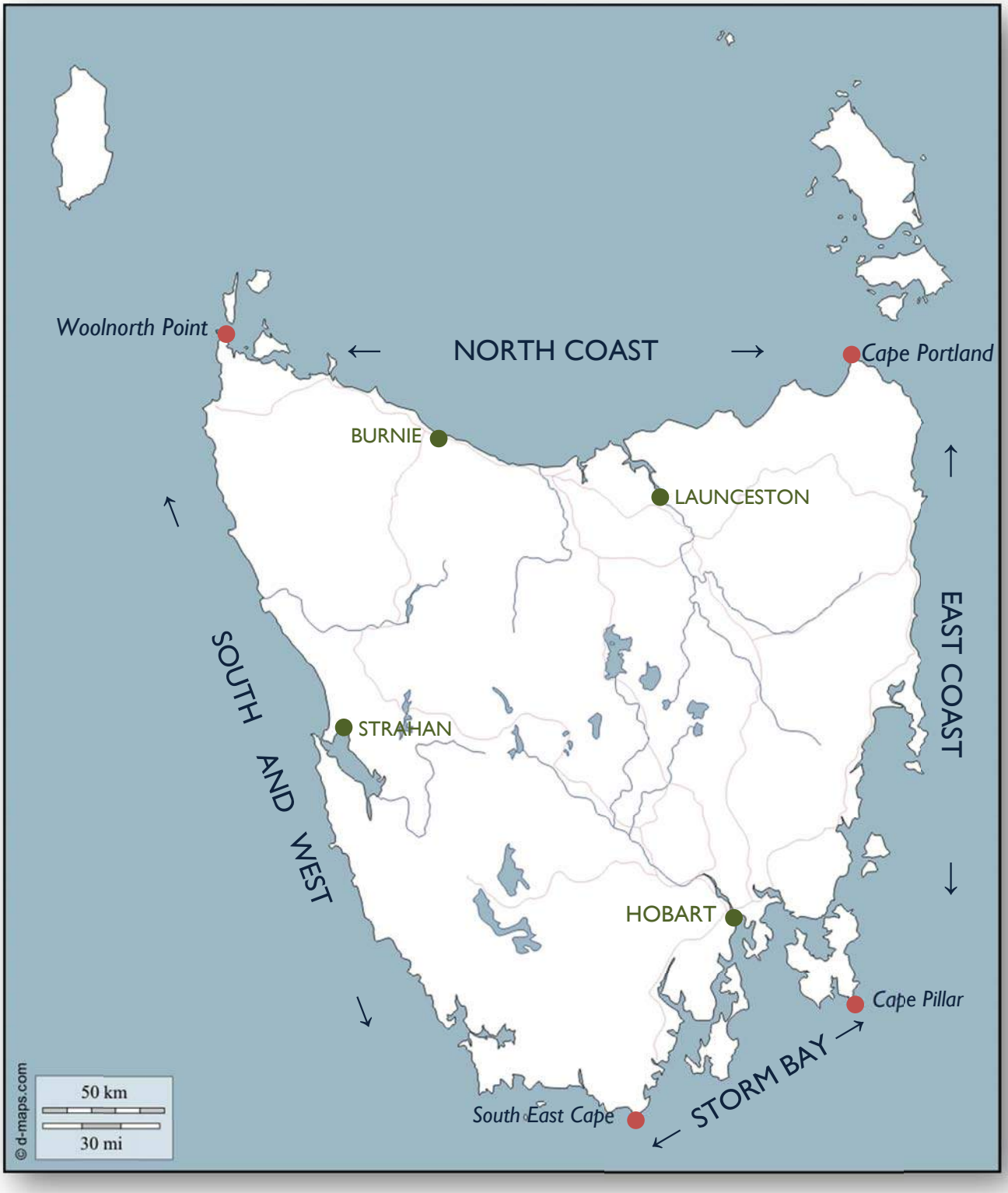
Different sections of coastline are exposed to different levels of wave energy, influenced by characteristics such as wave height and direction. Waves in swell-exposed areas share similar characteristics along broad regional stretches. Without good local knowledge, long-term measurements or specialist expertise, it may be difficult to assess the characteristics of waves in swell-sheltered areas.

There are four main coastal regions: *(refer map on next page)*

Region	Description
North Coast	Extends from Woolnorth Point to Cape Portland
East Coast	Extends from Cape Portland to Cape Pillar
Storm Bay	Extends from Cape Pillar to South East Cape
South and West	Extends from South East Cape to Woolnorth Point

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MAIN COASTAL REGIONS OF TASMANIA



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QUESTION 2: IS THE GROUND MAINLY SAND, GRAVEL, CLAY OR ROCK?

The ground materials that make up shorelines comprise anything from hard rock to loose sand. The type of ground influences how susceptible the site is to wave energy and erosion.

The soil or sand that sits on top of the underlying ground material can vary in thickness, which may obscure the actual type of ground underneath. For example, some shorelines may appear to be composed of soft sand dunes, but the sand may be just a thin layer that covers a hard rock base.

Soft or hard ground?

There are five broad categories of coastal ground:

Category	Description
Soft, sandy or loose	Mainly sand and/or sandy soil or gravel that extends vertically down from the surface of the land to below sea level
Coarse boulder clay	Mainly friable (easily broken) claystone or sandstone, with hard bedrock boulders
Soft rock	Mainly friable (easily broken) claystone or sandstone
Sandy beach backed by hard rock	Hard rock platforms above sea level and sloping rock ramps, with sandy shorelines; may have superficial sand dunes with bedrock underneath
Hard rock	Hard rock platforms above sea level and sloping rock ramps, without sandy shorelines

Geological maps may help you to identify the type of ground on the site. These are available online and free of charge through LISTmap, an online mapping service available at www.thelist.tas.gov.au. The most useful scale of maps for this purpose are 1:25,000 or 1:50,000.

Man-made coastal defences?

Artificial coastal defences – such as man-made seawalls – also influence a site's vulnerability to the forces of coastal erosion.

Some coastal defences are more resilient than others. For example, a newly-constructed seawall that is made from steel or rock and concrete would be expected to have a lifespan of more than ten years, whereas a seawall made with timber or log piles would have an expected lifespan of less than ten years.

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QUESTION 3: IS THE SITE FLAT, SLOPING OR ON A CLIFF?

The slope of a site affects the type and speed at which erosion is likely to occur. For the purposes of this guide, the slope of a property may be estimated and defined as a simple percentage.

There are two categories of slope:

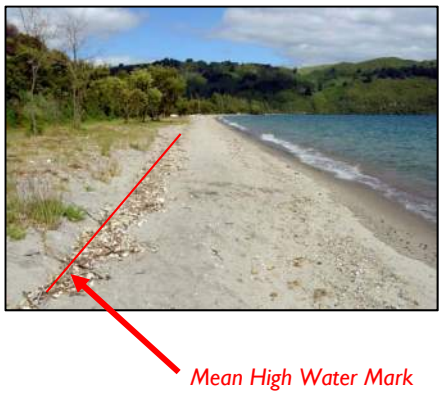
Category	Description
Flat to moderate	0% - 35%
Steep or on a cliff	36% or more [Note: 36% is equivalent to a 20° slope]

QUESTION 4: HOW CLOSE IS YOUR SITE TO THE MEAN HIGH WATER MARK?

The Mean High Water Mark is the highest line of regular wave wash on the shore during normal weather (not storms).

The easiest way to identify this is to find the line of debris (seaweed, dead wood etc.) that has washed up on the shore at high tide. Measure from this line to the closest boundary of the site within the investigation area.

If the site is on a cliff or steep hill overlooking a shoreline, measure from the edge of the cliff or line of vegetation to the closest boundary of the site.



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Data sheet

Please record the results of your site assessment in this data sheet and include any other supporting information and photographic evidence.

CONTACT INFORMATION

Name	Robert Hunt		
Phone	0456 493 568	Mobile or other phone	
Email	rhunt@pinionadvisory.com		
Are you the landowner?	☐ YES	☒ NO	

SITE ADDRESS

Street number and name	Wilkinsons Point
Suburb or town	Glenorchy

1. HOW EXPOSED IS THE SITE TO WAVES? *(see page 6-7)*

1.1 How would you categorise the swell exposure of your site? (select one)

☐ Swell-exposed	☒ Swell-sheltered

1.2 In which of the four coastal regions is your site located? (select one)

☐ North Coast	☐ East Coast	☒ Storm Bay	☐ South and West

ACTION **Please attach and label TWO or more photographs and other information:**

☒ 1: General photos that provide evidence of the swell exposure of your site

☒ 2: Photos taken from your site, looking out to sea, any surrounding islands or estuary

2. IS THE GROUND MAINLY SAND, GRAVEL, CLAY OR ROCK? *(see page 8)*

2.1 How would you categorise the ground on your site? (select one)

☐ Soft, sandy or loose	☐ Coarse boulder clay	☒ Soft rock	☐ Sandy beach backed by hard rock	☐ Hard rock

2.2 Is your site protected by a man-made coastal defence, such as a seawall? (select one)

☒ Yes – resilient (estimated lifespan **more** than 10 years)	☐ Yes – non-resilient (estimated lifespan **less** than 10 years)	☐ No protection

ACTION **Please attach and label TWO or more photographs and other information:**

☒ 1: Photos that provide evidence of the type of ground on your site

☒ 2: Photos and information about any man-made coastal defences protecting your site, if present

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3. IS THE SITE FLAT, SLOPING OR ON A CLIFF? *(see page 9)*

How would you categorise the slope of your site? (select one)	
☒ Flat to moderate slope	☐ Steep or on a cliff

ACTION **Please attach and label TWO or more photographs and other information:**
- ☒ 1: Photos that provide evidence of the slope of your site
- ☒ 2: Any other supporting information, including the method used to calculate slope

4. HOW CLOSE IS YOUR SITE TO THE MEAN HIGH WATER MARK? *(see page 9)*

What is the shortest distance from the Mean High Water Mark to the boundary of your site?
10 metres (estimate to the nearest metre)

ACTION **Please attach and label TWO or more photographs and other information:**
- ☒ 1: Photos that support your estimate of distance to the Mean High Water Mark
- ☒ 2: A description that notes the exact distance of your site from Mean High Water Mark

5. ASSESS YOUR SITE'S HAZARD BAND CLASSIFICATION

Use answers to the questions above to find the relevant Hazard Band in in Appendix A. (select one)			
☐ HIGH	☐ MEDIUM	☒ LOW	☐ ACCEPTABLE

6. CERTIFICATION AND SIGNATURE (APPLICANT)

Date	26/03/2026
Name	Robert Hunt
Signature	

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Appendix A

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Appendix A: Hazard band classification

REGION	SWELL EXPOSURE	TYPE OF GROUND	COASTAL DEFENCE	SLOPE	SHORTEST DISTANCE TO MEAN HIGH WATER MARK	HAZARD BAND
NORTH COAST	SWELL-EXPOSED	Soft, sandy or loose	YES: resilient	Not applicable	< 35 metres	LOW
					> 35 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 35 metres	HIGH
					35-75 metres	MEDIUM
					> 75 metres	ACCEPTABLE
			NO protection	Not applicable	< 35 metres	HIGH
					35-75 metres	MEDIUM
					> 75 metres	ACCEPTABLE
		Coarse boulder clay	YES: resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			NO protection	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
		Soft rock	YES: resilient	Not applicable	< 28 metres	LOW
					> 28 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
			NO protection	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
		Sandy beach backed by hard rock	YES: resilient	Not applicable	< 35 metres	LOW
					> 35 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 35 metres	HIGH
					> 35 metres	ACCEPTABLE
			NO protection	Not applicable	< 35 metres	HIGH
					> 35 metres	ACCEPTABLE
		Hard rock	YES: resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			YES: non-resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			NO protection	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
NORTH COAST	SWELL-PROTECTED	Soft, sandy or loose	YES: resilient	Not applicable	< 22 metres	LOW
					> 22 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 22 metres	HIGH
					22-49 metres	MEDIUM
					49-83 metres	LOW
					> 83 metres	ACCEPTABLE
			NO protection	Not applicable	< 22 metres	HIGH
					22-49 metres	MEDIUM
					49-83 metres	LOW
					> 83 metres	ACCEPTABLE
		Coarse boulder clay	YES: resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			NO protection	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
		Soft rock	YES: resilient	Not applicable	< 28 metres	LOW
					> 28 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
			NO protection	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
		Sandy beach backed by hard rock	YES: resilient	Not applicable	< 22 metres	LOW
					> 22 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 22 metres	MEDIUM
					> 22 metres	ACCEPTABLE
			NO protection	Not applicable	< 22 metres	MEDIUM
					> 22 metres	ACCEPTABLE
		Hard rock	YES: resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			YES: non-resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			No protection	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE

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Appendix A: Hazard band classification

REGION	SWELL EXPOSURE	TYPE OF GROUND	COASTAL DEFENCE	SLOPE	SHORTEST DISTANCE TO MEAN HIGH WATER MARK	HAZARD BAND
EAST COAST	SWELL-EXPOSED	Soft, sandy or loose	YES: resilient	Not applicable	< 48 metres	LOW
					> 48 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 48 metres	HIGH
					48-88 metres	MEDIUM
					> 88 metres	ACCEPTABLE
			NO protection	Not applicable	< 48 metres	HIGH
					48-88 metres	MEDIUM
					> 88 metres	ACCEPTABLE
		Coarse boulder clay	YES: resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			NO protection	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
		Soft rock	YES: resilient	Not applicable	< 28 metres	LOW
					> 28 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
			NO protection	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
		Sandy beach backed by hard rock	YES: resilient	Not applicable	< 48 metres	LOW
					> 48 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 48 metres	HIGH
					> 48 metres	ACCEPTABLE
			NO protection	Not applicable	< 48 metres	HIGH
					> 48 metres	ACCEPTABLE
		Hard rock	YES: resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			YES: non-resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			NO protection	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
EAST COAST	SWELL-PROTECTED	Soft, sandy or loose	YES: resilient	Not applicable	< 22 metres	LOW
					> 22 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 22 metres	HIGH
					22-49 metres	MEDIUM
					49-83 metres	LOW
					> 83 metres	ACCEPTABLE
			NO protection	Not applicable	< 22 metres	HIGH
					22-49 metres	MEDIUM
					49-83 metres	LOW
					> 83 metres	ACCEPTABLE
		Coarse boulder clay	YES: resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			NO protection	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
		Soft rock	YES: resilient	Not applicable	< 28 metres	LOW
					> 28 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
			NO protection	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
		Sandy beach backed by hard rock	YES: resilient	Not applicable	< 22 metres	LOW
					> 22 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 22 metres	MEDIUM
					> 22 metres	ACCEPTABLE
			NO protection	Not applicable	< 22 metres	MEDIUM
					> 22 metres	ACCEPTABLE
		Hard rock	YES: resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			YES: non-resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			NO protection	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE

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Appendix A: Hazard band classification

REGION	SWELL EXPOSURE	TYPE OF GROUND	COASTAL DEFENCE	SLOPE	SHORTEST DISTANCE TO MEAN HIGH WATER MARK	HAZARD BAND
STORM BAY	SWELL-EXPOSED	Soft, sandy or loose	YES: resilient	Not applicable	< 35 metres	LOW
					> 35 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 35 metres	HIGH
					35-75 metres	MEDIUM
					> 75 metres	ACCEPTABLE
			NO protection	Not applicable	< 35 metres	HIGH
					35-75 metres	MEDIUM
					> 75 metres	ACCEPTABLE
		Coarse boulder clay	YES: resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			NO protection	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
		Soft rock	YES: resilient	Not applicable	< 28 metres	LOW
					> 28 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
			NO protection	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
		Sandy beach backed by hard rock	YES: resilient	Not applicable	< 35 metres	LOW
					> 35 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 35 metres	HIGH
					> 35 metres	ACCEPTABLE
			NO protection	Not applicable	< 35 metres	HIGH
					> 35 metres	ACCEPTABLE
		Hard rock	YES: resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			YES: non-resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			NO protection	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
STORM BAY	SWELL-PROTECTED	Soft, sandy or loose	YES: resilient	Not applicable	< 22 metres	LOW
					> 22 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 22 metres	HIGH
					22-49 metres	MEDIUM
					49-83 metres	LOW
					> 83 metres	ACCEPTABLE
			NO protection	Not applicable	< 22 metres	HIGH
					22-49 metres	MEDIUM
					49-83 metres	LOW
					> 83 metres	ACCEPTABLE
		Coarse boulder clay	YES: resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			NO protection	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
		Soft rock	YES: resilient	Not applicable	< 28 metres	LOW
					> 28 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
			NO protection	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
		Sandy beach backed by hard rock	YES: resilient	Not applicable	< 22 metres	LOW
					> 22 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 22 metres	MEDIUM
					> 22 metres	ACCEPTABLE
			NO protection	Not applicable	< 22 metres	MEDIUM
					> 22 metres	ACCEPTABLE
		Hard rock	YES: resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			YES: non-resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			NO protection	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
SOUTH & WEST	SWELL-EXPOSED	Soft, sandy or loose	YES: resilient	Not applicable	< 73 metres	LOW
					> 73 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 73 metres	HIGH

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Appendix A: Hazard band classification

REGION	SWELL EXPOSURE	TYPE OF GROUND	COASTAL DEFENCE	SLOPE	SHORTEST DISTANCE TO MEAN HIGH WATER MARK	HAZARD BAND
SOUTH & WEST					73-113 metres	MEDIUM
					> 113 metres	ACCEPTABLE
			NO protection	Not applicable	< 73 metres	HIGH
					73-113 metres	MEDIUM
					> 113 metres	ACCEPTABLE
		Coarse boulder clay	YES: resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			NO protection	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
		Soft rock	YES: resilient	Not applicable	< 28 metres	LOW
					> 28 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
			NO protection	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
		Sandy beach backed by hard rock	YES: resilient	Not applicable	< 73 metres	LOW
					> 73 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 73 metres	HIGH
					> 73 metres	ACCEPTABLE
			NO protection	Not applicable	< 73 metres	HIGH
					> 73 metres	ACCEPTABLE
		Hard rock	YES: resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			YES: non-resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	> 50 metres	LOW
					> 50 metres	ACCEPTABLE
			NO protection	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	> 50 metres	LOW
					> 50 metres	ACCEPTABLE
	SWELL-PROTECTED	Soft, sandy or loose	YES: resilient	Not applicable	< 22 metres	LOW
					> 22 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 22 metres	HIGH
					22-49 metres	MEDIUM
					49-83 metres	LOW
					> 83 metres	ACCEPTABLE
			NO protection	Not applicable	< 22 metres	HIGH
					22-49 metres	MEDIUM
					49-83 metres	LOW
					> 83 metres	ACCEPTABLE
		Coarse boulder clay	YES: resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
			NO protection	Not applicable	< 20 metres	LOW
					> 20 metres	ACCEPTABLE
		Soft rock	YES: resilient	Not applicable	< 28 metres	LOW
					> 28 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
			NO protection	Not applicable	< 28 metres	MEDIUM
					28-63 metres	LOW
					> 63 metres	ACCEPTABLE
		Sandy beach backed by hard rock	YES: resilient	Not applicable	< 22 metres	LOW
					> 22 metres	ACCEPTABLE
			YES: non-resilient	Not applicable	< 22 metres	MEDIUM
					> 22 metres	ACCEPTABLE
			NO protection	Not applicable	< 22 metres	MEDIUM
					> 22 metres	ACCEPTABLE
		Hard rock	YES: resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			YES: non-resilient	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE
			NO protection	Flat to moderate	Not applicable	ACCEPTABLE
				Steep or on a cliff	< 50 metres	LOW
					> 50 metres	ACCEPTABLE

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SITE PHOTOS
05/03/2026

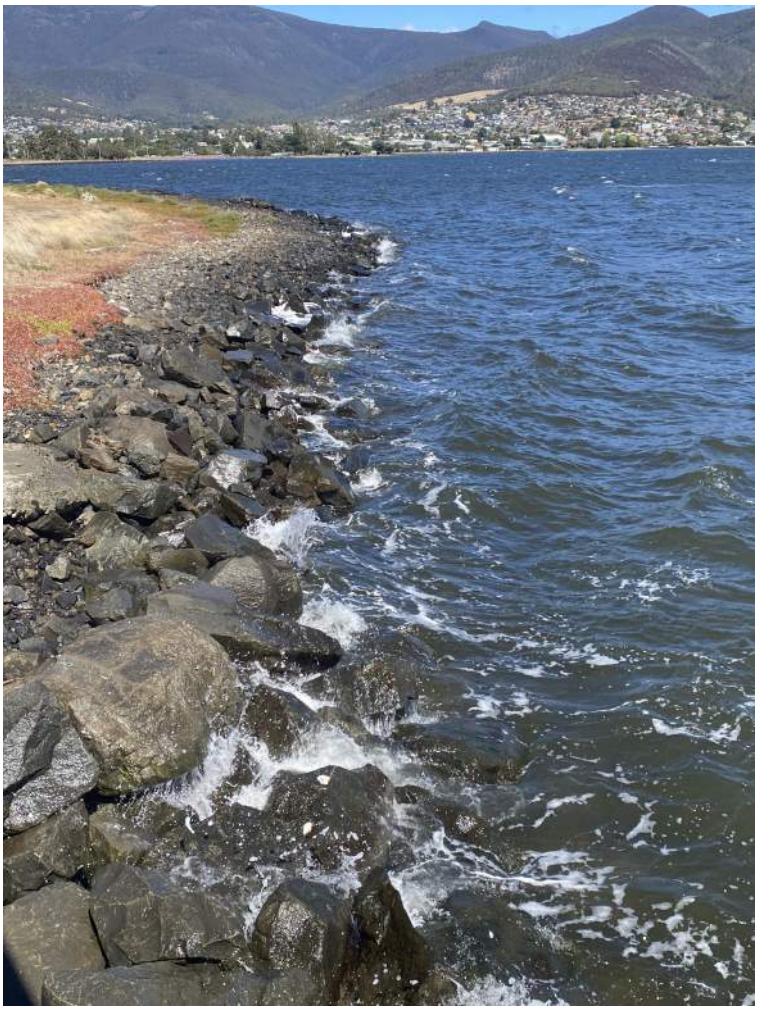
1. GENERAL PHOTOS THAT PROVIDE EVIDENCE OF SWELL EXPOSURE TO SITE AND LOOKING OUT TO SEA (VIEW FROM SITE IS IMPACTED BY TREES, SO OVERVIEW SHOTS WERE CHOSEN).



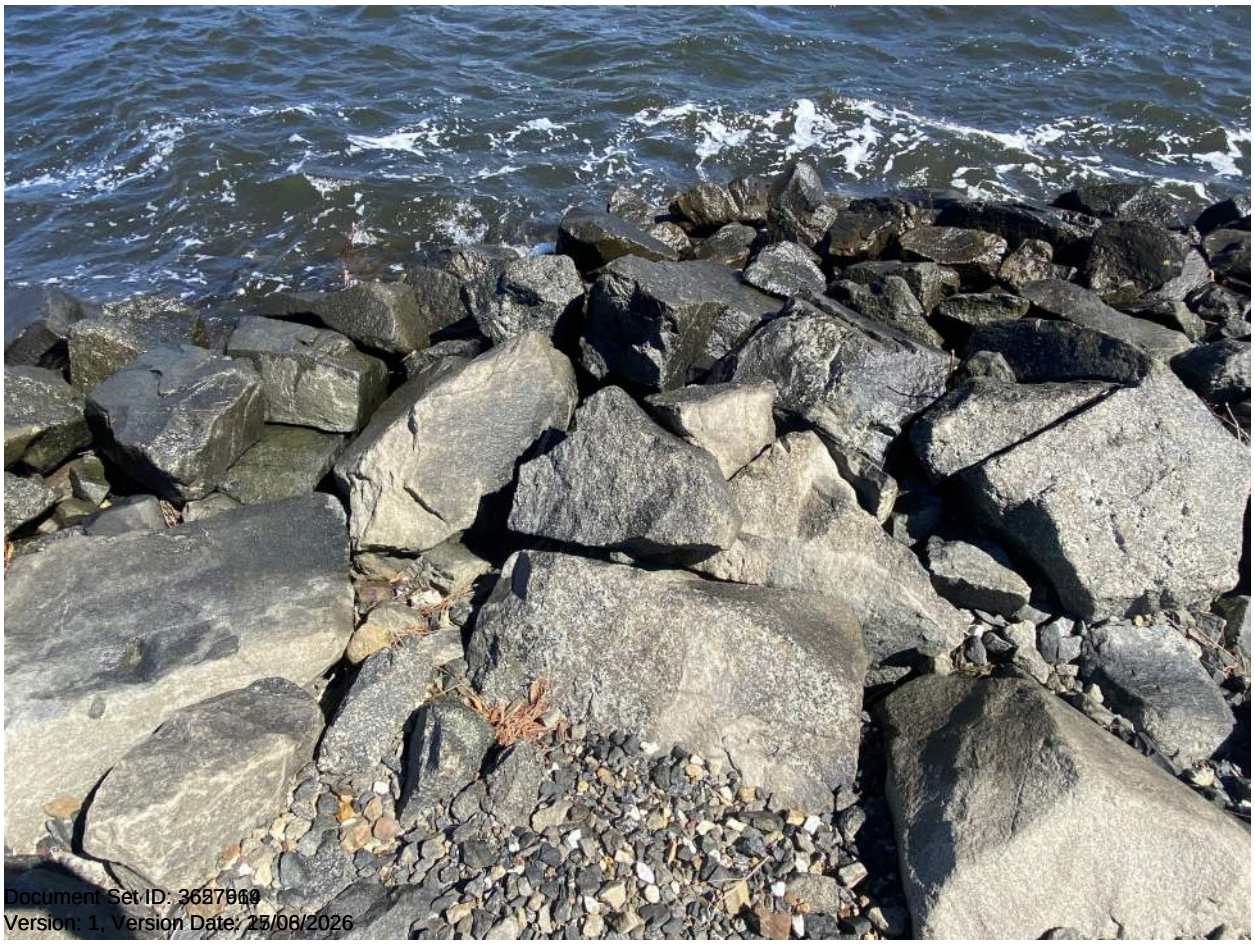


SITE PHOTOS
05/03/2026

2. EVIDENCE OF LAND TYPE - THE SITE IS RECLAIMED LAND, AND IS FORMED BY MAN MADE DEPOSITS - SOFT ROCK WAS CONSIDERED MOST APPROPRIATE CLASSIFICATION. THE SITE IS PROTECTED BY RESILIENT MAN MADE COASTAL DEFENCES (IE. ROCK PITCHING).







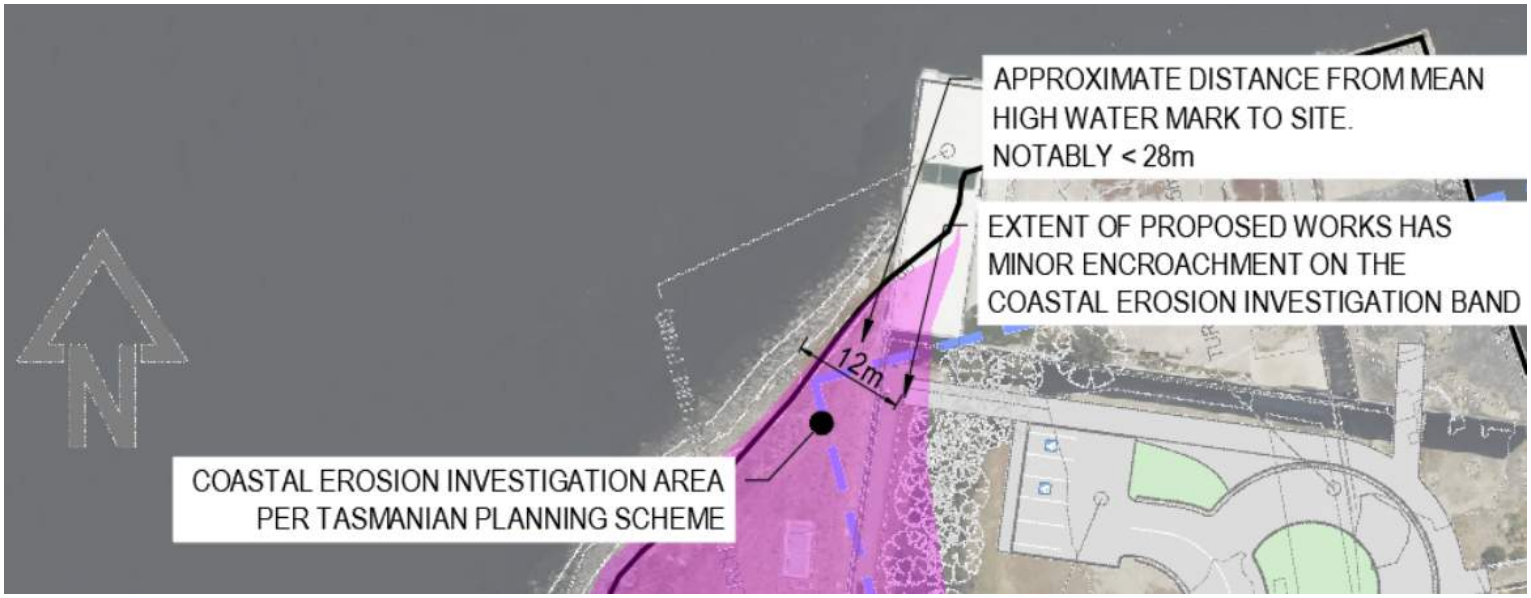
Document Set ID: 3627010
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SITE PHOTOS
05/03/2026

3. EVIDENCE OF SLOPE - BELOW 36%



4. PROXIMITY TO HIGH WATER MARK - 12m
PHOTO ABOVE ALSO DEMONSTRATES PROXIMITY



ireneinc

PLANNING & URBAN DESIGN



12 August 2026

GLENORCHY CITY COUNCIL
PLANNING SERVICES

APPLICATION No. : PLN-26-142

DATE RECEIVED: 13 August 2026

Glenorchy City Council

PO Box 103,

Glenorchy TAS 7010

374 Main Road, Glenorchy

FURTHER INFORMATION RESPONSE – PLN-26-142

The following has been prepared in response to the further information request received on the 7th July 2026, regarding an application at the above-mentioned site.

General

• Please confirm the extent of the use and what the ferry terminal is intended for.

The planning report suggests that the ferry terminal will be used for commuting, events at MyState Bank Arena, as well as Macquarie Point Stadium in future. However, it is also thought that it will only be used for events at MyState Bank Arena with possible expansion to commuting in future.

The ferry terminal is intended to service events at the DEC only.

Section 1.2 of the TIA has been updated to clarify that the ferry terminal will initially operate only in association with MyState Bank Arena events. The report explains that:

- ferry passengers are expected to predominantly walk between the terminal and the arena;
- private vehicle movements will largely comprise linked pick-up/drop-off trips rather than new trips;
- taxis and rideshare vehicles will similarly operate as short linked trips; and
- the ferry service is expected to reduce private vehicle trips to the arena.

The Planning Report has been updated to clarify the proposed extent of the use accordingly.

• It is noted that the use is prohibited within the specified Precinct (Precinct A1/A2) contained in the Wilkinson's Point Specific Area Plan, and that there is some protrusion of the works into the Precinct due to the road access. The planning report argues that the General Provision 7.6 of the Planning Scheme can be used to justify this and argue that the use is not prohibited as a result of this clause. However, it is also noted 7.6 makes reference to "Zone" and no other term (i.e. Specific Area Plan, Code, etc) and that the General Provision may not apply to the prohibited use as it is located within the Specific Area Plan. Please provide further justification to this effect.

ireneinc
49 Tasma St, North Hobart, TAS 7000
Tel (03) 6234 9281
Fax (03) 6231 4727
Mob 0418 346 283
Email planning@ireneinc.com.au
ABN 78 114 905 074

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The proposed Port and Shipping use is permitted within Precinct D of the Wilkinson's Point SAP, within the Open Space Zone, where the Precinct D Use Table expressly contemplates the loading and unloading of passengers and associated facilities.

The proposed ferry terminal is therefore located within the Precinct in which the ferry use is contemplated by the SAP. A small portion of the associated access infrastructure extends through Precincts A1 and A2. The works within Precincts A1 and A2 are limited to access and associated infrastructure required to support the ferry terminal in Precinct D, rather than the establishment of the Port and Shipping use within those Precincts.

Clause 7.6 is relied upon in relation to this access infrastructure:

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 part of the proposed ferry use is located within the Open Space Zone, while the associated access extends into land within the Recreation Zone. The underlying zoning of the land within Precincts A1 and A2 is not altered by the SAP.

Clause 5.3.1 also 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.

This clause provides that an LPS may include a SAP 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 provides that the Precinct A Use Table is *"in substitution for Recreation Zone – clause 28.2 Use Table"*. The SAP therefore modifies and substitutes the operative Use Table for the land within Precinct A, however, it does not create a separate zone or remove the land from the Recreation Zone.

Accordingly, while the prohibition on the Port and Shipping use within Precinct A arises from the substituted Use Table under the SAP, the land remains within the Recreation Zone for the purposes

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of the Planning Scheme. The access infrastructure therefore extends from the Open Space Zone, where the principal use is located, into a different zone, being the Recreation Zone, and the access is prohibited by the applicable provisions governing that land.

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.

Clause 5.1.1 provides that Clause 7.0 contains 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. Clause 5.1.2 further provides that, where there is an inconsistency between a provision in a zone, specific area plan or code and a general provision in Clause 7.0, the general provision 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 operation of Clause 7.6 is therefore not displaced by the application of the Wilkinson's Point SAP. The SAP substitutes the operative Use Table for Precinct A, but does not alter the underlying zoning of the land or override the general provisions in Clause 7.0. Accordingly, Clause 7.6 remains applicable to access and infrastructure associated with a use where the main part of that use is located in another zone.

It is also noted discussions have occurred regarding the access road and that some issues cannot be addressed until a subdivision permit is lodged. Accordingly, please advise if subdivision is to be included as part of this permit application and if so, submit documentation accordingly. It is noted this could potentially be used to address the issue above.

No subdivision is proposed as part of this application.

C2.0 PARKING AND SUSTAINABLE TRANSPORT CODE

C2.6.1 Construction of parking areas

• Driveway, parking and any new hardstand areas must be constructed and compacted to standards to meet with the acceptable solution.

As per the revised TIA, a durable seal surface be installed. The new access and parking / turning area will be drained to the existing stormwater on the site. Please refer to amended TIA for further details.

• Please provide a concept stormwater plan demonstrating the capture and disposal of all stormwater runoff from the proposed driveway, parking, and any new hardstand areas to the approved outlet. Locate the outlet(s) on the concept drainage plan.

Please refer to the accompanying TIA appendix A for stormwater details of the parking and access.

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• *The concept plan must demonstrate that all runoff from parking areas can be drained via gravity to the existing or proposed outlet, to Council's satisfaction. A minimum 1% fall toward the outlet is required. Spot levels and edge treatments are to be shown on the plan*

The road design has been amended to facilitate vehicle manoeuvring, with the parking spaces within the pick-up and drop-off zone reoriented to improve access, as shown at Appendix A.

Appendix A also includes spot levels, edge treatments, kerbing, the drop kerb to facilitate MRV access to the GASP, and relevant signage details. Stormwater pits are shown on the plans, together with a long section through the design demonstrating the proposed drainage arrangement.

C2.6.2 Design of parking areas

• *Layout of driveway and parking areas must be in accordance with the AS2890.1:2004 and the Scheme requirements.*

o Car parking areas shall be with gradient of no more than 1 in 20 or 5% and for accessible spaces 3%, show details on the plan.

o Show long section of the proposed driveway to clearly demonstrate driveway gradients comply with the standard. Grades change over the manoeuvring path shall be no more that 12.5%, show details on the plan

Please refer to appendix A of the TIA. All four swept paths are shown and can work within the manoeuvring space required. A turning end bay has been provided for a blind aisle given some vehicles may not be able to turn if all bays are being used.

• *In the TIA and/or plans please address:*

o Show a signage plan detailing:

▪ *Access road cannot cater for vehicles over 12.5m in length*

▪ *Access for the turning area only for serve vehicle*

▪ *Enter and exit signs for the turning area*

▪ *Parking time limits for the four-parking spaces*

Signs have been included as part of the application. Please refer to signage plan in appendix A of the TIA.

• *With the proposed four car parking spaces show swept paths where vehicles will turn if all parking spaces are taken, in accordance with AS2890.1.*

All four swept paths have been shown on the new plans provided at Appendix A.

• *Show a driveway crossover where the service vehicles access the shared use path.*

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The TIA concept plans now identify the shared path crossing.

• *Justify the safety of a service vehicle on the shared use path including reversing on the path*

A new Service Vehicle Provision section has been added (section 13 of the TIA), explaining that service vehicle reversing movements across the shared path will be managed using a spotter.

GLE-S2.0 WILKINSONS POINT SPECIFIC AREA PLAN GLE-S2.7.5

Access to the Site

• *In the TIA please address the acceptable solution A2 or performance criteria P2 (noting this clause replaces C3.5.1) by detailing the following:*

o Clearly outline what the Ferry will be used for as part of this application (ie events at my state arena, stadium, ninja stadium and/or commuting).

o Detail estimated number of passengers for each Ferry use, times of use and direction of travel of the Ferry dropping off or picking up.

o Outline how patrons will arrive and leave the Ferry site, including private vehicles, taxis/ubers, pedestrians, cyclists, and buses.

o Outline the increase and direction of travel of each transport mode including private vehicles, taxis/ubers, pedestrians, cyclists, and buses.

o Outline what improvements will be undertaken to Loyd Road to safely facilitate the increase in transport modes, particularly from the site access to Goodwood Road.

o Outline what improvements will be undertaken to the existing vehicle access to the Brooker Highway and Goodwood Road to safely facilitate the increase in transport modes.

o If an Event Management Plan is proposed, this needs to be detailed in this report and not a condition on the permit. o Detail if the bus stop on Loyd Road forms part of the applications and if it does:

▪ *Clarify if the bus will turn around within the serve vehicle turning area or leave via Goodwood Road*

▪ *If leaving via Goodwood Road, show turn paths and detail any road improvements o Show turn paths for a 12.5m HVR along Loyd Road from the Brooker Highway to Goodwood Road and vice versa, then:*

▪ *Detail any improvements required to the road to allow safe access of 12.5m HVR, or*

▪ *Show signage limiting access and turn paths of acceptable vehicles*

o Justify why the serve vehicle turning area cannot be used for dropping off and picking up of vehicle passengers.

The TIA has been updated to clarify that the proposed ferry terminal will initially operate solely to service events held at the MyState Bank Arena. The ferry service is therefore intended to provide an

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alternative transport mode for patrons attending events at the venue and is not proposed to operate as a general commuter service as part of this application.

GLE-S2.7.5 has also been addressed within the TIA.

Section 8.2 of the TIA considers the ferry capacity, anticipated patronage and associated trip generation for MyState Bank Arena events. The TIA also identifies the anticipated direction of travel for ferry drop-off and pick-up movements. The ferry capacity assessment is based on the existing Bellerive ferry, noting that the specifications and capacity of the future replacement ferry are not currently known. Event-specific patronage, ferry movements and passenger numbers will therefore be confirmed through any Event Traffic Management Plan for individual events.

Following discussions with Council, an Event Traffic Management Plan does not form part of this development application. The proposed ferry terminal is intended solely to service events at the MyState Bank Arena and does not introduce a new event use or alter the operation of the existing venue. Event-specific traffic generation and management requirements will therefore be addressed by the MSBA through an Event Traffic Management Plan for individual events, if and where required.

The TIA outlines the anticipated transport modes used by patrons arriving at and departing from the ferry terminal. Relevant information is provided at Pages 4, 22, 26, 27, 28, 31, 35 and 41, including consideration of private vehicles, taxis/rideshare, pedestrians, cyclists and buses. The proposed access and circulation arrangements for these transport modes are also addressed throughout the TIA.

The TIA outlines the anticipated increase and direction of travel for each transport mode, with relevant information provided at the following locations:

- Private vehicles: Pages 25, 27, 28, 30 and 39.
- Taxis/Ubers: Pages 4, 22, 27, 28, 39 and 41.
- Pedestrians: Pages 19, 20, 26 and 27.
- Cyclists: Pages 19, 20, 26, 27 and 41.
- Buses: Pages 12, 21 and 22.

The introduction of the ferry service is anticipated to shift a proportion of existing trips to ferry transport, rather than generate an equivalent increase in vehicle movements. The TIA therefore considers the likely redistribution of transport movements associated with the ferry service. Preparation and implementation of any Event Traffic Management Plan will be the responsibility of the MSBA.

Section 10 of the TIA addresses the proposed access arrangements from Lloyd Road, including the proposed road upgrades and intersection splays required to facilitate safe access to and from the site. The TIA also considers the road environment and vehicle movements between the proposed ferry terminal access and Goodwood Road. The previously shown bus stop on Lloyd Road has been removed from the proposal and does not form part of this application.

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Section 11 of the TIA addresses the proposed access arrangements and intersection performance. The introduction of the ferry service is expected to reduce private vehicle trips approaching the site from the south and east, as a proportion of patrons travelling to the MyState Bank Arena will instead travel by ferry. Residual vehicle movements are anticipated to primarily comprise passenger pick-up and drop-off, taxis/rideshare services and other linked trips or minor diversions from existing journeys. Accordingly, the TIA concludes that the ferry proposal is not expected to generate additional material traffic impacts at the Brooker Highway/Goodwood Road intersection and is likely to result in an overall reduction in private vehicle trips on the surrounding road network as travel shifts to ferry transport.

The previously proposed bus stop on Lloyd Road has been removed and does not form part of the current application. Accordingly, no bus stop infrastructure or associated bus turning arrangement is proposed as part of this application.

Swept path analysis has been incorporated into Appendix A of the TIA, with the assessment also addressing the proposed vehicle size limitations and access arrangements.

Council requested that a small number of dedicated passenger pick-up and drop-off spaces be provided within the site. Accordingly, the turning bays have been designated for short-stay pick-up and drop-off use, while the turning head is restricted to service vehicle and emergency access only. This arrangement ensures that the service vehicle turning area remains available for its intended purpose and is not obstructed by passenger vehicles. The proposed arrangement is addressed further on Pages 34 and 35 of the TIA.

GLE-S2.1.3 Plan Purpose

• *In the TIA please address this clause, particularly items A and D, and address the same items raised in GLE-S2.7.5 Access to the Site.*

Within the TIA, the Sustainable Transport Strategy section (12) largely responds to these matters. GLE-S2.7.5 has also been addressed in the report.

GLE-S2.3.1 – Local Area Objectives - Precinct A1 and A2 – Sports and Entertainment Precinct

• *In the TIA please address this clause, particularly items D, F and G, and address the same items raised in GLE-S2.7.5 Access to the Site.*

The following additional response is provided:

d) 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.

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

g) 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.

GLE-S2.3.4 – Local Area Objectives - Precinct D – Elwick Bay Public Open Space Precinct

• In the TIA please address this clause, particularly items D, E, F and G, and address the same items raised in GLE-S2.7.5 Access to the Site

The following additional response is provided:

d) 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) The proposed ferry terminal improves sustainable transport options to the site.

f) The proposed ferry terminal structure is architecturally designed to reflect the existing buildings and includes a green roof with local native plantings. Additionally the landside scope includes a landscaping concept for consideration.

g) The proposed terminal and landside infrastructure is located in the northern end of the site, and will not impede on Glenorchy Council's future plans for a pavilion on the south western end of the Precinct.

C7.0 NATURAL ASSETS CODE

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area

• If a new stormwater connection to the waterways is proposed, the applicant shall address and demonstrate that risk of erosion and sedimentation is minimised and any impacts are mitigated and managed. Or alternatively, submit photographic evidence clearly show there is an existing stormwater connection to the drain. The runoff shall be captured and directed to the existing connection appropriately. If new connection is proposed to the creek/waterways, submit details of the connection compliance with the LGAT requirements.

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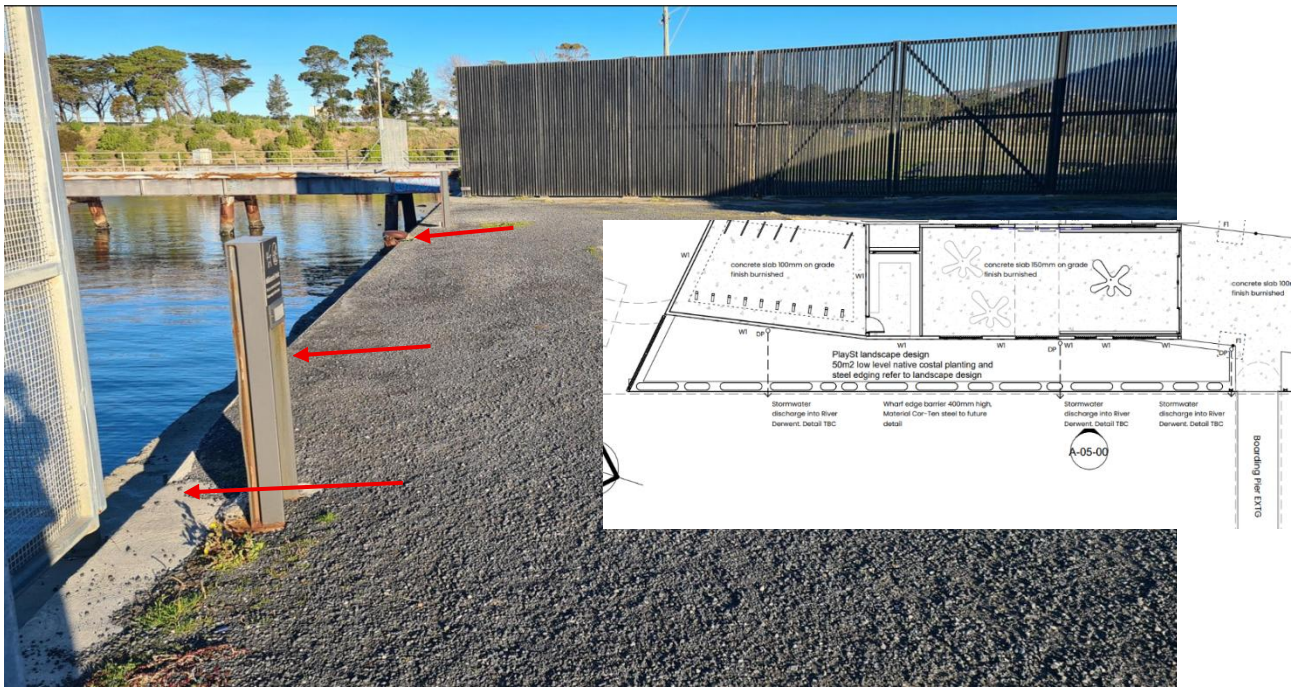


Photo 1: looking east towards the future terminal site, with inset showing approximate drain locations

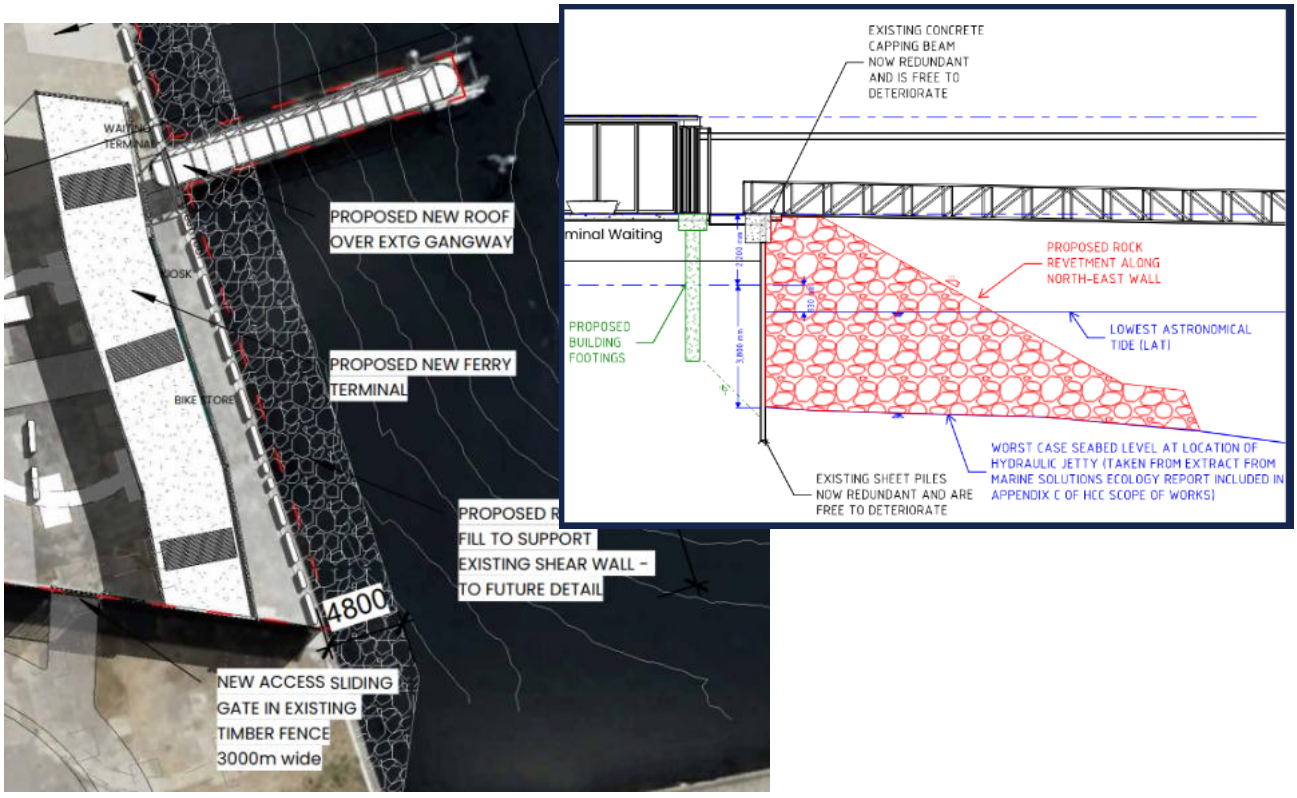


Figure 1: Extract of rock revetment layout and detail view

The proposed terminal building will have three drain points, with the approximate locations and flow paths marked up on the site photograph above. These drain points will carry stormwater from the

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structure across the concrete quay and then into the Derwent River via the rock revetment. The flowpath, which consists of concrete and rock materials, will not be subject to erosion. Furthermore, the rock revetment will dissipate the inflow to the Derwent and will not increase sedimentation at these points.

Stormwater generated from the proposed roof will be comprised of uncontaminated rainwater runoff. Given the nature of the runoff, no adverse water quality impacts are anticipated. The proposal does not involve earthworks or activities that would generate sediment-laden runoff. As the discharge consists of clean roof water, the risk of erosion and sedimentation is considered negligible.

If you have any further questions in relation to the above, please do not hesitate to contact me on 6234 9281.

Yours sincerely,

Michela Fortini



Planner
IRENEINC PLANNING & URBAN DESIGN

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Aboriginal middens

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-26-142
DATE RECEIVED: 17 June 2026

lutruwita is the Country of Tasmanian Aboriginal people and we all have a responsibility to protect Aboriginal cultural heritage.



Aboriginal coastal midden

What are Aboriginal middens?

Aboriginal middens are distinct concentrations of shell, bone, botanical remains, ash and charcoal - evidence of past Aboriginal hunting, gathering and food processing activities within a particular area. The discarded shells and other materials may be the remains of a single meal or the result of repeated use of a particular location over thousands of years. Midden sites can range in size from small, discrete scatters to extensive deposits that run along a coastline for hundreds of metres. They are often associated with dark, ashy soil and can also be visible in eroded or collapsed sections of dunes where they may appear as a dark, ashy band with layers of shell throughout.

Where are middens found?

Middens are one of the most prevalent Aboriginal cultural heritage site types found in Tasmania. They are typically found on elevated ground within coastal environments and areas where rivers enter the sea, and near headlands and rocky outcrops from which shellfish and molluscs could be collected. Other smaller midden sites have been found inland along major river systems and wetlands.

Aboriginal midden or deposit?

Concentrations of shells washed ashore by natural processes (such as strong tides or storms) can sometimes create mounds of shells that appear similar to an Aboriginal midden. These natural deposits are usually found at

Identifying an Aboriginal midden:

Aboriginal middens are commonly identified by the following features:

- the dominant presence of the remains of specific edible shellfish and mollusc species, such as abalone, mussels, oysters, limpets, warreners and whelks;
- ash and charcoal;
- the bones of various birds, marsupials and seals;
- artefacts made from stone, bone and shell.

Artefacts and animal bones are not always immediately visible on middens, however the presence of a combination of the above features are key indicators of a midden site.

Aboriginal Heritage Tasmania
Department of Natural Resources and Environment Tasmania

Tasmanian Government

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Aboriginal midden

the high tide mark and predominantly contain smaller shellfish species. In order to distinguish a natural shell deposit from an Aboriginal midden it is important to consider:

- whether there is a dominant presence of the remains of edible shellfish species;
- whether distinct layers of shell mixed with ash and charcoal can be seen in an exposed dune;
- whether any stone artefacts or bones can also be seen.

Why are Aboriginal middens important?

The study of middens provides important information regarding past Aboriginal lifeways within a particular region. Scientific analysis of the materials found within middens helps researchers to reconstruct past environments and to understand Aboriginal occupation and land use patterns through time. In some instances, estimations can be made about the size of the group that used the site, how long they occupied the region and whether it was a regular campsite or the product of a single event. Charcoal samples may be tested to determine the age of each layer, and pollen samples may provide insight into past vegetation within the region.

Middens are a valuable archaeological resource, not only for what they reveal about Aboriginal dietary habits but also the technology that was utilised in gathering and processing food, seasonal trends in natural resource use and how humans adapted to environmental changes.

Aboriginal middens are protected

Aboriginal middens are defined as relics under the *Aboriginal Heritage Act 1975* and are therefore protected. It is an offence to destroy, damage, deface, conceal, remove or otherwise interfere with a relic. It is also an offence not to report the finding of a relic. If you suspect that an Aboriginal midden has been discovered during your activity, do not interfere with the site.

Report the location and provide images of the site by using the Aboriginal Heritage Site Reporting Form at:
www.aboriginalheritage.tas.gov.au

Forms can be forwarded to:
aboriginalheritage@dpac.tas.gov.au

Aboriginal Heritage Tasmania staff will provide further advice in accordance with the legislation.

Please help to preserve Tasmanian Aboriginal cultural heritage sites by reporting their presence to Aboriginal Heritage Tasmania.

Aboriginal midden (eroded dune)



Aboriginal Heritage Tasmania
Heritage Strategic Business Unit
Department of Natural Resources and Environment Tasmania
GPO Box 44 HOBART TAS 7001

Telephone: **1300 487 045**
email: **aboriginal@heritage.tas.gov.au**
www.aboriginalheritage.tas.gov.au

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AHR Instrument: AHDR10532

Applicant: Michela Fortini (Ireneinc)

Date: 2 April 2026

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-26-142
DATE RECEIVED: 17 June 2026

RECORD OF ADVICE FROM ABORIGINAL HERITAGE TASMANIA

This document provides a record of advice relating to an application submitted in accordance with the *Aboriginal Heritage Standards and Procedures*, as adopted by the Guidelines issued under section 21A of the *Aboriginal Heritage Act 1975*.

Activity: Proposal for Public Passenger Ferry Terminal - Wilkinsons Point

Advice: Please see next page.

All Aboriginal heritage is protected under the *Aboriginal Heritage Act 1975*. It is an offence to destroy, damage, deface, conceal, or otherwise interfere with a relic (Aboriginal heritage) without a permit granted by the Minister. If at any time Aboriginal heritage is suspected, the process outlined in the Unanticipated Discovery Plan should be followed as there is an obligation to report findings of Aboriginal heritage as soon as practicable.

As explained in the Guidelines, obtaining this record of advice does not exempt a person from their obligations under the Act but is an important element of the actions summarised in the Guidelines. To be sure that you have "in so far as is practicable … complied with the guidelines" (s.21(1) of the *Aboriginal Heritage Act 1975*), be sure to read the relevant part and take any other action that may be relevant to your situation.

This advice is valid for 12 months and only for the activity as described in the Aboriginal Heritage Desktop Review application.
Please contact Aboriginal Heritage Tasmania on 1300 487 045 or aboriginal@heritage.tas.gov.au if you require further information.

Disclaimer *The advice contained within this document is based on information available to Aboriginal Heritage Tasmania at the time of its preparation and is provided in good faith. It does not constitute legal advice, is not intended to be a substitute for legal advice and should not be relied upon as such. Proponents should seek specialist legal advice, if required, regarding the Aboriginal Heritage Act 1975 when applying the information to their specific needs.*

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Further advice or comments:

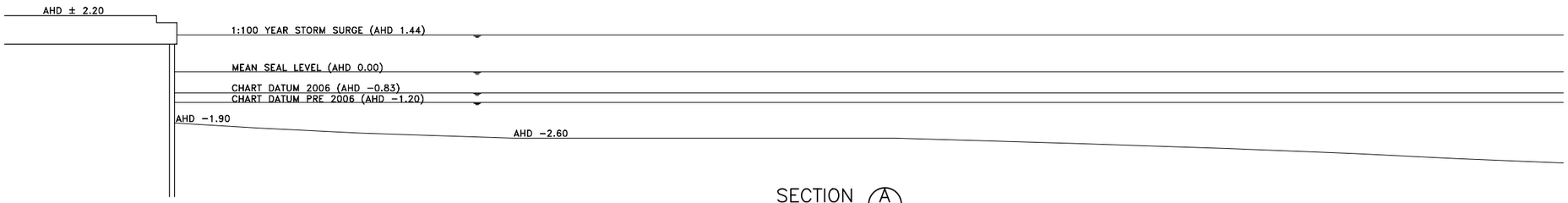
Aboriginal Heritage Tasmania (AHT) has completed a search of the Aboriginal Heritage Register (AHR) regarding the proposed public passenger ferry terminal at Wilkinsons Point.

There is no known Aboriginal heritage recorded within the proposed works area. The AHR does show there is a former midden site (AH10466) originally recorded in 2007 in close proximity to the proposed works area. This site was re-inspected in 2011 and 2019 and it was confirmed the shell material associated with the site was not of cultural origin. AH10466 is now listed as 'not a site' on the AHR. Based on the high level of previous ground disturbance associated with clearing and existing infrastructure, and an Aboriginal heritage site which included a survey of the majority of the proposed works area in 2019 it is believed there is a low likelihood of Aboriginal heritage.

Accordingly, AHT advise that the works should be strictly guided by the attached Unanticipated Discovery Plan. Prior to works commencing, all personnel should be briefed about, and understand the UDP.

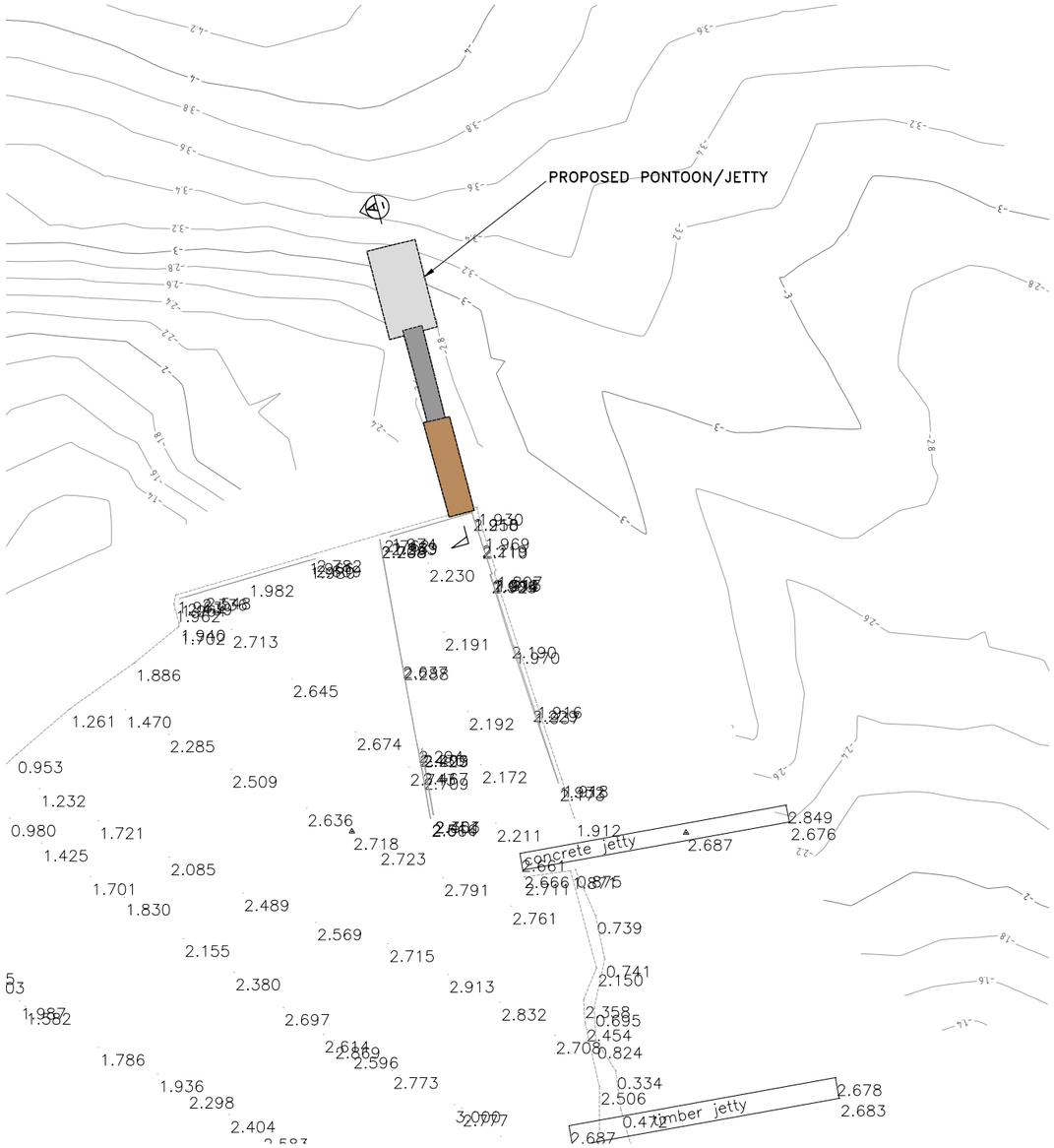
Attached is an information sheet about the type of Aboriginal heritage that may occur in the area (shell midden). This information sheet can also be distributed to your works personnel and contractors to assist them in recognising this site type.

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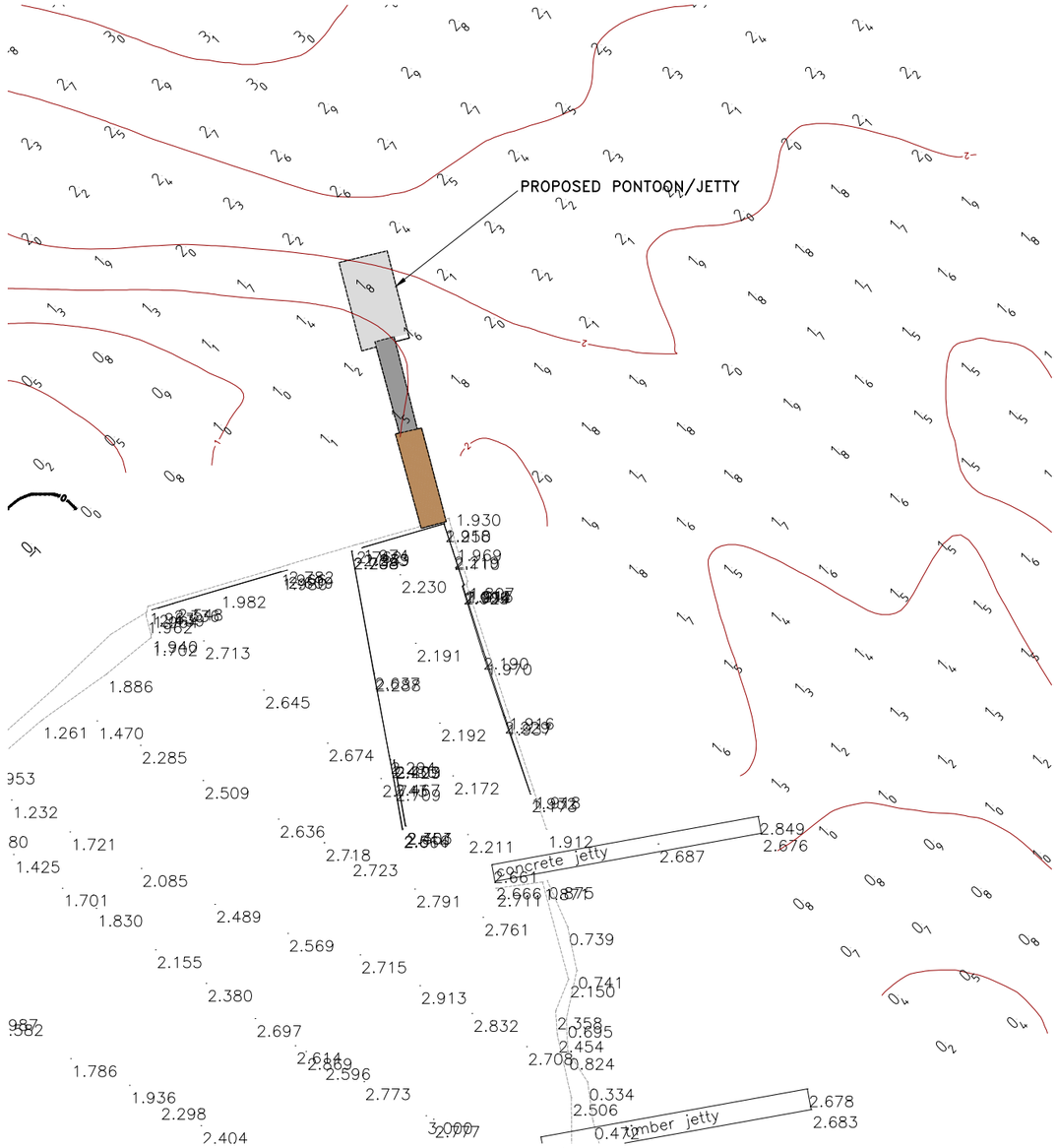
SECTION A

SCALE 1:100



SOUNDINGS ADJUSTED TO AHD LEVELS

(ASSUMED CHART DATUM PRE 2006 = −1.200 AHD)



SOUNDINGS (2004)

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(A3) 1:200 2000

(A1) 1:500 0 10 20 30 40 50 m
(A3) 1:1000 10 8 6 4 2

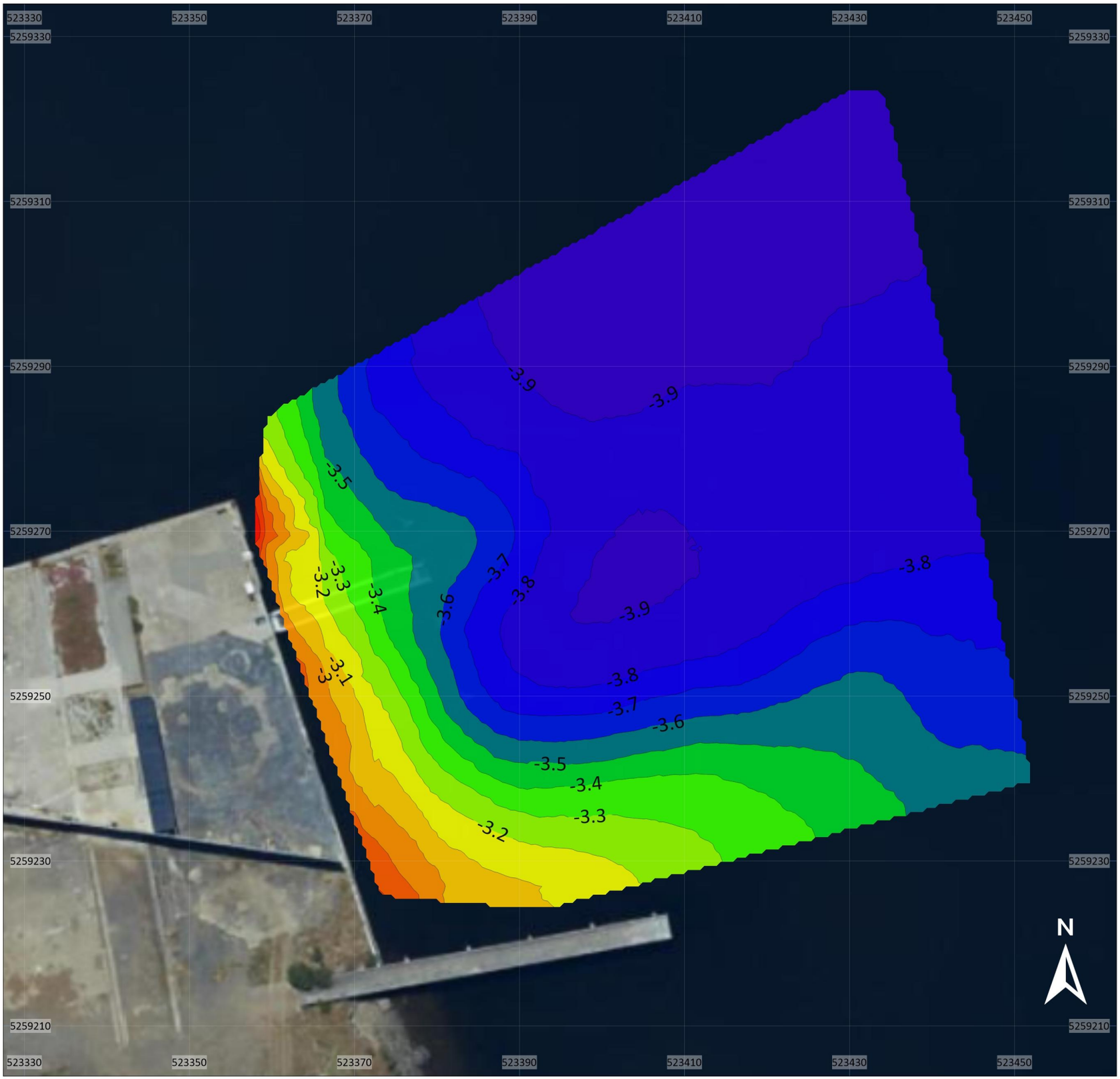
AMENDMENTS			
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Drawing Filename	10−01 SND		
Survey No.	SOUNDINGS		

GLENORCHY CITY COUNCIL

GLENORCHY ART & SCULPTURE PARK
"ELWICK BAY FORESHORE LINKAGES"
WILKINSON'S POINT SOUNDINGS

Scale	1:500 (A1)	APPROVED
APPROVED		DEPARTMENT MANAGER
PROJECT COORDINATOR		Dwg No. 10−17
Designed		
Drawn	G.W.B.	
Checked		Date MAY 10 Sheet 1 of

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Projection	UTM GRS80 Ellipsoid GDA-1994-MGA-Zone55
Vertical Datum	Nautical Chart Datum
Date of capture	05/07/2024
Corrections	Tidal and barometric adjustment to Hobart Port
Grid dimensions	201 x 191 (38391 nodes)
Grid resolution	1 x 1 m
Interpolation algorithm	Inverse Distance to Power

0 10 20 30 40

Distance (m)

Marine SOLUTIONS

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Unanticipated Discovery Plan

Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania

For the management of unanticipated discoveries of Aboriginal relics in accordance with the *Aboriginal Heritage Act 1975* and the *Coroners Act 1995*. The Unanticipated Discovery Plan is in two sections and is issued alongside advice from Aboriginal Heritage Tasmania (AHT) and should not be relied upon in isolation without accompanying advice.

If in doubt, please contact AHT for advice: call **1300 487 045** or email **aboriginal@heritage.tas.gov.au**

Discovery of Aboriginal Relics other than Skeletal Material

Step 1:

Any person who believes they have uncovered Aboriginal relics should notify all employees or contractors working in the immediate area that all earth disturbance works must cease immediately.

Step 2:

A temporary 'no-go' or buffer zone of at least 10m should be established around all visible Aboriginal relics to protect the suspected Aboriginal site, where practicable. No unauthorised entry or works should be allowed within this 'no-go' zone until the suspected Aboriginal relics have been assessed by a consulting archaeologist, Aboriginal Heritage Officer or AHT staff member.

Step 3:

Contact AHT on **1300 487 045** as soon as possible but no later than 48hrs from the discovery of the relic and inform them of the discovery. Documentation of the find should be emailed to **aboriginal@heritage.tas.gov.au** as soon as possible. AHT will then provide further advice in accordance with the *Aboriginal Heritage Act 1975*.

Discovery of Skeletal Material

Step 1:

Call the Police (or if practical, a coroner) immediately. Under no circumstances should the suspected skeletal material be touched or disturbed. It is advisable to immediately treat the area as a potential crime scene, and remove all personnel and equipment that may contaminate the area.

Step 2:

Any person who believes they have uncovered skeletal material should notify all employees or contractors working in the immediate area that all earth disturbance works cease immediately.

Step 3:

A temporary 'no-go' or buffer zone of at least 50m should be established to protect the suspected skeletal material, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected skeletal remains have been dealt with under the *Coroners Act 1995* or the *Criminal Code Act 1924*.

Step 4:

Should the skeletal material be determined to be Aboriginal, the Coroner will contact the Aboriginal organisation approved by the Attorney-General, as per the *Coroners Act 1995* and Aboriginal Heritage Tasmania as per the *Aboriginal Heritage Act 1975*.

Aboriginal Heritage Tasmania
Department of Natural Resources and Environment Tasmania

Tasmanian Government

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Guide to Aboriginal site types

Stone Artefact Scatters

A stone artefact is any stone or rock fractured or modified by Aboriginal people to produce cutting, scraping or grinding implements. Stone artefacts are indicative of past Aboriginal living spaces, trade and movement throughout Tasmania. Aboriginal people used hornfels, chalcedony, spongelite, quartzite, chert and silcrete depending on stone quality and availability. Stone artefacts are typically recorded as being 'isolated' (single stone artefact) or as an 'artefact scatter' (multiple stone artefacts).

Shell Middens

Middens are distinct concentrations of discarded shell that have accumulated as a result of past Aboriginal camping and food processing activities. These sites are usually found near waterways and coastal areas, and range in size from large mounds to small scatters. Tasmanian Aboriginal middens commonly contain fragments of mature edible shellfish such as abalone, oyster, mussel, warrener and limpet, however they can also contain stone tools, animal bone and charcoal.

Rockshelters

An occupied rockshelter is a cave or overhang that contains evidence of past Aboriginal use and occupation, such as stone tools, middens and hearths, and in some cases, rock markings. Rockshelters are usually found in geological formations that are naturally prone to weathering, such as limestone, dolerite and sandstone.

Quarries

An Aboriginal quarry is a place where stone or ochre has been extracted from a natural source by Aboriginal people. Quarries can be recognised by evidence of human manipulation such as battering of an outcrop, stone fracturing debris or ochre pits left behind from processing the raw material. Stone and ochre quarries can vary in terms of size, quality and the frequency of use.

Rock Marking

Rock marking is the term used in Tasmania to define markings on rocks which are the result of Aboriginal practices. Rock markings come in two forms; engraving and painting. Engravings are made by removing the surface of a rock through pecking, abrading or grinding, whilst paintings are made by adding pigment or ochre to the surface of a rock.

Burials

Aboriginal burial sites are highly sensitive and may be found in a variety of places, including sand dunes, shell middens and rock shelters. Despite few records of pre-contact practices, cremation appears to have been more common than burial. Family members carried bones or ashes of recently deceased relatives. The Aboriginal community has fought long campaigns for the return of the remains of ancestral Aboriginal people.

Further information on Aboriginal heritage is available from:

Aboriginal Heritage Tasmania
Heritage Strategic Business Unit
Department of Natural Resources and Environment Tasmania
GPO Box 44 HOBART TAS 7001

Telephone 1300 487 045
Email aboriginal@heritage.tas.gov.au
Web www.aboriginalheritage.tas.gov.au

This publication may be of assistance to you but the State of Tasmania and its employees do not accept responsibility for the accuracy, completeness, or relevance to the user's purpose, of the information and therefore disclaims all liability for any error, loss or other consequence which may arise from relying on any information in this publication.

Tasmanian Government

Document Set ID: 3657969
Version: 1, Version Date: 25/08/2026

Department of Natural Resources and Environment Tasmania

CROWN LANDS ACT 1976

WORKS AND/OR DEVELOPMENT APPLICATION REQUEST

IMPORTANT INFORMATION

- Lodge this form to apply to Property Services to:
  1. undertake works on Crown land, and/or
  2. obtain Crown consent to lodge a Development Application.
- If adequate information is not provided this application may be delayed or declined.
- If insufficient space is provided please attach a separate page.
- Where the works result in a change to your lease/licence area, you may need to also complete a new application form and pay the relevant fees, you will be advised.

Mandatory fields

1. APPLICANT DETAILS

(circle) Mr/Mrs/Miss/Ms	APPLICANT (Full Name, Company or Business Name)*: Hobart City Council, by their agent, Michela Fortini at Irenienc Planning and Urban Design
Daytime contact number: 62349281	
Email Address: michela@ireneinc.com.au	
Residential Address: c/o 49 Tasma Street Post Code 7000	
Postal Address: Post Code	

Who should be contacted about this request? *(If different to above).*

Name*:
Organisation*:
Position Title:
Daytime contact number:
Email Address: *(This is the preferred method of contact)*
Postal Address*: Post Code:

2. LOCATION OF THE CROWN LAND

Property Identification Number (PID) or Title Reference: 2984138

Address*: 601A BROOKER HWY GLENORCHY TAS 7010 Post Code: .....

Describe **where** the works will be undertaken. Include the location of the works in relation to surrounding structures and land features such jetties, fences, rivers, and foreshore. Mark the location on maps, diagrams, photos or other forms of illustration to add detail and clarification.

The land is located at 601A Brooker Highway, Glenorchy, formerly described as CT157350/2, and is accessed via Loyd Road. The total area is 58,541sq. Please refer to planning report for further details.

3. DETAILS ABOUT THE WORKS

Describe **what** work is proposed. Include the design, size, orientation and layout of structures or vegetation and the materials to be used. Attach plans, diagrams, photos and other illustrations that add detail and clarification*.

The proposal is for the use and development of Port and Shipping (Public Passenger Ferry Terminal) at Wilkinsons Point, as part of the River Derwent Ferry Expansion Project. the existing jetty is to be retained and used as part of this application. Please refer to planning report for further details.

Describe **how** the works will be undertaken. Detail the processes, techniques and equipment. Arrangements such as site settings, engineering and/or work management, maps, diagrams, photos and other illustrations would add detail and clarification*.

Will heavy machinery and equipment be required to cross public spaces? Yes X No
If yes, identify the route from the public road to the site on Crown land. Mark the route on maps, diagrams, photos or other forms of illustration.
Refer to accompanying planning report.

4. LEASE/LICENCE DETAILS (*where known)*

Lease/Licence Number: 70402	File Number:
Date on which the current lease/licence will expire*:	

5. COUNCIL REQUIREMENTS*

Before lodging this Application seek advice from Council Planning regarding Council requirements. *This application cannot proceed without this advice.*

Are there any Council requirements? Yes X No If Yes, answer a) and b) below.

a) Is Crown consent to a Development Application required? Yes X No

If yes, supply a copy of the complete and final Development Application package. The complete package includes the Council Development Application form and any documents, reports and plans that will be lodged for Council's consideration.

b) Is Crown consent to a Building or Plumbing Application required? Yes No X

If yes, supply a copy of the complete and final Building or Plumbing Application package. The complete package includes the Council Application form and any documents, reports and plans that will be lodged for Council's consideration.

6. TIMEFRAMES

What dates do you intend to undertake the work:

Start Date:	End Date:
If there is an important deadline state the date	
Explain why the deadline is important:	

7. SIGNATURE OF APPLICANT

Name: .....Michela Fortini.....

Signed: .....

Date: .....4/03/26.....

PS Office Use Only

Received Doc ONE ID: .....

Folder ID: .....

CLAIMS: .....

8. CHECKLIST

- ☐ Documents that describe **what** work is proposed e.g. plans, diagrams.
- ☐ Documents that illustrate **how** the work will be undertaken e.g. management plans, diagrams.
- ☐ Illustrations, maps that identify **where** the work will be undertaken.
- ☐ Illustrations, maps that **identify the route** from the public road to the works site on Crown land.
- ☐ The complete Development, Building and/or Plumbing Application package if required by council.
- ☐ A copy of Public Liability insurance covering the proposed works.

Where there is an agreement holder for the leased/licensed Crown land, attach:

- ☐ A copy of their Public Liability insurance
- ☐ A letter from the agreement holder supporting this Works Application
- ☐ The agreement holders contact details

- ☐ If you are acting on behalf of a client please submit a copy of authorisation to do so.

Privacy Statement

Personal information is collected for the purpose of processing, assessing and determining this application and may be disclosed to local government, Forestry Tasmania, Mineral Resources Tasmania, adjoining landowners, agents of the Property Services, law enforcement agencies, courts and other organisations authorised to collect it. It may be disclosed to other public sector bodies where necessary for the efficient storage and use of the information. It is managed in accordance with the Right to Information and may be accessed by the individual to whom it relates on request to the Department of Natural Resources and Environment Tasmania. A fee may be charged for this service.

Applications can be lodged at	Contact
PropertyServices@parks.tas.gov.au OR Property Services GPO Box 44, Hobart TAS 7001	Property Services Message Service 6169 9015 (leave message and calls are returned within two business days) www.parks.tas.gov.au/ps

Updated February 2019

Document Set ID: 3657969
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WILKINSON'S POINT FERRY TERMINAL
LANDSCAPE DEVELOPMENT APPLICATION

GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-26-142
DATE RECEIVED: 17 June 2026







Document Set ID: 3657969
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PLAY /ST.

SITE CONTEXT

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PLAY /ST.

GASP!
GLENORCHY ART &
SCULPTURE PARK

SITE FOR
NEW FERRY
TERMINAL

DERWENT RIVER
TIMTUMILI MINANYA

BOWEN
BRIDGE

WILKINSON'S
POINT

GASP!

ELWICK
BAY

ELWICK
RACECOURSE

MYSTATE BANK
ARENA

HUMPHREY'S
RIVULET

MONTROSE
BOARDWALK

GOODWOOD
ROAD

BROOKER
HIGHWAY

WILKINSON'S POINT FERRY TERMINAL | **SITE LOCATION & CONTEXT**

601A BROOKER HWY
GLENORCHY TAS 7010

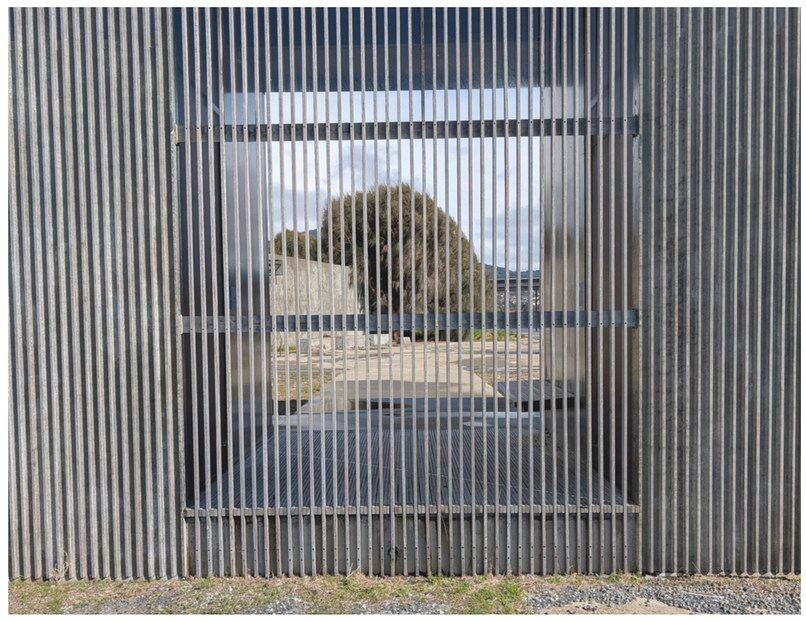
DEVELOPMENT APPLICATION

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DEC 2025

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WILKINSON'S POINT FERRY TERMINAL | **SITE PHOTOGRAPHS**

601A BROOKER HWY
GLENORCHY TAS 7010

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PLAY /ST.

PRECEDENT IMAGERY

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PLAY /ST.

















WILKINSON'S POINT FERRY TERMINAL | **PRECEDENT IMAGES**

601A BROOKER HWY
GLENORCHY TAS 7010

DEVELOPMENT APPLICATION

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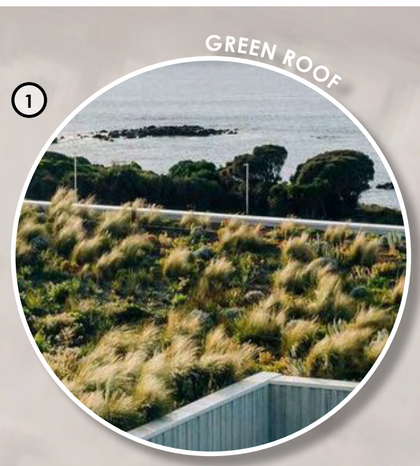
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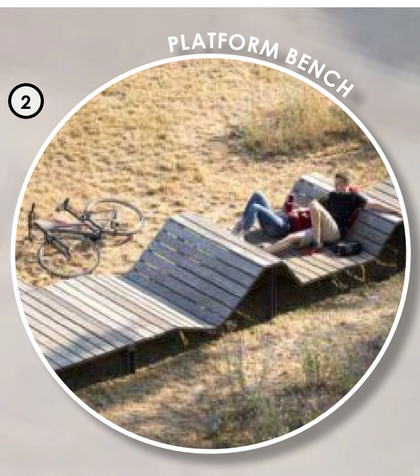
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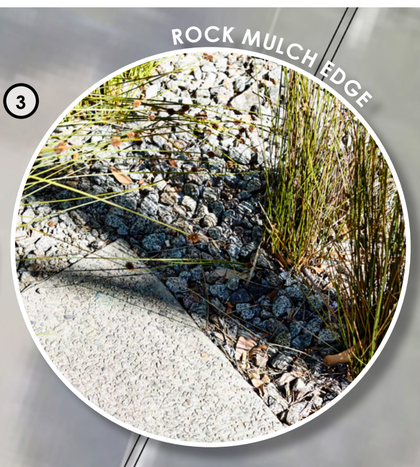
DESIGN RESPONSE

Document Set ID: 3657969
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PLAY /ST.











GLENORCHY ART
& SCULPTURE PARK
(EXISTING LANDSCAPE)

EXTENT OF WORKS

Corten steel steps

4

EXISTING TOILET BLOCK

EXISTING RAMP

5

Retain remnant concrete circle through planting

MAIN ENTRY

Existing surface to be retained and ground down or patched to create flush, wheelchair accessible surface where required

Section of new concrete path

2

Low timber platform decking lounges

3

Saw cut edge to existing surface, infill with rock mulch and planting

Rock mulch and planting

Section of new concrete path

1

NEW FERRY TERMINAL WITH GREEN ROOF

Existing surface to be retained and ground down or patched to create flush, wheelchair accessible surface where required

DERWENT RIVER
TIMTUMILI MINANYA

WILKINSON'S POINT FERRY TERMINAL | **LANDSCAPE CONCEPT DESIGN**

601A BROOKER HWY
GLENORCHY TAS 7010

1:100 @ A1
DEVELOPMENT APPLICATION

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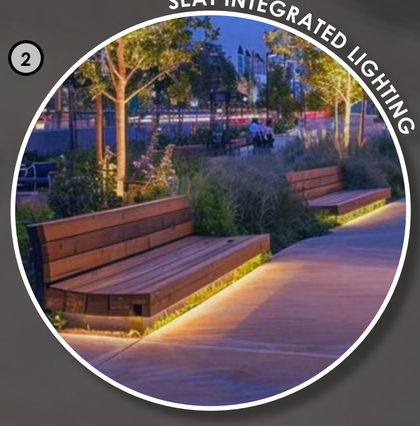
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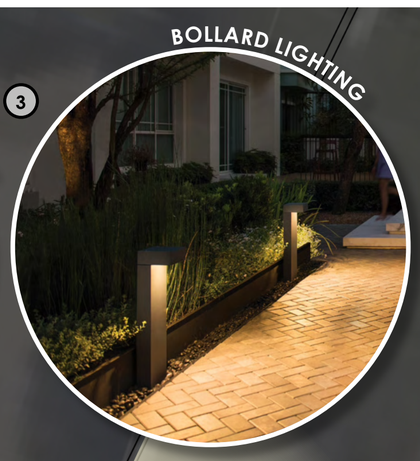
WALL MOUNTED LIGHTING

2



SEAT INTEGRATED LIGHTING

3



BOLLARD LIGHTING

EXISTING WALL MOUNTED LIGHT

GLENORCHY ART & SCULPTURE PARK (EXISTING LANDSCAPE)

EXISTING CEILING LIGHT

EXISTING TOILET BLOCK

3 PROPOSED BOLLARD LIGHT

EXTENT OF WORKS

EXISTING RAMP

MAIN ENTRY

2 PROPOSED SEAT INTEGRATED LIGHTING

1 PROPOSED WALL MOUNTED LIGHTING

NEW FERRY TERMINAL WITH GREEN ROOF

DERWENT RIVER
TIMTUMILI MINANYA

WILKINSON'S POINT FERRY TERMINAL | **LANDSCAPE LIGHTING STRATEGY**

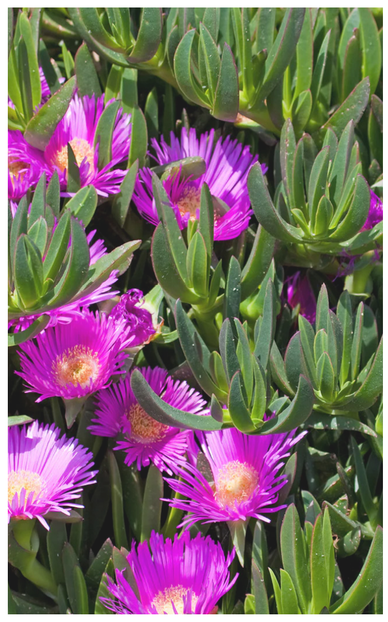
601A BROOKER HWY
GLENORCHY TAS 7010

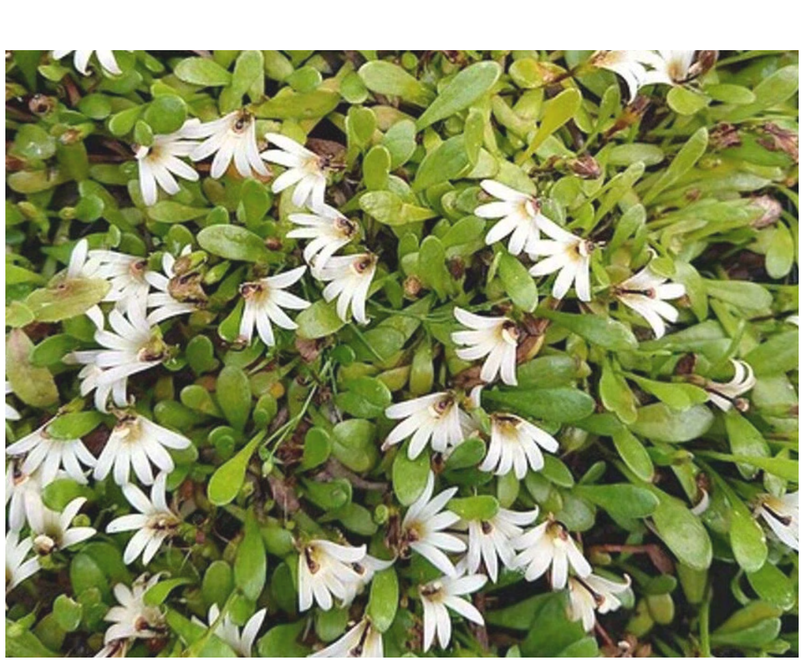
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DEVELOPMENT APPLICATION

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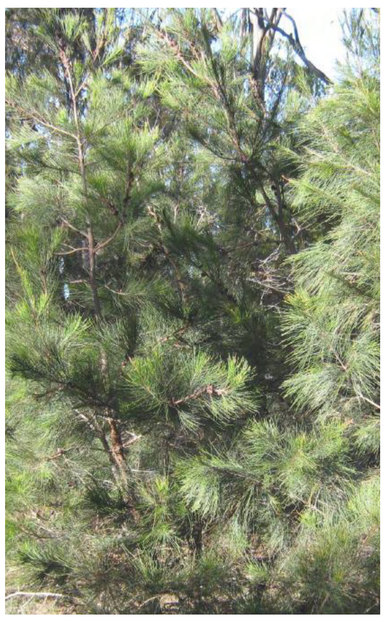
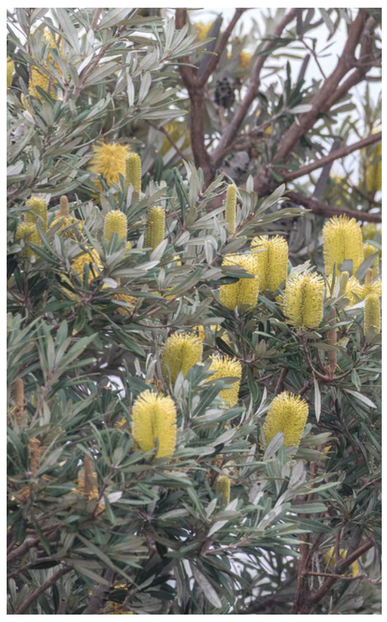













WILKINSON'S POINT FERRY TERMINAL | **SITE INDIGENOUS PLANTS**

601A BROOKER HWY
GLENORCHY TAS 7010

DEVELOPMENT APPLICATION

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Planting Key and Schedule



***Suaeda australis* (Sau)**
Austral Seablite - 0.5m x1.0m (h x w)
A salt-tolerant, spreading perennial shrub characterized by its succulent, narrow leaves that can turn reddish in autumn. Typically found in Tasmanian saline habitats such as saltmarshes and estuarine shorelines.

Pot Size - 140mm
Qty - 25



Austrostipa stipoides (Ast)
Coastal Speargrass - 0.8m x 0.8 (h x w)
Tough drought tolerant grass synonymous with Tasmanian coastal areas providing varied form, movement and green to straw like foliage transitioning with the season.

Pot Size - 140mm
Qty - 75



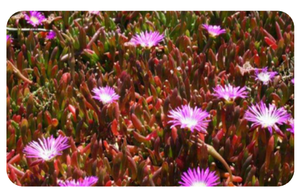
Chrysocephalum apiculatum (Cap)
Common Everlasting - 0.4m x 0.4 (h x w)
Hardy prostrate selection of the Tasmanian Native Everlasting Daisy. Forms carpet like swathes of contrasting silver foliage and masses of yellow flowers in late summer and into autumn.

Pot Size - 140mm
Qty - 78



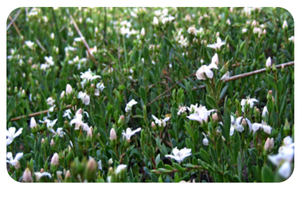
***Atriplex cinerea* (Aci)**
Coastal Saltbush - 1.5m x 1.5m (h x w)
A hardy, native Tasmanian coastal shrub distinguished by its silvery-grey foliage, which is adapted to saline conditions. Commonly found on sand dunes and saltmarshes in coastal areas.

Pot Size - 140mm
Qty - 18



Disphyma crassifolium (Dcr)
Round Leafed Pigface - 0.3m x 0.5 (h x w)
Tough drought tolerant succulent common in low lying salty coastal areas of Tasmania. Swathes of pink summmer flowers with prostrate rich green to red foliage.

Pot Size - 140mm
Qty - 84



Samolus repens (Sre)
Creeping Brookweed - 0.4m x 0.5 (h x w)
A low-growing, hardy semi-succulent that forms spreading mats. It produces delicate, white flowers with five petals on reddish stems. Thrives in saline or brackish environments like swamps, salt marshes, and coastal streams.

Pot Size - 140mm
Qty - 84



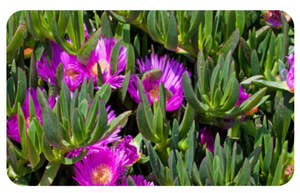
Sarcocornia quinqueflora (Squ)
Beaded Glasswort - 0.3m x 0.5 (h x w)
A low-growing, succulent perennial that forms dense mats of jointed, bead-like stems, common in Tasmanian coastal salt marshes. Its green stems turn red in cooler months, and it is highly salt-tolerant.

Pot Size - 140mm
Qty - 90



Ficinia nodosa (Fno)
Knobby Club Sedge - 0.5m x 0.5 (h x w)
A tough, tufted perennial sedge with upright, dark green, rush-like foliage known for its distinctive globular flower heads and its adaptability to a wide range of conditions, including coastal and wet areas.

Pot Size - 140mm
Qty - 51



Carpobrotus rossii (Cro)
Native Pigface - 0.3m x 1.0 (h x w)
A prostrate, native Tasmanian succulent groundcover with fleshy leaves and bright pink flowers. It is native to coastal areas, thrives in sandy soil, and is known for its tolerance to drought, salt, and sandy conditions.

Pot Size - 140mm
Qty - 84



WILKINSON'S POINT FERRY TERMINAL | **AT GRADE PLANT PALETTE**

601A BROOKER HWY
GLENORCHY TAS 7010

NTS @ A1
DEVELOPMENT APPLICATION

VERSION 1
DEC 2025

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Planting Key and Schedule



***Suaeda australis* (Sau)**
Austral Seablite - 0.5m x1.0m (h x w)
A salt-tolerant, spreading perennial shrub characterized by its succulent, narrow leaves that can turn reddish in autumn. Typically found in Tasmanian saline habitats such as saltmarshes and estuarine shorelines.

Pot Size - 140mm
Qty - 13



Austrostipa stipoides (Ast)
Coastal Speargrass - 0.8m x 0.8 (h x w)
Tough drought tolerant grass synonymous with Tasmanian coastal areas providing varied form, movement and green to straw like foliage transitioning with the season.

Pot Size - 140mm
Qty - 44



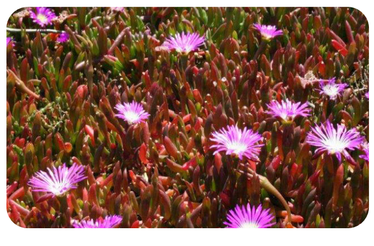
Chrysocephalum apiculatum (Cap)
Common Everlasting - 0.4m x 0.4 (h x w)
Hardy prostrate selection of the Tasmanian Native Everlasting Daisy. Forms carpet like swathes of contrasting silver foliage and masses of yellow flowers in late summer and into autumn.

Pot Size - 140mm
Qty - 147



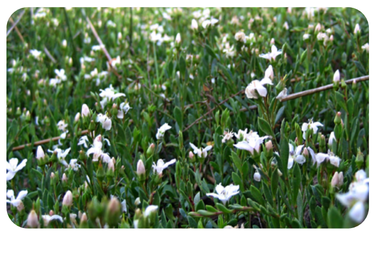
***Atriplex paludosa subsp. paludosa* (Apa)**
Marsh Saltbush - 0.5m x 1.5m (h x w)
A sprawling or decumbent shrub that grows in saltmarsh environments. The stems and leaf margins can have a reddish tinge, and the creamy-green flowers can appear most of the year.

Pot Size - 140mm
Qty - 10



Disphyma crassifolium (Dcr)
Round Leafed Pigface - 0.3m x 0.5 (h x w)
Tough drought tolerant succulent common in low lying salty coastal areas of Tasmania. Swathes of pink summmer flowers with prostrate rich green to red foliage.

Pot Size - 140mm
Qty - 153



Samolus repens (Sre)
Creeping Brookweed - 0.4m x 0.5 (h x w)
A low-growing, hardy semi-succulent that forms spreading mats. It produces delicate, white flowers with five petals on reddish stems. Thrives in saline or brackish environments like swamps, salt marshes, and coastal streams.

Pot Size - 140mm
Qty - 138



Sarcocornia quinqueflora (Squ)
Beaded Glasswort - 0.3m x 0.5 (h x w)
A low-growing, succulent perennial that forms dense mats of jointed, bead-like stems, common in Tasmanian coastal salt marshes. Its green stems turn red in cooler months, and it is highly salt-tolerant.

Pot Size - 140mm
Qty - 144



WILKINSON'S POINT FERRY TERMINAL | **GREEN ROOF PLANT PALETTE**

601A BROOKER HWY
GLENORCHY TAS 7010

NTS @ A1
DEVELOPMENT APPLICATION

VERSION 1
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Document Set ID: 3657969
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GLENORCHY CITY COUNCIL
PLANNING SERVICES
APPLICATION No. : PLN-26-142
DATE RECEIVED: 17 June 2026

WGA

Assessment of Quay Apron and Sheet Piling for Proposed Ferry Terminal at Wilkinsons Point

15 January 2025

Document Set ID: 3657969
Version: 1, Version Date: 25/08/2026

Wilkinsons Point Quay Wall Condition Assessment

Executive Summary

Proposed Ferry Terminal Requires Stability of Quay

- Most significant deterioration is corrosion of sheet piles below water level
- Low short-term risk to wall stability – no deflection or evidence of yielding observed
- Long-term stability will be compromised eventually if ongoing deterioration not addressed

Difficult to Determine Structural Redundancy or Forecast Remaining Life

- Lack of As-Constructed details make any structural analysis highly dependent on assumptions that are difficult to verify (e.g. embedment of piles into seabed)
- Unknown condition of buried elements would require verification by excavation
- Presence of ALWC onsite indicates a nonlinear corrosion mechanism that cannot be modelled accurately

Minimise Reliance on Sheet Pile Quay Wall for Site Stability

- Design proposed terminal footings to avoid any additional loads on the quay wall
- Manage stability of retained fill with one of the approaches below, selecting according to risk and cost:
  1. Monitor
  2. Remediate existing quay wall
  3. Construct rock revetment
- WGA recommend Option 3 may provide the most satisfactory outcome

Document Set ID: 3657969
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Project Background

Proposed Design for New Ferry Terminal Relies on Existing Circa. 1980s Structure

Assessing the condition of the quay apron and sheet piled wall required to determine feasibility of proposed terminal:

- Existing jetty built for assembly of new girders used for reconstruction of the Tasman Bridge in 1970's
- Constructed in early 1980s to facilitate construction of precast concrete cofferdams for new Bowen Bridge
- No historical information available on the design, construction or maintenance (including previous condition assessments) of the quay
- A hydraulic jetty and associated berthing dolphins were installed in 2010 for use with the MONA ferry and have been maintained since

WGA's scope involved:

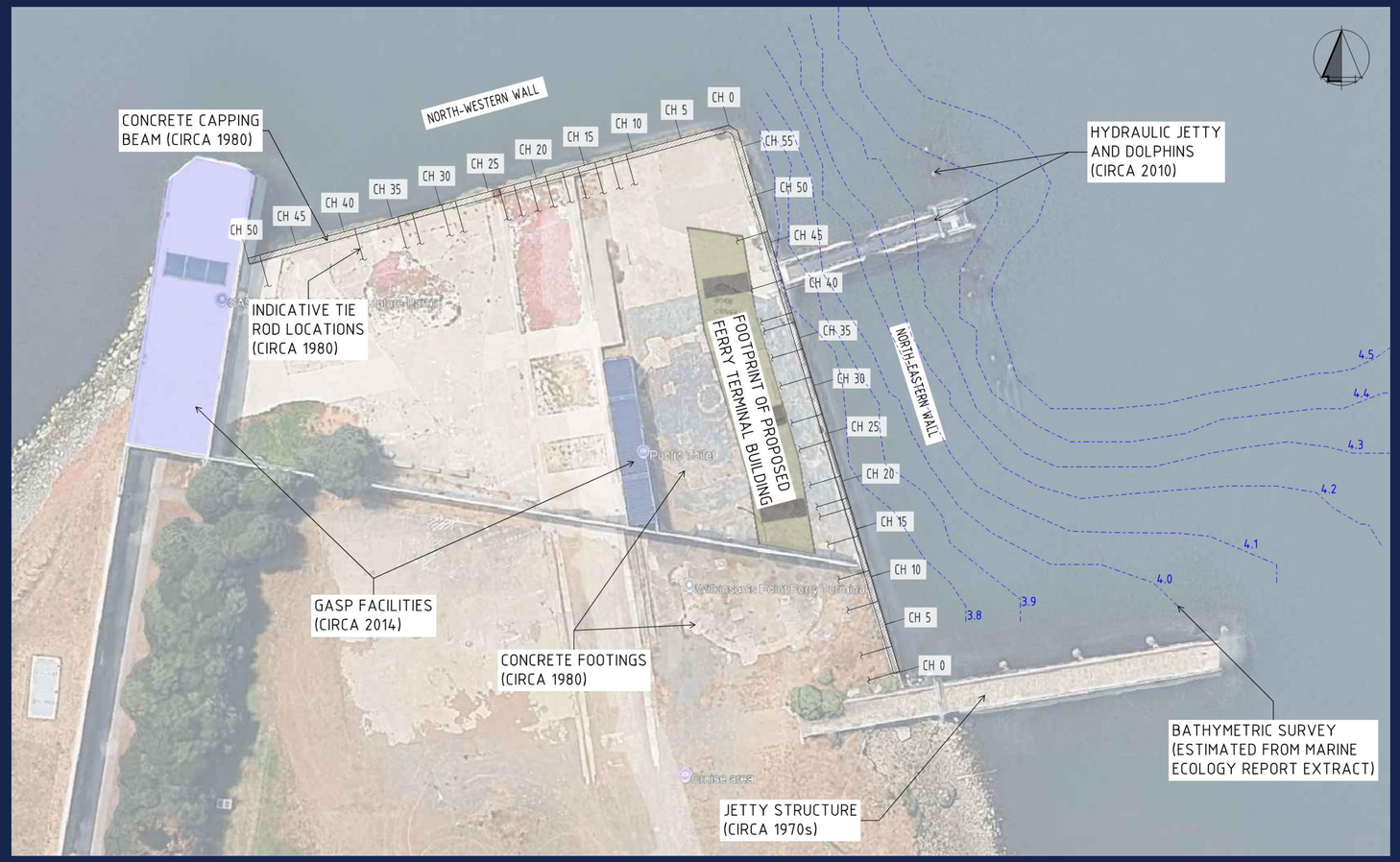
- Condition inspection of structural components above water and underwater (using divers)
- Structural assessment for reuse
- Recommendations for design concept to enable progressing proposed ferry terminal design



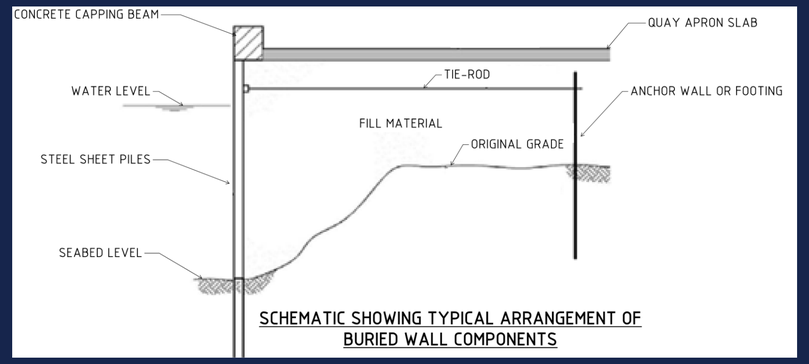
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Asset Overview

Driven Steel Sheet Piled Wall with Buried Anchored System and Concrete Capping Beam







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Asset Condition – Common Defect Examples

Refer to Condition Assessment Report (WGA242950-RP-MA-0001) for Detailed Information



‘Drummy’ Concrete – Ch 55 NE Wall



Marine Growth and Accelerated Low Water Corrosion (ALWC) – Ch 55 NE Wall



Hole Through Pile – Ch 25-30 NE Wall



Exposed Reinforcement – Ch 35 NW Wall



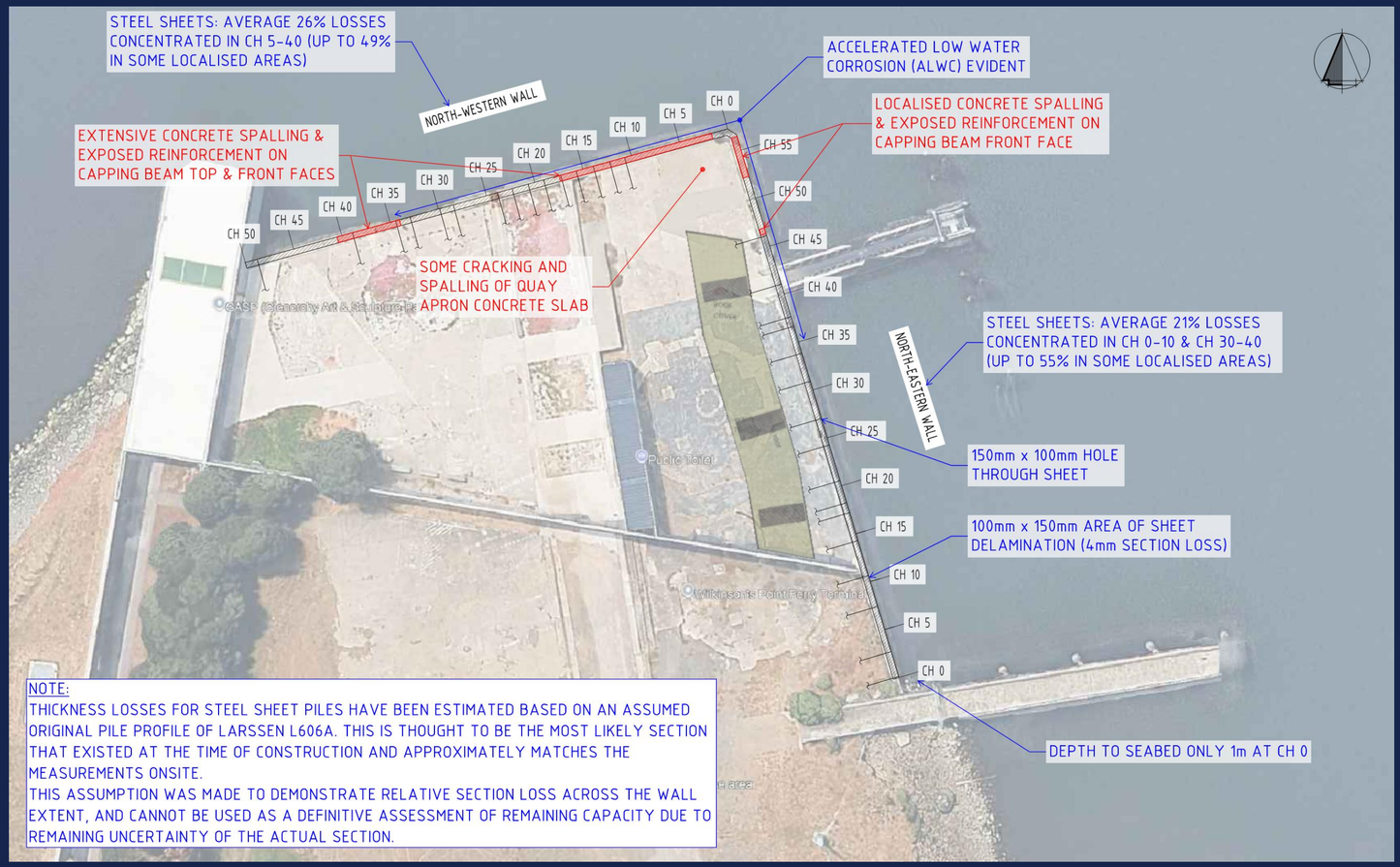
ALWC & Pitting – Ch 20 NW Wall

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Asset Condition Summary

Evidence of Steel Corrosion and Concrete Delamination as Expected for ~45-year-old Marine Asset

- Most critical defect is thickness loss in the sheet piles in the region of peak bending moment (close to seabed), reducing the structural capacity.
- It is uncertain how much redundancy was in the original design, as no records can be found of sheet pile type, geotechnical conditions, embedment length of piles in ground or arrangement of buried anchor system.
- Majority of load on the wall is from the retained fill – i.e. even without the new terminal, the wall stability will be eventually compromised by the ongoing corrosion.
- Immediate risks considered low – no yielding failure of sheet piles/excessive deflections observed.



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Assessment Framework

Condition of Quay Wall Requires Remediation if it is Relied on for Long-term Stability of New Terminal

KEY CONSIDERATIONS	RECOMMENDATIONS

• Observed condition will continue to deteriorate if no action is taken. Widespread ALWC on the sheet piles indicates a more aggressive form of steel corrosion is present.
• The rate of deterioration cannot be accurately forecast, so it is not possible to know with any certainty if it will be suitable to continue functioning as a retaining wall for the full design life of the proposed terminal development.
• The redundant capacity of the wall in its current deteriorated condition is unknown due to:
  - Lack of information about As-Constructed details including original sheet pile section size and thickness, embedment of piles into seabed, geotechnical conditions onsite, tie-rod size and arrangement, and anchor wall arrangement.
  - Unknown condition of buried elements (tie-rods and anchor wall) – would require localised excavations to investigate.
• The steel sheet piles appear to be the most critical structural component. Expected mode of failure is ductile yielding of the sheets in the proximity of the seabed (area of maximum bending moment).
• Ductile yield behaviour of steel will exhibit observable deflection prior to final failure, affording time to investigate and address before any negative impacts on the new terminal building (assuming piled footings are used).
	1. Eliminate additional loading on wall from new terminal structure.
	2. Implement strategy to maintain function of earth retainment.
	Options are:
	a) Monitor condition and implement repair only when deflection observed
	b) Remediate existing quay wall with concrete patch repair and underwater steel re-plating works
	c) Construct rock revetment such that existing quay wall is redundant

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Recommendation 1

Eliminate Additional Loading on the Wall from New Terminal Structure

Surcharge loads at ground level behind the wall distribute at ~45^{o} through the soil to increase the lateral load already acting on the wall from the retained fill. Two options considered to eliminate additional loading on the wall.

OPTION 1: Increase Setback

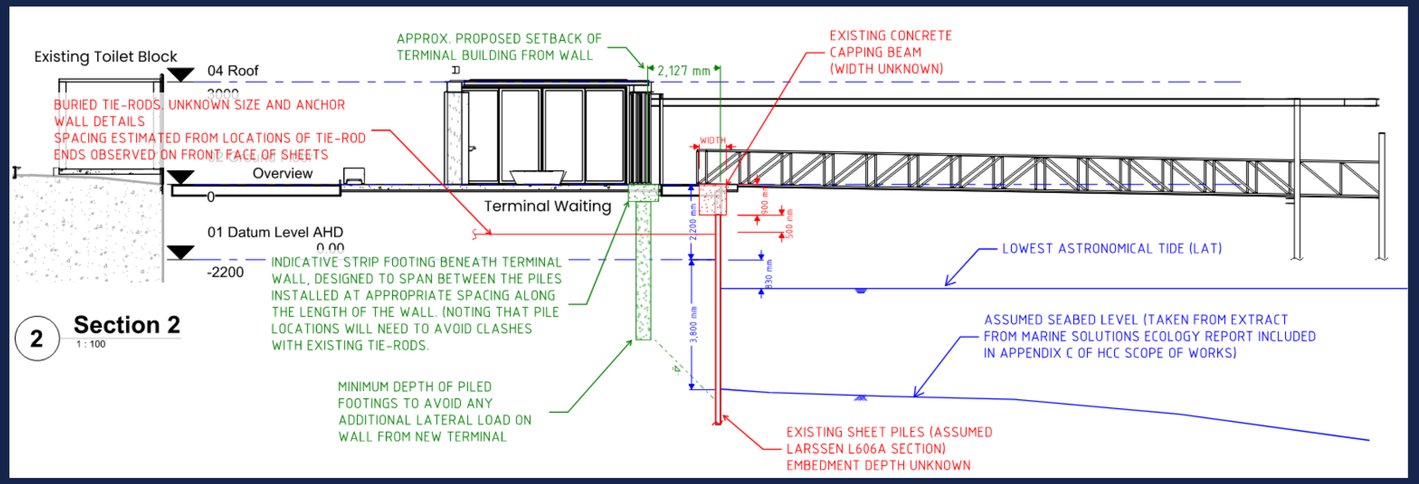
Set back the new building footings further from the wall
Estimated 6m set back required.

Not feasible with existing architectural layout

OPTION 2: Piled Footings (Refer Markup)

Piles extend to depth where vertical reactions impart no lateral resultant on the wall. Current design may already require piled footings for vertical bearing capacity – no additional cost in this case.

Recommended as most preferable option



Piled footings will be independent of the capacity of the quay wall such that localised failure of quay wall sheet piles is less critical for structural performance of the terminal building.

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Recommendation 2

Implement Strategy to Maintain Function of Earth Retainment - 3 Options Considered

1

Monitor condition and implement repair only when deflection observed

Regular monitoring system used for early identification of initiation of ductile yielding behaviour including:

- Deflection surveys of capping beam and apron slab near edge of quay
- Underwater inspections using ROV's or divers
- Bathymetric surveys

If yielding failure is identified, Option 2 or 3 will be required to be implemented as a priority.

Smallest upfront cost but considerable risk of future expenditure within projected life

2

Repair existing quay wall to maintain existing arrangement and functionality

Works to involve:

- Hydro-blast sections of delaminated concrete on capping beam, replace corroded reinforcement and apply grouted patch repairs.
- Re-plate localised areas of sheet piles with significant section loss, by welding doubler plates underwater.
- Installation sacrificial anodes to limit future corrosion to sheet piles.

Expected highest upfront cost due to the difficulty of underwater works and the uncertain extent of repairs

3

Construct rock revetment to remove any reliance on the quay wall (refer next slide)

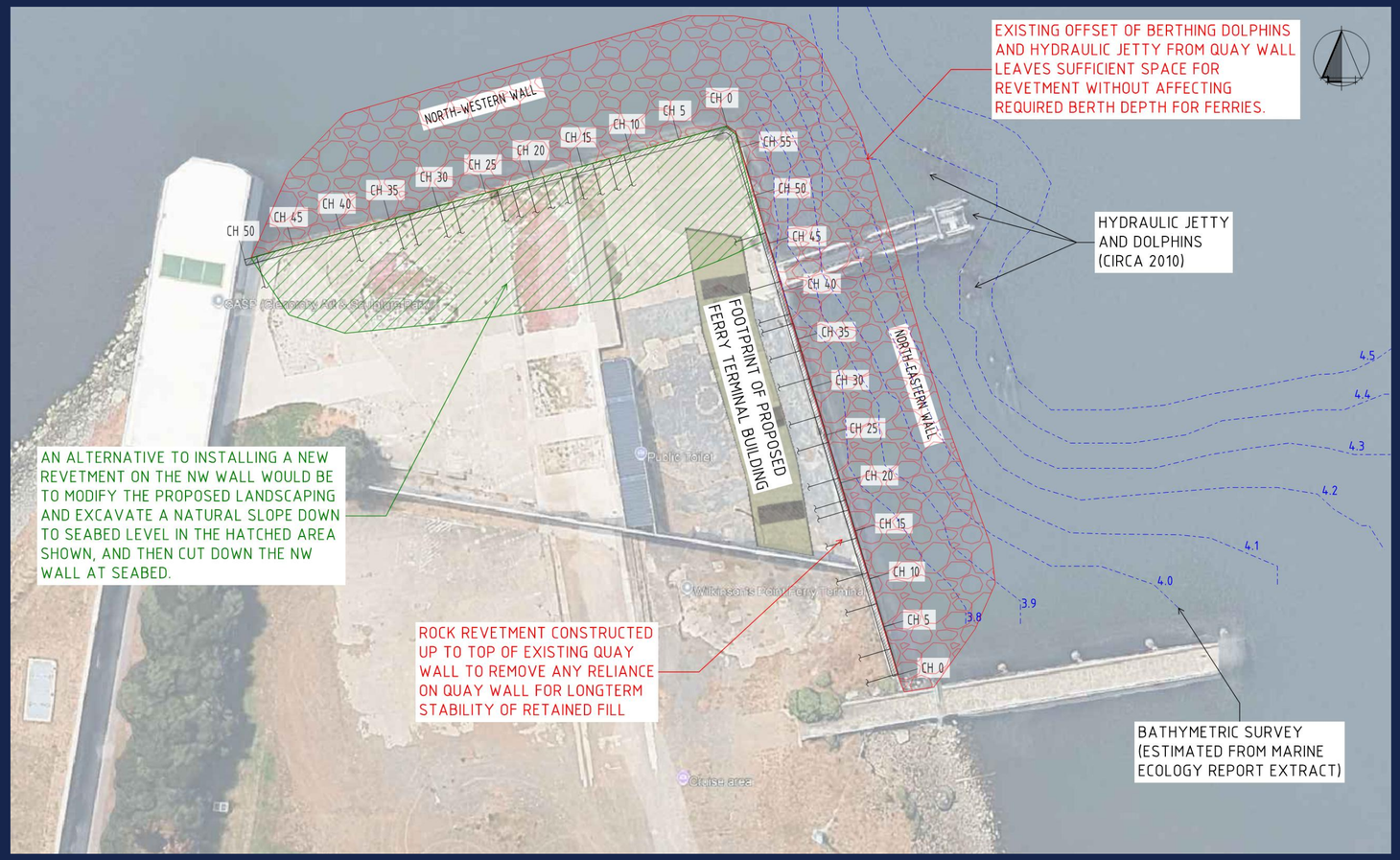
- Offset of berthing dolphins from the quay wall leaves sufficient room for a simple revetment structure without affecting berth depth.
- Simple construction not requiring underwater works.
- No demolition of existing quay wall required or ongoing maintenance.

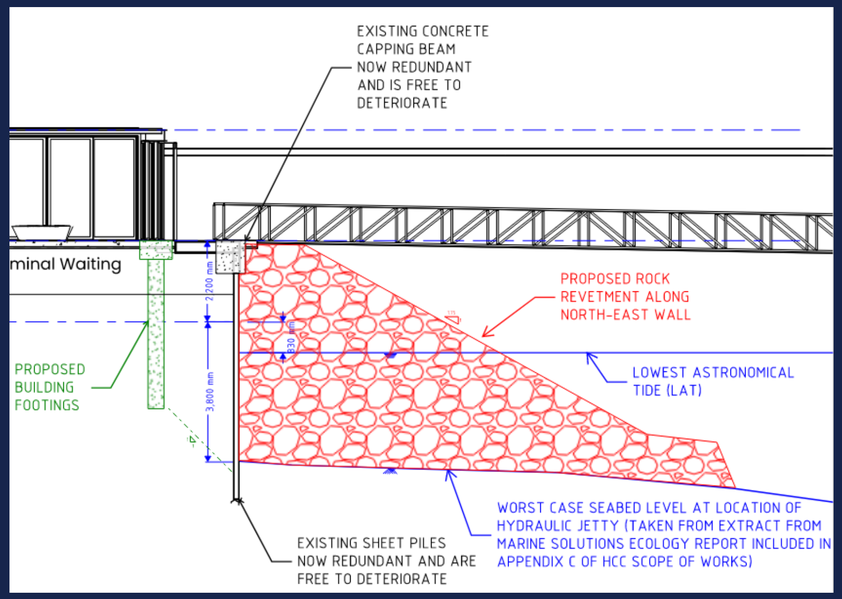
Recommended option – expected to give best outcome with respect to cost, risk, and structural stability

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Recommendation 2 – Option 3: Rock Revetment Concept

Avoid Costly Underwater Repairs on the Quay Wall While Providing Long-term Stability





A rock revetment removes any risks to the proposed terminal from the quay wall condition while offering simple construction, no ongoing maintenance and long-term durability.

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