

*dorset*  
C O U N C I L

# Ordinary Agenda

## Council Meeting

Monday, 15 December 2025

BRIDPORT HALL

*it's in the making*

## General Manager's Certification

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### Qualified Persons Advice – Local Government Act 1993 – Section 65

Pursuant to Section 65 of the *Local Government Act 1993* I hereby certify, with respect to the advice, information and / or recommendation provided for the guidance of Council in this Agenda, that:

1. such advice, information and / or recommendation has been given by a person who has the qualifications or experience necessary to give such advice; and
2. where any advice is given by a person who does not have the required qualifications or experience, that person has obtained and taken into account the advice from an appropriately qualified or experienced person; and
3. a copy of that advice or, if the advice was given orally, a written transcript or summary of that advice has been provided to the council.



**JOHN MARIK**  
General Manager

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### Notification of Council Meeting

**NOTICE<sup>1</sup>** is given that the next Ordinary Meeting of the Dorset Council will be held on **Monday, 15 December 2025** at the **Bridport Hall, Main Street, Bridport** commencing at 6:00 pm.

*Council is also holding a drop-in session from 5:00 pm for any interested community members to come and meet the Councillors and Management Team and ask questions in an informal setting.*

Members of the public are invited to attend in person, however, if any member of the public is feeling unwell, **please do not attend**.

The audio recording of the Council Meeting, except for any part held in Closed Session, will be made available to the public as soon as practicable after the meeting via Council's website and social media.



**JOHN MARIK**  
General Manager

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<sup>1</sup> In accordance with the *Local Government (Meeting Procedures) Regulations 2025*

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## Council Meeting - Agenda

### Monday, 15 December 2025

Meeting Opened:

#### Council Meetings Procedures

In accordance with Policy No. 41: Council Meeting Procedures, this Meeting is being recorded. By attending the Meeting in person, you are consenting to personal information being recorded and published. No unauthorised filming or recording of the Meeting is permitted.

Visitors are reminded that Council Meetings are a place of work for Council Officers and Councillors.

The Council is committed to meeting its responsibilities as an employer and as host of this important public forum, by ensuring that all present meet expectations of mutually respectful and orderly conduct. It is a condition of entry to the Bridport Hall that you cooperate with any directions or requests from the Chairperson or Council Officers.

The Chairperson is responsible for maintaining order at Council Meetings. The General Manager is responsible for health, wellbeing and safety of all present. The Chairperson or General Manager may require a person to leave the Council's premises following any behaviour that falls short of these expectations.

Language and conduct at a Meeting that could be perceived as offensive, defamatory or threatening to a person in attendance or listening to the recording, is not acceptable. It is an offence to hinder or disrupt a Council Meeting.

Present:

Apologies:

#### Acknowledgement of Country

Dorset Council acknowledges the deep history and culture of the First People who were the traditional owners of the lands and waterways where we live and work. We acknowledge the clans-people who lived here for over a thousand generations on the Country where Bridport is built and throughout the area we know as the north east region.

Dorset Council acknowledge the present-day Aboriginal custodians and the inclusive contribution they make to the social, cultural and economic essence of the municipality.

## PROCEDURAL ITEMS

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### Item 225/2025 Declaration of Interest

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In accordance with Section 48 of the *Local Government Act 1993*, Regulation 10(8) of the *Local Government (Meeting Procedures) Regulations 2025* and the Tasmanian Local Government Code of Conduct, Councillors are requested to indicate whether any have, or are likely to have, an interest in any item on the agenda.

#### INTEREST DECLARED

### Item 226/2025 Confirmation of Ordinary Council Meeting Minutes – Monday, 17 November 2025 Ref: DOC/25/16219

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*The Chair reported that he had viewed the minutes of the Ordinary Meeting held on Monday, 17 November 2025 finds them to be a true record and recommends that they be taken as read and signed as a correct record.*

#### Recommendation

That the Minutes of Proceedings of the Dorset Council Ordinary Meeting held on Monday, 17 November 2025 having been circulated to Councillors, be confirmed as a true record.

### Item 227/2025 Confirmation of Agenda

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#### Recommendation

That Council confirm the Agenda and order of business for the Monday, 15 December 2025 Council Meeting.

### Item 228/2025 Public Question Time

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<sup>2</sup>Members of the Public can ask a maximum of two question(s) without notice during Public Question Time. The Chairperson reserves the right to consider questions above this limit will be accepted or treated as correspondence.

Any person asking a question is asked to stand (if able), clearly state their name and suburb they live.

Question(s) must be clear and concise, not be a statement and have minimal pre-amble. Any answer given is not to be debated.

Members of the public must provide any question(s) without notice in writing to the Executive Assistant either before the commencement of the Meeting or within 24 hours.

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<sup>2</sup> In accordance with Regulations 33, 36 & 37 and Council Policy No. 41: Council Meeting Procedures

The following questions were **taken on notice** at the 17 November Council Meeting:

### Len Gillett, Bridport

1. *Council's water irrigation rights for resale will apparently decrease from \$668,000 to approx \$458,000. Will Council be reimbursed for this asset write-down?*

#### **Response from Director – Corporate Services:**

To clarify the community update provided in the 15 September 2025 Council Meeting agenda regarding the Scottsdale Irrigation Scheme, Council is not writing down the value of its water entitlement holding.

Under Council's longstanding arrangement with Tasmanian Irrigation, when Tasmanian Irrigation sells water rights, 50% of the volume sold is deducted from Council's water entitlement holding. Once the transaction between Tasmanian Irrigation and TasWater for TasWater's purchase of 300 mega litres is completed, Tasmanian Irrigation will then purchase 150 mega litres from Council. Council will receive payment for the water entitlement holding based on the sale price per mega litre at the time of settlement. Any difference between the asset's recorded value and the sale price will be recognised as a profit on sale. After this sale, Council's remaining entitlement will be 327 mega litres.

2. *Does Council agree that supplementing the Brid River with this water is a satisfactory solution for Bridport's water surety when a cleaner and more robust, albeit more expensive, pipeline solution was previously proposed?*

#### **Response from General Manager:**

TasWater is the authority in charge of water supply, sewage and wastewater management, including the end-to-end infrastructure management for those services. It is TasWater's role as the technical lead of these services to determine the best solution for Bridport's water surety. Council does not have technical experience, technical information or oversight of these functions to express an opinion on this matter. More information can be found [here](#) and queries can be directed to TasWater with details available on their [contact us page](#).

The following question has been **received on notice**:

### Lawrence Archer, Bridport | 1 December 2025

*Can I be provided with a list of all financial transactions between the registered charitable organisation, Blue Derby Foundation and Dorset Council since 1st July 2022 without resorting to provisions of the Right to Information Act.*

#### **Response from Director – Corporate Services:**

Along with the income and expenditure allocations published in the annual budget estimates, the Blue Derby Mountain Bike Trails operating results are reported quarterly at an open Council Meeting and include all associated income and expenditure. Several public reports have also outlined the transfer of operations to the Blue Derby Foundation. Overall, the financial information for the Blue Derby Mountain Bike Trails is routinely disclosed. If Mr Archer seeks more detailed information, he will need to submit an Application for Assessed Disclosure under the *Right to Information Act 2009*.

The following questions were received without notice from members of the public:

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**Item 229/2025          Public Address of Meeting**

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<sup>3</sup>Members of the public can make a statement at a Council Meeting; it is not question or discussion time with Councillors. Prior to making a statement, the person is asked to stand (if able), clearly state their name and suburb they live.

Members of the public wishing to address Council at a Meeting shall indicate their intent and subject matter in writing by 10am on the Friday prior to the Meeting.

A person seeking to make a statement to may speak for a period up to 3 minutes but may be extended at the discretion of the Chairperson to a maximum of 5 minutes.

All proposed statements are to be provided in writing prior to the Meeting to allow for circulation and inclusion in the minutes of the Meeting.

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**Item 230/2025          Councillor Question Time**

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<sup>4</sup>Councillors can ask a maximum of two question(s) without notice during Councillor question time. The Chairperson reserves the right to consider questions above this limit will be accepted or treated as correspondence.

Question(s) must be clear and concise, not be a statement, have minimal pre-amble, not offer an argument or opinion, draw conclusions, or make any accusations. Any answer given is not to be debated.

Councillors must provide question(s) without notice in writing to the Executive Assistant either before the commencement of the Meeting or within 24 hours.

The following questions were received without notice from Councillors:

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**Item 231/2025          Requests for Leave of Absence**

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Nil

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**Item 232/2025          Notifications of Leave of Absence for Parental Leave**

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Nil

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**Item 233/2025          Councillor Motions with Notice**

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Nil

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<sup>3</sup> In accordance with Regulations 46 and Council Policy No. 41: Council Meeting Procedures

<sup>4</sup> In accordance with Regulations 33, 34 & 35 and Council's Policy No. 41: Council Meeting Procedures

# PLANNING AUTHORITY MATTERS FOR DECISION

The Chair to announce that Council intends to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993* (LUPA Act) when considering Item 234

Council is required by Regulation 10(4) of the *Local Government (Meeting Procedures) Regulations 2025* to deal with items as a Planning Authority under the LUPA Act in a sequential manner.

The following item is to be dealt with at the meeting of Council in its capacity as a Planning Authority.

Item 234/2025	<p><b>Planning Application – Construction and Use of a New Jetty including Vehicle and Pedestrian Access Infrastructure   Croquet Lawn Beach and Regatta Point (Bentley Street) BRIDPORT</b></p> <p>Reporting Officers: Planning Consultant, George Walker</p> <p>Ref: DOC/25/17589   Planning Assessment Report: DOC/25/17590   PLA/2025/86</p>
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## Purpose

The purpose of this report is for Council to assess and determine an application for construction and use of a new jetty including vehicle and pedestrian access infrastructure at Croquet Lawn Beach and Regatta Point (Bentley Street), Bridport.

## Recommendation

That, in accordance with sections 51 and 57 of the *Land Use Planning and Approvals Act 1993* and clause 6.8.1 of the *Tasmanian Planning Scheme - Dorset*, it is recommended that **Construction and use of a new jetty including vehicle and pedestrian access infrastructure** be approved subject to the following conditions:

### 1. Basis of Approval

The use and development for **Construction and use of a new jetty including vehicle and pedestrian access infrastructure** is approved and must be undertaken generally in accordance with the following endorsed plans including their recommendations:

- a) Application for Planning Permit New Jetty Bridport prepared by All Urban Planning dated 8 October 2025;
- b) New Bridport Pier prepared by Burbury Consulting inclusive of the following drawings:
  - i. Cover Page and Locality Plan Drawing No. 24-1953-S100 Rev A dated 26.03.2025;
  - ii. Site Plan Drawing No. 24-1953-S106 Rev A dated 26.03.2025;
  - iii. General Arrangement Drawing No. 24-1953-S110 Rev A dated 26.03.2025;
  - iv. Sections Sheet 1 of 3 Drawing No. 24-1953-S116 Rev A dated 26.03.2025;
  - v. Sections Sheet 2 of 3 Drawing No. 24-1953-S117 Rev A dated 26.03.2025;
  - vi. Sections Sheet 3 of 3 Drawing No. 24-1953-S118 Rev A dated 26.03.2025;
  - vii. Detail Plans and Sections Drawing No. 24-1953-S119 Rev A 26.03.2025;
  - viii. 3D Views Sheet 1 of 3 Drawing No. 24-1953-S120 Rev A dated 26.03.2025;
  - ix. 3D Views Sheet 2 of 3 Drawing No. 24-1953-S121 Rev A dated 26.03.2025;
  - x. 3D Views Sheet 3 of 3 Drawing No. 24-1953-S122 Rev A dated 26.03.2025;

- c) Coastal Hazard Report for Planning Authority Job No. 24-1953 prepared by Burbury Consulting dated 28.03.2025;
- d) Flora and Fauna Report: Proposed Public Pier Bridport prepared by RMCG dated 16 September 2024;
- e) Marine Natural Values Assessment Version 1 prepared by Marine Solutions Tasmania Pty Ltd dated October 2024;
- f) Aboriginal Heritage Assessment Report Final Draft Version 1 prepared by Cultural Heritage Management Australia dated 04.06.2025;

## 2. Exterior Finishes

Exterior finishes of all materials associated with the jetty must have a light reflectance value of not more than 40%.

## 3. Retention of Vegetation

All eucalyptus trees within and in proximity to the development area of the jetty, including realigned walking trails and vehicle access roads must be retained by ensuring the alignment of the jetty and turning area around trees. Eucalyptus trees must only be removed where there is no practical alternative to achieve functionality for the approved jetty, walking trails and access road. Prior to the removal of any eucalyptus trees written justification as to why their removal is required is to be provided including why there is no other practical solution to retain the tree specimen.

## 4. Construction Guidelines

The proposed jetty must be constructed in accordance with all applicable guidelines within the Tasmanian Coastal Works Manual, as amended.

**NOTE:** For the purpose of this permit “**the person responsible**”, depending on the context, means:

- a) The person who has and takes the benefit of this permit for the undertaking of the use or development authorised pursuant to it;
- b) The person or persons who undertake development or use pursuant to this permit; and
- c) Servants, agents and contractors, in each case of such persons.

### ADVISORY NOTES

(i) *Permission in Writing*

*Any reference to the need for Council approval of a matter or thing prescribed under the conditions pertinent to this permit requires such approval to be given in writing.*

(ii) *Objections to Proposal*

*This permit has no effect until the expiry of the period for the lodgement of an appeal against the granting of the permit or, if an appeal is lodged, until ten days after the appeal has been determined by the Resource and Planning Stream of the Tasmanian Civil and Administrative Tribunal (TASCAT).*

(iii) *Appeal Provisions*

*Attention is directed to sections 61 and 62 of the Land Use Planning and Approvals Act 1993 (as amended) which relate to appeals. These provisions should be consulted directly, but the following provides a guide as to their content:*

- *A planning appeal may be instituted by lodging a notice of appeal with the Resource and Planning Stream of the Tasmanian Civil and Administrative Tribunal (TASCAT).*
- *A planning appeal may be instituted within 14 days of the date the planning authority serves notice of the decision on the applicant.*

*(iv) Permit Commencement*

*This permit takes effect 14 days after the date of Council's notice of determination or at such time as any appeal to the Resource and Planning Stream of the Tasmanian Civil and Administrative Tribunal (TASCAT) is abandoned or determined. If an applicant is the only person with a right of appeal pursuant to section 61 of the Land Use Planning and Approvals Act 1993 and wishes to commence the use or development for which the permit has been granted within that 14 day period, the Council must be so notified in writing.*

*(v) Period of Approval*

*Pursuant to Section 53(5) the Land Use Planning and Approvals Act 1993, this approval will lapse after a period of two (2) years from:*

- a. the date on which the permit is granted; or*
- b. if an appeal has been instituted against the planning authority's decision to grant the permit, the date of the determination or abandonment of the appeal,*

*if the use or development is not substantially commenced within that period.*

*(vi) Other Approvals*

*This permit does not imply that any other approval required under any other by-law or legislation has been granted. At least the following additional approvals may be required before construction commences:*

- a. Building approval*
- b. Plumbing approval*

## Background

### PLANNING APPLICATION ASSESSMENT OVERVIEW

PLA NUMBER:	PLA/2025/86
DESCRIPTION:	Construction and use of a new jetty including vehicle and pedestrian access infrastructure
PROPERTY ADDRESS:	Croquet Lawn Beach and Regatta Point (Bentley Street), Bridport
APPLICANT:	Marine and Safety Tasmania (MAST)
TITLE NO:	Nil
PROPERTY ID:	Nil
PLANNING INSTRUMENT:	Tasmanian Planning Scheme - Dorset
ZONE:	Environmental Management
APPLICABLE CODE(S):	Parking and Sustainable Transport Road and Railway Assets Natural Assets Coastal Inundation Hazard Coastal Erosion Hazard
SPECIFIC AREA PLAN:	Not Applicable
DEVELOPMENT CONTROL STATUS:	Discretionary
RECOMMENDATION:	Approval

Valued at \$3 million, the proposed jetty at Bridport follows previous options analysis and community consultation undertaken during 2023/24. It will be located on a rocky outcrop in an area known as Regatta View Point which separates Eastmans and Goftons Beach's to the south-west and Croquet Lawn Beach to the north-east. The key objective of this project is to provide Bridport with a recreational Pier that can be used by the local community and visitors to the area. The proposed new Pier will aim to enhance the appeal of Bridport as a destination for the Tasmanian people and burgeoning tourism sector.

Figure 1- aerial image identifying the location and spatial extent of the site.



The proposed jetty will have a total length of approximately 140m which will consist of a walkway between the access road and gangway (abutting the coastal rock outcrop) and a pier which will extend from the gangway to the seaward end of the jetty which will terminate in a 'T' pier head. A landing ramp will be located on the south-eastern side of the pier which will provide a landing for watercraft and associated vessels to dock. The landing ramp will be designed to move up and down with tidal waters. Construction will be with the following materials:

- steel piles to be concrete filled;
- precast concrete headstocks (pier caps);
- precast concrete pier deck with deck panels over (prostrate);
- steel balustrade system;
- open lattice gangway flooring (fibreglass);
- colorbond in natural grey tone with a light reflectance value of not more than 40%.

The proposed jetty will have a building height of approximately 5.45m from the top of the structure to the highwater mark and a building height of approximately 9m from the top of the structure to the low water mark. Vehicle access and the pedestrian trail will be reinstated around the coastal fringe adjacent to the

development area of the proposed jetty. The proposed jetty will not provide watercraft or vessel launching infrastructure. A full set of drawings are attached.

The application is accompanied by four supporting assessments (attached) and the recommendations within each assessment have been included as conditions of the permit:

- Coastal Hazard assessment – Burbury Consulting (coastal processes)
- Flora and Fauna assessment – RMCG
- Marine Natural Values assessment – Marine Solutions (marine species)
- Aboriginal Heritage assessment – Cultural Heritage Management Australia

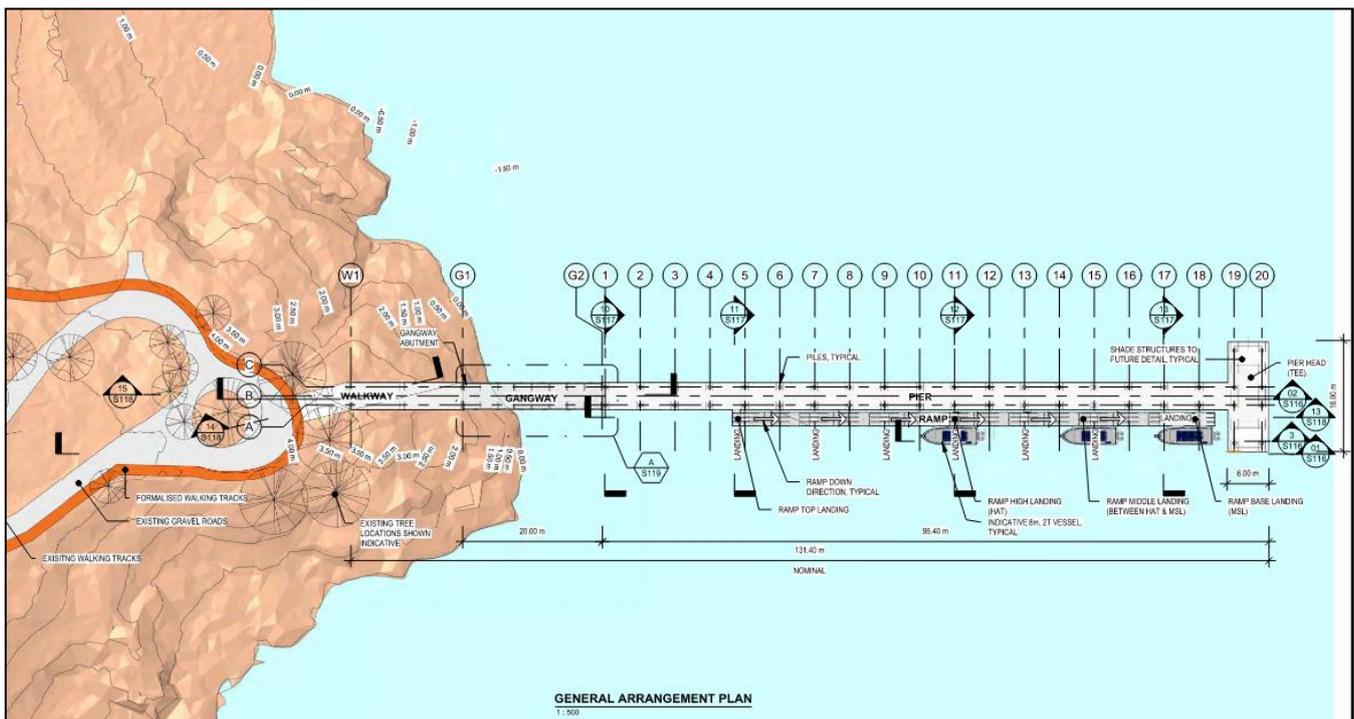
The Coastal Hazard assessment concludes that the proposed jetty will not impact the landward transgression of sand dunes with no impacts upon the other coastal features; wetlands, saltmarshes and other coastal habitats. The report also states negligible impacts are expected to the existing coastal processes, tidal and flood aspects of the site and the jetty will not contribute to any coastal erosion on the site, adjacent land, or public infrastructure.

There will be some clearance or trimming of some understory vegetation. The Flora and Fauna assessment recognises that the level of proposed disturbance of native vegetation (associated with the facilitation of the proposed jetty) is minor due to the presence of existing tracks and highly modified nature of the area, dominated by manicured grass. On this basis, the proposed jetty has been located to minimise native vegetation removal and the impact on the identified values of the site.

The Marine Natural Values Assessment contains a list of field and desktop findings and subsequently outlines a list of impact mitigations for species and habitats that were identified as relevant to the proposed development area. These recommendations have been included as a condition of permit.

The Aboriginal Heritage assessment outlines that no Aboriginal sites or suspected features were identified during the field survey. A search of the Aboriginal Heritage Register shows that there are no registered Aboriginal sites located within the study area, and it has been assessed that there is a low to very low potential for undetected Aboriginal heritage sites to be present. The Assessment advised that there are no Aboriginal heritage constraints or legal impediments to the project proceeding.

Figure 2- general arrangement plan of the proposed jetty.



A Request for Further Information (RFI) was made during the assessment process which was satisfied.

In relation to the RFI regarding carparking, it is recognised that while the application is not required to provide carparking spaces under the Car Parking and Sustainable Transport Code, it is expected that the proposed jetty will generate an increase in the amount of vehicular traffic. The response provided to the RFI estimates that the jetty will generate an increase in vehicle movements (approximately 7-10% above existing AADT levels) equating to a total increase below 20% as specified in the Road and Railway Assets Code. Notwithstanding this analysis, the increased traffic and usage via the access road and carpark has been identified as posing ongoing financial and asset management implications for Council.

The 'Planning Application Assessment Report - PLA/2025/86 provided in the attachments, considers the submitted planning application and representation received during the statutory public advertising period in line with the *Tasmanian Planning Scheme – Dorset* and forms the basis for this report and recommendation.

### **Planning, Environment and Statutory Requirements**

Council must process and determine the application in accordance with the *Land Use Planning Approval Act 1993* and the *Tasmanian Planning Scheme – Dorset*. The application is made in accordance with Section 57 of the *Land Use Planning Approval Act 1993*.

### **Strategic and Annual Plan**

- Dorset Council Strategic Plan (2023-2032), Imperative 13.2

### **Risk Management**

Management of key risk(s) is inherent in the conditioning of the permit.

It is expected that there will be increased interactions between caravan park users, traffic and people accessing the pier, both during construction and operation.

### **Financial and Asset Management Implications**

Increased usage will result in increased costs to Council regarding maintenance and / or any future upgrades to the access road and carparking area.

### **Community Considerations**

In March 2023, MAST, in conjunction with the Dorset Council, undertook a master planning review of opportunities for marine infrastructure upgrades and new development to support the growth in commercial shipping, fishing (commercial and recreational) and tourism.

In August 2023, Minister Ferguson – Deputy Premier and Minister for Infrastructure and Transport confirmed the Government's commitment to construct a new 126 metre public jetty adjacent to the Old Pier boar ramp in accordance with Package B contained in the Bridport Foreshore Master Plan.

MAST, on behalf of the State Government and with the assistance of the Dorset Council, undertook a stakeholder engagement process to identify the preferred location for a new Pier in Bridport. A public information session to discuss the proposed new Bridport jetty took place at the Bridport Hall on Thursday 28 March 2024. Over 400 submissions were received during the consultation period, with the Croquet Lawn Beach site gaining support from the community, Dorset Council, Bridport Pier Working Group and MAST.

## Consultation

The application was advertised for the required statutory period.

<b>Development Control Status:</b>	Discretionary- s.57 LUPA Act	
<b>Public Exhibition Required:</b>	Yes	
<b>Public Exhibition Period:</b>	<b>Commenced</b>	<b>Concluded</b>
	2/11/2025	16/11/2025
<b>Representations Received:</b>	Yes	

During the public exhibition period four (4) representations were received.

The following table identifies key issues that were raised within the representations (collectively) along with a planning response.

Clause 6.10.1 of the *Tasmanian Planning Scheme – Dorset* states that in determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the LUPA Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and
- (b) any representations received pursuant to and in conformity with section 57(5) of the Act,

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

It is within this context that the following responses have been provided to the key issues raised within the representations.

Key Issue	Town Planning Response
1. <i>Concern regarding the potential removal of (or closure of) the small concrete boat ramp at Croquet Lawn Beach and the removal of car parking spaces and lack of car parking spaces associated with the proposed jetty.</i>	The application does not propose to change or alter the small concrete boat ramp adjacent to the proposed jetty location (at the southern end of Croquet Lawn Beach). Under the terms of Table C2.1 of the Parking and Sustainable Transport Code, a jetty is not required to provide any car parking spaces.
2. <i>Concern regarding potential conflict between swimmer safety and beach access at Croquet Lawn Beach and the use of the jetty by motorboats and jet skis which introduces the following:</i> <ul style="list-style-type: none"> <li>a. <i>increased collision risk between swimmers and powered craft;</i></li> </ul>	The Scheme does not contain any provisions which seek to control any (potential) conflicts between users of the jetty and nearby beaches or consideration of amenity impacts the proposed jetty may cause upon adjacent land uses. Matters relating to conflicts between beach users (swimmers and non-motorised watercraft) and

Key Issue	Town Planning Response
<ul style="list-style-type: none"> <li><i>b. noise disruption in what is currently a peaceful bathing area;</i></li> <li><i>c. fuel and oil contamination risk in shallow water;</i></li> <li><i>d. a loss of accessibility for families and less confident swimmers who rely on calm water;</i></li> <li><i>e. a shift away from the quiet, gentle atmosphere that makes Croquet Lawn special.</i></li> </ul>	<p>motorised watercraft users are regulated by MAST through watercraft licences.</p>
<p>3. <i>Support for the pier subject to the following changes to the application:</i></p> <ul style="list-style-type: none"> <li><i>a. a clear no-motor-craft buffer zone at Croquet Lawn;</i></li> <li><i>b. an alternative design that does not encourage powered vessels mooring at the pier;</i></li> <li><i>c. policies preventing jet skis and powered boats from mooring at the pier</i></li> </ul>	<p>There are no powers within the Scheme to mandate a non-motorised craft buffer zone, require the jetty to be redesigned or to introduce controls around use of motorised watercraft.</p>
<p>4. <i>Urgent need is required to restore safe access to the beach from Croquet Lawn which should be treated as a priority.</i></p>	<p>Access to Croquet Lawn Beach in any form does not form part of the application and there is no ability to require improvements to be made to existing (or desired future) accesses to Croquet Lawn Beach through the application process.</p>

# ITEMS FOR DECISION

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**Item 235/2025**      **Annual General Meeting Motion | Dorset Street Upgrade Assessment Strategy**  
 Reporting Officer: Director – Infrastructure, Kerry Sacilotto  
 Ref: DOC/25/17733 | 2025 AGM Minutes: DOC/25/17453

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## Purpose

The purpose of this agenda item is to consider a motion passed at Council’s Annual General Meeting held on 8 December 2025 requesting Council develop a Dorset street upgrade assessment strategy.

## Recommendation

### That Council:

1. receive and note the motion received from the 2025 Annual General Meeting; and
2. defer the item for discussion at a future Workshop.

## Background

The following Motion was received from a Dorset elector at Council’s 2025 Annual General Meeting held on 8 December at the Council Chambers. Moved by Mr Lawrence Archer and seconded by Councillor Vincent Teichmann – with a minor amendment to the original Motion to include all Dorset towns accepted by Mr Archer – the following Motion was carried unanimously by all electors present:

*“That Council undertake an assessment of unconstructed and insufficiently constructed streets in Bridport, Scottsdale and all other Dorset towns and formulate a strategy for their eventual upgrading.”*

By way of background, Mr Archer provided the following reasoning during the presentation of the Motion:

*There is a large number, and I know that about eight years ago there was about 13 kilometres of unconstructed streets around Bridport alone, that don’t have kerb, channel or a proper footpath. I haven’t travelled around Scottsdale; however, it is about time that Council had a proper assessment of these areas, how much there is and how insufficiently they are constructed.*

*Some of these streets are just dirt with residents living on them and some without kerb and channel when they’ve been there for 60 years plus and paying rates to the community and there’s insufficient servicing of their access.*

*My motion is only asking that you assess them and work on a strategy for their eventual upgrade. It’s not suggesting that you spend \$1,000,000 a year or anything like that. It’s just to have a strategy going forward and perhaps it’s as simple that when a grant opportunity arises, that this is the street we’ll do first and so on.*

*I see that there is going to be a pier built at Bridport. There are three streets between Westwood Street and Bentley Street – being Short, Cross and Alfred. None of them have footpaths or kerb and channel and they will be where people walk down towards the new pier.*

*So, my motion is only asking that you assess what's required in both Bridport and Scottsdale<sup>5</sup> because I don't want to be seen to be just thinking about myself, but you've got these liabilities, I believe, of insufficient and unmade streets and it needs to be addressed.*

### **Planning, Environment and Statutory Requirements**

Section 72B(6) of the *Local Government Act 1993* requires that a motion passed at an Annual General Meeting is to be considered at the next meeting of the council.

### **Strategic and Annual Plan**

- Dorset Council Strategic Plan (2023-2032), Imperative 10.3

### **Risk Management**

N/A

### **Financial and Asset Management Implications**

Council adopted the 2025/26 Annual Plan and budget estimates during June 2025. No allocation for this matter has been authorised by Council at this time; noting internal Council resources would be necessarily diverted from current workloads if the proposed recommendation is passed by Council resolution.

### **Community Considerations**

See Officer's comments.

### **Consultation**

Future engagement / and or consultation with the community may be required in the future. If Council choose to construct additional sealed urban roads, whether that is full reconstruction, kerb and gutter and/or footpaths, the full lifecycle cost must be understood by the community and how this would be funded.

### **Officer's Comments**

Council's Road Asset Management Plan 2025 was reviewed and adopted by Council on 23 June 2025. Based on the Plan, Council's road assets comprise of the following assets:

- 53 km urban sealed roads
- 5 km urban unsealed roads
- 197 km rural sealed roads

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<sup>5</sup> After presentation by Mr Archer, the original Motion was amended – with acceptance by the mover – to include all other Dorset towns, not just Bridport and Scottsdale as originally put forward.

- 435 km rural unsealed roads
- 52 km footpaths
- 74 km kerbs and gutters
- 1,393 minor culverts

The sealing of 1km of unsealed road will cost \$1 million + /- 30% depending on the materials, location, complexity of the projects, state of the pavement etc. and Council's surplus cash holdings including term deposits as at 30 June 2025 were \$8.58 million. Therefore, the sealing of Dorset urban unsealed roads would deplete a large portion of Council's surplus cash. It must also be noted that the sealing of a road adds additional costs to ongoing maintenance over and above an unsealed road.

Council held its Annual General Meeting on 8 December 2025, and Council Officers require additional time to assess this request to allow informed discussions with Council at a future Briefing Workshop, and subsequent Council Meeting.

## Item 236/2025

**Buildings Asset Management Plan 2025**

Reporting Officer: Director – Corporate Services, Lauren Tolputt

Ref: DOC/25/17466 | 2025 Plan: DOC/25/17460

**Purpose**

The purpose of this agenda item is to table Council’s reviewed Buildings Asset Management Plan (AMP).

**Recommendation**

**That Council adopts the attached Buildings Asset Management Plan 2025.**

**Background**

In accordance with the *Local Government Act 1993* (the Act), Council is required to have a long-term strategic asset management plan for all major asset classes. Major asset classes are defined in the *Local Government (Content of Plans and Strategies) Order 2014* (the Order) and include buildings. Under the Act, Council is required to update an AMP every 4 years. The Buildings AMP was last adopted by Council in October 2021 and is now due for review.

The legislation sets out the requirements of an AMP. Each AMP is required to include items such as:

- Overview of assets
- Capital expenditure requirements (renewal, upgrade and new)
- Current and future service levels
- Demand factors
- Asset life cycle and financial considerations
- Operations and maintenance plan
- Areas for improvement

**Planning, Environment and Statutory Requirements**

- *Local Government Act 1993*
- *Local Government (Contents of Plans and Strategies) Orders 2014*

**Strategic and Annual Plan**

- Dorset Council Strategic Plan (2023 – 2032), Imperative 10.3
- Annual Plan (2025/26), Activity 28

**Risk Management**

The Buildings AMP forms a key element of Council’s approach to risk management by supporting compliance with the Act and the Order. By reviewing and updating the AMP, Council strengthens its ability to identify and mitigate risks associated with building condition, functionality, regulatory compliance, and long-term financial sustainability. Council’s Asset Management Strategy and Asset Management Policy guide the development of all AMPs.

## Financial and Asset Management Implications

As of 30 June 2025, Council managed 132 individual building assets with a combined replacement value of approximately \$45 million. Buildings depreciation for 2024/25 totalled \$461,482 which represents around 8% of Council's overall depreciation expense.

The Buildings AMP identifies an average projected capital expenditure requirement of \$585,000 per year over the next 10 years, covering both renewal and new/upgrade works.

An average allocation of \$450,000 per year is funded by Council in its current Long Term Financial Plan (LTFP), creating a gap of \$135,000 annually between projected needs and existing allocations. The LTFP is reviewed annually when preparing budget estimates, and during the next review it is intended that the capital allocations for buildings are revisited to better align with the necessary investment levels highlighted in the Buildings AMP.

Despite the projected capital requirements increasing since the last Buildings AMP review in 2021, Council continues to provide substantial community benefit by offering:

- Free use of Council facilities for community organisations
- Free use of sporting facilities for community sporting organisations
- Nil consideration lease and licence arrangements to not for profit organisations

While this approach supports community access and participation, it also limits Council's ability to generate revenue to contribute to ongoing maintenance, renewal and future upgrade of its buildings. A holistic review of Council's Fees and Charges is currently being prepared for presentation to Councillors as part of 2026/27 budget discussions.

Given the age of Council's buildings and the scale of projected investment, external funding sources such as government grants, partnerships or borrowings may need to be considered in addition to Council-funded renewal allocations to deliver major renewal or upgrade projects as they arise.

## Community Considerations

The Buildings AMP helps ensure that Council-owned facilities remain safe and functional. By identifying renewal and upgrade priorities, the AMP provides transparency about how limited resources are allocated across the municipality's building assets.

## Consultation

Opteon was engaged by Council to conduct a comprehensive revaluation of all existing buildings assets, which was used to inform updates to the Buildings AMP. The updated Buildings AMP was presented to Council's Audit Panel at its 11 November 2025 meeting, and to Councillors at the 2 December 2025 Briefing Workshop.

## Officer's Comments

The Buildings AMP provides an overview of Council's buildings assets and outlines how these facilities will be managed so that they remain safe, functional, and responsive to future community needs. Many of Council's buildings are aging, and the AMP highlights the level of investment required over the next 10 years. The AMP identifies an average capital funding gap of \$135,000 per year for buildings, reflecting the age and condition of some facilities.

Capital funding allocations will be reviewed as part of the next LTFP update to ensure allocations more closely match projected needs and to minimise the risk of a renewal gap emerging. The Buildings AMP also confirms that only a modest level of new or upgrade expenditure is forecast, with Council instead focusing on keeping existing buildings safe and serviceable rather than upgrading or constructing new facilities.

Council is also progressing a broader review of all Council owned facilities (Annual Plan Activity 26), which will establish baseline data on utilisation, service levels and total cost of ownership. This work is intended to inform Council's long-term strategy for its buildings, helping ensure that the portfolio aligns with future community needs and that service levels are clear and appropriate. This review will support planning to ensure Council's facilities remain functional and fit for purpose into the future. The Buildings AMP will be reviewed internally following the conclusion of the review and changes proposed in a future Council meeting if required.

The reviewed Buildings Asset Management Plan 2025 can be found in the [attachments](#).

## Item 237/2025

## Land Improvements Asset Management Plan 2025

Reporting Officer: Director – Corporate Services, Lauren Tolputt  
 Ref: DOC/25/17468 | Plan: DOC/25/17463

## Purpose

The purpose of this agenda item is to table Council's new Land Improvements Asset Management Plan (AMP).

## Recommendation

**That Council adopts the attached Land Improvements Asset Management Plan 2025.**

## Background

In accordance with the *Local Government Act 1993* (the Act), Council is required to have a long-term strategic asset management plan for all major asset classes. The *Local Government (Content of Plans and Strategies) Order 2014* (the Order) requires an AMP to be prepared for any asset class that is 5% or more of Council's total asset base. The value of Council's land improvements asset class has grown substantially in recent years and with land improvement assets now accounting for around 6% of Council's total asset base, a new Land Improvements AMP

The legislation sets out the requirements of an AMP. Each AMP is required to include items such as:

- Overview of assets
- Capital expenditure requirements (renewal, upgrade and new)
- Current and future service levels
- Demand factors
- Asset life cycle and financial considerations
- Operations and maintenance plan
- Areas for improvement

## Planning, Environment and Statutory Requirements

- *Local Government Act 1993*
- *Local Government (Contents of Plans and Strategies) Orders 2014*

## Strategic and Annual Plan

- Dorset Council Strategic Plan (2023 – 2032), Imperative 10.3
- Annual Plan (2025/26), Activity 27

## Risk Management

The Land Improvements AMP forms a key element of Council's approach to risk management by supporting compliance with the Act and the Order. By reviewing and updating the AMP, Council strengthens its ability to identify and mitigate risks associated with the condition and functionality of its

land improvements, regulatory compliance, and long-term financial sustainability. Council's Asset Management Strategy and Asset Management Policy guide the development of all AMPs.

### **Financial and Asset Management Implications**

As of 30 June 2025, the at cost value of Council's land improvements assets was \$22.3 million. Land improvements depreciation for 2024/25 was \$478,000 which excludes the Blue Derby Mountain Bike Trail network and represents around 8% of Council's overall depreciation expense.

The Land Improvements AMP identifies an average projected capital expenditure requirement of \$507,000 per year over the next 10 years, covering both renewal and upgrade/new works.

Council's current Long Term Financial Plan (LTFP) provides an average allocation of \$456,000 per year, creating a gap of \$51,000 annually between projected needs and existing allocations. As part of the next LTFP review, it is intended that the capital allocations for land improvements are revisited to better align with the necessary investment levels highlighted in the Land Improvements AMP.

Despite these projected capital requirements, Council continues to provide substantial community benefit by offering free entry to its recreational assets such as swimming pools.

While this approach supports community access and participation, it also limits Council's ability to generate revenue to contribute to ongoing maintenance, renewal and future upgrade of its land improvements. Accordingly, a holistic review of Council's Fees and Charges is currently being prepared for presentation to Councillors as part of 2026/27 budget discussions.

External funding sources such as government grants, partnerships or borrowings may need to be considered in addition to Council-funded renewal allocations to deliver major renewal or upgrade projects as they arise.

### **Community Considerations**

The Land Improvements AMP helps ensure that Council-owned land improvements remain safe and functional. By identifying renewal and upgrade priorities, the AMP provides transparency about how limited resources are allocated across the municipality's land improvement assets.

### **Consultation**

The Land Improvements AMP was prepared following internal consultation with relevant staff and subsequently presented to Council's Audit Panel at its 11 November 2025 meeting, and to Councillors at the 2 December 2025 Briefing Workshop.

### **Officer's Comments**

The Land Improvements AMP sets out how Council will look after important community assets such as playgrounds, outdoor furniture, sporting fields, lighting, fencing, carparks, internal roads, mountain bike trails, swimming pools, caravan park and other land improvement assets. These assets play a central role in supporting recreation, community connection and access to open space, and the Land Improvements AMP helps ensure that they remain safe, functional and responsive to future community needs.

The Land Improvements AMP outlines the current condition of Council's land improvement assets and highlights that Council's ongoing maintenance programs are essential in keeping facilities safe for everyday

use. The Land Improvements AMP outlines the level of investment that Council expects to make over the next 10 years to maintain or improve the condition of the assets.

Council is also undertaking a broader review of all Council owned facilities (Annual Plan Activity 26) to better understand how they are used, what they cost to maintain and how well they meet anticipated future community needs. Although focused mainly on buildings, this work will also help guide future decisions about supporting assets such as car parks, fencing and recreational infrastructure. The Land Improvements AMP will be reviewed internally following the conclusion of the review and changes proposed in a future Council meeting if required.

The new Land Improvements Asset Management Plan 2025 can be found in the [attachments](#).

## Item 238/2025

## The Value of Blue Derby to the Tasmanian Economy

Reporting Officer: Director – Community & Development Services, Jayne Miller  
 Ref: DOC/25/17457 | Economic Report: DOC/25/14024

## Purpose

The purpose of this agenda item is to table the report: *The Value of Blue Derby to the Tasmanian Economy, August 2025*.

## Recommendation

**That Council receives and notes the attached report: *The Value of Blue Derby to the Tasmanian Economy, August 2025*.**

## Background

Blue Derby is a premium, internationally renowned mountain biking destination that has placed Tasmania on the global mountain biking map since opening in 2015. The development of Blue Derby coincided with a critical growth phase of mountain biking in Australia and has acted as a catalyst for accelerating the sport's popularity both statewide and nationally.

Governments at all levels are recognising the growing popularity of Mountain Biking (MTB) and the numerous opportunities to leverage these benefits<sup>6</sup>:

- Environmental benefits, through contributions to conservation efforts and preservation of natural areas, and providing access to open space for communities to enjoy
- Social and health benefits, through improved physical and mental health, increased community cohesion and connection and volunteer opportunities
- Economic benefits, through increased tourism and spend in local communities with mountain bike trails (e.g. spend on bike hire, shuttle services and at local food and beverage outlets).

Since the Blue Derby trails were launched in 2015, there has not been any quantifiable economic data to ascertain value for money and return on investment for development of the trails. Information of this nature is imperative for Council to advocate to the State and Federal Governments to assist with funding for trail maintenance, with the view that Blue Derby (and other mountain bikes trails) are recognised as significant state assets and economic drivers. It is also important to position Derby as being 'Future Ready' poised to capitalise on its success and giving confidence in business to invest and continue to grow the service offering.

*The Value of Blue Derby to the Tasmanian Economy Report August 2025*, is a deep dive into the economic data for the MTB trails. A statewide economic report *Maximising the value of mountain biking tourism to the Tasmanian economy*, was commissioned by the Mountain Biking Network in partnership with Tourism Tasmania and the Tourism Industry Council Tasmania. To compliment the state level work, the Blue Derby report was commissioned by Dorset Council, recognising its significance as a premier MTB destination and a catalyst for economic activity, community development and destination branding.

The economic impacts of Blue Derby are impressive with some key headline figures:

- An estimated 45,148 MTB visitors, which is just over 50% of the total MTB visitors to Tasmania

<sup>6</sup> Mountain Biking in Australia: An economic and participation analysis, 2021, AusCycling

- Maydena 30,000 visitors
- Other areas 12,000 visitors
- \$50.9M Total MTB attributed direct spend
- Supports 274 FTE jobs in Tasmania

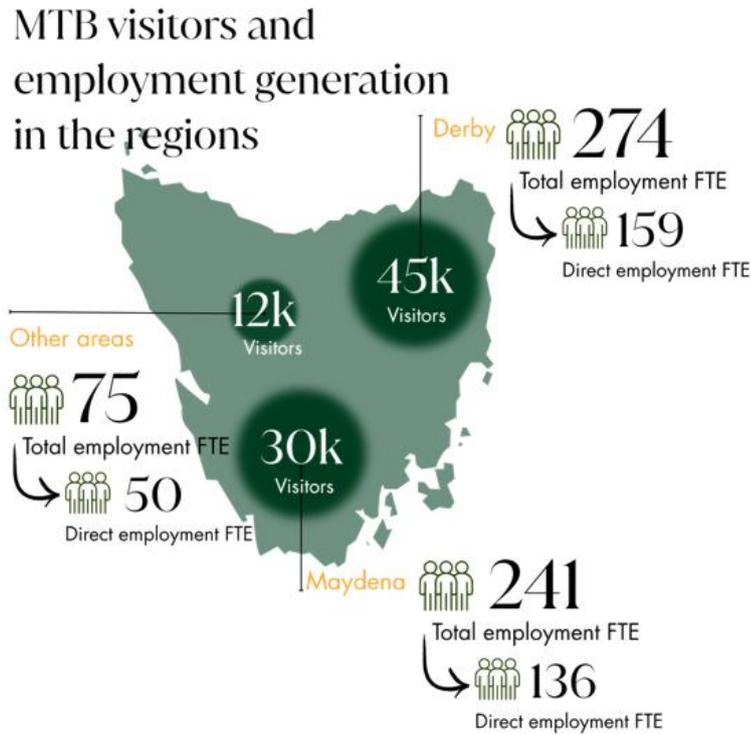


Figure 1 – Key results visitation and employment (Source: Episteme)

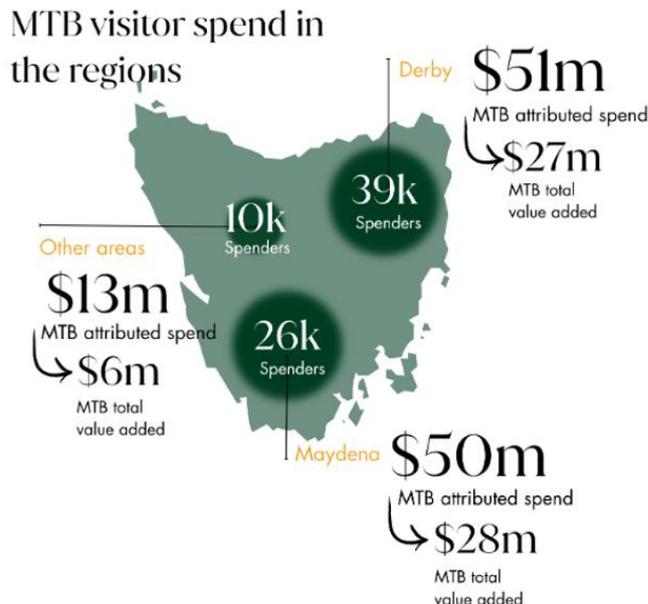


Figure 2 – Key results – Visitor Spend (Source: Episteme)

In the Blue Derby context, MTB spending visitors (39,250) are generally high yield, staying longer, and engaging with a broader range of Tasmanian tourism offerings than the average visitor. They are active visitors, engaged in nature, dispersing into regional areas, and aligned to Tasmania’s brand:

- Intrastate Visitors (28,321) - high numbers and consistent business to town
- Interstate Visitors (7,991) – lower numbers but higher value to the town.
- International Visitors (2,935) – low in volume but stay longer and spend more

Intrastate visitors spend on average \$155.98 per day and stay an average of 3.56 days. This is indicative of free-camping, or staying in holiday homes, or with friends. They are more likely to bring their own food and may purchase dinner and a few drinks each night, and purchase needed MTB supplies such as tyres and general repairs.

Interstate visitors travel to Tasmania for MTB experiences, catalysed by Blue Derby, and they have an average MTB spend of \$505.69 per day. Interstate visitors plan holidays revolving around MTB experiences in Tasmania, with the average length of trip being 8.77 days and the average MTB days being 5.92.

International visitors spend 11.33 days in Tasmania and 6.22 of these are MTB days. They have a MTB spend of \$614.70 and have a greater tendency to embrace MTB offerings available while in Derby. Interviews with MTB operators in Derby confirm this view where international visitors are most likely to embrace full-service packages such as shuttles, bike rental and guiding.

Chapter 3 of the Report outlines these characteristics in further detail.

The Blue Derby Foundation, since its inception in 2020, have played a key role in marketing and promoting the Blue Derby Trail network globally, while supporting the social and economic development of Derby surrounds. These efforts have contributed to Derby being recognised as a premier MTB destination.

The report outlines an estimated \$50.9M of direct MTB attributed spend because of Blue Derby, which has driven the growth of 274 jobs - 159 direct and 115 indirect throughout the Dorset municipality. The top three industries which are supported most from mountain bike riders is accommodation, food services and retail/technical related to MTB products and MTB riders contribute to the broader economy through larger annual purchases such as new bikes and equipment.

Rounding out the Report are some operator insights/feedback:

- 80% of business comes from out of state visitors who purchase complete, high value packages including bike shuttles and bike rentals.
- There is a demand for wilderness trails, especially signature rides such as the Blue Tier and Bay of Fires
- Identified potential to develop a multi-day wilderness ride
- E-bikes have grown in demand and 90-95% of guests are booking e-bikes for their tours
- There is an opportunity to instal e-bike specific infrastructure such as secure charging stations for e-bike batteries
- Installation of a cohesive and centralised information point indicating key aspects and services of the town
- Increasing competition with the Blue Derby story being replicated across Australia.
- Marketing is key to rival out of state competition along with a new approach over the next 10 years will maintain and grow the visitor market.
- Ancillary adventure activities are suggested to diversify the visitor market and provide activities for non-MTB visitors.

## Report Methodology

The economic modelling and methodology used for the report has ensured integrity in the data and that it is prepared and presented at a standard that is well recognised in the Tourism Industry. This methodology used for this report is the Tourism Satellite Accounting (TSA) framework which is recognised internationally. The Australian Bureau of Statistics provides further information as to the rationale and concept of the TSA.

[Tourism Satellite Account methodology, 2023-24 financial year | Australian Bureau of Statistics](#)

The TSA approach combines primary survey data with established secondary data sources and through a process derives reliable estimates of spending, value add and employment.

The data is validated by sense checking against Strava geo-tracking data and local trail counters, indicated general alignment with the figures. Stakeholder interviews were also conducted to provide a qualitative context to the data and evidence of business growth and development, demand drivers and visitor behaviour.

For further insight into the methodology used, please refer to pages 10-11 of the Report.

## **Planning, Environment and Statutory Requirements**

- *Local Government Act 1993*

## **Strategic and Annual Plan**

- Dorset Council Strategic Plan (2023-2032), Imperative 9.2

## **Risk Management**

N/A

## **Financial and Asset Management Implications**

The *Value of Blue Derby to the Tasmanian Economy Report August 2025* was commissioned by Dorset Council at a cost of \$5,500.

## **Community Considerations**

The data obtained from the *Value of Blue Derby to the Tasmanian Economy Report August 2025* highlights it as a tourism asset of state significance.

## **Consultation**

Council worked with the Tasmanian Mountain Biking Network in commissioning this report.

## **Officer Comments**

The *Value of Blue Derby to the Tasmanian Economy Report - August 2025* can be found in the [attachments](#).

## Item 239/2025

**Review of Policy No. 2 – Councillor Expenses**

Reporting Officer: Director – Corporate Services, Lauren Tolputt  
Ref: DOC/25/17616 | Revised Policy: DOC/25/11209

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**Purpose**

The purpose of this agenda item is to present the revised Policy 2 – Councillor Expenses for adoption.

**Recommendation**

That Council adopts the attached revised Policy No. 2 – Councillor Expenses.

**Background**

The Policy was established to meet the requirements of the *Local Government Act 1993* (the Act) which states that a Council must adopt a policy in respect of payment of expenses incurred by Councillors in carrying out the duties of office.

The review of the Policy is identified as Activity 18 in Council's 2025/26 Annual Plan, reflecting the election of six new Councillors and recent case law relevant to the reimbursement of legal expenses.

The matter relates to *McCullagh v Northern Midlands Council, Knowles and Jennings*, a Supreme Court decision which considered whether Northern Midlands Council's resolution to fund defamation proceedings brought personally by its Mayor and General Manager was lawful. The Court held that defamation proceedings were personal in nature and that there is no authority in the Act, or elsewhere, permitting Tasmanian councils to use public funds to support private litigation by Councillors or employees. The individuals were ordered to repay their legal costs to the Council.

Following this decision, legal advice has been issued to the local government sector clarifying the limits on reimbursement of legal expenses.

**Planning, Environment and Statutory Requirements**

- *Local Government Act 1993*
- *Local Government (General) Regulations 2025*
- *Local Government (Code of Conduct) Order 2024*

**Strategic and Annual Plan**

- Dorset Council Strategic Plan (2023 – 2032), Imperatives 10.1 and 13.2
- Dorset Annual Plan (2025/26), Activity 18

## Risk Management

The revised Policy strengthens compliance with sections 1 and 2 of Schedule 5 of the Act and mitigates financial and governance risks by clearly defining the circumstances in which Councillor expenses may be reimbursed. In particular, the Policy reduces the risk of inappropriate or unlawful expenditure of public funds.

## Financial and Asset Management Implications

Estimates for the reimbursement of Councillor expenses are included in annual budget estimates.

## Community Considerations

The Policy is publicly available on Council's website and improves transparency regarding how Councillor expenses are administered.

## Consultation

A draft version of the revised Policy was presented to the Audit Panel on 23 September 2025 and to Councillors at the briefing workshops on 7 October and 4 November 2025. Feedback was incorporated as appropriate.

At the Council Meeting on 17 November 2025, several Councillors sought clarification on the proposed provision stating that Councillors could not access Council's insurance for the purpose of defending a Code of Conduct complaint. The Policy was deferred pending further information.

Council's insurer has since confirmed that Councillors may lodge a claim under the relevant policy as covered persons. However, because Council is legally prohibited from indemnifying Councillors in these circumstances, any deductible or costs associated with the claim must be borne personally by the Councillor. The Policy has been updated to reflect this advice. The outcome was communicated to Councillors at the 2 December 2025 briefing workshop.

## Officer's Comments

The revised Policy incorporates both the sector-wide legal advice and the clarification sought from Council's insurer. In summary:

- Reimbursement of legal expenses will not apply where the expenses are incurred by a Councillor who:
  - initiates a claim;
  - is defending a claim that is personal in nature; or
  - is defending a Code of Conduct complaint.
- As Councils are legally prohibited from indemnifying Councillors for these matters, Councillors cannot rely on being indemnified under Council's insurance. However, Councillors may choose to submit a personal claim under the Policy and will be responsible for meeting any associated deductible or costs.

Additional changes to improve clarity and reflect current governance practices include:

- **Travel:** Clarification that international travel reimbursements require Council approval;
- **Childcare:** Simplified wording describing when childcare expenses will be reimbursed, and the evidence required;
- **Professional development:** an increase in the Deputy Mayor's entitlement from \$2,000 to \$5,000 to recognise the expanded responsibilities of the role and the need to be prepared to act as Mayor when required.

Marked up and clean copies of the revised Policy are provided in the attachments.

## Item 240/2025

## Schedule of Council Meeting Dates 2026

Reporting Officer: General Manager, John Marik

Ref: DOC/25/15883 | 2026 Schedule: DOC/25/15891

## Purpose

The purpose of this agenda item is for Council to approve a schedule of dates for Ordinary Council Meetings, Briefing Workshops and the Annual General Meeting for 2026.

## Recommendation

### That Council:

1. adopt the following 2026 Ordinary Council Meeting Schedule – held at the Council Chambers, Scottsdale commencing at 6:00pm:

Monday, 19 January	Monday, 16 February	Monday, 23 March
Monday, 20 April	Monday, 18 May	Monday, 22 June
Monday, 20 July	Monday, 17 August	Monday, 21 September
Monday, 19 October	Monday, 16 November	Monday, 14 December

2. adopt the following 2026 Schedule of Informal Community Meet and Greet Sessions to be held at locations as listed:

Friday, 23 January @ Tomahawk	Wednesday, 11 March @ Ringarooma	Tuesday, 28 July @ Bridport	Monday, 7 September @ Branxholm
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3. continue to hold monthly Briefing Workshops on the first Tuesday of the month, commencing at 9:30am, with the following exceptions:
  - a. nil in January due to Christmas / New Year holiday period; and
  - b. first Wednesday in April due to conflict with Easter.
4. adopt, by absolute majority, that the Annual General Meeting be held on Monday, 7 December 2026, at the Council Chambers, Scottsdale commencing at 4:00pm.
5. publish the schedule of 2026 Ordinary Council Meeting dates in a daily newspaper as prescribed in the *Local Government (Meeting Procedures) Regulations 2025*.

## Background

In 2025, Ordinary Council Meetings were held on the third Monday of each month, commencing at 6:00pm at Scottsdale, except for the March, October, November and December meetings which were held at Pioneer, Derby, Winnaleah and Bridport respectively.

The Annual General Meeting was held on Monday, 8 December 2025 at the Council Chambers.

Council Briefing Workshops were held on the first Tuesday of each month at the Council Chambers, except for January, where no Workshop was held due to the Christmas / New Year holiday period, and April where the Workshop was rescheduled due to the announcement of the By-Election results for Mayor and Councillor.

## Planning, Environment and Statutory Requirements

- *Local Government (Meeting Procedures) Regulations 2025*, Regulations 7 & 9 (the Regulations)
- *Local Government Act 1993*, Section 72B (the Act)

## Strategic and Annual Plan

- Dorset Council Strategic Plan (2023-2032), Imperatives 13.2 and 13.4

## Risk Management

The risk associated with the proposed schedule of meetings is considered low and reflects that of previous years. The proposed schedule has been discussed at a Briefing Workshop having consideration for availability of elected members and implications on organisational resources.

## Financial and Asset Management Implications

N/A

## Community Considerations

Since 2016, Council has held community Council Meetings at alternate locations in the municipality, initially being two per year, increasing to four meetings per year in 2019. A question raised by Councillor Simmons at the October 2025 Council Meeting relating to audio / visual recording of meetings prompted a discussion with Councillors at the 4 November Briefing Workshop. This discussion provided guidance to Council Officers that video recording of meetings from January 2026 would be preferable, with Officers recommending that transition to full live streaming of Meetings occur in the new financial year. To undertake this process, all Council Meetings would need to be held in the Chambers where appropriate equipment and facilities are available to deliver a reliable service.

To ensure that community members continue to have regular access to their elected members without having to travel to Scottsdale, Officers propose that Councillors continue to hold informal meet and greet sessions, as previously undertaken prior to community Council Meetings. Historically, these sessions are well attended and provide an avenue for open engagement without the restrictions of relevant legislation. Holding these sessions separately to Council Meetings also allows greater flexibility in which townships can be visited, with previous constraints on venues suitable, thus opening direct community engagement opportunities with townships such as Tomahawk and Musselroe Bay.

## Consultation

In accordance with the Regulations, once meeting dates are adopted, the General Manager is to publish in a daily newspaper circulating in the region – being *The Examiner* - a notice containing the times and places of ordinary Council Meetings for the next 12 months. The General Manager must also make this notice publicly available on the website of the Council for the period to which the notice applies. Council also advertise the Council Meeting along with items listed for decision in the *North Eastern Advertiser* the week prior to monthly meetings.

In accordance with the requirements of the Act, a Council must hold an Annual General Meeting on a date that is not later than the 15 December each year. Council must advertise the date, time and location at least 14 days prior to the Meeting being held in a daily newspaper circulating in the region.

There is no requirements for the schedule of Briefing Workshops to be published in a daily newspaper, however the schedule will be made available on Council's website.

### Officer's Comments

It is proposed that the following schedule be adopted:

**Ordinary Council Meetings** be held on the third Monday of each month, at the Council Chambers, Scottsdale, commencing at 6:00pm with the following exceptions:

- March 2026 to be held on the fourth Monday due to the March long weekend
- June 2026 to be held on the fourth Monday of the month to allow for budget estimates preparation.
- December 2026 to be held on the second Monday of the month due to Christmas.

**Informal Meet and Greet Sessions** with the community be held in the following townships, with times and exact locations advertised locally prior to them being held:

- Friday, 23 January at Tomahawk
- Wednesday, 11 March at Ringarooma
- Tuesday, 28 July at Bridport
- Monday, 7 September at Branxholm

**Council Briefing Workshops** be held on the first Tuesday of each month, at the Council Chambers, Scottsdale, commencing at 9:30am with the following exceptions:

- January 2026 where no Workshop will be held due to the Christmas / New Year holiday period; and
- April 2026 where the Workshop will be held on the first Wednesday due to a conflict with Easter.

**Annual General Meeting** be held on Monday, 7 December 2026, at the Council Chambers, Scottsdale, commencing at 4:00pm.

The above draft 2026 schedule was discussed with Councillors at the 4 November 2025 Briefing Workshop.

## ITEMS FOR NOTING

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### Item 241/2025 Council Workshops Held Since Last Council Meeting

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#### 26 November | Councillor Learning & Development Session

- Facilitated by LGAT CEO, Dion Lester

#### 2 December | Briefing Workshop

- External Presentation: Northern Tasmania Development Corporation
- External Presentation: Draft North East Marketing Plan
- Reviewed Building Asset Management Plan
- New Land Improvements Asset Management Plan
- Reviewed Policy No.2 – Councillor Expenses
- Briefing Reports

### Item 242/2025 Elected Member Communications

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#### Mayor Calendar | 13 November – 10 December 2025

##### November 2025

- 13 Weekly meeting with the General Manager, Council Chambers
- 13 TasWater Briefing, online
- 13 LGAT Councillor Learning and Development Online Session with Councillors Powell, McLennan, Bicanic, Chilcott, Richards and Teichmann
- 17 Community Meet and Greet Session with all Councillors and Management Team, Winnaleah
- 17 November Council Meeting, Winnaleah
- 19 – 21 LGAT General Meeting and Annual Conference with Deputy Mayor Powell and General Manager, Hobart
- 24 Scottsdale High School Bursary Selection Panel, Scottsdale High School
- 24 Tour of Scottsdale Railway Station building with Councillors, Council staff and Rotary
- 24 Branxholm Progress Association Meeting, Branxholm Hall
- 26 LGAT Councillor Learning and Development In-Person Session with Councillors Powell, McLennan, Richards and Bicanic, Council Chambers
- 27 Weekly meeting with the General Manager, Council Chambers
- 27 Dorset Municipal Emergency Management Committee Meeting, Council Chambers
- 27 Presentation of Wellness Pack to Scottsdale Fire Brigade, Scottsdale Fire Station

##### December 2025

- 1 Pioneer Lake Advocacy Group Meeting, Council Chambers
- 2 December Briefing Workshop, Council Chambers
- 4 Weekly meeting with the General Manager, Council Chambers

- 5 Vice-Regal Tour of Dorset with Her Excellency the Governor of Tasmania and Professor Chalmers, including Civic Reception with Councillors Powell, McLennan, Simmons, Teichmann, Richards, Chilcott, Hughes
- 6 Mannalargenna Day Festival 2025, Cape Portland
- 8 Dorset Council Annual General Meeting, Council Chambers
- 9 Official welcome at the Professional Trail Builders Association Conference, Derby
- 9 Meeting with Cecily Rosol MP with General Manager, Council Chambers

## Item 243/2025 Management Team Briefing Report

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### Purpose

The purpose of this agenda item is to provide Councillors and the community with a briefing on matters of interest dealt with during the past month by Council's Management Team.

### Recommendation

#### That Council:

1. receive and note the unconfirmed Dorset Audit Panel minutes, dated 11 November 2025;
2. receive and note the unconfirmed Dorset Municipal Emergency Management Committee minutes, dated 27 November 2025;
3. note the Pioneer Lake Advocacy Group meeting notes, dated 1 December 2025;
4. receive the update on the draft North East Marketing Strategy and Plan;
5. note the Vice-Regal visit to Dorset by Her Excellency the Governor of Tasmania and Professor Chalmers on 5 December 2025; and
6. receive and note the remaining Management Team Briefing Report.

### COUNCIL COMMITTEE: Dorset Council Audit Panel Meeting Minutes

On 11 November 2025, the Audit Panel held their meeting for the December quarter. The following items were discussed:

1. Independent Auditors Report (Opinion) and Report to Those Charged with Governance – Year Ended 30 June 2025
2. Declaration of Conflict of Interest
3. Confirmation of Minutes – 23 September 2025
4. Outstanding matters from previous Audit Panel meetings
5. Building and Land Improvement Asset Management Plans
6. Work Health and Safety Update
7. Board of Inquiry – Outstanding Matters
8. Policy Review – Gifts and Benefits (Policy No.50) and Guidelines
9. Policy Review – Corporate Credit Card (Policy No. 17)
10. Policy Review – Related Party Disclosure (Policy No.52)

11. Independent Auditors Reports (Opinions) – Roads to Recovery (R2R) and Local Roads and Community Infrastructure Program (LRCI)
12. Other Business / Update on Significant Events

The unconfirmed Audit Panel minutes for this meeting are included in the attachments for information.

#### COUNCIL COMMITTEE: Dorset Municipal Emergency Management Committee Minutes

On 27 November 2025, the Dorset Municipal Emergency Management Committee held their second meeting for 2025. The following items were included on the agenda for discussion:

1. Welcome, apologies and previous meeting actions
2. Status of Dorset Municipal Emergency Management Plan
3. Municipal Emergency Planning and Preparedness matters
4. Regional Emergency Management matters
5. Fire Management Area Committee matters
6. Regional and municipal social recovery matters
7. 2025/26 Fire Season Briefing – Dorset
8. Agency reports
9. General Business

The unconfirmed minutes for this meeting are included in the attachments for information.

#### COMMUNITY COMMITTEE: Pioneer Lake Advocacy Group Meeting Notes

On 1 December 2025, the Pioneer Lake Advocacy Group held their fourth meeting. The following items were included on the agenda for discussion:

1. Previous Meeting – 27 October 2025 confirmation of meeting notes and update on actions
2. Terms of Reference
3. Status update Pioneer Dam wall / Procurement
4. Scope of Use | Pre / Post Closure and Access to Site
5. Question Time / General Discussion
6. Next Meeting

The notes from this meeting are included in the attachments for information and available on Council's website.

#### COMMUNITY UPDATE: Draft North East Marketing Strategy and Plan

Tasmania's tourism marketing operates through a three-tiered structure that aligns state-wide brand marketing with regional promotion and local destination delivery.

Tourism Tasmania (TT) leads whole-of-state destination marketing and strategy, promoting Tasmania nationally and internationally to drive demand and visitation. Its role is to build the Tasmania brand, deliver major marketing campaigns, undertake market research, influence aviation access, and lead industry development at a strategic level.

Visit Northern Tasmania (VNT) is the regional tourism organisation for northern Tasmania. Its role is to convert state-wide demand into visitation for the north by marketing regional experiences, supporting local tourism operators, coordinating campaigns and trade activity, and advocating for regional tourism priorities in partnership with councils and industry. VNT is partly funded by TT, and partly by northern Tasmanian councils. The charge to Dorset Council for 2025/26 was \$33,342 ex GST.

A Regional Tourism Authority (RTA) within a municipality—whether Council-led or an independent body—focuses on local destination marketing and visitor experience delivery. Its role is to promote the municipality’s specific attractions and events, support local operators, manage visitor information and digital content, and ensure the destination is “market-ready” for regional and state promotion.

In 2019, a Dorset Municipal Marketing Strategy and Plan was developed for the North East Tasmania Tourism (NETT) and the Destination Action Plan Groups. These groups were Dorset’s RTAs. NETT disbanded not long after the development of the 2019 Plan and their various deliverables have not been taken on by Council, or an alternative RTA. The 2019 Plan did not have clear owners and timeframes for the various action items. Many of the action items in the 2019 Plan were also developed before the disruption of COVID-19 on the tourism industry. For these two reasons, amongst others, the 2019 Plan needed a significant update and refresh. The intent of the updated draft Plan was to understand the key action items that are required to market the region and understand what the required action items by TT, VNT, Council and an RTA in the future.

In response, Council’s Strategic Plan 2023 – 2032 – imperative 8 states the following:

***8. Work with the tourism industry to create a municipal marketing strategy and plan to drive visitation***

*8.1 Partner with external providers with the appropriate skill-sets to create a municipal marketing strategy and plan focused on increasing tourism to the region.*

*8.2 Successfully deliver the Rail Trail to leverage leisure bike riding and increase visitation to the region.*

*8.3 Develop a tourism friendly infrastructure plan to enhance positive visitor experiences by ensuring infrastructure is upgraded, renewed and maintained.*

VNT are leading the review of the current Dorset Municipal Marketing Strategy and Plan. VNT formed a working group which included key tourism operators and agencies, along with Council. The working group developed a scoping document for the updating of the 2019 Municipal Marketing Strategy and Plan. This scope document formed part of the tender process for the facilitation of a Marketing Consultant who was commissioned in early 2025. The draft Plan has been developed by the consultant with engagement with Council, the working group, VNT and the community via focus groups, interviews and surveys.

Council have contributed 50% funding towards the creation of the draft Plan, with the other 50% funded by VNT.

The consultant has presented the draft plan to Councillors in the recent December workshop. The next steps will be for Council officers to meet with VNT to determine next steps, which will include a de-brief of the draft plan with the working group and final consultation of the plan.

## COMMUNITY UPDATE: Governor of Tasmania Visit to Dorset | Friday, 5 December 2025

With community members, on Friday, 5 December 2025, Council had the honour of welcoming Her Excellency, the Honourable Barbara Baker AC, Governor of Tasmania and Emeritus Professor Don Chalmers AO, to Dorset for a memorable day in our beautiful region – the last municipal visit of Her Excellency’s term.

The visit began with a tour of the May Shaw Aminya Aged Care Facility in Scottsdale, where Her Excellency and the Professor toured the facility, interacted with residents and heard about upcoming redevelopment works planned to create a more dementia friendly space.

They then moved on to Bridport, where they met with staff and students at the Bridport Primary School, and were lucky enough to receive a sneak peek of the upcoming Christmas end of year performance. The next stop was the Bridport Information Centre Pavilion which is managed by Bridport Innovations and volunteers. Her Excellency and the Professor learnt of tourism and events in the region.

The group then moved to Tomahawk, where Mayor Beattie was in his element and could speak about his ‘day job’ as an agronomist for Simplot. Her Excellency and the Professor learnt about potato production and differences growing in sandy soils compared to rich volcanic soils in other areas of Dorset.

The group stopped for lunch in Derby at Lot40, where representatives from Council’s trail maintenance crew and the Blue Derby Foundation joined in to discuss all things Blue Derby mountain biking. After lunch, Her Excellency and the Professor visited the Derby Schoolhouse Museum where the rich tin-mining history was explained, along with the history of the schoolhouse.

Next up was a stop at CMTP Branxholm, where the group toured the sawmill operation and learnt about the production process, with the final stop on the tour being a visit to the Scottsdale Aquatic Centre. Her Excellency and the Professor toured the facility, met with staff and lifeguards and viewed the local swimming club training.

The day concluded with a civic reception at the beautifully restored Mechanics Hall in Scottsdale, where Her Excellency and Professor Chalmers spent time with invited guests from service and community groups, local businesses and sporting groups from all corners of the municipality.

Each stop offered an opportunity to engage with local students, educators, families and community leaders, reflecting the strong and vibrant community we have here in Dorset.

To read more about the Vice-Regal Visit to Dorset, visit the Government House Tasmania website <https://bit.ly/GovofTasDorsetVisit> with more photos available on Council’s website [here](#).



WASTE MANAGEMENT REQUESTS | November 2025

	Requests Received November 2025	Comparison November 2024	FYTD Received 2025/26	Comparison FYTD Received 2024/25
Feedback and Queries	1	-	2	4
Repair Bin	5	6	17	12
Replace Bin	7	7	21	24
Request a New Service	2	2	13	8
Remove Additional Bin	1	4	14	21
Request an Additional Bin	2	1	7	9
Request an Upsize/Downsize	4	-	10	-
Request to Opt Out (of Service)	-	-	3	-
<b>Total Requests</b>	<b>22</b>	<b>20</b>	<b>87</b>	<b>78</b>

APPROVED APPLICATIONS | November 2025

	Approved November 2025	Approved 2025 YTD	Approved 2024 YTD
<b>Planning</b>	9	93	104
<b>Building</b>	4	66	89
<b>Plumbing</b>	1	39	43

See attachments for detailed information about applications approved in November 2025.

## CUSTOMER SERVICE REQUESTS | November 2025

	Requests Received November 2025	Comparison Requests November 2024	Received 2025	Comparison 2024
Animal	6	-	37	13
Bike Trails	1	N/A	1	N/A
Bridges	-	-	1	-
Caravan Parks	-	1	9	4
Cemeteries	-	1	1	1
Community Development General	-	-	-	-
Corporate Services General	2	1	16	8
Council Elections	-	-	1	-
Customer Service	-	2	6	10
Emergency Services Enquiries	-	-	1	1
Environmental Management & Health	2	1	18	8
Footpath Enquiries	3	N/A	7	N/A
Government Relations	-	-	-	1
Licencing	-	-	1	-
Parks and Reserves	-	1	35	11
Planning & Building	-	-	6	4
Playground Maintenance	2	N/A	6	N/A
Public Health	-	-	4	2
Public Online Enquiries	-	-	2	1
Public Amenities	1	-	26	10
Public Halls Buildings	1	2	25	13
Recreation Grounds	1	4	16	19
Roads	19	19	228	201
Swimming Pools	1	-	7	-
Waste Management	1	-	11	2
<b>Total Requests</b>	<b>40</b>	<b>32</b>	<b>465</b>	<b>309</b>

A detailed copy of the 2025 Customer Service Requests is included in the attachments.

## 2025/26 CAPITAL WORKS PROGRAM

Ref: DOC/25/9165

	Complete 2025/26
	Completed in November 2025
	Carried Forward Projects – 2026/27

PROJECT	STATUS
<b>BRIDGES</b>	
Bridge 1508 Garibaldi Road, Pioneer – repairs to piers (addition allocation, storm recovery)	Tender Awarded
<b>Bridge 1604 Panama Forest Road, Golconda – timber deck renewal</b>	<b>Completed</b>
Bridge 1589 Sledge Track, West Scottsdale – timber superstructure renewal (beams & deck)	Procured beams
<b>Bridge 1556 New River Road, Ringarooma – timber deck renewal</b>	<b>Completed</b>
Bridge 1594 Greeta Road, Nabowla – timber superstructure renewal (beams and deck)	Timber ordered
Bridge 1508 Garibaldi Road, Pioneer – slab repairs	
Bridge 1569 Jensens Road, North Scottsdale – upgrade superstructure (timber to concrete)	Funding Application submitted
Bridge 1572 Haas Road, Legerwood – upgrade superstructure (timber to concrete, additional allocation)	Successful Funding Application
<b>STORMWATER</b>	
61 King Street, Scottsdale – upgrade stormwater pits	
3 Murphy Place, Scottsdale – undertake network survey and hydrology assessment	Investigation
Main Road, Pioneer – pipe open drain	Quote Awarded
<b>9 Willow Court, Winnaleah – design and install new network</b>	<b>Completed</b>
21 Thomas Street, Scottsdale – design and install new network	Tender Awarded
52 Scott Street, Branxholm – design and install new network	Design
<b>3 Thomas Street, Scottsdale – design and install new network</b>	<b>Completed</b>
<b>ROADS – RESHEETING</b>	
<b>Old Waterhouse Road, Waterhouse</b>	<b>Completed</b>
<b>Cape Portland Road, Gladstone</b>	<b>Completed</b>
Bridport Back Road, Nabowla	Commenced
<b>Nurses Road, Bridport</b>	<b>Completed</b>
<b>Unwins Road, Springfield</b>	<b>Completed</b>
<b>McDonalds Avenue, Ringarooma</b>	<b>Completed</b>
<b>Dead Horse Hill Road, Ringarooma</b>	<b>Completed</b>
<b>Pera Flats Road, Ringarooma</b>	<b>Completed</b>
<b>Swanee Road, Winnaleah</b>	<b>Completed</b>
<b>Ferny Hill Road, Bridport</b>	<b>Completed</b>
<b>Bridport – urban resheeting (various locations)</b>	<b>Completed</b>

PROJECT	STATUS
<b>ROADS – RESEALS</b>	
George Street, Scottsdale – highway access	Prep work completed
Maurice Street, Legerwood	Prep work completed
Spotswood Drive, Scottsdale	Prep work completed
Beattie Street, Scottsdale	Prep work completed
Ringarooma Road, Scottsdale – highway access	Prep work completed
Christopher Street, Scottsdale	Prep work completed
Mary Street, Scottsdale	Prep work completed
Alice Street, Scottsdale	Prep work completed
East Maurice Road, Ringarooma	Prep work completed
Oakdene Road, Jetsonville	Prep work completed
Barnbogle Road, Bridport	Prep work completed
Barnett Road, Ringarooma	Prep work completed
Ruby Flats Road, Branxholm	Prep work completed
Derby Back Road, Derby	Prep work completed
<b>Sykes Road, Springfield</b>	<b>Completed</b>
<b>Arnold Place, Scottsdale</b>	<b>Completed</b>
Charles Street, Pioneer – additional reseal	Tender Issued
<b>ROADS – OTHER PROJECTS</b>	
<b>Willis Road, Letinna – hotmix overlay intersection with Golconda Road</b>	<b>Completed</b>
<b>Koomeela Road, West Scottsdale – culvert repairs</b>	<b>Completed</b>
Banca Road, Winnaleah – pavement repair and hotmix surface	Commenced
Golconda Road, Nabowla – 3.4km safety upgrades and pavement renewal	Commenced
Ferny Hill Road, Bridport – landslip repair (storm damage)	Design
Golconda Road, Golconda – pavement design	Design
Bentley Street, Bridport – footpath renewal	
Ellenor Street, Scottsdale – design pavement renewal	Design
Austins Road and Tasman Highway, Scottsdale – junction upgrade	Commenced
<b>Northeast Lane, Scottsdale – design</b>	<b>Completed</b>
Union Street, Scottsdale – kerb and stormwater upgrade (stage 1)	Commenced
Pioneer township – footpath	Quote Awarded
Golconda Road, Golconda – freight and safety improvement strategy	
Buckney's Road, Scottsdale – road survey	Commenced

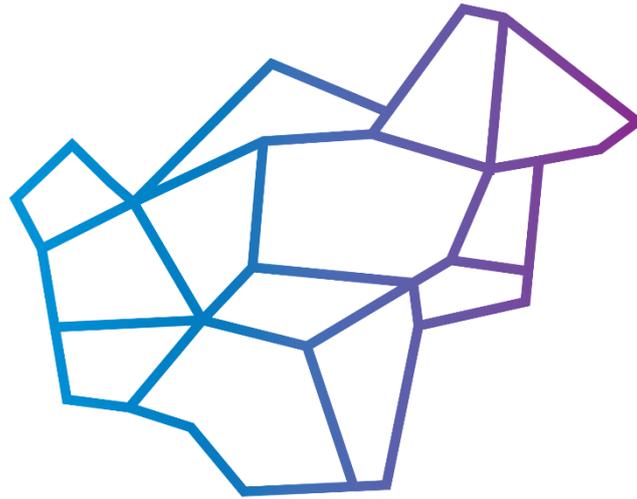
PROJECT	STATUS
<b>BUILDINGS</b>	
<b>Bridport Seaside Caravan Park – camp kitchen renewal (replace beams)</b>	<b>Completed</b>
Bridport Seaside Caravan Park – electrical switchboard renewal and underground cables (stage 1)	Scheduled – April
Northeast Park, Scottsdale – electrical upgrades and shower payment machine upgrades	
<b>Winnaleah Old Scout Hall – replace old louvre windows</b>	<b>Completed</b>
Derby, Branxholm, Ringarooma, Winnaleah & Legerwood – switchboard upgrades	Commenced
Pioneer Hall – toilet renewal	Planning
<b>Northeast Park, Scottsdale – BBQ replacement</b>	<b>Completed</b>
Scottsdale – switchboard upgrades (various sites)	Planning
<b>Scottsdale Aquatic Centre – toilet and shower renewal</b>	<b>Completed</b>
Branxholm Hall – kitchen renewal (Pines Committee donation)	Planning
Bridport Seaside Caravan Park – amenities upgrade (shower cubicle storage / shelving)	
Bridport Seaside Caravan Park – cabin upgrades / outdoor area improvements	
Scottsdale Waste Transfer Station – Reuse Centre shop extension	Planning
<b>Scottsdale Waste Transfer Station – heat pump</b>	<b>Completed</b>
Derby Depot – alarm system and cameras	Planning
Scottsdale Depot – relocation of storage sheds (additional allocation)	Commenced
<b>Nugget Sellars Pavilion (Scottsdale Recreation Ground) – heat pump</b>	<b>Completed</b>
Scottsdale Aquatic Centre – remote access through Council network	Scheduled - April
<b>LAND IMPROVEMENTS</b>	
Blue Derby – network signage	
<b>Bridport Seaside Caravan Park and Bridport Foreshore – BBQ replacement</b>	<b>Completed</b>
Scottsdale Aquatic Centre – flow meter and motor protection on leisure pool pumps	Planning
Scottsdale Aquatic Centre – chlorinator pump critical spare parts	Commenced
Scottsdale Aquatic Centre – balance tank temporary shut off valve	Ordered
Scottsdale Aquatic Centre – leisure pool filter sand replacement	Planning
<b>Scottsdale Aquatic Centre – replace umbrella covers</b>	<b>Completed</b>
Derby Park – Ringarooma Road erosion repairs	Planning
<b>Pine Plantation, Ringarooma Road, Scottsdale – replanting (additional allocation)</b>	<b>Completed</b>
Blue Derby – Black Stump car turning area redevelopment	Planning
Blue Derby – Top Creek drop off area completion	Planning
Netball court upgrades – Scottsdale, Bridport and Derby (Stage 1)	Planning
Scottsdale Railway Station precinct redevelopment	Commenced
Blue Derby – memorial lookout	Planning
Ellesmere Cemetery, Scottsdale – new memorial wall	Planning
Scottsdale sports precinct – master planning	
Scottsdale Aquatic Centre – covered pool feasibility study	

PROJECT	STATUS
<b>CARRY FORWARD PROJECTS</b>	
<b><u>Bridges</u></b>	
Bridge 1508 Garibaldi Road, Pioneer – scour protection piers (storm recovery)	Tender Awarded
Bridge 1572 Haas Road / Frenches Creek, Legerwood – upgrade to concrete	Successful Funding Application
<b><u>Roads</u></b>	
South Street, Bridport – replace kerb	
King Street, Scottsdale – pedestrian crossing	Planning
George Street, Scottsdale – pedestrian crossing	Planning
Coplestone Street, Scottsdale – new footpath	Planning
<b><u>Buildings</u></b>	
Building Renovations (Blue Derby Foundation) - 57 Main Street, Derby	
Scottsdale Railway Station Building – restoration	
Derby Depot – new trail crew storage shed	Planning
Bridport Seaside Caravan Park – planning for new camp kitchen at Goftons Beach	Planning
Branxholm Waste Transfer Station – Oil Bunded Shed	Planning
Branxholm Waste Transfer Station – Recycling Shed	Planning
Gladstone Waste Transfer Station – Oil Bunded Shed	Planning
Gladstone Waste Transfer Station – Recycling Shed	Planning
Scottsdale Waste Transfer Station – Oil Bunded Shed	Planning
<b><u>Land Improvements</u></b>	
Croquet Lawn Beach, Bridport – access improvements	Planning
Blue Derby Mountain Bike Trails – Tunnel stairs	
Bridport Lions Club Adventure Playground upgrade (election grant)	
Scottsdale Childrens Reserve Playground upgrade (election grant)	Planning
Scottsdale community bike track	
Gladstone community park	
Waste Transfer Station signage	Commenced
<b>CWA Carpark, Bridport – solar light</b>	<b>Completed</b>

## CLOSURE OF MEETING

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Time Meeting Closed:



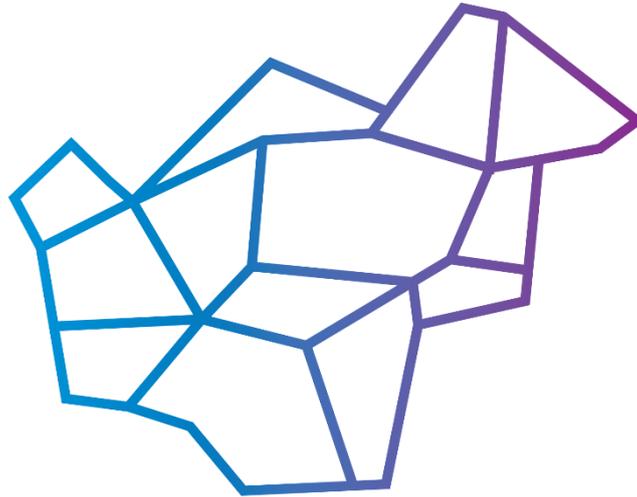
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C O U N C I L

# Ordinary Council Meeting

## Agenda Attachments

Monday, 15 December 2025

*it's in the making*



*dorset*  
C O U N C I L

# Minutes

## Council Meeting

Monday, 17 November 2025

WINNALEAH COMMUNITY CENTRE

*it's in the making*

## Ordinary Meeting of Council

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Time Meeting Closed: 7:18pm	21

UNCONFIRMED



## Council Meeting - Minutes

### Monday, 17 November 2025

Meeting Opened: 6:00pm

#### Council Meetings Procedures

In accordance with Policy No. 41: Council Meeting Procedures, this Meeting is being recorded. By attending the Meeting in person, you are consenting to personal information being recorded and published. No unauthorised filming or recording of the Meeting is permitted.

Visitors are reminded that Council Meetings are a place of work for Council Officers and Councillors.

The Council is committed to meeting its responsibilities as an employer and as host of this important public forum, by ensuring that all present meet expectations of mutually respectful and orderly conduct. It is a condition of entry that you cooperate with any directions or requests from the Chairperson or Council Officers.

The Chairperson is responsible for maintaining order at Council Meetings. The General Manager is responsible for health, wellbeing and safety of all present. The Chairperson or General Manager may require a person to leave the premises following any behaviour that falls short of these expectations.

Language and conduct at a Meeting that could be perceived as offensive, defamatory or threatening to a person in attendance or listening to the recording, is not acceptable. It is an offence to hinder or disrupt a Council Meeting.

**Present:** Councillors Rhys Beattie (Mayor), Edwina Powell (Deputy Mayor), Wendy McLennan, Kahlia Simmons, Nick Bicanic, Mervyn Chilcott, Anthony Richards, Vincent Teichmann, Jan Hughes  
 General Manager: John Marik, Director – Corporate Services: Lauren Tolputt, Director – Infrastructure: Kerry Sacilotto, Director – Community & Development: Jayne Miller, Finance Manager: Allison Saunders, Executive Assistant: Sarah Forsyth

**Apologies:** Nil

## Acknowledgement of Country

Dorset Council acknowledges the deep history and culture of the First People who were the traditional owners of the lands and waterways where we live and work. We acknowledge the clans-people who lived here for over a thousand generations on the Country where Dorset is built and throughout the area we know as the north east region.

Dorset Council acknowledge the present-day Aboriginal custodians and the inclusive contribution they make to the social, cultural and economic essence of the municipality.

## PROCEDURAL ITEMS

### Item 207/2025 Declaration of Interest

In accordance with Section 48 of the *Local Government Act 1993*, Regulation 10(8) of the *Local Government (Meeting Procedures) Regulations 2025* and the Tasmanian Local Government Code of Conduct, Councillors are requested to indicate whether any have, or are likely to have, an interest in any item on the agenda.

#### INTEREST DECLARED

Cr Powell Item – Council Expenses

### Item 208/2025 Confirmation of Ordinary Council Meeting Minutes – Monday, 20 October 2025 Ref: DOC/25/14686

*The Chair reported that he had viewed the minutes of the Ordinary Meeting held on Monday, 20 October 2025 finds them to be a true record and recommends that they be taken as read and signed as a correct record.*

#### DECISION

MOVED: Cr Bicanic | SECONDED: Cr Hughes

That the Minutes of Proceedings of the Dorset Council Ordinary Meeting held on Monday, 20 October 2025 having been circulated to Councillors, be confirmed as a true record.

CARRIED UNANIMOUSLY

*The Chair to advise if there are any questions in relation to the Closed Session Minutes that would require them to be discussed in Closed Session.*

Item 209/2025 Confirmation of Council Meeting Closed Session Minutes – Monday, 20 October 2025  
Ref: DOC/25/14687

*The Chair reported that he had viewed the minutes of the Ordinary Meeting Closed Session held on Monday, 20 October 2025 finds them to be a true record and recommends that they be taken as read and signed as a correct record.*

#### DECISION

MOVED: Cr Teichmann | SECONDED: Cr Chilcott

That the Minutes of Proceedings of the Dorset Council Meeting Closed Session held on Monday, 20 October 2025 having been circulated to Councillors, be confirmed as a true record.

CARRIED UNANIMOUSLY

Item 210/2025 Confirmation of Agenda

#### DECISION

MOVED: Cr Simmons | SECONDED: Cr Powell

That Council confirm the Agenda and order of business for the 17 November 2025 Council Meeting.

CARRIED UNANIMOUSLY

Item 211/2025 Public Question Time

<sup>1</sup>Members of the Public can ask a maximum of two question(s) without notice during Public Question Time. The Chairperson reserves the right to consider questions above this limit will be accepted or treated as correspondence.

Any person asking a question is asked to stand (if able), clearly state their name and suburb they live.

Question(s) must be clear and concise, not be a statement and have minimal pre-amble. Any answer given is not to be debated.

Members of the public must provide any question(s) without notice in writing to the Executive Assistant either before the commencement of the Meeting or within 24 hours.

The following question was **taken on notice** at the 20 October Council Meeting:

**Lawrence Archer, Bridport**

*Blue Derby Foundation financial statements for 2023/24 show a \$90,000 contribution to trail maintenance. Have Council received any of that \$90,000 and if so when were those funds received?*

**Response from Director – Corporate Services:**

Yes, Council received the full \$90,000 (excl. GST) agreed trail maintenance contribution for 2023/24 on 5 August 2024.

<sup>1</sup> In accordance with Regulations 33, 36 & 37 and Council Policy No. 41: Council Meeting Procedures

The following questions have been received on notice:

#### Lawrence Archer, Bridport | 20 October 2025

*For many years there have been cash jars and tap points at various locations in Derby receiving donations towards trail maintenance. What monies has Council received from those sources?*

##### Response from General Manager:

As part of the Memorandum of Understanding with the Blue Derby Foundation, these donation points are managed by the Foundation. These funds are a part of the Foundation's consolidated income that covers their operating costs. Historically excess funds have been paid as a trail maintenance contribution to Council.

#### Lawrence Archer, Bridport | 28 October 2025

*Has Council received the financial report for the 2024/2025 financial year from the Blue Derby Foundation as required under its agreement with Council?*

##### Response from General Manager:

The Blue Derby Foundation is an independent organisation, and questions of this nature should be forwarded to the Foundation. The 2024/25 financial report from the Blue Derby Foundation must be audited, lodged with Australian Charities and Not-for-profits Commission and presented at the Foundation's Annual General Meeting which is intended to be held in early 2026.

The following questions were received without notice from members of the public:

#### Len Gillett, Bridport

- 1. Council's water irrigation rights for resale will apparently decrease from \$668,000 to approx \$458,000. Will Council be reimbursed for this asset write-down?*

##### QUESTION TAKEN ON NOTICE

- 2. Does Council agree that supplementing the Brid River with this water is a satisfactory solution for Bridport's water surety when a cleaner and more robust, albeit more expensive, pipeline solution was previously proposed?*

##### QUESTION TAKEN ON NOTICE

#### Item 212/2025 Public Address of Meeting

<sup>2</sup>Members of the public can make a statement at a Council Meeting; it is not question or discussion time with Councillors. Prior to making a statement, the person is asked to stand (if able), clearly state their name and suburb they live.

Members of the public wishing to address Council at a Meeting shall indicate their intent and subject matter in writing by 10am on the Friday prior to the Meeting.

A person seeking to make a statement to may speak for a period up to 3 minutes but may be extended at the discretion of the Chairperson to a maximum of 5 minutes.

All proposed statements are to be provided in writing prior to the Meeting to allow for circulation and inclusion in the minutes of the Meeting.

Nil

<sup>2</sup> In accordance with Regulations 46 and Council Policy No. 41: Council Meeting Procedures

<sup>3</sup>Councillors can ask a maximum of two question(s) without notice during Councillor question time. The Chairperson reserves the right to consider questions above this limit will be accepted or treated as correspondence.

Question(s) must be clear and concise, not be a statement, have minimal pre-amble, not offer an argument or opinion, draw conclusions, or make any accusations. Any answer given is not to be debated.

Councillors must provide question(s) without notice in writing to the Executive Assistant either before the commencement of the Meeting or within 24 hours.

The following questions were **taken on notice** from Councillors at the 20 October Council Meeting:

### Councillor Simmons

*A member of the community has asked if the meetings could be video recorded?*

#### **Response from Executive Assistant:**

This was discussed with Councillors at the 4 November Briefing Workshop, with consensus to commence video recording Council Meetings from January 2026, with the goal to transition to live streaming of meetings in the new financial year.

### Councillor Teichmann

*Through you, Mr Mayor, does Dorset Council perform 'Recreational Water Monitoring' of the Briseis Hole and/or Ringarooma River in Derby, as the Council's website would seem to suggest given that they are both "popular swimming locations" in summer, if so what have these tests shown, how can one access the results, or, if no tests have been done, why not?*

#### **Response from Director – Community & Development Services:**

In Tasmania, the swimming season includes the months of December, January, February and March.

Council monitors the quality of popular natural recreational water bodies and aquatic facilities within our jurisdiction. Water samples are taken weekly.

It is not practical for all potential recreational waters in a jurisdiction to be regularly monitored.

It is therefore appropriate to focus on particular areas, such as beaches, lakes or rivers that are used regularly, by a large number of people, for primary contact purposes.

Council would conduct additional sampling whenever a threat to public health is suspected.

Testing results are reported to the Department for Health under the Public Health Act 1997 by 30 September each year.

Locations tested:

Natural Water – Testing for Bacteriological Enterococci

- Old Pier Beach
- Briseis Mine Hole / Derby Lake

<sup>3</sup> In accordance with Regulations 33, 34 & 35 and Council's Policy No. 41: Council Meeting Procedures

Pools and Spas - Testing for Bacteriological Heterotrophic Plate Count, Thermotolerant coliforms/E.coli, Pseudomonas aeruginosa

- Scottsdale Aquatic Centre
- Branxholm Pool
- Lost Farm Barnbougle Spa
- Ringarooma Pool
- Winnaleah Pool

All results during the 2024/25 summer season were compliant within guideline values with no corrective actions required.

Previous test results are available via the following link - [Recreational water quality | Tasmanian Department of Health](#)

The following questions were received without notice from Councillors:

#### Councillor McLennan

*In relation to parking in Bridport during the busy times of year, and I have previously asked this question in February this year. There doesn't seem to be anyone managing the parking along Main Street, in front of businesses where there are restricted time periods – such as the Chemist – with people parking there for lengthy periods. How do we control this parking in the future – do we need to review the signage?*

#### **Response from Director – Community and Development:**

Council don't have a compliance or monitoring process for parking in Bridport - we don't have the resources for that. So, if that was to occur, that would be a direction of Council, and if it was this financial year, it would require a budget variation as well. In regard to signage, I'd have to do a further review and come back to you as I am unfamiliar with the signage restrictions outside the Chemist.

#### **Further comment from Mayor Beattie:**

I have caught up with the manager of the chemist, and he is more than happy for people to park beside the Chemist when there is no parking available at the front.

#### Councillor Hughes

*Have Council taken any action towards presenting to the community the amazing statistics Tourism Tasmania<sup>4</sup> shared with us at our last Workshop on the value of Blue Derby to the Tasmanian economy? This good news story needs to be shared.*

#### **Response from General Manager:**

That presentation was provided to Councillors in a commercial in confidence setting, as the report has not yet been publicly released, with Council aligning with the Tasmanian Mountain Bike Network to launch simultaneously. So, it will be made public, but timing is unknown at this time.

<sup>4</sup> General Manager clarified that the organisation that was referred to as Tourism Tasmania was an independent consultant.

**Councillor McLennan**

*There is confusion over the dog signs in Bridport. Can Council look at the signs put up by Parks and Council to ensure they are consistent?*

**Response from Director – Community and Development:**

I would like to wait until Council review the current Dog Management Policy as government agencies such as Parks and Wildlife would be a key stakeholder in developing that Policy. However, if there is an immediate conflict or concern, if someone could alert me via a customer service request to concerns and locations, then Officers can review.

**Councillor Hughes**

*What development (such as progress of a development application), if any, have there been with the ACEN wind farm at Tomahawk - has the project been made into a project of significance?*

**Response from General Manager:**

So really, Council are out of the process now. The project is being assessed as a major project but absolutely they're progressing with certain requirements that they need to undertake for that process.

**Item 214/2025      Requests for Leave of Absence**

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Nil

**Item 215/2025      Notifications of Leave of Absence for Parental Leave**

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Nil

**Item 216/2025      Councillor Motions with Notice**

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*The Motion received from Councillor Teichmann at the 20 October Council Meeting will not be presented at this meeting, with further information to be provided as required by Regulation 19(1)(b).*

Councillor Teichmann questioned the above notation relating to his Motion from the October Council Meeting, with the Mayor restating the Regulations as provided.

## ITEMS FOR DECISION

Item 217/2025      **Presentation of Audited 2024/25 Financial Report**  
 Reporting Officer: Finance Manager, Allison Saunders  
 Ref: DOC/25/15955 | 2024/25 Audited Financial Report: DOC/25/14596

### Purpose

The purpose of this report is to receive and note the audited Financial Report for the 2024/25 financial year.

The underlying surplus / deficit calculation represents Council's true financial position after adjusting for one off transactions and timing differences as shown in the table below:

	Budget 2025 \$'000	Actual 2025 \$'000	Actual 2024 \$'000
<b>Net Result for the year</b>	3,048	1,871	2,231
<i>Less non-operating income</i>			
Capital grants and contributions	(3,905)	(4,138)	(2,856)
Financial assistance grants prepayment adjustment	-	1,422	504
Disaster relief and recovery funding (one-off funding)	-	(76)	(122)
<i>Add non-operational expenses</i>			
Disaster relief and recovery expenditure		146	3
Loss on disposal of assets (unscheduled)		-	58
<b>Underlying Surplus/(Deficit)</b>	<b>(857)</b>	<b>(775)</b>	<b>(182)</b>

### DECISION

**MOVED: Cr Richards | SECONDED: Cr Chilcott**

That Council receives and notes the audited Financial Report for the year ended 30 June 2025.

**CARRIED UNANIMOUSLY**

Item 218/2025      **2025/26 Financial Report | Period Ended 30 September 2025 and Budget Variations**  
 Reporting Officer: Finance Manager, Allison Saunders  
 Ref: DOC/25/15668

### Purpose

The purpose of this agenda item is to present to Council and the community the financial performance for the 3 months ended 30 September 2025 and request three variations to the 2025/26 Budget Estimates.

**DECISION**

**MOVED: Cr Hughes | SECONDED: Cr Simmons**

**That Council:**

1. receive and note the quarterly financial report for the period ended 30 September 2025;
2. by absolute majority, pursuant to section 82(4) of the *Local Government Act 1993*, approves variations to the 2025/26 budget estimates as follows:
  - a. Increase depreciation expense by \$155,000 to \$6.18 million; and
  - b. Increase other expenses by \$5,000 to \$2.29 million; and
  - c. Decrease operating grants income by \$178,000 to \$4.49 million.

**CARRIED UNANIMOUSLY**

**Item 219/2025**

**Review of Policy No. 2 – Councillor Expenses**

Reporting Officer: Director – Corporate Services, Lauren Tolputt

Ref: DOC/25/15984 | Revised Policy: DOC/25/11209

**Purpose**

The purpose of this agenda item is to present the revised Policy 2 – Councillor Expenses for adoption.

**Recommendation**

That Council adopts the attached revised Policy 2 – Councillor Expenses.

\*\*\*\*\*

**MOVED: Cr Chilcott | SECONDED:**

**That Council adopts the attached revised Policy 2 – Councillor Expenses.**

**Procedural Motion**

Cr Hughes | Cr Teichmann

That this matter be deferred for further discussion at a future Workshop.

**DECISION**

**MOVED: Cr Hughes | SECONDED: Cr Teichmann**

**That this matter be deferred for further discussion at a future Workshop.**

<b>FOR</b>	<b>AGAINST</b>
Councillor Teichmann	Councillor Beattie
Councillor Powell	Councillor Chilcott
Councillor Simmons	
Councillor McLennan	
Councillor Hughes	
Councillor Richards	
Councillor Bicanic	

**CARRIED**

Item 220/2025

**Appointment of Councillor Committee Representatives**

Reporting Officer: Director – Corporate Services, Lauren Tolputt  
 Ref: DOC/25/15840

**Purpose**

The purpose of this agenda item is to appoint Councillor representatives to fill vacancies on various committees until the end of their elected term in 2026.

**DECISION**

**MOVED: Cr Simmons | SECONDED: Cr Richards**

That Council appoint the following representatives to fill vacancies on the following committees, as listed, until the end of their elected term in 2026:

**Australia Day Awards Selection Panel**

*Mayor*

**Barry Jarvis Education Scholarship Selection Panel**

*Cr McLennan*

**Audit Panel**

*Cr Hughes*

**Pioneer Lake Advocacy Group**

*Mayor, Cr Bicanic*

**Tourism Working Group**

*Mayor, Cr Bicanic*

**CARRIED UNANIMOUSLY**

Item 221/2025

**Letter of Support | TasWater Price and Service Plan 5**

Reporting Officer: General Manager, John Marik  
 Ref: DOC/25/15993

**Purpose**

The purpose of this agenda item is to formally express Dorset Council's support for TasWater's proposed Price and Service Plan 5 (PSP5).

**DECISION**

**MOVED: Cr McLennan | SECONDED: Cr Powell**

**That Council:**

1. formally endorse the letter of support for TasWater's proposed Price and Service Plan 5 for the regulatory period 2026 - 2030; and
2. provide the letter of support to the Office of the Tasmanian Economic Regulator.

**CARRIED UNANIMOUSLY**

## ITEMS FOR NOTING

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### Item 222/2025 Council Workshops Held Since Last Council Meeting

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4 November | Briefing Workshop

13 November | Learning & Development Session

### Item 223/2025 Elected Member Communications

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Mayor Calendar | 16 October – 12 November 2025

#### October 2025

- 16 Weekly meeting with the General Manager, Council Chambers
- 16 Internal education session on Finance with Councillors Simmons, Bicanic and Teichmann, Council Chambers
- 16 Council Event Funding Panel discussion with Councillors Simmons and Bicanic, Council Chambers
- 18 Opening of Springfield Plant Fest, St Pauls Springfield
- 20 Community Meet and Greet session with all Councillors, Derby Town Hall
- 20 October Council Meeting, Derby Town Hall
- 21 Online briefing by Office of Local Government on reforms to Councillor allowances and numbers
- 22 Online meeting with Flinders Island Council Mayor and General Manager, with Dorset General Manager
- 23 Weekly meeting with the General Manager, Council Chambers
- 23 Special Briefing Workshop session: Blue Derby Economic Impact Study with Councillors Hughes and Teichmann, Council Chambers
- 24 Citizenship Ceremony with Councillors Powell, McLennan and Hughes, Council Chambers
- 27 Pioneer Lake Advocacy Group Meeting, Council Chambers
- 29 TasWater Annual General Meeting with General Manager, Launceston
- 30 Weekly meeting with the General Manager, Council Chambers
- 30 Meeting with Better Health 4 Dorset with General Manager, Scottsdale
- 30 ABC radio interview on Dorset Priority Projects Plan
- 30 May Shaw Annual General Meeting with General Manager, Scottsdale RSL
- 30 Visit Northern Tasmania Champions of Tourism 2025 event with General Manager, Launceston
- 31 Meeting with Tas City Building with General Manager, Scottsdale
- 31 Dorset Community House Seniors Week luncheon, Scottsdale

#### November 2025

- 4 November Briefing Workshop, Council Chambers
- 4 ABC Country hour interview
- 6 Northern Tasmania Development Corporation Annual General Meeting with General Manager, Launceston
- 8 Ringarooma Show, Ringarooma Primary School

## Item 224/2025 Management Team Briefing Report

### Purpose

The purpose of this agenda item is to provide Councillors and the community with a briefing on matters of interest dealt with during the past month by Council's Management Team.

### DECISION

**MOVED: Cr Chilcott | SECONDED: Cr Powell**

That Council:

1. note the adjustment to the 2025/26 Capital Budget;
2. note the Pioneer Lake Advocacy Group meeting notes, dated 27 October 2025;
3. note the Audit Panel quorum clarification;
4. note the Dorset Australia Day awards nomination period and Christmas 2025 closure details; and
5. receive and note the remaining Management Team Briefing Report.

**CARRIED UNANIMOUSLY**

### BUDGET ADJUSTMENT REPORT: Local Government Act 1993 – Section 82(7)

#### Capital Budget

Project	Original Budget	Adjustment	Revised Budget	Reason for budget adjustment
Bridge 1589 Sledge Track	145,000	36,000	181,000	Supply constraints and additional engineering requirements
Bridge 1572 Haas Rd - Upgrade	286,000	(36,000)	250,000	
13 T Excavator	255,000	16,000	271,000	Increased plant price and lower trade in value received
3D Topcon GPS	22,000	(16,000)	6,000	
<b>Total Capital Budget</b>	<b>708,000</b>	<b>-</b>	<b>708,000</b>	

### COMMUNITY COMMITTEE: Pioneer Lake Advocacy Group Meeting Notes

On 27 October 2025, the Pioneer Lake Advocacy Group held their third meeting. The following items were included on the agenda for discussion:

1. Previous Meeting – 28 July 2025 confirmation of meeting notes and update on actions
2. Terms of Reference
3. Status update Pioneer Dam wall
4. Ongoing Management of External Facilities Discussion
5. Question Time / General Discussion
6. Next Meeting

The notes from this meeting are included in the attachments for information and available on Council's website.

### COMMUNITY UPDATE: Audit Panel | Quorum Clarification

This update is provided to clarify the quorum requirements for Council's Audit Panel following questions raised at the October Council Meeting regarding the validity of the Panel's most recent meeting.

At the September Audit Panel meeting, two members were in attendance. While Council's Audit Panel Charter currently specifies a quorum of three members, the statutory requirement under section 11(3) of the *Local Government (Audit Panels) Order 2014* defines a quorum as a majority of the total number of appointed members. As there are currently three appointed members, a quorum is constituted by two members, and the meeting was therefore validly held.

It is acknowledged that Council's Audit Panel Charter provides for a higher quorum than the statutory minimum, which can limit flexibility in circumstances where a member is unable to attend. This matter will be addressed in the next review of the Audit Panel Charter, and the issue will also be alleviated once a second independent member is appointed to the Panel.

### COMMUNITY UPDATE: Dorset Australia Day Awards – Now Open

Nominations are now open for the Dorset Council Australia Day Awards. The community is invited to consider nominating and celebrating the remarkable contributions of individuals, community groups, and organisations across our Council area.

The annual Australia Day Awards recognise and pay tribute to residents and groups who generously go above and beyond to improve the lives of others in our community.

This could be a friend, work colleague, club member or a quiet achiever in the community.

Council encourages people to take the time and submit a nomination for someone who is deserving of recognition through a 2026 Australia Day Award.

There are three categories to choose from:

- Citizen of the Year
- Young Citizen of the Year
- Community Event of the Year

Nominations can be submitted until 5pm Wednesday, 17 December 2025.

To submit a nomination please complete the nomination form available on Council's website [www.dorset.tas.gov.au/australia-day-awards](http://www.dorset.tas.gov.au/australia-day-awards) For more information or any questions, please contact Community and Development Administration Officer, Elizabeth Hadley on 03 6352 6500.

### COMMUNITY UPDATE: Christmas Closure

The community are advised that the Council Offices will be closed from 12 noon on Wednesday, 24 December, reopening for regular operations from 8:30am on Monday, 5 January 2026.

### APPROVED APPLICATIONS | October 2025

	Approved October	Approved 2025 YTD	Approved 2024 YTD
<b>Planning</b>	13	84	104
<b>Building</b>	13	62	89
<b>Plumbing</b>	11	38	43

## WASTE MANAGEMENT REQUESTS | October 2025

	Requests Received October 2025	Comparison October 2024	FYTD Received 2025/26	Comparison FYTD Received 2024/25
Feedback and Queries	1	3	1	4
Repair Bin	10	5	12	6
Replace Bin	6	5	14	17
Request a New Service	4	2	11	6
Remove Additional Bin	-	3	13	17
Request an Additional Bin	2	-	5	8
Request an Upsize/Downsize	4	-	6	-
Request to Opt Out (of Service)	1	-	3	-
<b>Total Requests</b>	<b>28</b>	<b>18</b>	<b>65</b>	<b>58</b>

## CUSTOMER SERVICE REQUESTS | October 2025

	Requests Received October 2025	Comparison Requests October 2024	Received 2025	Comparison 2024
Animal	5	1	31	13
Bridges	1	-	1	-
Caravan Parks	-	-	9	3
Cemeteries	-	-	1	-
Community Development General	-	-	-	-
Corporate Services General	3	3	14	7
Customer Service	2	-	6	8
Elections	-	-	1	-
Emergency Services Enquiries	-	-	1	1
Environmental Management & Health	1	2	16	7
Government Relations	-	-	-	1
Licencing	-	-	1	-
Parks and Reserves	9	1	39	10
Planning & Building	1	1	6	4
Public Health	-	1	4	2
Public Online Enquiries	-	1	2	1
Public Amenities	4	1	25	10
Public Halls Buildings	7	2	25	12
Recreation Grounds	3	1	14	14
Roads	34	20	213	182
Swimming Pools	-	-	6	-
Waste Management	2	-	10	2
<b>Total Requests</b>	<b>72</b>	<b>34</b>	<b>425</b>	<b>277</b>

## 2025/26 CAPITAL WORKS PROGRAM

Ref: DOC/25/9165

	Complete 2025/26
	Completed in October 2025
	Carried Forward Projects – 2026/27

PROJECT	STATUS
<b>BRIDGES</b>	
Bridge 1508 Garibaldi Road, Pioneer – repairs to piers (addition allocation, storm recovery)	Tender Awarded
<b>Bridge 1604 Panama Forest Road, Golconda – timber deck renewal</b>	<b>Completed</b>
Bridge 1589 Sledge Track, West Scottsdale – timber superstructure renewal (beams & deck)	Procured beams
<b>Bridge 1556 New River Road, Ringarooma – timber deck renewal</b>	<b>Completed</b>
Bridge 1594 Greeta Road, Nabowla – timber superstructure renewal (beams and deck)	Timber ordered
Bridge 1508 Garibaldi Road, Pioneer – slab repairs	
Bridge 1569 Jensens Road, North Scottsdale – upgrade superstructure (timber to concrete)	Funding Application submitted
Bridge 1572 Haas Road, Legerwood – upgrade superstructure (timber to concrete, additional allocation)	Successful Funding Application
<b>STORMWATER</b>	
61 King Street, Scottsdale – upgrade stormwater pits	
3 Murphy Place, Scottsdale – undertake network survey and hydrology assessment	Investigation
Main Road, Pioneer – pipe open drain	Quotes Received
9 Willow Court, Winnaleah – design and install new network	Design
21 Thomas Street, Scottsdale – design and install new network	Tender Awarded
52 Scott Street, Branxholm – design and install new network	Design
3 Thomas Street, Scottsdale – design and install new network	Design
<b>ROADS – RESHEETING</b>	
Old Waterhouse Road, Waterhouse	Commenced
Cape Portland Road, Gladstone	Commenced
Bridport Back Road, Nabowla	
Nurses Road, Bridport	Commenced
Unwins Road, Springfield	Commenced
McDonalds Avenue, Ringarooma	Commenced
Dead Horse Hill Road, Ringarooma	Commenced
Pera Flats Road, Ringarooma	Commenced
Swanee Road, Winnaleah	Commenced
Ferny Hill Road, Bridport	Commenced
Bridport – urban resheeting (various locations)	Commenced

PROJECT	STATUS
<b>ROADS – RESEALS</b>	
George Street, Scottsdale – highway access	Prep work completed
Maurice Street, Legerwood	Prep work completed
Spotswood Drive, Scottsdale	Prep work completed
Beattie Street, Scottsdale	Prep work completed
Ringarooma Road, Scottsdale – highway access	Prep work completed
Christopher Street, Scottsdale	Prep work completed
Mary Street, Scottsdale	Prep work completed
Alice Street, Scottsdale	Prep work completed
East Maurice Road, Ringarooma	Prep work completed
Oakdene Road, Jetsonville	Prep work completed
Barnbogle Road, Bridport	Prep work completed
Barnett Road, Ringarooma	Prep work completed
Ruby Flats Road, Branxholm	Prep work completed
Derby Back Road, Derby	Prep work completed
<b>Sykes Road, Springfield</b>	<b>Completed</b>
<b>Arnold Place, Scottsdale</b>	<b>Completed</b>
Charles Street, Pioneer – additional reseal	Tender Issued
<b>ROADS – OTHER PROJECTS</b>	
<b>Willis Road, Lietinna – hotmix overlay intersection with Golconda Road</b>	<b>Completed</b>
<b>Koomeela Road, West Scottsdale – culvert repairs</b>	<b>Completed</b>
Banca Road, Winnaleah – pavement repair and hotmix surface	Commenced
Golconda Road, Nabowla – 3.4km safety upgrades and pavement renewal	
Ferny Hill Road, Bridport – landslip repair (storm damage)	
Golconda Road, Golconda – pavement design	Design
Bentley Street, Bridport – footpath renewal	
Ellenor Street, Scottsdale – design pavement renewal	Design
Austins Road and Tasman Highway, Scottsdale – junction upgrade	Design
<b>Northeast Lane, Scottsdale – design</b>	<b>Completed</b>
Union Street, Scottsdale – kerb and stormwater upgrade (stage 1)	Tender Awarded
Pioneer township – footpath	Quotes Received
Golconda Road, Golconda – freight and safety improvement strategy	
Buckney's Road, Scottsdale – road survey	Commenced

PROJECT	STATUS
<b>BUILDINGS</b>	
Bridport Seaside Caravan Park – camp kitchen renewal (replace beams)	Commenced
Bridport Seaside Caravan Park – electrical switchboard renewal and underground cables (stage 1)	Scheduled – April
Northeast Park, Scottsdale – electrical upgrades and shower payment machine upgrades	
Winnaleah Old Scout Hall – replace old louvre windows	Materials sourced
Derby, Branxholm, Ringarooma, Winnaleah & Legerwood – switchboard upgrades	Commenced
Pioneer Hall – toilet renewal	Planning
<b>Northeast Park, Scottsdale – BBQ replacement</b>	<b>Completed</b>
Scottsdale – switchboard upgrades (various sites)	Planning
<b>Scottsdale Aquatic Centre – toilet and shower renewal</b>	<b>Completed</b>
Branxholm Hall – kitchen renewal (Pines Committee donation)	Planning
Bridport Seaside Caravan Park – amenities upgrade (shower cubicle storage / shelving)	
Bridport Seaside Caravan Park – cabin upgrades / outdoor area improvements	
Scottsdale Waste Transfer Station – Reuse Centre shop extension	Planning
<b>Scottsdale Waste Transfer Station – heat pump</b>	<b>Completed</b>
Derby Depot – alarm system and cameras	Planning
Scottsdale Depot – relocation of storage sheds (additional allocation)	Commenced
<b>Nugget Sellars Pavilion (Scottsdale Recreation Ground) – heat pump</b>	<b>Completed</b>
Scottsdale Aquatic Centre – remote access through Council network	Scheduled - April
<b>LAND IMPROVEMENTS</b>	
Blue Derby – network signage	
<b>Bridport Seaside Caravan Park and Bridport Foreshore – BBQ replacement</b>	<b>Completed</b>
Scottsdale Aquatic Centre – flow meter and motor protection on leisure pool pumps	Planning
Scottsdale Aquatic Centre – chlorinator pump critical spare parts	Commenced
Scottsdale Aquatic Centre – balance tank temporary shut off valve	Ordered
Scottsdale Aquatic Centre – leisure pool filter sand replacement	Planning
<b>Scottsdale Aquatic Centre – replace umbrella covers</b>	<b>Completed</b>
Derby Park – Ringarooma Road erosion repairs	Planning
Pine Plantation, Ringarooma Road, Scottsdale – replanting (additional allocation)	Commenced
Blue Derby – Black Stump car turning area redevelopment	Planning
Blue Derby – Top Creek drop off area completion	Planning
Netball court upgrades – Scottsdale, Bridport and Derby (Stage 1)	Planning
Scottsdale Railway Station precinct redevelopment	Commenced
Blue Derby – memorial lookout	Planning
Ellesmere Cemetery, Scottsdale – new memorial wall	Planning
Scottsdale sports precinct – master planning	
Scottsdale Aquatic Centre – covered pool feasibility study	

PROJECT	STATUS
<b>CARRY FORWARD PROJECTS</b>	
<b><u>Bridges</u></b>	
Bridge 1508 Garibaldi Road, Pioneer – scour protection piers (storm recovery)	Tender Awarded
Bridge 1572 Haas Road / Frenches Creek, Legerwood – upgrade to concrete	Successful Funding Application
<b><u>Roads</u></b>	
South Street, Bridport – replace kerb	
King Street, Scottsdale – pedestrian crossing	Planning
George Street, Scottsdale – pedestrian crossing	Planning
Coplestone Street, Scottsdale – new footpath	Planning
<b><u>Buildings</u></b>	
Building Renovations (Blue Derby Foundation) - 57 Main Street, Derby	
Scottsdale Railway Station Building – restoration	
Derby Depot – new trail crew storage shed	Planning
Bridport Seaside Caravan Park – planning for new camp kitchen at Goftons Beach	Planning
Branxholm Waste Transfer Station – Oil Bunded Shed	Planning
Branxholm Waste Transfer Station – Recycling Shed	Planning
Gladstone Waste Transfer Station – Oil Bunded Shed	Planning
Gladstone Waste Transfer Station – Recycling Shed	Planning
Scottsdale Waste Transfer Station – Oil Bunded Shed	Planning
<b><u>Land Improvements</u></b>	
Croquet Lawn Beach, Bridport – access improvements	
Blue Derby Mountain Bike Trails – Tunnel stairs	
Bridport Lions Club Adventure Playground upgrade (election grant)	
Scottsdale Childrens Reserve Playground upgrade (election grant)	Planning
Scottsdale community bike track	
Gladstone community park	
Waste Transfer Station signage	Commenced
<b>CWA Carpark, Bridport – solar light</b>	<b>Completed</b>

## CLOSURE OF MEETING

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Time Meeting Closed: 7:18pm

Minutes Confirmed: 15 December 2025

Minute No:

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Mayor

**PLANNING APPLICATION ASSESSMENT OVERVIEW**

PLA NUMBER:	<b>PLA/2025/86</b>
DESCRIPTION:	<b>Construction and use of a new jetty including vehicle and pedestrian access infrastructure</b>
PROPERTY ADDRESS:	Croquet Lawn Beach and Regatta Point (Bentley Street), Bridport
APPLICANT:	Marine and Safety Tasmania (MAST)
TITLE NO:	Nil
PROPERTY ID:	Nil
PLANNING INSTRUMENT:	<i>Tasmanian Planning Scheme - Dorset</i>
ZONE:	Environmental Management
APPLICABLE CODE(S):	Parking and Sustainable Transport Road and Railway Assets Natural Assets Coastal Inundation Hazard Coastal Erosion Hazard
SPECIFIC AREA PLAN:	Not Applicable
DEVELOPMENT CONTROL STATUS:	Discretionary
RECOMMENDATION:	Approval

## 1 Introduction

The purpose of this report is for Council to assess and determine an application for **construction and use of a new jetty including vehicle and pedestrian access infrastructure** at **Croquet Lawn Beach and Regatta Point (Bentley Street), Bridport** (**'the site'**<sup>1</sup> - refer to Figures 1 and 2).

The site comprises a strip of land along the Bridport coastline (adjacent to the Bridport urban area) that contains the Bridport Caravan Park, Bridport Surf Life Saving Club, coastal walking trail and access to the boat ramp at Trent Water to the south and the Bentley Street boat ramp to the north. It is a relatively narrow stretch of land between Bentley and Main Street and the coastline extending from (approximately) John Street East to the north and Bridport port to the south.

The location of the proposed new jetty is illustrated in Photos 1 and 2.

<sup>1</sup> In accordance with Table 3.1 of the Scheme, the term 'site' means the lot or lots on which a use or development is located or proposed to be located.

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Figure 1 - aerial image identifying the location and spatial extent of the site.



Figure 2 - aerial image illustrating the indicative location of the proposed jetty.



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**Photo 1 - photo of the coastal rock outcrop that the jetty gangway will abut (view looking south-east).**



**Photo 2 - photo of the location of the landside abutment of the jetty which will include modification to the vehicle access and walking trail. The vegetation at the coastal fringe is proposed to be removed to accommodate the jetty (view looking north-east).**



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Photo 3 - photo of the coastal rock outcrop that the jetty gangway will abut (view looking north-west).



## 1.1 Site Description

<b>Address:</b>	Croquet Lawn Beach and Regatta Point (Bentley Street), Bridport		
<b>Title No:</b>	No title available for the site.		
<b>Dimensions:</b>	<b>Area</b>	<b>Average Width</b>	<b>Average Depth</b>
	24.5ha	variable	variable
<b>Slope:</b>	<b>Grade</b>	<b>Elevation</b>	<b>Direction</b>
	variable	-	-
<b>Existing Use or Development:</b>	Coastal reserve used for public beach access, public walking trail, caravan park, lifesaving club and boat ramps.		
<b>Vegetation:</b>	Coastal eucalyptus forest and woodland.		
<b>Services:</b>	<b>Water</b>	<b>Sewer</b>	<b>Stormwater</b>
	Serviced Area	Serviced Area	Serviced Area
	<b>Connection</b>	<b>Connection</b>	<b>Connection</b>
	Existing	Existing	Existing
<b>Vehicle Access:</b>	<b>Road</b>	<b>Access Type</b>	<b>Vehicle Crossing</b>
	Bentley Street	Direct Frontage	Existing
<b>Surrounding Use and Development</b>	<b>North</b>	Coastal reserve.	
	<b>South</b>	Coastal reserve and port.	
	<b>East</b>	Water body (ocean)	
	<b>West</b>	Bentley Street and Main Street (Bridport urban area).	

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## 1.2 Description of Proposal

The proposed jetty will be located on a rocky outcrop in an area known as Regatta View Point which separates Eastmans and Goftons Beach's to the south-west and Croquet Lawn Beach to the north-east.

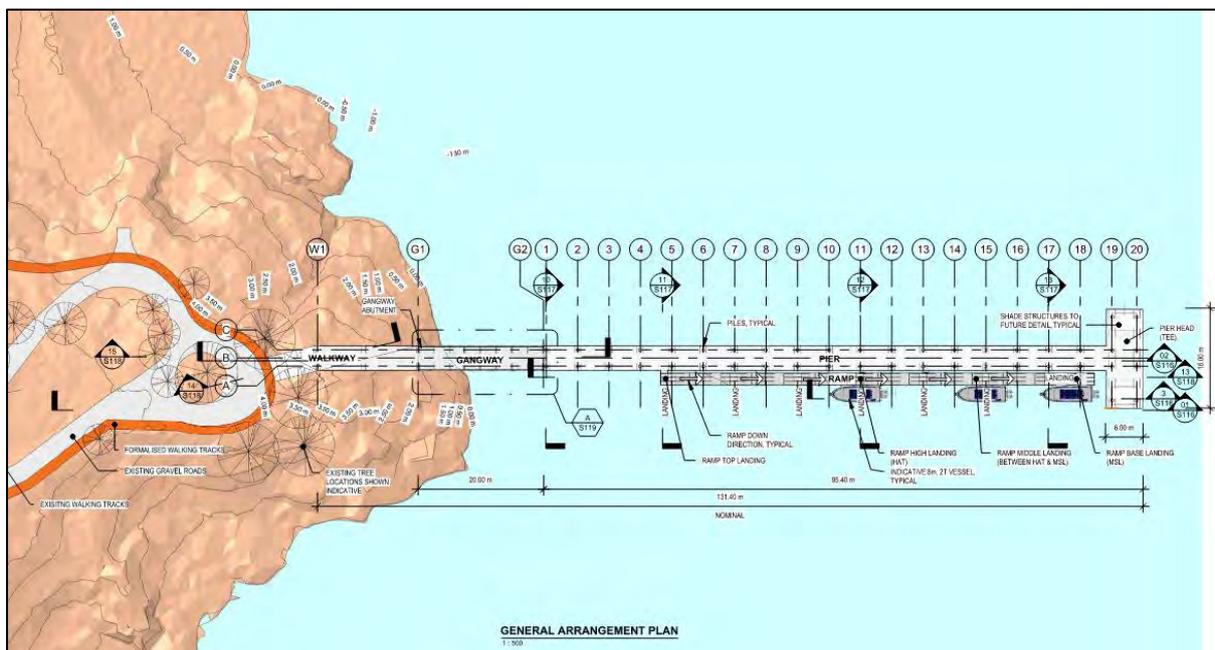
The proposed jetty will have a total length of approximately 140m which will consist of a walkway between the access road and gangway (abutting the coastal rock outcrop) and a pier which will extend from the gangway to the seaward end of the jetty which will terminate in a 'Tee pier head'. A landing ramp will be located on the south-eastern side of the pier which will provide a landing for watercraft and associated vessels to dock. The landing ramp will be designed to move up and down with tidal waters.

The proposed jetty will have a building height of approximately 5.45m from the top of the structure to the highwater mark and a building height of approximately 9m from the top of the structure to the low water mark. Vehicle access and the pedestrian trail will be reinstated around the coastal fringe adjacent to the development area of the proposed jetty.

The proposed jetty will not provide watercraft or vessel launching infrastructure.

Figures 3, 4 and 5 illustrate the general configuration and elevations of the proposed jetty.

**Figure 3 - general arrangement plan of the proposed jetty.**



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Figure 4 - elevations of the proposed jetty.

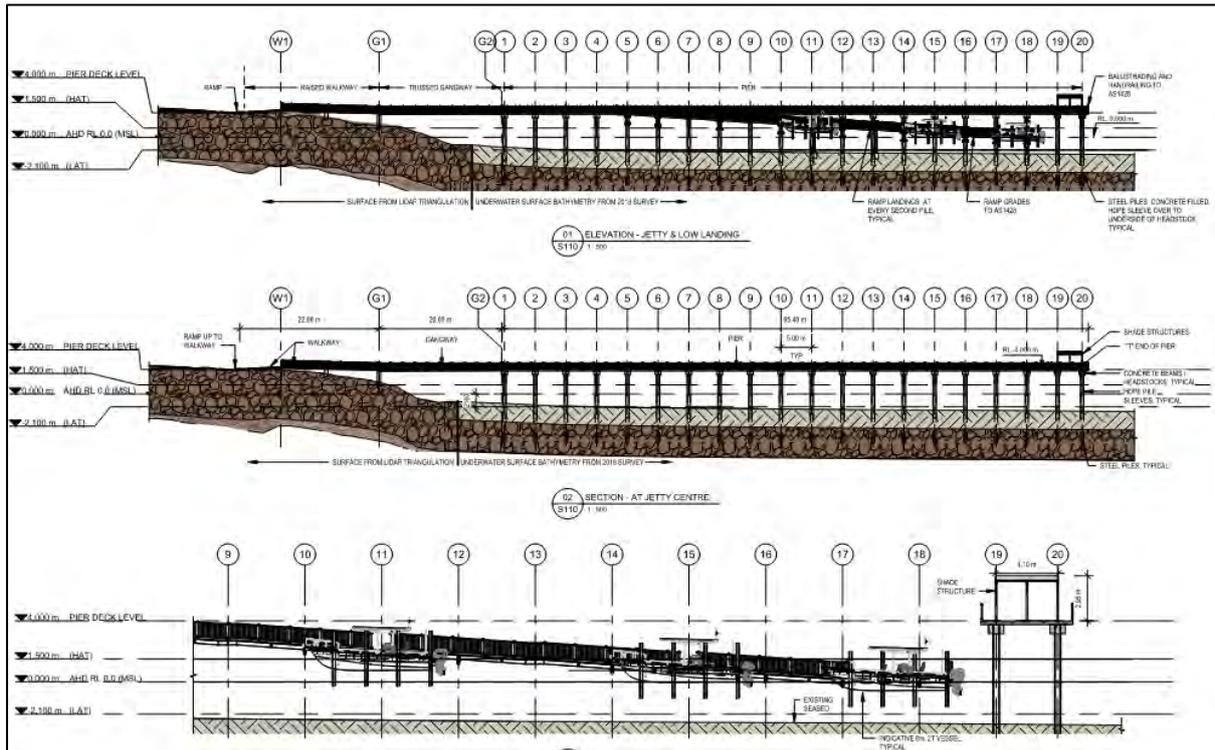


Figure 5 - excerpt of submitted 3d perspectives of the proposed jetty.



**PLANNING APPLICATION ASSESSMENT REPORT***Land Use Planning and Approvals Act 1993***2 Consultation Process****2.1 Public Exhibition**

<b>Development Control Status:</b>	Discretionary - s.57 LUPA Act	
<b>Public Exhibition Required:</b>	Yes	
<b>Public Exhibition Period:</b>	<b>Commenced</b>	<b>Concluded</b>
	2/11/2025	16/11/2025
<b>Representations Received:</b>	Yes	

**2.2 Representation Assessment**

During the public exhibition period four (4) representations were received.

The following table identifies key issues that were raised within the representations (collectively) along with a planning response.

Clause 6.10.1 of the Scheme states that in determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the LUPA Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and
- (b) any representations received pursuant to and in conformity with section 57(5) of the Act,

but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised.

It is within this context that the following responses have been provided to the key issues raised within the representations.

Key Issue	Town Planning Response
1. <i>Concern regarding the potential removal of (or closure of) the small concrete boat ramp at Croquet Lawn Beach and the removal of car parking spaces and lack of car parking spaces associated with the proposed jetty.</i>	The application does not propose to change or alter the small concrete boat ramp adjacent to the proposed jetty location (at the southern end of Croquet Lawn Beach). Under the terms of Table C2.1 of the Parking and Sustainable Transport Code, a jetty is not required to provide any car parking spaces.
2. <i>Concern regarding potential conflict between swimmer safety and beach access at Croquet Lawn Beach and the use of the jetty by motorboats and jet skis which introduces the following:</i> <ul style="list-style-type: none"> <li>a. <i>increased collision risk between swimmers and powered craft;</i></li> <li>b. <i>noise disruption in what is currently a peaceful bathing area;</i></li> <li>c. <i>fuel and oil contamination risk in shallow water;</i></li> <li>d. <i>a loss of accessibility for families and less confident swimmers who rely on calm water;</i></li> <li>e. <i>a shift away from the quiet, gentle atmosphere that makes Croquet Lawn special.</i></li> </ul>	The Scheme does not contain any provisions which seek to control any (potential) conflicts between users of the jetty and nearby beaches or consideration of amenity impacts the proposed jetty may cause upon adjacent land uses. Matters relating to conflicts between beach users (swimmers and non-motorised watercraft) and motorised watercraft users are regulated by MAST through watercraft licences.

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Key Issue	Town Planning Response
<p>3. Support for the pier subject to the following changes to the application:</p> <ul style="list-style-type: none"> <li>a. a clear no-motor-craft buffer zone at Croquet Lawn;</li> <li>b. an alternative design that does not encourage powered vessels mooring at the pier;</li> <li>c. policies preventing jet skis and powered boats from mooring at the pier</li> </ul>	<p>There are no powers within the Scheme to mandate a non-motorised craft buffer zone, require the jetty to be redesigned or to introduce controls around use of motorised watercraft.</p>
<p>4. Urgent need is required to restore safe access to the beach from Croquet Lawn which should be treated as a priority.</p>	<p>Access to Croquet Lawn Beach in any form does not form part of the application and there is no ability to require improvements to be made to existing (or desired future) accesses to Croquet Lawn Beach through the application process.</p>

## 2.3 Statutory Referrals

<b>TasNetworks:</b>	Referral pursuant to section 44L of the <i>Electricity Supply Industry Act 1995</i> .	
	<b>Referral Required</b>	No
	<b>Referral Date</b>	<b>Date Response Received</b>
	NA	NA
	<b>Summary of Response</b>	NA
<b>TasWater:</b>	Referral pursuant to section 56O of the <i>Water and Sewerage Industry Act 2008</i> .	
	<b>Referral Required</b>	No
	<b>Referral Date</b>	<b>Date Response Received</b>
	NA	NA
	<b>SPAN Reference:</b>	Not Applicable
	NA	
<b>Recommendation</b>	NA	
<b>EPA:</b>	Referral pursuant to section 25(1)(b) of the <i>Environmental Management and Pollution Control Act 1994</i> .	
	<b>Referral Required</b>	No
	<b>Referral Date</b>	<b>Date Response Received</b>
	NA	NA
	NA	
	<b>Recommendation</b>	NA
<b>Heritage Tasmania:</b>	Referral pursuant to section 36(1) of the <i>Historic Cultural Heritage Act 1995</i> .	
	<b>Referral Required</b>	No
	<b>Referral Date</b>	<b>Date Response Received</b>
	NA	NA
	NA	
	<b>Recommendation</b>	NA

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## 3 Statutory Assessment Process

<b>Applicable Zone:</b>	Particular Purpose DOR-P1.0	
<b>Use Categorisation:</b>	<b>Use Class</b>	<b>Sub-Use</b>
	Utilities	Electricity storage
<b>Use Status:</b>	Discretionary	
<b>General Provisions:</b>	Not Applicable	
<b>Applicable Codes:</b>	Parking and Sustainable Transport	
	Road and Railway Assets	
	Electricity Transmission Infrastructure Protection	
	Scenic Protection	
<b>Specific Area Plan:</b>	Not Applicable	

### 3.1 General Provisions

There are no applicable General Provisions.

### 3.2 Zone Assessment

#### 3.2.1 23.0 Environmental Management Zone

23.0 Environmental Management Zone			
23.3 Use Standards			
Clause	Acceptable Solution	Assessment	Compliance
23.3.1 Discretionary Uses			
A1	No Acceptable Solution.	The application involves a Discretionary use and there is no Acceptable Solution.	<b>Does not Comply</b>

23.0 Environmental Management Zone			
23.4 Development Standards for Buildings and Work			
Clause	Acceptable Solution	Assessment	Compliance
23.4.1 Development area			
A1	The development area must: (a) be not more than 500m <sup>2</sup> ;	The proposed jetty will have a development area ( <i>means the area of land occupied by development including its yard, outbuildings, vehicle parking, driveways, storage areas, landscaping and wastewater disposal areas</i> ) greater than 500m <sup>2</sup> .	<b>Does not Comply</b>
	(b) be in accordance with an authority under the National Parks and Reserve Management Regulations 2019 granted by the Managing	The proposed development is not in accordance with the <i>National Parks and Reserve Management Regulations 2019</i> (granted by the	Not Applicable

## PLANNING APPLICATION ASSESSMENT REPORT

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23.0 Environmental Management Zone			
23.4 Development Standards for Buildings and Work			
Clause	Acceptable Solution	Assessment	Compliance
	<p>Authority or the Nature Conservation Act 2002; or</p> <p>(c) be in accordance with an approval of the Director-General of Lands under the Crown Lands Act 1976.</p>	<p>Managing Authority) or the <i>Nature Conservation Act 2002</i>.</p> <p>The proposed development is not in accordance with an approval of the Director-General of Lands under the <i>Crown Lands Act 1976</i>.</p>	Not Applicable
23.4.2 Building height, setback and siting			
A1	<p>Building height must:</p> <p>(a) be not more than 6m;</p> <p>(b) be in accordance with an authority under the National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or Nature Conservation Act 2002; or</p> <p>(c) be in accordance with an approval of the Director-General of Lands under the Crown Lands Act 1976.</p>	<p>The proposed jetty structure will have a building height of 5.45m at high tide and 9m at low tide. It will have a building height of approximately 9.75m measured from the top of the (roofed) shelter structures at the seaward end of the jetty to the sea-floor and benthic zone below.</p> <p>The proposed development is not in accordance with the <i>National Parks and Reserve Management Regulations 2019</i> (granted by the Managing Authority) or the <i>Nature Conservation Act 2002</i>.</p> <p>The proposed development is not in accordance with an approval of the Director-General of Lands under the <i>Crown Lands Act 1976</i>.</p>	<p><b>Does not Comply</b></p> <p>Not Applicable</p> <p>Not Applicable</p>
A2	<p>Buildings must have a setback from all boundaries:</p> <p>(a) not less than 10m;</p> <p>(b) not less than the existing building for an extension;</p> <p>(c) in accordance with an authority under the National Parks and Reserve Management Regulations 2019 granted by the Managing Authority and/or Nature Conservation Act 2002; or</p> <p>(d) be in accordance with an approval of the Director-General of Lands under the Crown Lands Act 1976.</p>	<p>The proposed jetty will cross the coastal boundary of the site.</p> <p>The proposed jetty is not a building extension.</p> <p>The proposed development is not in accordance with the <i>National Parks and Reserve Management Regulations 2019</i> (granted by the Managing Authority) or the <i>Nature Conservation Act 2002</i>.</p> <p>The proposed development is not in accordance with an approval of the Director-General of Lands under the <i>Crown Lands Act 1976</i>.</p>	<p><b>Does not Comply</b></p> <p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p>
A3	Buildings for a sensitive use must be separated from an adjoining Rural Zone or Agriculture Zone:	The proposed jetty does not constitute a sensitive use.	

## PLANNING APPLICATION ASSESSMENT REPORT

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23.0 Environmental Management Zone			
23.4 Development Standards for Buildings and Work			
Clause	Acceptable Solution	Assessment	Compliance
	(a) not less than 200m; or  (b) where an existing building for a sensitive use on the site is within 200m of that boundary, not less than the existing building.		Not Applicable  Not Applicable
23.4.3 Exterior finish			
A1	Exterior building finishes must:  (a) be coloured using colours with a light reflectance value not more than 40% in dark natural tones of grey, green or brown;  (b) be in accordance with an authority under National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or the Nature Conservation Act 2002; or  (c) be in accordance with an approval of the Director-General of Lands under the Crown Lands Act 1976.	The proposed steel frame is unlikely to have a light reflectance value of 40% or less. Accordingly, assessment against the corresponding Performance Criteria is recommended.  The proposed development is not in accordance with the <i>National Parks and Reserve Management Regulations 2019</i> (granted by the Managing Authority) or the <i>Nature Conservation Act 2002</i> .  The proposed development is not in accordance with an approval of the Director-General of Lands under the <i>Crown Lands Act 1976</i> .	<b>Does not Comply</b>  Not Applicable  Not Applicable
23.4.4 Vegetation management			
A1	Building and works must:  (a) be located on land where the native vegetation cover has been lawfully removed; or  (b) be in accordance with an authority under National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or the Nature Conservation Act 2002.	The proposed buildings and works will likely require removal of some tidal and intertidal native (coastal and aquatic) vegetation. Accordingly, assessment against the corresponding Performance Criteria is therefore recommended.  The proposed development is not in accordance with the <i>National Parks and Reserve Management Regulations 2019</i> (granted by the Managing Authority) or the <i>Nature Conservation Act 2002</i> .	<b>Does not Comply</b>  Not Applicable

23.0 Environmental Management Zone			
23.5 Development Standards for Subdivision			
Clause	Acceptable Solution	Assessment	Compliance
23.5.1 Lot design			

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<b>23.0 Environmental Management Zone</b>			
<b>23.5 Development Standards for Subdivision</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
A1	Each lot, or a lot proposed in a plan of subdivision, must be: <ul style="list-style-type: none"> <li>(a) required for public use by the Crown, a council, or a State authority;</li> <li>(b) required for the provision of Utilities;</li> <li>(c) for the consolidation of a lot with another lot, provided each lot is within the same zone;</li> <li>(d) in accordance with an authority under the National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or Nature Conservation Act 2002; or</li> <li>(e) in accordance with an approval of the Director-General of Lands under the Crown Lands Act 1976.</li> </ul>	The application does not involve subdivision of land.	Not Applicable  Not Applicable  Not Applicable  Not Applicable  Not Applicable
A2	No Acceptable Solution	The application does not involve subdivision of land.	Not Applicable
A3	Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	The application does not involve subdivision of land.	Not Applicable
<b>23.5.2 Services</b>			
A1	No Acceptable Solution.	The application does not involve subdivision of land.	Not Applicable

<b>23.0 Environmental Management Zone</b>			
<b>23.5 Development Standards for Subdivision</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
<b>23.5.1 Lot design</b>			
A1	Each lot, or a lot proposed in a plan of subdivision, must be: <ul style="list-style-type: none"> <li>(a) required for public use by the Crown, a council, or a State authority;</li> <li>(b) required for the provision of Utilities;</li> </ul>	The application does not involve subdivision of land.	Not Applicable  Not Applicable

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<b>23.0 Environmental Management Zone</b>			
<b>23.5 Development Standards for Subdivision</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
	(c) for the consolidation of a lot with another lot, provided each lot is within the same zone;  (d) in accordance with an authority under the National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or Nature Conservation Act 2002; or  (e) in accordance with an approval of the Director-General of Lands under the Crown Lands Act 1976.		Not Applicable  Not Applicable  Not Applicable
A2	No Acceptable Solution	The application does not involve subdivision of land.	Not Applicable
A3	Each lot, or a lot proposed in a plan of subdivision, must be provided with a vehicular access from the boundary of the lot to a road in accordance with the requirements of the road authority.	The application does not involve subdivision of land.	Not Applicable
<b>23.5.2 Services</b>			
A1	No Acceptable Solution.	The application does not involve subdivision of land.	Not Applicable

**3.3 Code Assessment**

<b>Scheme Code Applicability Overview</b>			
<b>Clause</b>	<b>Code Application</b>	<b>Assessment</b>	<b>Applicability</b>
<b>C1.0 Signs Code</b>			
C1.2.1	Unless otherwise stated in a particular purpose zone, this code applies to all development for signs, unless the following clauses apply:  (a) C1.4.2; or  (b) C1.4.3.	The application does not involve signage.	Not Applicable
<b>C2.0 Parking and Sustainable Transport Code</b>			
C2.2.1	Unless stated otherwise in a particular purpose zone, or sub-clause C2.2.2, C2.2.3 or C2.2.4, this code applies to all use and development.	The Parking and Sustainable Transport Code applies to all use and development.	<b>Applicable</b>
<b>C3.0 Road and Railway Assets Code</b>			
C3.2.1	This code applies to a use or development that:		



**PLANNING APPLICATION ASSESSMENT REPORT***Land Use Planning and Approvals Act 1993*

<b>Scheme Code Applicability Overview</b>			
<b>Clause</b>	<b>Code Application</b>	<b>Assessment</b>	<b>Applicability</b>
	(iv) subdivision.		
<b>C5.0 Telecommunications Code</b>			
C5.2.1	Unless otherwise stated in a particular purpose zone, this code applies to all development for telecommunication facilities.	The application does not involve a telecommunications facility.	Not Applicable
<b>C6.0 Local Historic Heritage Code</b>			
C6.2.1	<p>This code applies to:</p> <p>(a) development on land within any of the following, as defined in this code:</p> <p>(i) a local heritage place;</p> <p>(ii) a local heritage precinct;</p> <p>(iii) a local historic landscape precinct;</p> <p>(iv) for excavation only, a place or precinct of archaeological potential; and</p> <p>(b) the lopping, pruning, removal or destruction of a significant tree as defined in this code.</p>	<p>The site is not a local heritage place.</p> <p>The site is not a local heritage precinct.</p> <p>The site is not located within a local historic landscape precinct.</p> <p>The site is not located within a place or precinct of archaeological potential.</p> <p>The site does not contain a significant tree.</p>	<p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p>
<b>C7.0 Natural Assets Code</b>			
C7.2.1	<p>This code applies to development on land within the following areas:</p> <p>(a) a waterway and coastal protection area;</p> <p>(b) a future coastal refugia area; and</p> <p>(c) a priority vegetation area only if within the following zones:</p>	<p>The proposed development will be located within a waterway and coastal protection area (refer to Figure 5).</p> <p>The proposed development will be located within a future coastal refugia area.</p> <p>The proposed development will not be located within the priority vegetation area to the extent that it applies to the site.</p>	<p><b>Applicable</b></p> <p>Applicable</p> <p>Not Applicable</p>
<b>C8.0 Scenic Protection Code</b>			
C8.2.1	This code applies to development on land within a scenic protection area or scenic road corridor and only if within the following zones:	The site is not located within a scenic protection area.	Not Applicable
<b>C9.0 Attenuation Code</b>			

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<b>Scheme Code Applicability Overview</b>			
<b>Clause</b>	<b>Code Application</b>	<b>Assessment</b>	<b>Applicability</b>
C9.2.1	This code applies to:  (a) activities listed in Tables C9.1 and C9.2;  (b) sensitive uses; and  (c) subdivision if it creates a new lot where a sensitive use could be established, within an attenuation area.	The application does not involve an activity listed in Tables C9.1 and C9.2.  The application does not involve a sensitive use.  The application does not involve subdivision of land.	Not Applicable  Not Applicable  Not Applicable
<b>C10.0 Coastal Erosion Hazard Code</b>			
C10.2.1	This code applies to:  (a) use and development of land within a coastal erosion hazard area; or	The proposed development will be located within the high coastal erosion hazard band (refer to Figure 7).	<b>Applicable</b>
<b>C11.0 Coastal Inundation Hazard Code</b>			
C11.2.1	This code applies to use and development of land within a coastal inundation hazard area.	The proposed development is located within the low, medium and high coastal inundation hazard bands (refer to Figure 8).	<b>Applicable</b>
<b>C12.0 Flood-Prone Areas Hazard Code</b>			
C12.2.1	This code applies to development of land within a flood-prone hazard area.	The site is not located within a flood-prone hazard area.	Not Applicable
<b>C13.0 Bushfire-Prone Areas Code</b>			
C13.2.1	This code applies to:  (a) subdivision of land that is located within, or partially within, a bushfire-prone area; and  (b) a use, on land that is located within, or partially within, a bushfire-prone area, that is a vulnerable use or hazardous use.	The site is not located within a bushfire-prone area.	Not Applicable  Not Applicable
<b>C14.0 Potentially Contaminated Land Code</b>			
C14.2.1	This code applies to a sensitive use, a use listed in a Use Class in Table C14.1 as one of the specified uses, or development, on land that:  (a) is shown on an overlay map in the relevant Local Provisions Schedule as within an area of potentially contaminated land;	The site is not shown on an overlay map in the relevant Local Provisions Schedule as within an area of potentially contaminated land.	Not Applicable

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<b>Scheme Code Applicability Overview</b>			
<b>Clause</b>	<b>Code Application</b>	<b>Assessment</b>	<b>Applicability</b>
	(b) the planning authority knows to have been used for a potentially contaminating activity, by reference to:	The land is not known to have been used for a potentially contaminating activity.	Not Applicable
<b>C15.0 Landslip Hazard Code</b>			
C15.2.1	This code applies to:  (a) use or development of land within a landslip hazard area; or	The proposed development area is not subject to a landslip hazard band.	Not Applicable
<b>C16.0 Safeguarding of Airports Code</b>			
C16.2.1	This code applies to:  (a) a sensitive use within an airport noise exposure area; and  (b) development within an airport obstacle limitation area.	The site is not subject to an airport noise exposure area.  The site is not located within an airport obstacle limitation area.	Not Applicable  Not Applicable

The following Codes have therefore been assessed as being applicable to the application:

1. Parking and Sustainable Transport Code;
2. Road and Railway Assets Code;
3. Natural Assets Code

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Figure 6 - Future Coastal Refugia Area Overlay.



Figure 7 - Priority Vegetation Area and Waterway and Coastal Protection Area.



4. Coastal Erosion Hazard Code;

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Figure 8 - Coastal Erosion Hazard Code (High)



5. Coastal Inundation Hazard Code.

Figure 9 - Coastal Inundation Hazard Band (High, Medium and Low)



The following sections provide an assessment of the applicable standards of each code.

**PLANNING APPLICATION ASSESSMENT REPORT***Land Use Planning and Approvals Act 1993***3.3.1 Parking and Sustainable Transport Code**

<b>C2.0 Parking and Sustainable Transport Code</b>			
<b>C2.5 Use Standards</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
<b>C2.5.1 Car parking numbers</b>			
A1	The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space.	Table C2.1 does not list a requirement for parking spaces to be provided for a pleasure boat facility that is not a Marina or Boathouse.	Not Applicable
<b>C2.5.2 Bicycle parking numbers</b>			
A1	Bicycle parking spaces must: (a) be provided on the site or within 50m of the site; and (b) be no less than the number specified in Table C2.1.	Not applicable.  Table C2.1 does not list a requirement for bicycle parking spaces to be provided for a pleasure boat facility that is not a Marina or Boathouse.	Not Applicable  Not Applicable
<b>C2.5.3 Motorcycle parking numbers</b>			
A1	The number of on-site motorcycle parking spaces for all uses must: (a) be no less than the number specified in Table C2.4; and (b) if an existing use or development is extended or intensified, the number of on-site motorcycle parking spaces must be based on the proposed extension or intensification, provided the existing number of motorcycle parking spaces is maintained.	No car parking spaces are required to be provided pursuant to clause C2.5.1 of the Scheme.  Not applicable.	Not Applicable  Not Applicable
<b>C2.5.4 Loading bays</b>			
A1	A loading bay must be provided for uses with a floor area of more than 1000m <sup>2</sup> in a single occupancy.	Clause C2.5.4 does not apply to the Pleasure Boat Facility Use Class pursuant to clause C2.2.3 of the Scheme.	Not Applicable

<b>C2.0 Parking and Sustainable Transport Code</b>			
<b>C2.6 Development Standards</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
<b>C2.6.1 Construction of parking areas</b>			

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<b>C2.0 Parking and Sustainable Transport Code</b>			
<b>C2.6 Development Standards</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
A1	<p>All parking, access ways, manoeuvring and circulation spaces must:</p> <p>(a) be constructed with a durable all weather pavement;</p> <p>(b) be drained to the public stormwater system, or contain stormwater on the site; and</p> <p>(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.</p>	The application does not involve any (new) vehicle parking accessway, manoeuvring and circulation spaces.	<p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p>
<b>C2.6.2 Design and layout of parking numbers</b>			
A1	<p>Parking, access ways, manoeuvring and circulation spaces must either:</p> <p>(a) comply with the following:</p> <p>(i) have a gradient in accordance with <i>Australian Standard AS 2890 - Parking facilities, Parts 1-6</i>;</p> <p>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</p> <p>(iii) have an access width not less than the requirements in Table C2.2;</p> <p>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</p> <p>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p>	The application does not involve any (new) vehicle parking accessway, manoeuvring and circulation spaces.	<p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p>

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<b>C2.0 Parking and Sustainable Transport Code</b>			
<b>C2.6 Development Standards</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
	(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or  (b) comply with <i>Australian Standard AS 2890- Parking facilities, Parts 1-6.</i>		Not Applicable  Not Applicable
A1.2	Parking spaces provided for use by persons with a disability must satisfy the following:  (a) be located as close as practicable to the main entry point to the building;  (b) be incorporated into the overall car park design; and  (c) be designed and constructed in accordance with <i>Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.</i>	The application does not involve any (new) vehicle parking accessway, manoeuvring and circulation spaces.	Not Applicable  Not Applicable  Not Applicable
<b>C2.6.3 Number of accesses for vehicles</b>			
A1	The number of accesses provided for each frontage must:  (a) be no more than 1; or  (b) no more than the existing number of accesses,  whichever is the greater.	The application does not involve any new vehicle crossings.	Not Applicable  Not Applicable
A2	Within the Central Business Zone or in a pedestrian priority street no new access is provided unless an existing access is removed.	The site is not assigned to the Central Business zone.	Not Applicable
<b>C2.6.4 Lighting of parking areas within the General Business Zone and Central Business Zone</b>			
A1	In car parks within the General Business Zone and Central Business Zone, parking and vehicle circulation roads and pedestrian paths serving 5 or more car parking spaces, which are used outside daylight hours, must be provided with lighting in accordance with Clause 3.1 "Basis of Design" and Clause 3.6 "Car Parks" in <i>Australian Standard/New Zealand Standard AS/NZS 1158.3.1:2005 Lighting for roads and public spaces Part 3.1: Pedestrian area (Category P) lighting – Performance and design requirements.</i>	The site is not assigned to the General Business or Central Business zones.	Not Applicable

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C2.0 Parking and Sustainable Transport Code			
C2.6 Development Standards			
Clause	Acceptable Solution	Assessment	Compliance
C2.6.5 Pedestrian access			
A1.1	<p>Uses that require 10 or more car parking spaces must:</p> <p>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</p> <p style="padding-left: 20px;">(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p style="padding-left: 20px;">(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles.</p>	The application is not required to provide any vehicle parking spaces.	<p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p>
A1.2	In parking areas containing accessible car parking spaces for use by persons with a disability, a footpath having a width not less than 1.5m and a gradient not steeper than 1 in 14 is required from those spaces to the main entry point to the building.	The application is not required to provide any vehicle parking spaces.	Not Applicable
C2.6.6 Loading bays			
A1	The area and dimensions of loading bays and access way areas must be designed in accordance with <i>Australian Standard AS 2890.2–2002, Parking facilities, Part 2: Off-street commercial vehicle facilities</i> , for the type of vehicles likely to use the site	The application is not required to provide any loading bays.	Not Applicable
A2	The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities</i> .	The application is not required to provide any loading bays.	Not Applicable
C2.6.7 Bicycle parking and storage facilities within the General Business Zone and Central Business Zone			
A1.1	Bicycle parking for uses that require 5 or more bicycle spaces in Table C2.1 must:	The site is not assigned to the General Business or Central Business zones.	

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C2.0 Parking and Sustainable Transport Code			
C2.6 Development Standards			
Clause	Acceptable Solution	Assessment	Compliance
	(a) be accessible from a road, cycle path, bicycle lane, shared path or access way; (b) be located within 50m from an entrance; (c) be visible from the main entrance or otherwise signed; and (d) be available and adequately lit during the times they will be used, in accordance with Table 2.3 of <i>Australian/New Zealand Standard AS/NZS 1158.3.1: 2005 Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements</i> .		Not Applicable  Not Applicable  Not Applicable  Not Applicable
A2	Bicycle parking spaces must:  (a) have dimensions not less than: (i) 1.7m in length; (ii) 1.2m in height; and (iii) 0.7m in width at the handlebars; (b) have unobstructed access with a width of not less than 2m and a gradient not steeper than 5% from a road, cycle path, bicycle lane, shared path or access way; and (c) include a rail or hoop to lock a bicycle that satisfies <i>Australian Standard AS 2890.3-2015 Parking facilities - Part 3: Bicycle parking</i> .	The site is not assigned to the General Business or Central Business zones.	Not Applicable  Not Applicable  Not Applicable  Not Applicable  Not Applicable  Not Applicable
C2.6.8 Siting of parking and turning areas			
A1	Within an Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone, parking spaces and vehicle turning areas, including garages or covered parking areas must be located behind the building line of buildings, excluding if a parking area is already provided in front of the building line.	The site is not assigned to the Inner Residential Zone, Village Zone, Urban Mixed Use Zone, Local Business Zone or General Business Zone.	Not Applicable

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<b>C2.0 Parking and Sustainable Transport Code</b>			
<b>C2.6 Development Standards</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
A2	<p>Within the Central Business Zone, on-site parking at ground level adjacent to a frontage must:</p> <p>(a) have no new vehicle accesses, unless an existing access is removed;</p> <p>(b) retain an active street frontage; and</p> <p>(c) not result in parked cars being visible from public places in the adjacent roads.</p>	The Central Business zone is not used in the Scheme.	<p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p>

<b>C2.0 Parking and Sustainable Transport Code</b>			
<b>C2.7 Parking Precinct Plan</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
<b>C2.7.1 Parking precinct plan</b>			
A1	<p>Within a parking precinct plan, on-site car parking must:</p> <p>(a) not be provided; or</p> <p>(b) not be increased above existing parking numbers.</p>	The site is not located within a parking precinct plan.	<p>Not Applicable</p> <p>Not Applicable</p>

**3.3.2 Road and Railway Code**

<b>C3.0 Road and Railway Code</b>			
<b>C3.5 Use Standards</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
<b>C3.5.1 Car parking numbers</b>			
A1.1	<p>For a category 1 road or a limited access road, vehicular traffic to and from the site will not require:</p> <p>(a) a new junction;</p> <p>(b) a new vehicle crossing; or</p> <p>(c) a new level crossing.</p>	Bentley Street is not a category 1 road or a limited access road and the application does not involve a new junction, vehicle crossing or level crossing.	<p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p>
A1.2	For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the	The application does not involve a new junction, vehicle crossing or level crossing.	Not Applicable

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C3.0 Road and Railway Code			
C3.5 Use Standards			
Clause	Acceptable Solution	Assessment	Compliance
	use and development has been issued by the road authority.		
A1.3	For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.	The application does not involve a new private level crossing.	Not Applicable
A1.4	<p>Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <p style="padding-left: 40px;">(a) the amounts in Table C3.1; or</p> <p style="padding-left: 40px;">(b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</p>	<p>An analysis has been provided which indicates that the proposed jetty will result in an increase in vehicle movements by approximately 8-9% at the nearest vehicle crossing onto Bentley Street to the proposed jetty. Accordingly, the AADT vehicle movements will not increase by more than 20% above existing AADT vehicle movements at the existing vehicle crossing.</p> <p>Bentley Street is not a limited access road.</p>	<p>Complies</p> <p>Not Applicable</p>
A1.5	Vehicular traffic must be able to enter and leave a major road in a forward direction.	Bentley Street is not a major road although vehicles are able to enter and exit the site in a forward direction utilising the existing vehicle circulation area to be retained.	Not Applicable

### 3.3.3 Natural Assets Code

C7.0 Natural Assets Code			
C7.6 Development Standards for Buildings and Works			
Clause	Acceptable Solution	Assessment	Compliance
C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area.			
A1	<p>Buildings and works within a waterway and coastal protection area must:</p> <p style="padding-left: 40px;">(a) be within a building area on a sealed plan approved under this planning scheme;</p> <p style="padding-left: 40px;">(b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or</p>	<p>The proposed development is not located within a building area on a sealed plan approved under this planning scheme.</p> <p>The application does not involve a crossing of a Class 4 watercourse.</p>	<p><b>Does not Comply</b></p> <p><b>Does not Comply</b></p>

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<b>C7.0 Natural Assets Code</b>			
<b>C7.6 Development Standards for Buildings and Works</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
	(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 application does not involve an extension to an existing jetty.	<b>Does not Comply</b>
A2	Buildings and works within a future coastal refugia area must be located within a building area on a sealed plan approved under this planning scheme.	The proposed development is not located within a building area on a sealed plan approved under this planning scheme.	<b>Does not Comply</b>
A3	Development within a waterway and coastal protection area or a future coastal refugia area must not involve a new stormwater point discharge into a watercourse, wetland or lake.	The application does not involve a new stormwater point discharge into a watercourse, wetland or lake.	Complies
A4	Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.	The application does not involve the dredging or reclamation of land or a waterbody.	Not Applicable
A5	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.	The application does not involve coastal protection works.	Not Applicable
<b>C7.6.2 Clearance within a priority vegetation area</b>			
A1	Clearance of native vegetation within a priority vegetation area must be within a building area on a sealed plan approved under this planning scheme.	The application does not involve clearance of native vegetation within a priority vegetation area.	Not Applicable

<b>C7.0 Natural Assets Code</b>			
<b>C7.7 Subdivision within a waterway and coastal protection area or a future coastal refugia area.</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
<b>C7.7.1 Subdivision within a waterway and coastal protection area or a future coastal refugia area.</b>			
A1	Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must: <ul style="list-style-type: none"> <li>(a) be for the creation of separate lots for existing buildings;</li> <li>(b) be required for public use by the Crown, a council, or a State authority;</li> </ul>	The application does not involve subdivision of land.	Not Applicable  Not Applicable

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<b>C7.0 Natural Assets Code</b>			
<b>C7.7 Subdivision within a waterway and coastal protection area or a future coastal refugia area.</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
	(c) be required for the provision of Utilities; (d) be for the consolidation of a lot; or (e) not include any works (excluding boundary fencing), building area, services, bushfire hazard management area or vehicular access within a waterway and coastal protection area or future coastal refugia area.		Not Applicable  Not Applicable  Not Applicable
<b>C7.7.2 Subdivision within a priority vegetation area</b>			
A1	Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must: <ul style="list-style-type: none"> <li>(a) be for the purposes of creating separate lots for existing buildings;</li> <li>(b) be required for public use by the Crown, a council, or a State authority;</li> <li>(c) be required for the provision of Utilities;</li> <li>(d) be for the consolidation of a lot; or</li> <li>(e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.</li> </ul>	The application does not involve subdivision of land.	Not Applicable  Not Applicable  Not Applicable  Not Applicable  Not Applicable

**3.3.4 Coastal Erosion Hazard Code**

<b>C10.0 Coastal Erosion Hazard Code</b>			
<b>C10.5 Use Standards</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
<b>C10.5.1 Use within a high coastal erosion hazard band</b>			
A1	No Acceptable Solution.	The application involves the use of a pleasure boat facility (jetty) within a high coastal erosion hazard band.	<b>Does not Comply</b>
<b>C10.5.2 Uses located within a non-urban zone and within a low or medium coastal erosion hazard band.</b>			

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<b>C10.0 Coastal Erosion Hazard Code</b>			
<b>C10.5 Use Standards</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
A1	No Acceptable Solution.	The proposed development area is not located within a low or medium coastal erosion hazard band.	Not Applicable
<b>C10.5.3 Critical use, hazardous use or vulnerable use</b>			
A1	No Acceptable Solution.	The application does not involve a critical, hazardous or vulnerable use.	Not Applicable
A2	No Acceptable Solution.	The application does not involve a critical, hazardous or vulnerable use.	Not Applicable
A3	No Acceptable Solution.	The application does not involve a critical, hazardous or vulnerable use.	Not Applicable
A4	No Acceptable Solution.	The application does not involve a critical, hazardous or vulnerable use.	Not Applicable
<b>C10.5.4 Uses located within a coastal erosion investigation area</b>			
A1	No Acceptable Solution.	The proposed development area is not located within a coastal erosion investigation area.	Not Applicable

<b>C10.0 Coastal Erosion Hazard Code</b>			
<b>C10.6 Development Standards for Buildings and Works</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
<b>C10.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area</b>			
A1	No Acceptable Solution.	The proposed development is located within a high coastal erosion hazard band and there is no Acceptable Solution.	<b>Does not Comply</b>
<b>C10.6.2 Coastal protection works within a coastal erosion hazard area</b>			
A1	No Acceptable Solution.	The application does not involve coastal protection works.	Not Applicable
<b>C10.6.3 Buildings and works located within a coastal erosion investigation area</b>			
A1	No Acceptable Solution.	The proposed development area is not located within a coastal erosion investigation area.	Not Applicable

**3.3.5 Coastal Inundation Code**

<b>C11.0 Coastal Inundation Hazard Code</b>			
<b>C11.5 Use Standards</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
<b>C11.5.1 Use within a high inundation hazard band</b>			

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<b>C11.0 Coastal Inundation Hazard Code</b>			
<b>C11.5 Use Standards</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
A1	No Acceptable Solution.	The application involves the use of a pleasure boat facility (jetty) within a high coastal inundation hazard band.	<b>Does not Comply</b>
<b>C11.5.2 Uses located within a non-urban zone and within a medium coastal inundation hazard band</b>			
A1	No Acceptable Solution.	The application involves the use of a pleasure boat facility (jetty) within a medium coastal inundation hazard band. The site is located within a non-urban zone (which includes the Environmental Management Zone).	<b>Does not Comply</b>
<b>C11.5.3 Uses located within a non-urban zone and within a low coastal inundation hazard band</b>			
A1	No Acceptable Solution.	The application involves the use of a pleasure boat facility (jetty) within a low coastal inundation hazard band. The site is located within a non-urban zone (which includes the Environmental Management Zone).	<b>Does not Comply</b>
<b>C11.5.4 Critical use, hazardous use or vulnerable use</b>			
A1	No Acceptable Solution.	The application does not involve a critical, hazardous or vulnerable use.	Not Applicable
A2	No Acceptable Solution.	The application does not involve a critical, hazardous or vulnerable use.	Not Applicable
A3	No Acceptable Solution.	The application does not involve a critical, hazardous or vulnerable use.	Not Applicable
A4	No Acceptable Solution.	The application does not involve a critical, hazardous or vulnerable use.	Not Applicable

<b>C11.0 Coastal Inundation Hazard Code</b>			
<b>C11.6 Development Standards for Buildings and Works</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
<b>C11.6.1 Buildings and works, excluding coastal protection works, within a coastal inundation hazard area</b>			
A1	No Acceptable Solution.	The proposed development is located within a high, medium and low coastal inundation hazard band and there is no Acceptable Solution.	<b>Does not Comply</b>
<b>C11.6.2 Coastal protection works within a coastal inundation hazard area</b>			
A1	No Acceptable Solution.	The application does not involve coastal protection works.	Not Applicable

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<b>C11.0 Coastal Inundation Hazard Code</b>			
<b>C11.7 Development Standards for Subdivision</b>			
<b>Clause</b>	<b>Acceptable Solution</b>	<b>Assessment</b>	<b>Compliance</b>
<b>C11.7.1 Subdivision within a coastal inundation hazard area</b>			
A1	<p>Each lot, or a lot proposed in a plan of subdivision, within a coastal inundation hazard area, must:</p> <ul style="list-style-type: none"> <li>(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a coastal inundation hazard area;</li> <li>(b) be for the creation of separate lots for existing buildings;</li> <li>(c) be required for public use by the Crown, a council or a State authority; or</li> <li>(d) be required for the provision of Utilities.</li> </ul>	The application does not involve subdivision of land.	<p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p> <p>Not Applicable</p>

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### 3.4 Performance Criteria Assessment

For context, most of the performance criteria require regard to be had to the factors listed in their respective subclauses. The process of having regard to these factors requires that they must be considered and given due weight in the assessment of compliance. It does not necessitate strict compliance with each criterion.<sup>2</sup>

#### 3.4.1 21.3.1 Discretionary uses

23.0 Environmental Management Zone	
23.3.1 Discretionary uses	
Objective:	That uses listed as Discretionary recognise and reflect the relevant values of the reserved land.
Performance Criteria P1	
Performance Criteria	Assessment
<p>A use listed as Discretionary must be consistent with the values of the land, having regard to:</p> <p>(a) the significance of the ecological, scientific, cultural or scenic values;</p>	<p>The proposed jetty is a discretionary use within the Environmental Management zone. The land that encompasses the proposed jetty captures the coastal strip between the Bridport boat ramp to the north-west and Trent Water (river mouth) to the south-east. The land is public land (administered under the <i>Crown Lands Act 1976</i>), but is not land that is recognised as public reserve land or conservation land under the <i>Crown Lands Act 1976</i> and <i>Nature Conservation Act 2002</i>, respectively.</p> <p>Values of the land includes coastal eucalyptus and Sheoak woodland lining the coastal fringe, gravel walking trail, boat ramps (including the Croquet Lawn boat ramp adjacent to the proposed jetty development area), caravan park including road and amenities buildings and the rocky coast line which is interspersed with beaches. Values also include the skeleton of the previous jetty (pier) located at Pier Point adjacent to the (northern) Bridport boat ramp.</p> <p>The inclusion of the proposed jetty within the site will therefore be consistent with the values of the land which predominately express a coastal recreation, visitor accommodation and natural values land use pattern.</p> <p>The following provides an assessment against each of the subclauses to Performance Criteria 23.3.1 P1.</p> <p>The building area which captures with the proposed jetty development is not identified as comprising any ecological, scientific, cultural or scenic values within the context of corresponding Scheme overlay maps and (other) applicable codes. The land is not identified as conservation land or any other form of public reserve land. Notwithstanding this, the application is accompanied by the following reports</p>

<sup>2</sup> See, e.g., *B Paterson & Ors v Hobart City Council and Tasmania Wild Experience Pty Ltd* [2020] TASRMPAT 24 at [45] & [72].

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23.0 Environmental Management Zone	
23.3.1 Discretionary uses	
Objective:	That uses listed as Discretionary recognise and reflect the relevant values of the reserved land.
	<p>(‘supporting information’<sup>3</sup>) which sought to identify and subsequently manage impacts associated with (significant) ecological, scientific and cultural values<sup>4</sup>:</p> <ul style="list-style-type: none"> <li>• <b>Flora and Fauna Report (2024) prepared by RMCG (‘Flora and Fauna Report’)</b> which concluded that the building area associated with the proposed jetty does not contain any threatened flora species that will be places at any greater than low risk and it does not contain any significant habitat for threatened fauna. Overall, the Flora and Fauna Report concluded that the development of the proposed jetty development is not considered to present an significant impacts upon natural (terrestrial) values. The Flora and Fauna Report includes a range of recommendations associated with the construction of the proposed jetty which are designed to minimise impacts upon natural values within the site. Recommended Condition 1 includes a requirement for the proposed jetty development to be undertaken in accordance with the Flora and Fauna Report, including all recommendations therein.</li> <li>• <b>Marine Natural Values Assessment (2024) prepared by Marine Solutions Tasmania Pty Ltd (‘MNVA’)</b> which did not identify any natural values within the tidal and intertidal zones and benthic layer (of the sea floor) that would restrict or prevent the proposed jetty development subject to adhering to the range of (natural values) impact mitigation strategies provided for species and habitats identified during field surveys. Recommended Condition 1 includes a requirement for the proposed jetty development to be undertaken in accordance with the MNVA, including all recommendations therein.</li> <li>• <b>Aboriginal Heritage Assessment Report (2025) prepared by Cultural Heritage Management Australia (‘AHA’)</b> which did not identify any Aboriginal sites or any suspected (Aboriginal) features within the</li> </ul>

<sup>3</sup> Together with the **Coastal Hazard Report (2025)** prepared by Burbury Consulting.

<sup>4</sup> The Scheme manages scenic values within the context of the Scenic Protection Code through the application of the scenic protection area and scenic road corridor (over land). In this instance, the site is not subject to a scenic protection area or scenic road corridor and therefore it has been deemed that the site does not contain any significant scenic values.

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23.0 Environmental Management Zone	
23.3.1 Discretionary uses	
Objective:	That uses listed as Discretionary recognise and reflect the relevant values of the reserved land.
<p>(b) the protection, conservation, and management of the values;</p> <p>(c) the specific requirements of the use to operate;</p> <p>(d) the location, intensity and scale of the use;</p> <p>(e) the characteristics and type of the use;</p> <p>(f) traffic and parking generation;</p>	<p>development area of the site but included a recommendation relating to the preparation and adherence to an unanticipated discovery plan. Recommended Condition 1 includes a requirement for the proposed jetty development to be undertaken in accordance with the AHA, including all recommendations therein.</p> <p>On this basis, and subject to recommended Condition 1, the proposed jetty will be consistent with the values of the land having regard to the ecological, scientific and cultural values of the site.</p> <p>The supporting information includes recommendations in which to manage the residual values of the development area of the proposed jetty. Recommended Condition 1 requires the proposed jetty to be constructed in accordance with the recommendations listed in the supporting information which is deemed to provide adequate protection, conservation and management of the identified values.</p> <p>The proposed jetty requires a coastal location at the interface between the shore and waterbody to serve its purpose which is to provide a platform which protrudes into the water to provide access for people for viewing and recreational fishing purposes and for the docking of watercraft.</p> <p>The proposed jetty has been located in a position that will have the least amount of impact within the context of coastal processes (i.e. wave movement and sediment movement along the shoreline). The intensity and scale of the proposed jetty will be commensurate to the length and scale of the previous jetty which was located approximately 700m to the north (of the site of the proposed jetty).</p> <p>The proposed jetty is appropriate for its coastal location within the context of its characteristics, functionality and purpose (shared public foreshore infrastructure).</p> <p>The proposed jetty is not required to provide any car parking spaces under the terms of Table C2.1 (Parking and Sustainable Transport Code) of the Scheme and the proposed jetty will not exceed the AADT vehicle movements at the nearest Bentley Street access within the context of Table C3.1 (Road and Railway Assets Code) of the Scheme. The proposed jetty will therefore have minimal impacts upon the values of the land with regard to traffic and parking generation within the context of the Scheme.</p>

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<b>23.0 Environmental Management Zone</b>	
<b>23.3.1 Discretionary uses</b>	
Objective:	That uses listed as Discretionary recognise and reflect the relevant values of the reserved land.
(g) any emissions and waste produced by the use;	The proposed jetty will not produce any emissions or waste.
(h) the measures to minimise or mitigate impacts;	The supporting information includes recommendations in which to manage the impacts upon residual values of the development area of the proposed jetty. Recommended Condition 1 requires the proposed jetty to be constructed in accordance with the recommendations listed in the supporting information which is deemed to provide adequate minimisation or mitigation of impacts upon the residual values of the land.
(i) the storage and handling of goods, materials and waste; and	The proposed jetty use will not involve the storage and handling of goods, materials or waste.
(j) the proximity of any sensitive uses.	The proposed jetty will be a passive use and will not generate any direct emissions that will likely impact upon nearby sensitive uses (to the jetty) including the caravan park and residential dwellings along Bentley Street.

**3.4.2 23.4.1 Development area**

<b>23.0 Environmental Management Zone</b>	
<b>23.4.1 Development area</b>	
Objective:	That the development area is: (a) compatible with the values of the site and surrounding area; and (b) minimises disturbance of the site.
<b>Performance Criteria P1</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
The development area must not cause an unreasonable impact on the values of the site and surrounding area, having regard to:	The development area <sup>5</sup> of the proposed jetty will not cause an unreasonable impact on the identified values of the site and surrounding area having regard to the following:
(a) the design, siting, scale and type of development;	The design, siting and scale of the proposed jetty will be consistent with the land use pattern of the site and surrounding area which comprises coastal characteristics including boat ramps and the remnants of a previous jetty which was located approximately 700m to the north.
(b) the operation of the use;	The development area for the proposed jetty is commensurate and appropriate for its functional and operational characteristics.
(c) the impact of the development on the values of the site and surrounding area;	The proposed development has been assessed as having minimal impacts upon the values of the

<sup>5</sup> means the area of land occupied by development including its yard, outbuildings, vehicle parking, driveways, storage areas, landscaping and wastewater disposal areas. Table 3.1, Scheme.

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<b>23.0 Environmental Management Zone</b>	
<b>23.4.1 Development area</b>	
Objective:	That the development area is: (a) compatible with the values of the site and surrounding area; and (b) minimises disturbance of the site.
(d) the need for the development to be located on the site;	site and surrounding area subject to recommended Condition 1. The jetty is required to be located on the site due to its current use as a public coastal foreshore and being the interface between the coastline and waterbody.
(e) how any significant values are managed; and	No significant values have been identified within the development area.
(f) any protection, conservation, remediation or mitigation works.	The supporting information includes recommendations in which to manage the residual values of the development area of the proposed jetty. Recommended Condition 1 requires the proposed jetty to be constructed in accordance with the recommendations listed in the supporting information which is deemed to provide adequate protection, conservation and mitigation of the identified values.

**3.4.3 23.4.2 Building height, setback and siting**

<b>23.0 Environmental Management Zone</b>	
<b>23.4.2 Building height, setback and siting</b>	
Objective:	That the design and siting of buildings responds appropriately to the values of the site and surrounding area.
<b>Performance Criteria P1</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
Building height must be compatible with the values of the site and surrounding area, having regard to:	The height of the proposed jetty will be compatible with the identified values of the site and surrounding area having regard to the following:
(a) the bulk and form of proposed buildings;	The proposed jetty will have a horizontal form and relatively minimal bulk. In this regard, the platform will be parallel with the coastal waters below and where it will have a finished floor level of 4m AHD. The platform will be attached to piers which will have a column form with minimal surface area and regular spacing between each pier which will reduce the perceived bulk of the proposed jetty structure. Likewise spacing between the balustrade system above the platform will reduce the bulk and massing of the proposed jetty structure.
(b) the height, bulk and form of existing buildings;	There are minimal examples of buildings within proximity to the proposed jetty with the exception of a small building located on Croquet Lawn Beach foreshore and small amenities building associated with the adjacent caravan park. The height of the proposed jetty will be more noticeable during

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<b>23.0 Environmental Management Zone</b>	
<b>23.4.2 Building height, setback and siting</b>	
Objective:	That the design and siting of buildings responds appropriately to the values of the site and surrounding area.
<p>(c) the topography of the site;</p> <p>(d) the appearance when viewed from roads and public places;</p> <p>(e) the character of the surrounding area.</p>	<p>periods of low tide which will expose more of the substructure. Notwithstanding this, the highest point of the proposed jetty will be at the seaward end which will correspond with the largest differential between the platform and the watermark of the low tide. This distance will be the furthest point from the coastline which will assist to minimise the perceived height, bulk and form of the proposed jetty.</p> <p>The topography of the site is relatively low in elevation being adjacent to the coastline. The topography comprises a gently sloping rocky shoreline with a shallow seabed adjacent to the rock. The proposed jetty will have a horizontal form which will be compatible with a similar horizontal character of the foreshore and coastal horizon which is a feature of the topography of the site and surrounding area.</p> <p>The proposed jetty will be visible but obscured from Bentley Street by the presence of remnant coastal vegetation and structures (permanent and temporary) associated with the caravan park. The proposed jetty is therefore not expected to be prominent when viewed from Bentley Street. The proposed jetty will be visible from the coastal walking path and beaches along the foreshore of the site. The proposed jetty will be viewed as a marine infrastructure within a coastal setting which will be compatible with the values of the site. The proposed jetty will be positioned perpendicular to the coastline with the horizontal form of the jetty primarily viewed in conjunction with the horizontal character of the water and adjacent coastline from different viewpoints along the foreshore (track, beaches and rock outcrops).</p> <p>The height of the proposed jetty will be compatible with the values and character of the surrounding area which have been identified to include coastal eucalyptus and Sheoak woodland lining the coastal fringe, gravel walking trail, boat ramps (including the Croquet Lawn boat ramp adjacent to the proposed jetty development area), caravan park including road and amenities buildings and the rocky coast line which is interspersed with beaches. Values also include the skeleton of the previous jetty (pier) located at Pier Point adjacent to the (northern) Bridport boat ramp. The proposed jetty will therefore be in keeping with the coastal and marine infrastructure environment which are the characteristics of the site and surrounding area.</p>
<b>Performance Criteria P2</b>	

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<b>23.0 Environmental Management Zone</b>	
<b>23.4.2 Building height, setback and siting</b>	
Objective:	That the design and siting of buildings responds appropriately to the values of the site and surrounding area.
Performance Criteria	Assessment
Buildings must be sited to be compatible with the values of the site and surrounding area, having regard to:	The proposed jetty will extend across the coastal boundary. Within the context of Performance Criteria P2, the proposed jetty will be compatible with the values of the identified values of the site and surrounding area having regard to the following:
(a) the bulk and form of proposed buildings;	For the reasons outlined within the assessment against Performance Criteria 23.4.2 P1(a), the proposed jetty will be compatible with the values of the surrounding area within the context of the bulk and form of the proposed jetty.
(b) the height, bulk and form of existing buildings;	For the reasons outlined within the assessment against Performance Criteria 23.4.2 P1(b), the proposed jetty will be compatible with the values of the surrounding area within the context of the height, bulk and form of existing buildings.
(c) the topography of the site;	For the reasons outlined within the assessment against Performance Criteria 23.4.2 P1(c), the proposed jetty will be compatible with the values of the surrounding area within the context of the topography of the site.
(d) the appearance when viewed from roads and public places;	For the reasons outlined within the assessment against Performance Criteria 23.4.2 P1(d), the proposed jetty will be compatible with the values of the surrounding area within the context of the appearance when viewed from roads and public places.
(e) the retention of vegetation;	Apart from the vegetation that is required to be removed to facilitate the interface of the proposed jetty on the rock outcrop and existing road and pedestrian trail, all remaining vegetation within the site will be retained.
(f) the safety of road users; and	The proposed jetty will be located approximately 137m from Bentley Street and will not impact upon the safety of the road users in this regard.
(g) the character of the surrounding area.	For the reasons outlined within the assessment against Performance Criteria 23.4.2 P1(e), the proposed jetty will be compatible with the values of the surrounding area within the context of the character of the surrounding area.

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<b>23.0 Environmental Management Zone</b>	
<b>23.4.3 Exterior finish</b>	
Objective:	That exterior finishes are not prominent and blend with the character of the site and surrounding area.
<b>Performance Criteria P1</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
<p>Exterior building finishes must be compatible with the character of the site and surrounding area, having regard to:</p> <p>(a) the topography of the site;</p> <p>(b) the existing vegetation;</p> <p>(c) the dominant colours of the vegetation and surrounding area;</p> <p>(d) the nature of the development;</p>	<p>The proposed jetty will be constructed with the following materials:</p> <ul style="list-style-type: none"> <li>• steel piles to be concrete filled;</li> <li>• precast concrete headstocks (pier caps);</li> <li>• precast concrete pier deck with deck panels over (prostrate);</li> <li>• steel balustrade system;</li> <li>• open lattice gangway flooring (fibreglass);</li> <li>• colorbond (or similar) metal roofing.</li> </ul> <p>The supporting information indicates that the proposed materials will have a natural grey tone consistent with coastal infrastructure and a light reflectance value ('LRV') of not more than 40% (it is recommended that a condition be applied to any planning permit requiring all materials to have a LRV of not more than 40% as committed to within the application).</p> <p>The exterior finishes of the proposed jetty will therefore be compatible with the site and surrounding area having regard to the following:</p> <p>For the reasons outlined within the assessment against Performance Criteria 23.4.2 P1(c), the proposed jetty will be compatible with the values of the surrounding area within the context of the topography of the site.</p> <p>Existing vegetation not required to be removed to facilitate the proposed jetty, will be retained. The existing coastal vegetation comprises dark green foliage mixed with brown and light grey bark. The exterior finishes of the proposed materials to be used to construct the proposed jetty will therefore be in keeping with the colour and tonal arrangement of the existing vegetation within the site and surrounding area.</p> <p>The dominant colours of the vegetation and surrounding area is generally dark and muted tones of grey, brown, green, black and burnt orange. The darker and natural colours and tones of the materials associated with the proposed jetty will be in keeping with the dominant colours of the vegetation and surrounding area.</p> <p>The nature of the proposed development is a jetty which is maritime infrastructure within a coastal (and maritime) environment.</p>

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<b>23.0 Environmental Management Zone</b>	
<b>23.4.3 Exterior finish</b>	
Objective:	That exterior finishes are not prominent and blend with the character of the site and surrounding area.
(e) the nature of the exterior finishes;	The exterior finishes will predominately be the natural finish of the material. It is recommended that a condition be applied to any planning permit requiring all materials to have a LRV of not more than 40% as committed to within the application ensuring that the exterior finishes of the proposed jetty remain recessive within the coastal landscape.
(f) the appearance when viewed from roads and public places; and	For the reasons outlined within the assessment against Performance Criteria 23.4.2 P1(d), the proposed jetty will be compatible with the values of the surrounding area within the context of the appearance when viewed from roads and public places.
(g) the character of the surrounding area.	For the reasons outlined within the assessment against Performance Criteria 23.4.2 P1(e), the proposed jetty will be compatible with the values of the surrounding area within the context of the character of the surrounding area.

**3.4.5 23.4.4 Vegetation management**

<b>23.0 Environmental Management Zone</b>	
<b>23.4.4 Vegetation management</b>	
Objective:	That the site contributes to the values of the surrounding area by restricting vegetation removal.
<b>Performance Criteria P1</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
Building and works must be located to minimise native vegetation removal and the impact on values of the site and surrounding area, having regard to:	The proposed jetty will require clearance or trimming of some understory vegetation. The Flora and Fauna report recognises that the level of proposed disturbance of native vegetation (associated with the facilitation of the proposed jetty) is considered to be minor due to the presence of existing tracks and highly modified nature of the area, dominated by manicured grass. On this basis, the proposed jetty has been located to minimise native vegetation removal and the impact on the identified values of the site and surrounding area having regard to the following:
(a) the extent of native vegetation to be removed;	Only a small amount of native vegetation is required to be cleared, removed or disturbed with the majority of vegetation being understorey vegetation (smaller plant and shrubs).
(b) any proposed remedial, mitigation or revegetation measures;	No specific remedial, mitigation or revegetation measures have been proposed or recommended by the Flora and Fauna Report apart from avoiding the removal of the larger eucalyptus trees. It is

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<b>23.0 Environmental Management Zone</b>	
<b>23.4.4 Vegetation management</b>	
Objective:	That the site contributes to the values of the surrounding area by restricting vegetation removal.
(c) provision for native habitat for native fauna;	recommended that a condition be applied to any permit reinforcing the requirement to avoid removal of the eucalyptus trees to ensure impacts upon native vegetation area minimised. The Flora and Fauna Report did not identify any impacts upon native (vegetation) habitat for native fauna in association with the disturbance to the native vegetation that is required to facilitate the proposed jetty.
(d) the management and treatment of the balance of the site or native vegetation areas; and	The balance area of the site and native vegetation within the site will continue to be managed in accordance with the requirements of the land manager.
(e) the type, size and design of development.	The proposed development is for a jetty which will extend from the coastline into the water body. The area of the site subject to native vegetation disturbance will be small in comparison to the overall footprint of the jetty and will be marginal within the context of the overall site (in terms of native vegetation to be retained).

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

<b>C7.0 Natural Assets Code</b>	
<b>C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area</b>	
Objective:	That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets.
<b>Performance Criteria P1.2</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
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:	The proposed jetty is required to be within the spatial extent of tidal waters and a coastal location more broadly to fulfill its purpose. In this regard, the purpose of the jetty is to provide a platform that will extend into the water from the coastline to provide a safe and accessible place for the public for the purposes of fishing, walking, sightseeing and for the mooring of watercraft. Regard of the sub-clauses is as follows:
(a) the need to access a specific resource in a coastal location;	The proposed jetty is not required to access a specific resource in a coastal location.
(b) the need to operate a marine farming shore facility;	The proposed jetty is not required to operate a marine farming shore facility.
(c) the need to access infrastructure available in a coastal location;	The proposed jetty is not required to access infrastructure within a coastal location.

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C7.0 Natural Assets Code	
C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area	
Objective:	That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets.
<p>(d) the need to service a marine or coastal related activity;</p> <p>(e) provision of essential utility or marine infrastructure; or</p> <p>(f) provisions of open space or for marine-related educational, research, or recreational facilities.</p>	<p>Notwithstanding this, the proposed jetty will represent maritime infrastructure within a coastal location.</p> <p>The proposed jetty is not required to service a marine or coastal related activity.</p> <p>The proposed jetty will represent marine infrastructure which will allow for recreational activities and the mooring of watercraft.</p> <p>The proposed jetty will provide for open space and recreational activities within an established public coastal foreshore location.</p>
Performance Criteria P2.1	
Performance Criteria	Assessment
<p>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:</p> <p>(a) allowing for the landward transgression of sand dunes and the landward colonisation of wetlands, saltmarshes and other coastal habitats from adjacent areas;</p> <p>(b) avoiding the creation of barriers or drainage networks that would prevent future tidal inundation;</p> <p>(c) allowing the coastal processes of sand deposition or erosion to continue to occur;</p> <p>(d) the need to group new facilities with existing facilities, where reasonably practical;</p> <p>(e) the impacts on native vegetation;</p> <p>(f) minimising cut and fill;</p> <p>(g) building design that responds to the particular size, shape, contours or slope of the land;</p>	<p>The application is accompanied by a <b>Coastal Hazard Report (2025) prepared by Burbury Consulting ('Coastal Hazard Report')</b> which addressed the requirements of Performance Criteria C7.6.1 P2.1. The Coastal Hazard Report concluded:</p> <p>The proposed jetty will not involve the construction of any infrastructure or modification of level that would impact the landward transgression of sand dunes with no impacts upon the other coastal features envisaged (wetlands, saltmarshes and other coastal habitats).</p> <p>The proposed works will not involve the blocking of existing areas from future tidal inundation.</p> <p>The proposed works will not change or alter the existing coastal processes on the site.</p> <p>The proposed jetty has been located away from the location of the previous jetty (approximately 700m to the north) based on micro siting investigations to ensure impacts upon coastal processes (existing and future) are minimised.</p> <p>Significant impacts upon terrestrial, tidal and intertidal vegetation have not been identified as a result of the works required to facilitate the proposed jetty.</p> <p>The proposed works will not involve cut or fill.</p> <p>The proposed jetty has been designed to respond to the coastal location including the integration of the jetty at the coastal interface.</p>

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<b>C7.0 Natural Assets Code</b>	
<b>C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area</b>	
Objective:	That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets.
(h) the impacts of sea-level rise on natural coastal processes and coastal habitat;	The proposed works were not identified to impact, or be impacted by, sea-level rise including on natural coastal processes and coastal habitat.
(i) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and	This provision is not applicable to the proposed jetty on the basis that it is located within a coastal location as opposed to a location adjacent to a wetland or waterway (river). Sub-clause P2.1(j) deals with matters relating to environmental best practice guidelines for works within coastal locations (see assessment below).
(j) the guidelines in the Tasmanian Coastal Works Manual.	The Coastal Hazard Report recommends that all works are to be completed in accordance with the Tasmanian Coastal Works Manual. It is therefore recommended that a condition be applied to any permit reiterating this requirement.
<b>Performance Criteria P2.2</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
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:	The proposed jetty is required to be within the spatial extent of a future coastal refugia area to fulfill its purpose. In this regard, the purpose of the jetty is to provide a platform that will extend into the water from the coastline to provide a safe and accessible place for the public for the purposes of fishing, walking, sightseeing and for the mooring of watercraft. Regard of the sub-clauses is as follows:
(a) the need to access a specific resource in a coastal location;	The proposed jetty is not required to access a specific resource in a coastal location.
(b) the need to operate a marine farming shore facility;	The proposed jetty is not required to operate a marine farming shore facility.
(c) the need to access infrastructure available in a coastal location;	The proposed jetty is not required to access infrastructure within a coastal location. Notwithstanding this, the proposed jetty will represent maritime infrastructure within a coastal location.
(d) the need to service a marine or coastal related activity;	The proposed jetty is not required to service a marine or coastal related activity.
(e) provision of essential utility or marine infrastructure; or	The proposed jetty will represent marine infrastructure which will allow for recreational activities and the mooring of watercraft.
(f) provisions of open space or for marine-related educational, research, or recreational facilities.	The proposed jetty will provide for open space and recreational activities within an established public coastal foreshore location.

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<b>C10.0 Coastal Erosion Hazard Code</b>	
<b>C10.5.1 Use within a high coastal erosion hazard band</b>	
Objective:	That use within a high coastal erosion hazard band: (a) is reliant on a coastal location; and (b) can achieve and maintain a tolerable risk from coastal erosion.
<b>Performance Criteria P1.1</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
A use within a high coastal erosion hazard band must be for a use which relies upon a coastal location to fulfil its purpose, having regard to:  (a) the need to access a specific resource in a coastal location; (b) the need to operate a marine farming shore facility; (c) the need to access infrastructure available in a coastal location; (d) the need to service a marine or coastal related activity; (e) provision of an essential utility or marine infrastructure; (f) provision of open space or for marine-related educational, research or recreational facilities; (g) any advice from a State authority, regulated entity or a council; and	The proposed jetty is required to be within the spatial extent of the high coastal erosion hazard band to fulfil its purpose. In this regard, the purpose of the jetty is to provide a platform that will extend into the water from the coastline to provide a safe and accessible place for the public for the purposes of fishing, walking, sightseeing and for the mooring of watercraft. Regard of the sub-clauses is as follows:  The proposed jetty is not required to access a specific resource in a coastal location.  The proposed jetty is not required to operate a marine farming shore facility.  The proposed jetty is not required to access infrastructure within a coastal location. Notwithstanding this, the proposed jetty will represent maritime infrastructure within a coastal location.  The proposed jetty is not required to service a marine or coastal related activity.  The proposed jetty will represent marine infrastructure which will allow for recreational activities and the mooring of watercraft.  The proposed jetty will provide for open space and recreational activities within an established public coastal foreshore location.  Within the context of the location of the site and the application, the land is owned by Natural Resources and Environment (NRE) and the applicant is Marine and Safety Tasmania (MAST). Both NRE and MAST are state or regulatory authorities responsible for the management of the land which comprises the site and the management of the safe operation of marine vessels, management of marine facilities and the management of environmental issues relating to vessels. The application was accompanied by land owner consent from NRE pursuant to section 52(1B) of the LUPA Act and the proposed jetty will be constructed and managed by MAST. Accordingly, the proposed jetty will be constructed and management in accordance with the requirements of applicable State authorities and regulatory entities.

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<b>C10.0 Coastal Erosion Hazard Code</b>	
<b>C10.5.1 Use within a high coastal erosion hazard band</b>	
Objective:	That use within a high coastal erosion hazard band: <ul style="list-style-type: none"> <li>(a) is reliant on a coastal location; and</li> <li>(b) can achieve and maintain a tolerable risk from coastal erosion.</li> </ul>
(h) the advice obtained in a coastal erosion hazard report.	The Coastal Hazard Report concluded that the proposed jetty would have negligible impacts to the existing coastal processes, tidal and flood aspects of the site. The Coastal Hazard Report identified that the proposed works would improve the access and public walking trails for the site. Furthermore, the works associated with the proposed jetty would not involve the addition or removal of any coastal structures that would influence the natural coastal processes and cause sand deposition or erosion to occur.
<b>Performance Criteria P1.2</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
A coastal erosion hazard report also demonstrates that: <ul style="list-style-type: none"> <li>(a) any increase in the level of risk from coastal erosion does not require any specific hazard reduction or protection measures; or</li> <li>(b) the use 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 hazard reduction or protection measures.</li> </ul>	<p>The Coastal Hazard Report does not identify any specific hazard reduction or protection measures required to manage risk associated with coastal erosion processes (in this regard, no risks from coastal erosion was identified).</p> <p>The Coastal Hazard Report did not identify any risks from coastal erosion as potentially impacting the intended life of the proposed jetty.</p>

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

<b>C10.0 Coastal Erosion Hazard Code</b>	
<b>C10.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area</b>	
Objective:	That is reliant on a coastal location; and <ul style="list-style-type: none"> <li>(a) building and works, excluding coastal protection works, within a coastal erosion hazard area, can achieve and maintain a tolerable risk from coastal erosion; and</li> <li>(b) buildings and works do not increase the risk from coastal erosion to adjacent land and public infrastructure.</li> </ul>
<b>Performance Criteria P1.1</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
Buildings and works, excluding coastal protection works, within a coastal erosion hazard area must have a tolerable risk, having regard to: <ul style="list-style-type: none"> <li>(a) whether any increase in the level of risk from coastal erosion requires any specific hazard reduction or protection measures;</li> </ul>	<p>The Coastal Hazard Report did not identify any risks from coastal erosion as potentially impacting the proposed jetty. In this regard:</p> <p>No hazard reduction or protection measures are required to protect against coastal erosion hazard risks.</p>

**PLANNING APPLICATION ASSESSMENT REPORT***Land Use Planning and Approvals Act 1993*

<b>C10.0 Coastal Erosion Hazard Code</b>	
<b>C10.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area</b>	
Objective:	That is reliant on a coastal location; and (a) building and works, excluding coastal protection works, within a coastal erosion hazard area, can achieve and maintain a tolerable risk from coastal erosion; and (b) buildings and works do not increase the risk from coastal erosion to adjacent land and public infrastructure.
(b) any advice from a State authority, regulated entity or a council; and (c) the advice contained in a coastal erosion hazard report.	
<b>Performance Criteria P1.2</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
A coastal erosion hazard report demonstrates that: (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; (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 Coastal Hazard Report identified that the proposed jetty will not contribute to any coastal erosion on the site, adjacent land or public infrastructure (including the proposed jetty).  The Coastal Hazard Report did not identify any risks from coastal erosion as potentially impacting the intended life of the proposed jetty.  The Coastal Hazard Report confirmed that the proposed jetty is not located on an actively mobile landform within the coastal zone.

**3.4.9 C11.5.1 Uses within a high coastal inundation hazard band**

<b>C11.5 Coastal Inundation Hazard Code</b>	
<b>C11.5.1 Uses within a high coastal inundation hazard band</b>	
Objective:	That use within a high coastal inundation hazard band: (c) is reliant on a coastal location; and (d) can achieve and maintain a tolerable risk from coastal inundation.
<b>Performance Criteria P1.1</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
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:	The proposed jetty is required to be within the spatial extent of the high coastal inundation hazard band to fulfil its purpose. In this regard, the purpose of the jetty is to provide a platform that will extend into the water from the coastline to provide a safe and accessible place for the public for the purposes of fishing, walking, sightseeing and for the mooring of watercraft. Regard of the sub-clauses is as follows:

**PLANNING APPLICATION ASSESSMENT REPORT***Land Use Planning and Approvals Act 1993*

<b>C11.5 Coastal Inundation Hazard Code</b>	
<b>C11.5.1 Uses within a high coastal inundation hazard band</b>	
Objective:	That use within a high coastal inundation hazard band: (c) is reliant on a coastal location; and (d) can achieve and maintain a tolerable risk from coastal inundation.
(a) the need to access a specific resource in a coastal location;	The proposed jetty is not required to access a specific resource in a coastal location.
(b) the need to operate a marine farming shore facility;	The proposed jetty is not required to operate a marine farming shore facility.
(c) the need to access infrastructure available in a coastal location;	The proposed jetty is not required to access infrastructure within a coastal location. Notwithstanding this, the proposed jetty will represent maritime infrastructure within a coastal location.
(d) the need to service a marine or coastal related activity;	The proposed jetty is not required to service a marine or coastal related activity.
(e) provision of an essential utility or marine infrastructure;	The proposed jetty will represent marine infrastructure which will allow for recreational activities and the mooring of watercraft.
(f) provision of open space or for marine-related educational, research or recreational facilities;	The proposed jetty will provide for open space and recreational activities within an established public coastal foreshore location.
(g) any advice from a State authority, regulated entity or a council; and	Within the context of the location of the site and the application, the land is owned by Natural Resources and Environment (NRE) and the applicant is Marine and Safety Tasmania (MAST). Both NRE and MAST are state or regulatory authorities responsible for the management of the land which comprises the site and the management of the safe operation of marine vessels, management of marine facilities and the management of environmental issues relating to vessels. The application was accompanied by land owner consent from NRE pursuant to section 52(1B) of the LUPA Act and the proposed jetty will be constructed and managed by MAST. Accordingly, the proposed jetty will be constructed and management in accordance with the requirements of applicable State authorities and regulatory entities.
(h) the advice obtained in a coastal inundation hazard report.	The Coastal Hazard Report concluded that the proposed jetty would have negligible impacts to the existing coastal processes, tidal and flood aspects of the site. The Coastal Hazard Report identified that the proposed works would improve the access and public walking trails for the site. Furthermore, the works associated with the proposed jetty would not involve the addition or removal of any coastal structures that would influence the natural coastal processes and cause sand deposition or erosion to occur.
<b>Performance Criteria P1.2</b>	
<b>Performance Criteria</b>	<b>Assessment</b>

**PLANNING APPLICATION ASSESSMENT REPORT***Land Use Planning and Approvals Act 1993*

<b>C11.5 Coastal Inundation Hazard Code</b>	
<b>C11.5.1 Uses within a high coastal inundation hazard band</b>	
Objective:	That use within a high coastal inundation hazard band: (c) is reliant on a coastal location; and (d) can achieve and maintain a tolerable risk from coastal inundation.
A coastal inundation hazard report also demonstrates that:  (a) any increase in the level of risk from coastal inundation does not require any specific hazard reduction or protection measures; or  (b) the use can achieve and maintain a tolerable risk from a coastal inundation event in 2100 for the intended life of the use without requiring any specific hazard reduction or protection measures.	The Coastal Hazard Report does not identify any specific hazard reduction or protection measures required to manage risk associated with coastal inundation processes (in this regard, no risks from coastal inundation was identified).  The Coastal Hazard Report did not identify any risks from coastal inundation as potentially impacting the intended life of the proposed jetty.

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

<b>C11.5 Coastal Inundation Hazard Code</b>	
<b>C11.5.2 Uses located within a non-urban zone and within a medium coastal inundation hazard band</b>	
Objective:	To ensure that a use located within a non-urban zone and within a medium coastal inundation hazard band: (a) is reliant on a coastal location; and (b) can achieve and maintain a tolerable risk from coastal inundation.
<b>Performance Criteria P1.1</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
A use within a non-urban zone and within a medium coastal inundation hazard band must be for a use which relies upon a coastal location to fulfil its purpose, having regard to:  (a) the need to access a specific resource in a coastal location;  (b) the need to operate a marine farming shore facility;  (c) the need to access infrastructure available in a coastal location;  (d) the need to service a marine or coastal related activity;	The proposed jetty is required to be within the spatial extent of the medium coastal inundation hazard band to fulfil its purpose. In this regard, the purpose of the jetty is to provide a platform that will extend into the water from the coastline to provide a safe and accessible place for the public for the purposes of fishing, walking, sightseeing and for the mooring of watercraft. Regard of the sub-clauses is as follows:  The proposed jetty is not required to access a specific resource in a coastal location.  The proposed jetty is not required to operate a marine farming shore facility.  The proposed jetty is not required to access infrastructure within a coastal location. Notwithstanding this, the proposed jetty will represent maritime infrastructure within a coastal location.  The proposed jetty is not required to service a marine or coastal related activity.

**PLANNING APPLICATION ASSESSMENT REPORT***Land Use Planning and Approvals Act 1993*

<b>C11.5 Coastal Inundation Hazard Code</b>	
<b>C11.5.2 Uses located within a non-urban zone and within a medium coastal inundation hazard band</b>	
Objective:	To ensure that a use located within a non-urban zone and within a medium coastal inundation hazard band: (a) is reliant on a coastal location; and (b) can achieve and maintain a tolerable risk from coastal inundation.
(e) provision of an essential utility or marine infrastructure;	The proposed jetty will represent marine infrastructure which will allow for recreational activities and the mooring of watercraft.
(f) provision of open space or for marine-related educational, research or recreational facilities;	The proposed jetty will provide for open space and recreational activities within an established public coastal foreshore location.
(g) any advice from a State authority, regulated entity or a council; and	Within the context of the location of the site and the application, the land is owned by Natural Resources and Environment (NRE) and the applicant is Marine and Safety Tasmania (MAST). Both NRE and MAST are state or regulatory authorities responsible for the management of the land which comprises the site and the management of the safe operation of marine vessels, management of marine facilities and the management of environmental issues relating to vessels. The application was accompanied by land owner consent from NRE pursuant to section 52(1B) of the LUPA Act and the proposed jetty will be constructed and managed by MAST. Accordingly, the proposed jetty will be constructed and management in accordance with the requirements of applicable State authorities and regulatory entities.
(h) the advice obtained in a coastal inundation hazard report.	The Coastal Hazard Report concluded that the proposed jetty would have negligible impacts to the existing coastal processes, tidal and flood aspects of the site. The Coastal Hazard Report identified that the proposed works would improve the access and public walking trails for the site. Furthermore, the works associated with the proposed jetty would not involve the addition or removal of any coastal structures that would influence the natural coastal processes and cause sand deposition or erosion to occur.
<b>Performance Criteria P1.2</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
A coastal inundation hazard report also demonstrates that:	
(c) any increase in the level of risk from coastal inundation does not require any specific hazard reduction or protection measures; or	The Coastal Hazard Report does not identify any specific hazard reduction or protection measures required to manage risk associated with coastal inundation processes (in this regard, no risks from coastal inundation was identified).
(d) the use can achieve and maintain a tolerable risk from a coastal inundation event in 2100 for the intended life of the use without	The Coastal Hazard Report did not identify any risks from coastal inundation as potentially impacting the intended life of the proposed jetty.

**PLANNING APPLICATION ASSESSMENT REPORT***Land Use Planning and Approvals Act 1993*

<b>C11.5 Coastal Inundation Hazard Code</b>	
<b>C11.5.2</b>	<b>Uses located within a non-urban zone and within a medium coastal inundation hazard band</b>
Objective:	To ensure that a use located within a non-urban zone and within a medium coastal inundation hazard band: <ul style="list-style-type: none"> <li>(a) is reliant on a coastal location; and</li> <li>(b) can achieve and maintain a tolerable risk from coastal inundation.</li> </ul>
	requiring any specific hazard reduction or protection measures.

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

<b>C11.5 Coastal Inundation Hazard Code</b>	
<b>C11.5.3</b>	<b>Uses located within a non-urban zone and within a low coastal inundation hazard band</b>
Objective:	That a use located within a non-urban zone and within a low coastal inundation hazard band can achieve and maintain a tolerable risk from coastal inundation.
<b>Performance Criteria P1</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
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: <ul style="list-style-type: none"> <li>(a) any increase in the level of risk from coastal inundation;</li> <li>(b) any requirement for specific hazard reduction or protection measures;</li> <li>(c) the need to minimise any: <ul style="list-style-type: none"> <li>(i) increase in risk to public infrastructure; and</li> <li>(ii) reliance on coastal protection works;</li> </ul> </li> <li>(d) any advice from a State authority, regulated entity or a council; and</li> </ul>	The site is located within a non-urban zone and contains a small strip of low coastal inundation hazard band. Within the context of the Coastal Hazard Report: <ul style="list-style-type: none"> <li>The Coastal Hazard Report did not identify any risks from coastal inundation as potentially impacting the intended life of the proposed jetty.</li> <li>The Coastal Hazard Report does not identify any specific hazard reduction or protection measures required to manage risk associated with coastal inundation processes (in this regard, no risks from coastal inundation was identified).</li> <li>The Coastal Hazard Report did not identify the need to minimise any: <ul style="list-style-type: none"> <li>increase in risk to public infrastructure; or</li> <li>reliance on coastal protection works.</li> </ul> </li> <li>Within the context of the location of the site and the application, the land is owned by Natural Resources and Environment (NRE) and the applicant is Marine and Safety Tasmania (MAST). Both NRE and MAST are state or regulatory authorities responsible for the management of the land which comprises the site and the management of the safe operation of marine vessels, management of marine facilities and the management of environmental issues relating to vessels. The application was accompanied by land owner consent from NRE pursuant to section 52(1B) of the LUPA Act and the proposed jetty will</li> </ul>

**PLANNING APPLICATION ASSESSMENT REPORT***Land Use Planning and Approvals Act 1993*

<b>C11.5 Coastal Inundation Hazard Code</b>	
<b>C11.5.3 Uses located within a non-urban zone and within a low coastal inundation hazard band</b>	
Objective:	That a use located within a non-urban zone and within a low coastal inundation hazard band can achieve and maintain a tolerable risk from coastal inundation.
(e) the advice contained in a coastal inundation hazard report.	<p>be constructed and managed by MAST. Accordingly, the proposed jetty will be constructed and management in accordance with the requirements of applicable State authorities and regulatory entities.</p> <p>The Coastal Hazard Report concluded that the proposed jetty would have negligible impacts to the existing coastal processes, tidal and flood aspects of the site. The Coastal Hazard Report identified that the proposed works would improve the access and public walking trails for the site. Furthermore, the works associated with the proposed jetty would not involve the addition or removal of any coastal structures that would influence the natural coastal processes and cause sand deposition or erosion to occur.</p>

### **3.4.12 C11.6.1 Building and works, excluding coastal protection works, within a coastal inundation hazard area**

<b>C11.0 Coastal Inundation Hazard Code</b>	
<b>C11.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area</b>	
Objective:	That: <ul style="list-style-type: none"> <li>(a) building and works, excluding coastal protection works, within a coastal inundation hazard area, can achieve and maintain a tolerable risk from coastal inundation; and</li> <li>(b) buildings and works do not increase the risk from coastal inundation to adjacent land and public infrastructure..</li> </ul>
<b>Performance Criteria P1.1</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
<p>Buildings and works, excluding coastal protection works, within a coastal inundation hazard area must have a tolerable risk, having regard to:</p> <ul style="list-style-type: none"> <li>(a) whether any increase in the level of risk from coastal inundation requires any specific hazard reduction or protection measures;</li> <li>(b) any advice from a State authority, regulated entity or a council; and</li> </ul>	<p>The Coastal Hazard Report did not identify any risks from coastal erosion as potentially impacting the proposed jetty. In this regard:</p> <p>No hazard reduction or protection measures are required to protect against coastal erosion hazard risks.</p> <p>Within the context of the location of the site and the application, the land is owned by Natural Resources and Environment (NRE) and the applicant is Marine and Safety Tasmania (MAST). Both NRE and MAST are state or regulatory authorities responsible for the management of the land which comprises the site and the management of the safe operation of marine vessels, management of marine facilities and the management of environmental issues relating to vessels. The application was accompanied by</p>

**PLANNING APPLICATION ASSESSMENT REPORT***Land Use Planning and Approvals Act 1993*

<b>C11.0 Coastal Inundation Hazard Code</b>	
<b>C11.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area</b>	
(c) the advice contained in a coastal inundation hazard report.	<p>land owner consent from NRE pursuant to section 52(1B) of the LUPA Act and the proposed jetty will be constructed and managed by MAST. Accordingly, the proposed jetty will be constructed and management in accordance with the requirements of applicable State authorities and regulatory entities.</p> <p>The Coastal Hazard Report concluded that the proposed jetty would have negligible impacts to the existing coastal processes, tidal and flood aspects of the site. The Coastal Hazard Report identified that the proposed works would improve the access and public walking trails for the site. Furthermore, the works associated with the proposed jetty would not involve the addition or removal of any coastal structures that would influence the natural coastal processes and cause sand deposition or erosion to occur.</p>
<b>Performance Criteria P1.2</b>	
<b>Performance Criteria</b>	<b>Assessment</b>
<p>A coastal inundation hazard report also demonstrates that the building or works:</p> <p>(a) do not cause or contribute to coastal inundation on the site, on adjacent land or public infrastructure; and</p> <p>(b) 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 coastal inundation protection works.</p>	<p>The Coastal Hazard Report confirmed that the proposed jetty would not cause or contribute to coastal inundation on the site, on adjacent land or public infrastructure.</p> <p>The Coastal Hazard Report did not identify any risks from coastal inundation as potentially impacting the intended life of the proposed jetty.</p>

**PLANNING APPLICATION ASSESSMENT REPORT***Land Use Planning and Approvals Act 1993*

## Internal Referrals

<b>Infrastructure:</b>	<b>Referral Required</b>	Yes
	<b>Comments</b>	NA
	<b>Conditions</b>	NA
	<b>Notes</b>	NA
	<b>Planning Comments</b>	Nil
<b>Environmental Health</b>	<b>Referral Required</b>	No
	<b>Comments</b>	NA
	<b>Conditions</b>	NA
	<b>Notes</b>	NA
	<b>Planning Comments</b>	Nil

## 4 Recommendation

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That, in accordance with sections 51 and 57 of the *Land Use Planning and Approvals Act 1993* and clause 6.8.1 of the *Tasmanian Planning Scheme - Dorset*, it is recommended that **Construction and use of a new jetty including vehicle and pedestrian access infrastructure** be approved subject to the following conditions:

### 1. Basis of Approval

The use and development for **Construction and use of a new jetty including vehicle and pedestrian access infrastructure** is approved and must be undertaken generally in accordance with the following endorsed plans including their recommendations:

- a) Application for Planning Permit New Jetty Bridport prepared by All Urban Planning dated 8 October 2025;
- b) New Bridport Pier prepared by Burbury Consulting inclusive of the following drawings:
  - i. Cover Page and Locality Plan Drawing No. 24-1953-S100 Rev A dated 26.03.2025;
  - ii. Site Plan Drawing No. 24-1953-S106 Rev A dated 26.03.2025;
  - iii. General Arrangement Drawing No. 24-1953-S110 Rev A dated 26.03.2025;
  - iv. Sections Sheet 1 of 3 Drawing No. 24-1953-S116 Rev A dated 26.03.2025;
  - v. Sections Sheet 2 of 3 Drawing No. 24-1953-S117 Rev A dated 26.03.2025;
  - vi. Sections Sheet 3 of 3 Drawing No. 24-1953-S118 Rev A dated 26.03.2025;
  - vii. Detail Plans and Sections Drawing No. 24-1953-S119 Rev A 26.03.2025;
  - viii. 3D Views Sheet 1 of 3 Drawing No. 24-1953-S120 Rev A dated 26.03.2025;
  - ix. 3D Views Sheet 2 of 3 Drawing No. 24-1953-S121 Rev A dated 26.03.2025;
  - x. 3D Views Sheet 3 of 3 Drawing No. 24-1953-S122 Rev A dated 26.03.2025;
- c) Coastal Hazard Report for Planning Authority Job No. 24-1953 prepared by Burbury Consulting dated 28/03/2025;
- d) Flora and Fauna Report: Proposed Public Pier Bridport prepared by RMCG dated 16 September 2024;
- e) Marine Natural Values Assessment Version 1 prepared by Marine Solutions Tasmania Pty Ltd dated October 2024;
- f) Aboriginal Heritage Assessment Report Final Draft Version 1 prepared by Cultural Heritage Management Australia dated 4/6/2025;

**PLANNING APPLICATION ASSESSMENT REPORT***Land Use Planning and Approvals Act 1993***2. Exterior Finishes**

Exterior finishes of all materials associated with the jetty must have a light reflectance value of not more than 40%.

**3. Retention of Vegetation**

All eucalyptus trees within and in proximity to the development area of the jetty, including realigned walking trails and vehicle access roads must be retained by ensuring the alignment of the jetty and turning area around trees. Eucalyptus trees must only be removed where there is no practical alternative to achieve functionality for the approved jetty, walking trails and access road. Prior to the removal of any eucalyptus trees written justification as to why their removal is required is to be provided including why there is no other practical solution to retain the tree specimen.

**4. Construction Guidelines**

The proposed jetty must be constructed in accordance with all applicable guidelines within the Tasmanian Coastal Works Manual, as amended.

**NOTE:** For the purpose of this permit “**the person responsible**”, depending on the context, means:

- a) The person who has and takes the benefit of this permit for the undertaking of the use or development authorised pursuant to it;
- b) The person or persons who undertake development or use pursuant to this permit; and
- c) Servants, agents and contractors, in each case of such persons.

**ADVISORY NOTES***(i) Permission in Writing*

*Any reference to the need for Council approval of a matter or thing prescribed under the conditions pertinent to this permit requires such approval to be given in writing.*

*(ii) Objections to Proposal*

*This permit has no effect until the expiry of the period for the lodgement of an appeal against the granting of the permit or, if an appeal is lodged, until ten days after the appeal has been determined by the Resource and Planning Stream of the Tasmanian Civil and Administrative Tribunal (TASCAT).*

*(iii) Appeal Provisions*

*Attention is directed to sections 61 and 62 of the Land Use Planning and Approvals Act 1993 (as amended) which relate to appeals. These provisions should be consulted directly, but the following provides a guide as to their content:*

- A planning appeal may be instituted by lodging a notice of appeal with the Resource and Planning Stream of the Tasmanian Civil and Administrative Tribunal (TASCAT).*
- A planning appeal may be instituted within 14 days of the date the planning authority serves notice of the decision on the applicant.*

*(iv) Permit Commencement*

*This permit takes effect 14 days after the date of Council’s notice of determination or at such time as any appeal to the Resource and Planning Stream of the Tasmanian Civil and Administrative Tribunal (TASCAT) is abandoned or determined. If an applicant is the only person with a right of appeal pursuant to section 61 of the Land Use Planning and Approvals Act 1993 and wishes to commence the use or development for which the permit has been granted within that 14 day period, the Council must be so notified in writing.*

*(v) Period of Approval*

*Pursuant to Section 53(5) the Land Use Planning and Approvals Act 1993, this approval will lapse after a period of two (2) years from:*

- a. the date on which the permit is granted; or*

## PLANNING APPLICATION ASSESSMENT REPORT

*Land Use Planning and Approvals Act 1993*

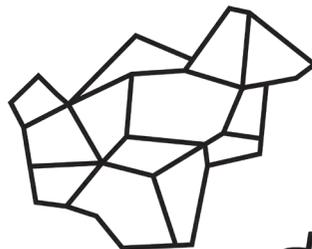
- b. if an appeal has been instituted against the planning authority's decision to grant the permit, the date of the determination or abandonment of the appeal,*

*if the use or development is not substantially commenced within that period.*

*(vi) Other Approvals*

*This permit does not imply that any other approval required under any other by-law or legislation has been granted. At least the following additional approvals may be required before construction commences:*

- a. Building approval*
- b. Plumbing approval*



*dorset*

3 Ellenor Street SCOTTSDALE TAS 7260 P 03 6352 6500  
E [dorset@dorset.tas.gov.au](mailto:dorset@dorset.tas.gov.au) W [www.dorset.tas.gov.au](http://www.dorset.tas.gov.au)

## **NOTICE OF PLANNING APPLICATION**

**LAND USE PLANNING & APPROVALS ACT 1993**

In accordance with *Section 57 (3)* of the *Land Use Planning & Approvals Act 1993* notice is hereby given that the following application has been received:

**PLA No: 2025/86**  
**PROPOSAL: CONSTRUCTION AND USE OF A NEW JETTY INCLUDING VEHICLE AND PEDESTRIAN ACCESS INFRASTRUCTURE**  
**APPLICANT: MARINE AND SAFETY TASMANIA**  
**LOCATION: CROQUET LAWN BEACH AND REGATTA VIEW POINT, BENTLEY STREET, BRIDPORT**

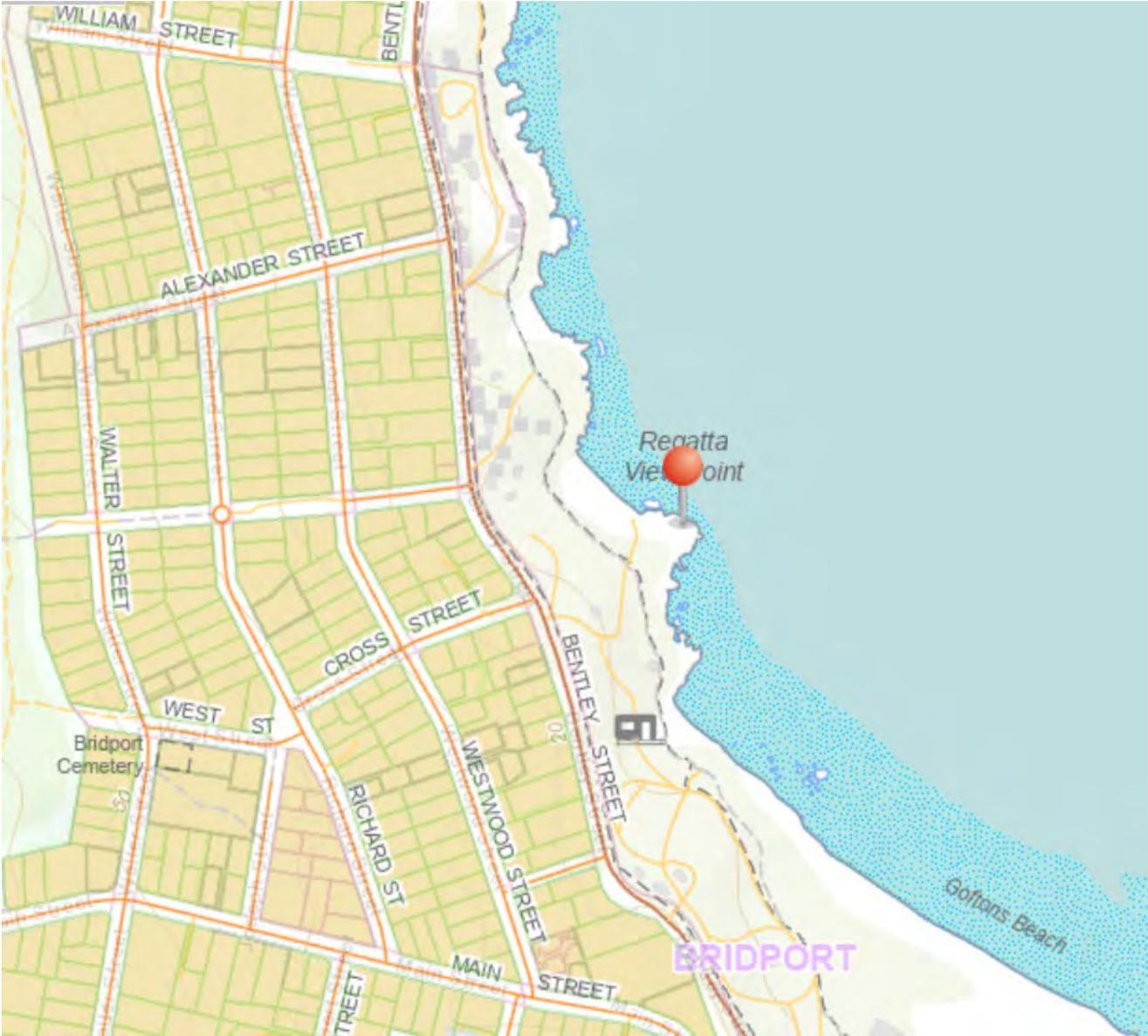
The application and associated plans and documents will be available for inspection at the Council Offices, 3 Ellenor Street, Scottsdale during normal office hours ending on 16/11/2025.

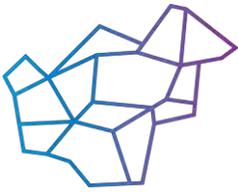
Further, in accordance with *Section 57 (5)* of the *Land Use Planning & Approvals Act 1993* any persons may make representations relating to the application which was advertised in The Examiner newspaper (Local Government Notices) on 01/11/2025. Representations must be made in writing and addressed to the General Manager, Dorset Council, PO Box 21, Scottsdale 7260, or by emailing [dorset@dorset.tas.gov.au](mailto:dorset@dorset.tas.gov.au).

If you have any queries, please contact the Dorset Council on **03 6352 6500** during normal office hours.

**John Marik**  
GENERAL MANAGER

# Croquet Lawn Beach and Regatta View Point, Bentley Street BRIDPORT (2025/86)





# Planning Permit Application

Please print all applicable details clearly

## THE PROPOSAL

Describe in full the way it is proposed to use and/or develop the land: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>	⇒ Provide a full description of the proposed use or development, including: <ul style="list-style-type: none"> <li>• Building work</li> <li>• Change of use</li> <li>• Subdivision</li> <li>• Forestry</li> <li>• Demolition</li> <li>• Staging (if development is proposed to be carried out in stages, indicate this on the plans and describe in written material)</li> <li>• Signage</li> <li>• Other</li> </ul>
--	--

## THE LAND

Address <hr/> <hr/> <hr/>	Certificate of Title (include all applicable title references)  Volume: _____ Folio: _____
Land Area (m <sup>2</sup> or hectares):	
Present use of land: <hr/> <hr/> <hr/>	⇒ Provide a description of the existing use of the land, for example vacant, residential, agriculture, industrial, commercial
Present use of existing building(s): <hr/> <hr/> <hr/>	⇒ Provide a description of the use of the existing buildings on the land, for example dwelling, workshop, farm building, office, shop

## THE APPLICANT (Note: the person to be nominated as the Applicant is the one whose name will appear for public notification purposes and permit issue)

Applicant's Name:	
Address: <hr/> <hr/> <hr/>	Phone:
	Fax:
	Mobile:
Email:	

**THE OWNER**

Owner's Name(s):	
Address:	Phone:
	Fax:
	Mobile:
Email:	

**CROWN AND/OR COUNCIL CONSENT [to be completed where land in respect of the Application is (i) Crown land (within the meaning of the *Crown Lands Act 1976*) or (ii) owned or administered by the Crown or a Council]**

Owner / Administrator's Name(s): Sophie Muller - Deputy Secretary Parks and Wildlife	
Person signing the Application: Sophie Muller	⇒ <i>to be completed by a person conferred the authority to ensure compliance with Section 52(1B)(a) of the Land Use Planning and Approvals Act 1993.</i>
Signature: 	

**DETAILS OF BUILDING WORK (to be completed if Application requires building work)**

Value of building work: \$ _____	⇒ Please tick applicable box: <input type="checkbox"/> Estimate <input type="checkbox"/> Contract Price	
Type of work: _____ _____	⇒ <i>For example, new building, alteration, addition, removal, repairs, demolition, re-erection, change of use</i>	
Proposed use of building: _____ _____	⇒ <i>Describe the main use of the proposed building, for example, dwelling, workshop, farm building, office, shop</i>	
Existing floor area: _____ m <sup>2</sup>	New / additional floor area: _____ m <sup>2</sup>	Proposed maximum building height above natural ground level: _____ m
Materials:		
structural floor: _____		
external walls: _____	colour: _____	
roof cladding: _____	colour: _____	
structural frame: _____		

**DETAILS OF OTHER WORKS**

Vehicle Access:

Is a new vehicle access or crossover required? (if so, ensure this is indicated on the plans) \_\_\_\_\_

What would be the surfacing of the vehicle access? \_\_\_\_\_

Car Parking:

How many car parking spaces are currently provided? \_\_\_\_\_

How many additional car parking spaces would be provided? \_\_\_\_\_

What would be the surfacing of the car parking spaces? \_\_\_\_\_

Is provision made for loading and unloading of vehicles? (to be completed for retail, commercial, industrial, service industry or storage uses)

Describe any proposed earthworks, vegetation removal or other works required as part of the use and/or development:

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**DETAILS OF OTHER MATTERS**

Proposed hours of operation:

Monday to Friday: \_\_\_\_\_ am to \_\_\_\_\_ pm

Saturday: \_\_\_\_\_ am to \_\_\_\_\_ pm

Sunday: \_\_\_\_\_ am to \_\_\_\_\_ pm

Provide details of any goods that would be stored outside:

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**Privacy Statement**

The Dorset Council is committed to upholding the right to privacy of all individuals who have dealings with the Council. Unless required by law or by a Court or tribunal, the Council will take the necessary steps to ensure that the personal information that members of the public share with the Council remains confidential. How we use this information is explained in our Personal Information Protection Policy which is available at [www.dorset.tas.gov.au](http://www.dorset.tas.gov.au) or at the Council office.

**Appointment Details**

To ensure Council's officers are available to assist you with the submission of your Application, it is advisable to make an appointment by contacting Regulatory Services on 6352 6500.

Date: \_\_\_\_\_ Time: \_\_\_\_\_ Council Officer: \_\_\_\_\_

## Copyright Authority

I authorise the Council and the Crown in right of the state of Tasmania to provide to any person, for the purposes of assessment or public consultation, a partial or complete copy of documents relating to this application.

I understand that the information and materials provided with this Application may be made available to the public in electronic form on the Council's website. I understand that the Council may make such copies of the information and materials as, in its opinion, are necessary to facilitate a thorough consideration of the Application.

I declare that the information given is a true and accurate representation of the proposed use and/or development, and I am liable for the payment of Council application processing fees even in the event of the use and/or development proposed by this Application not proceeding.

I confirm I am the copyright owner or have the authority to sign on behalf of any other person with copyright for documents relating to this Application.

I indemnify the Dorset Council for any claim or action taken against it in respect of breach of copyright in respect of any of the information or material provided.

Note: This authority is intended to cover copies made by the Crown or Council under Sections 40, 43, 49 or 183 of the *Copyright Act 1968*.

**Where the applicant is NOT the owner, I hereby declare that the owner of the land to which this application relates has been notified of this application being made and the information and details supplied by me in this application are a true and accurate description of the proposal.**

Applicant's Signature:

Date:

# Instrument of Revocation and Delegation

## DELEGATION OF THE DIRECTOR-GENERAL OF LANDS' FUNCTIONS UNDER THE *LAND USE PLANNING AND APPROVALS ACT 1993*

I, JASON JACOBI, being and as the Director-General of Lands appointed under section 7 of the *Crown Lands Act 1976*, hereby revoke any previous delegation made pursuant to section 52(1E) of the *Land Use Planning and Approvals Act 1993* ("the Act") and, acting pursuant to section 52(1E) of the Act, I hereby delegate the functions described (by reference to the relevant provision of the Act and generally) in Schedule 1, to the persons respectively holding the offices of Deputy Secretary (Parks and Wildlife Service) (position number 700451), General Manager (Park Operations and Business Services) (position number 708581), Manager (Property Services) (position number 707556), Unit Manager (Operations) (position number 702124) and Unit Manager (Assessments) (position number 334958) in accordance with the functions delegated to me by the Minister administering the *Crown Lands Act 1976*, by instrument dated 9 November 2023.

### SCHEDULE 1

Provision	Description of Functions
Section 52(1B)	Signing, and providing written permission for, applications for permits in relation to Crown land.

Dated at HOBART this 29 day of July, 2024



.....  
Jason Jacobi  
**DIRECTOR-GENERAL OF LANDS**



Department of Natural Resources and  
Environment Tasmania

GPO Box 44, Hobart, TAS 7001 Australia  
[www.parks.tas.gov.au](http://www.parks.tas.gov.au)



20 August 2025

Mr Justin Foster  
Manager Recreational Boating, Assets and Projects  
Marine and Safety Tasmania

Email: [justin.foster@mast.tas.gov.au](mailto:justin.foster@mast.tas.gov.au)  
[dorset@dorset.tas.gov.au](mailto:dorset@dorset.tas.gov.au)

Dear Mr Foster

**LODGMET OF PLANNING APPLICATION  
MARINE AND SAFETY TASMANIA  
INSTALLATION OF A PIER, ELEVATED BOARDWALK, RAMP AND RE-ALIGNMENT OF WALKWAY  
A PORTION OF MERSEY RIVER (CROWN LAND), RIVER ROAD, AMBLESIDE**

This letter, issued pursuant to section 52(1B) of the *Land Use Planning and Approvals Act 1993*, is to confirm that the Crown consents to the making of the enclosed Planning Permit Application, insofar as the proposed development relates to Crown land managed by the Department of Natural Resources and Environment, Tasmania.

Crown consent is only given to the lodgment of this application. Any variation will require further consent from the Crown.

This letter does not constitute, nor imply any approval to undertake works, or that any other approvals required under the *Crown Lands Act 1976* have been granted. If planning approval is given for the proposed development, the applicant will be required to obtain separate and distinct consent from the Crown before commencing any works on Crown land.

Should you have any further queries about this matter, please contact Ms Anne Maginnity, Crown Lands Officer [anne.maginnity@parks.tas.gov.au](mailto:anne.maginnity@parks.tas.gov.au) quoting our reference 25/777.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Muller".

Sophie Muller  
**Deputy Secretary  
Parks and Wildlife Service**

Attachments

- A. Council Development Application (signed)
- B. Development Application Package
- C. Instrument of Delegation

## Request for More Information

The recommendations provided in the RMCG and Marine Solutions Report are supported. The following addition for biofouling and amendments for marine mammals are sought.

### Marine Pests Transfer Risk

The information provided indicates that a pile driving barge may be used during the construction phase. Barges in general are considered high risk for the translocation of marine pests. It is anticipated that the barge will be sourced locally where possible. If the barge is to be sourced from interstate or overseas then strict boat hygiene rules should apply consistent with the [National Biofouling Management Guidelines for Non-Trading Vessels](#). No bilge or ballast water should be discharged from barges sourced interstate or overseas.

### Marine Mammals and Seabirds

There are records within 5000 m of the proposed development proposal for the Southern Right Whale (*Eubalaena australis*) listed as endangered under both the *Threatened Species Protection Act 1995* (TSP Act) and the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Whales, seals, and penguins are sensitive to underwater acoustic disturbance.

The following measures are sought to mitigate acoustic impacts to marine mammals and seabirds:

- Acoustically disturbing activities, including the placement of concrete blocks, should take place outside of the whale breeding and main migration season (June-November) as this is the most effective way to mitigate potential impacts.
- During the construction period and particularly for any acoustically disturbing activities, it is recommended that the following protocols be applied:
  - a. Each day the immediate area (defined as within 500 m of the construction site) should be scanned for the presence of cetaceans and pinnipeds.
  - b. Construction activities must not occur, or must cease, if any cetacean or pinniped species are known to be present within 500 m of construction activities.
  - c. A 'soft start' technique should also be used at the beginning of each installation day to allow any cetaceans, pinnipeds, or penguins, that may be in the immediate area to avoid the area before marine construction activities reach full capacity. Employing a soft start technique would also benefit other mobile animals (e.g., birds, fish, sharks) which can move away. A slow start should ramp up to full capacity over a 30-minute period.
  - d. The Marine Conservation Program (MCP) within NRE Tas should be consulted immediately prior to construction activities to determine whether there have been any recent marine mammal sightings in the proposed work area (24 hr Whale Hotline on 0427 WHALES (0427 942 537)).
  - e. Occurrences of listed cetaceans or pinnipeds should be reported to NRE Tas within 24 hours via the Whale hotline 0427 942 537. Reference data should include species name, location-GPS (grid reference GDA94), observer name, date, number of individuals and area occupied.

## Bridport Pier Project – Response to Request for Further Information (Dorset Council)

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### 1. Preamble

Dorset Council ('the Planning Authority') requested further information from MAST – pursuant to s.54 of the *Land Use Planning and Approvals Act 1993* – in relation to the Bridport Pier Project (Council Ref. PLA/2025/86) on 18 September 2025. The subject RFI requires provision of further information in relation to three (3) items.

The first item requires the application to be accompanied by an expanded response to various standards of the Environmental Management Zone provisions under the Tasmanian Planning Scheme – Dorset. Response to this item will be provided by others.

Items 2 & 3 are reproduced below:

***"2. Confirmation of whether the Option 1 (re-developed) existing car park shown in Figure A2-2 of the RMCG Flora and Fauna Report forms part of the application.***

***3. Whilst it is recognised that the proposed pier is not required to provide any car parking spaces under Table C2.1 of the Car Parking and Sustainable Transport Code (via clause C2.5.1), it is expected that the proposed pier will generate an increase in the amount of vehicular traffic using the existing vehicle crossing on Bentley Street. Therefore, please provide:***

- (a) a statement from a traffic engineer detailing the likelihood of increased vehicle movements using the existing Bentley Street accesses closest to the proposed pier location;***
- (b) where vehicle movements exceed the requirements specified by Acceptable Solution C3.5.1 A1.4 of the Road and Railway Assets Code, please provide a response to the corresponding Performance Criteria (C3.5.1 P1) from a traffic engineer."***

### 2. Response

The following narrative provides a response to items 2 & 3 accordingly.

#### Item 2

In order to promote consistency within the application documentation, Figure A2-2 of the RMCG Flora and Fauna Report has been replaced with the submitted (primary) site plan (provided at Drawing No. 24-1953-S106).

### Item 3

It is noted that the provisions of Clause C3.5.1 A1.4 do not mandate that a traffic engineer must be relied upon to quantify estimated vehicle movement increases at an existing vehicle crossing – or otherwise provide a response to the corresponding performance criteria at C3.5.1 P1 on the supposition that the estimated movements increase by more than the amounts provided in Table C3.1. The planning authority is therefore at liberty to use its judgment in ascertaining how to most appropriately and effectively – in conjunction with advice received from Council's road authority – assess the subject application against the provisions of Clause C3.5.1. In this context, the below review and narrative has been provided:

1. The Department of State Growth's (2020) *Traffic Impact Assessment Guidelines* ('the Guidelines') provide guidelines on the preparation of Traffic Impact Assessments in Tasmania.
2. Although the Guidelines acknowledge that additional advice is contained in the Austroads Guide to Traffic Management, Part 12: Integrated Transport Assessments for Developments, the Guidelines advise that – to the extent of any conflict – the advice contained in the Guidelines 'takes precedence'.
3. When estimating trip generation, the preferred approach of the Guidelines is through comparison with similar existing developments. Here, it defers to rates being derived from surveys of a wide variety of land use developments and as contained in the NSW (2002) *Guide to Traffic Generating Developments* ('the NSW GTGD') and the NSW *Guide to Traffic Generating Developments* (Updated Traffic Surveys, 2013).
4. As there is no single 'official' Tasmanian trip-rate for a public pier/jetty, standard practice explicitly encouraged by the Guidelines is to estimate the trip-rate from published comparable facilities (boat ramps, small marinas) using the NSW GTGD and local context.
5. In terms the pier development and the local context, the following applies:
  - a. Bridport has a population of approximately 1700, which increases 2-3 fold during peak summer periods.
  - b. The car park area in closest proximity to the development site that is accessed via Bentley Street is the Croquet Lawn Beach car park (accessed via Entrance 2 of the Bridport Seaside Caravan Park). The car park is unsealed and has sufficient parking space and vehicle manoeuvrability dimensions to reasonably accommodate 10-12 spaces. Expansion of the car park footprint is not proposed by the development.
  - c. A substantial proportion of Bridport's business precinct is situated within less than 600 metres of the pier gangway, including Bridport Café, IGA Everyday Bridport, Bridport Bay Inn, Bridport Distillery and the Food Truck Park. Further, approximately 80-90% of the town's public car parking facilities are situated within 750 metres of the site – with the majority of these spaces concentrated upon, and in proximity to, the Village Green. Pedestrian accessibility options to the pier site from the business zone are

excellent, with strong connectivity options including the iconic Bridport Foreshore Walking Track and concrete pathways available both sides of Bentley Street to Entrance 1 of the Bridport Seaside Caravan Park (reducing northward to single concrete footpath upon western side of the road through to Entrance 2, with connecting footpath to the Croquet Lawn Beach car park).

- d. Entrances 1 & 3 to the Bridport Seaside Caravan Park (situated to the south and north, respectively of Entrance 2) do not provide direct access to any formal car parking areas in proximity to the pier site. Hence, it is not anticipated that existing traffic movements through these vehicle access points will be materially impacted by virtue of the development. It is anticipated that parking space areas in proximity to the business zone will be a more attractive alternative for most visitors, owing to the convenience of the services, facilities and amenities on offer. The pier development itself will be complementary to these features, and it is not anticipated that visitors to the pier will bypass these features solely to attend the pier.
  - e. Minor re-alignment of the Bridport Walking Track to provide direct connectivity to the pier boardwalk will provide potential for additional parking facilities in proximity to the pier in future; however these facilities are not being pursued at this time and will require further investigation of traffic management considerations between future pier/beach visitation and caravan park users.
  - f. Although a ramp landing for recreational vessels will be positioned along part of the southern elevation of the constructed pier, no trailer launch facilities will be provided.
6. On the basis of the above context, and using the NSW GTGD for trip-rates of published comparable facilities, the following Annual Average Daily Traffic (AADT) movements to Entrance 2 of the Bridport Seaside Caravan Park precipitated by the pier development have been estimated:
- Off-season weekday: 37–45 movements
  - Off-season weekend: 53–63 movements
  - Peak-summer weekday: 60–80 movements
  - Peak-summer weekend/holidays: 85–105 movements

For peak-hour activity, the following movements have been estimated:

- Off-season weekday: 3–5 movements
- Off-season weekend: 4–6 movements
- Peak-summer weekday: 6–9 movements
- Peak-summer weekend/holidays: 9–13 movements

Peak-hour factor is predicated on an approximate 8-12% of daily volume, depending on the relevant season/day. Additionally, an approximate 10% uplift has been incorporated into the estimated parking-based total to take stock of short-stay drop-offs/pick-ups. Recent revision

of the marina survey work for the NSW GTGD (2020 analysis, released 2024) also indicates modest peak-hour generation per site area on Saturdays, reinforcing that small waterfront facilities generate single-digits to low-teens traffic movements per hour at peak.

7. Compared to the existing utility of the car parking area solely for beachgoers/picnicking, AADT movements to the Croquet Lawn Beach car park are anticipated to increase by approximately 10-20% over the duration of a year. This estimation is predicated (i) on dwell times typically being longer for beachgoers (2-4 hours, compared to shorter pier/jetty visits for sightseeing, quick fishing, pick-up/drop-off purposes) and (ii) less 'churn' than pier/jetty activity (for short-stay arrivals/departures). However, beach-goer visitation takes a considerable upturn during peak summer periods – particularly during hot holiday days when beach visitation is estimated to be higher than pier/jetty turnover).
8. When combined with the estimated AADT movements attributable to the Bridport Seaside Caravan Park operations (noting Entrance 2 provides preferred vehicle entry/exit accessibility to approximately 25 sites, with a further 24 sites utilising the route for vehicle exit purposes only), cumulative AADT movements for both the pier development and the existing caravan park use are estimated as follows:
  - Off-season weekday: 67–88 movements
  - Off-season weekend: 91–129 movements
  - Peak-summer weekday: 136–185 movements
  - Peak-summer weekend/holidays: 183–236 movements

For peak-hour activity, the following movements have been estimated:

- Off-season weekday: 5–9 movements
  - Off-season weekend: 8–13 movements
  - Peak-summer weekday: 13–20 movements
  - Peak-summer weekend/holidays: 16–22 movements
9. On an annualised basis – and factoring in a peak summer period of approximately 2 months – estimated AADT movement increases at Entrance 2 of the Bridport Seaside Caravan Park attributable to the pier development have been calculated as increasing approximately 7-10% upon existing estimated AADT movements. Being less than a 20% increase in AADT movements, it is submitted that the proposed use will not generate vehicular traffic via the existing vehicle crossing that is in excess of the amounts prescribed at Table C3.1. The pier development therefore satisfies the requirements of C3.5.1 A1.4 accordingly.
  10. It is noted that the subject vehicle access point onto Bentley Street comprises a sealed, kerb and channel constructed access comprising an entrance width of approximately 10 metres. The road speed environment at the vehicle crossing is 40 km/h, and is comprised of a sealed two-lane, kerb and channel formation. Safe Intersection Site Distance (SISD) at the crossing point is approximately 100 metres to the south and 150 metres to the north; satisfying SISD



requirements under *Austrroads Guide to Road Design Part 4A (2023)* for the subject road speed environment.

11. Assessment of likely traffic increases attributable to the pier development has been undertaken with reference to the Department of State Growth's *Traffic Impact Assessment Guidelines (2020)* and the NSW *Guide to Traffic Generating Developments (2013 and 2024 update)*, using comparable small-scale waterfront facilities as a basis.

The analysis estimates that the pier will generate only a modest increase in vehicle movements (approximately 7-10% above existing AADT levels at Entrance 2 top the Bridport Seaside Caravan Park), equating to a total increase well below 20% as specified in Table C3.1 of the Road and Railway Assets Code. Accordingly, the development satisfies Acceptable Solution A1.4, and no performance-based assessment under P1 is required.

The subject access point is a sealed, kerb-and-channel formation approximately 10 metres wide, connecting to a 40 km/h local road with a two-lane sealed carriageway. Sight distances of approximately 100 metres south and 150 metres north meet the Safe Intersection Sight Distance (SISD) requirements of the *Austrroads Guide to Road Design Part 4A (2023)* for this speed environment.

In summary, the Bridport Pier will not materially increase traffic volumes or impact road safety, and the existing Bentley Street access provides a compliant and safe connection to the local road network.

Yours faithfully

**Planning Ahead Tasmania**

A handwritten signature in black ink, appearing to read "Rohan Willis", written in a cursive style.

Rohan Willis  
Principal Consultant



## The Proposal

The proposal is for construction of a new 115m (L) x 4m (W) pier including:

- Access to pier via elevated boardwalk
- relocation and connection to pedestrian walking paths

The new jetty is to be constructed as a piled structure with concrete deck, balustrade and will extend eastwards from the rocky headland at the southern end of Croquet Lawn Beach. The new jetty will connect to the existing walking trails via a raised walkway and gangway. A ramp will be integrated into the southern side of the jetty design to provide access to water level through the tidal range.

## The Site

The proposal relates to undesignated Crown Land managed by NRE Tas. The landside area including the jetty abutment and walking track connections form part of the Bridport Seaside Caravan Park that is subject to a Crown Licence (Agreement ID 86142) and PID 1717409. The Jetty will extend to the east from this land to State waters below High Water Mark.

There is no certificate of title for the subject land.

## The Planning Scheme

The proposal relates to the Dorset Local Provisions Schedule of the Tasmanian Planning Scheme (planning scheme).

## Exempt Works

The proposed realignment of the existing walking tracks are exempt under Clause 4.2.7.

## Use

The proposed jetty and associated works fall within the Pleasure Boat Facility use class meaning:

### *Pleasure Boat Facility*

*use of land to provide facilities for boats operated primarily for pleasure or recreation, including boats operated commercially for pleasure or recreation. Examples include a marina, boat ramp and jetty.*

## Municipal District

The jetty will extend outside the municipal area as shown in Figure 2 below.



*Figure 2 – Municipal boundary (Source: theList)*

The proposed landside works are located within the Environmental Management Zone. The proposed jetty also extends from land zoned Environmental Management to unzoned land seaward of the municipal boundary as shown in Figure 3 below.

Under Clause 7.11.1 of the planning scheme, to the extent that the proposal is on unzoned land outside the municipal boundary it is to be assessed under the Environmental Management Zone. The planning scheme codes do not apply to the extent of the development that is outside the municipal boundary.



*Figure 3– Zoning (source theList)*

## Environmental Management Zone

The Zone Purpose Statements under Clause 23.1 are as follows:

- 23.1.1 To provide for the protection, conservation and management of land with significant ecological, scientific, cultural or scenic value.
- 23.1.2 To allow for compatible use or development where it is consistent with:
- (a) the protection, conservation and management of the values of the land; and
  - (b) applicable reserved land management objectives and objectives of reserve management plans.

The proposal is consistent with the Purpose Statements of the Environmental Management Zone. The new jetty will complement the existing boat ramp and enhance the safety, functionality and accessibility of the established recreational boating facility within a managed coastal reserve.

In accordance with Clause 23.1.1, the proposal provides for the ongoing management and use of land with scenic and recreational value while maintaining the ecological and coastal processes of the site. The new structure will be located within an already disturbed foreshore area and has been designed to minimise environmental impact through limited footprint, use of non-reflective materials, and avoidance of vegetation clearance or dredging.

Consistent with Clause 23.1.2, the new jetty represents a compatible use that supports the recreational function of the site while remaining consistent with the protection, conservation and management of the land's values. The works align with the management objectives for Crown foreshore reserves by providing improved public access infrastructure that will be durable, safe, and visually sympathetic to the coastal environment.

## Local Area Objectives

There are no Local Area Objectives.

## Use Table

The proposed jetty is classified as a Pleasure Boat Facility Use. A Pleasure boat Facility, yet to receive an Authority from the Director-General of Lands under the Crown Lands Act 1976 is a discretionary use in the Environmental Management Zone (Table 23.2).

## Use Standards

### 23.3.1 Discretionary Uses

#### **Objective:**

*That uses listed as Discretionary recognise and reflect the relevant values of the reserved land.*

Performance Criteria	Assessment
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<p>P1</p> <p><i>A use listed as Discretionary must be consistent with the values of the land, having regard to:</i></p> <p>(a) <i>the significance of the ecological, scientific, cultural or scenic values;</i></p> <p>(b) <i>the protection, conservation, and management of the values;</i></p> <p>(c) <i>the specific requirements of the use to operate;</i></p> <p>(d) <i>the location, intensity and scale of the use;</i></p> <p>(e) <i>the characteristics and type of the use;</i></p> <p>(f) <i>traffic and parking generation;</i></p> <p>(g) <i>any emissions and waste produced by the use;</i></p> <p>(h) <i>the measures to minimise or mitigate impacts;</i></p> <p>(i) <i>the storage and handling of goods, materials and waste; and</i></p> <p>(j) <i>the proximity of any sensitive uses.</i></p>	<p>(a) - The site is a managed Crown foreshore reserve already developed for recreational boating access. The immediate area does not contain significant native vegetation or undisturbed coastal habitat. The scenic and recreational values of the foreshore are maintained and enhanced through the provision of safe and functional public infrastructure.</p> <p>(b) - The proposal has been designed to minimise environmental disturbance. Construction materials and finishes are sympathetic to the surrounding coastal landscape and will be managed in accordance with environmental best practice.</p> <p>(c) - The jetty requires a coastal location. Its design and positioning are necessary to provide safe pedestrian access to vessels during varying tidal conditions.</p> <p>(d) - The proposed recreational use is compatible with the scale of existing public use in the area.</p> <p>(e) - The proposed use serving a public recreation function.</p> <p>(f) – users of the proposal will have access to shared public parking in the surrounding area.</p> <p>(g) - The use of the jetty will not produce emissions or waste.</p> <p>(h) - The design minimises coastal disturbance, with the jetty constructed using prefabricated components and pile installation methods that limit in-water impacts. Construction will be undertaken in accordance with best-practice guidelines, including the Wetlands and Waterways Works Manual and Tasmanian Coastal Works Manual.</p>
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	<p>(i) - Construction materials and waste will be stored and managed on land in accordance with contractor environmental management requirements. No permanent storage is proposed on site.</p> <p>(j) - There are no sensitive uses in proximity to the site that would be affected by the construction or operation of the jetty.</p> <p>Having regard to the above the proposed new jetty is considered consistent with the values of the land and to satisfy P1, recognising and reflecting the scenic and recreational values of the foreshore reserve while maintaining environmental protection and public safety.</p>
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## Development Standards for Buildings and Works

### 23.4.1 Development Area

#### **Objective:**

*That the development area is:*

*(a) compatible with the values of the site and surrounding area; and*

*(b) minimises disturbance of the site.*

Acceptable Solution	Performance Criteria
<p><b>A1</b></p> <p><i>A1 The development area must:</i></p> <p><i>(a) be not more than 500m<sup>2</sup>;</i></p> <p><i>(b) be in accordance with an authority under the National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or the Nature Conservation Act 2002; or</i></p> <p><i>(c) be in accordance with an approval of the Director-General of Lands under the Crown Lands Act 1976.</i></p>	<p><b>P1</b></p> <p><i>The development area must not cause an unreasonable impact on the values of the site and surrounding area, having regard to:</i></p> <p><i>(a) the design, siting, scale and type of development;</i></p> <p><i>(b) the operation of the use;</i></p> <p><i>(c) the impact of the development on the values of the site and surrounding area;</i></p> <p><i>(d) the need for the development to be located on the site;</i></p>

	<p>(e) how any significant values are managed; and</p> <p>(f) any protection, conservation, remediation or mitigation works.</p>
<p><b>Assessment:</b></p> <p>The proposed jetty will have a development area greater than 500m<sup>2</sup> and is therefore assessed under P1.</p> <p>(a) The proposed new jetty, extending approximately 33.5 m seaward from the shore has been designed to integrate with the surrounding coastal setting. The form and materials are simple, functional, and visually recessive, ensuring the development remains sympathetic to the scenic character of the foreshore and this historic presence of a public jetty in the vicinity.</p> <p>(b) Use of the jetty will complement the public recreational use of the foreshore without significant environmental impact.</p> <p>(c) The proposed works involve minimal disturbance to native vegetation or coastal processes. The use of durable, non-reflective materials will ensure the structure blends with the surrounding environment and does not detract from the natural coastal character.</p> <p>(d) The proposal follows extensive review of options for the site of a new public jetty at Bridport</p> <p>(e) The design and construction methodology have been informed by the accompanying <i>Coastal Impact Statement</i> prepared by Burbury Consulting, which demonstrates that natural coastal processes will be maintained. Environmental controls during construction will manage potential impacts on coastal water quality and habitat.</p> <p>(f) Construction will be undertaken using best-practice methods outlined in the <i>Wetlands and Waterways Works Manual</i> and the <i>Tasmanian Coastal Works Manual</i> to minimise potential environmental impacts. No ongoing remediation or mitigation is required once construction is complete.</p> <p>Having regard to the above the proposed development area will not cause an unreasonable impact on the values of the site or the surrounding coastal environment. The proposal is considered to satisfy P1.</p>	

#### 23.4.2 Building height, setback and siting

**Objective:**

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*That the design and siting of buildings responds appropriately to the values of the site and surrounding area.*

Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p><i>Building height must:</i></p> <p><i>(a) be not more than 6m;</i></p> <p><i>(b) be in accordance with an authority under the National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or Nature Conservation Act 2002; or</i></p> <p><i>(c) be in accordance with an approval of the Director-General of Lands under the Crown Lands Act 1976.</i></p>	<p><b>P1</b></p> <p><i>Building height must be compatible with the values of the site and surrounding area, having regard to:</i></p> <p><i>(a) the bulk and form of proposed buildings;</i></p> <p><i>(b) the height, bulk and form of existing buildings;</i></p> <p><i>(c) the topography of the site;</i></p> <p><i>(d) the appearance when viewed from roads and public places; and</i></p> <p><i>(e) the character of the surrounding area.</i></p>
<p><b>Assessment:</b></p> <p>The proposed jetty has a maximum height of approximately 9.8m and is therefore to be assessed under P1.</p> <p>(a) The proposed jetty is a low-profile marine structure with a deck height of approximately 4 m AHD. The overall bulk is reminiscent of the previous historic jetty and compatible with the open, horizontal character of the foreshore and adjoining coastal waters.</p> <p>(b) There are no substantial built structures in the immediate.</p> <p>(c) The site is characterised by a gently sloping rocky foreshore and shallow nearshore seabed.</p> <p>(d) The jetty will be visible but will present as a functional marine structure. The use of neutral, non-reflective materials ensures the development will integrate with its natural surroundings and not unreasonably detract from the scenic coastal outlook.</p> <p>(e) The surrounding area is a managed coastal reserve with a strong natural and recreational character. The proposed jetty will reinforce this character by supporting low-impact public use and enjoyment of the coast without introducing undue visual or physical intrusion.</p> <p>The proposed jetty height is modest and compatible with the scenic and recreational values of the site and surrounding area. The proposal is considered to satisfy P1.</p>	
<p><b>A2</b></p>	<p><b>P2</b></p>

<p><i>Buildings must have a setback from all boundaries: (a) not less than 10m;</i></p> <p><i>(b) not less than the existing building for an extension;</i></p> <p><i>(c) in accordance with an authority under the National Parks and Reserve Management Regulations 2019 granted by the Managing Authority and/or Nature Conservation Act 2002; or</i></p> <p><i>(d) be in accordance with an approval of the Director-General of Lands under the Crown Lands Act 1976.</i></p>	<p><i>Buildings must be sited to be compatible with the values of the site and surrounding area, having regard to: (a) the bulk and form of proposed buildings; (b) the height, bulk and form of existing buildings; (c) the topography of the site; (d) the appearance when viewed from roads and public places; (e) the retention of vegetation; (f) the safety of road users; and (g) the character of the surrounding area.</i></p>
<p><b>Assessment:</b></p> <p>The proposed pier will extend across the coastal boundary of the site. For similar reasons to discussed in relation to P1 above the proposal is considered compatible with the values of the site and surrounding area and to satisfy P2.</p>	
<p><b>A3</b></p> <p><i>Buildings for a sensitive use must be separated from an adjoining Rural Zone or Agriculture Zone: (a) not less than 200m; or (b) where an existing building for a sensitive use on the site is within 200m of that boundary, not less than the existing building.</i></p>	<p><b>P3</b></p> <p><i>Buildings for a sensitive use must be sited to not conflict or interfere with an agricultural use in the Rural Zone or Agriculture Zone, having regard to: (a) the size, shape and topography of the site; (b) the prevailing setbacks of any existing buildings for sensitive uses on adjoining properties; (c) the existing and potential use of land in the adjoining zone; and (d) any proposed attenuation measures.</i></p>
<p><b>Assessment:</b></p> <p>The proposal is not for a sensitive use and this standard does not apply.</p>	

### 23.4.3 Exterior Finish

**Objective:**

*That exterior finishes are not prominent and blend with the character of the site and surrounding area.*

Acceptable Solutions	Performance Criteria
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<p><b>A1</b></p> <p><i>Exterior building finishes must:</i></p> <p><i>(a) be coloured using colours with a light reflectance value not more than 40% in dark natural tones of grey, green or brown;</i></p> <p><i>(b) be in accordance with an authority under National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or the Nature Conservation Act 2002; or</i></p> <p><i>(c) be in accordance with an approval of the Director-General of Lands under the Crown Lands Act 1976.</i></p>	<p><b>P1</b></p> <p><i>Exterior building finishes must be compatible with the character of the site and surrounding area, having regard to:</i></p> <p><i>(a) the topography of the site;</i></p> <p><i>(b) the existing vegetation;</i></p> <p><i>(c) the dominant colours of the vegetation and surrounding area;</i></p> <p><i>(d) the nature of the development;</i></p> <p><i>(e) the nature of the exterior finishes;</i></p> <p><i>(f) the appearance when viewed from roads and public places; and</i></p> <p><i>(g) the character of the surrounding area.</i></p>
<p><b>Assessment:</b></p> <p>The proposed jetty will be constructed with a steel frame with a fibreglass grated deck surface. The materials will have natural grey tones consistent with coastal infrastructure and a light reflectance value below 40%. The muted, non-reflective finish will ensure the structure remains visually recessive within the coastal landscape.</p> <p>The proposal complies with Acceptable Solution A1a).</p>	

#### 23.4.4 Vegetation Management

**Objective:**

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

Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p><i>Building and works must:</i></p> <p><i>a) be located on land where the native vegetation cover has been lawfully removed; or</i></p> <p><i>(b) be in accordance with an authority under National Parks and Reserve Management Regulations 2019 granted by the Managing Authority or the Nature Conservation Act 2002.</i></p>	<p><b>P1</b></p> <p><i>Building and works must be located to minimise native vegetation removal and the impact on values of the site and surrounding area, having regard to:</i></p> <p><i>(a) the extent of native vegetation to be removed;</i></p> <p><i>(b) any proposed remedial, mitigation or revegetation measures;</i></p>

	<p><i>(c) provision for native habitat for native fauna;</i></p> <p><i>(d) the management and treatment of the balance of the site or native vegetation areas; and</i></p> <p><i>(e) the type, size and design of development.</i></p>
<p><b>Assessment:</b></p> <p>The proposed land-based works relate to existing disturbed areas and do not require vegetation removal.</p> <p>In relation to the intertidal and subtidal impacts, the proposal is supported by a marine environmental assessment that confirms that:</p> <ul style="list-style-type: none"> <li>• the intertidal environment consists of boulder and sand substrate, some macrophyte cover, and a diversity of invertebrate species.</li> <li>• remnants of the old boat ramp, a concrete pipe and fishing rod holders were observed at the surveyed area.</li> <li>• the Pacific oyster, an invasive species, was observed throughout the intertidal region.</li> <li>• The subtidal environment consists of unconsolidated sandy substrate.</li> <li>• Pile driving during works are unlikely to cause sediment suspension beyond these baseline conditions.</li> </ul> <p>Subject to the mitigation measures recommended in the marine environmental assessment it is considered that the proposal will minimise impacts on natural values and satisfy P1.</p>	

## Planning Scheme Codes

The site is within the following mapped code overlays:

- Waterway and Coastal Protection Area
- Future coastal refugia area
- Coastal Inundation Areas ((High, Medium and Low)
- Coastal Erosion Hazard Area (High)

The proposal is considered in relation to these and other relevant codes below.

The codes do not apply to the extent of the development that is outside the municipal boundary (Clause 7.11.1b)).

### Parking and Access Code

There is no car parking or bicycle parking requirement under Table C2.1 of this Code for a Pleasure boat facility other than a marina or boathouse. The proposed jetty therefore does not require carparking.

### Natural Assets Code

The proposal relates to land within the mapped waterway and coastal protection and Future coastal refugia areas as shown in Figures 4 and 5 below.

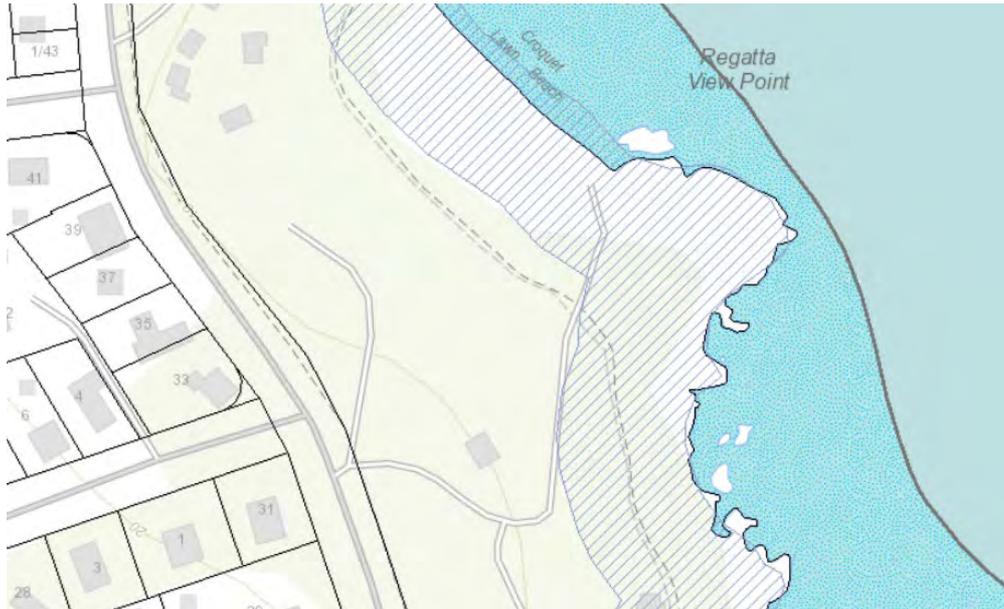


Figure 4 – waterway and coastal protection area (Source: theLIST)



Figure 5 – Future coastal refugia area (Source: theLIST)

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

**Objective:**

*That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets.*

Acceptable Solutions	Performance Criteria
<p><b>A1</b></p> <p><i>Buildings and works within a waterway and coastal protection area must:</i></p> <p><i>(a) be within a building area on a sealed plan approved under this planning scheme;</i></p> <p><i>(b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or</i></p> <p><i>(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.</i></p>	<p><b>P1.1</b></p> <p><i>Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:</i></p> <p><i>(a) impacts caused by erosion, siltation, sedimentation and runoff;</i></p> <p><i>(b) impacts on riparian or littoral vegetation;</i></p> <p><i>(c) maintaining natural streambank and streambed condition, where it exists;</i></p> <p><i>(d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;</i></p> <p><i>(e) the need to avoid significantly impeding natural flow and drainage;</i></p> <p><i>(f) the need to maintain fish passage, where known to exist;</i></p> <p><i>(g) the need to avoid land filling of wetlands;</i></p> <p><i>(h) the need to group new facilities with existing facilities, where reasonably practical;</i></p> <p><i>(i) minimising cut and fill;</i></p> <p><i>(j) building design that responds to the particular size, shape, contours or slope of the land;</i></p> <p><i>(k) minimising impacts on coastal processes, including sand movement and wave action;</i></p>

	<p><i>(l) minimising the need for future works for the protection of natural assets, infrastructure and property;</i></p> <p><i>(m) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and</i></p> <p><i>(n) the guidelines in the Tasmanian Coastal Works Manual.</i></p> <p><b>P1.2</b></p> <p><i>Buildings and works within the spatial extent of tidal waters must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:</i></p> <p><i>(a) the need to access a specific resource in a coastal location;</i></p> <p><i>(b) the need to operate a marine farming shore facility;</i></p> <p><i>(c) the need to access infrastructure available in a coastal location;</i></p> <p><i>(d) the need to service a marine or coastal related activity;</i></p> <p><i>(e) provision of essential utility or marine infrastructure; or</i></p> <p><i>(f) provisions of open space or for marine-related educational, research, or recreational facilities.</i></p>
<p><b>Assessment:</b></p> <p>The accompanying marine environmental assessment confirms that the new jetty works within the waterway and coastal protection area will avoid or minimise adverse impacts on natural assets and therefore satisfy P1.1</p> <p>The proposed public jetty requires a coastal location and therefore satisfies P1.2</p>	
<p>A2</p> <p><i>Buildings and works within a future coastal refugia area must be located within a building</i></p>	<p>P2.1</p> <p><i>Buildings and works within a future coastal refugia area must allow for natural coastal processes to continue to occur and avoid or</i></p>

<p><i>area on a sealed plan approved under this planning scheme.</i></p>	<p><i>minimise adverse impacts on natural assets, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) allowing for the landward transgression of sand dunes and the landward colonisation of wetlands, saltmarshes and other coastal habitats from adjacent areas;</i></li> <li><i>(b) avoiding the creation of barriers or drainage networks that would prevent future tidal inundation;</i></li> <li><i>(c) allowing the coastal processes of sand deposition or erosion to continue to occur;</i></li> <li><i>(d) the need to group new facilities with existing facilities, where reasonably practical;</i></li> <li><i>(e) the impacts on native vegetation;</i></li> <li><i>(f) minimising cut and fill;</i></li> <li><i>(g) building design that responds to the particular size, shape, contours or slope of the land;</i></li> <li><i>(h) the impacts of sea-level rise on natural coastal processes and coastal habitat;</i></li> <li><i>(i) the environmental best practice guidelines in the Wetlands and Waterways Works Manual; and</i></li> <li><i>(j) the guidelines in the Tasmanian Coastal Works Manual.</i></li> </ul> <p><i>P2.2</i></p> <p><i>Buildings and works within a future coastal refugia area must be for a use that relies upon a coastal location to fulfil its purpose, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) the need to access a specific resource in a coastal location;</i></li> <li><i>(b) the need to operate a marine farming shore facility;</i></li> </ul>
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	<p>(c) <i>the need to access infrastructure available in a coastal location;</i></p> <p>(d) <i>the need to service a marine or coastal related activity;</i></p> <p>(e) <i>provision of essential utility or marine infrastructure; and</i></p> <p>(f) <i>provision of open space or for marine-related educational, research, or recreational facilities.</i></p>
<p><b>Assessment:</b></p> <p>Having regard to the accompanying coastal assessment, P2.1 and P2.2 are considered satisfied.</p>	
<p><b>A3</b></p> <p><i>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.</i></p>	<p><b>P3</b></p> <p><i>Development within a waterway and coastal protection area or a future coastal refugia area involving a new stormwater point discharge into a watercourse, wetland or lake must avoid or minimise adverse impacts on natural assets, having regard to:</i></p> <p>(a) <i>the need to minimise impacts on water quality; and</i></p> <p>(b) <i>the need to mitigate and manage any impacts likely to arise from erosion, sedimentation or runoff.</i></p>
<p><b>Assessment:</b></p> <p>The proposal does not involve a new stormwater point discharge within the waterway and coastal refugia area or waterway protection area and complies with A3.</p>	
<p><b>A4</b></p> <p><i>Dredging or reclamation must not occur within a waterway and coastal protection area or a future coastal refugia area.</i></p>	<p><b>P4.1</b></p> <p><i>Dredging or reclamation within a waterway and coastal protection area or a future coastal refugia area must minimise adverse impacts on natural coastal processes and natural assets, having regard to:</i></p> <p>(a) <i>impacts caused by erosion, siltation, sedimentation and runoff;</i></p>

	<p><i>(b) impacts on riparian or littoral vegetation;</i></p> <p><i>(c) the need to avoid land filling of wetlands;</i></p> <p><i>(d) impacts on sand movement and wave action;</i> <i>and</i></p> <p><i>(e) the potential for increased risk to inundation of adjacent land.</i></p> <p><b>P4.2</b></p> <p><i>Dredging or reclamation within a waterway and coastal protection area or a future coastal refugia area must be necessary:</i></p> <p><i>(a) to continue an existing use or development on adjacent land; or</i></p> <p><i>(b) for a use which relies upon a coastal location to fulfil its purpose, having regard to:</i></p> <p><i>(i) the need to access a specific resource in a coastal location;</i></p> <p><i>(ii) the need to operate a marine farming shore facility;</i></p> <p><i>(iii) the need to access infrastructure available in a coastal location;</i></p> <p><i>(iv) the need to service a marine or coastal related activity;</i></p> <p><i>(v) provision of essential utility or marine infrastructure; and</i></p> <p><i>(vi) provision of open space or for marine-related educational, research, or recreational facilities.</i></p>
<p><b>Assessment:</b></p> <p>The proposed jetty works will not involve dredging or reclamation. This standard does not apply.</p>	
<p><b>A5</b></p> <p><i>Coastal protection works or watercourse erosion or inundation protection works must not occur within a waterway and</i></p>	<p><b>P5</b></p> <p><i>Coastal protection works or watercourse erosion or inundation protection works within a waterway and coastal protection area or a future coastal</i></p>

<p><i>coastal protection area or a future coastal refugia area.</i></p>	<p><i>refugia area must be designed by a suitably qualified person and minimise adverse impacts on natural coastal processes, having regard to:</i></p> <p><i>(a) impacts on sand movement and wave action; and</i></p> <p><i>(b) the potential for increased risk of inundation to adjacent land.</i></p>
<p><b>Assessment:</b></p> <p>The proposal is not for coastal protection works. This standard does not apply.</p>	

**Scenic Protection Code**

The site is not within a mapped Scenic Protection Area. This code therefore does not apply.

**Coastal Erosion Hazard Code**

The proposed landward end of the jetty is to be located within an area of high coastal erosion shown in Figure 6 below.



*Figure 6 — Coastal Erosion Hazard Area(Source: theLIST)*

**C10.5 Use Standards**

**C10.5.1 Use within a high coastal erosion hazard band**

*Objective:*

*That use within a high coastal erosion hazard band:*

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

Acceptable Solution	Performance Criteria
<p>A1</p> <p><i>No Acceptable Solution.</i></p>	<p>P1.1</p> <p><i>A use within a high coastal erosion hazard band must be for a use which relies upon a coastal location to fulfil its purpose, having regard to:</i></p> <p>(a) <i>the need to access a specific resource in a coastal location;</i></p> <p>(b) <i>the need to operate a marine farming shore facility;</i></p> <p>(c) <i>the need to access infrastructure available in a coastal location;</i></p> <p>(d) <i>the need to service a marine or coastal related activity;</i></p> <p>(e) <i>provision of an essential utility or marine infrastructure;</i></p> <p>(f) <i>provision of open space or for marine-related educational, research or recreational facilities;</i></p> <p>(g) <i>any advice from a State authority, regulated entity or a council; and</i></p> <p>(h) <i>the advice obtained in a coastal erosion hazard report.</i></p> <p>P1.2</p> <p><i>A coastal erosion hazard report also demonstrates that:</i></p> <p>(a) <i>any increase in the level of risk from coastal erosion does not require any specific hazard reduction or protection measures; or</i></p> <p>(b) <i>the use can achieve and maintain a tolerable risk from a coastal erosion event in 2100 for the intended life of the use without</i></p>

	<i>requiring any specific hazard reduction or protection measures.</i>
<p>Assessment:</p> <p>Having regard to the accompanying coastal assessment it is considered that P1.1 and P1.2 are satisfied.</p>	

### **C10.6 Development Standards for Buildings and Works**

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

*Objective:*

*That:*

- (a) *building and works, excluding coastal protection works, within a coastal erosion hazard area, can achieve and maintain a tolerable risk from coastal erosion; and*
- (b) *buildings and works do not increase the risk from coastal erosion to adjacent land and public infrastructure.*

<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p>A1</p> <p><i>No Acceptable Solution.</i></p>	<p><i>P1.1</i></p> <p><i>Buildings and works, excluding coastal protection works, within a coastal erosion hazard area must have a tolerable risk, having regard to:</i></p> <p>(a) <i>whether any increase in the level of risk from coastal erosion requires any specific hazard reduction or protection measures;</i></p> <p>(b) <i>any advice from a State authority, regulated entity or a council; and</i></p> <p>(c) <i>the advice contained in a coastal erosion hazard report.</i></p> <p><i>P1.2</i></p> <p><i>A coastal erosion hazard report demonstrates that:</i></p> <p>(a) <i>the building and works:</i></p> <p>(i) <i>do not cause or contribute to any coastal erosion on the site, on adjacent land or public infrastructure; and</i></p>

	<p>(ii) <i>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;</i></p> <p>(b) <i>buildings and works are not located on actively mobile landforms, unless for engineering or remediation works to protect land, property and human life.</i></p>
<p>Assessment:</p> <p>Having regard to the accompanying coastal assessment it is considered that P1.1 and P1.2 are satisfied.</p>	

**Coastal Inundation Hazard Code**

The proposal is within mapped low, medium and high coastal inundation areas shown in Figure 7 below and this code therefore applies. The Environmental Management Zone is identified as a non-urban zone for the purpose of this code.



Figure 7 — Coastal Inundation Hazard Areas (Source: theLIST)

**C11.5 Use Standards**

**C11.5.1 Uses within a high coastal inundation hazard band**

**Objective:**

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

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

Development Standard	Assessment
<p><b>A1</b></p> <p><i>No Acceptable Solution.</i></p>	<p><b>P1.1</b></p> <p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>(a) the need to access a specific resource in a coastal location;</i></li> <li><i>(b) the need to operate a marine farming shore facility;</i></li> <li><i>(c) the need to access infrastructure available in a coastal location;</i></li> <li><i>(d) the need to service a marine or coastal related activity;</i></li> <li><i>(e) provision of an essential utility or marine infrastructure;</i></li> <li><i>(f) provision of open space or for marine-related educational, research, or recreational facilities;</i></li> <li><i>(g) any advice from a State authority, regulated entity or a council; and</i></li> <li><i>(h) the advice obtained in a coastal inundation hazard report.</i></li> </ul> <p><b>P1.2</b></p> <p><i>A coastal inundation hazard report also demonstrates that:</i></p> <ul style="list-style-type: none"> <li><i>(a) any increase in the level of risk from coastal inundation does not require any specific hazard reduction or protection measures; or</i></li> </ul>

	<i>(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.</i>
<p><b>Assessment:</b></p> <p>Having regard to the accompanying coastal assessment it is considered that P1.1 and P1.2 are satisfied.</p>	

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

**Objective:**

*To ensure that a use located within a non-urban zone and within a medium coastal inundation hazard band:*

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

<b>Development Standard</b>	<b>Assessment</b>
<p><b>A1</b></p> <p><i>No Acceptable Solution.</i></p>	<p><b>P1.1</b></p> <p><i>A use within a non-urban zone and within a medium coastal inundation hazard band must be for a use which relies upon a coastal location to fulfil its purpose, having regard to:</i></p> <ul style="list-style-type: none"> <li><i>(a) the need to access a specific resource in a coastal location;</i></li> <li><i>(b) the need to operate a marine farming shore facility;</i></li> <li><i>(c) the need to access infrastructure available in a coastal location;</i></li> <li><i>(d) the need to service a marine or coastal related activity;</i></li> </ul>

	<p><i>(e) provision of an essential utility or marine infrastructure;</i></p> <p><i>(f) provision of open space or for marine-related educational, research, or recreational facilities;</i></p> <p><i>(g) any advice from a State authority, regulated entity or a council; and</i></p> <p><i>(h) the advice obtained in a coastal inundation hazard report.</i></p> <p><b>P1.2</b></p> <p><i>A coastal inundation hazard report also demonstrates that:</i></p> <p><i>(a) any increase in the level of risk from coastal inundation does not require any specific hazard reduction or protection measures; or</i></p> <p><i>(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.</i></p>
<p><b>Assessment:</b></p> <p>Having regard to the accompanying coastal assessment it is considered that P1.1 and P1.2 are satisfied.</p>	

## **C11.6 Development Standards for Buildings and Works**

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

**Objective:**

*That:*

*(a) building and works, excluding coastal protection works, within a coastal inundation hazard area, can achieve and maintain a tolerable risk from coastal inundation; and*

*(b) buildings and works do not increase the risk from coastal inundation to adjacent land and public infrastructure.*

Development Standard	Performance Criteria
<p><b>A1</b></p> <p><i>No Acceptable Solution.</i></p>	<p><b>P1.1</b></p> <p><i>Buildings and works, excluding coastal protection works, within a coastal inundation hazard area must have a tolerable risk, having regard to:</i></p> <p><i>(a) whether any increase in the level of risk from coastal inundation requires any specific hazard reduction or protection measures;</i></p> <p><i>(b) any advice from a State authority, regulated entity or a council; and</i></p> <p><i>(c) the advice contained in a coastal inundation hazard report.</i></p> <p><b>P1.2</b></p> <p><i>A coastal inundation hazard report also demonstrates that the building or works:</i></p> <p><i>(a) do not cause or contribute to coastal inundation on the site, on adjacent land or public infrastructure; and</i></p> <p><i>(b) 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 coastal inundation protection works.</i></p>
<p><b>Assessment:</b></p> <p>Having regard to the accompanying coastal assessment it is considered that P1.1 and P1.2 are satisfied.</p>	

## Conclusion

The proposed jetty location follows extensive options analysis and community consultation. It is supported by a marine environmental assessment by Marine Solutions and a coastal assessment

prepared by Burbury Consulting that confirm that the proposal will have minimal impact on natural values and coastal processes.

The Coastal assessment also confirms that the proposal will involve a tolerable coastal inundation risk.

The proposed jetty does not require carparking under Table C2.1 of the Parking and Sustainable Transport Code.

The proposal is recommended for approval as a discretionary application following public advertising pursuant to Section 57 of the Act.

I would be pleased to discuss or clarify the proposal as necessary

Yours sincerely,



Frazer Read  
**Principal**  
All Urban Planning Pty Ltd

# MARINE AND SAFETY TASMANIA NEW BRIDPORT PIER

## COVER PAGE AND LOCALITY PLAN



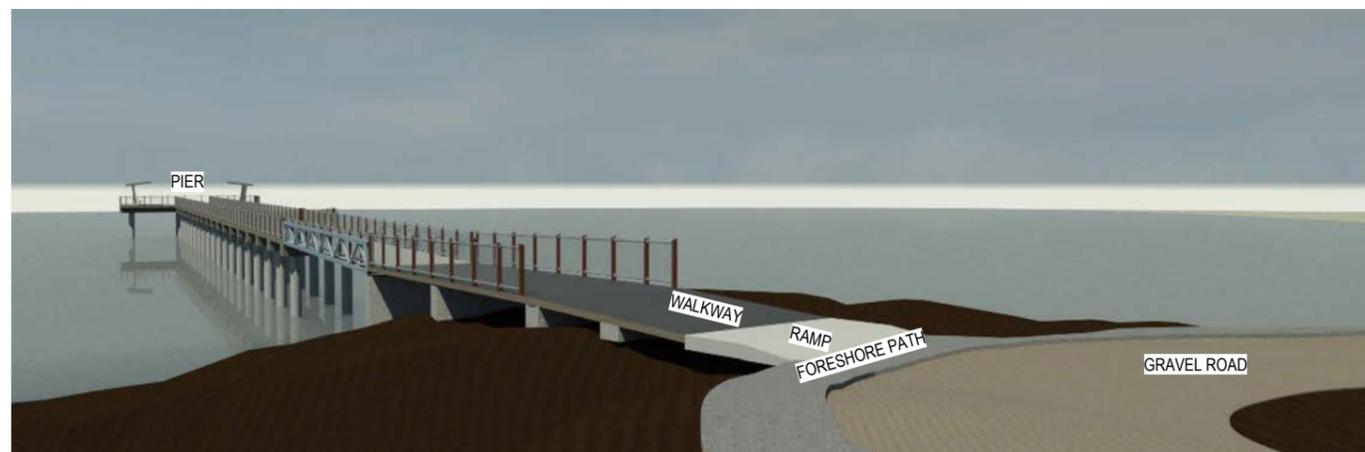
**LOCATION PLAN**

DRAWING LIST - DEVELOPMENT APPLICATION	
NUMBER	SHEET NAME
24-1953 - S100	COVER PAGE AND LOCALITY PLAN
24-1953 - S106	SITE PLAN
24-1953 - S110	GENERAL ARRANGEMENT
24-1953 - S116	SECTIONS - SHEET 1 OF 3
24-1953 - S117	SECTIONS - SHEET 2 OF 3
24-1953 - S118	SECTIONS - SHEET 3 OF 3
24-1953 - S119	DETAIL PLANS AND SECTIONS
24-1953 - S120	3D VIEWS - SHEET 1 OF 3
24-1953 - S121	3D VIEWS - SHEET 2 OF 3
24-1953 - S122	3D VIEWS - SHEET 3 OF 3

LOW HEAD HEIGHT DATUM TABLE			
CHART DATUM (m)	AHD83 (m)		
HAT	3.6	1.5	HIGHEST ASTRONOMICAL TIDE
MHWS	3.3	1.2	MEAN HIGH WATER
MHWN	3.0	0.9	MEAN HIGH WATER
MSL	2.1	0.0	MEAN SEA LEVEL
MLWN	1.0	-1.1	MEAN LOW WATER
MLWS	0.7	-1.4	MEAN LOW WATER
LAT	0.0	-2.1	LOWEST ASTRONOMICAL TIDE

NOTE\* LOW HEAD CLOSEST HEIGHT DATUM TO BRIDPORT

- GENERAL NOTES**
- HORIZONTAL DATUM IS IN GDA94 ZONE 55 GRID COORDINATES
  - HEIGHT DATUM IS AUSTRALIAN HEIGHT DATUM (AHD)
  - ANY CHART DATUM LEVELS SHOWN ARE RELATIVE TO AHD
  - LOW HEAD IS CLOSEST HEIGHT DATUM TO BRIDPORT, LOW HEAD LEVELS ADOPTED REFER TO **LOW HEAD HEIGHT DATUM TABLE**
  - VISUAL REPRESENTATION DRAWINGS OF NEW PIER ARE SHOWN WITHOUT SITE VEGETATION FEATURES FOR CLARITY



**VIEW LOOKING TOWARDS PIER**

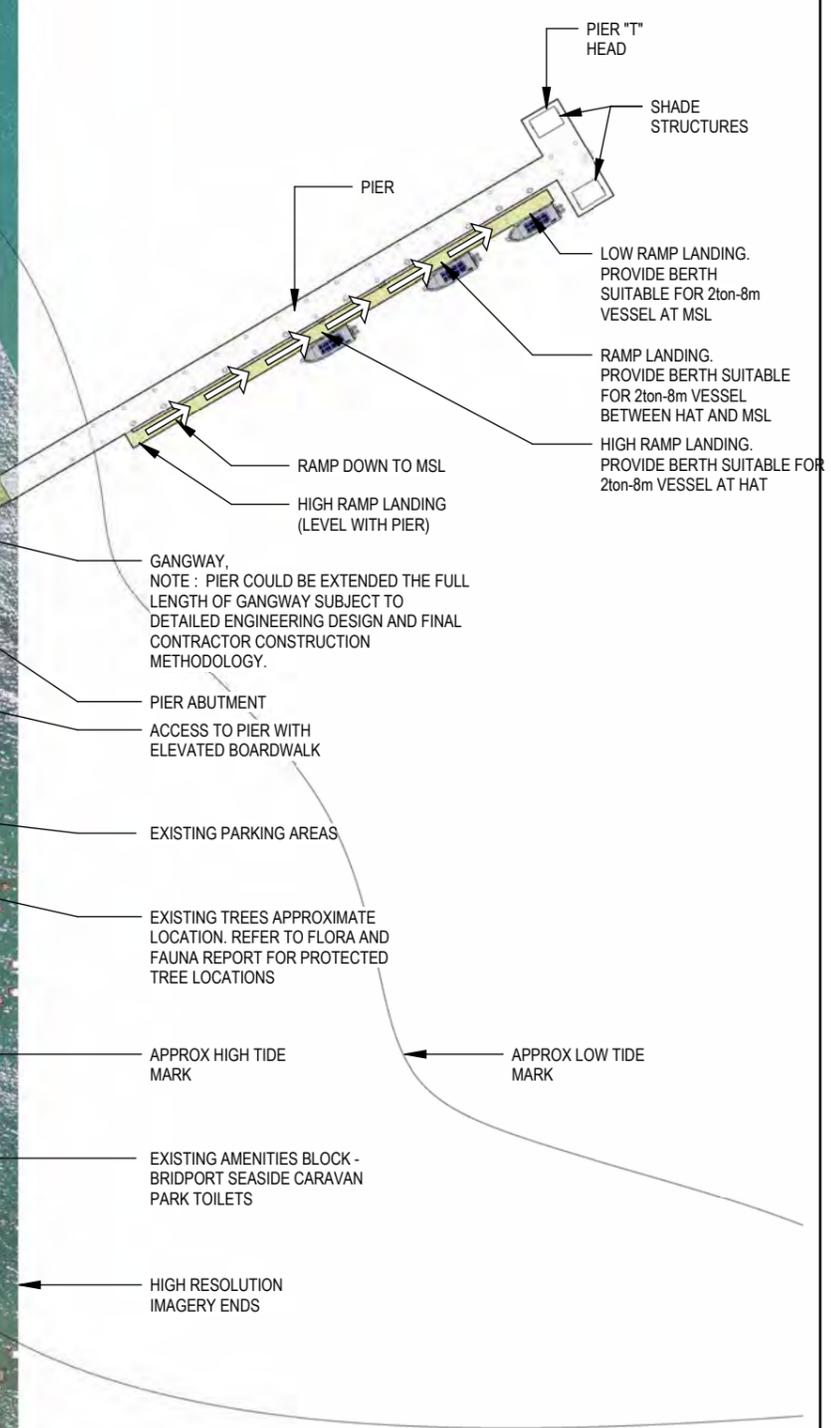
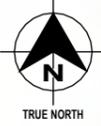
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Checked By: MS	Date: 26.03.2025
Approved By: JB	Date: 26.03.2025

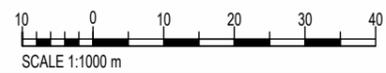
Client: MARINE AND SAFETY TASMANIA
Project: NEW BRIDPORT PIER
Title: COVER PAGE AND LOCALITY PLAN
Scale: As indicated
A3 Drawing No: 24-1953 - S100
Rev: A



**SITE PLAN**  
1 : 1000

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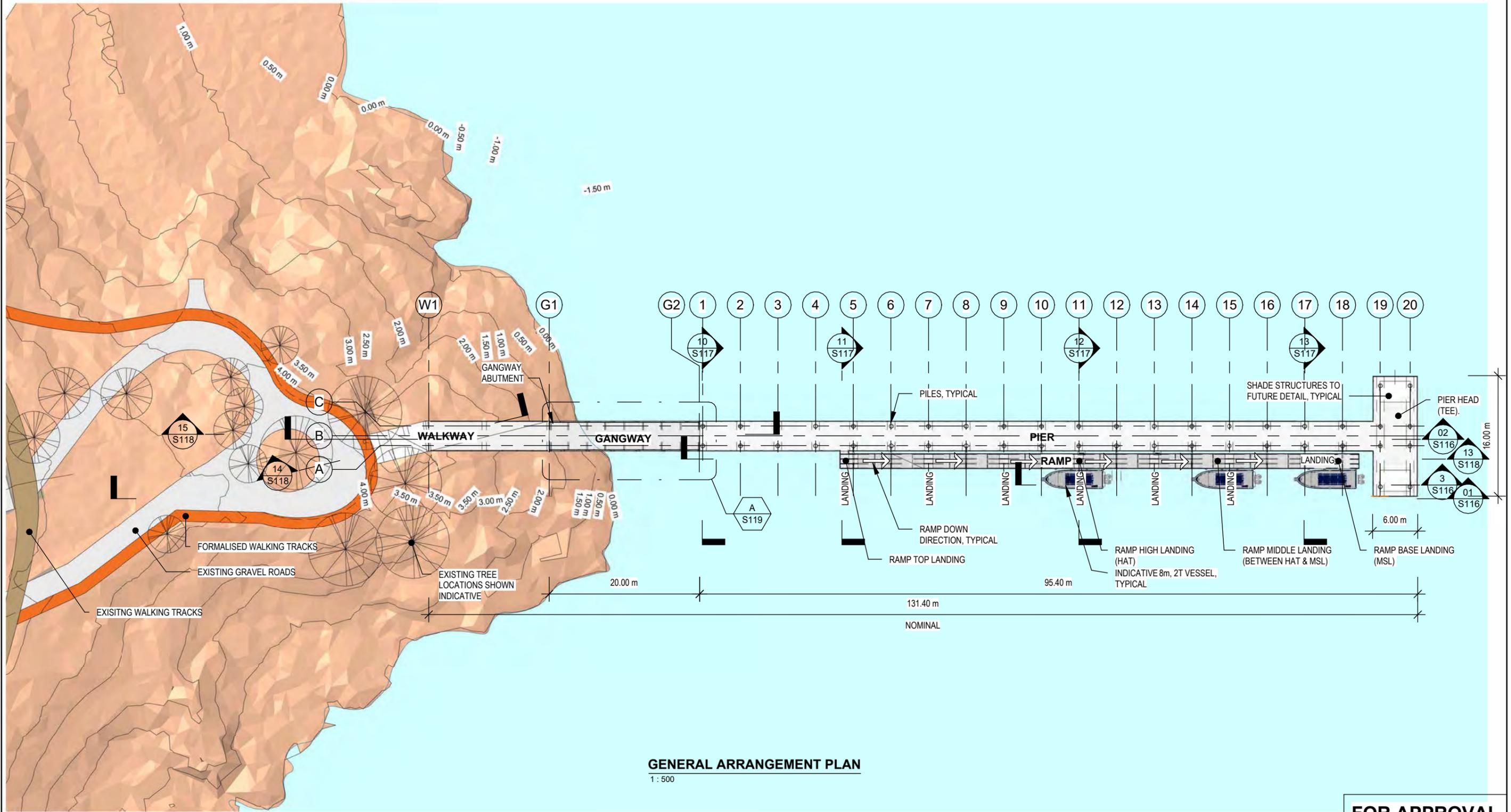
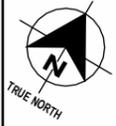


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Client:	MARINE AND SAFETY TASMANIA
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Title:	SITE PLAN
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**GENERAL ARRANGEMENT PLAN**  
1 : 500

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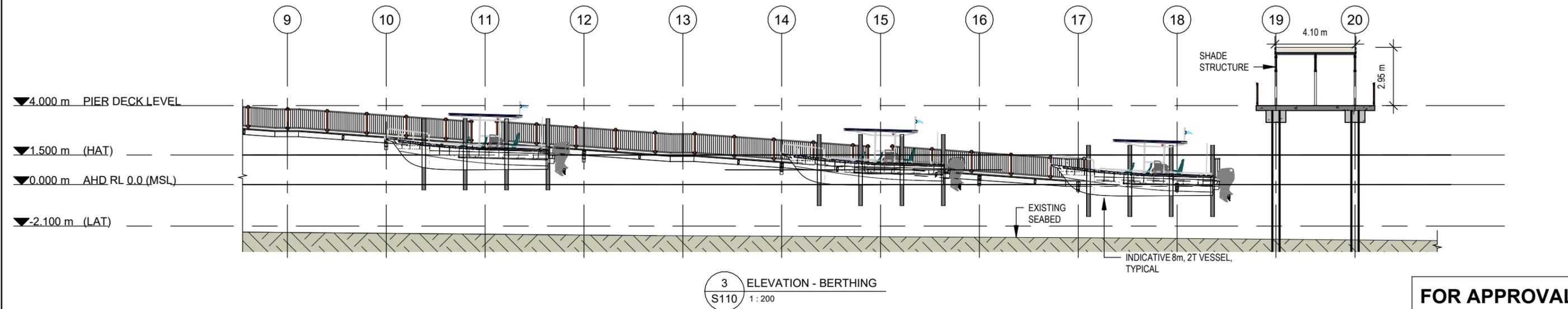
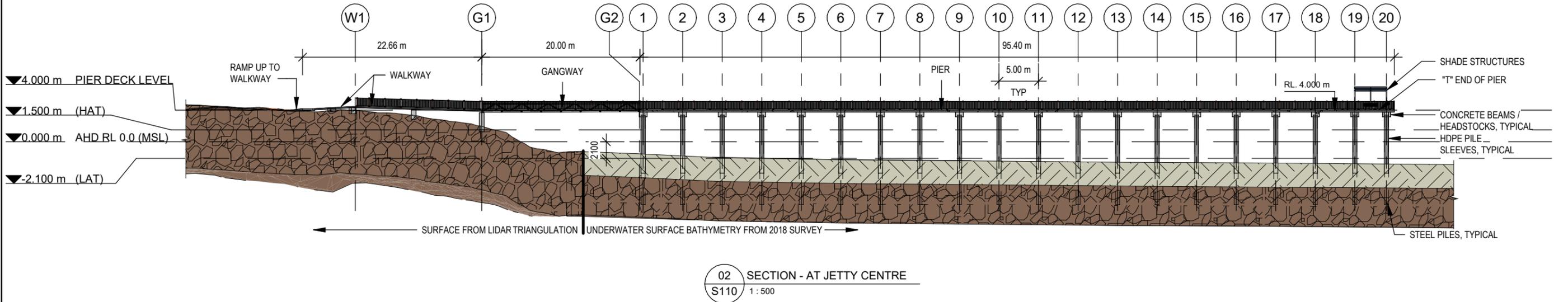
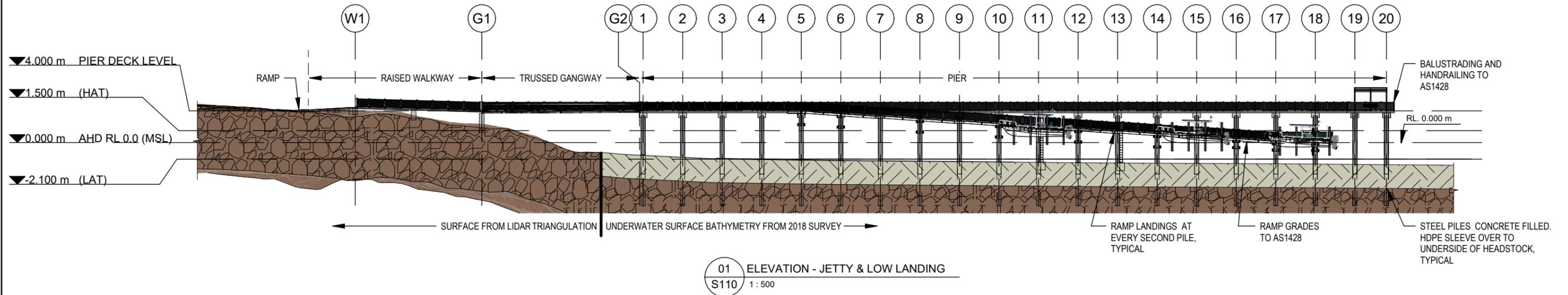
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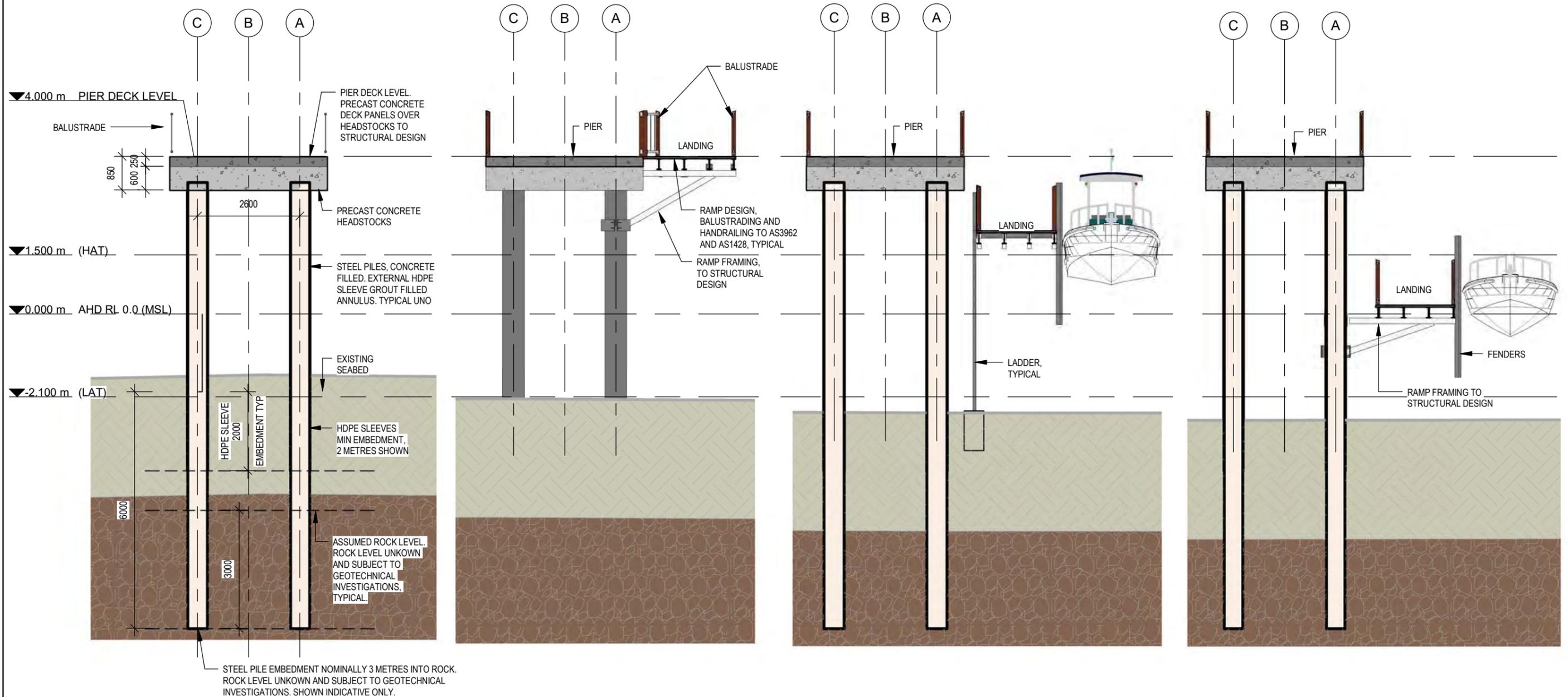
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Title: SECTIONS - SHEET 1 OF 3	
Scale: As indicated	A3
Drawing No: 24-1953 - S116	Rev: A



10 SECTION - AT JETTY  
S110 1:100

11 SECTION - AT RAMP TOP LANDING  
S110 1:100

12 SECTION - AT RAMP HAT LANDING  
S110 1:100

13 SECTION - AT RAMP MSL LANDING  
S110 1:100

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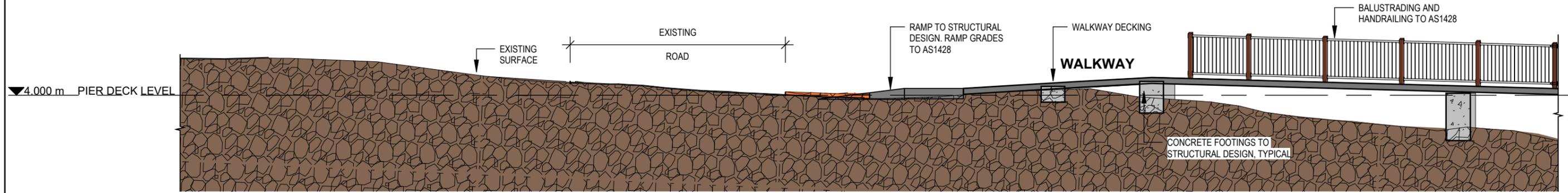


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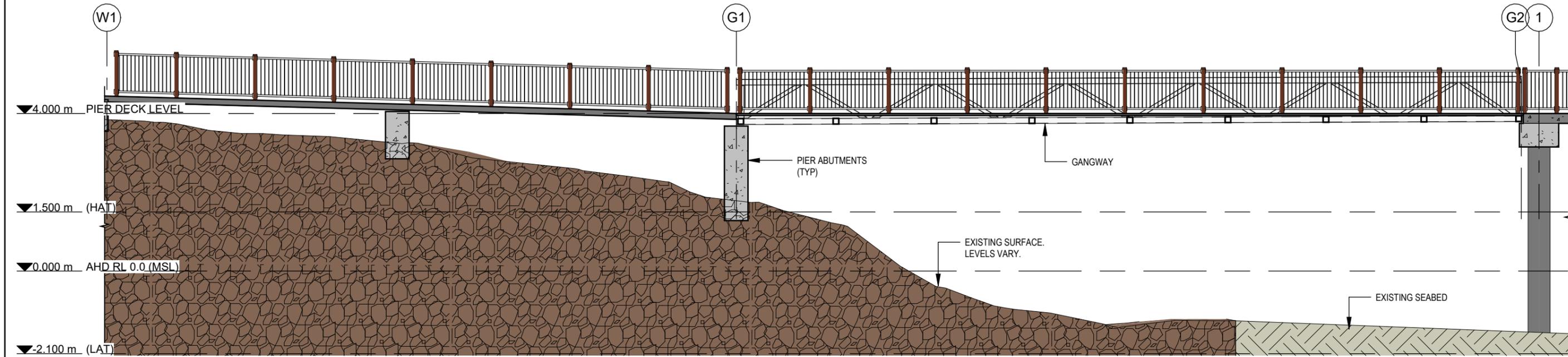
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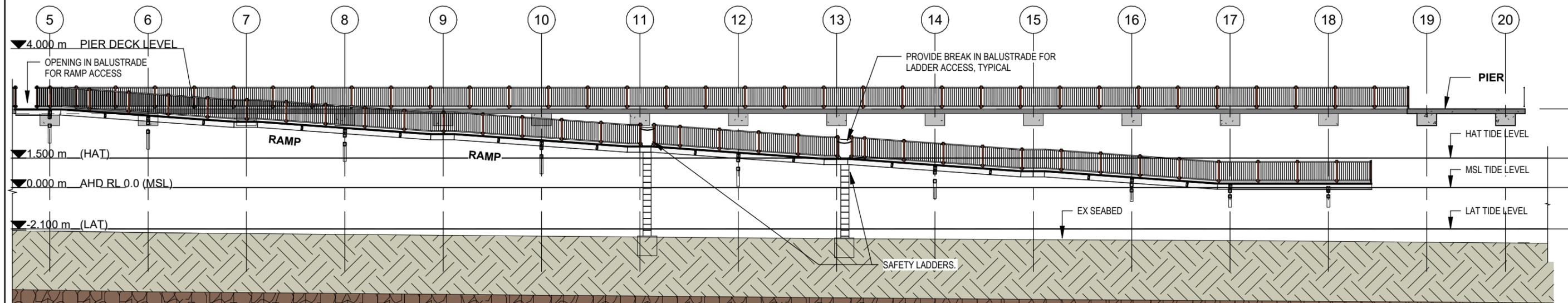
Client:	MARINE AND SAFETY TASMANIA
Project:	NEW BRIDPORT PIER
Title:	SECTIONS - SHEET 2 OF 3
Scale:	1:100
A3	Drawing No. 24-1953 - S117
Rev	A



14 SECTION - AT WALKWAY  
S110 1: 100



15 SECTION AT GANGWAY  
S110 1: 100



13 SECTION - AT RAMP  
S110 1: 200

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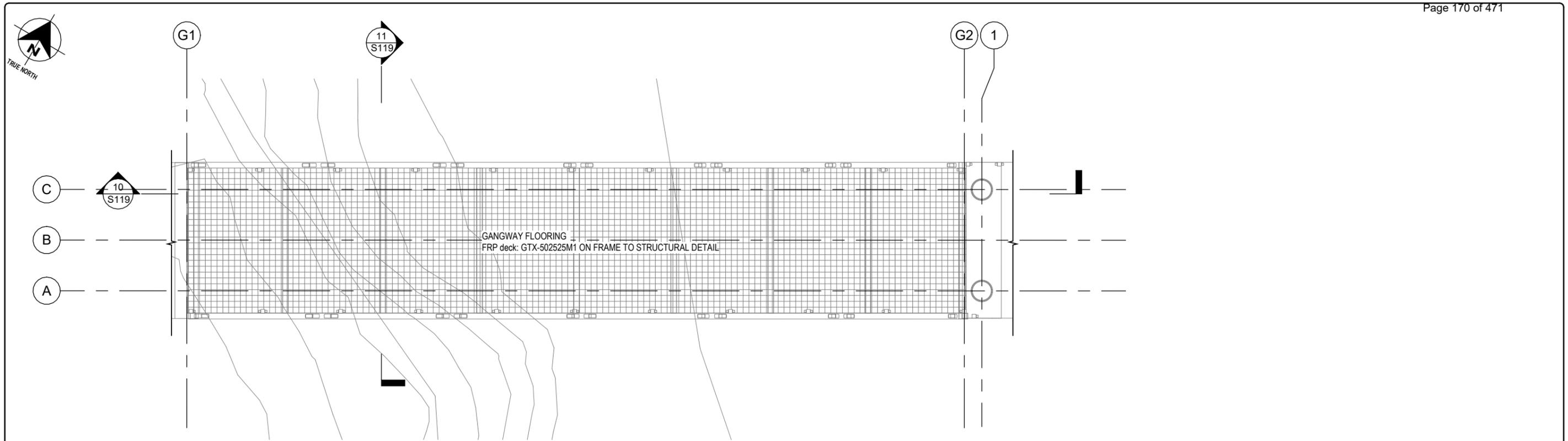
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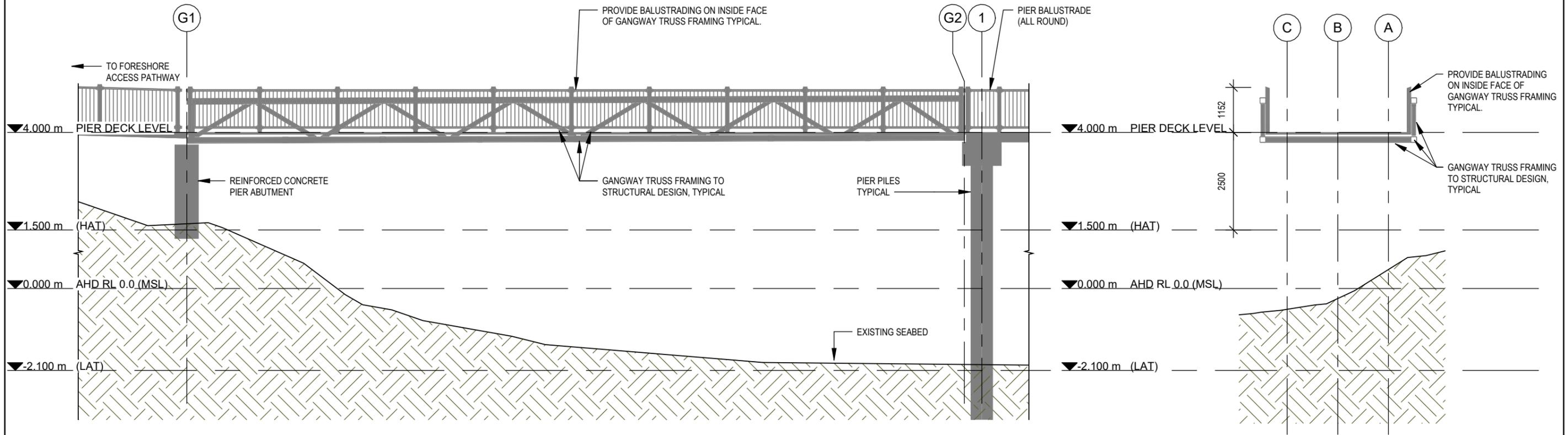
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Client: MARINE AND SAFETY TASMANIA	Project: NEW BRIDPORT PIER
Title: SECTIONS - SHEET 3 OF 3	
Scale: As indicated	A3
Drawing No: 24-1953 - S118	Rev: A



**A** DETAIL - PLAN  
S110 1:100



**10** SECTION  
S119 1:100

**11** SECTION  
S119 1:100

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Client	MARINE AND SAFETY TASMANIA
Project	NEW BRIDPORT PIER
Title	DETAIL PLANS AND SECTIONS
Scale	1:100
A3	Drawing No. 24-1953 - S119
Rev	A



**GANGWAY TO CAR PARK**



**GANGWAY AND PIER**

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Client: MARINE AND SAFETY TASMANIA	Project: NEW BRIDPORT PIER	Rev: A
Title: 3D VIEWS - SHEET 1 OF 3		
Scale: 1:1	A3	Drawing No.: 24-1953 - S120



**ARIAL VIEW - AT MSL TIDE**

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	A	ISSUED FOR DEVELOPMENT APPLICATION	28.03.2025	NP	MS			Designed By:	NP	Date	02.10.2024	Project	NEW BRIDPORT PIER	
								Checked By:	MS	Date	26.03.2025	Title	3D VIEWS - SHEET 3 OF 3	
								Approved By:	JB	Date	26.03.2025	Scale	A3	Drawing No. 24-1953 - S122
												Rev	A	



**3D VIEW - AT MSL TIDE**

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Client:	MARINE AND SAFETY TASMANIA	Rev	A
Project:	NEW BRIDPORT PIER		
Title:	3D VIEWS - SHEET 2 OF 3		
Scale:	A3	Drawing No.:	24-1953 - S121

To: Marine and Safety Tasmania (MAST)

Project: Bridport Pier

Date: 28/03/2025

Job No. 24-1953

From: Burbury Consulting

Author: Dave Unwin/Nige Palfreyman

Subject: Coastal Hazard Report for Planning Authority

## 1. Introduction

### 1.1 Background

This coastal hazard report has been prepared, to accompany the planning application for a proposed new public Pier located at Bridport, northeast Tasmania (Figure 1-1).

Marine and Safety Tasmania (MAST), on behalf of the State Government, has assessed options and undertaken stakeholder engagement to identify a preferred location for a new Pier. The preferred location was at the eastern end of Croquet Lawn Beach, off Regatta View Point (Figure 1-2).

The key objective of this proposal is to provide Bridport with a recreational Pier that can be used by the local community and visitors to the area. The proposed new Pier will aim to enhance the appeal of Bridport as a destination for the Tasmanian people and burgeoning tourism sector.

### 1.2 Proposal Site & Surrounds

The proposal is for the construction of a new public Pier that will extend nominally 115m (L) and 4m (W) and includes the following proposed works;

- Formalising of existing gravel access road and parking areas;
- Realignment of existing walking tracks;
- Access to Pier will be via an elevated boardwalk and gangway; and
- New Pier and ramp.

The new Pier will extend out to sea from the rocky foreshore (Figure 1-3) and will be constructed using steel piles with a concrete deck, balustrade and terminating at the Pier head, with a tee structure that will accommodate shade structures. A pedestrian ramp will be integrated into the design to provide safe access to the water over the large tidal range. The Pier will connect to the existing trail networks on the land via a raised walkway and gangway (refer DA drawings).

The proposal relates to the land, foreshore and waters of Anderson Bay, located in Bridport. The foreshore consists of undesignated Crown Land managed by NRE Tas (Property Services). The landside area including the existing vehicle access and walking track connections form part of the Bridport Seaside Caravan Park that is managed under Crown Licence (Agreement ID 86142) and PID 1717409. The Pier will extend eastwards from the land into State waters.



**Figure 1-1** Location Plan



**Figure 1-2** Site Plan

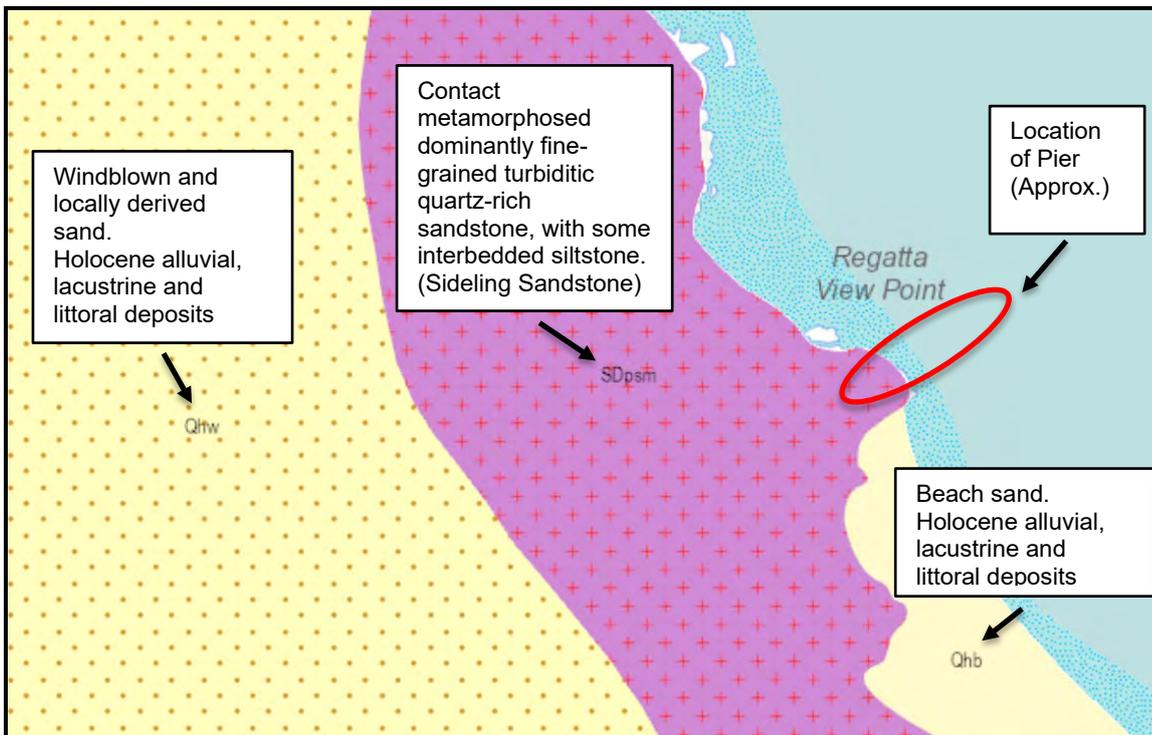


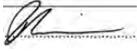
Figure 1-3 Desktop review of site Geology (Source: LISTmap)

## 2. About the practitioner and methodology

### 2.1 Practitioner details

The information provided outlines the details of the person preparing and verifying this report.

Lead / coordinating consultant name	Dave Unwin – Burbury Consulting
Academic Qualification/s	Bachelor of Engineering (Hons)
Relevant Experience	<p>Burbury Consulting is a professional services company based in Hobart providing engineering and project management services in the civil, structural and maritime industries.</p> <p>We have experience of planning assessment and engineering design requirements in coastal projects that extend from land to sea incorporating coastal impact assessments, inundation assessments and addressing planning scheme and regulatory risk-based reviews.</p> <p>We are preferred suppliers in maritime and coastal engineering for Department of State Growth, Tasmanian Ports Corporation and Marine and Safety Tasmania.</p> <p>BC have the expertise to complete the works having completed similar projects and scopes with:</p> <ul style="list-style-type: none"> <li>Whitesands Estate Breakwater and boat ramp remediation including site assessments, Coastal hazard report, approvals, RAA and design for remediation;</li> </ul>

	<ul style="list-style-type: none"> <li>• Swanwick shoreline stabilisation and remediation including emergency works approvals;</li> <li>• Prosser River training wall stabilisation project including RAA, approvals, design, tendering and construction management;</li> <li>• Bicheno shoreline remediation and protection works including scoping and approvals support for Glamorgan Spring Bay Council;</li> <li>• Middleton shoreline stabilisation scoping, investigations, and approvals for shoreline protection;</li> <li>• Connellys Marsh property protection works for shoreline protection including site investigations, approvals, design, tendering and construction;</li> <li>• Salicia Nature Park Development coastal assessment for the Planning Authority;</li> <li>• Coastal hazard assessment for the Planning Authority, for sediment (sand) removal in the vicinity of Marine and Safety Tasmania (MAST) boat launching ramp within the entrance to Pipe Clay Lagoon in Cremorne.</li> <li>• Roches Beach coastal stability assessments for properties including specialist input to approvals and design works; and</li> <li>• St Helens Barway Breakwater extension including approvals for rock quarry establishment, rock transport and placement for the breakwater extension, design and construction management.</li> </ul> <p>Dave Unwin is a Senior Coastal and Maritime engineer at Burbury Consulting with over 10 years of coastal engineering experience specialising in metocean analysis and wave climate studies, fluid-structure interaction and the detailed design of maritime structures.</p> <p>Dave has undertaken Coastal Hazard Assessments for a range of private and public infrastructure works, in both swell-sheltered and exposed environments.</p>
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Contact phone number	(03) 6223 8007
Email address	admin@burbruyconsulting.com.au
Signature	
Date	24/02/2025

## 2.2 Methodology

This coastal hazard report has been prepared in accordance with the requirements of the Natural Assets Code, the Coastal Erosion Hazard Code and the Coastal Inundation Hazard Code outlined in the Tasmanian Planning Scheme and Director's Determination.

### 3. Coastal Processes

#### 3.1 Water level

Bridport has a large tidal range of around 3.6m between highest and lowest astronomical tides (based on the nearest tide station at Low Head). Even typical tidal variation between Mean High Water (MHW) and Mean Low Water (MLW) is still approximately 2.3m.

Extreme design high water levels were calculated using the CSIRO Canute 3.0 tool. For planning purposes, a conservative Shared Socioeconomic Pathway (SSP) 8.5 was adopted as the climate scenario in line with current government practice, and a 66<sup>th</sup> percentile allowance level was used. This resulted in an expected sea level rise of 0.43m over 50 years, relative to 2023 levels.

Extracts of the Canute 3.0 output are provided in the tables below.

**Table 3-1 2023 Extreme high-water levels (Source: CSIRO)**

Return Level table

Dataset Very High (SSP5_8.5) Middle (50th) 147.4211E 40.9641S	Year	Gumbel Location	Gumbel Scale	SLR/ALW	1yr	10yr	20yr	50yr	100yr	200yr	500yr
Storm tide + ALW	2023	1.584	0.07369	0.072	1.656	1.826	1.877	1.944	1.995	2.047	2.114
Storm tide + SLR	2023	1.584	0.07369	0.072	1.656	1.825	1.876	1.944	1.995	2.046	2.114
Storm tide	2005	1.584	0.07369	0	1.584	1.753	1.804	1.872	1.923	1.974	2.042
MIKE21 model storm tide	2005	1.584	0.07712	0	1.584	1.761	1.815	1.885	1.939	1.992	2.063
Tide gauge observations	2005	1.711	0.056	0	1.711	1.84	1.879	1.93	1.969	2.008	2.059

**Table 3-2 2073 Extreme high-water levels (Source: CSIRO)**

Return Level table

Dataset Very High (SSP5_8.5) Middle (50th) 147.4211E 40.9641S	Year	Gumbel Location	Gumbel Scale	SLR/ALW	1yr	10yr	20yr	50yr	100yr	200yr	500yr
Storm tide + ALW	2073	1.584	0.07369	0.499	2.083	2.252	2.303	2.371	2.422	2.473	2.541
Storm tide + SLR	2073	1.584	0.07369	0.46	2.044	2.213	2.264	2.332	2.383	2.434	2.502
Storm tide	2005	1.584	0.07369	0	1.584	1.753	1.804	1.872	1.923	1.974	2.042
MIKE21 model storm tide	2005	1.584	0.07712	0	1.584	1.761	1.815	1.885	1.939	1.992	2.063
Tide gauge observations	2005	1.711	0.056	0	1.711	1.84	1.879	1.93	1.969	2.008	2.059

A 100-year Annual Return Interval (ARI) water level is typically adopted for the design of marine structures, giving a design high water level or RL=+2.42m AHD, or around 700mm above current Highest Astronomical Tide (HAT).

#### 3.2 Waves

The Pier site is located in a relatively open bay with the area generally well protected from long-period ocean swells. However, significant wind swells can be generated from strong north-westerly winds in Bass Strait. These waves can diffract around East Sandy Point and again around Granite point before reaching the Pier site, although the wave height is significantly reduced. Easterly swell events are more unusual, however these waves are not reduced by diffraction before reaching the Pier site. Typically, the site is a relatively low wave energy environment with the adjacent beaches classified as Reflective + Low Tide Terrace types, indicative of tide-modified beaches where tidal movements are large relative to wave energy.

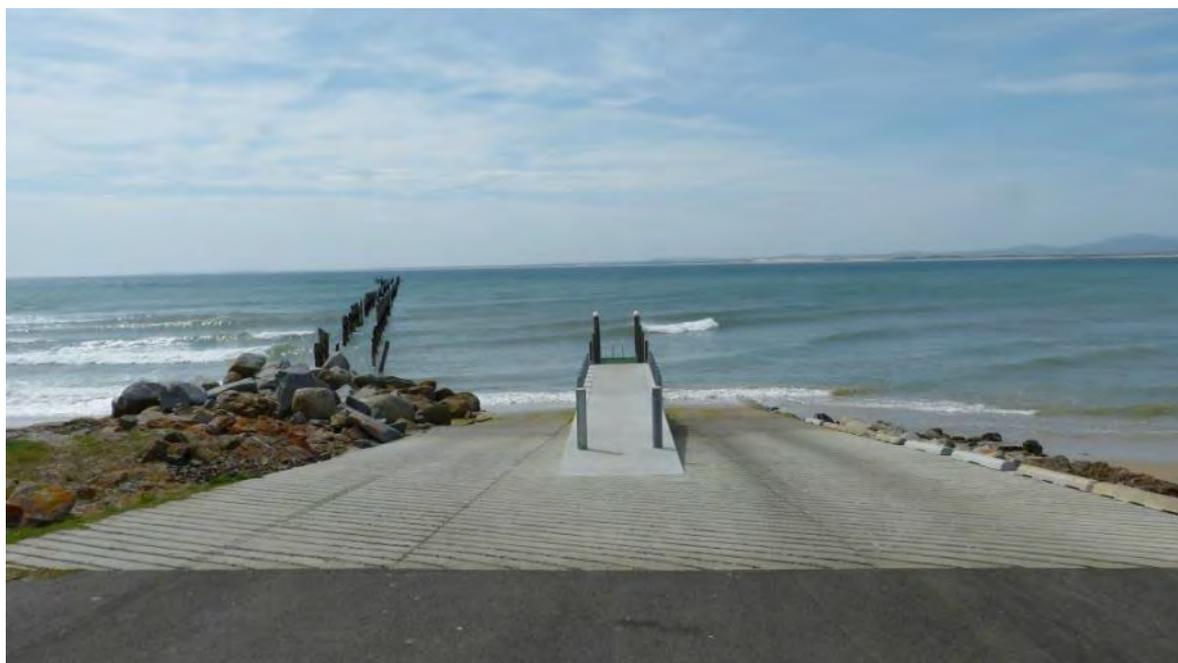
The Tasmanian Boating Weather Guide (1981) presents a frequency analysis for sea and swell conditions between 1969 and 1973 for Bridport. It shows that the dominant swell direction is from the west and north-west although in summer, waves from the east and north-east are common.

**Table 3-3 Bridport wave conditions (Source: Tasmanian Boating Weather Guide, 1981)**

**TABLE 4.1  
PERCENT FREQUENCY ANALYSIS SEA AND SWELL CONDITIONS**

The numbers show the percentage of occasions at 9 a.m. and at 3 p.m. when the sea and swell were within a particular class.

BRIDPORT (1969-1973) 9 a.m.													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec Annual	
<b>Sea</b>													
Calm, (Rippled)	0	8	5	5	3	12	8	23	15	34	9	3	13
Slight	67	52	52	47	29	44	33	32	30	33	46	32	38
Moderate	21	12	16	30	53	26	34	19	28	16	11	45	26
Rough	4	8	16	13	5	9	15	13	20	11	11	14	13
Other	8	20	11	5	10	9	10	13	7	6	23	6	10
<b>Swell Direction</b>													
No sea or swell	4	0	0	0	0	0	7	20	16	33	3	3	
NE	14	28	10	5	2	0	5	5	1	3	6	5	
E	28	40	10	2	0	2	0	5	1	4	17	8	
SE	18	4	11	2	0	0	0	0	0	2	14	11	
W	32	16	53	50	58	49	35	39	38	31	26	43	
NW	4	4	11	33	32	37	50	25	37	21	17	22	
No obs/info	0	0	0	0	0	0	0	0	0	0	0	0	
Other	0	8	5	8	8	12	3	6	7	6	17	8	
<b>Swell State</b>													
No Swell	3	0	5	0	0	0	7	21	17	33	3	3	
Moderate Short	86	56	58	33	34	30	28	31	30	34	34	70	
Moderate Average	11	32	32	45	53	61	58	40	40	20	29	21	
Other	0	12	5	22	13	9	7	8	13	13	34	6	
BRIDPORT (1969-1973) 3 p.m.													
<b>Sea</b>													
Slight	69	74	49	46	29	35	36	30	29	41	53	31	40
Moderate	14	9	30	29	50	33	38	21	27	18	17	30	26
Rough	11	9	15	17	11	28	19	22	23	15	5	30	18
Other	6	8	6	8	10	4	7	27	21	26	25	9	16
<b>Swell Direction</b>													
No sea or swell	0	0	0	0	0	0	2	15	10	18	3	0	
NE	34	20	3	7	3	0	2	4	1	6	27	6	
E	14	15	9	5	0	2	2	4	2	4	5	11	
W	17	18	49	37	63	43	42	34	42	34	20	50	
NW	9	3	12	34	26	48	49	34	38	32	22	16	
N	23	41	15	12	5	2	3	7	3	4	12	7	
No obs/info	0	0	0	0	0	0	0	0	0	0	3	2	
Other	3	3	12	5	3	5	0	2	4	2	8	8	
<b>Swell State</b>													
No Swell	0	0	0	0	0	0	2	16	11	18	2	0	
Low Short	3	8	6	3	7	5	2	4	7	7	30	0	
Moderate Short	88	68	64	51	26	30	31	37	30	49	45	50	
Moderate Average	9	18	24	41	61	58	60	35	41	21	18	43	
Other	0	6	6	5	6	7	5	8	11	5	5	7	



**Figure 3-1** *Diffracted NW wind swell waves at the nearby boat ramp*

An analysis of the extreme nearshore wave climate was undertaken for the local area, giving a 100-year return period significant wave height of  $H_s=1.8\text{m}$  at a peak period of  $T_p=8.3\text{s}$  (from a north-east direction). Longer period waves with smaller magnitude are possible from the north-west.

### 3.3 Currents

The proposed Pier site is located on a relatively open bay, and despite the large tidal range, tidal currents are not expected to be extreme. Large swell events from the west, that result in long period waves diffracting around the headland and reaching the pier site may induce a longshore north to south sweep. It is likely that this sweep current coincides with strong winds and large waves offshore with conditions not generally suitable for recreational fishing or swimming.

As part of the potential channel entrance relocation investigations, Marine Solutions deployed an ADCP current profiler at two locations east of Sisters Rocks in approximately 3m and 6m water depth. Current velocity histograms are shown below. The deeper buoy was deployed from October 6<sup>th</sup> to November 18<sup>th</sup>, 2021, and the shallower buoy deployed from December 1<sup>st</sup>, 2021, to January 14<sup>th</sup>, 2022.

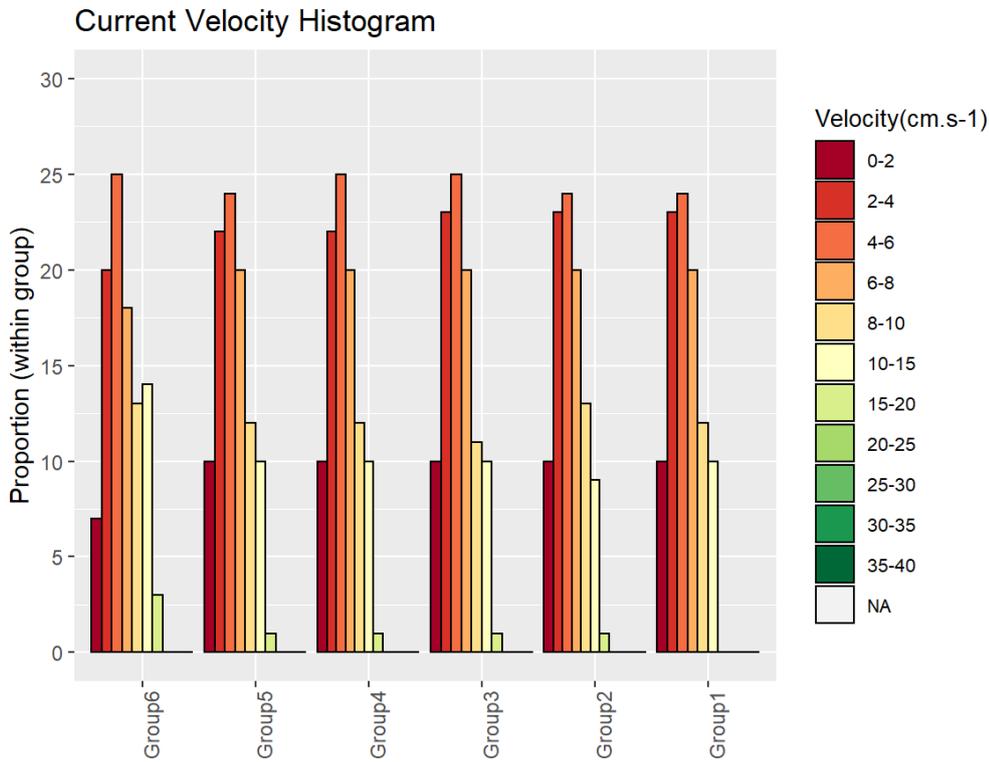


Figure 3-2: Deep water current velocity (Source: Marine Solutions)

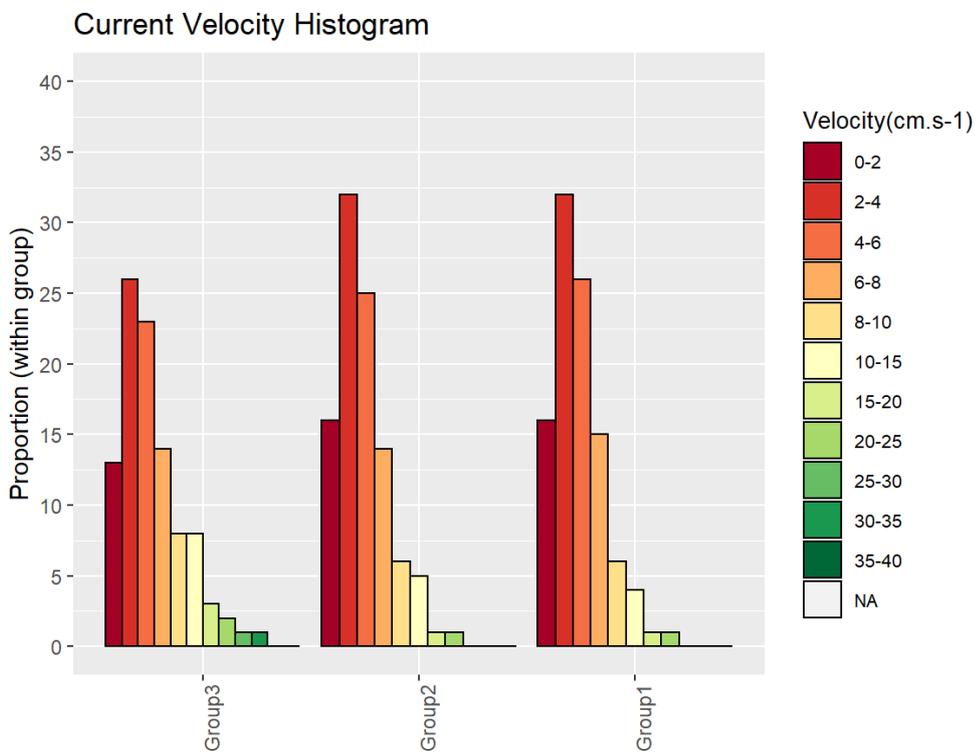


Figure 3-3 Shallow water current velocity (Source: Marine Solutions)

Maximum tidal currents in deeper water are typically less than 0.2m/s and this is likely to be consistent with the proposed pier site.

### 3.4 Sediment movement

The shoreline at the Pier site is backed by bedrock and there is no evidence of the rocky shoreline eroding from reviewing historical aerials of the site (Figure 3-4 and Figure 3-5 below).



*Figure 3-4 Aerial photograph, 1949 (Source: DPIPWE)*

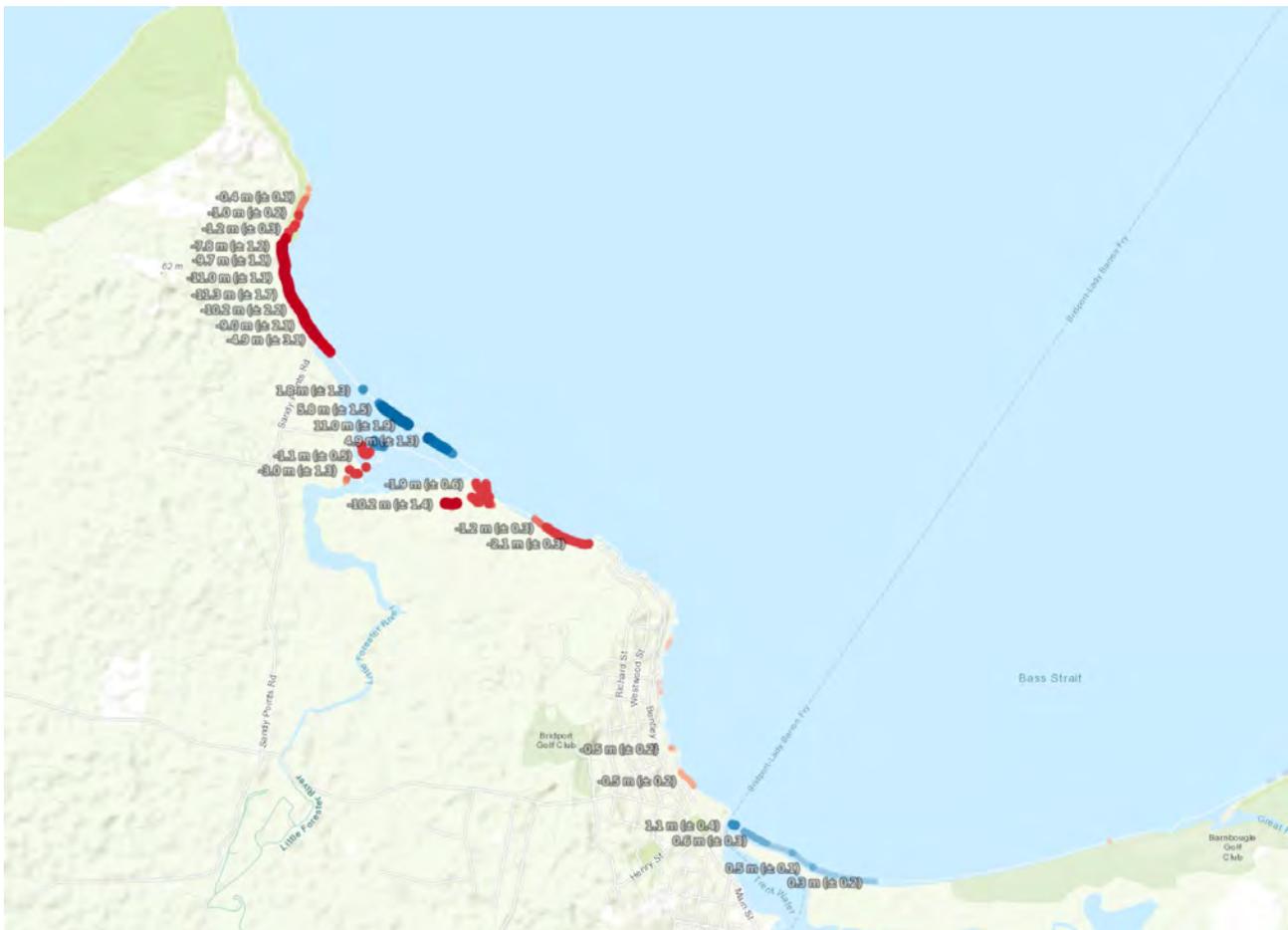


**Figure 3-5 Aerial image, 2021 (Source: Listmap)**

A review of the coastline data provided by Digital Earth Australia (highlighted in Figure 3-6 and Figure 3-7) indicates that the adjacent beaches (Croquet Lawn Beach and Eastmans Beach) appear to be receding, and this is apparent in the aerial images also. This is reflective of broader changes to sediment movement patterns; likely a result of dune vegetation works undertaken on East Double Sandy Point in the 1980s.



**Figure 3-6 Localised coastline recession analysis (Source Digital Earth Australia)**



**Figure 3-7 Broader coastline recession analysis (Source Digital Earth Australia)**

The Bridport coastline is a dynamic system influenced by a large tidal range, estuarine processes in the Trent Water estuary and wind and wave dynamics in Bass Strait. Channel entrance has traditionally faced the challenge of the buildup of coastal sediments which occurs as a result of longshore sediment transport. This is predominantly from west to east, although some localised reversal of this has been noted at Adams Cut between Barnbougle and Waterhouse beaches.

### 3.5 Impact on infrastructure design

A piled structure such as is proposed for the new Pier has a negligible influence on broader coastal processes. Some localised scour may occur immediately adjacent to the piles and the engineering design of the structure should take this into consideration.

The landside infrastructure upgrade proposed should be designed to accommodate inundation events through adequate drainage or construction type and durability. The structures should also allow for an increase in floor height to adapt to an increase in wave runoff from future sea level rise.

Wave slamming loads on jetty decks can be extreme and the deck height adopted for the main pier structure should be above likely wave crest heights. The lower landing and ramp is likely to be inundated and an open deck structure should be considered to reduce wave uplift pressures here.

Given that the proposed Pier abutment infrastructure is to be founded on bedrock and extend seaward at elevation, the Pier does not present at risk of erosion and the rate of recession at the site of the Pier has been shown to be stable over the last 50 plus years, the risk of erosion is deemed to be low.

## 4. Hazard Code Classification

### 4.1 Natural Assets Code

#### 4.1.1 Pier

The proposed work to build a new pier and associated infrastructure predominantly occur in the foreshore zone. Consequently, the works trigger the performance criteria requirements within a waterway and coastal protection area and future coastal refugia area under the Code as outlined in the Tasmanian Planning Scheme (State Planning Provisions).

#### 4.1.2 Landside works

The proposed landside works; to improve access and enable the public to use the pier by resealing existing gravel access roads and parking areas, and the realignment of the existing walking tracks trigger the performance criteria requirements within a waterway and coastal protection area under the Code as outlined in the Tasmanian Planning Scheme (State Planning Provisions).

However, the landside works do not encroach on the mapped future coastal refugia area. Accordingly, there is no requirement to respond to these performance criteria. It should be outlined that any work on the land will be managed in accordance with the recommendations of the terrestrial natural values report (Flora and Fauna Report, RMCG, September 2024).



**Figure 4-1 - Tasmanian Planning Scheme - Waterway & Coastal Protection Area (Source: Listmap)**



**Figure 4-2 - Tasmanian Planning Scheme - Future Coastal Refugia Area (Source: Listmap)**

## 4.2 Coastal Erosion Hazard Code

### 4.2.1 Pier

The proposed work to build a new pier and associated infrastructure occur predominantly in the foreshore zone. While majority of the work is located on the seaward side of the mapped coastal erosion hazard area, a discrete portion of the works will be located within the mapped coastal erosion Hazard Code (High band) and triggers the performance criteria requirements within the Tasmanian Planning Scheme (State Planning Provisions).

### 4.2.2 Landside works

The proposed landside works to improve access and enable the public to use the pier, are to occur on existing throughfares and parking areas. However, there is isolated zones, including minor sections for resealing of existing gravel access roads and the realignment of the existing walking tracks that are located within the mapped coastal hazard area (High band) and trigger the performance criteria requirements within the Tasmanian Planning Scheme (State Planning Provisions).



**Figure 4-3** *Tasmanian Planning Scheme – Erosion Code Overlay (Source: LISTmap)*

## 4.3 Coastal Inundation Hazard Code

### 4.3.1 Pier

The proposed work to build a new pier and associated infrastructure occur predominantly in the foreshore zone. While majority of the works is located on the seaward side of the mapped coastal inundation hazard area, a discrete portion of the works will be located within the mapped coastal inundation Hazard Code (Low, Medium & High band) and triggers the performance criteria requirements within the Tasmanian Planning Scheme (State Planning Provisions).

### 4.3.2 Landside works

The proposed landside works to improve access and enable the public to use the pier by resealing existing gravel access roads and parking areas, and the realignment of the existing walking tracks do not encroach on the mapped coastal inundation hazard area. Accordingly, there is no requirement to respond to these performance criteria within the Tasmanian Planning Scheme (State Planning Provisions).



**Figure 4-4** *Tasmanian Planning Scheme - Inundation Code Overlay (Source: LISTmap)*

Coastal inundation hazard bands and levels for Bridport are presented in Table 1 below.

**Table 4-1 Coastal Inundation Hazard Bands and Levels (Source: Tasmanian Planning Scheme Dorset LPS)**

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
Bridport	1.8	2.5	3.1	2.8

## 5. Assessment against the Tasmanian Planning Scheme C7.0

### 5.1.1 Pier and Landside works

#### C7.5.1 Use Standards

There are no use standards in this code.

#### C7.6.1 Development Standards for Buildings and Works

The proposed works have been assessed against the C7.0. Natural Assets Code. Responses to the relevant development standards are presented below with detailed responses provided in the subsequent table.

Development Standards for Buildings and Works	Performance Criteria	Response
C7.6.1 Buildings and works, within a waterway and coastal protection area or future coastal refugia area.	P2.1 (a), (b), (c), (d), (e), (f), (i), (j), and P2.2 (a),(c),(d), (e) and (f)	Responses to the Performance Criteria P2.1 and P2.2 are detailed in the following table and in Section 7 of this report (coastal hazard report).

The following table provides a response to the performance criteria P2.1 and P2.2

Performance Criteria	Response
<b>P2.1</b> <b>Buildings and works within a future refugia area must allow for natural coastal processes to continue to occur and avoid or minimise adverse impacts on natural assets, having regard to:</b>	
(a) allowing for the landward transgression of sand dunes and the landward colonisation of wetlands, saltmarshes and other coastal habitats from adjacent areas;	<p>From a coastal engineering perspective, the proposed works do not involve the construction of any infrastructure or modification of levels that would impact the landward transgression of sand dunes. The immediate foreshore where the works are being completed is dominated by exposed bedrock consequently no sand dunes are present to be impacted.</p> <p>The impact of the works on colonisation of wetlands and saltmarshes is unlikely as coastal processes will not be altered from the current conditions and the dominant native vegetation composition is <i>Eucalyptus viminalis</i> grassy forest and woodland (DVG) combined with a highly modified urban area. Consequently, there would be minimal adverse impacts on natural values within the native vegetation and adjacent modified urban areas. (refer the terrestrial natural values report - Flora and Fauna Report, RMCG, September 2024).</p>

	<p>The shoreline consists of exposed bedrock and has shown to be stable over the last 50 years. The Pier works are seaward and are located on the foreshore bedrock and will not impact any landward transgression of the dune formation. The landside improvement works comprise of only resealing, realignment of existing accesses that are not within the beach area, consequently no impact to the beach or landward transgression of sand dunes will occur.</p>
(b) avoiding the creation of barriers or drainage networks that would prevent future tidal inundation;	<p>The proposed works do not involve blocking the existing area from future tidal inundation. The proposed Pier is a raised structure, that has been designed to mitigate future sea level rise and existing conditions and will have no impact on the likelihood of inundation of the adjacent land identified for resealing and improvements to access the Pier. The Pier and associated infrastructure have a design level which is well above HAT to rise and fall with the tides and not impeded the natural variances of tidal action.</p>
(c) allowing the coastal processes of sand deposition or erosion to continue to occur;	<p>The proposed works will not change the existing coastal processes on site. The area is not a significant source of sediment for the bay and the site is enclosed by bedrock, making this hardened foreshore less likely to have significant erosion occur. Sand deposition does occur along Croquet Lawn beach depending on prevailing conditions and the Pier works will not impact this process.</p>
(e) the impacts on native vegetation	<p>The proposed works does not require the removing of any significance tress/vegetation. While some removing and trimming of understory vegetation is likely the disturbance is considered to be minor. (refer the terrestrial natural values report - Flora and Fauna Report, RMCG, September 2024).</p>
(f) Minimising cut and fill	<p>The proposed works do not require any cut and fill works to be completed. The resealing of the existing access, carparking and walking trails are minimal and a standard operational and safety requirement for public use of access roads to public areas.</p>

(i) the environmental best practice guidelines in the <i>Wetlands and Waterways Works Manual</i> ; and	The proposed works have been designed to minimise the civil works and reduce impacts to the site and the extent of modification needed to improve the user safety at the site to access and use the Pier.  All works need to be completed in accordance with the <i>Wetlands and Waterways Works Manual</i> .
(j) the guidelines in the <i>Tasmanian Coastal Works Manual</i> .	The proposed works have been designed to minimise the civil works and reduce impacts to the site and the extent of modification needed to improve the user safety at the site to access and use the Pier.  All works need to be completed in accordance with the <i>Tasmanian Coastal Works Manual</i> .
<b>P2.2</b> <b><i>Buildings and works within a future refugia area must be for a use that relies upon coastal location to fulfil its purpose, having regard to:</i></b>	
(a) the need to access a specific resource in a coastal location;	The proposed works to build a public Pier and upgrade the existing access, walking trails and parking (recreational use & infrastructure) rely on a coastal location.
(b) the need to operate a marine farming shore facility;	Not Applicable
(c) the need to access infrastructure available in a coastal location;	Access onto the Pier will remain consistent with existing conditions on site. The Pier will require a raised walkway from the land, built on abutments, which raise the infrastructure over the land to access the Pier.
(d) the need to service a marine or coastal related activity;	Not Applicable
(e) provision of essential utility or marine infrastructure;	Not Applicable
(f) provision of open space or for marine-related educational, research, or recreational facilities.	The development provides recreational facilities within/adjacent the marine environment

## 6. Assessment against the Tasmanian Planning Scheme C10.0

### 6.1.1 Pier

#### *C10.5 Use Standards*

The proposal is a use within a high coastal erosion hazard band but is deemed to be a use that relies on a coastal location to fulfil its purpose and can achieve and maintain a tolerable risk from coastal erosion.

#### *C10.6 Development Standards for Buildings and Works*

The proposed Pier works have been assessed against the C10.0 Coastal Erosion Hazard Code. Responses to the relevant development standards are presented below with detailed information provided in Section 8.

Use Standards	Performance Criteria	Response
C10.5.1 The use within a high coastal erosion hazard band is reliant on a coastal location and can achieve and maintain a tolerable risk from coastal erosion	P1.1 (a), (b), (c), (d), (e) and P1.2 (a) and (b).	Use is reliant on a coastal location (Public recreational facility) and follows any recommendations from the coastal hazard report (this document).
Development Standards for Buildings and Works	Performance Criteria	Response
C10.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area	P1.1 (a), (b), (c) and P1.2 (a) and (b).	Responses to the Performance Criteria P1.1 and P1.2 are detailed in Section 8 of this report (coastal hazard report).

### 6.1.2 Landside works

As some elements of the works has been classified as within a coastal erosion hazard band (High band), it is required to be assessed against the C10 Coastal Erosion Hazard Code. Responses to the relevant use and development standards are presented below with further information provided in Section 8.

Use Standard	Performance Criteria	Response
C10.5.1 The use within a high coastal erosion hazard band is reliant on a coastal location and can achieve and maintain a tolerable risk from coastal erosion	P1.1 (a), (b), (c) , (d) (e),(f) and P1.2 (a) and (b).	Use is reliant on a coastal location (Public recreation) and follows any recommendations from the coastal hazard report (this document).
Development Standards for Buildings and Works	Performance Criteria	Response
C10.6.1 Buildings and works, excluding coastal protection works, within a coastal erosion hazard area	P1.1 (a), (b) and (c) and P1.2 (a),(b)	Responses to the Performance Criteria P1.1 and P1.2 are detailed in Section 8 of this report (coastal hazard report).

## 7. Assessment against the Tasmanian Planning Scheme C11.0

### 7.1.1 Pier

#### C11.5 Use Standards

The proposal is located within a low to high coastal hazard inundation band and is therefore not exempt from this code. The proposed works have been assessed against the C11.0 Coastal Inundation Hazard Code. Responses to the relevant use and development standards are presented below with further information provided in Section 8.

### C11.6 Development Standards for Buildings and Works

As the proposal site has been classified as within a coastal inundation hazard band (low, medium and high band), it is required to be assessed against the C11.0 Coastal Inundation Hazard Code. Responses to the relevant use and development standards are presented below with detailed information provided in Section 7.

Use Standards	Performance Criteria	Response
C11.5.1 The use within a high coastal inundation hazard band is reliant on a coastal location and can achieve and maintain a tolerable risk from coastal erosion.	P1.1 (a), (b), (c), (d), (e), (f) and P1.2 (a), (b)	Use is reliant on a coastal location (Public recreational facility) and follows any recommendations from the coastal hazard report (this document).
C11.5.2 The use within a non-urban zone and with a medium inundation hazard band is reliant on a coastal location and can achieve and maintain a tolerable risk from coastal inundation.	P1.1 (a), (b), (c), (d), (e), (f) and P1.2 (a), (b)	Use is reliant on a coastal location (Public recreational facility) and follows any recommendations from the coastal hazard report (this document).
Development Standards for Buildings and Works	Criteria	Response
C11.6.1 Buildings and works, excluding coastal protection works, within a coastal inundation hazard area	P1.1 (a), (b) and (c) and P1.2 (a), (b)	Responses to the Performance Criteria P1.1 and P1.2 are detailed in Section 8 of this report (coastal hazard report).

## 8. Conclusions about the proposal

### 8.1 Likelihood of the proposed use or development to cause or contribute to the occurrence of coastal erosion and/or coastal inundation on the site or adjacent land.

#### 8.1.1 Pier

The proposed Pier consists of a facility that is nominally perpendicular to the shoreline and is situated on a bedrock coastline. Given the predominantly rocky shoreline at the site, the proposed infrastructure will not impact erosion on the adjacent land. The proposed Pier has been designed to be elevated above highest astronomical tide (AHD) conditions and projected sea level rise. No significant differential in water level can occur across the structure. The Pier will not constrict or inhibit the natural flow of water. The low landing structure will inundate at high water levels however this will not impact inundation of the surrounding area in any way.

We would recommend monitoring the Pier structure after installation to monitor any potential changes to the abutment foundations.

### 8.1.2 Landside Works

The proposed landside works to improve access and enable the public to use the pier, are to occur on existing thoroughfares and parking areas and includes resealing and some minor realignment of walking tracks only. Accordingly, the work will have no impact on the erosion profile risk and on inundation levels on the site or adjacent land.

The rate of shoreline recession, NW of the site on Croquet Lawn Beach should be monitored to ensure the landside works remain located outside any instability zone.

### 8.2 Can the proposed use or development achieve and maintain a tolerable risk for the intended life of the use or development, having regard to the following:

ITEMS	RESPONSE
the nature, intensity and duration of the use.	<p><b>Pier</b></p> <p>The nature, intensity and duration of the use as a Pier have no impact on the development achieving and maintaining a tolerable risk of inundation and erosion.</p> <p><b>Landside Works</b></p> <p>The proposed works to an existing use on site are a low impact solution, which has minimal impact to the coastal processes. The proposed works are integral to the functioning of the Pier and will be short in duration. The maintenance of the landside accesses will only need to be undertaken intermittently over the life of the Pier.</p>
the type, form and duration of any development.	<p><b>Pier</b></p> <p>The Pier has been designed to be a raised structure that can maintain a tolerable risk for the intended life of the development.</p> <p><b>Landside Works</b></p> <p>The intended resealing and realignment of existing access, pedestrian pathways and car parking are considered a low impact solution, that has minimal impact to the coastal processes and function of the existing use at the site. The level of risk at the site will not change from these works being completed.</p>
the likely change in the risk across the intended life of the use or development.	<p><b>Pier</b></p> <p>The design of the Pier and associated infrastructure is such that it will accommodate the expected sea level rise.</p> <p><b>Landside Works</b></p> <p>The intended resealing and realignment of existing access, pedestrian pathways and car parking are considered a low impact solution, that has minimal impact to the coastal processes and function of the</p>

	existing use at the site. The level of risk at the site will not change from these works being completed.
the ability to adapt to a change in the level of risk.	<p><b>Pier</b></p> <p>Given the structure is designed for inundation, there is no foreseeable change to the level or risk of inundation. The Pier is located on a hard bedrock foreshore, the design of the Pier structure will ensure the reinforced concrete abutments will have a design life to maintain a tolerable risk to erosion.</p> <p><b>Landside Works</b></p> <p>The resealing and realignment of existing access and car parking are considered a low impact solution that has minimal impact to the coastal processes. The level of risk at the site will not change from these works being completed.</p>
the ability to maintain access to utilities and services.	<p><b>Pier</b></p> <p>The proposed Pier has no impact on access to utilities and services on the adjacent land.</p> <p>No services are required on the Pier at this stage (solar lightning will be used for pedestrian lightning and navigational lightning requirements)</p> <p><b>Landside Works</b></p> <p>The proposed works will improve the safety of users accessing the Pier, through resealing existing gravel access and parking areas and remodifying walking paths to ensure safe use of the area.</p>
the need for specific coastal erosion or coastal inundation hazard reduction or protection measures on the site.	Not required.
the need for coastal erosion or coastal inundation reduction or protection measures beyond the boundary of the site.	Not required.
any coastal erosion or coastal inundation management plan in place for the site or adjacent land.	Not required.

## 8.3 Ongoing Management

### 8.3.1 Pier

Coastal infrastructure are inherently flexible structures, and some minor movement should not affect the function of the structure. Minor maintenance of the structures may be required after exposure to the coastal elements after some time which will require management to maintain safe operating conditions.

No ongoing management is required regarding the risk of inundation.

### 8.3.2 Landside Works

Minor maintenance of the access, pathways etc. may be required after some time, as use of the Pier and surrounding area is increased. This will require management to ensure safe and amenable conditions are maintained.

No ongoing management is required regarding the risk of inundation.

## 8.4 Is the use or development located on an actively mobile landform within the coastal zone?

Yes  No

### 8.4.1 Pier

The raised walkway landing and gangway abuts the land, however the adjacent bedrock provides protection against erosion for these structures.

The Pier is not considered to be located on an actively mobile landform.

### 8.4.2 Landside Works

The intended resealing and realignment of existing access, pedestrian pathways and car parking are considered a low impact solution, that has minimal impact to the coastal processes and function of the existing use at the site.

The level of risk at the site will not change from these works being completed.

## 8.5 Conclusions relating to any matter specifically required by Performance Criteria in the Coastal Erosion Hazard Code (C10.5-C10.7) or the Coastal Inundation Hazard Code (C11.5 – C11.7)

### 8.5.1 Pier

The coastal assessment identifies that the Pier proposal, will have negligible impacts to the existing coastal processes, tidal and flood aspects of the site.

The proposed structure is to provide Bridport with a recreational Pier that can be used by the local community and visitors to the area. and is, by its function, reliant on being located in a coastal location.

### 8.5.2 Landside Works

The proposed works will improve the access, car parking and public walking trails for the site. The coastal hazard assessment identifies that the proposal will have negligible impacts to the existing coastal processes, tidal and flood aspects of the site. The proposed works does not involve the addition or removal of any coastal structures that would influence the natural coastal processes and cause sand deposition or erosion to occur.



16 SEPTEMBER 2024

# Flora and Fauna Report: Proposed Public Pier, Bridport

Report for: Marine and Safety Tasmania

Property Location: Croquet Lawn Beach, Bridport

Prepared by: Sally Scrivens  
RMCG  
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Tasmania is Aboriginal land. We acknowledge the palawa and pakana, the Tasmanian Aboriginal people, as the Traditional Owners and continuing custodians of the lands, seas and waterways of lutruwita, Tasmania on which this project has been conducted. We recognise their continuing connection to land, waters and culture and pay our respects to their Elders past and present, and we acknowledge emerging leaders. Moreover, we express gratitude for the knowledge and insight that Traditional Owners and other Aboriginal and Torres Strait Islander people contribute to our shared work in Australia.

We pay respects to all Aboriginal and Torres Strait Islander communities. We recognise that Australia was founded on the genocide and dispossession of First Nations people and acknowledge that sovereignty was not ceded in this country. We embrace the spirit of reconciliation, working towards self-determination, equity of outcomes, and an equal voice for Australia's First People

# Executive Summary

RMCG has been engaged to undertake a terrestrial natural values assessment of land associated with the development of a new pier at Croquet Lawn Beach in Bridport, which is currently managed as part of the Bridport Seaside Caravan Park.

A field inspection undertaken on the 23 August 2024 determined that the subject land is highly modified and is dominated by existing tracks and manicured grass with native vegetation scattered throughout. The native vegetation composition is indicative of *Eucalyptus viminalis* grassy forest and woodland (DVG), which is a non-threatened native vegetation community. Clearance or trimming of some understory vegetation is likely to be required as part of the proposed works, however, the level of disturbance of native vegetation is considered to be minor.

No threatened flora species are considered to be at a greater than low risk of being impacted as a result of the proposed development. Additionally, no significant habitat for threatened fauna, including fauna dens or nests were identified within the proposed development area. The development area may overlap some threatened fauna species' ranging boundaries; however, provided the below recommendations are followed, no threatened fauna species are considered to be at a greater than low risk of being impacted as a result of the proposed works.

The proposal is not considered to present a significant impact on any matters of national environmental significance nor require any additional assessment under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC).

## Recommendations

- Utilise the existing cleared and mown areas for works and laydown areas
- Avoid the removal of eucalypt trees. This may require a realignment of the turning area at the proposed new pier location
- Weed control of the works area and surrounds following works to prevent further establishment of weeds throughout the area
- Prevent biosecurity incursions and further weed incursions by implementing washdown and disinfection protocols for all vehicles, machinery, and equipment used during works.

# 1 Introduction

Marine and Safety Tasmania (MAST) have engaged RMCG to undertake a terrestrial flora and fauna assessment of the land associated with the development of a new pier at Croquet Lawn Beach in Bridport. The land is under the authority of NRE Tas and is currently managed as part of the Bridport Seaside Caravan Park. Proposed works include the following and are illustrated on the Site Plan in Appendix 2.

- Formalising the roadway and parking area associated with Croquet Lawn Beach
- A new gravel pedestrian walkway from the parking area to the existing trail network
- Formalisation of the roadway to the new pier location, including a turning area, shuttlebus parking, and two accessible parking spaces
- Re-routing of the existing public access (trail network) to the pier and around the formalised turning area
- Construction of a new pier.

A field inspection was undertaken on 23 August 2024 to confirm or otherwise the findings of an initial desktop study and to determine natural values of the site. This report summarises the findings of the desktop and field assessment and provides recommendations regarding the proposal.

## 2 Methods

The desktop assessment was undertaken using a number of sources, including;

- Natural Values Atlas (NVA)
- Forest Practices Authority Biodiversity Values Database (BVD)
- Department of Climate Change, Energy, the Environment and Water Protected Matters Search Tool (PMST)
- Forest Practices Authority Habitat Context Assessment Tool
- Forest Practices Authority wedge-tailed eagle nesting habitat model
- LIST map (layers include TASVEG 4.0, geological polygons, contours, hydrology)
- Google imagery.

The NVA and BVD cover recorded threatened flora and fauna sightings within 5km of the site and threatened fauna species whose predicted range boundaries overlay the site and the PMST identifies nationally protected matters that could be relevant. The Forest Practices Authority (FPA) Habitat Context Assessment Tool maps areas as high, medium, low, or negligible mature habitat availability. This mapping is based on aerial photographs of mature crown density and senescence. Generally, the higher mapped categories have a greater likelihood of trees containing hollows. The FPA wedge-tailed eagle nesting habitat model is designed to determine the likelihood that an eagle nest will be found in a particular area to focus search efforts.

The desktop assessment was followed by a site visit on the 23 August 2024, conducted by Sally Scrivens of RMCG. The areas directly impacted by the proposed works were closely inspected.

The site assessment focused on identification of vegetation communities and a threatened species risk assessment based on presence / absence and habitat suitability. Dominant flora species were recorded on site to assist in ground-truthing the TASVEG mapping and determining habitat suitability for threatened species.

All the impacted and surrounding area have been assessed; however, no survey can guarantee that all flora will be recorded in a single site visit due to limitations on seasonal and annual variation in abundance and the presence of material for identification. However, given the threatened flora recorded in the greater area and the marginal habitat availability within the areas to be disturbed, additional surveys are not considered necessary.

All mapping and Grid References in this report use GDA 94, Zone 55, with eastings and northings expressed as 6 & 7 digits respectively.

Flora taxonomy nomenclature used is consistent with *Little Book of Common Names for Tasmanian Plants*, Wapstra et al. 2007 and vegetation community descriptions are consistent with *From Forest to Fjaeldmark, Descriptions of Tasmania's Vegetation* (Edition 2) Harris & Kitchener, 2005.

### 3 Vegetation Communities and General Habitat Assessment

The proposed works area is managed as part of the Bridport Seaside Caravan Park and a day use area for Croquet Lawn Beach. Geology of the site (at 1:25,000 scale) is described as contact metamorphosed dominantly fine-grained turbiditic quartz-rich sandstone, with some interbedded siltstone (SDpsm) (Mineral Resources Tasmania 2024). Average annual rainfall for the site, based on Station number 91121, Waterhouse (Barooga), is 678.9mm (BOM 2024). There is no recorded fire history on or surrounding the works area (DNRET 2024).

The majority of the proposed development area is mapped as *Eucalyptus amygdalina* coastal forest and woodland (DAC). The proposed pier and the north eastern extent of the proposed walking track and turning area are not within the area mapped by TASVEG 4.0. DAC is not listed as a threatened vegetation community under the State *Nature Conservation Act 2002* or the Commonwealth *Environment Protection and Biodiversity Conservation (EPBC) Act 1999* and no threatened vegetation communities have been mapped within 1km of the site. The Protected Matters Search Tool considers that the Threatened Ecological Communities 'Tasmanian white gum (*Eucalyptus viminalis*) wet forest' and 'Tasmanian Forests and Woodlands dominated by black gum or Brookers gum (*Eucalyptus ovata* / *E. brookeriana*)' may occur and are likely to occur within the works area, respectively (DCCEEW 2024).

The site visit found the works area and surrounds has been heavily modified with manicured grass forming the majority of the ground cover surrounding existing tracks (vehicular and pedestrian) with native vegetation occurring in patches. The native vegetation was comprised of *Eucalyptus viminalis* as the canopy species with *Allocasuarina verticillata* drooping sheoak, *Bursaria spinosa* prickly box, *Exocarpos cupressiformis* common native-cherry, *Leucopogon parviflorus* coast beardheath, *Dodonaea viscosa subsp. spatulata* broadleaf hopbush, *Acaena novae-zelandiae* common buzzy, *Acacia longifolia subsp. sophorae* coast wattle, *Tetragonia implexicoma* bower spinach, *Lomandra longifolia* sagg, *Lepidosperma spp.* swordsedg, *Austrostipa stipoides* coast speargrass, and *Dichondra repens* kidneyweed present as common understory species. Other native species observed in the area and surrounds are *Acacia melanoxylon* blackwood, *Melaleuca ericifolia* coast paperbark, *Monotoca elliptica* tree broomheath, *Banksia marginata* silver banksia, *Pteridium esculentum* bracken, *Rhagodia candolleana subsp. candolleana* coastal saltbush, *Myoporum insulare* common boobialla, and *Coprosma quadrifida* native currant. The vegetation composition is indicative of *Eucalyptus viminalis* grassy forest and woodland (DVG), which is a non-threatened native vegetation community.

The proposed pier originates from a rocky outcrop to the south east of Croquet Lawn Beach. Coast speargrass, as well as introduced species including *Plantago coronopus* buckshorn plantain, *Euphorbia peplus* petty spurge, and thistles were present within small crevices on the upper portion (land side) of the rocky surface. The rock surface was otherwise bare of vascular plant life and there was no evidence of the surface supporting bird populations (e.g., presence of birds, whitewashing).

Clearance or trimming of some understory vegetation is likely to be required as part of the proposed works, however, the level of proposed disturbance of native vegetation is considered to be minor due to the presence of existing tracks and highly modified nature of the area, dominated by manicured grass. It is recommended that all eucalypt trees are retained. This may require a realignment of the turning area at the proposed new pier location.

## 4 Threatened Flora Risk Assessment

According to the Natural Values Atlas, 12 threatened flora species have previously been recorded within 500m of the subject area. An additional 16 threatened flora species and one unverified threatened flora species have been recorded within a 5km radius of the subject area. A further four threatened flora species were identified as potentially having habitat within the area under the Protected Matters Search Tool (PMST). Based on the availability of suitable habitat within the proposed development area and location of existing records, two of these species are considered to be at high risk of occurring within the proposed development area. An additional two species are considered to be at medium risk, as discussed below. The remaining 29 species are considered to be at low risk of occurring within the proposed development area and of being impacted as a result of the proposed development. See Table 4-1 for risk assessment and Appendix 1 for habitat preferences.

Juniper wattle has previously been recorded within 500m of the works area and is known to occur in open woodland. This species can be identified year-round by the distinctive arrangement of phyllodes (FPA 2022), however, was not detected on site during the site assessment. This species is therefore considered to be at low risk of being impacted as a result of the proposed works.

Clover glycine is known to occur in grassy forests and woodlands in near-coastal environments and is able to be identified year-round from its trifoliate leaves (FPA 2022). As this species was not detected on site and has not previously been recorded within 5km of the site, this species is considered to be at low risk of being impacted by the proposed works.

Twiggy guineaflower occurs in open woodlands and has previously been recorded within 500m of the proposed works area. The species is able to be detected year-round, with flowers (present winter – spring) assisting in detection (FPA 2022). This species was not detected during the site assessment and is therefore considered to be at low risk of being impacted by the proposal.

Wiry miterwort is associated with bare ground and rock exposures and requires the presence of flowers for detection and identification (FPA 2022). October to December is the recommended survey period, hence, the species is not expected to be able to be detected during the site assessment, however, the rock exposure within the proposed works area contained many weedy species which are likely to decrease the suitability of the habitat (lack of bare ground). The species has been recorded twice within 5km of the proposed works area, once in 1952 and most recently in 2014, when it was recorded approx. 550m north of the proposed works area (and approx. 630m south of the 1952 record) (DNRET 2014). The 2014 record notes that the species was 'only noticed at this site in [the] local area'. The proposed works area is at the southern extent of a rock exposure that extends for approx. 2.3km along the coast and contains the previous two recorded locations of the species. It is likely that the works area was included in the 'local area' assessed for the species in 2014. Based on the presence of weedy species on the rock exposure, reducing habitat suitability for the species, and the minor extent of rock exposure impacted by the proposed works, the species is considered to be at low risk of being impacted by proposed works.

**Table 4-1: Risk assessment for threatened flora listed in NVA as being recorded within 5km of the subject land, and/or listed as a Matter of National Environmental Significance in the Protected Matters Search Tool.**

THREATENED FLORA SPECIES				PRELIMINARY RISK ASSESSMENT OF LIKELY PRESENCE	FINAL RISK ASSESSMENT OF POTENTIAL IMPACT <sup>1</sup>
SPECIES NAME		NVA RECORD	STATUS S*/N*		
LATIN	COMMON				
<i>Acacia ulicifolia</i>	Juniper wattle	Within 500m	r/NA	Found in open forest and woodland. Potential suitable habitat. High risk.	Not detected on site. Low risk
<i>Aphelia gracilis</i>	Slender fanwort	Within 500m	r/NA	Inhabits damp, sandy ground. No suitable habitat. Low risk.	Low risk
<i>Asperula subsimplex</i>	Water woodruff	Within 5km	r/NA	Occurs in sites with impeded drainage. No suitable habitat. Low risk.	Low risk
<i>Caladenia aurantiaca</i>	Orangetip fingers	Within 5km	e/NA	Restricted to Deal Island. No suitable habitat. Low risk.	Low risk
<i>Caladenia caudata</i>	Tailed Spider-orchid	No record	v/VU	Habitat in the north east includes forests dominated by <i>Eucalyptus globulus</i> or <i>E. amygdalina</i> , or <i>Allocasuarina</i> woodland. No suitable habitat. Low risk.	Low risk
<i>Caladenia patersonii</i>	Patersons spider-orchid	Within 5km	v/NA	Grows in coastal low shrubby heathland and heathy forest / woodland. No suitable habitat. Low risk.	Low risk
<i>Corunastylis nuda</i>	Tiny midge-orchid	Within 500m	r/NA	Occurs in a range of habitats including open rock plates among forest and in shrubby dry sclerophyll forest. No suitable habitat. Low risk.	Low risk
<i>Diuris palustris</i>	Swamp doubletail	Within 5km	e/NA	Occurs in coastal areas in grassy open eucalypt forest in sites that are wet in winter. Marginally suitable habitat. Low risk.	Low risk
<i>Glycine latrobeana</i>	Clover glycine	No record	v/VU	Occurs in a range of habitats including grassy forests and woodlands. Potential suitable habitat. Medium risk.	Not detected on site. Low risk
<i>Gratiola pubescens</i>	Hairy brooklime	Within 5km	r/NA	Associated with permanently or seasonally damp or swampy ground. No suitable habitat. Low risk.	Low risk
<i>Gynatrix pulchella</i>	Fragrant hempbush	Unverified record within 5km	r/NA	Riparian shrub. No suitable habitat. Low risk.	Low risk
<i>Hibbertia virgata</i>	Twiggy guineaflower	Within 500m	r/NA	Occurs in sandy heaths and open woodlands. Potential suitable habitat. High risk.	Not detected on site. Low risk

<sup>1</sup> See text for explanatory information

THREATENED FLORA SPECIES				PRELIMINARY RISK ASSESSMENT OF LIKELY PRESENCE	FINAL RISK ASSESSMENT OF POTENTIAL IMPACT <sup>1</sup>
SPECIES NAME		NVA RECORD	STATUS S*/N*		
LATIN	COMMON				
<i>Hydrorchis orbicularis</i>	Swamp onion-orchid	Within 500m	r/NA	Associated with swamps and depressions. No suitable habitat. Low risk.	Low risk
<i>Liparophyllum exaltatum</i>	Erect marshwort	Within 5km	r/NA	Grows in stationary or slow flowing water. No suitable habitat. Low risk.	Low risk
<i>Microtidium atratum</i>	Yellow onion-orchid	Within 500m	r/NA	Associated with swamps, depressions, and soaks. No suitable habitat. Low risk.	Low risk
<i>Phyllangium distylis</i>	Tiny mitrewort	Within 500m	r/NA	Occurs in muddy soaks and the margins of wetlands. No suitable habitat. Low risk.	Low risk
<i>Phyllangium divergens</i>	Wiry mitrewort	Within 5km	v/NA	Associated with bare ground and rock exposures. Potential suitable habitat. Medium risk.	Marginally suitable habitat to be impacted. Low risk
<i>Phylloglossum drummondii</i>	Pygmy clubmoss	Within 500m	r/NA	Occurs in wet peaty soils. No suitable habitat. Low risk.	Low risk
<i>Prasophyllum apoxychilum</i>	Tapered leek-orchid	Within 5km	v/EN	Occurs in coastal heathland or grassy and scrubby open eucalypt forest on sandy and clay loams, often among rocks. Marginally suitable habitat. Low risk.	Low risk
<i>Pultenaea mollis</i>	Soft bushpea	Within 5km	v/NA	Occurs in heathy and shrubby forest and woodland. No suitable habitat. Low risk.	Low risk
<i>Pultenaea sericea</i>	Chaffy bushpea	Within 500m	v/NA	Occurs in damp low heathland. No suitable habitat. Low risk.	Low risk
<i>Senecio psilocarpus</i>	Swamp fireweed	No record	e/VU	Associated with swampy habitats. No suitable habitat. Low risk.	Low risk
<i>Senecio squarrosus</i>	Leafy fireweed	Within 5km	r/NA	Occurs mainly in dry forests and in lowland damp tussock grasslands. No suitable habitat. Low risk.	Low risk
<i>Stylidium beaugleholei</i>	Blushing triggerplant	Within 5km	r/NA	Occurs in wet sandy heaths, moist depressions, soaks and hollows. No suitable habitat. Low risk.	Low risk
<i>Stylidium despectum</i>	Small triggerplant	Within 5km	r/NA	Recorded from wet sandy heaths, moist depressions, soaks and hollows. No suitable habitat. Low risk.	Low risk
<i>Stylidium perpusillum</i>	Tiny triggerplant	Within 5km	r/NA	Occurs in wet sandy heaths, moist depressions, soaks and hollows. No suitable habitat. Low risk.	Low risk
<i>Thelymitra antennifera</i>	Rabbit ears	Within 5km	e/NA	Occurs in heathland and mossy skeletal soils on granite bedrock. No suitable habitat. Low risk.	Low risk

THREATENED FLORA SPECIES				PRELIMINARY RISK ASSESSMENT OF LIKELY PRESENCE	FINAL RISK ASSESSMENT OF POTENTIAL IMPACT <sup>1</sup>
SPECIES NAME		NVA RECORD	STATUS S*/N*		
LATIN	COMMON				
<i>Thelymitra holmesii</i>	Bluestar sun-orchid	Within 5km	r/NA	Associated with moist areas. No suitable habitat. Low risk.	Low risk
<i>Triglochin minutissima</i>	Tiny arrowgrass	Within 500m	r/NA	Inhabits fresh or brackish mudflats or margins of swamps. No suitable habitat. Low risk.	Low risk
<i>Xanthorrhoea aff. bracteata</i>	Shiny grasstree	Within 5km	pv/PEN	Occurs in coastal sandy heathland, extending into heathy woodland and forest, mainly dominated by <i>E. amygdalina</i> . No suitable habitat. Low risk.	Low risk
<i>Xanthorrhoea arenaria</i>	Sand grasstree	Within 500m	v/VU	Occurs in coastal sandy heathland, extending into heathy woodland and forest, mainly dominated by <i>E. amygdalina</i> . No suitable habitat. Low risk.	Low risk
<i>Xanthorrhoea bracteata</i>	Shiny grasstree	Within 500m	v/EN	Occurs in coastal sandy heathland, extending into heathy woodland and forest, mainly dominated by <i>E. amygdalina</i> . No suitable habitat. Low risk.	Low risk
<i>Xerochrysum palustre</i>	Swamp everlasting	No record	v/VU	Occurs in wetlands, grassy to sedgy wet heathlands and extends to associated heathy <i>E. ovata</i> woodlands. No suitable habitat. Low risk.	Low risk

\* refers to listing status under the Tasmanian Threatened Species Act 1995: r = rare, v = vulnerable e = endangered, p = pending, na = not applicable

\* refers to listing status at the federal level under the Environment Protection and Biodiversity Conservation Act 1999: VU = Vulnerable, EN = Endangered, CR = Critically Endangered, P = Pending, NA = Not Applicable

## 5 Threatened Fauna Risk Assessment

The Forest Practices Authority (FPA) Biodiversity Values Database (BVD) and the Tasmanian Natural Values Atlas (NVA) identified 43 threatened fauna species (excludes marine species) with potential to occur onsite. The Protected Matters Search Tool (PMST) identifies an additional 20 species (includes migratory species), considered as 'Matters of National Environmental Significance', that are considered to have potential suitable habitat within the works area. This excludes marine fish species, whales and other cetaceans, and turtles (non-breeding grounds) as marine species are beyond the scope of this assessment. The PMST also identifies the works area as a 'Biologically Important Area' for an additional three seabirds, however, as the area is identified as foraging habitat only, and the species' forage offshore, these species have not been considered further in this assessment.

The closest recorded raptor nest in the vicinity is approximately 1.8km away from the subject area to the south. The wedge-tailed eagle habitat model indicates the site and surrounding land is not likely to contain eagle nests (FPA 2019b). The Forest Practices Authority Habitat Context Assessment Tool indicates the subject land is within an area of non-forest vegetation and therefore is not considered to have any mature habitat availability (FPA 2019a). No raptor nests or hollows were observed in the eucalypt trees on site.

No threatened fauna species were identified during the site visit, however, of the 63 species identified in the Natural Values Atlas and Biodiversity Values Database, four species were considered to be at medium risk of occurring within the proposed development area based on potentially suitable habitat and proximity of previous records, as discussed below. It is likely that the proposed development area may be included in some species' ranging boundaries, such as the quolls, eagles, and Tasmanian devil, however, no nests, dens, or scats were observed onsite and the proposed works are considered to present a low risk to these species. The remaining 54 species are considered to be at low risk of occurring within the proposed development area and hence at low risk of being impacted by the proposed works. See Table 5-1 for risk assessment and Appendix 1 for habitat preferences.

The ruddy turnstone and red knot both have foraging habitat that is known to include rocky platforms and are therefore considered to have potential suitable habitat within the footprint of the proposed pier. As the proposed development area is not within the breeding range of the species', and only marginal potential foraging habitat will be impacted in relation to the surrounding landscape, the proposed works are considered to present a low risk of impacting on these species.

The blue-winged parrot inhabits a range of habitats and forages near or on the ground for seeds of a wide range of native and introduced grasses, herbs, and shrubs. The species nests in hollows in live or dead trees or stumps. No hollows were observed on site and no eucalypt trees are expected to be impacted as a result of the proposed works. Therefore, the proposed works are expected to have a limited potential impact on the foraging habitat of the blue-winged parrot, presenting a low risk to the species.

The eastern barred bandicoot prefers open vegetation types, however, requires shelter such as dense tussock grass swards and dense patches of low shrubs. There is limited sheltering habitat available for the eastern barred bandicoot within and surrounding the proposed development area and any impact on the open areas the species may use for foraging is expected to have a negligible impact on the foraging habitat of the species. The proposed works is therefore considered to have a low risk of impacting on this species.

**Table 5-1: Risk assessment for threatened fauna species (excluding marine species) listed in NVA as being recorded within 5km and/or with range boundaries (RB) (Forest Practices Authority Biodiversity Values Database) that overlay the subject land, and/or listed as a Matter of National Environmental Significance (excluding marine species) in the Protected Matters Search Tool.**

THREATENED FAUNA SPECIES					PRELIMINARY RISK ASSESSMENT OF LIKELY PRESENCE	FINAL RISK ASSESSMENT OF POTENTIAL IMPACT <sup>2</sup>
SPECIES NAME		NVA RECORD	STATUS S*/N+	FPA <sup>x</sup> RANGE CLASS		
LATIN	COMMON					
<i>Accipiter novaehollandiae</i>	Grey goshawk	Record within 5km. Within 500m based on RB.	e/NA		Prefer wet forest adjacent to a fresh waterbody. No suitable habitat. Low risk.	Low risk
<i>Actitis hypoleucos</i>	Common sandpiper	No record.	na/NA		Associated with wetlands. No suitable habitat. Low risk.	Low risk
<i>Alcedo azurea subsp. diemenensis</i>	Azure kingfisher	Record within 5km.	e/EN		Require large rivers / streams for foraging and steep banks for breeding. No suitable habitat. Low risk.	Low risk
<i>Antipodia chaostola</i>	Chaostola skipper	Within 500m based on RB.	e/EN		Inhabits dry forest / woodland supporting particular <i>Gahnia</i> sp. No suitable habitat. Low risk.	Low risk
<i>Apus pacificus</i>	Fork-tailed swift	No record.	na/NA		Almost exclusively aerial. Low risk.	Low risk
<i>Aquila audax subsp. fleayi</i>	Tasmanian wedge-tailed eagle	Record within 5km. Within 500m based on RB.	e/EN		Potential foraging habitat is a wide variety of forest and non-forest habitats. Potential nesting habitat is tall eucalypt trees in large tracts (usually more than 10ha) of eucalypt or mixed forest. Potential foraging habitat only. Low risk.	Low risk
<i>Ardenna carneipes</i>	Flesh-footed shearwater	No record.	na/NA		Pelagic species. No suitable habitat. Low risk.	Low risk
<i>Ardenna grisea</i>	Sooty shearwater	No record.	na/VU		Pelagic species. No suitable habitat. Low risk.	Low risk
<i>Arenaria interpres</i>	Ruddy turnstone	Record within 5km.	na/VU		Known to forage among banks of seaweed, on exposed rocky platforms, and mudflats. Potential suitable habitat. Medium risk.	Marginal potential foraging habitat impacted. Low risk
<i>Astacopsis gouldi</i>	Giant freshwater crayfish	Record within 5km. Within	v/VU	CR	Inhabits streams. No suitable habitat. Low risk.	Low risk

<sup>2</sup> See text for explanatory information

THREATENED FAUNA SPECIES					PRELIMINARY RISK ASSESSMENT OF LIKELY PRESENCE	FINAL RISK ASSESSMENT OF POTENTIAL IMPACT <sup>2</sup>
SPECIES NAME		NVA RECORD	STATUS S*/N*	FPA <sup>x</sup> RANGE CLASS		
LATIN	COMMON					
		500m based on RB.				
<i>Botaurus poiciloptilus</i>	Australasian bittern	Record within 5km.	na/EN		Lives in wetlands with reeds and rushes. No suitable habitat. Low risk.	Low risk
<i>Calidris acuminata</i>	Sharp-tailed sandpiper	Record within 5km.	na/VU		Prefer edges of inland freshwater wetlands. Also found around rocky shores and beaches. No suitable habitat. Low risk.	Low risk
<i>Calidris canutus</i> (and subsp. <i>canutus</i> )	Red knot	Record within 5km.	na/EN		Mainly inhabit intertidal mudflats, sandflats and sandy beaches. Sometimes on exposed rock platforms Potential suitable habitat. Medium risk.	Marginal potential foraging habitat impacted. Low risk
<i>Calidris ferruginea</i>	Curlew sandpiper	Record within 5km.	na/CR		Mainly occur on intertidal mudflats in sheltered coastal areas, such as estuaries, inlets, lagoons. No suitable habitat. Low risk.	Low risk
<i>Calidris melanotos</i>	Pectoral sandpiper	No record.	na/NA		Prefer fresh to saline wetlands. No suitable habitat. Low risk.	Low risk
<i>Charadrius leschenaultii</i>	Greater sand plover	Record within 5km.	na/VU		Inhabit littoral and estuarine habitats, occurring on sheltered sandy, shelly or muddy beaches with large intertidal mudflats or sandbanks. No suitable habitat. Low risk.	Low risk
<i>Charadrius mongolus</i> (and subsp. <i>mongolus</i> )	Lesser sand plover	Record within 5km.	na/EN		Forage on intertidal sandflats and mudflats in estuaries or beaches. Roosts on beaches and spits. No suitable habitat. Low risk.	Low risk
<i>Dasyurus maculatus</i>	Spotted-tail quoll	Record within 5km. Within 500m based on RB.	r/VU		Potential foraging habitat is a wide variety of habitats. Require structurally complex areas for denning. Potential foraging habitat only. Low risk.	Low risk
<i>Dasyurus viverrinus</i>	Eastern quoll	Record within 5km.	na/EN	PR	Occur in a range of habitats but prefer dry forest and native grassland mosaics bound by agricultural land. Marginally suitable habitat. Low risk.	Low risk

THREATENED FAUNA SPECIES					PRELIMINARY RISK ASSESSMENT OF LIKELY PRESENCE	FINAL RISK ASSESSMENT OF POTENTIAL IMPACT <sup>2</sup>
SPECIES NAME		NVA RECORD	STATUS S*/N*	FPA <sup>x</sup> RANGE CLASS		
LATIN	COMMON					
<i>Diomedea antipodensis</i>	Antipodean albatross	No record.	na/VU		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Diomedea antipodensis gibsoni</i>	Gibson's albatross	No record.	na/VU		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Diomedea epomophora</i>	Southern royal albatross	No record.	na/VU		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Diomedea exulans</i>	Wandering albatross	No record.	e/VU		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Diomedea melanophrys subsp. melanophrys (Thalassarche melanophris)</i>	Black-browed albatross	Record within 5km.	pe/PVU		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Diomedea sanfordi</i>	Northern royal albatross	No record.	na/EN		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Fregatta grallaria grallaria</i>	White-bellied storm-petrel	No record.	na/VU		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Galaxiella pusilla</i>	Eastern dwarf galaxias	Within 500m based on RB.	v/VU	PR	Inhabit slow flowing waterbodies. No suitable habitats. Low risk.	Low risk
<i>Gallinago hardwickii</i>	Latham's snipe	Record within 5km.	na/VU		Occur in wetlands. No suitable habitats. Low risk.	Low risk
<i>Haliaeetus leucogaster</i>	White-bellied sea-eagle	Record within 500m.	v/NA		Potential foraging habitat is any large waterbody. Prefers tall eucalypts in tracts of over 10ha for nesting. Potential foraging habitat only. Low risk.	Low risk
<i>Hirundapus caudacutus</i>	White-throated needletail	Record within 5km.	na/VU		Aerial species. Low risk.	Low risk
<i>Lathamus discolor</i>	Swift parrot	Record within 5km.	e/CR		Potential foraging habitat is flowering <i>Eucalyptus globulus</i> or <i>E. ovata</i> . Nest in hollows. No suitable habitat. Low risk.	Low risk
<i>Limnodynastes peroni</i>	Striped marsh frog	Within 5km based on RB.	e/NA		Requires permanent non-flowing freshwater waterbodies with abundant aquatic vegetation. No suitable habitat. Low risk.	Low risk
<i>Limosa lapponica subsp. baueri</i>	Western Alaskan bar-tailed godwit	Record within 5km.	na/EN		Found mainly in coastal habitats such as large intertidal sandflats, banks, estuaries, and bays.	Low risk

THREATENED FAUNA SPECIES					PRELIMINARY RISK ASSESSMENT OF LIKELY PRESENCE	FINAL RISK ASSESSMENT OF POTENTIAL IMPACT <sup>2</sup>
SPECIES NAME		NVA RECORD	STATUS S*/N*	FPA <sup>x</sup> RANGE CLASS		
LATIN	COMMON					
					No suitable habitat. Low risk.	
<i>Litoria raniformis</i>	Green and gold frog	Record within 5km. Within 500m based on RB.	v/VU	PR	Associated with waterbodies with vegetation in or around them. No suitable. Low risk.	Low risk
<i>Macronectes giganteus</i>	Southern giant-petrel	Record within 5km.	v/EN		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Macronectes halli</i>	Northern giant-petrel	No record.	r/VU		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Myiagra cyanoleuca</i>	Satin flycatcher	No record.	na/NA		Inhabit heavily vegetated gullies. On migration occur in coastal forests. Marginally suitable habitat. Low risk.	Low risk
<i>Neophema chrysostoma</i>	Blue-winged parrot	Record within 5km.	na/VU		Favour grasslands and grassy woodlands. Nest in eucalypt hollows. Potential suitable habitat. Medium risk.	No hollows impacted. Low risk
<i>Numenius madagascariensis</i>	Eastern curlew	Record within 5km.	e/CR		Found in sheltered coastal areas and estuaries typically on mudflats and saltmarsh. Roost on sandy spits. No suitable habitat. Low risk.	Low risk
<i>Pachyptila turtur subantarctica</i>	Southern fairy prion	Record within 500m.	e/VU		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Perameles gunnii</i>	Eastern barred bandicoot	Record within 5km. Within 500m based on RB.	na/VU	PR	Occurs within open forest with a grassy understory or in areas with dense, low vegetation. Potential suitable habitat. Medium risk.	Marginal suitable habitat impacted. Low risk
<i>Phoebastria fusca</i>	Sooty albatross	No record.	r/VU		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Pluvialis squatarola</i>	Grey plover	Record within 5km.	na/VU		Forage on large areas of exposed mudflats and beaches. Roost in sandy areas. No suitable habitat. Low risk.	Low risk
<i>Podiceps cristatus</i> (and <i>Poliocephalus cristatus subsp. australis</i> )	Great crested grebe	Record within 5km.	v/NA		Lives on rivers, lakes and estuaries. No suitable habitat. Low risk.	Low risk
<i>Prototroctes maraena</i>	Australian grayling	Within 500m	v/VU	PR	Occurs in streams. No suitable habitat. Low risk.	Low risk

THREATENED FAUNA SPECIES					PRELIMINARY RISK ASSESSMENT OF LIKELY PRESENCE	FINAL RISK ASSESSMENT OF POTENTIAL IMPACT <sup>2</sup>
SPECIES NAME		NVA RECORD	STATUS S*/N*	FPA <sup>x</sup> RANGE CLASS		
LATIN	COMMON					
		based on RB.				
<i>Pseudemoia pagenstecheri</i>	Tussock skink	Within 500m based on RB.	v/NA		Prefers grasslands and grassy woodlands with >20% native grass cover. No suitable habitat. Low risk.	Low risk
<i>Pseudomys novaehollandiae</i>	New Holland mouse	Within 500m based on RB.	e/VU		Habitat includes heathlands, heathy woodlands and vegetated sand dunes. No suitable habitat. Low risk.	Low risk
<i>Pterodroma leucoptera leucoptera</i>	Gould's petrel	No record.	na/EN		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Sarcophilus harrisii</i>	Tasmanian devil	Record within 5km. Within 500m based on RB.	e/EN		Broad range of potential habitat, though shelter is required for denning. Potential foraging habitat only. Low risk.	Low risk
<i>Sterna albifrons subsp. Sinensis (Sternula albifrons subsp. sinensis)</i>	Little tern	Record within 5km.	e/NA		Inhabit sheltered coastal areas including estuaries and exposed ocean beaches. Nest sites include sandy ocean beaches, sand spits and islets. No suitable habitat. Low risk.	Low risk
<i>Sterna nereis subsp. nereis (Sternula nereis subsp. nereis)</i>	Fairy tern	Record within 500m.	v/VU		Nests on sheltered sandy beaches, spits, and banks above the high tide line and below vegetation. Roost on beaches. No suitable habitat. Low risk.	Low risk
<i>Sterna striata</i>	White-fronted tern	Record within 5km.	v/NA		Occurs in coastal seas and cliffs. No suitable habitat. Low risk.	Low risk
<i>Thalassarche bulleri (and Thalassarche bulleri platei)</i>	Buller's albatross	No record.	na/EN		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Thalassarche carteri</i>	Indian yellow-nosed albatross	No record.	na/VU		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Thalassarche cauta (Diomedea cauta)</i>	Shy albatross	Record within 5km.	v/EN		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Thalassarche chrysostoma</i>	Grey-headed albatross	No record.	e/EN		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Thalassarche impavida</i>	Campbell albatross	No record.	na/VU		Non-breeding habitat. Forage offshore. Low risk.	Low risk

THREATENED FAUNA SPECIES					PRELIMINARY RISK ASSESSMENT OF LIKELY PRESENCE	FINAL RISK ASSESSMENT OF POTENTIAL IMPACT <sup>2</sup>
SPECIES NAME		NVA RECORD	STATUS S*/N <sup>+</sup>	FPA <sup>x</sup> RANGE CLASS		
LATIN	COMMON					
<i>Thalassarche salvini</i>	Salvin's albatross	No record.	na/VU		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Thalassarche steadi</i>	White-capped albatross	Record within 5km.	na/VU		Non-breeding habitat. Forage offshore. Low risk.	Low risk
<i>Thinornis cucullatus</i> ( <i>Thinornis rubricollis</i> , <i>Charadrius rubricollis</i> )	Hooded plover	Record within 5km.	na/VU		Occur on wide beaches backed by dunes. Nest on flat beaches, stony terraces, or dunes. No suitable habitat. Low risk.	Low risk
<i>Tringa nebularia</i>	Common greenshank	Record within 5km.	na/EN		Occur on the coast in estuaries and mudflats. No suitable habitat. Low risk.	Low risk
<i>Tyto novaehollandiae</i>	Masked owl	Record within 5km. Within 500m based on RB.	e/VU	CR	Require trees with large (>15cm) hollows. No suitable habitat. Low risk.	Low risk
<i>Xenus cinereus</i>	Terek sandpiper	Record within 5km.	na/VU		Forage on intertidal mud flats or in estuaries and lagoons. Roost on muddy spits, islets, and beaches. No suitable habitat. Low risk.	Low risk

\* refers to listing status under the Tasmanian Threatened Species Act 1995: r = rare, v = vulnerable, e = endangered, p = pending, na = not applicable

+ refers to listing status at the federal level under the Environment Protection and Biodiversity Conservation Act 1999: VU = Vulnerable, EN = Endangered, CR = Critically Endangered, P = Pending, NA = Not Applicable, M = migratory

x refers to range boundaries as specified in the Forest Practices Biodiversity database: PR = Potential Range, CR = Core Range, KR = Known Range

## 6 Disturbance

The Natural Values Atlas records a number of weeds of significance (declared weeds under the *Biosecurity Act 2019*) and priority weeds as being present within 5km (Table 6-1 and Table 6-2). Blackberry, sweet pittosporum, and bulbil watsonia were observed on site, with the blackberry appearing to have been recently targeted for control. A range of other weedy species were observed within and around the proposed development area, including thistles, *Trifolium spp.* clover, *Arctotis stoechadifolia* African daisy, *Hypochoeris radicata* rough catsear, *Euphorbia peplus* petty spurge, *Plantago coronopus* buckshorn plantain, *Freesia hybrid* freesia, *Romulea rosea var. australis* lilac oniongrass, *Passiflora spp.* passionfruit, and *Coprosma repens* mirrorbush.

As a declared weed, blackberry is subject to a Statutory Weed Management Plan under the *Tasmanian Biosecurity Act 2019*. Blackberry is considered to have widespread infestations in the municipality (Zone B) and is therefore subject to containment management measures (DNRET 2011). This includes preventing the spread of the weed outside of the municipal boundaries and to specified areas within the municipality. It is an obligation of all landholders to actively control or eradicate any declared weeds on their property. In addition, under the *Biosecurity Act*, there is a duty of care for individuals to take all reasonable and practical measures to prevent, eliminate, or minimise biosecurity risks, which includes weeds. Hence, measures, such as washdown and disinfection protocols (as per DPIWE 2004) must be adhered to for any vehicles and machinery accessing the site during works to prevent the further establishment of weeds in the area. Weed control of the works area following works is recommended to ensure there are no new weed incursions.

**Table 6-1: Declared weeds recorded within 5000m**

SPECIES	COMMON NAME
<i>Asparagus asparagoides</i>	Bridal creeper
<i>Asparagus scandens</i>	Asparagus fern
<i>Carduus pycnocephalus</i>	Slender thistle
<i>Chrysanthemoides monilifera subsp. monilifera</i>	Boneseed
<i>Cortaderia sp.</i>	Pampas grass
<i>Cytisus scoparius</i>	English broom
<i>Erica lusitanica</i>	Spanish heath
<i>Genista monspessulana</i>	Montpellier broom
<i>Ilex aquifolium</i>	Holly
<i>Rubus spp.</i>	Blackberry
<i>Ulex europaeus</i>	Gorse

**Table 6-2: Priority weeds recorded within 5000m**

SPECIES	COMMON NAME
<i>Acacia howittii</i>	Sticky wattle
<i>Achillea millefolium</i>	Yarrow
<i>Billardiera heterophylla</i>	Bluebell creeper
<i>Pittosporum undulatum</i>	Sweet pittosporum
<i>Polygala myrtifolia</i>	Myrtleleaf milkwort
<i>Watsonia meriana var. bulbillifera</i>	Bulbil watsonia

## 7 Biosecurity Risks

According to the Natural Values Atlas, no biosecurity risks, including *Phytophthora cinnamomi*, have been previously recorded within 1km of works area. Washdown and disinfection protocols (as per DPIWE, 2004) must be adhered to for any vehicles and machinery accessing the site during works to prevent the spread of *Phytophthora* to the area.

## 8 Geo-conservation Sites

According to the Natural Values Atlas, there are no geo-conservation sites within 1000m of the proposed works. Therefore, no geo-conservation sites are considered at risk of being impacted by the proposed works.

## 9 Acid Sulfate Soils

According to the Natural Values Atlas, there are no acid sulfate soils associated with the terrestrial works area. Therefore, no disturbance of potential coastal acid sulfate soils as a result of the proposed works is expected.

## 10 Conclusion and Recommendations

The subject land is highly modified and currently managed as part of the Bridport Seaside Caravan Park. The proposed works area is dominated by existing tracks and manicured grass with native vegetation scattered throughout. The native vegetation composition is indicative of *Eucalyptus viminalis* grassy forest and woodland (DVG), which is a non-threatened native vegetation community. Clearance or trimming of some understory vegetation is likely to be required as part of the proposed works, however, the level of disturbance of native vegetation is considered to be minor.

No threatened flora species are considered to be at a greater than low risk of being impacted as a result of the proposed development. Additionally, no significant habitat for threatened fauna, including fauna dens or nests were identified within the proposed development area. The development area may overlap some threatened fauna species' ranging boundaries; however, provided the below recommendations are followed, no threatened fauna species are considered to be at a greater than low risk of being impacted as a result of the proposed works.

The proposal is not considered to present a significant impact on any matters of national environmental significance nor require any additional assessment under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC).

### Recommendations

- Utilise the existing cleared and mown areas for works and laydown areas
- Avoid the removal of eucalypt trees. This may require a realignment of the turning area at the proposed new pier location
- Weed control of the works area and surrounds following works to prevent further establishment of weeds throughout the area
- Prevent biosecurity incursions and further weed incursions by implementing washdown and disinfection protocols for all vehicles, machinery, and equipment used during works.

# 11 References

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# Appendix 1: Threatened Species Habitat

**Table A1-1: Preferred habitat (FPA 2022) for threatened flora previously recorded within 5km of the works area from NVA or with potential habitat in the area as identified by the PMST.**

SPECIES NAME	COMMON NAME	PREFERRED HABITAT
<i>Acacia ulicifolia</i>	Juniper wattle	Found in sandy coastal heaths and open heathy forest and woodland in the north and east of Tasmania. Populations are often sparsely distributed and most sites are near-coastal but it can occasionally extend inland (up to 30 km).
<i>Aphelia gracilis</i>	Slender fanwort	Inhabits damp sandy ground and wet places in the Midlands and north-east of the State. It may readily colonise sites after fire or other disturbance.
<i>Asperula subsimplex</i>	Water woodruff	Occurs in sites with impeded drainage, including damp grasslands, floodplains and sometimes in grassy forest and woodland along drainage depressions (even at the outfall of artificial dams).
<i>Caladenia aurantiaca</i>	Orangetip fingers	Restricted to Deal Island, where it occurs in <i>Allocasuarina verticillata</i> forest, sometimes on the edge of <i>Eucalyptus nitida</i> woodland, with a <i>Poa labillardierei</i> and light <i>Pteridium esculentum</i> understorey. Elevation varies from around 100-150 m above sea level.
<i>Caladenia caudata</i>	Tailed spider-orchid	Highly variable habitat, which includes the central north: <i>Eucalyptus obliqua</i> heathy forest on low undulating hills; the north-east: <i>E. globulus</i> grassy/heathy coastal forest, <i>E. amygdalina</i> heathy woodland and forest, <i>Allocasuarina</i> woodland; and the south-east: <i>E. amygdalina</i> forest and woodland on sandstone, coastal <i>E. viminalis</i> forest on deep sands. Substrates vary from dolerite to sandstone to granite, with soils ranging from deep windblown sands, sands derived from sandstone and well-developed clay loams developed from dolerite. A high degree of insolation is typical of many sites.
<i>Caladenia patersonii</i>	Patersons spider-orchid	Favours coastal and near-coastal areas in northern Tasmania, growing in low shrubby heathland and heathy forest/woodland in moist to well-drained sandy and clay loam.
<i>Corunastylis nuda</i>	Tiny midge-orchid	Occurs in a wide range of habitats from near sea level to 1,000m above sea level, on a range of different soil types and geologies. Vegetation types include scrub, subalpine grassland, open rock plates among forest, heathy open forest, shrubby dry sclerophyll forest and wet sclerophyll forest.
<i>Diuris palustris</i>	Swamp doubletail	Occurs in coastal areas in grassy open eucalypt forest, sedgy grassland and heathland with <i>Leptospermum</i> (teatree) and <i>Melaleuca</i> (paperbark) on poorly- to moderately-drained sandy peat and loams, usually in sites that are wet in winter.
<i>Glycine latrobeana</i>	Clover glycine	Occurs in a range of habitats, geologies and vegetation types. Soils are usually fertile but can be sandy when adjacent to or overlaying fertile soils. The species mainly occurs on flats and undulating terrain over a wide geographical range, including near-coastal environments, the Midlands, and the Central Plateau. It mainly occurs in grassy/heathy forests and woodlands and native grasslands.
<i>Gratiola pubescens</i>	Hairy brooklime	Most commonly located in permanently or seasonally damp or swampy ground, including the margins of farm dams.
<i>Gynatrix pulchella</i>	Fragrant hempbush	Occurs as a riparian shrub, found along rivers and drainage channels, sometimes extending onto adjacent floodplains (including old paddocks), predominantly in the north of the State.
<i>Hibbertia virgata</i>	Twiggy guineaflower	Occurs in sandy heaths and open woodlands in the north-east.
<i>Hydrochris orbicularis</i>	Swamp onion-orchid	Uncommon and localised in coastal and near-coastal lowland areas, almost exclusively in the north-east and the Furneaux islands. It occurs in habitats subject to periodic inundation such as swamps and depressions. The base of the plants is usually immersed in water and plants can be wholly submerged in wet years. It has been recorded from herbfield, sedgeland, grassland and heathland on peats and sandy loams.
<i>Liparophyllum exaltatum</i>	Erect marshwort	Occurs in the north-east near St Helens, Scamander and the Ringarooma River. It grows in stationary or slow-flowing water to a depth of 50 cm or in seasonally inundated areas on the margins of water bodies.
<i>Microtidium atratum</i>	Yellow onion-orchid	Occurs in habitats subject to periodic inundation such as swamps, depressions and soaks. The base of the plants is usually immersed in water and plants can be wholly submerged in wet years. It has been recorded from herbfield, sedgeland, grassland and heathland on peats and sandy loams. It has also been recorded from roadside drains and winter-wet pastures.
<i>Phyllangium distylis</i>	Tiny mitrewort	Occurs in sandy humic heaths and open shrublands, muddy soaks and the margins of ephemeral wetlands.

SPECIES NAME	COMMON NAME	PREFERRED HABITAT
<i>Phyllangium divergens</i>	Wiry mitrewort	Occurs in a wide variety of near-coastal habitats on a range of substrates, a common feature usually being bare ground (e.g. tracks) and rock exposures (e.g. outcrops, coastal cliffs, etc.).
<i>Phylloglossum drummondii</i>	Pygmy clubmoss	Occurs in wet peaty soils where there is little competition from other plants.
<i>Prasophyllum apoxychilum</i>	Tapered leek-orchid	Restricted to eastern and north-eastern Tasmania where it occurs in coastal heathland or grassy and scrubby open eucalypt forest on sandy and clay loams, often among rocks. It occurs at a range of elevations and seems to be strongly associated with dolerite in the east and south-east of its range.
<i>Pultenaea mollis</i>	Soft bushpea	Occurs in heathy and shrubby forest and woodland.
<i>Pultenaea sericea</i>	Chaffy bushpea	Occurs in sandy to clayey soils in damp lowland heath.
<i>Senecio psilocarpus</i>	Swamp fireweed	Known from six widely scattered sites in the northern half of the State, including King and Flinders islands. It occurs in swampy habitats including broad valley floors associated with rivers, edges of farm dams amongst low-lying grazing/cropping ground, herb-rich native grassland in a broad swale between stable sand dunes, adjacent to wetlands in native grassland, herbaceous marshland and low-lying lagoon systems.
<i>Senecio squarrosus</i>	Leafy fireweed	Occurs in a wide variety of habitats. One form occurs predominantly in lowland damp tussock grasslands. The more widespread and common form occurs mainly in dry forests (often grassy) but extends to wet forests and other vegetation types.
<i>Stylidium beaugleholei</i>	Blushing triggerplant	Occurs in wet sandy heaths, moist depressions, soaks and hollows.
<i>Stylidium despectum</i>	Small triggerplant	Mainly been recorded from wet sandy heaths, moist depressions, soaks and hollows in near-coastal areas. It extends to similar habitat amongst forest and woodland in the Midlands.
<i>Stylidium perpusillum</i>	Tiny triggerplant	Occurs in wet sandy heaths, moist depressions, soaks and hollows.
<i>Thelymitra antennifera</i>	Rabbit ears	Known from several locations along the north and north-east coast, occurring in heathland on poorly- to moderately-drained peaty and sandy soils, sometimes in mossy skeletal soils on granite bedrock.
<i>Thelymitra holmesii</i>	Bluestar sun-orchid	Occurs in moist areas of grassland, heathy open forest and heathland in water-retentive soils such as clay loam and peaty loam, in soaks, beside streams and around swamp margins, usually below about 200 m above sea level.
<i>Triglochin minutissima</i>	Tiny arrowgrass	Inhabits fresh or brackish mudflats or margins of swamps in lowland, mostly coastal areas.
<i>Xanthorrhoea aff. bracteata</i>	Shiny grasstree	Assumed to have similar habitat requirements to the below species.
<i>Xanthorrhoea arenaria</i>	Sand grasstree	Restricted to coastal areas from Bridport in the north-east to Coles Bay on the East Coast, where it occurs in coastal sandy heathland, extending into heathy woodland and forest, mainly dominated by <i>Eucalyptus amygdalina</i> .
<i>Xanthorrhoea bracteata</i>	Shiny grasstree	Restricted to coastal areas from the Asbestos Range to Waterhouse Point in the north-east, where it occurs in sandy soils, often acid and waterlogged, in coastal heathland, extending into heathy woodland and forest, mainly dominated by <i>Eucalyptus amygdalina</i> .
<i>Xerochrysum palustre</i>	Swamp everlasting	Scattered distribution with populations in the north-east, east coast, Central Highlands and Midlands, all below about 700m elevation. It occurs in wetlands, grassy to sedgy wet heathlands and extends to associated heathy <i>Eucalyptus ovata</i> woodlands. Sites are usually inundated for part of the year.

**Table A1-2: Preferred habitat for threatened fauna previously recorded within 5km or with range boundaries within 5km of the subject area, from the NVA and BVD, and for threatened fauna and migratory fauna with potential to occur on site from the PMST. Excludes all marine species.**

SPECIES NAME	COMMON NAME	PREFERRED HABITAT
<i>Accipiter novaehollandiae</i>	Grey goshawk	Potential habitat is native forest with mature elements below 600 m altitude, particularly along watercourses. Significant habitat may be summarised as areas of wet forest, rainforest and damp forest patches in dry forest, with a relatively closed mature canopy, low stem density, and open understorey in close proximity to foraging habitat and a freshwater body (i.e. stream, river, lake, etc.). Forest types used; blackwood swamp forest, <i>Leptospermum</i> or <i>Melaleuca</i> swamp forest, riparian blackwood and tea-tree scrub communities, wet eucalypt forest with blackwood/myrtle understorey and rainforest.
<i>Actitis hypoleucos</i>	Common sandpiper	Found in coastal or inland wetlands, both saline or fresh, mainly on muddy edges or rocky shores. Recorded in estuaries and deltas of streams, as well as on banks farther upstream; around lakes, pools, billabongs, reservoirs, dams and claypans, and occasionally piers and jetties. The muddy margins utilised by the species are often narrow and may be steep. The species is often associated with mangroves, and sometimes found in areas of mud littered with rocks or snags
<i>Alcedo azurea subsp. Diemenensis</i> ( <i>Ceyx azureus diemenensis</i> )	Azure kingfisher	Potential habitat comprises potential foraging habitat and potential breeding habitat. Potential foraging habitat is primarily freshwater (occasionally estuarine) waterbodies such as large rivers and streams with well-developed overhanging vegetation suitable for perching and water deep enough for dive-feeding. Potential breeding habitat is usually steep banks of large rivers (a breeding site is a hole (burrow) drilled in the bank).
<i>Antipodia chaostola</i>	Chaostola skipper	Potential habitat for the chaostola skipper is dry forest and woodland supporting <i>Gahnia radula</i> (usually on sandstone and other sedimentary rock types) or <i>Gahnia microstachya</i> (usually on granite-based substrates).
<i>Apus pacificus</i>	Fork-tailed swift	Non-breeding habitat. Almost exclusively aerial.
<i>Aquila audax subsp. fleayi</i>	Tasmanian wedge-tailed eagle	Potential habitat comprises potential nesting habitat and potential foraging habitat. Potential foraging habitat is a wide variety of forest (including areas subject to native forest silviculture) and non-forest habitats. Potential nesting habitat is tall eucalypt trees in large tracts (usually more than 10ha) of eucalypt or mixed forest. Nest trees are usually amongst the largest in a locality. They are generally in sheltered positions on leeward slopes, between the lower and mid sections of a slope and with the top of the tree usually lower than the ground level of the top of the ridge, although in some parts of the State topographic shelter is not always a significant factor. Significant habitat is all native forest and native non-forest vegetation within 500 m or 1 km line of sight of known nest sites (where the nest tree is still present).
<i>Ardenna carneipes</i>	Flesh-footed shearwater	Non-breeding habitat. Pelagic birds, most often found over continental shelves and slopes.
<i>Ardenna grisea</i>	Sooty shearwater	Non-breeding habitat. Mostly live over deep ocean waters.
<i>Arenaria interpres</i>	Ruddy turnstone	Non-breeding habitat. Mainly forages between lower supralittoral and lower littoral zones of foreshores, from strand-line to wave-zone. They often forage among banks of stranded seaweed or other tide-wrack. They are also known to forage on exposed rocky platforms, coral reefs and mudflats. Sometimes they feed around coastal lagoons and sewage treatment ponds, occasionally among low vegetation in saltmarsh, on exposed beds of seagrass, or among dunes on coral cays. They have sometimes been known to forage in grassy areas above the tideline, in short pasture, or in ploughed paddocks. Roosts on beaches, above the tideline, among rocks, shells, beachcast seaweed or other debris. They have also been observed roosting on rocky islets among grassy tussocks, and on mudflats and sandflats.
<i>Astacopsis gouldi</i>	Giant freshwater crayfish	Potential habitat is freshwater streams of all sizes. Characteristics of potential habitat include a combination of well-shaded flowing and still waters, deep pools, decaying logs and undercut banks. Riparian vegetation needs to be native and predominantly intact to provide shade, nutrient, energy and structural inputs into streams. Smaller juveniles inhabit shallow fast-flowing streams favouring habitats with rocks or logs that are large enough to be stable but not embedded in finer substrates, but overlie coarser substrates and/or have a distinct cavity underneath. Perennial headwater streams have substantially higher juvenile densities than non-perennial headwater streams.
<i>Botaurus poiciloptilus</i>	Australasian bittern	Lives in wetlands with reeds and rushes.

SPECIES NAME	COMMON NAME	PREFERRED HABITAT
<i>Calidris acuminata</i>	Sharp-tailed sandpiper	Non-breeding habitat. Prefer grassy edges of shallow inland freshwater wetlands. It is also found around flooded fields, mudflats, mangroves, rocky shores and beaches.
<i>Calidris canutus</i>	Red knot	Non-breeding habitat. Mainly inhabit intertidal mudflats, sandflats and sandy beaches of sheltered coasts and sometimes on sandy ocean beaches or shallow pools on exposed rock platforms. They are occasionally seen on terrestrial saline wetlands near the coast and on sewage ponds and saltworks
<i>Calidris ferruginea</i>	Curlew sandpiper	Non-breeding habitat. Mainly occur on intertidal mudflats in sheltered coastal areas, such as estuaries, bays, inlets and lagoons, and also around non-tidal swamps, lakes and lagoons near the coast, and ponds in saltworks and sewage farms.
<i>Calidris melanotos</i>	Pectoral sandpiper	Non-breeding habitat. Prefer shallow fresh to saline wetlands. The species is found at coastal lagoons, estuaries, bays, swamps, lakes, inundated grasslands, saltmarshes, river pools, creeks, floodplains and artificial wetlands.
<i>Charadrius leschenaultii</i>	Greater sand plover	Non-breeding habitat. Almost entirely coastal, inhabiting littoral and estuarine habitats. They mainly occur on sheltered sandy, shelly or muddy beaches with large intertidal mudflats or sandbanks, as well as sandy estuarine lagoons.
<i>Charadrius mongolus (and subsp. mongolus)</i>	Lesser sand plover	Feeds mostly on extensive, freshly-exposed areas of intertidal sandflats and mudflats in estuaries or beaches, or in shallow ponds in saltworks. Roost near foraging areas, on beaches, banks, spits and banks of sand or shells, and occasionally on rocky spits, islets or reefs. The species does not breed in Australia.
<i>Dasyurus maculatus</i>	Spotted-tailed quoll	Potential habitat is coastal scrub, riparian areas, rainforest, wet forest, damp forest, dry forest and blackwood swamp forest (mature and regrowth), particularly where structurally complex areas are present, and includes remnant patches in cleared agricultural land or plantation areas. Significant habitat is all potential denning habitat within the core range of the species. Potential denning habitat includes 1) any forest remnant (>0.5ha) in a cleared or plantation landscape that is structurally complex (high canopy, with dense understorey and ground vegetation cover), free from the risk of inundation, or 2) a rock outcrop, rock crevice, rock pile, burrow with a small entrance, hollow logs, large piles of coarse woody debris and caves.
<i>Dasyurus viverrinus</i>	Eastern quoll	Potential habitat for the eastern quoll includes rainforest, heathland, alpine areas and scrub. However, it seems to prefer dry forest and native grassland mosaics which are bounded by agricultural land. Potential range for the eastern quoll is the whole of mainland Tasmania and Bruny Island.
<i>Diomedea antipodensis</i>	Antipodean albatross	Non-breeding habitat. Forage offshore.
<i>Diomedea antipodensis gibsoni</i>	Gibson's albatross	Non-breeding habitat. Forage offshore.
<i>Diomedea epomophora</i>	Southern royal albatross	Non-breeding habitat. Forage offshore.
<i>Diomedea exulans</i>	Wandering albatross	Non-breeding habitat. Forage offshore.
<i>Diomedea melanophrys subsp. melanophrys (Thalassarche melanophris)</i>	Black-browed albatross	Non-breeding habitat. Forage offshore.
<i>Diomedea sanfordi</i>	Northern royal albatross	Non-breeding habitat. Forage offshore.
<i>Fregatta grallaria grallaria</i>	White-bellied storm-petrel	Non-breeding habitat. Forage offshore.
<i>Galaxiella pusilla</i>	Eastern dwarf galaxis	Potential habitat for the dwarf galaxiid is slow flowing waters such as swamps, lagoons, drains or backwaters of streams, often with aquatic vegetation. It may also be found in temporary waters that dry up in summer for as long as 6-7 months, especially if burrowing crayfish burrows are present (although these will usually be connected to permanent water). Habitat may include forested swampy areas but does not include

SPECIES NAME	COMMON NAME	PREFERRED HABITAT
		blackwood swamp forest. Juveniles congregate in groups at the water surface in pools free of vegetation. Significant habitat for the dwarf galaxiid is all potential habitat and a 30m streamside reserve within the core range.
<i>Gallinago hardwickii</i>	Latham's snipe	Non-breeding habitat. Occur in permanent and ephemeral wetlands up to 2000m above sea-level. They usually inhabit open, freshwater wetlands with low, dense vegetation (e.g. swamps, flooded grasslands or heathlands, around bogs and other water bodies). However, they can also occur in habitats with saline or brackish water, in modified or artificial habitats, and in habitats located close to humans or human activity.
<i>Haliaeetus leucogaster</i>	White-bellied sea eagle	Potential habitat for the white-bellied sea eagle species comprises potential nesting habitat and potential foraging habitat. Potential foraging habitat is any large waterbody (including sea coasts, estuaries, wide rivers, lakes, impoundments and even large farm dams) supporting prey items (fish). Potential nesting habitat is tall eucalypt trees in large tracts (usually more than 10 ha) of eucalypt or mixed forest within 5 km of the coast (nearest coast including shores, bays, inlets and peninsulas), large rivers (Class 1), lakes or complexes of large farm dams. Scattered trees along river banks or pasture land may also be used. Significant habitat for the white-bellied sea eagle is all native forest and native non-forest vegetation within 500 m or 1 km line of sight of known nest sites (where nest tree still present).
<i>Hirundapus caudacutus</i>	White-throated needletail	Almost exclusively aerial, occurring over most types of habitat. No specific habitat requirements documented for perching.
<i>Lathamus discolor</i>	Swift parrot	Potential breeding habitat for the swift parrot comprises potential foraging habitat and potential nesting habitat and is based on definitions of foraging and nesting trees (see Table A in swift parrot habitat assessment Technical Note). Potential foraging habitat comprises <i>E. globulus</i> or <i>E. ovata</i> trees that are old enough to flower.
<i>Limnodynastes peroni</i>	Striped marsh frog	Potential habitat for the striped marsh frog is natural and artificial coastal and near-coastal wetlands, lagoons, marshes, swamps and ponds (including dams), with permanent freshwater and abundant marginal, emergent and submerged aquatic vegetation. Significant habitat for the striped marsh frog is high quality potential habitat.
<i>Limosa lapponica subsp. baueri</i>	Western Alaskan bar-tailed godwit	Non-breeding habitat. Found mainly in coastal habitats such as large intertidal sandflats, banks, mudflats, estuaries, inlets, harbours, coastal lagoons and bays. It is found often around beds of seagrass and, sometimes, in nearby saltmarsh. Usually forages near the edge of water or in shallow water, mainly in tidal estuaries and harbours. Usually roosts on sandy beaches, sandbars, spits and also in near-coastal saltmarsh.
<i>Litoria raniformis</i>	Green and gold frog	Potential habitat for the green and gold frog is permanent and temporary waterbodies, usually with vegetation in or around them. Potential habitat includes features such as natural lagoons, permanently or seasonally inundated swamps and wetlands, farm dams, irrigation channels, artificial water holding sites such as old quarries, slow flowing stretches of streams and rivers and drainage features.
<i>Macronectes giganteus</i>	Southern giant-petrel	Non-breeding habitat. Forage offshore.
<i>Macronectes halli</i>	Northern giant petrel	Non-breeding habitat. Forage offshore.
<i>Myiagra cyanoleuca</i>	Satin flycatcher	Inhabit heavily vegetated gullies in eucalypt-dominated forests and taller woodlands, and on migration, occur in coastal forests, woodlands, mangroves and drier woodlands and open forests.
<i>Neophema chrysostoma</i>	Blue-winged parrot	Inhabit a range of habitats from coastal, sub-coastal and inland areas, through to semi-arid zones. They tend to favour grasslands and grassy woodlands and are often found near wetlands both near the coast and in semi-arid zones. Pairs or small parties of blue-winged parrots forage mainly near or on the ground for seeds of a wide range of native and introduced grasses, herbs and shrubs. Nest in eucalypt hollows.
<i>Numenius madagascariensis</i>	Eastern curlew	Non-breeding habitat. Found in sheltered coastal areas and estuaries typically on mudflats and saltmarsh which are the main feeding habitats and more rarely on ocean beaches. Roost during high tide periods on sandy spits, sandbars and islets, especially on beach sand near the high-water mark, and among coastal vegetation including low saltmarsh or mangroves.
<i>Pachyptila turtur subantarctica</i>	Southern fairy prion	Non-breeding habitat. Forage offshore.
<i>Perameles gunnii</i>	Eastern barred bandicoot	Potential habitat is open vegetation types including woodlands and open forests with a grassy understorey, native and exotic grasslands, particularly in landscapes with a mosaic of agricultural land and remnant bushland. Significant habitat is dense tussock grass sagg sedge swards,

SPECIES NAME	COMMON NAME	PREFERRED HABITAT
		piles of coarse woody debris and denser patches of low shrubs (especially those that are densely branched close to the ground providing shelter) within the core range of the species.
<i>Phoebastria fusca</i>	Sooty albatross	Non-breeding habitat. Forage offshore.
<i>Pluvialis squatarola</i>	Grey plover	Non-breeding habitat. Forage on large areas of exposed mudflats and beaches of sheltered coastal shores such as inlets, estuaries and lagoons. Usually roost in sandy areas, such as on unvegetated sandbanks or sand-spits on sheltered beaches or other sheltered environments such as estuaries or lagoons.
<i>Podiceps cristatus</i> (and <i>Poliiocephalus cristatus subsp. australis</i> )	Great crested grebe	Lives on rivers, lakes and estuaries. Thought to breed only on Lake Dulverton near Oatlands.
<i>Prototroctes maraena</i>	Australian grayling	All streams and rivers in their lower to middle reaches. Areas above permanent barriers that prevent fish migration are not potential habitat.
<i>Pseudemoia pagenstecheri</i>	Tussock skink	Potential habitat is grassland and grassy woodland (including rough pasture with paddock trees), generally with a greater than 20% cover of native grass species, especially where medium to tall tussocks are present.
<i>Pseudomys novaehollandiae</i>	New Holland mouse	Potential habitat for the New Holland mouse is heathlands (mainly dry heathlands but also where dry heathlands form a mosaic with other heathland, moorland and scrub complexes), heathy woodlands (i.e. eucalypt canopy cover 5-20%), <i>Allocasuarina</i> -dominated forests on sandy substrates (not dolerite or basalt), and vegetated sand dunes. Key indicator plant species include (but are not restricted to) <i>Aotus ericoides</i> , <i>Lepidosperma concavum</i> , <i>Hypolaena fastigiata</i> and <i>Xanthorrhoea spp.</i>
<i>Pterodroma leucoptera leucoptera</i>	Gould's petrel	Non-breeding habitat. Forage offshore.
<i>Sacophilus harrisii</i>	Tasmanian Devil	Potential habitat is all terrestrial native habitats, forestry plantations and pasture. Devils require shelter (e.g. dense vegetation, hollow logs, burrows or caves) and hunting habitat (open understorey mixed with patches of dense vegetation) within their home range (427km <sup>2</sup> ). Significant habitat is a patch of potential denning habitat where three or more entrances (large enough for a devil to pass through) may be found within 100m of one another, and where no other potential denning habitat with three or more entrances may be found within a 1km radius, being the approx. area of the smallest recorded devil home range (Pemberton 1990). Potential denning habitat for the Tasmanian devil is areas of burrow-able, well-drained soil, log piles or sheltered overhangs such as cliffs, rocky outcrops, knolls, caves and earth banks, free from risk of inundation and with at least one entrance through which a devil could pass.
<i>Sterna albifrons subsp. Sinensis</i> ( <i>Sternula albifrons subsp. sinensis</i> )	Little tern	Inhabit sheltered coastal environments, including lagoons, estuaries, river mouths and deltas, lakes, bays, harbours and inlets, especially those with exposed sandbanks or sand-spits, and also on exposed ocean beaches. Nest on sand-spits, banks, ridges or islets in sheltered coastal environments, such as coastal lakes, estuaries and inlets, and also on wide and flat or gently sloping sandy ocean beaches, and also, occasionally, in sand-dunes.
<i>Sterna nereis subsp. nereis</i> ( <i>Sternula nereis subsp. nereis</i> )	Fairy tern	Nests on sheltered sandy beaches, spits and banks above the high tide line and below vegetation. The subspecies has been found in embayments of a variety of habitats including offshore, estuarine or lacustrine (lake) islands, wetlands and mainland coastline. Roosts on beaches at night.
<i>Sterna striata</i>	White-fronted tern	Occurs in coastal seas and cliffs.
<i>Thalassarche bulleri</i> (and <i>Thalassarche bulleri platei</i> )	Buller's albatross	Non-breeding habitat. Forage offshore.
<i>Thalassarche carteri</i>	Indian yellow-nosed albatross	Non-breeding habitat. Forage offshore.

SPECIES NAME	COMMON NAME	PREFERRED HABITAT
<i>Thalassarche cauta</i> ( <i>Diomedea cauta</i> )	Shy albatross	Non-breeding habitat. Forage offshore.
<i>Thalassarche chrysostoma</i>	Grey-headed albatross	Non-breeding habitat. Forage offshore.
<i>Thalassarche impavida</i>	Campbell albatross	Non-breeding habitat. Forage offshore.
<i>Thalassarche salvini</i>	Salvin's albatross	Non-breeding habitat. Forage offshore.
<i>Thalassarche steadi</i>	White-capped albatross	Non-breeding habitat. Forage offshore.
<i>Thinornis cucullatus</i> ( <i>Thinornis rubricollis</i> , <i>Charadrius rubricollis</i> )	Hooded plover	Mainly occur on wide beaches backed by dunes with large amounts of seaweed and jetsam, creek mouths and inlet entrances. Nests are found above the high water mark on flat beaches, on stony terraces, or on sparsely vegetated dunes.
<i>Tringa nebularia</i>	Common greenshank	Non-breeding habitat. Common Greenshanks are found both on the coast and inland, in estuaries and mudflats, mangrove swamps and lagoons, and in billabongs, swamps, sewage farms and flooded crops.
<i>Tyto novaehollandiae</i>	Masked owl	Potential habitat is all areas with trees with large hollows (>15cm entrance diameter). In terms of using mapping layers, potential habitat is considered to be all areas with at least 20% mature eucalypt crown cover (PI type mature density class 'a', 'b', or 'c'). From on ground surveys this is areas with at least 8 trees per hectare over 100cm dbh. Significant habitat is any areas within the core range of native dry forest with trees over 100cm dbh with large hollows (>15cm entrance diameter). Such areas usually have no regrowth component or just a sparse regrowth component. In terms of using mapping layers for an initial desktop assessment prior to an on-ground survey. Significant habitat may occur in all areas within the core range classified as dry forest (TASVEG dry Eucalypt forest and woodland) with at least 20% mature eucalypt crown cover (PI type mature density class 'a', 'b', or 'c') that is classified as mature. From on ground surveys this is areas with at least 8 trees per hectare over 100cm dbh and more than half of the canopy cover is comprised of mature trees. Remnants and paddock trees in agricultural areas may also constitute potential habitat or significant habitat.
<i>Xenus cinereus</i>	Terek sandpiper	Mostly forages in the open, on soft wet intertidal mudflats or in sheltered estuaries, embayments, harbours or lagoons. The species has also been recorded on islets, mudbanks, sandbanks and spits. May roost with other waders on flat shores, on muddy spits, islets or banks, and sometimes on sandy and pebbly beaches. Occasionally, they roost in dead trees or among tangled driftwood.

## Appendix 2: Map and Site Plan



Map Name: Aerial  
Project: Proposed Pier  
Client: MaST  
Date: 13/09/2024

BaseMap image by LIST Ortho  
Cadastre from LIST



**Figure A2-1: Aerial image**

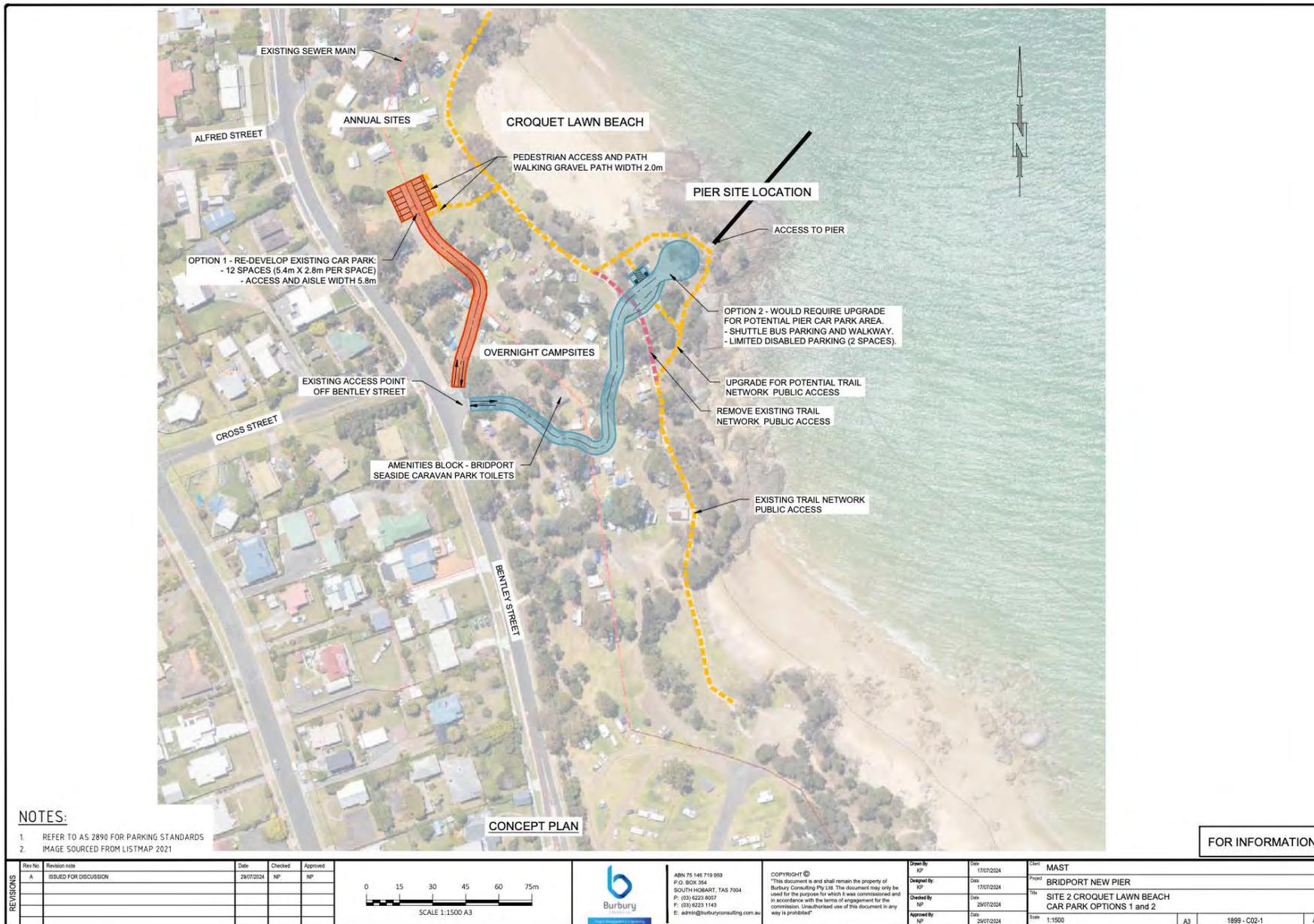


Figure A2-2: Site Plan

## Appendix 3: Photos

All photos taken by Sally Scrivens 23 August 2024



**Figure A3-1: View east along the existing sealed roadway to proposed pier location.**



**Figure A3-2: View east along the existing gravel roadway to proposed pier location.**



**Figure A3-3: View north east of existing developed land associated with the proposal.**



**Figure A3-4: View north east along approximate proposed pier alignment.**



**Figure A3-5: View along proposed new public access from the north of the proposed pier location.**



**Figure A3-6: View north along proposed new public access from the south of the proposed pier location.**



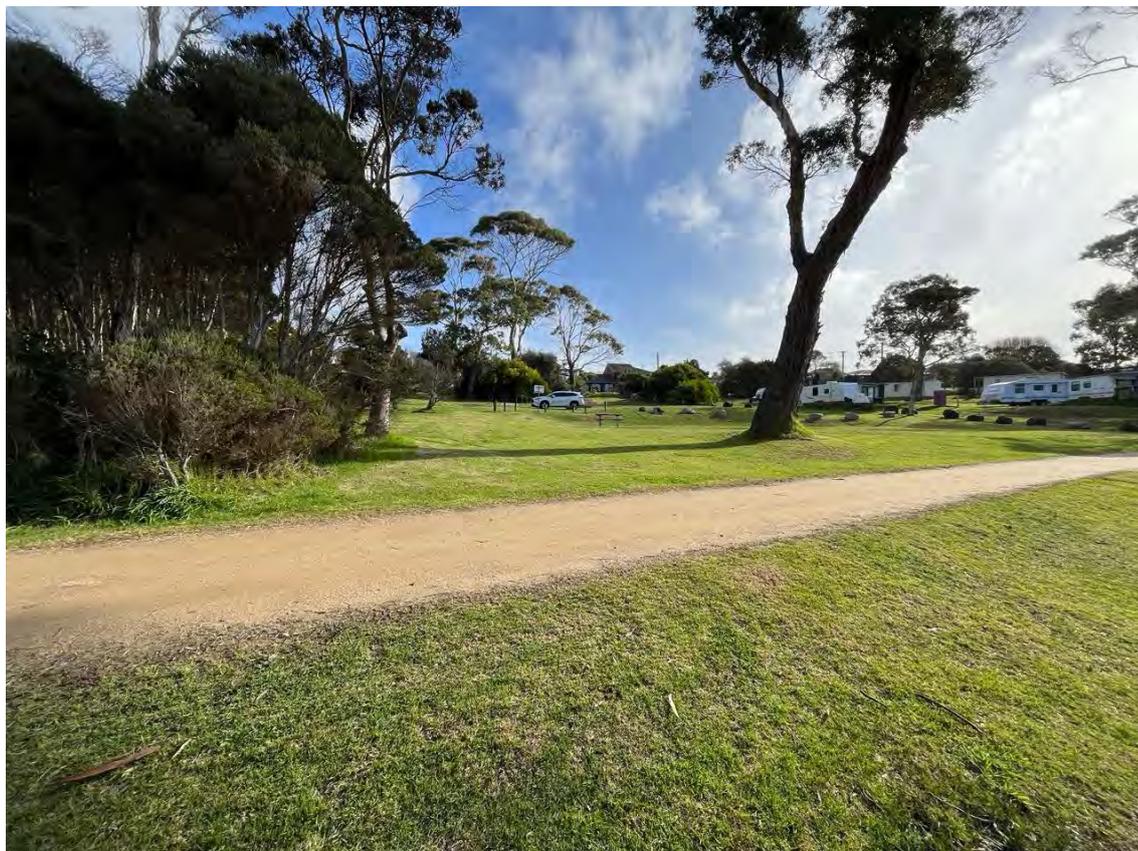
**Figure A3-7: View north along the existing roadway to the existing parking area associated with Croquet Lawn Beach**



**Figure A3-8: View south east of existing parking area associated with Croquet Lawn Beach.**



**Figure A3-9: View north east of existing parking area and day use area toward Croquet Lawn Beach.**



**Figure A3-10: View south west along proposed pedestrian walkway from parking area to existing trail network.**



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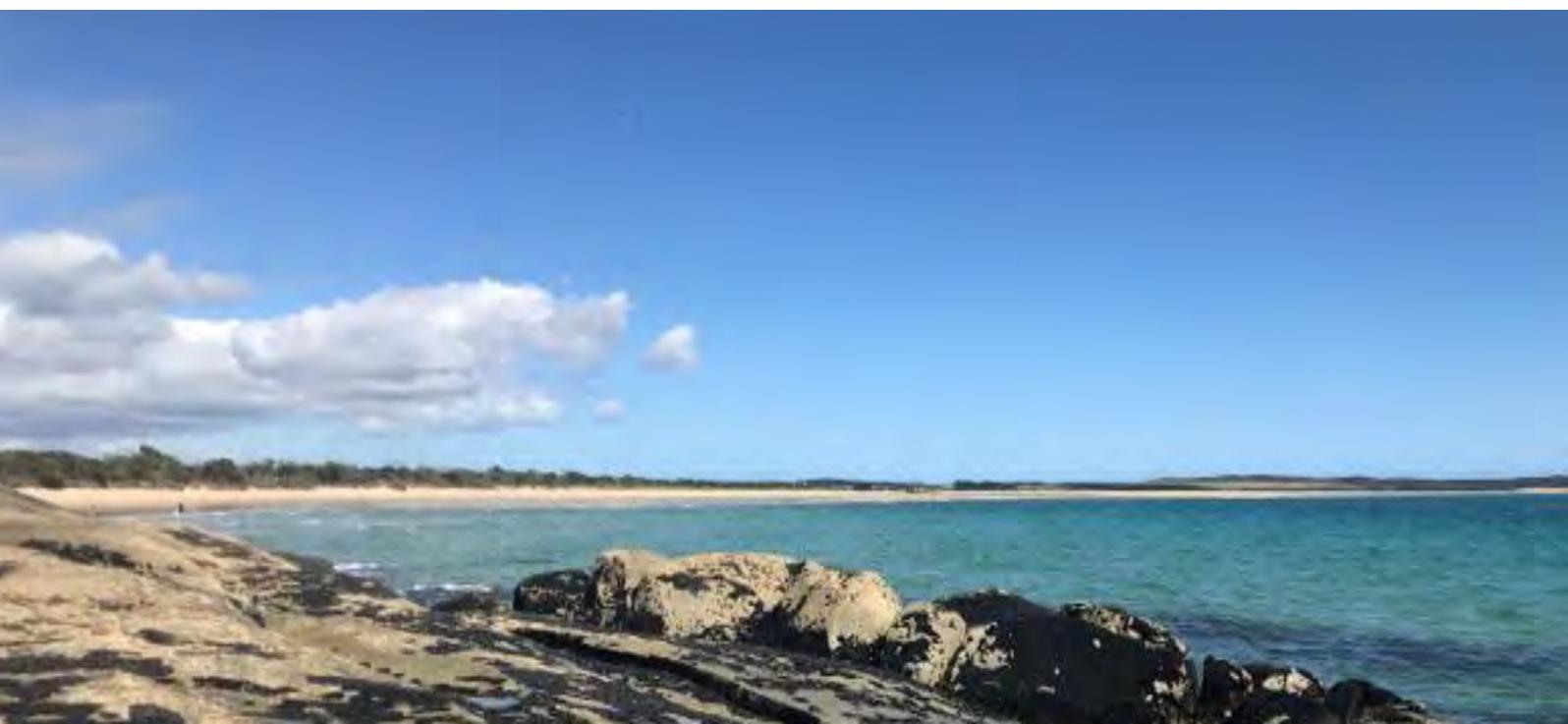
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# MARINE NATURAL VALUES ASSESSMENT AT PROPOSED BRIDPORT PIER PROJECT

BRIDPORT, NORTH TASMANIA

prepared for  
Justin Foster, MAST  
October 2024



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1	L. Harrison I. Thomas A. Erskine	24/10/2024	K. Ward	

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## Executive Summary

Marine Solutions was engaged by Marine and Safety Tasmania (MAST) to conduct a Natural Values Assessment (NVA) at the site of a proposed pier development at Bridport, northeast Tasmania. A desktop-based assessment and field surveys were completed between the 12/09/2024 and the 14/10/2024.

The desktop-based assessment identified 13 threatened marine species and one threatened marine community as possibly occurring or known to occur within the area. It was determined that targeted field surveys were warranted for Gunn's screw shell (*Gazameda gunnii*).

Field surveys conducted included habitat surveys (intertidal and subtidal), targeted surveys for Gunn's screw shell (*Gazameda gunnii*), sediment characterisation (contaminants and particle size), and bathymetric mapping.

Based on desktop and field findings, a list of impact mitigations has been proposed for species and habitats that were identified as relevant to the proposed development area. A summary of findings, potential impacts, and recommended mitigations are provided in Table 1 below.



Table 1. A summary of the findings, potential impacts, and recommended mitigations for the proposed pier development at Bridport.

	<b>Summary of findings</b>	<b>Potential impacts</b>	<b>Recommended mitigations</b>
<b>Aquatic flora and fauna</b>	<ul style="list-style-type: none"> <li>• Desktop assessment identified 13 threatened marine species and 1 threatened marine community as possibly occurring or known to occur within the area.</li> <li>• Field surveys recorded several native species and one invasive species (Pacific oysters). No threatened species were observed.</li> </ul>	<ul style="list-style-type: none"> <li>• Underwater acoustic disturbance.</li> <li>• Invasive species translocation/proliferation.</li> <li>• Displacement and/or mortalities of flora and fauna (particularly sessile species) in the immediate footprint of the proposed development.</li> <li>• Sediment disturbance and suspension.</li> <li>• Minor changes in bathymetry may occur over time.</li> </ul>	<ul style="list-style-type: none"> <li>• Physical disturbance of the substrate during construction should be kept to a minimum to avoid unnecessary localised mortalities of marine flora and fauna and avoid resuspension of sediments which may impact on surrounding habitats.</li> <li>• If additional construction methods (i.e., dredging) are required, some additional measures may be required to mitigate against sediment suspension (e.g. stop / pause works, silt curtain introduction, etc.).</li> <li>• Minimise activities along the foreshore during construction and where possible, design any structures to span over areas of the intertidal zone rather than disturbing the substrate with pilings, footings, etc.</li> </ul>
<b>Subtidal Habitat characterization</b>	<ul style="list-style-type: none"> <li>• The surveyed subtidal environment consisted of unconsolidated sandy sediment. Flora and fauna were difficult to survey due to visibility constraints.</li> </ul>		
<b>Targeted surveys – Gunn’s screw shell</b>	<ul style="list-style-type: none"> <li>• Targeted field surveys for Gunn’s screw shell found no individuals.</li> </ul>		
<b>Intertidal habitat</b>	<ul style="list-style-type: none"> <li>• The intertidal habitat consisted of either boulder/rock or sand substrate, with some macrophyte cover and a diversity of invertebrate species. Pacific oysters were observed in the intertidal zone.</li> </ul>		



	Summary of findings	Potential impacts	Recommended mitigations
<b>Sediment characterization</b>	<ul style="list-style-type: none"> <li>No contaminants were detected above toxicant default guideline values at both sites.</li> <li>Sediment particle size consisted predominantly of fine - medium sand particles. Particles were courser at the beach site compared to the offshore site.</li> </ul>		<ul style="list-style-type: none"> <li>A 300 m radius exclusion zone should be applied around the construction site, which will be monitored for marine mammals. Works will halt if any are observed in the exclusion zone. Slow start up of works are recommended.</li> <li>Machinery and vessels which have the potential to transport waterborne viruses or pest species should be disinfected and allowed to dry prior to being used on site.</li> </ul>
<b>Bathymetry</b>	<ul style="list-style-type: none"> <li>The seafloor at the development site has a gentle sloped gradient, increasing from ~ 0.7 m depth (chart datum) along the perimeter of the shoreline, to ~ 3 m depth at the furthest points surveyed offshore.</li> <li>Comparison with historical charts suggests seafloor gradient has steepened since the 2018 survey.</li> </ul>		



# 1 Introduction

## 1.1 Proposal Brief

Marine Solutions was engaged by Marine and Safety Tasmania (MAST) to conduct a marine Natural Values Assessment (NVA) at the site of a proposed pier at Bridport, northeast Tasmania (Figure 1). The proposed Bridport Pier will be located at the southern end of Croquet Lawn Beach near the site of a previous jetty. It is our understanding that the project will also involve construction on nearby land for disabled parking sites and pedestrian access paths. The pier is proposed to be 126 m long and 4 m wide with the site footprint extending further for construction barges and other required equipment (MAST, pers. comm. 2024).

The NVA of the marine environment will be conducted in accordance with Tasmania's Department of Natural Resources and Environment Tasmania (NRE), Guidelines for Natural Values Surveys - Estuarine & Marine Development Proposals (NCH 2020). The scope of the marine NVA will extend to characterisation of natural marine ecological values at the site (using both desktop and field-based methods), and advice for environmental risk mitigation.





Figure 1. Map showing location and extent of the proposed development (study site image provided by MAST, 2024). Not to scale.

## 1.2 Purpose and Scope

The purpose of this report is to provide an understanding of the local natural ecological values and mitigation advice for the outlined environmental risks associated with the proposed development.

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

Specifically, the project includes the following:

- Natural Values Atlas and EPBC Protected Matters Search Tool (PMST) desktop research for threatened and protected species and ecological communities
- Field survey
  - Underwater video survey
  - Intertidal survey
  - Targeted surveys for Gunn's screw shell
  - Sediment sampling for contaminants (metals, TPH)
  - Bathymetry mapping
- Laboratory testing of sediment samples.
- Data analysis and reporting

## 1.3 Study Area

Bridport is a small beach-side town located in northeast Tasmania with a population of just over 1700 people (as of 2016 Census). Bridport currently has a boat ramp which sits next to an old jetty structure and is a popular destination for boat activity. The location for the proposed pier lies east of the boat ramp and is on the southern end of Croquet Lawn Beach. It will be adjacent to the Bridport Seaside Caravan Park.



## 2 Desktop-Based Assessment of Aquatic Sensitive Receptors

### 2.1 Threatened and Protected Species/Ecological Communities

There are a number of marine species listed as threatened that may occur in the vicinity of the proposed development. Threatened species are protected under the *Threatened Species Protection (TSP) Act 1995* (Tasmanian State legislation) and/or the *EPBC Act* (Australian Government legislation).

Under the *TSP Act*, no listed species 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).

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

#### 2.1.1 Methods

The *Environment Protection and Biodiversity Conservation (EPBC) Act 1999* PMST is a tool managed by the Department of Climate Change, Energy, Environment and Water (DCCEEW) 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. The PMST was used to identify protected matters relating the study area, with a buffer of 500 m and 5000 m (DCCEEW 2024). The summary report is provided in Appendix 1. The Department of Natural Resources and Environment Tasmania's Natural Values Atlas was then consulted to identify any verified records of threatened species occurring within the proposed development area (NRE Tas 2024).



Findings have then been used to determine species for which targeted field surveys are warranted.

### 2.1.2 Results

In a search of the Natural Values Atlas (NRE Tas, 2024) and EPBC Protected Matters Search Tool (PMST; DCCEEW 2024), 13 threatened marine species and one threatened marine community were identified as possibly occurring or known to occur within the proposed Bridport Pier area. There are verified records of five of these species within a 5000 m radius of the study area, of which two occurred within 500 m (NRE Tas, 2024; Table 2).

Based on this desktop-based assessment, it was determined that targeted field surveys were warranted for Gunn's screw shell (*Gazameda gunnii*). See section 4.1 for further details.



Table 2. Summary of threatened and protected species identified in a desktop-based assessment. Note that the scope does not extend to terrestrial or avian biota.

	Scientific Name	Common Name	Presence likelihood as per EPBC PMST *	Verified record? as per Tasmanian NVA **	Tas TSP Act Threatened Category	EPBC Act Threatened Category
Community	<i>Macrocystis pyrifera</i>	Giant kelp marine forests of southeast Australia	Community likely to occur within 5000 m	No	<i>Not listed</i>	Endangered
	<i>Prototroctes maraena</i>	Australian grayling	Species or species habitat <i>likely</i> to occur within 500 m	No, however identified within 500 m based on range boundaries	Vulnerable	Vulnerable
Fish & Elasmobranchs	<i>Seriolella brama</i>	Blue warehou	Species or species habitat <i>known</i> to occur within 500 m	No	<i>Not listed</i>	Conservation Dependent
	<i>Thymichthys politus</i>	Red handfish	Species or species habitat <i>may</i> occur within 500 m	Yes – within 5000 m	Endangered	Critically Endangered
	<i>Galaxiella pusilla</i>	Eastern dwarf galaxias	Species or species habitat <i>likely</i> to occur within 5000 m	No, however identified within 5000 m based on range boundaries	Vulnerable	Endangered
	<i>Galeorhinus galeus</i>	Eastern school shark	Foraging, feeding or related behaviour <i>may</i> occur within 500 m	No	<i>Not listed</i>	Conservation Dependent

	Scientific Name	Common Name	Presence likelihood as per EPBC PMST *	Verified record? as per Tasmanian NVA**	Tas TSP Act Threatened Category	EPBC Act Threatened Category
	<i>Carcharodon carcharias</i>	Great white shark	Foraging, feeding or related behaviour <i>known</i> to occur within 500 m	No	Vulnerable	Vulnerable
	<i>Balaenoptera musculus</i>	Blue whale	Species or species habitat <i>likely</i> to occur within 500 m	No	Endangered	Endangered
Mammals	<i>Eubalaena australis</i>	Southern right whale	Species or species habitat <i>known</i> to occur within 500 m	Yes – within 500 m	Endangered	Endangered
	<i>Megaptera novaeangliae</i>	Humpback whale	Species or species habitat known to occur within 500 m	No	Endangered	<i>Not listed</i>
	<i>Gazameda gunnii</i>	Gunn's screw shell	<i>Not EPBC- listed</i>	Yes – within 500 m	Vulnerable	<i>Not listed</i>
Reptiles	<i>Chelonia mydas</i>	Green turtle	Species or species habitat <i>may</i> occur within 500 m	No	Vulnerable	Vulnerable
	<i>Dermochelys coriacea</i>	Leatherback turtle	Not identified by PMST.	Yes – within 5000 m	Vulnerable	Endangered

\* Notes presence categorization of EPBC PMST (Commonwealth of Australia 2024)

\*\* Verified records as per Tasmanian Government Natural Values Atlas (NRE Tas 2024). Note that the NVA does not document records of migratory species that are not threatened.



### 2.1.2.1 Giant Kelp Forests of Southeast Australia

#### Community Background

Giant Kelp Forests of Southeast Australia (GKFSEA) were added to federal legislation as a threatened ecological community in August 2012. The progressive decline of these forests has been the most noticeable in Tasmanian waters and is attributed to changing oceanographic conditions, including rising sea surface temperatures and changes to the East Australian Current (DSEWPC 2012). The key species that forms this community is giant kelp (*Macrocystis pyrifera*), a fast-growing species of brown macroalgae that grows on rocky reefs in cold temperate waters off southeast Australia. The vertical structure provided by giant kelp increases local biodiversity by creating habitat for numerous marine species (DSEWPC 2012). There are a number of criteria that must be met for a community to be classified as the threatened community GKFSEA (TSSC 2012):

1. *M. pyrifera* plants that form a marine forest with a canopy forming at or below the water surface.
2. *M. pyrifera* plants growing at a depth typically greater than 8 m below sea level.
3. A rocky substratum for *M. pyrifera* plants to attach to.
4. A diversity of marine species on the seafloor, in the understory and throughout the water column. For example, other marine flora such as seaweeds and marine fauna including fish, molluscs (sea snails), bryozoans (lace corals), polychaetes (worms), crustaceans (crabs, isopods, amphipods), echinoderms (sea urchins, seastars) and sponges.
5. Cold water with mean sea surface temperature currently known to be between 5 °C and 20 °C.
6. Locations that receive moderate wave exposure.
7. Distribution restricted to waters off the coast of Tasmania particularly in the Bruny, Freycinet and Davey bioregions, but also the Boags and, Flinders, Otway and Franklin bioregions, the coast of South Australia in the Otway, and Coorong bioregions as far west as Margaret Bock Reef, and the coast of Victoria in the Otway, Flinders, Central Victoria and Twofold Shelf bioregions as far east as Gabo Island.

### *Site Occurrence*

While small stands of *M. pyrifera* do occur to the north of the proposed site, the closest identifiable GKFSEA to the site footprint (according to the criteria listed above) occurs at Cape Naturaliste near the township of Musselroe Bay, which is over 85 km east of Bridport. There are no identified GKFSEA along the coastline of Northern Tasmania.

### *Potential Impacts*

Given the distance of any known kelp forests from the project site (i.e., approximately 85 km away), the risk of impacts of the proposed project on this threatened community is deemed negligible. The project is not expected to have significant direct or indirect impacts on GKFSEA.

#### *2.1.2.2 Australian Grayling*

### *Species Background*

Australian grayling (*Prototroctes maraena*) is a medium-sized, slender, silver fish native to Tasmania and southeast Australia. Migrating between fresh and marine waters, the Australian grayling is considered diadromous, though the majority of their lives are spent in freshwater and adults live and spawn in freshwater. Timing of spawning varies but is typically in late summer in Tasmania, with larvae transported to the sea via river currents, before returning as migrating juveniles approximately 4 to 6 months later (Backhouse et al. 2008a, Bryant and Jackson 1999). The most significant threats facing the Australian grayling are habitat degradation, barriers to migration, the introduction of exotic fish species and overfishing.

### *Site Occurrence*

Australian grayling distribution includes the Great Forester River (TSS 2006), approximately 4 km from the proposed site. Therefore, Australian grayling could occur in the vicinity of the proposed development during migration.

### *Potential Impacts*

The proposed development is not expected to create any barriers to migration or degrade important habitat of the Australian grayling. The nearest river system and known habitat is a considerable distance (4 km) from the site. As such, the proposed pier is unlikely to have an impact on this species.

### 2.1.2.3 Blue Warehou

#### *Species Background*

The blue warehou (*Seriolella brama*) is a mid-sized species of schooling fish often found under jetties, wharves, and moored boats, at depths between 3 and 550 m (Bray and Gorman 2011). Larger juveniles congregate in bays and estuaries until they reach 30 cm when they are most abundant on the continental shelf further offshore (Gavrilov and Markina 1979; Bruce *et al.* 2002).

The key threat to blue warehou is fishing mortality. Blue warehou were historically taken as a target species in trawl and gillnet fisheries. The management arrangements outlined in the Stock Rebuilding Strategy for this species (AFMA 2022) are primarily aimed at reducing fishing mortality to minimise the threats to the species' recovery. Environmental variability including climate change is also a recognised but little-understood threat.

#### *Site Occurrence*

Blue warehou are commonly encountered around Tasmania, and frequent coastal and bay areas. It is possible that the species may transit through the vicinity of the proposed development.

#### *Potential Impacts*

While there is potential for the species to occur in the vicinity of the proposed site, blue warehou are pelagic and highly mobile, and able to avoid unpleasant stimuli. Coastal development is not a threatening process for this species and the risk of significant impact of the proposed project to blue warehou is deemed negligible. The project is not likely to have a direct or indirect impact on this species.

### 2.1.2.4 Red Handfish

#### *Species Background*

Red handfish (*Thymichthys politus*) are endemic to southeast Tasmania. Their distribution and populations are small, limited to the coastline of southeastern Tasmania, and known, modern, populations are limited to only two small locations in Fredrick Henry Bay (Bessel *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 (DoE 2015).

They are highly cryptic, inhabiting temperate coastal reefs less than 6 m deep (though historically this extended to 20 m depth), and are most often observed underneath algal canopies (Last & Gledhill 2009; Edgar *et al.* 2017). Red handfish move by using their hand-like fins to crawl across the seafloor, with their diet consisting of small crustaceans and polychaete worms (Edgar *et al.* 1982). Red handfish are known to have low reproductive and dispersal rates (DoE 2015). Females produce egg masses of varying sizes made up of an estimated 30-60 eggs, all of which are connected by tubules and bound together with associated threads (DoE 2015). Females attach their egg masses to seaweed species including *Sargassum spp.*, thin red alga, and green alga (*Caulerpa sp.*) in late October and early November. (Bruce *et al.* 1998; DoE 2015).

#### *Site Occurrence*

The desktop research identified verified red handfish within 5000 m of the site (NRE Tas 2024). This sighting occurred in October 1950, and it is now known that the distribution of red handfish is concentrated predominately in southeast Tasmania between Marion Bay and Port Arthur (Threatened Species Section 2020). Therefore, the occurrence of red handfish in the vicinity of the proposed development is not expected.

#### *Potential Impacts*

The red handfish does not occur in the vicinity of the proposed site, there is no expected impact of the proposed development on this species.

#### *2.1.2.5 Eastern Dwarf Galaxias*

##### *Species Background*

Eastern dwarf galaxias (*Galaxiella pusilla*) is a small freshwater fish native to northwest and northeast Tasmania (TSS 2024a). They are generally found in slow-flowing waterways such as creeks, drains, and swamps. Both sexes are brownish green to orange on top with a silver-white belly in colour and reach a size of approximately 4 cm (Inland Fisheries Service n.d.). Spawning occurs in early spring with eggs deposited on aquatic plants or debris and is believed to live for up to a year, with adults dying post-spawning. Major threats to eastern dwarf galaxias are from loss and degradation of habitat.

##### *Site Occurrence*

Eastern dwarf galaxias are distributed within northeast Tasmania and live in the freshwater waterways near Bridport. As the proposed development site is coastal and marine, the occurrence of this species within the development footprint is unlikely.

#### *Potential Impacts*

The proposed pier footprint will not interfere with the major river systems/ streams nearby and therefore the proposed development will not impact this species.

#### *2.1.2.6 Eastern School Shark*

##### *Species Background*

The eastern school shark (*Galeorhinus galeus*) is primarily a deep-water demersal species found in temperate waters of southern Australia. In Tasmania, inshore bays and estuaries are important as birthing and nursery sites. Threats to school sharks include fishing and habitat degradation of nursery grounds (DCCEEW 2022a).

##### *Site Occurrence*

Although there are no verified sightings of school shark identified within the vicinity of the proposed development, it is possible that individuals may transit the area. Areas of important breeding habitat around Tasmania are recognised as Shark Refuge Areas, of which the closest to the proposed development site is the Tamar River, approximately 50 km away.

##### *Potential Impacts*

It is unlikely that the proposed development would present any risk to school sharks given it will not impact on recognised Shark Refuge Areas and it is unlikely to alter critical habitat.

#### *2.1.2.7 White Shark*

##### *Species Background*

White sharks (*Carcharodon carcharias*), also known as white pointers and great white sharks, are found throughout temperate and sub-tropical waters. They are a pelagic species, primarily found inside continental shelf waters. White sharks are long-lived with low reproductive rates; these life history characteristics are likely contributors to population declines (DSEWPC 2013).

### *Site Occurrence*

White sharks are known to forage, feed or partake in other known behaviours within 500 m of the site. Therefore, they may be within the vicinity of the site however occurrence in the site's footprint would be uncommonly rare. They are likely to frequent in deeper waters than the sites proposed location.

### *Potential Impacts*

The greatest anthropogenic threat to great white sharks is commercial fishing rather than shallow coastal development. Therefore, it is unlikely that the proposed development would present any risk to white sharks given that they are highly mobile and can avoid any construction works. In addition, the development is unlikely to significantly alter any critical habitat of the white shark.

#### *2.1.2.8 Marine Mammals*

### *Background*

Cetaceans (whales and dolphins) and pinnipeds (seals) are known to occur near the proposed development site periodically. Blue whales (*Baleanoptera musculus*) and humpback whales (*Megaptera novaeangliae*) 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.

Threats to marine mammals include acoustic pollution, entanglement (e.g., marine debris, fishing equipment), vessel-strike injury and water quality degradation. 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. Impacts on larvae or prey species may also indirectly affect marine mammals (Erbe 2012).

### *Potential Impacts*

If construction methods of the proposed development generate short-term acoustic impacts (such as pile driving) there may be impacts to threatened marine mammals within the vicinity. Being highly mobile, they are likely to remove themselves from unpleasant stimuli when possible. However, standard operating procedures outlined in Underwater Piling Noise Guidelines (Government of South

Australia 2012) should be adopted during construction works that may produce underwater impulse sound to minimize potential impacts on threatened marine mammals, including:

- A 300 m radius exclusion zone should be applied around the development footprint.
- The zone should be monitored for marine mammals prior to and during any construction activities. Should any marine mammals be sighted within the exclusion zone, construction works should be halted until such time that no marine mammal has been sighted for 30 minutes.
- A slow start-up of works activities is recommended to avoid causing unnecessary shock to animals and to allow them to vacate the area.

Due to the distance of the development site to core habitats, the shallow nature of the proposed site, and with the prudent implementation of the standard mitigation measures, the project is not expected to have significant direct or indirect impacts on whales and other cetaceans.

#### 2.1.2.9 *Gunn's screw shell*

##### *Species Background*

Gunn's screw shell (*Gazameda gunnii*) is endemic to Australia and listed as vulnerable under the Tasmania TSP Act 1995. They live in the subtidal zone or offshore on sand and typically are 60 mm in length (Grove 2018). Gunn's screw shell distribution is now mainly localised to northern Tasmania (TSS 2024b).

##### *Site Occurrence*

The Gunn's screw shell distribution is localised to north Tasmania and there is a verified record within 500 m of the Bridport Pier development. There may be Gunn's screw shell presence within the site footprint.

##### *Potential Impacts*

There could be habitat disturbance during development of the Bridport Pier and therefore appropriate specific threatened species surveying is deemed necessary for Gunn's screw shell.

### 2.1.2.10 Green Turtle

#### *Species Background*

Green turtles are generally distributed globally between the 20-degree isotherms (tropical/subtropical waters) but are occasional visitors to Tasmania. They occur in seaweed-rich coral reefs and inshore seagrass pastures in tropical and subtropical areas of the Indo-Pacific region (DCCEEW 2022f). Like all sea turtle species, green turtles spend the majority of their lives in the ocean, with adult females coming ashore to lay eggs in sand nests above the high tide mark (DoEE 2017). Adult turtles exhibit high site fidelity to feeding and breeding grounds (DoEE 2017). Threats facing green turtle populations are climate change, coastal developments impacting important habitats and breeding sites, disturbance of hatchlings by artificial light, bycatch in fisheries, predation, marine debris, pollution, disease, boat strike and hunting.

#### *Site Occurrence*

Green turtle occurrence in Tasmania is rare but they are becoming more frequent visitors as a consequence of warming waters. This means there is a chance that green turtles could occur near the site. However, there has not been any green turtle sightings in the waters off Bridport and it is highly unlikely that green turtles would occur at the proposed site.

#### *Potential Impacts*

Although it is possible that a vagrant individual could occur in the area, interactions between this species and the proposed development are deemed very unlikely. The scale and scope of the proposed works is highly unlikely to cause any impact to individual green turtles that may occur within the area or to greater populations. As such, the risk of impact of the proposed project to the green turtle is deemed negligible.

### 2.1.2.11 Leatherback Turtle

#### *Species Background*

Leatherback turtles (*Dermochelys coriacea*) are the largest sea turtles that can reach lengths of up to 3 m. Their unique black shells have 5 ridges running along the length with light spots on it. They migrate large distances and are found in all the world's oceans. Major threats to the species include interactions with commercial and recreational fishing, coastal infrastructure and development

degrading critical breeding habitat, light pollution, entanglement in marine debris, animal predation of nests and climate change.

#### *Site Occurrence*

Sightings of leatherback turtle individuals are reported occasionally in Tasmanian coastal waters, where it is thought that their occurrence may be related to the seasonal prevalence of large numbers of jellyfish. Therefore, although possible, it is unlikely that individuals would transit through the vicinity of the proposed development site.

#### *Potential Impacts*

Bridport is not a critical habitat or nesting site for leatherback turtles, and therefore the proposed development is not expected to contribute toward processes threatening to the species. Combined with the low likelihood of occurrence of individuals within the vicinity of the proposed development, the risk of impact to the leatherback turtle is deemed negligible.

## 2.2 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<sup>1</sup>. These are:

- Northern Pacific sea star (*Asterias amurensis*),
- European shore crab (*Carcinus maenas*),
- European fan worm (*Sabella spallanzanii*),
- Japanese Wakame (*Undaria pinnatifida*),
- Black striped mussel (*Mytilopsis sallei*),

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

- European Carp (*Cyprinus carpio*), and
- Green algae (*Caulerpa taxifolia*).

Many more are recognised as pests by the National Introduced Marine Pest Information System (NIMPIS) (DCCEEW 2024b).

The study area is within the known range of European shore crabs *Carcinus maenus* and European fan worm (*Sabella spallanzanii*) (DCCEEW 2024b). 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 by which to prevent the translocation of marine pest species.

### 2.3 Other Sensitive Receptors

Rocky reef habitats are present within the vicinity of the site footprint (Tasmania's Marine Atlas 2024) and could be disturbed from construction of the new Bridport Pier. Findings from bathymetry mapping and underwater video surveys will inform on environmental mitigation strategies to minimise environmental implications on habitats established at the site.

## 3 Habitat Characterisation

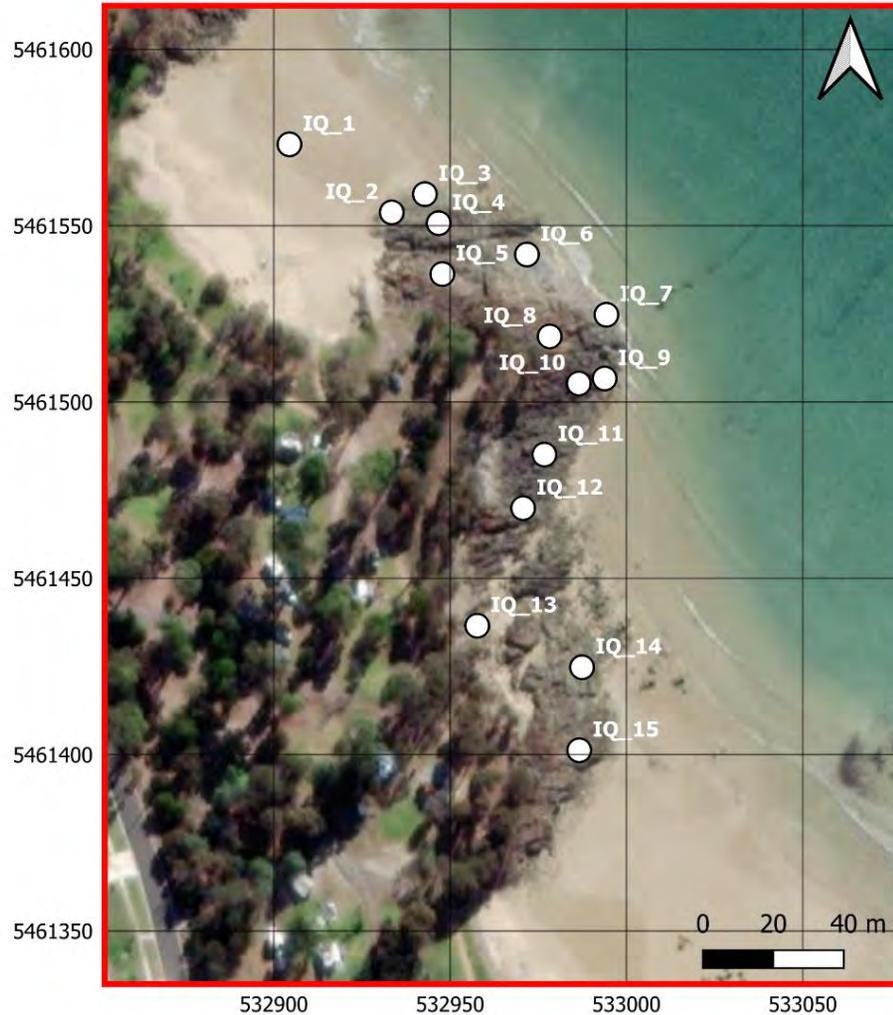
### 3.1 Intertidal Habitat

#### 3.1.1 Methods

An intertidal habitat survey was conducted on 26/09/2024 along the shoreline in the vicinity of the proposed development, to characterise habitat and identify species present in the intertidal zone (Figure 2).

The intertidal zone was surveyed by field personnel from the low tide to the high tide mark (outlined in red in Figure 2). General photos and habitat descriptions were recorded, and all fauna and flora observed were noted and photographed. Additionally, 15 sites along the rocky intertidal zone were randomly selected for recording representative intertidal habitat, using 1 m<sup>2</sup> quadrats divided into 16 sub-quadrats. At each site, quadrats were photographed, and all fauna and flora present were noted and identified down to the highest possible taxonomic resolution.

Each quadrat image was assessed post-hoc for predominant habitat types (% cover of quadrat). Categories included rock, sand, and macrophyte cover (red, brown or green algae).



Coordinate Reference System: GDA  
 2020 / MGA Zone 55.  
 Map by Marine Solutions, 2024.  
 Basemap: ESRI World Imagery

Figure 2. Intertidal survey area (red box, left) and quadrate survey sites (white points). See Appendix 3 for GPS coordinates in a list.

### 3.1.2 Results

The intertidal zone surveyed in the vicinity of the proposed development consisted of either boulder/rock or sand substrate, with some macrophyte cover and a diversity of invertebrate species. Throughout the rocky intertidal zone, there were several anthropogenic modifications including the old concrete boat ramp, concrete pipe remnants and concrete fishing rod holders (Figure 3).



Figure 3. Example images of the general intertidal zone (top) and anthropogenic modifications (bottom) observed throughout the intertidal survey completed on the 26/09/2024.

Analysis of intertidal quadrats analysis showed substrate was typically bare rock or sand (Appendix 5). Macrophyte cover, when present, tended to consist of red coralline algae, *Ulva spp.*, *Hormosira banksia*, or *Chaetomorpha sp.* (Figure 4, and see full species list in Appendix 4).

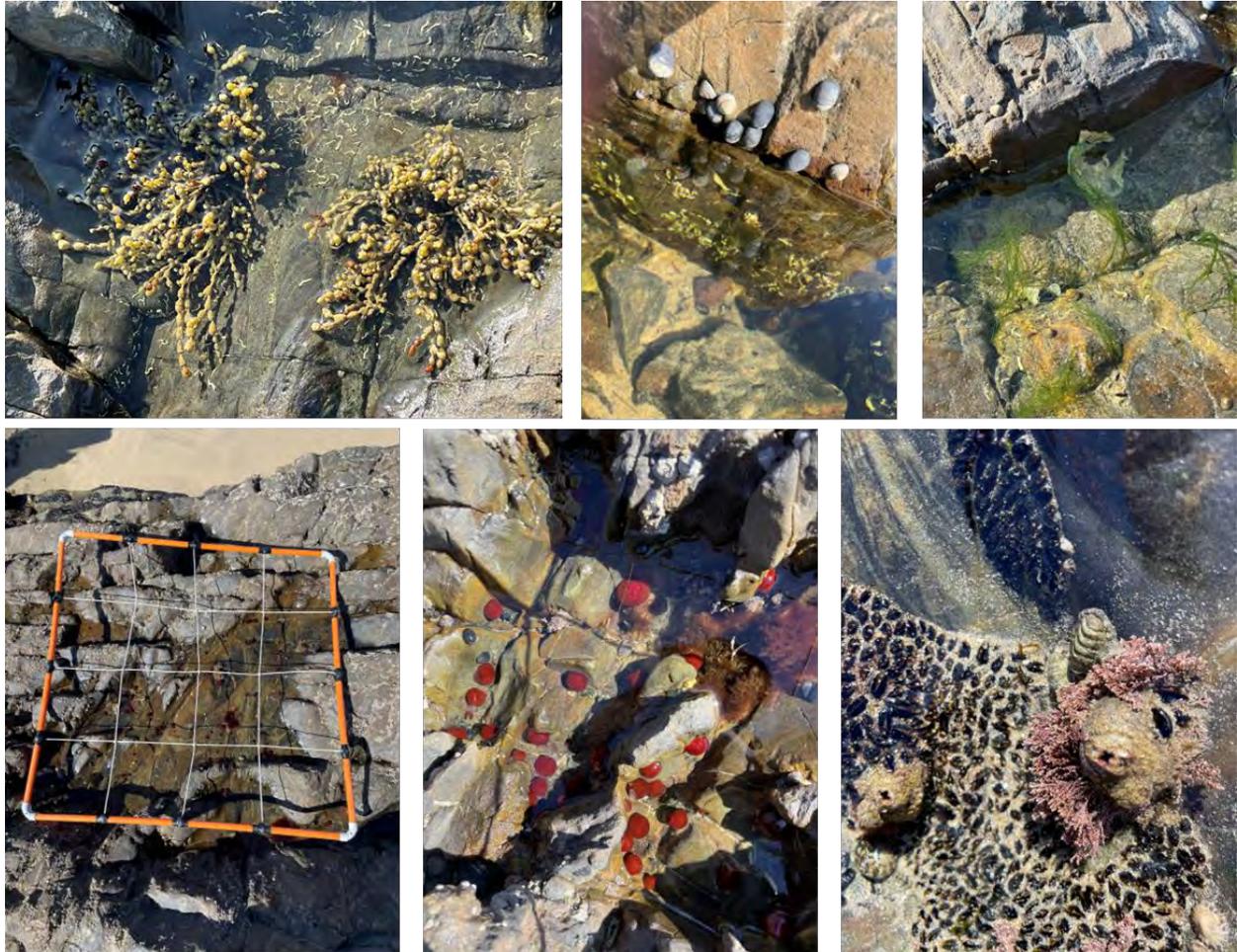


Figure 4. Examples of typical habitats and species observed during the intertidal survey conducted on the 26/09/2024. *Hormosira banksia* amongst *Galeolaria caespitosa* (top left), *Nerita sp.* (top middle), *Chaetomorpha sp.* (top right), example quadrat (bottom left), *Actinia tenebrosa* (bottom middle), and *Pyura stolonifera* and *Ischnochiton sp.* amongst *Xenostrobus pulex* and *Corallina officinalis* (bottom right).

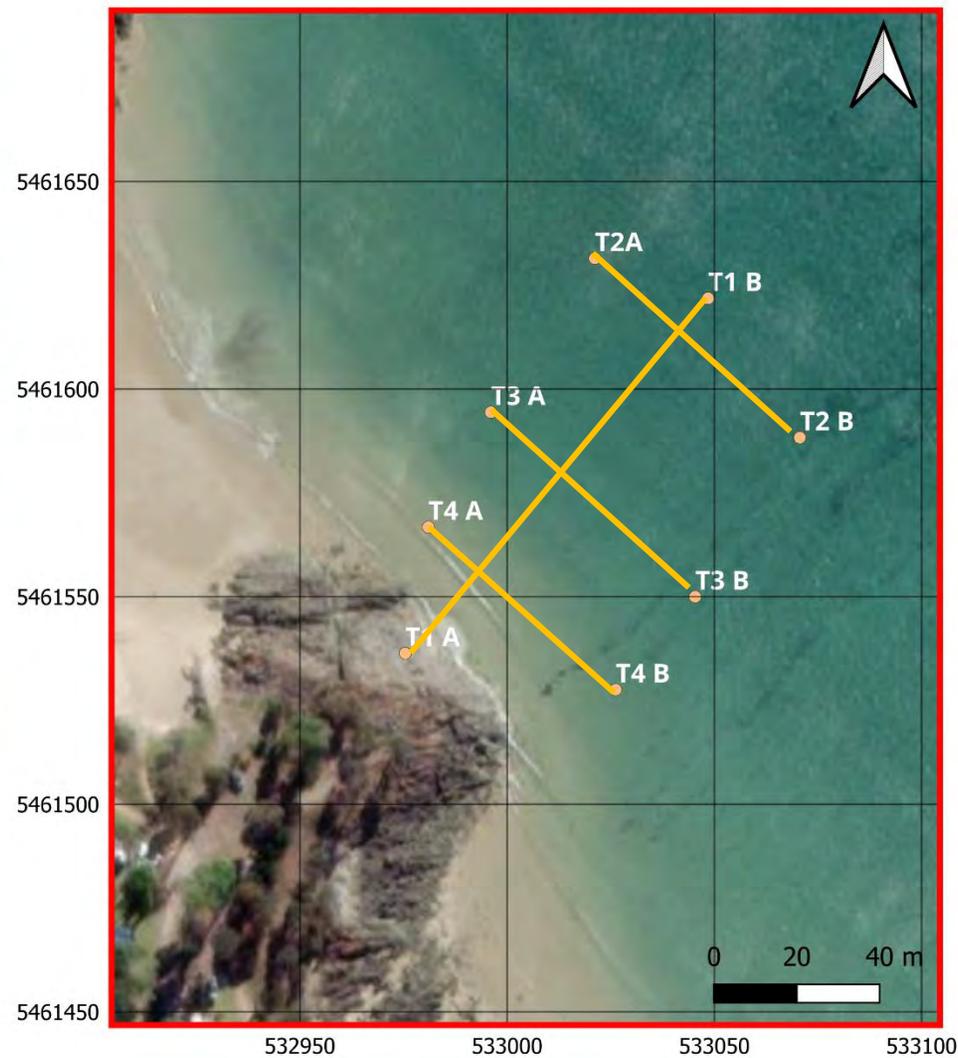
## 3.2 Subtidal Habitat

### 3.2.1 Methods

The subtidal habitat survey was attempted on three occasions: 13/09/2024, 26/09/2024, and 14/10/2024, however poor visibility (< 0.5 m) caused the initial two surveys to be aborted (see Appendix). Conditions remained unfavourable for the third survey which was conducted in full on the 14/10/2024, with sampling methods adjusted to capture as much detail as possible.

The subtidal habitat survey was conducted to characterise the marine benthic habitat in the development area (Figure 5). The subtidal survey was conducted along four transects, one perpendicular to the shoreline (T1) and three parallel to the shoreline (T2, T3, T4), adjacent to the proposed development (Figure 5). High-definition video footage was recorded along transects using a GoPro HERO12 camera, that was mounted to a drop camera frame and towed behind the vessel. The video files collected are available on request (Appendix 5).

Due to poor visibility, towed camera footage along the length of transects was not able to be collected in high quality. To account for this, the drop camera was lowered to the seabed every 2- 3 m along transects (“bounces”) to capture short bursts of video footage to ground truth the seabed substrate composition (e.g., unconsolidated or consolidated sediments).



Coordinate Reference System: GDA  
2020 / MGA Zone 55.  
Map by Marine Solutions, 2024.  
Basemap: ESRI World Imagery

Figure 5. Subtidal habitat transects (T1 – T4). See Appendix 3 for GPS coordinates.

### 3.2.2 Results

Conditions were unfavourable for video transects on the 14/10/2024, with poor visibility (< 0.5 m) experienced across the majority of the surveyed area (see Figure 6). These conditions were also observed during the first two survey attempts on the 13/09/2024 and 26/09/2024.

Despite this, all transects were run in full, and the information collected was sufficient to provide an indication of seafloor composition in the area, as well as some additional descriptive details in sections. Note that due to the environmental constraints described above, collected video footage does not allow for clear identification of biota present.

The benthic habitat of the observable surveyed area consisted of unconsolidated, sandy sediment, with parallel crests of 2-dimensional wave features (see Transect 4 in Figure 6). Drop camera “bounces” reflected these results, with no consolidated substrate observed (i.e., no reef habitat or boulders were detected along the surveyed transects). Drift algae was frequently observed on the seafloor, and when conditions allowed, seafloor features like bioturbation (crab holes, see Transect 4 in Figure 6) and large brown individual macroalgae were observed, although it was not always clear whether these were drifting or attached to the seafloor (see Transect 2 and Transect 3 in Figure 6). Visibility was marginally better at the inshore transect (Transect 4) relative to the other transects (Transects 1 – 3).

Images of habitat and visibility conditions are shown in Figure 6. Video footage of subtidal habitat transects is available from Marine Solutions upon request (see Appendix 5).

Prior surveys conducted in the region support these results, with observed subtidal habitat shown to consist of unconsolidated, coarse sandy sediment (Marine Solutions surveys, conducted in 2019). Visibility was similarly poor during these 2019 surveys, particularly near the seafloor, often obscuring the benthic habitat.

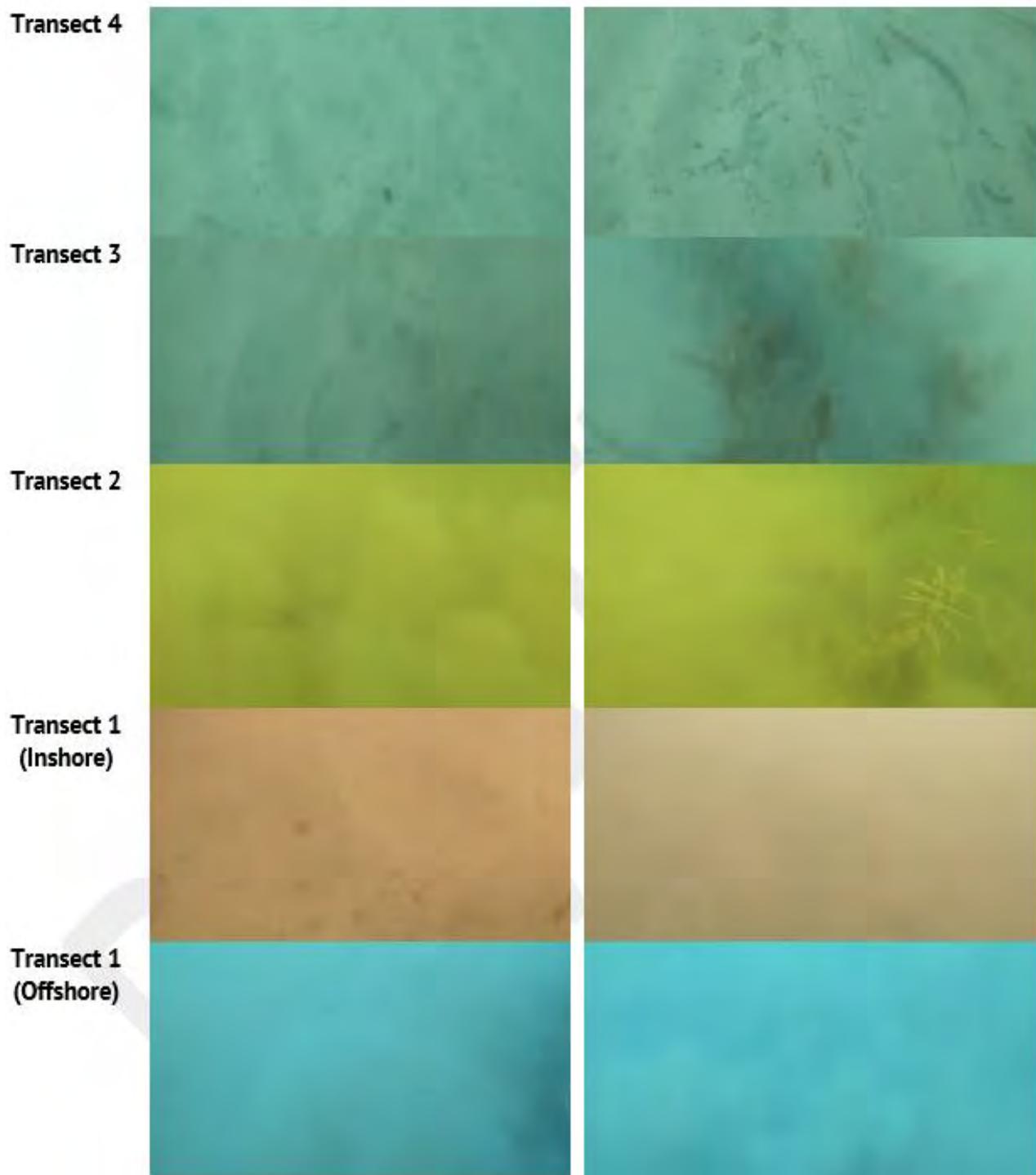


Figure 6. Examples of habitat and conditions observed throughout the subtidal zone of the development area during the subtidal habitat survey on the 14/10/2024. Transect locations are displayed in Figure 5.

## 4 Targeted Surveys for Threatened and Protected Species

The desktop-based assessment (refer to Section 2) identified that the Gunn's screw shell (*Gazameda gunnii*) may occur in the area, and therefore a targeted search for the Gunn's screw shell was conducted in September 2024.

### 4.1 Gunn's screw shell

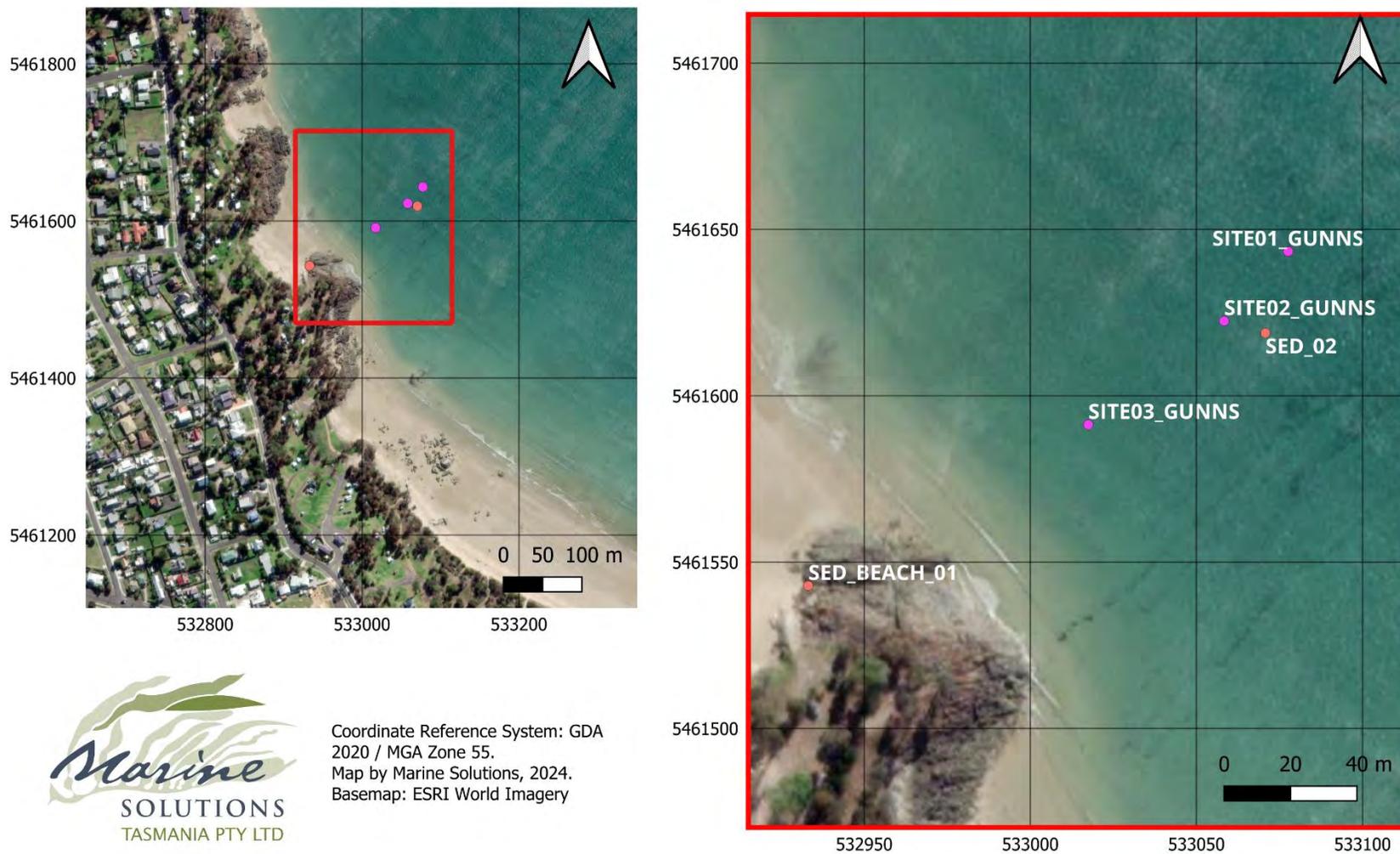
#### 4.1.1 Methods

The development area meets criteria for sampling *G. gunnii*, being between 3 – 80 m depth and potentially having an average sediment size that exceeds 0.125 mm (NCH2020).

To investigate the presence/absence of *G. gunnii*, benthic grab samples were collected in the vicinity of the proposed development on 12/09/2024 (Figure 7). Given the estimated development area will cover less than 1 ha, an initial three benthic grab samples were collected at the site to determine the presence of *G. gunnii* in accordance with Department of Natural Resources and Environment Tasmania guidelines (NCH 2020).

#### 4.1.2 Results

Samples were sieved of excess sediment using a 1 mm sieve and the contents of each sample searched for *G. gunnii* individuals. No *G. gunnii* individuals (dead or alive) were observed in the collected samples.



Coordinate Reference System: GDA 2020 / MGA Zone 55.  
 Map by Marine Solutions, 2024.  
 Basemap: ESRI World Imagery

Figure 7. Locations of benthic grab samples in targeted survey for Gunn’s screw shell (purple) and sediment sampling sits (Section 5). GPS coordinates are available in Appendix 3.

## 5 Sediment Quality

### 5.1 Contaminants

#### 5.1.1 Methods

Two sediment samples were collected at the proposed site on the 12/09/2024 for contaminants analysis including metals and TPH (Figure 7, Appendix 3). Each sample was placed into laboratory-supplied glassware and delivered to Analytical Services Tasmania (AST) for analysis. 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)

Results were compared to Water Quality Australia's recommended default guideline values (DGVs) for toxicants in sediments (Water Quality Australia 2024, see also; ANZECC & ARMCANZ 2000).

#### 5.1.2 Results

Results of sediment contaminant analysis indicate that sediment in the development zone is relatively benign, with no measured contaminants exceeding available DGVs for toxicants in sediments (Table 3).

Total petroleum hydrocarbons (TPH, all fractions), mercury and cadmium concentrations were all below the limit of reporting (LOR- indicated by values with a < symbol in Table 3) in both samples.

One site (SED\_02, offshore site at the approximate extent of the proposed pier) had higher concentrations of metals (recorded above the LOR) compared to the site close to the shore (SED\_BEACH\_01). Concentrations were well below guideline values.



Table 3. Summary of results of sediment contaminant testing, compared against the Water Quality Australia DGVs for toxicants in sediments (DGV and GV -high), where applicable.

	Units	ANZECC/ARMCANZ		Results		
		Default Guideline		SED_02	SED_BEA CH_01	
		DGV	GV-high			
Moisture content	% ww			26.8	21.7	
Metals	Arsenic	mg/kg	20	70	4	2
	Cadmium	mg/kg	1.5	10	<0.5	<0.5
	Cobalt	mg/kg	100**	-	2	<1
	Chromium	mg/kg	80	370	12	3
	Copper	mg/kg	65	270	1	<1
	Manganese	mg/kg	500*	-	108	20
	Nickel	mg/kg	21	52	8	1
	Lead	mg/kg	50	220	3	<1
	Zinc	mg/kg	200	410	13	2
	Mercury	mg/kg	1*		<0.02	<0.02
Total Petroleum Hydrocarbons	TPH C06-C09	mg/kg	-	-	<25	<25
	TPH C10-C14	mg/kg	-	-	<25	<25
	TPH C15-C28	mg/kg	-	-	<100	<100
	TPH C29-C36	mg/kg	-	-	<100	<100
	TPH Sum C6-C36	mg/kg			<100	<100

\* No DGV's given for this element so this information is derived from the EPA (2012)

\*\* No DGV's given for this element so this information is derived from the NEPM (2011)



## 5.2 Particle Size

### 5.2.1 Methods

Two sediment samples were collected at the proposed site on 12/09/2024 for particle size characterization. One sample was collected close to the headland (SED\_BEACH\_01) and the other close to the extent of the proposed pier (SED\_02) (Figure 7, Appendix 3). Particle size was characterized in-house by a volumetric method, whereby known sediment volumes from each site were 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 was quantified.

### 5.2.2 Results

Particle size distribution differed between the two sites (Figure 8). The beach sample (SED\_BEACH\_01) consisted of coarser particles, with a greater proportion of sand (between 0.125 to 0.5 mm), compared to the offshore sample (SED\_02) which consisted predominantly of finer sand and silt particles (< 0.125 mm).

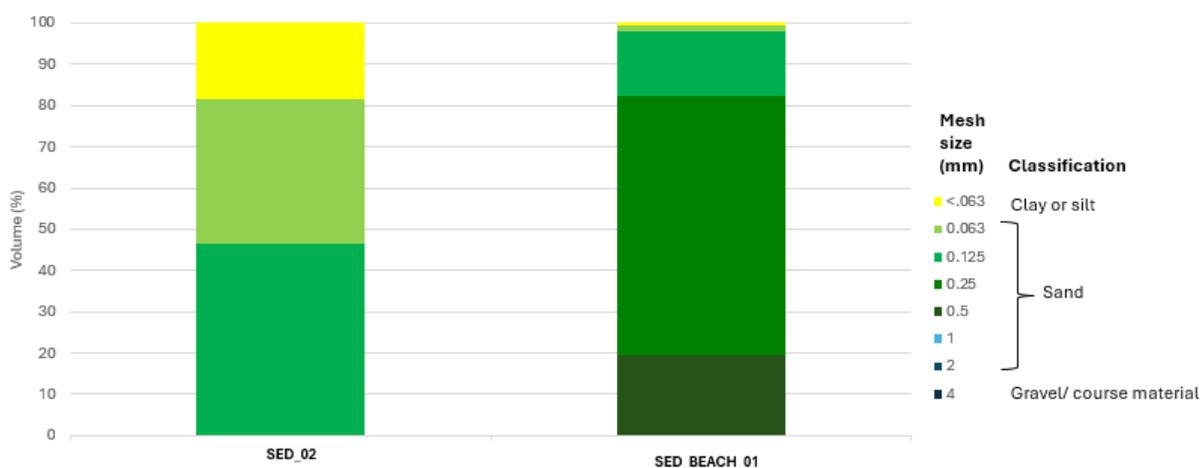


Figure 8. Particle size distribution at the proposed pier site, collected on 12/09/2024. Classification of particle size as per Mudroch *et al* (1997).

## 6 Bathymetry Mapping

### 6.1.1 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 in September 2024 (Appendix 2). This data was logged at sufficient resolution such that it could be 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 tenth of a metre, 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.

To investigate change in seafloor characteristics over time, the bathymetric map produced from data on the 13/09/2024 was then compared with a chart produced from data collected in November 2018 (Marine Solutions 2019). Two horizontal distances (125 m and 200 m) were used to approximate depth differences at the same points from the proposed development site (headland) (see Appendix 7).

### 6.1.2 Results

Figure 9 shows the interpolated results from the bathymetry survey conducted on the 13/09/2024 at the proposed development site. The seafloor has a gentle gradient from ~ 0.7 m depth (chart datum) along the perimeter of the shoreline, to ~ 3 m depth at the furthest point surveyed offshore (Figure 9).

Results from a prior survey completed in November 2018 by Marine Solutions (Marine Solutions 2019) exhibited similar bathymetric characteristics, with a gradual sloping seafloor in the vicinity of the development site (see Appendix 7).

Comparison of the two surveys (2018 and 2024) suggest that the seafloor gradient has become steeper since the 2018 survey, with depth (chart datum) being approximately 0.7 m deeper in 2024 at two points approximately 125 and 250 m northeast of the headland where the pier is proposed



(see Appendix 7). Due to differences in data-point resolution and interpolation algorithms it is difficult to make conclusive statements around change on seafloor characteristics based on comparisons of the two charts alone, but the change in depth at the site over the six-year period should be noted.

Coastal processes often exhibit sand erosion and accretion over time. It is likely that the seafloor structure in the region will continue to shift, with the sand levels around the proposed pier structure likely being subject to fluctuations in depth over time.



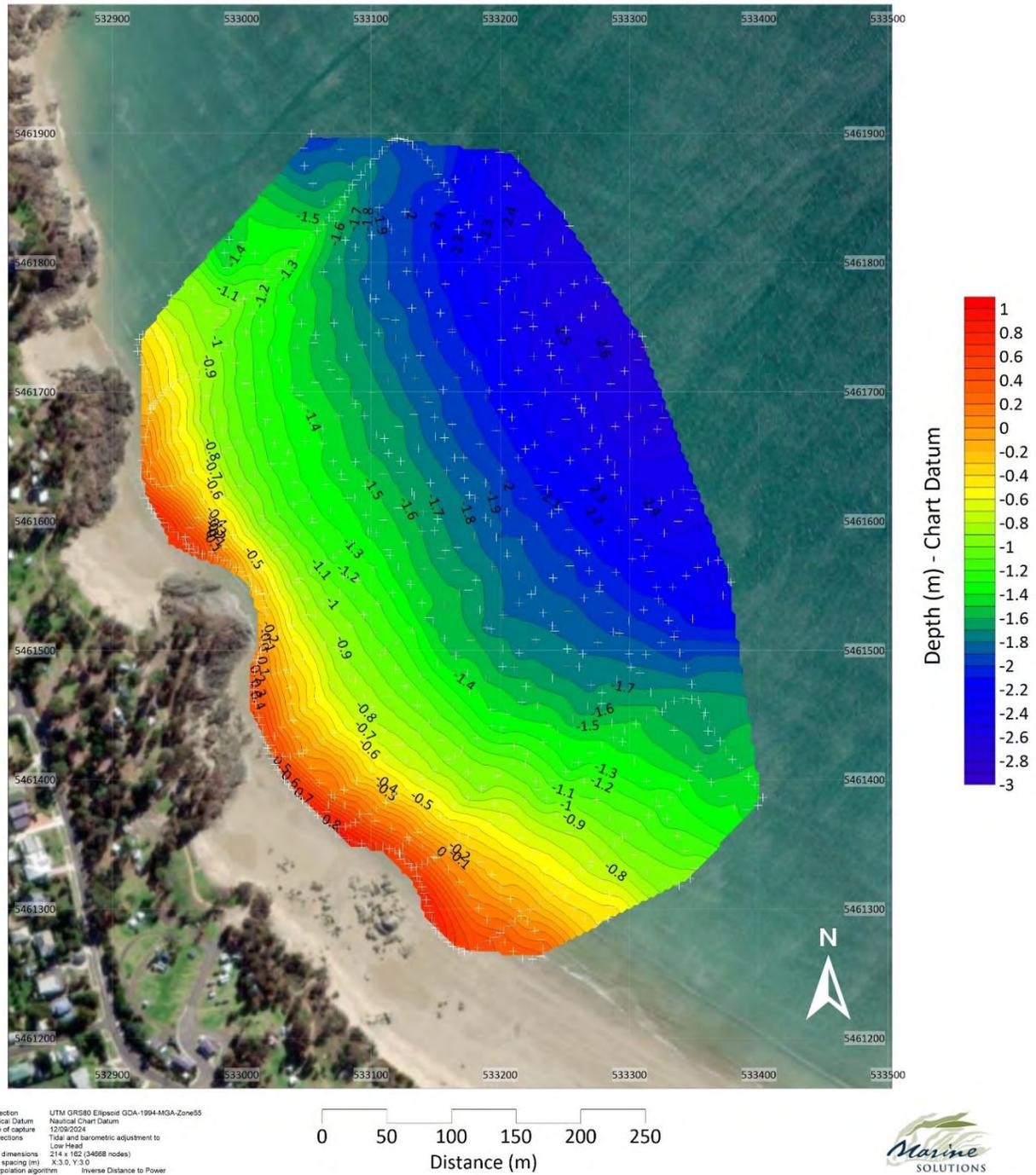


Figure 9. Bathymetry of the development region. Interpolated data from the survey completed on the 13/09/2024.



## 7 Conclusions & Recommended Mitigations

A marine Natural Values Assessment was undertaken at the site of the proposed pier in Bridport. Based on desktop and field findings, a list of impact mitigations has been proposed for species and habitats that were identified as relevant to the proposed development area.

Note that this report does not extend to terrestrial flora and fauna. It is recommended that relevant experts in these fields are consulted to ensure there are no unacceptable impacts to terrestrial environments and values.

### 7.1 Summary of Findings

#### 7.1.1 Aquatic Flora and Fauna

Desktop investigations identified 13 threatened marine species and one threatened marine community as possibly occurring or known to occur within the proposed development area. Field surveys found no threatened species, including no Gunn's screw shell individuals during the targeted searches. Some general recommendations have been provided to minimise risk of impacting marine mammals, undetected individuals, and other non-threatened native species.

#### 7.1.2 Marine Habitat and Sediment Characterisation

The intertidal environment consisted of boulder and sand substrate, some macrophyte cover, and a diversity of invertebrate species. Remnants of the old boat ramp, a concrete pipe and fishing rod holders were observed at the surveyed area. The Pacific oyster, an invasive species, was observed throughout the intertidal region.

The subtidal environment consisted of unconsolidated sandy substrate. Poor visibility experienced during subtidal habitat surveys suggests that sediments are often suspended in the water column at the site, which is likely caused by a combination of tide, currents and wind. Pile driving during works are therefore unlikely to cause sediment suspension beyond these baseline conditions.



Bathymetry charts show a gently sloping seafloor, ranging from ~ 0.7 m depth (chart datum) along the perimeter of the shoreline, to ~ 3 m depth at the furthest point surveyed offshore. Comparison of 2024 data with a chart produced in 2018 suggests the seafloor gradient has become steeper by approximately 0.7 m.

Sediment particle size was finer further offshore compared to at the beach site. Measured contaminant concentrations in sediments at both sites were well below the toxicant DGVs.

## 7.2 Key Mitigations:

1. **General:** Physical disturbance of the substrate during construction should be kept to a minimum to avoid unnecessary localised mortalities of marine flora and fauna and avoid resuspension of sediments which may impact on surrounding habitats. Currently, under the assumption that piling will be used to install the pier foundations, there are no specific recommendations for mitigating sediment suspension as impacts are expected to be negligible. However, if additional construction methods (i.e., dredging) are required, further mitigations may be required to reduce associated sediment suspension (e.g. stop / pause works, silt curtain introduction, etc.).
2. **Intertidal habitat:** Minimise activities along the foreshore during construction and design any structures to span over areas of the intertidal zone rather than disturbing the substrate with pilings, footings, etc.
3. **Marine mammals:** A 300 m radius exclusion zone should be applied around the construction site. This zone should be monitored for marine mammals prior to and during construction activities. Should any marine mammals be sighted within the exclusion zone, construction works should be halted until such time that no marine mammal has been sighted for 30 minutes. A slow start-up of construction works is recommended to avoid causing unnecessary shock to animals and to allow them to vacate the area. See section 2.1.2.8.



4. **Biosecurity and pests:** Machinery and vessels which have the potential to transport waterborne viruses or pest species should be disinfected and allowed to dry prior to being used on site.



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# Appendices

## Appendix 1. EPBC Protected Matters Summary

Summary of the *EPBC Act* PMST findings within 5000 m and 500 m of the project.

	Item	5 km buffer		500 m buffer		Cross-reference Section of this report
		# ID'd by PMST	Incl. # aquatic matters	# ID'd by PMST	Incl. # aquatic matters	
<b>Matters of National Environmental Significance</b>	<b>World Heritage Properties</b>	0	0	0	0	N/A
	<b>National Heritage Places</b>	0	0	0	0	N/A
	<b>Wetlands of International Importance</b>	0	0	0	0	Section 1.3
	<b>Great Barrier Reef Marine Park</b>	0	0	0	0	N/A
	<b>Commonwealth Marine Area</b>	0	0	0	0	N/A
	<b>Listed Threatened Ecological Communities</b>	3	1	3	1	Section 2.1
	<b>Listed Threatened Species</b>	66	10	64	9	Section 2.1
	<b>Listed Migratory Species</b>	45	8	42	8	N/A
	<b>Nuclear actions</b>	<i>Not listed by PMST – none known.</i>				N/A
	<b>Water resources</b>	<i>Not listed by PMST – none known.</i>				N/A
<b>Other Matters Protected by EPBCA</b>	Commonwealth Land	1		1		N/A
	Commonwealth Heritage Places	0		0		N/A
	Listed Marine Species	77		74		N/A
	Whales and Other Cetaceans	10		10		N/A
	Critical Habitats	0		0		N/A
	Commonwealth Reserves Terrestrial	0		0		N/A
	Commonwealth Reserves Marine	0		0		N/A
	Habitat critical to survival of marine turtles	0		0		N/A
<b>Extra Information</b>	State and Territory Reserves	5		1		N/A
	Regional Forest Agreements	1		1		N/A
	Nationally Important Wetlands	0		0		N/A
	EPBC Act Referrals	3		2		N/A
	Key Ecological Features	0		0		N/A
	Biologically Important Areas	5		5		N/A
	Bioregional Assessments	0		0		N/A
Geological and Bioregional Assessments	0		0		N/A	



## Appendix 2. Operational Summary

Date	Personnel	Time (start)	Time (end)	Cloud	Rain	Swell	Wind	Tide	Works conducted
12/09/2024	B. Woods, J. Watling, K. MacAdie	12:00	15:00	0/8	NA	Wind chop	W 10 - 15kts	Incoming	- Intertidal survey (part 1), Gunn's screw shell, sediments
13/09/2024	B. Woods, J. Watling, K. MacAdie	7:00	7:30	6/8	NA	Calm	W <5 kts	Outgoing	- Habitat survey attempted; however, visibility was < 0.5m. - Bathymetry
26/09/2024	A. Erskine E. Johnson J. Watling	8:00	10:00	2/8	NA	Calm	S < 5kts	Outgoing	- Gunn's screw shell (additional sample) - Intertidal survey (part 2: quadrat photos) - Habitat survey attempted; however, visibility was < 0.5 m and the survey therefore aborted.
14/10/2024	A. Erskine E. Foster J. Watling	11:00	14:00	3/8	Nil	Wind chop	NE ~ 10 kts	High at 08:20 (3.21), Low at 14:40 (1.11).	- Underwater habitat survey. Visibility was poor, but survey completed regardless. - Visibility was checked again on high tide the following morning, but was no better so survey was not re- attempted.



### Appendix 3. GPS Positions of sampling locations

*Points surveyed (GDA2020 MGA Zone 55)*

<b>Name</b>	<b>Easting</b>	<b>Northing</b>	<b>Notes</b>
<b>B1</b>	532901.89	5461707.33	
<b>B2</b>	533086.49	5461877.67	Bathymetry (outer corners)
<b>B3</b>	533307.05	5461452.50	
<b>B4</b>	533116.73	5461309.17	
<b>SED_02</b>	533070.79	5461618.86	Particle size and contaminants
<b>SED_BEACH_01</b>	532933.18	5461542.88	
<b>SITE01_GUNNS</b>	533077.63	5461643.37	
<b>SITE02_GUNNS</b>	533058.35	5461622.47	Gunn's screw shell
<b>SITE03_GUNNS</b>	533017.45	5461591.32	
<b>T1 A</b>	532975.44	5461536.34	
<b>T1 B</b>	533048.50	5461621.86	
<b>T2 B</b>	533070.64	5461588.30	
<b>T2A</b>	533021.17	5461631.47	
<b>T3 A</b>	532996.08	5461594.41	Underwater habitat survey transects
<b>T3 B</b>	533045.38	5461549.95	
<b>T4 A</b>	532981.00	5461566.74	
<b>T4 B</b>	533026.21	5461527.57	
<b>T5 B</b>	533010.49	5461509.81	
<b>T5A</b>	532973.24	5461548.54	



## Appendix 4. Species List

The table below shows all species recorded in field investigations on 12/09/2024, 26/09/2024 & 14/10/2024.

	Common Name	Scientific Name	Notes
Algae & Seagrasses	Coralline algae	<i>Corallina officinalis</i>	
		Phylum Rhodophyta	Filamentous red
	Sea lettuce	<i>Ulva</i> spp.	
	Neptune's necklace	<i>Hormosira banksii</i>	
		<i>Chaetomorpha</i> sp.	
		<i>Cystophora</i> sp.	Subtidal survey
Arthropods	Six-plated barnacle	<i>Chtamalus antennatus</i>	
	Rosette barnacle	<i>Tetraclitella purpurascens</i>	
	Burrowing shore crab	<i>Leptograpsodes octodentatus</i> (cf)	
	Shore crab unidentified	Family Grabsidae.	
Fauna	Pacific oysters	<i>Magallana gigas</i>	Invasive species
	Limpets	<i>Patelloida</i> sp. & <i>Cellana</i> sp.	
	Black nerites	<i>Nerita atramentosa</i>	
	Blue periwinkle	<i>Austrolittorina unifasciata</i>	
	Chitons	<i>Ischnochiton</i> sp.	
	Little black horse mussel	<i>Xenostrobus pulex</i> (cf.)	
		<i>Bedevea vinosa</i> (cf.)	
	Striped coniwink	<i>Bembicium nanum</i>	
	Waratah anemone	<i>Actinia tenebrosa</i>	
	Sea squirts	<i>Pyura stolonifera</i>	
	Dwarf cushion star	<i>Parvulastra exigua</i>	
	Sydney coral / Intertidal Tube Worm	<i>Galeolaria caespitosa</i>	



### Appendix 5. Intertidal Habitat Survey – Substrate and Macrophyte Quadrat Analysis

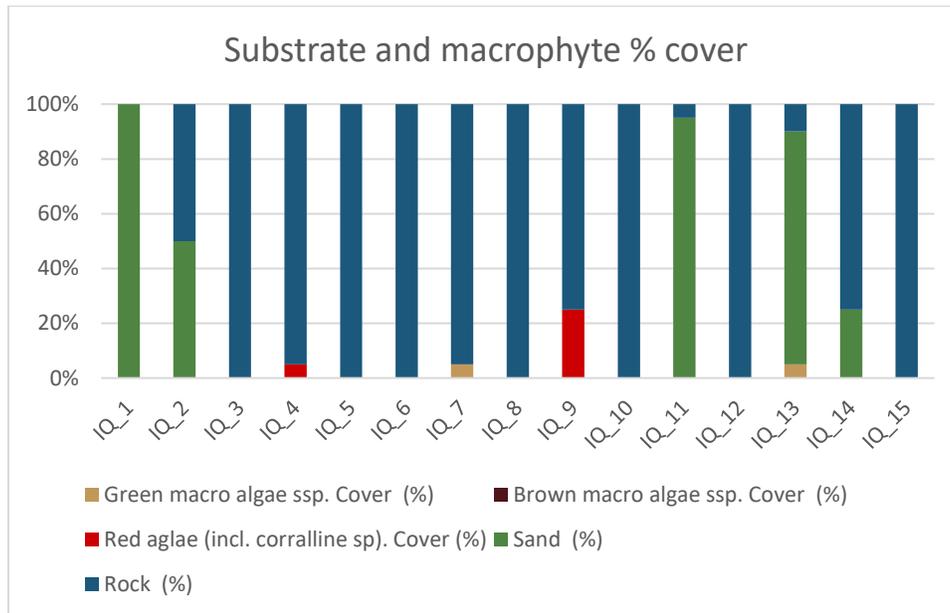


Figure 10. Bar plot displaying % coverage of substrate and macrophyte cover (categorised as either brown, red or green algae OR bare sand/rock) at each of the randomly selected intertidal quadrat site



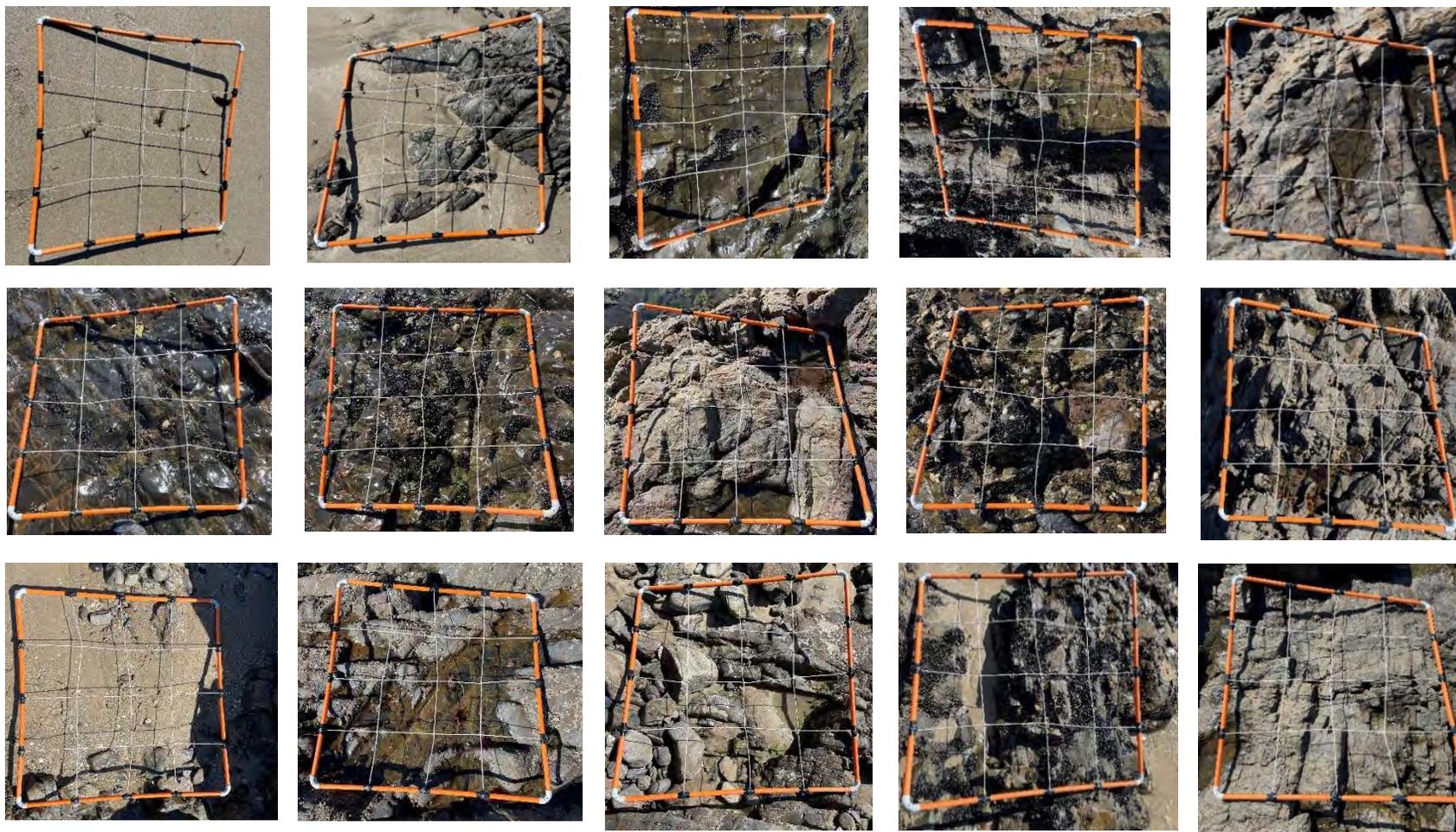


Figure 11. Intertidal quadrat images IQ\_1 – 5 (top row, left to right), 6-10 (middle row) 11-15 (bottom row).

## Appendix 6. Subtidal Habitat Survey - Video files

Video files from benthic habitat surveys available on request, refer to the following file names:

- “2024\_10\_14 T1 A-B.MP4”
- “2024\_10\_14 T2 A-B TAKE 1.MP4”
- “2024\_10\_14 T2 A-B TAKE 2.MP4”
- “2024\_10\_14 T3 B-A.MP4”
- “2024\_10\_14 T4 A-B.MP4”



### Appendix 7. 2018 & 2024 Bathymetric Chart

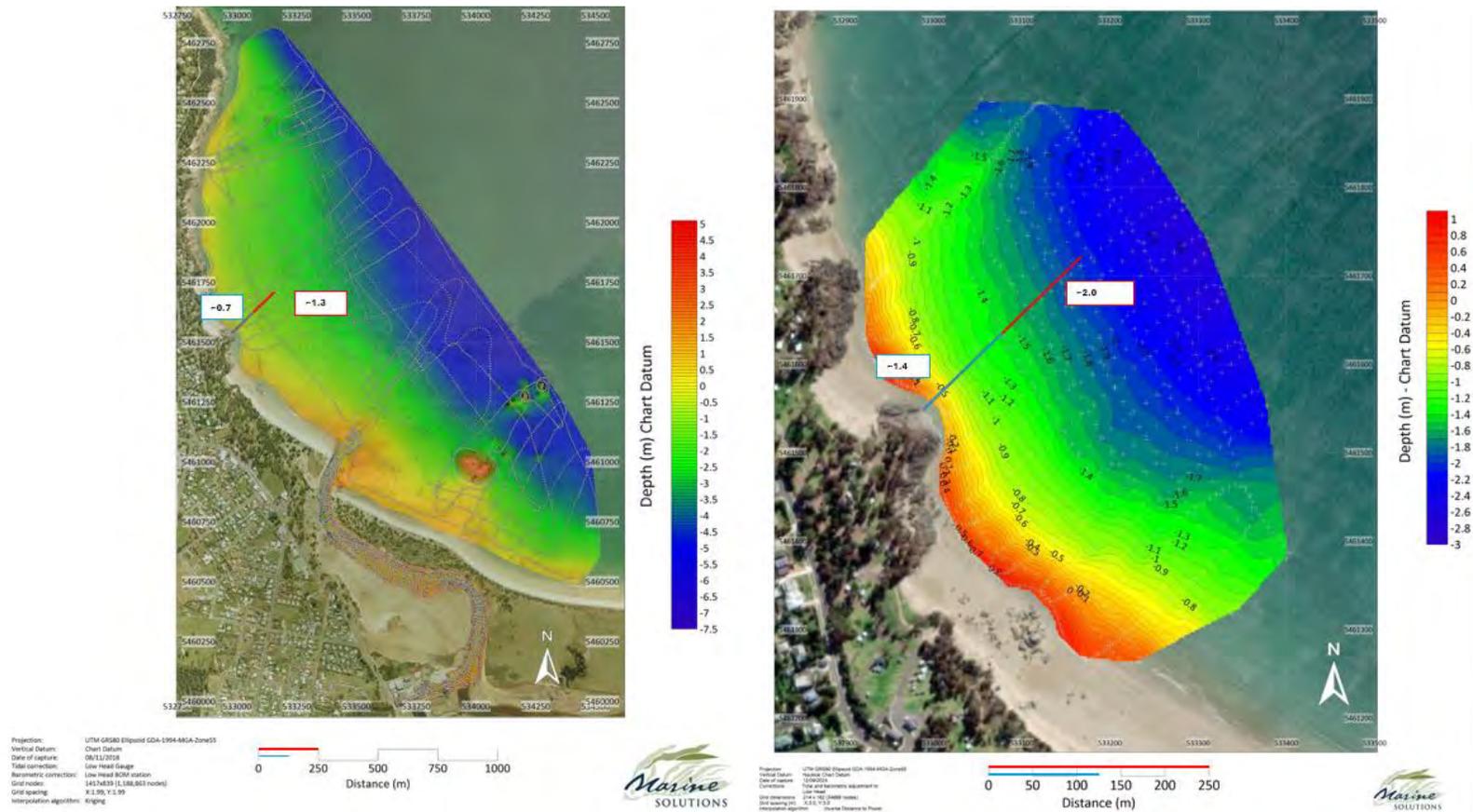


Figure 12. 2018 (left) and 2024 (right) bathymetric charts of the Bridport region. Note the difference in colour depth scale, interpolation algorithms, and grid nodes and spacing between the two charts. Red lines show 250 m distance from headland, approximately where the pier is proposed. High resolution versions of both charts are available on request.



AHR Instrument: AHA772  
Applicant: Stuart Huys (Cultural Heritage Management Australia)  
Date: 28 JULY 2025

## RECORD OF ADVICE FROM ABORIGINAL HERITAGE TASMANIA ON AN ABORIGINAL HERITAGE ASSESSMENT REPORT

This document provides a record of advice relating to an assessment undertaken in accordance with the [Aboriginal Heritage Standards and Procedures](#), as adopted by the [Guidelines](#) issued under section 21A of the *Aboriginal Heritage Act 1975*.

Report title: New Proposed Pier at Bridport - AHAR (Final Draft - V2 - JULY 2025 - HANNAH Shay and GRAHAM Vernon)

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 two years and only for the activity as described in the Aboriginal Heritage Assessment Report specified above.

Please contact Aboriginal Heritage Tasmania on 1300 487 045 or [aboriginal@heritage.tas.gov.au](mailto: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.*

## RECORD OF ADVICE FROM ABORIGINAL HERITAGE TASMANIA ON AN ABORIGINAL HERITAGE ASSESSMENT REPORT

Page 2

Further advice or comments:

AHT acknowledge the findings and recommendations of the assessment. For the purposes of the Aboriginal Heritage Act 1975 the report conforms to the assessment standards outlined in the Aboriginal Heritage Standards and Procedures. All works should proceed in accordance with the recommendations made within the report.



New Proposed Pier at Bridport  
North East Region, Tasmania

Aboriginal Heritage Assessment Report  
Final Draft Version 1

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4.6.2025

CULTURAL  
HERITAGE  
MANAGEMENT  
AUSTRALIA

### Report Version Control

<b>Report Version</b>	<b>Report Distribution</b>	<b>Date of Distribution</b>
Draft Report V1 Shay Hannah	Stuart Huys (CHMA for Internal Review and editing)	3/06/2025
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Final Draft Report V2 Shay Hannah	Aboriginal Heritage Tasmania	
Final Report	Aboriginal Heritage Tasmania	

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## Executive Summary

### Project Background

Marine and Safety Tasmanian (MAST), in conjunction with the Dorset Council (DC), is proposing to construct a new public pier at Bridport, in the North East region of Tasmania (see Figure 1).

CHMA Pty Ltd were first engaged in 2024 to conduct an archaeological field survey of the proposed Bridport Pier Project. The first proposed footprint consisted of an approximately 126m (l) x 5m (w) pier on a footing and platform of approximately 52m (w) x 28m (l) situated on a naturally occurring rocky outcrop at Croquet Lawn Beach, Bridport.

Since the initial plans, the Bridport Pier Project has been updated in 2025 to include an approximately 135m (l) pier with a 'T' head, an elevated boardwalk to access the pier, as well as a realigned former access track closer to the jetty that would avoid any cars that drive to the jetty and 2808sqm<sup>2</sup> of associated land.

CHMA Pty Ltd and Vernon Graham (Senior Aboriginal Heritage Officer) have been engaged by MAST to undertake an Aboriginal heritage assessment for the site nominated for the proposed Bridport Pier Project (the study area), to identify any potential Aboriginal heritage constraints.

### Desktop Results

As part of Stage 1, the following research was carried out, and background information was collated for this project:

- The collation of information pertaining to any registered heritage sites located within the general vicinity of the study area (see section 4.2).
- Mapping information showing the proposed footprint of the Bridport Pier Project.
- Relevant reports documenting the outcomes of previous Aboriginal heritage studies in the vicinity of the study area (see section 4.1).
- Ethno-historic literature for the region (see section 3).
- References to the land-use history of the study area (see section 2).
- GIS Information relating to landscape units present in the study area;
- Geotechnical information for the study area, including soil and geology data (see section 2).

### Registered Aboriginal Sites in the Vicinity of the Study Area

As part of Stage 1 of the present assessment, a search was carried out on the Aboriginal Heritage Register (AHR) to determine the extent of registered Aboriginal heritage sites within and in the general vicinity of the proposed Bridport Pier Project study area. The search shows 12 registered Aboriginal heritage sites within a 5km radius of the study area (search results provided by Wayne Beck from AHT on 19-08-2024). Based on the available information, none of these registered sites is situated within or near the project area. The closest registered site is AH14129 (a shell midden), which is located approximately 180m to the north. The detailed AHR search results are provided in section 4.2 of this report.

### Field Survey Results/Impact Assessment

No Aboriginal heritage sites, suspected features, or areas of elevated archaeological potential were identified during the field survey assessment of the proposed Bridport Pier

Project study area. A search of the AHR shows that there are no registered Aboriginal sites located within or in the immediate vicinity of the Bridport Pier Project study area. On this basis, it is advised that the proposed work will have no impacts on any known Aboriginal heritage sites, and therefore, there are no site-specific constraints or legal impediments to the project proceeding.

The field survey was able to confirm that there are no stone resources identified within the study area that would be suitable for stone artefact manufacturing. Nor are there any sizeable rock outcrops occurring within the study area, and therefore, there is no potential for Aboriginal rock shelters to be present.

As noted in section 6, surface visibility across the study area was generally good, averaging at 40%. Given some constraints in visibility, it cannot be stated with certainty that there are no undetected Aboriginal heritage sites present across the surveyed areas. However, the survey results strongly indicate that sites are very likely to be absent within the project footprint. Soil deposits across the study area were also shallow to skeletal (<5cm), and thus there is very little potential for sub-surface artefact deposits to be present.

As discussed in section 2, the study area has been subject to moderate and high-level modification as part of the creation of walking tracks and access roads with introduced gravel, and the installation of camping/public facilities has been the primary source of disturbance. The entire Croquet Lawn foreshore, including the study area, is a popular place for camping, recreational fishing and a walking spot for the local community and tourists. The proposed Bridport Pier Project study area is also subject to water erosion due to tidal activity. Any Aboriginal sites that may be present within the study area have been either heavily impacted by past infrastructure creation, repeated human foot traffic or washed away with tidal erosion.

At first glance, the negative findings of the field survey and the interpretation of these findings may appear surprising, given the proximity of the study area to the resource-rich littoral zone. Previous archaeological investigations around Bridport and the broader North East region have shown that there is generally an increase in site densities (particularly shell midden deposits within 200m of the coastal strip). However, in this instance, the project footprint for the proposed pier is comparatively small, subject to moderate to high-level disturbance and partially situated on the intertidal rock platforms where Aboriginal people are unlikely to have camped. All of these factors are also likely to significantly impact any Aboriginal heritage sites within the study area.

The detailed survey results and discussions are presented in Section 7

## **Management Recommendations**

Heritage management options and recommendations provided in this report are made based on the following criteria.

- Consultation with Vernon Graham (Senior Aboriginal Heritage Officer).
- The legal and procedural requirements as specified in the *Aboriginal Heritage Act 1975* (The Act).
- The results of the investigation as documented in this report; and
- Background research into the extant archaeological and ethnohistoric record for the study area and the surrounding region.

### ***Recommendation 1***

No Aboriginal sites or suspected features were identified during the field survey of the proposed Bridport Pier Project study area. A search of the AHR shows that there are no registered Aboriginal sites that are located within the study area, and it is assessed that there is a low to very low potential for undetected Aboriginal heritage sites to be present. It is therefore advised that there are no Aboriginal heritage constraints or legal impediments to the project proceeding.

### ***Recommendation 2 (Unanticipated Discovery Plan)***

It is assessed that there is generally low to very low potential for additional undetected Aboriginal heritage sites to occur within the footprint of the proposed Bridport Pier Project. However, if, during the course of the proposed works, previously undetected archaeological sites or objects are located, the processes outlined in the Unanticipated Discovery Plan should be followed (see Appendix 1). A copy of the Unanticipated Discovery Plan should be kept on-site during all ground disturbance and construction work. All construction personnel should be made aware of the Unanticipated Discovery Plan and their obligations under the Aboriginal Heritage Act 1975 (the Act).

### ***Recommendation 3 (Provision of Reports)***

Copies of this report should be submitted to Aboriginal Heritage Tasmania (AHT) for review and comment.

## 1.0 Project Outline

### 1.1 Project Details

Marine and Safety Tasmanian (MAST), in conjunction with the Dorset Council (DC), is proposing to construct a new public pier at Bridport, in the North East region of Tasmania (see Figure 1).

CHMA Pty Ltd were first engaged in 2024 to conduct an archaeological field survey of the proposed Bridport Pier Project. The first proposed footprint consisted of an approximately 126m (l) x 5m (w) pier on a footing and platform of approximately 52m (w) x 28m (l) situated on a naturally occurring rocky outcrop at Croquet Lawn Beach, Bridport.

Since the initial plans, the Bridport Pier Project has been updated in 2025 to include an approximately 135m (l) pier with a 'T' head, an elevated boardwalk to access the pier, as well as a realigned former access track closer to the jetty that would avoid any cars that drive to the jetty and 2808sqm<sup>2</sup> of associated land. Figures 2, 3 and 4 show the proposed location and both footprints for the proposed Bridport Pier Project.

CHMA Pty Ltd and Vernon Graham (SAHO) have been engaged by MAST to undertake an Aboriginal heritage assessment for the site nominated for the proposed Bridport Pier Project (the study area), to identify any potential Aboriginal heritage constraints.

### 1.2 Aims of the Investigation

The principal aims of the current Aboriginal Heritage assessment are as follows.

- To undertake an Aboriginal cultural heritage assessment for the proposed Bridport Pier Project (the study area, as shown in Figures 1-3). The assessment is to be compliant with both State and Commonwealth legislative regimes, in particular the intent of the *Aboriginal Heritage Act 1975* and the associated Aboriginal Heritage Standards and Procedures (2024).
- Search the Aboriginal Heritage Register (AHR) to identify previously registered Aboriginal heritage sites within and in the general vicinity of the study area.
- Undertake relevant archaeological, environmental and ethnohistorical background research to develop an understanding of site patterning within the study area.
- To locate, document and assess any Aboriginal heritage sites located within the proposed Bridport Pier Project study area.
- To assess the archaeological and cultural sensitivity of the study area.
- To assess the scientific and Aboriginal cultural values of any identified Aboriginal cultural heritage sites located within the study area.
- Consult with (or ensure the Aboriginal community representative consults with) Aboriginal organisation(s) and/or people(s) with an interest in the study area to obtain their views regarding the cultural heritage of the area.
- To develop a set of management recommendations aimed at minimising the impact of the proposed Bridport Pier Project footprint on any identified Aboriginal heritage values.
- Prepare a report that documents the findings of the Aboriginal heritage assessment.

### 1.3 Project Methodology

A three-stage project methodology was implemented for this assessment.

#### **Stage 1 (Pre-Fieldwork Background Work)**

Before fieldwork was undertaken, the following tasks were completed by CHMA staff.

##### *Consultation with Aboriginal Heritage Tasmania*

Aboriginal Heritage Tasmania (AHT) was contacted and informed that CHMA had been engaged to undertake an Aboriginal heritage assessment for the proposed Bridport Pier Project footprint. As part of this initial contact, a search request of the Aboriginal Heritage Register (AHR) was submitted to AHT to ascertain the presence of any previously registered sites in the vicinity of the study area (search request submitted on 14-08-2024).

##### *The collation of relevant documentation for the project*

As part of Stage 1 and as discussed in the Executive Summary of this report, the following research was carried out, and background information was collated for this project:

- The collation of information pertaining to any registered Aboriginal heritage sites located within the general vicinity of the study area.
- Mapping information showing the footprint of the proposed Bridport Pier Project.
- Relevant reports documenting the outcomes of previous Aboriginal heritage studies in the vicinity of the study area.
- Ethno-historic literature for the region.
- References to the land-use history of the study area.
- GIS Information relating to landscape units present within the study area.
- Geotechnical information for the study area, including soil and geology data.

##### *Consultation with the Aboriginal Heritage Officer*

Vernon Graham is the Senior Aboriginal Heritage Officer for this project. As part of Stage 1 works, Stuart Huys and Shay Hannah (CHMA archaeologists) were in regular contact with Vernon Graham. The main purpose of this contact was to discuss the scope of the present investigations, ratify the proposed methodology for the investigations and coordinate the timeframes for implementing fieldwork.

#### **Stage 2 (Fieldwork)**

Stage 2 entailed the fieldwork component of the assessment.

The 2024 field survey was undertaken by Shay Hannah (CHMA archaeologist), Vernon Graham (Senior Aboriginal Heritage Officer) and Kierrin Graham (Heritage Field Assistant), over one day (28-08-2024). The field team walked a combined total of 265m of survey transects across the Bridport Pier Project footprint, with the average width of each transect being 5m.

The 2025 field survey was undertaken by Shay Hannah (CHMA archaeologist) and Vernon Graham (Senior Aboriginal Heritage Officer) over a period of one day (13-05-2025). The field team walked a total of 290m of survey transects across the Bridport Pier Project footprint, with the average width of each transect being 5m.

As part of both field survey programs, additional transects were walked in areas where there was improved visibility to gain a better insight into the potential presence or absence of Aboriginal sites across the study area. Section 6 provides further details as to the survey coverage achieved within the study area.

The results of the field investigation were discussed between Vernon Graham, Stuart Huys and Shay Hannah (CHMA archaeologists). This included the potential cultural and archaeological sensitivity of the study area and possible management options.

### ***Stage 3 (Report Preparation)***

Stage three of the project involves the production of a Draft and Final Report that includes an analysis of the data obtained from the field survey, an assessment of archaeological sensitivity and management recommendations. The report has been prepared by Shay Hannah and Stuart Huys, in consultation with Vernon Graham.

A draft copy (electronic PDF version) of the report was submitted to the proponent for review. Any comments that were received have been incorporated into the final draft report. One electronic copy (PDF version) of the final draft report has been provided to Aboriginal Heritage Tasmania (AHT) for review and comment. A copy of the report has been provided to Vernon Graham to assist in the Aboriginal community consultation process. The report has been sent out to a range of Tasmanian Aboriginal organisations for information purposes.

### **1.4 Project Limitations**

Most archaeological investigations are subject to limitations that may affect the reliability of the results. The main constraint to the present investigation was restricted surface visibility due primarily to high tide water coverage, sand cover, vegetation over and introduced gravel. At the time of the field survey, surface visibility across the footprint ranged between <10% and 100%, with the estimated average at 40%. There were also numerous areas where exposed rock outcrops and erosion scalds were present within the proposed Bridport Pier Project footprint that provided locations of improved visibility. To offset constrained surface visibility, any areas of improved visibility were inspected in detail. The constraints in surface visibility limited the effectiveness of the survey assessment to some extent. The issue of surface visibility is further discussed in Section 6 of this report.

Bridport Pier Project – Bridport  
Aboriginal Heritage Assessment CHMA 2024–2025



Figure 1: Topographic map showing the general location of the study area at Bridport, Northeast Tasmania.

### Bridport Pier Project – Bridport Aboriginal Heritage Assessment CHMA 2024–2025

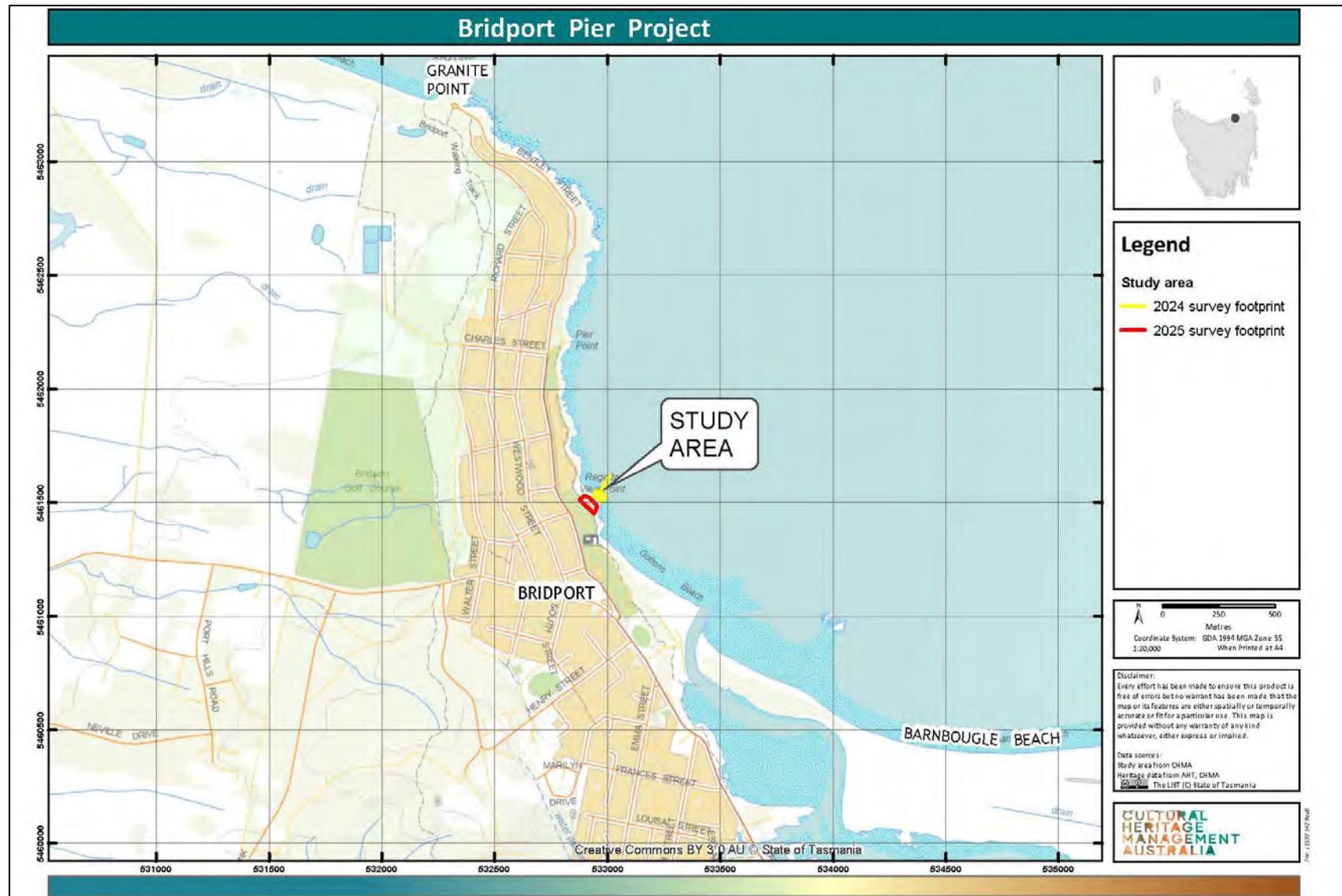


Figure 2: Topographic map showing the 2024 and 2025 proposed Bridport Pier Project footprints.

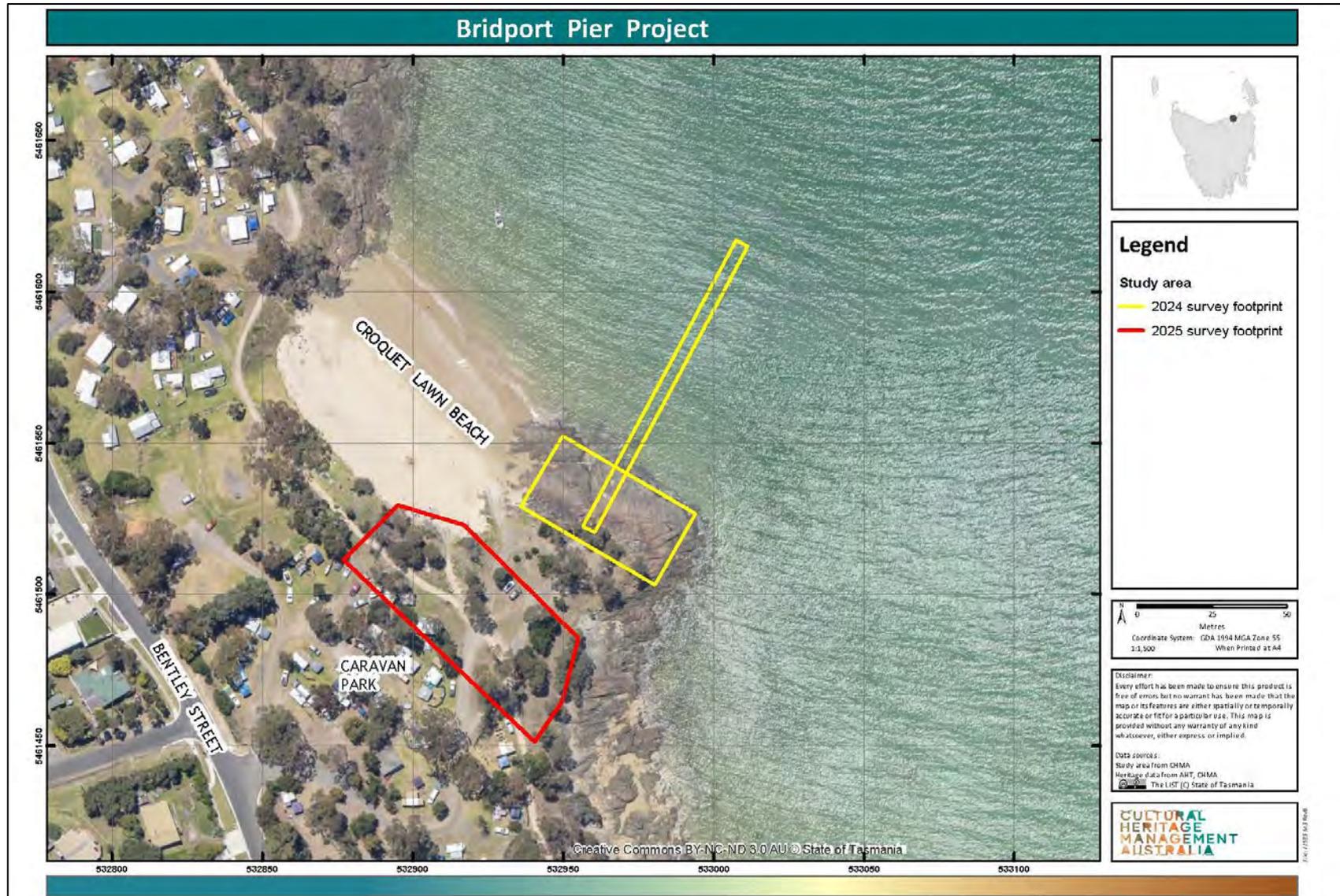


Figure 3: Aerial map showing the 2024 (yellow) and 2025 (red) Bridport Pier Project footprint.

### Bridport Pier Project – Bridport Aboriginal Heritage Assessment CHMA 2024–2025

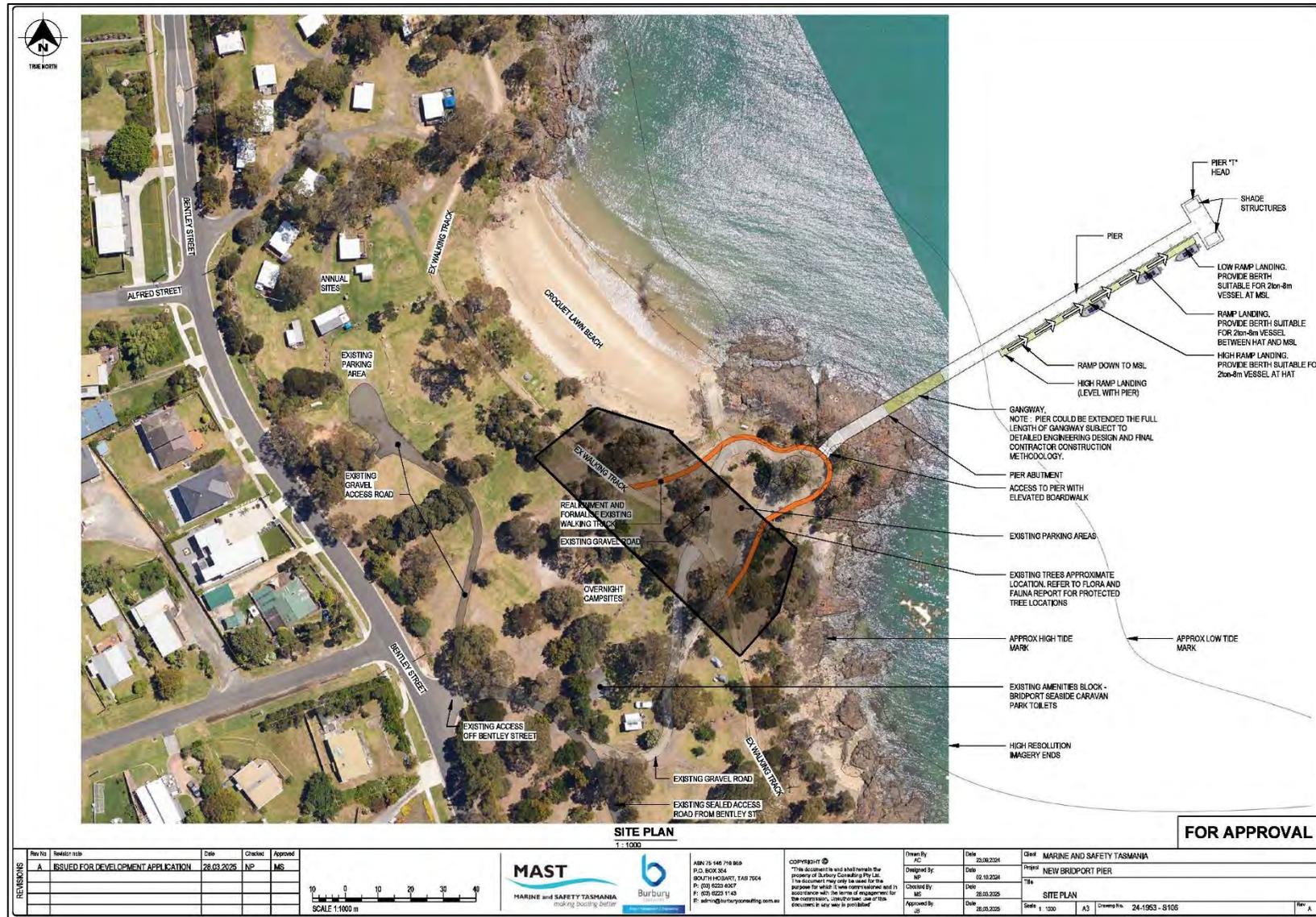


Figure 4: MAST site plan of the 2025 Bridport Pier Project footprint, including field survey footprint (shown in black).

## 2.0 Environmental Setting of the Study Area

### 2.1 Introduction

Before undertaking an archaeological survey of the study area, it is necessary to characterise the landscape. This includes considering environmental factors such as topography, geology, climate, vegetation and past and current landscape use. An assessment of the environmental setting helps to develop an understanding of the nature of Aboriginal occupation and site patterning that might be expected to occur across the study area. In addition, it must be remembered that in Aboriginal society, the landscape extends beyond economic and technological behaviour to incorporate social geography and the embodiment of Ancestral Beings.

The archaeological context can generally only record the most basic aspects of Aboriginal behaviour as they relate to artefact manufacture and use, and other subsistence-related activities undertaken across the landscape, such as raw material procurement and resource exploitation. The distribution of these natural resources occurs intermittently across the landscape, and as such, Aboriginal occupation and associated archaeological manifestations occur intermittently across space. However, the dependence of Aboriginal populations on specific resources means that an understanding of the environmental resources of an area accordingly provides valuable information for predicting the type and nature of archaeological sites that might be expected to occur within an area.

The primary environmental factors known to affect archaeological patterning include the presence or absence of water, both permanent and ephemeral, animal and plant resources, stone artefact resources and terrain.

Additionally, the effects of post-depositional processes of both natural and human agencies must also be taken into consideration. These processes have a dramatic effect on archaeological site visibility and conservation. Geomorphological processes such as soil deposition and erosion can result in the movement of archaeological sites as well as their burial or exposure. Heavily vegetated areas can restrict or prevent the detection of sites, while areas subject to high levels of disturbance may no longer retain artefacts or stratified deposits.

The following sections provide information regarding the study area's landscape context, including topography, geology, soils and vegetation.

### 2.2 Landscape Setting of the Study Area

The proposed Bridport Pier Project (the study area) consists of a 131.4m (l) pier with a 'T' head, an elevated boardwalk to access the pier from a realigned former access track, and 2808sqm<sup>2</sup> of extra workspace. The pier infrastructure will be situated on a naturally occurring rocky outcrop and foreshore at Croquet Lawn Beach, Bridport, North Eastern Tasmania. The study area is situated within flat to gently undulating coastal terrain with slopes of 5°–30°, primarily used for recreation (Plates 1–3).

The underlying geology within the study area consists of Sideling Sandstone, a part of the Mathinna Supergroup, made up of Turbiditic quartz-rich sandstone with some interbedded siltstone (Plates 1–3). Outside the bounds of the study area, the soils consist of Pleistocene coastal sand and gravel, made up of undifferentiated Cenozoic sequences (List 2025). From an Aboriginal heritage perspective, Sideling Sandstone bedrock does not contain stone

material used for artefact manufacturing, nor is it conducive to forming a rock shelter or overhang features. No rock shelter or overhang features were identified during the current survey.

Soils across virtually all of the study area consisted of light to dark grey sand intermixed with contemporary shell fragments from wind erosion. Soil deposits across the study area were found to be shallow to skeletal (<5cm), and thus there is very little potential for sub-surface artefact deposits to be present (Plate 5).

Vegetation within the study area primarily consisted of introduced and native grasses intermixed with stands of eucalypts and she oaks. Within the rocky outcrop, sparse stands of tussock grass and moss are present (Plates 1–3). Just above the high tide mark within the study area, vegetation consisted of tussock grass, she-oak, eucalyptus and introduced grasses (Plates 1 and 4).

The entire foreshore section of the study area has been subject to moderate to high levels of disturbance. The creation of walking tracks and access roads with introduced gravel and the installation of camping and other public facilities have been the primary sources of disturbance. The entire Croquet Lawn foreshore, including the study area, is a popular place for camping, recreational fishing and a walking spot for the local community and tourists. The Bridport Pier Project study area is also subject to water erosion due to tidal activity. Any Aboriginal sites that may be present within the study area have been either heavily impacted by past infrastructure creation, repeated human foot traffic or washed away with tidal erosion.

The study area is located adjacent to the Bass Strait along the northern border. Coastal areas such as Croquet Lawn Beach host a range of shellfish, bird and vegetation species which would have been an important component of the traditional Aboriginal diet.

The study area has a cool, wet climate typical of northern Tasmania. Rainfall occurs throughout the year, with a mean annual rainfall of 589mm. Rainfall is highest in August and September (64mm – 71mm) and lower from January to February (28 – 31mm). The warmest months of the year are January and February, when mean temperatures range from minimums of 10°C to maximums of about 23°C. Winter tends to be cold, with mean annual temperatures in the coldest months of June and July ranging from 1.5°C mean minimum to a maximum of about 11°C (BOM 2023).

Bridport Pier Project – Bridport  
Aboriginal Heritage Assessment CHMA 2024–2025

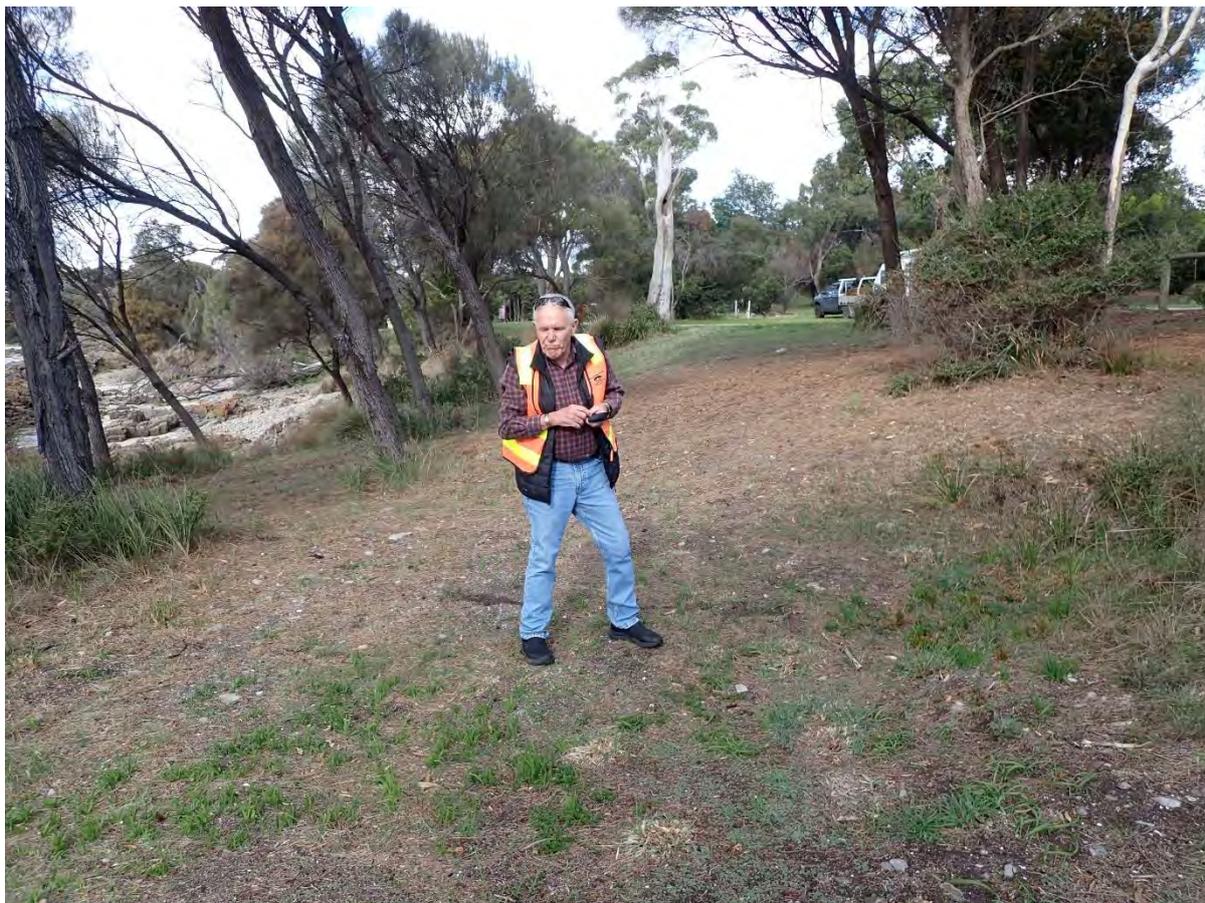


Plate 1: View southeast showing 20° slopes along the southern boundary of the study area, Vernon Graham in background; photo: Shay Hannah 13/05/2025.



Plate 2: View northwest showing the rocky outcrop that marks the northern boundary of the study area; photo: Shay Hannah 28/08/2024.

Bridport Pier Project – Bridport  
Aboriginal Heritage Assessment CHMA 2024–2025

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Plate 3: View northwest showing the existing walking track with introduced gravel within the study area; photo: Shay Hannah 13/05/2025.



Plate 4: View northeast overlooking Croquet Lawn Beach; photo: Shay Hannah 13/05/2025.



Plate 5: View showing the dark grey sand present within the study area on the Sideling Sandstone bedrock; photo: Shay Hannah 13/05/2025.

### 3.0 Ethno-historic Background

#### 3.1 Aboriginal Social Organisation in Tasmania

The following provides a brief overview of the nature of pre-contact Aboriginal groupings, Aboriginal concepts of land ownership, and the relationship of both these to pre-contact Aboriginal land use in Tasmania. The purpose is to establish a basic framework of understanding regarding Aboriginal social organisation, within which the archaeology of the study area may be viewed. Such an understanding is an essential prerequisite to any archaeological research analysing the relationship between Aboriginal people and their environment.

Ryan (2012) explains that the terms 'nation' and 'clan' are the preferred terms used by the Tasmanian Aboriginal community in place of 'tribe' and 'band' respectively. This terminology has been adopted in the following discussion.

According to Jones (1974), the social organisation of Tasmanian Aboriginal society appears to have consisted of three social units, these being the hearth group, the clan and the nation. The hearth group was the basic family unit and would generally have consisted of a man and woman, their children, aged relatives and sometimes friends and other relatives. The size of hearth groups would generally range from 2-8 individuals (Jones 1974: Plomley 1983). Plomley (1983) provides a description made by Peron of a hearth group he encountered at Port Cygnet.

*There were nine individuals in this family, and clearly they represented a hearth group, because Peron visited their campsite with its single hut. The group comprised an older man and wife, a younger man and wife, and five children, one a daughter (Oure-Oure) of the older man and wife, and the other four the children of the younger man and wife (Plomley 1983:168).*

The clan (band) appears to have been the basic social unit and was comprised of a number of hearth groups (Jones 1974). Jones (1974:324-325) suggests that the clan owned a territory and that the boundaries of this territory would coincide with well-marked geographic features such as rivers and lagoons. Whilst the clan often resided within its territory, it also foraged widely within the territories of other bands. Brown (1986:21) states that the clan was led by a man, usually older than the others and who had a reputation as a formidable hunter and fighter. Brown also suggests that the clan (as well as the hearth group) was ideally exogamous, with the wife usually moving to her husband's band and hearth group.

Each clan was associated with a wider political unit, the nation. Jones (1974:328-329) describes the nation (tribe) as being:

*...that agglomeration of bands which lived in contiguous regions, spoke the same language or dialect, shared the same cultural traits, usually intermarried, had a similar pattern of seasonal movement, habitually met together for economic and other reasons, the pattern of whose peaceful relations were within the agglomeration and of whose enmities and military adventures were directed outside it. Such a tribe had a territory, consisting of the sum of the land owned by its constituent bands...The borders of a territory ranged from a sharp well defined line associated with a prominent geographic feature to a broad transition zone (Jones 1974:328-329).*

According to Ryan (2012:11), the Aboriginal population of Tasmania was aligned within a broad framework of nine nations, with each nation comprising between six to fifteen clans (Ryan 2012:14). The mean population of each nation is estimated to have been between 350 and 470 people, with overall population estimates being in the order of between seven to ten thousand people prior to European occupation (Ryan 2012:14).

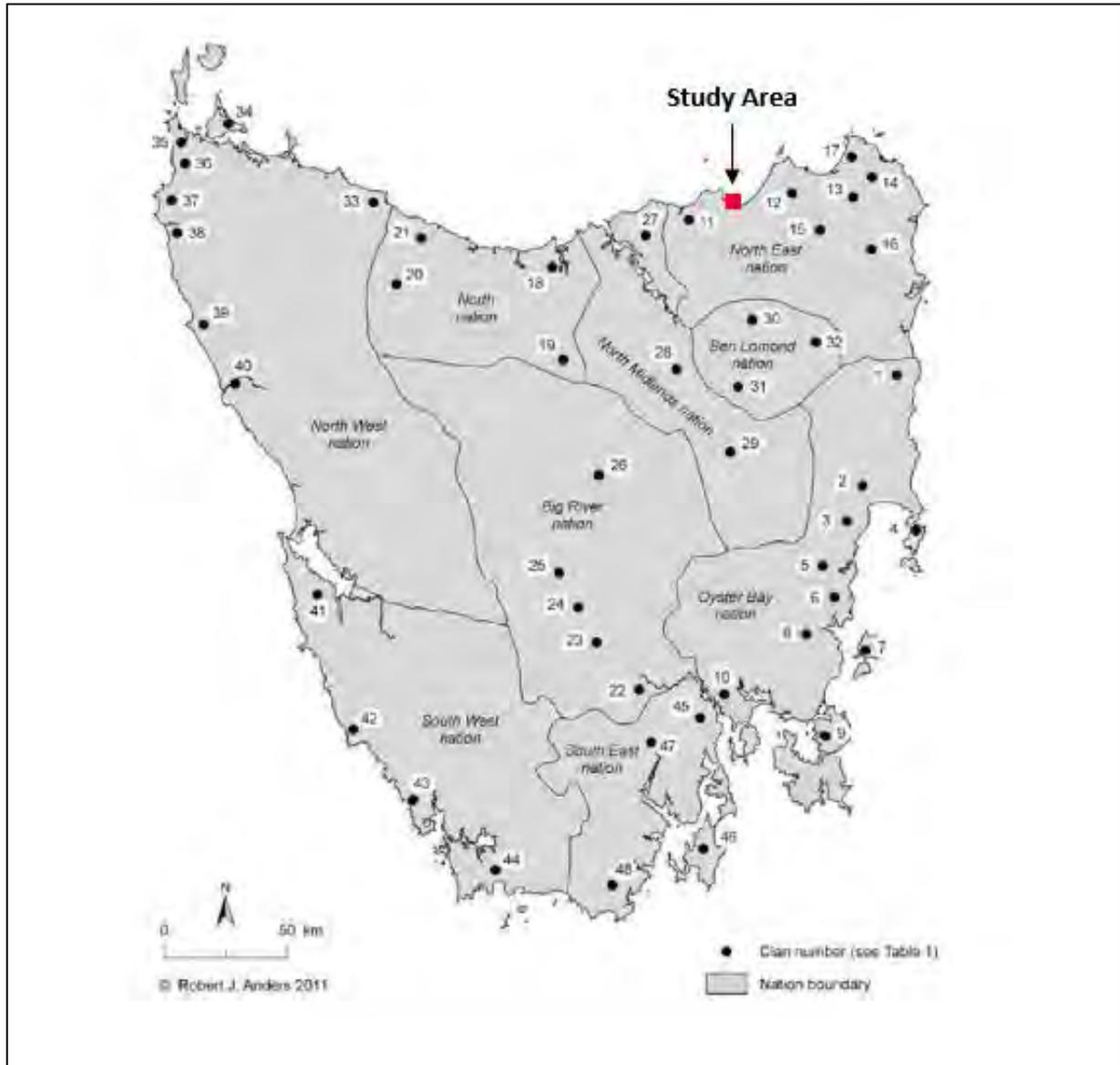
The Bridport Pier Project area falls within the territory of the North East Nation, as mapped by Ryan (2012:15) and shown in Figure 4 below. The country of the North East Nation encompassed territory along the coast from east of the Tamar to Cape Portland and continued south to the Scamander River. The inland boundary extended along Mt. Young, Mt. Barrow, and then east to the Tamar Valley (Jones 1974).

The North East Nation was comprised of seven clans. Ryan has mapped the approximate location of each clan, although notes that these details are not accurately known for the North East Nation (Ryan 2012:16). The clans most likely to have occupied the area in the vicinity of the present study area are the Peeberrangner people who lived along the Piper River or the Leenererter people who were centred around Scottsdale (Ryan 2012:15, 20).

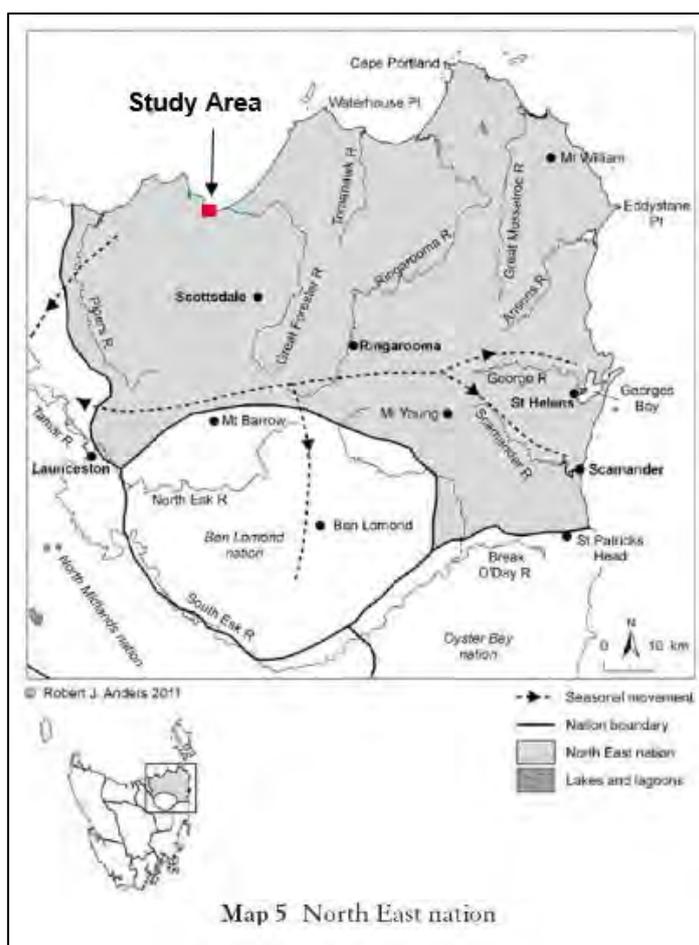
Seasonal movement occurred within the territory of the North East Nation. From July to September people congregated at lagoons and estuaries to harvest swan and duck eggs (Ryan 2012:21). In summer, seals and mutton birds were hunted along the coast, while in autumn and winter the inland terrestrial resources provided kangaroo, wallaby and emu (Ryan 2012:21). The clans of the North East Nation also made regular, seasonal trips into neighbouring nations. The rich resources of the Tamar estuary in the territory of the North Midlands Nation to the west were also visited by the North East people. Figure 5 shows the main seasonal pathways believed to have been utilised by the North East Nation (as determined by Ryan (2012)). This shows that the study area is situated in close proximity to one of the main travelling routes running from the Tamar estuary through to the east coast.

Robinson commented on the lack of well-defined tracks in the lowlands of North East Tasmania. However, he provided an account of a few routes at the edge of the mountainous terrain in the south, including a track following the George River from the south-east end of the Blue Tier to the coast, a passage from Mt. Horror south-east via George River, and finally a route going west from Mt. Horror to the Tamar (Plomley 1966). Records provided by Robinson suggest that the inland boundary of the territory occupied and exploited by Aboriginals in northeast Tasmania was defined by the natural mountainous terrain to the south. There is no evidence of Aboriginal exploitation of the northeast highland rainforest (Kee 1991:15,18).

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**Figure 5: The Aboriginal Nations of Tasmania in relation to the Project Area (Ryan 2012:13).**



**Figure 6: Seasonal movement of the North East Nation clans (Ryan 2012:21).**

### **Economy and subsistence**

Ethno-historical records of Aboriginal dietary components in northeast Tasmania include both animal and plant species. Little is known, however, about the methods of exploitation of these resources and their relative importance in the Aboriginal diet (Kee 1991:11). According to Hiatt (1967), the consumed food predominantly consisted of kangaroo and possum meat. Small mammals (i.e. bandicoots and rats), as well as reptiles (i.e. snakes and lizards), were also an important part of the diet. In addition, in the search for food, Aboriginal people also exploited marine resources. Some of the records of that exploitation include hunting for shellfish (Arthur 1828), mutton bird, fish, crawfish, oysters, mussels, chitons and crayfish (Plomley 1966, in Kee 1991:11). Records suggest that scale fish (Bass 1799), pelican and penguin eggs (Plomley 1966) were absent from the diet of the Aboriginal people on the northeast coast of Tasmania at the time of European settlement.

There are a few recorded observations of Aborigines exploiting various plant species, including roots of rushes and fern, fungi, grass trees and fern trees (Kee 1991:12). Nevertheless, Kee (1991:11) suggests that the Aboriginal people in northeast Tasmania exploited a much greater variety of plants depending on their seasonal availability. However, Hiatt (1967, in Kee 1991:11) indicates that plant resources in North East Tasmania were not utilised to the same degree as they were on the mainland of Australia. Ethnographic evidence suggests wide exploitation of marine (shellfish, birds) and terrestrial resources. Coastal food sources include shellfish, predominantly mud oysters, mussels and

turbo. Crayfish were also gathered from coastal waters. Seals were also hunted. James Kelly recorded the method used to hunt seals in 1816. He observed women taking a large wooden club and lying with the seals, imitating their movements for up to an hour. Suddenly, the woman would spring and strike a seal over the head (Kee 1987:24). Interestingly the early European settlers note that people of North East Tasmania did not appear to eat pelican, penguin eggs or scale fish, although penguin eggs were eaten elsewhere, as recorded on Bruny Island (Kee 1987:22).

Terrestrial resources included bandicoots, kangaroo, possums, lizards, and goannas. George Augustus Robinson recorded that women climbed trees to catch possums using grass ropes and notches made in the trunk (Kee 1987:22). Spears were used for hunting animals like kangaroos. Robinson noted tea tree timber being gathered for making spears. The tea tree thickets along the coastal marshy plains would have provided a good source for manufacturing wooden tools (Kee 1987:30). Along the Tamar, baskets woven from grass and plant fibres were used for collecting shellfish and plant foods (Kee 1987:30).

### ***Use of Fire***

Fire played an important role in Aboriginal life, and it was preserved with the aid of torches when transported from one place to another. Fire was used for a wide range of reasons, including cooking, providing warmth, clearing vegetation to obtain food (i.e. swans eggs) or facilitating ease of movement through the landscape. Some ethnohistorical records indicate that fire was also applied on insect bites, whereas heated sticks were used to soften hair in preparation for further painting with ochre and grease (Plomley 1966). There are suggestions that fire in North East Tasmania might have been used for enhancing campsites, as well as regenerating plants and increasing the numbers of game (Jones 1967).

George Augustus Robinson provided a few records of individual bark dwellings, groups of dwellings, and hearths constructed by the Aboriginal people in North East Tasmania. The size of those dwellings was likely to have varied, with one record of a hut sufficiently large to contain up to forty people. Campsites were usually established on elevated ground, often close to a water source. In some cases, they were sheltered by trees or located on the warm northeast aspect of hinterland foothills (Plomley 1966).

### ***Material Culture***

The only ethnohistorical evidence of material culture in northeast Tasmania refers to the North East Nation. There are no records of any items of material culture used by the Ben Lomond Nation (Kee 1991:16).

The usage of stone was quite versatile amongst the Aboriginal people in northeast Tasmania. Robinson mentioned stone tools being used for making spears around campfires (Plomley 1966). There is also a record of tree notches at Port Dalrymple left by a rough-edged tool, possibly a stone hatchet (Collins 1971). In addition, stones were used for killing animals (i.e. swans or ducks), as well as grinding ochre (Plomley 1966).

Other materials utilised by the Aboriginal people in the North East included wood (used for making spears and waddies) and grass (used for making baskets and ropes) (Collins 1971). Robinson also recorded the presence of glass at one campsite (Plomley 1966).

Tasmanian watercraft comprised canoe-shaped floats, recorded by Louis Freycinet in 1802 and again by Robinson in the 1830s (Mulvaney and Kamminga 1999:345). Evidence from offshore islands dates the use of watercraft to the last 2000 years (Mulvaney and Kamminga 1999:345). The canoe-shaped float consisted of a series of rolled parcels of stringy bark or paperbark strung together by fibre cord with the ends upturned (Mulvaney and Kamminga 1999:345). The float could measure up to 4.5m externally and Freycinet recorded that up to eight adults and a few children could be carried in a large float. On most of the mainland, these floats were used on rivers, estuaries and between offshore islands. However, it is believed that the Aboriginal people in northeast Tasmania did not build watercraft (Plomley 1966; Collins 1971, in Kee 1991:17). However, Jones (1971) indicates that the technology of building a watercraft was known to the Aborigines but was never put into practice.

### ***Art, burial, mythology and ceremony***

Ground red ochre mixed with animal fat was used for decorating the face and body. Alternatively, red leaves of eucalypts were chosen to replace the ochre (Plomley 1966). There is a record of an Aboriginal man in the Fingal Valley wearing a necklace and pouch full of grease (Kee 1991:18). In addition, Robinson noted a characteristic hairdo amongst the Aborigines in northeast Tasmania made up of a ring of hair on top of their head (Plomley 1966).

Dancing is known to have been a common element of traditional Aboriginal life in northeast Tasmania. There are ethnohistorical records of dances performed by Aborigines around campfires (Plomley 1966), as well as around captured seals (Kelly 1881, in Kee 1991:18).

There are no other records of artistic and religious aspects of Aboriginal life in North East Tasmania (Kee 1991:17).

### **3.2 Culture Contact and Frontier Violence**

The first recorded meeting between Europeans and the Aboriginal people of North East Tasmania was in 1773 when Tobias Furneaux sailed into and named, the Bay of Fires for the smoke he saw along the coast (Kee 1987:15). A quarter of a century later Jean-Baptiste-Louis Clarke Theodore also recorded smoke on the northeast coast (Plomley 1966, in Kee 1991:8). In 1800 Matthew Flinders observed smoke on the northern coast but noted that the Furneaux Islands appeared uninhabited (Kee 1987:15). Bass accompanied Flinders on further voyages later in 1800 and he observed that while smoke was often visible from ships, the people ran into the bush at the approach of Europeans (Kee 1987:15).

By the early nineteenth century, sealers and whalers had established hunting grounds in the Bass Strait and inhabited islands and parts of the coast. In 1816, a sealer James Kelly met up to 300 people at George Rocks. Kelly traded culled seals with the Aboriginal people of the coast in exchange for kangaroo (Kee 1987:19).

While there are some suggestions that initial contact between Aboriginal people and the whalers and sealers may have been friendly, by the time George Augustus Robinson was moving through the area in 1830 – 1831, the sealers had instilled widespread terror among the Aboriginal people (Kee 1987:16). The sealers typically abducted women to be wives and to work on the sealer's camps, and Robinson recorded that people along the northern coast

referred to the murder of Aboriginal people at all the places where the sealers camped (Kee 1987:16).

This violent contact between Aboriginal people and Europeans, especially sealers, along the northeast coast had disastrous implications for the North East Nation. Apart from individual and emotional devastation, the loss of large numbers of women disrupted social organisation, as well as impacting economic systems of gender-based division of labour (Kee 1987:16).

## 4.0 Background Archaeology

### 4.1 Previous Archaeological Investigations in the Region

Cosgrove (in Kee 1991) and Kee (1987, 1991) undertook the first regional and detailed archaeological investigations in the North East Region. Kee's work comprised a regional survey report as part of a series of Tasmania regional surveys instigated by the Tasmania Parks and Wildlife Service and focused on the northeast coastal area. Subsequent archaeological investigations have been undertaken in the following decades, notably, those undertaken by Searle (1996), West (2006), Graham (2006) and McConnell (1995).

#### ***Kee (1987,1991)***

Kee (1987, 1991) undertook the most comprehensive archaeological survey to date of the North East Region of Tasmania. The early part of the study, including establishing the research aims and methodology, was carried out by Cosgrove and involved a regional investigation of the prehistoric archaeological resources in North East Tasmania. Kee subsequently took over the project, completing the aims of the research, which were to identify the selection criteria used in prehistoric settlement and determine the densities of sites in different environments. It was hoped that these results might give predictive capabilities to archaeological resources within the region.

The study area comprised 9 700km<sup>2</sup> in the North East of Tasmania and is bordered to the north and east by the coastline between Scamander and Stony Head, to the west by the watershed of the Pipers River, Tamar River and South Esk River and to the south by Fingal Bay. The investigation was based entirely upon a systematic survey (no sub-surface investigations were undertaken), which comprised just over 0.5% of the entire study area. Data was collected on the type, characteristics, artefact variability and location of sites across the landscape.

The study area was divided into major landforms, which were then stratified into two environments: coastal and inland. The line between coastal and inland was arbitrarily defined at 1km from the shore. Due to logistical issues, it was not possible to sample each landform proportionately given access, surface visibility, land use and so on. The hill landforms in particular were unable to be surveyed (however, see Thomas 1991 below).

The following seven different landform divisions were made based on topography and environment:

- Coastal dunes
- Coastal plains
- Coastal low hills
- Offshore Islands
- Plains
- Low hills
- Hills

A total of 230 sites were reported on in the study, only 189 of which were identified in the specific survey; previously recorded sites on the Register of the National Estate and TASI site index were also included. Marked differences were clearly identified between the use of

various landforms within the region and, in particular between coastal and inland environments. The outcomes of the research and the predictive models generated are summarised by environment and landform below and in Table 1.

Within these categories, it is Kee's coastal environmental data that is most relevant to the proposed Bridport Pier Project. Coastal environments, including coastal plains, were found to contrast with inland areas in having considerably higher site densities and artefact densities. Within the coastal plains landforms, shell middens and artefact scatters were the primary site types present, with artefact assemblages recorded at middens generally minor and containing a limited variety of artefact types. These are predominantly unmodified flakes and undifferentiated flaked pieces. These stone artefacts were found to be manufactured predominantly of quartz with granite beach cobbles, cherty-hornfels, and quartzite also present at some sites (Kee 1987:54). Kee's (1987) data from the recorded sites within the coastal plains indicate that the coast was primarily used for marine shellfish exploitation. The high density of shell middens along the coastal fringe and the variety of midden types would appear to result from a range of intensities of occupation (Kee 1987:54). Only 21% of the recorded middens show stratified deposits, suggesting repeated visitation (Kee 1987:54).

**Table 1: Predicted site types, densities and composition for North East Tasmania (data based on Kee's 1991 survey results).**

Landform	Predicted No of Sites per km <sup>2</sup>	Types of Sites (in order of frequency)	Predicted no of artefacts per site	Raw Materials	Assemblage Composition (predominantly)
<b>Coastal Dunes</b>	6	Middens, Scatters	17.1	Quartz, volcanics, silcrete	Unretouched
<b>Coastal Plains</b>	30	Middens, Scatters	2.4	Quartz, cherty hornfels, quartzite	Unretouched
<b>Coastal Low Hills</b>	12.6	Middens, Scatters	2.4	Quartz, cherty hornfels	Unretouched, some retouched present
<b>Offshore Islands</b>	3.9	Scatters	26.6	Quartz, chalcedony	Unretouched and retouched
<b>Plains</b>	1.6	Isolated finds, Scatters	8.5	Quartz, cherty hornfels, quartzite	Unretouched and retouched
<b>Low Hills</b>	2.5	Scatters, isolated finds, middens	1.5	Quartz, cherty hornfels, quartzite	Retouched
<b>Hills</b>	0.2	Isolated finds, scatters	108*	Quartz	Retouched

\* Based on Kee's data of only 5 assemblages.

### **CHMA (2017)**

CHMA Pty Ltd and Vernon Graham (SAHO) were engaged by the Dorset Council to undertake an Aboriginal heritage assessment for the proposed Bridport Western Access Road project in 2017. The proposed corridor alignment for the Bridport Western Access Road was approximately 2.6km in length and would run from Bridport Road through to Sandy Point Road. The width of the corridor varied from between 30m to 100m. The proposed corridor alignment was predominantly aligned to pass through Crown Land, with a small section traversing private agricultural land between Bridport Road and the Brid River (CHMA 2017:1).

The field survey was undertaken on 11-5-2017 by Stuart Huys (CHMA archaeologist) and Vernon Graham (Aboriginal Heritage Officer). The entire length of the road corridor was walked twice by the field team. In areas where the road corridor widened (predominantly around the southern end of the corridor, between Bridport Road and the Brid River), additional transects were walked by the field team. In total, an estimated 12.4km of survey transects were walked by the field team, within the proposed road corridor, with the average width of each transect being 5m (CHMA 2017:47).

Surface visibility was found to be the primary limitation during the field survey, with surface visibility across the majority of the study area in the low range, averaging 10%, primarily due to vegetation cover. Although there were areas, such as along existing graded tracks and walking tracks, where visibility improved. Given these constraints, it could not be stated with certainty that there were no undetected Aboriginal heritage sites present in the proposed Bridport Western Access Road project (CHMA 2017:47).

No Aboriginal heritage sites were identified during the field survey assessment of the Bridport Western Access Road corridor. A search of the AHR showed that there were no registered Aboriginal sites within or near the corridor. The field team were able to confirm that there are no rock outcrop features located within the road corridor that would be in any way suitable for occupation. On this basis, there is no possibility that rock shelters or rock art sites could be present in the corridor. The field survey was also able to confirm that there were no stone resources detected within the road corridor that would be suitable for stone artefact manufacturing. The indications are that site and artefact densities along the proposed corridor are likely to be low to very low, consistent with sporadic activity. The most likely site types that may be present within the study area would be small artefact scatters and isolated artefacts which would probably be representative of occasional foraging or very short-duration camping.

The negative findings of the field survey and the interpretation of these findings are generally consistent with the regional pattern of site distribution observed for the broader Northeast Region.

### **CHMA (2023)**

CHMA Pty Ltd and Vernon Graham (SAHO) were engaged by Burbury Consulting (on behalf of MAST and Dorset Council) to undertake an Aboriginal heritage assessment for the proposed New Port Entrance at Bridport. Marine and Safety Tasmania (MAST), in

conjunction with Dorset Council, has completed a Bridport Foreshore Master Plan (BFMP). The objectives of BFMP were to identify potential opportunities for marine infrastructure upgrades and potential new development to support the growth in commercial shipping, commercial fishing, recreational fishing, tourism, and marine safety in Bridport, which is located in the northeast of Tasmania.

The master planning process identified a preferred infrastructure development plan including the following project packages;

- Package A – New Port entrance feasibility and detailed study;
- Package B – Old Pier site boat ramp extension and jetty;
- Package C – Jetty extension; and
- Package D – New Port entrance, Commercial Wharf and Port Marina.

The survey assessment was predominantly focused on the proposed New Port Entrance – Bridport footprint. No Aboriginal heritage sites were identified and recorded during the field survey inspection of the proposed New Port Entrance – Bridport footprint. The field survey was able to confirm that there were no stone resources identified within the study area that would be suitable for stone artefact manufacturing. Nor were there any sizeable rock outcrops occurring within the study area, and therefore, there is no potential for Aboriginal rock shelters to be present.

#### 4.2 Registered Aboriginal Sites in the Vicinity of the Study Area

As part of Stage 1 of the present assessment, a search was carried out on the Aboriginal Heritage Register (AHR) to determine the extent of registered Aboriginal heritage sites within and in the general vicinity of the proposed Bridport Pier Project study area.

The search shows that there are 12 registered Aboriginal heritage sites situated within a 5km radius of the study area (search results provided by Wayne Beck from AHT on 19-08-2024). Two of these sites are classified as isolated artefacts, one is classified as an artefact scatter, three are classified as shell midden/artefact scatters, and six are classified as shell middens. Table 2 provides the summary details for these registered sites, with Figure 6 showing the location of these sites in relation to the proposed Bridport Pier Project area.

Based on the available information, none of these registered sites is situated within or in the immediate vicinity of the project area. The closest registered site is AH14129 (a shell midden), which is located approximately 180m to the north (see Figure 7).

**Table 2: Registered Aboriginal heritage sites situated within a 5km radius of the study area (search results provided by Wayne Beck from AHT on 19-08-2024).**

AH Number	Site Type	Locality
216	Artefact Scatter	
6580	Artefact Scatter, Shell Midden	
6581	Shell Midden	Bridport
7059	Shell Midden	Bridport
8418	Shell Midden	Bridport
8419	Shell Midden	

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8420	Shell Midden, Artefact Scatter	Bridport
9076	Shell Midden, Artefact Scatter	Bridport
9261	Isolated Artefact	Bridport
13186	Isolated Artefact	Bridport
13653	Shell Midden	Bridport
14129	Shell Midden	

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Figure 7: Topographic map showing the registered Aboriginal heritage sites situated within a 5km radius of the study area.

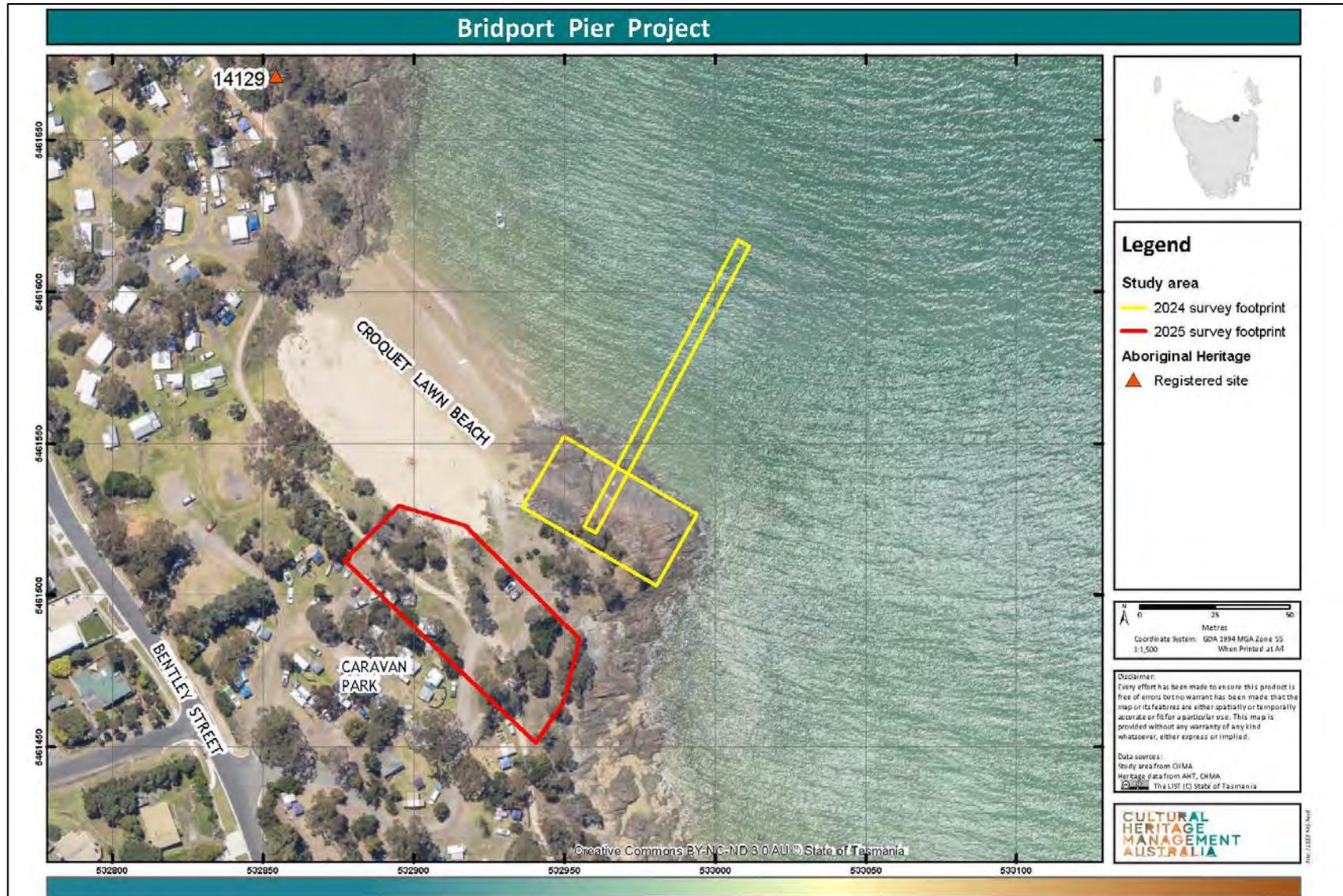


Figure 8: Aerial map showing the closest registered Aboriginal heritage sites to the study area.

## 5.0 Predictive Modelling

### 5.1 Introduction to Predictive Modelling

Predictive modelling, in an archaeological context, is a fairly straightforward concept and has been utilised by archaeologists in Australia for a number of years as a tool for undertaking research into Aboriginal heritage sites. In summary, predictive modelling involves the collation of information generated from previous archaeological research in a given region and using this information to establish patterns of Aboriginal site distributions within the landscape of that particular region. Based on perceived patterns of site distribution, archaeologists can then make predictive statements regarding the potential for various Aboriginal site types to occur within certain landscape settings and can make preliminary assessments regarding the potential archaeological sensitivity of landscape types within a given region.

### 5.2 Predictive Models: Strengths and Weaknesses

It should be acknowledged that most, if not all, predictive models have a number of potential inherent weaknesses, which may serve to limit their value. These include, but may not be limited to, the following:

- 1) The accuracy of a predictive model is directly influenced by the quality and quantity of available site data and information for a given region. The more data available and the greater the quality of that data, the more likely it is that an accurate predictive model can be developed.
- 2) Predictive modelling works very well for certain types, most particularly isolated artefacts and artefact scatters, and to a lesser extent scarred trees. For other site types, it is far more difficult to accurately establish distribution patterns and therefore make predictive modelling statements. Unfortunately, these site types are generally the rarer site types (in terms of frequency of occurrence) and are therefore generally the most significant sites.
- 3) Predictive modelling (unless it is very sophisticated and detailed) will generally not take into account micro-landscape features within a given area. These micro features may include (but are certainly not limited to) slight elevations in the landscape (such as small terraces) or small soaks or drainage depressions that may have held water. These micro features have been previously demonstrated to occasionally be focal points for Aboriginal activity.
- 4) Predictive modelling to a large extent is often predicated on the presence of watercourses. However, in some instances, the alignment of these watercourses has changed considerably over time. As a consequence, the present alignment of a given watercourse may be substantially different to its alignment in the past. The consequence of this for predictive modelling (if these ancient watercourses are not taken into account) is that predicted patterns of site distributions may be greatly skewed.

### 5.3 A Predictive Model of Site Type Distribution for the Study Area

The findings of previous archaeological investigations undertaken in the general vicinity of the study area, together with the results of the AHR search, indicate that by far the most likely site types that will be encountered during the current assessment will be artefact scatters, isolated artefacts and shell middens (or a combination thereof). The following

provides a definition for the site types likely to be encountered in the study area and a general predictive statement for their distribution across the study area.

Based on the archaeological investigations of Kee (1990,1987,1991), higher site and artefact densities correlate with areas where there is an increase in available resource zones, such as the Croquet Lawn Beach foreshore. However, despite the presence of 12 previously registered Aboriginal heritage sites (11 of which are located within 300m of the Bass Strait coastline) within a 5km radius, no previously identified Aboriginal heritage sites or potential areas of significance have been identified within the proposed Bridport Pier Project footprint. The negative findings of the field survey and the interpretation of these findings may appear surprising in contrast to the findings of previous archaeological investigations around Bridport and the broader North East region, which have shown that there is generally an increase in site densities (particularly shell midden deposits within 200m of the coastal strip). However, in this instance, the project footprint for the proposed pier is comparatively small, subject to moderate to high-level disturbance and partially situated on the intertidal rock platforms where Aboriginal people are unlikely to have camped. All of these factors are likely to significantly impact any Aboriginal heritage sites within the study area.

Other considerations for the negative findings potentially lie in the shallow to skeletal soil deposits within the study area footprint, which yield very little potential for sub-surface artefact deposits to be present, and restricted surface visibility due to vegetation cover, introduced gravel, high tide water coverage and sand cover.

As discussed in section 4.1 of this report, other Aboriginal site types have been recorded in the North East Tasmanian Region, in the general surrounds of the study area. These include Aboriginal stone quarries and rock shelters. The underlying geology of the study area consists of Sideling Sandstone and Cenozoic cover sequences. These stone materials are generally not well suited for Aboriginal artefact manufacturing and as such, it is highly unlikely that Aboriginal stone quarries will be present in the study area. Sideling Sandstone and Cenozoic cover sequences are also not conducive to the formation of rock overhangs, and as such, Aboriginal rock shelters are not likely to be present.

### ***Artefact Scatters and Isolated artefacts***

#### ***Definition***

Isolated artefacts are defined as single-stone artefacts. Where isolated finds are closer than 50 linear metres to each other, they should generally be recorded as an artefact scatter. Artefact scatters are usually identified as a scatter of stone artefacts lying on the ground surface. For this project, artefact scatters are defined as at least 2 artefacts within 50 linear metres of each other. Artefacts spread beyond this can be best defined as isolated finds.

It is recognised that this definition, while useful in most instances, should not be strictly prescriptive. On some large landscape features, for example, sites may be defined more broadly. In other instances, only a single artefact may be visible, but there is a strong indication that others may be present in the nearby sediments. In such cases, it is best to define the site as an Isolated Find/Potential Archaeological Deposit (PAD).

Artefact scatters can vary in size from two artefacts to several thousand and may be representative of a range of activities, from sporadic foraging to intensive camping activity. In

rare instances, campsites that were used over a long period of time may contain stratified deposits, where several layers of occupation are buried one on top of another.

#### Site Distribution Patterns:

Previous archaeological research in the region has identified the following pattern of distribution for this site type.

- The majority of artefact scatters are located in close proximity to a watercourse, on relatively level and well-drained ground.
- Larger open artefact scatters (representing more intensive activity, such as regular camp areas), tend to be located on level, elevated landscape features, close to (within 500m) major watercourses. The most common areas are the elevated basal slopes of hills, the level spines of spurs (around the termination point of the spur), or on elevated sand bodies.
- Sites in the Midlands are likely to occur at the intersection of the hilly country with the plains. Sheltered valleys at the base of ridgelines have been noted as having an increased likelihood of containing archaeological sites.
- Site and artefact densities on the lower-lying flood plains of watercourses tend to be comparatively lower. This may be reflective of the fact that these low-lying areas were less favoured as camp locations, due to such factors as rising damp and vulnerability to flooding; and
- Site and artefact densities also tend to be comparatively lower in areas away from watercourses.
- Site and artefact densities are comparatively lower in moderate to steeply sloping terrain.
- Isolated artefacts may be found distributed across the landscape.

Applying the broad regional pattern of site distribution and the effects discussed in section 5.3 to the study area, it is anticipated that the density of sites (artefact scatters and isolated artefacts) and the density of artefacts associated with these sites would generally be expected to be low to very low. If sites are present in the study area, they are likely to be isolated artefacts or small artefact scatters, representing sporadic hunting and travelling through this landscape. These sites are most likely to be present in those parts of the study area where the slope gradient decreases to below 5°. This would generally be along the benches to the south outside of the study area. Higher density artefact scatters, representing more intensive activities such as interim campsites are unlikely to occur in the study area.

### **Shell Midden Sites**

#### Definition

Middens range in thickness from thin scatters to stratified deposits of shell and sediment up to 2m thick. In addition to shells, which have accumulated as food, refuse, shell middens usually contain other food remains such as bone from fish, birds and terrestrial animals, and humus from the decay of plant and animal remains. They also commonly contain charcoal and artefacts made from stone, shell and bone.

#### Site Distribution Patterns:

- Middens are by far the most common site type encountered along the North East Tasmanian coastline and estuary systems. For those middens that occur around the

interface between sandy beaches and rock platforms, there is likely to be a broad range of shellfish species represented, including pipis, abalone, whelks and periwinkles.

- The largest middens are found immediately adjacent to the shoreline, near to the shellfish resources, and are on elevated, generally gently sloping or level terrain.
- A few sizeable middens have been noted up to 500m inland, with smaller middens having been identified up to 1km inland. These shell middens are comprised almost entirely of shell and rarely contain large numbers of stone artefacts or faunal remains.
- Middens may be expected to occur with a lithic component; however, assemblages will be small.

*Predictive Statement:*

The proposed Bridport Pier Project consists of a 131.4m (l) pier with a 'T' head, an elevated boardwalk to access the pier from a realigned former access track, and 2808sqm<sup>2</sup> of extra workspace. The pier infrastructure will be situated on a naturally occurring rocky outcrop and foreshore at Croquet Lawn Beach, Bridport, North Eastern Tasmania. The study area is situated within flat to gently undulating coastal terrain with slopes of 5°–30°, primarily used for recreation.

The Bridport Pier Project is located along the foreshore overlooking the Bass Strait. The shoreline alongside the study area is a medium to high energy shoreline, with Croquet Lawn beach and rocky outcrops exposed at low tide. This coastal zone hosts a range of saltwater shellfish species, including Blacklip Abalone (*Haliotis rubra*), Warrener (*Turbo undulata*) and Pipis, along with other shellfish species consumed by Tasmanian Aboriginal people.

Applying the broad regional pattern of site distribution and the effects discussed in section 5.3 to the study area, it is anticipated that the density of sites (shell middens) and the density of artefacts associated with these sites would generally be expected to be low to very low. If shell midden sites are present in the study area, they are most likely to be encountered within the northern boundaries, closest to the Bass Strait and would be of low to medium density, possibly containing low densities of stone artefacts.

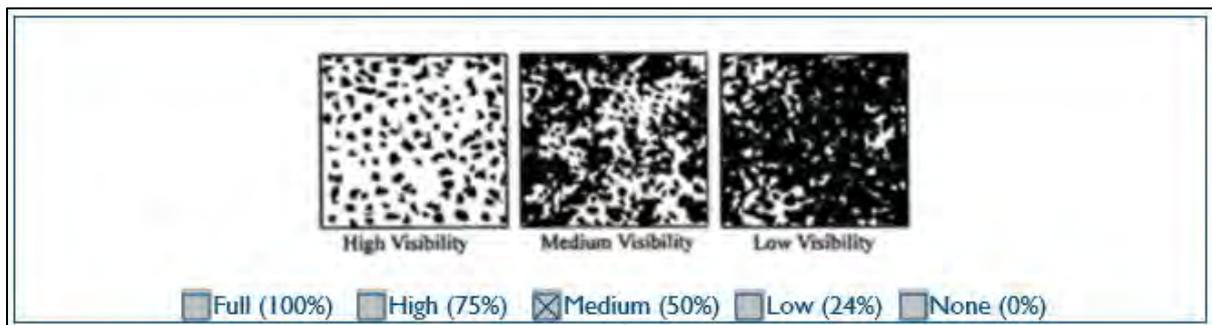
## 6.0 Survey Coverage of the Study Area

### Survey Coverage and Surface Visibility

Survey coverage refers to the estimated portion of a study area visually inspected during a field survey. Surface Visibility refers to the extent to which the actual soils of the ground surface are available for inspection. There are a number of factors that can affect surface visibility, including vegetation cover, surface water and the presence of introduced gravels or materials. Figure 9 provides a useful guide for estimating surface visibility.

The 2024 field survey was undertaken by Shay Hannah (CHMA archaeologist), Vernon Graham (Senior Aboriginal Heritage Officer) and Kierrin Graham (Heritage Field Assistant), over one day (28-08-2024). The 2025 field survey was undertaken by Shay Hannah (CHMA archaeologist) and Vernon Graham (Senior Aboriginal Heritage Officer) over a period of one day (13-05-2025). During both field surveys for the proposed Bridport Pier Project, only one field survey team member carried a device that allowed for the recording of tracklogs. Due to this, the transect data for this assessment is based on those individuals' readings. The field team walked a combined total of 555m of survey transects across the proposed Bridport Pier Project footprint, with the width of each transect being 5m. This equates to a survey coverage of 2775m<sup>2</sup>. These transects were conducted as two separate continuous transects that covered the accessible areas and areas of improved visibility within the study area.

As noted in section 1.4 and reiterated in section 2, the main constraint to the present investigation was restricted surface visibility due primarily to high tide water coverage, sand cover, vegetation over and introduced gravel. At the time of the field survey, surface visibility across the footprint ranged between <10% and 100%, with the estimated average at 40%. There were also numerous areas where exposed rock outcrops and erosion scalds were present within the proposed Bridport Pier Project footprint that provided locations of improved visibility.



**Figure 9: Guidelines for the estimation of surface visibility.**

### Effective Coverage

Variations in both survey coverage and surface visibility have a direct bearing on the ability of a field team to detect Aboriginal heritage sites, particularly site types such as isolated artefacts and artefact scatters (which are the site types most likely to occur in the study area). The combination of survey coverage and surface visibility is referred to as effective survey coverage. Table 3 presents the estimated effective survey coverage achieved during the survey assessment of the study area.

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The overall effective coverage is estimated to have been 2156.25m<sup>2</sup>. This level of effective coverage is assessed as being adequate for determining the potential extent, nature and distribution of Aboriginal cultural heritage sites in the study area.

**Table 3: Effective survey coverage achieved across the proposed Bridport Pier Project footprint.**

Area Surveyed/Transect Number (m <sup>2</sup> )	Geomorphic Unit	Landforms	Exposure Type (%)	Estimated Surface Visibility	Effective Survey Coverage (% of transect total).	AHR Reg # Sites
<b>Bridport Pier Project Footprint 2024</b>  265m x 5m= 1325m <sup>2</sup>	Coastal Plain	Rock Outcrop/ Foreshore	Rock outcrop (90%)	85%	1126.25m <sup>2</sup> (54%)	Nil
<b>Bridport Pier Project Footprint 2025</b>  290m x 5m= 1450m <sup>2</sup>	Coastal Plain	Foreshore	Vehicle/walking tracks and erosion scalds (80%)	40%	580m <sup>2</sup> (21%)	Nil
<b>Total</b>  2775m <sup>2</sup>					<b>1706.25m<sup>2</sup></b>	



Plate 6: View northwest showing the average surface visibility of 85% within the study area; photo: Shay Hannah 28/08/2024.

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Plate 7: View northeast showing vegetation and introduced gravel that reduced the average surface visibility to 40%; photo: Shay Hannah 13/05/2025.



**Figure 10: Aerial image showing the field survey transects (in blue) walked across the study area (shown in yellow and orange).**

## 7.0 Survey Results and Discussion

No Aboriginal heritage sites were identified and recorded during the field survey inspection of the proposed Bridport Pier Project study area footprint. The field survey was able to confirm that there are no stone resources identified within the study area that would be suitable for stone artefact manufacturing. Nor are there any sizeable rock outcrops occurring within the study area, and therefore, there is no potential for Aboriginal rock shelters to be present. As detailed in section 4.2 of this report, the AHR search results show that there are no registered Aboriginal sites located within or near the study area boundaries. The closest registered Aboriginal sites are situated approximately 180m to the north of the study area (see Figure 10). This assessment has therefore confirmed that there are no known Aboriginal heritage values present in the study area.

As discussed in section 6, surface visibility across the study area was variable, ranging between <10% to 100%, averaging at 40%. Whilst the estimated survey coverage was 2775m<sup>2</sup>, the effective coverage was decreased to around 1706.25m<sup>2</sup>. As discussed in sections 2 and 6 of this report, the main constraint to the present investigation was restricted surface visibility due primarily to high tide water coverage, sand cover, vegetation over and introduced gravel. Given these constraints, it cannot be stated with certainty that there are no undetected Aboriginal heritage sites or features present across the proposed Bridport Pier Project study area.

As discussed in section 2 of this report, the entire foreshore section of the study area has been subject to moderate to high levels of disturbance, due to the creation of walking tracks/access roads and the installation of camping and other public facilities. The entire Croquet Lawn Beach foreshore, including the study area, is a popular place for camping, recreational fishing and a walking spot for the local community and tourists. The proposed Bridport Pier Project study area is also subject to water erosion due to tidal activity. Any Aboriginal sites that may be present within the study area have been heavily impacted by past infrastructure creation, repeated human foot traffic or washed away with tidal erosion. Also discussed in section 2 are the shallow to skeletal soil deposits across the study area (<5cm). Thus, there is very little potential for sub-surface artefact deposits to be present.

The ethnographic and archaeological evidence available for the North East region, including the current study area, shows that the Bass Strait coastline and associated estuaries and lagoons contained aquatic, avian, mammal and plant resources that were exploited by the clans of the North East Nation, including the Peeberrangner people who lived along the Piper River and the Leenerterter people who lived around Scottsdale. The Peeberrangner and Leenerterter clans were inclined to selecting elevated, level and well-drained camp locations that provided easy access to major resource zones such as the Bass Strait coastline. However, the section of the study that is partially situated on the intertidal rock platform is unlikely to be a place where Aboriginal people would have camped. The findings of Kee (1987, 1991) further confirm these ethnographic findings, showing that coastal environments comprised higher site densities and artefact densities than inland environments.

The negative findings of the current field survey assessment do not appear to be in keeping with the findings of ethnographic information and previous archaeological investigations undertaken within and in the general surroundings of the proposed Bridport Pier Project study area. These previous archaeological investigations around Bridport and the broader

North East region have shown that there is generally an increase in site densities (particularly shell midden deposits within 200m of the coastal strip). However, in this instance, there are several factors that contribute to the negative findings of the current field survey assessment. Firstly, the project footprint for the proposed pier is comparatively small and is partially situated on an intertidal rock platform where Aboriginal people are unlikely to have camped. Secondly, the entire foreshore section of the study area has been subject to moderate to high levels of disturbance and lastly, the restricted surface visibility is due primarily to high tide water coverage, sand cover, vegetation over and introduced gravel. Also, the shallow to skeletal soil deposits across the study area (<5cm) significantly limit the potential for subsurface artefact deposits to be present. Given these constraints, it cannot be stated with certainty that there are no undetected Aboriginal heritage sites or features present within the proposed Bridport Pier Project study area; however, the potential for undetected Aboriginal heritage sites to be present within the study area is low to very low.

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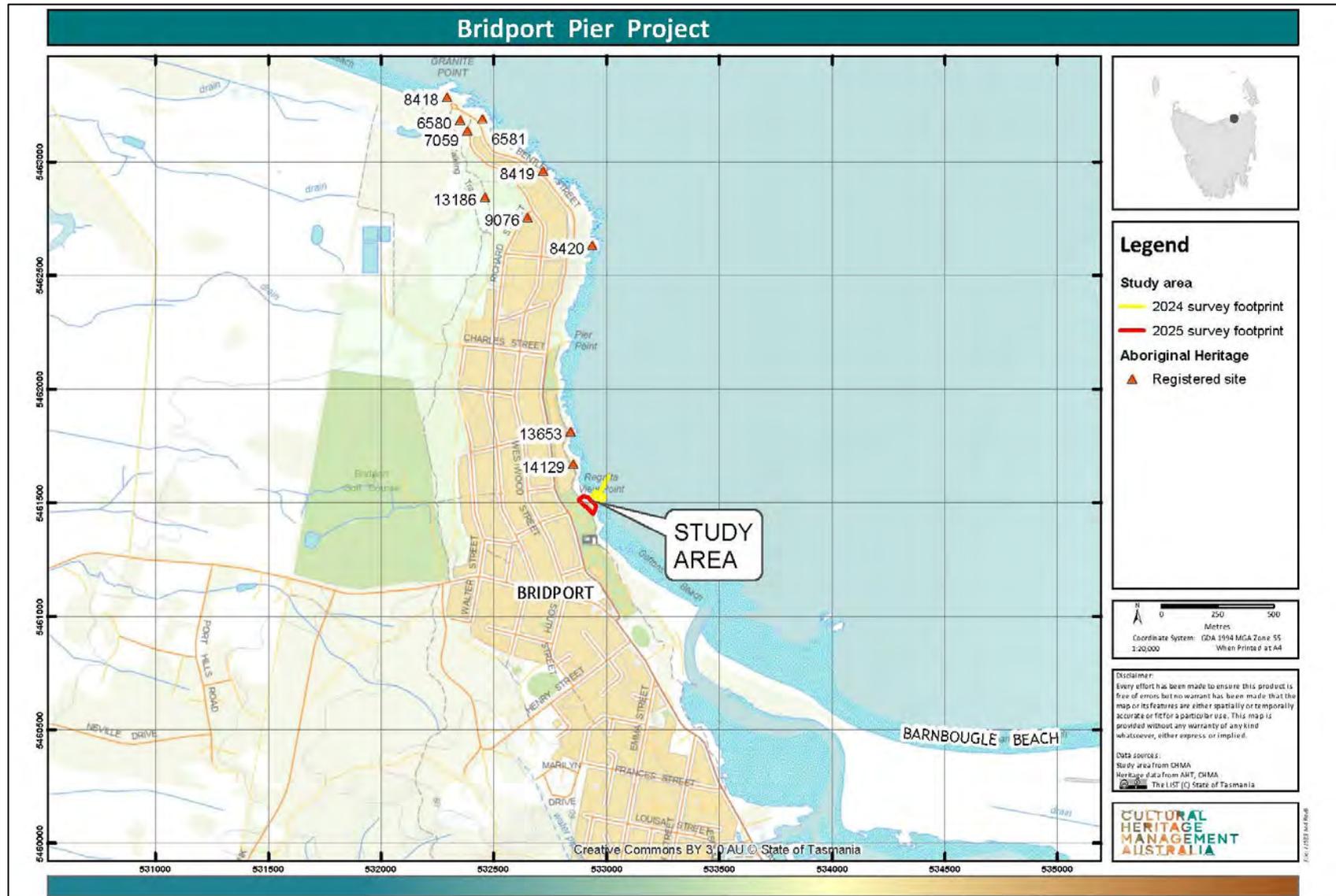


Figure 11: Topographic map showing the registered Aboriginal heritage sites situated within a 5km radius of the study area.

## 8.0 Consultation with Aboriginal Communities and Statement of Aboriginal Significance

The designated Aboriginal Heritage Officer (AHO) for this project is Vernon Graham. One of the primary roles of the Aboriginal Heritage Officer is to consult with Aboriginal community groups. The main purpose of this consultation process is:

- to advise Aboriginal community groups of the details of the project,
- to convey the findings of the Aboriginal heritage assessment,
- to document the Aboriginal social values attributed to Aboriginal heritage resources in the study area,
- to discuss potential management strategies for Aboriginal heritage sites, and
- to document the views and concerns expressed by the Aboriginal community representatives.

No Aboriginal sites were identified during the field survey of the proposed Bridport Pier Project (the study area). A search of the AHR shows that there are no registered Aboriginal sites located within the study area, and it is assessed that there is a low to very low potential for undetected Aboriginal heritage sites to be present. Because of the presence of 12 Aboriginal sites within a 5km radius of the study area, the decision has been made to distribute this report to a select range of Aboriginal community groups in the north of the state for information purposes. These organisations are as follows.

- Aboriginal Elders Council of Tasmania (AECT), Launceston;
- Hank Horton (“Kooparoonia Niara Aboriginal Mob”) of the Deloraine;
- Melythina tiakana warrana (Heart of Country) Aboriginal Corporation (MTWAC), Northeast mob;
- The Tasmanian Aboriginal Centre (TAC);
- The Aboriginal Land Council of Tasmania (ALCT).

The report has also been provided to AHT for review.

Vernon Graham has provided a statement of the Aboriginal cultural values attributed to the study area as a whole. This statement is presented below.

### **Statement of Cultural/Social Significance by Vernon Graham**

*Aboriginal heritage/relics are not renewable. Hence, any cultural heritage values provide a direct link to past occupation undertaken by traditional indigenous ancestors in the region of the project proposal. This provides a story or link for the Aboriginal community today and facilitates the connection to social-cultural heritage values, ethnohistory /story and the relationship pertaining to country. This is an integral part of regaining knowledge so it can be encapsulated and retained by both the individual Aboriginal people and the Aboriginal community collectively.*

*I am familiar with the Bridport area and the greater North East region. This is an area where I have carried out previous Aboriginal heritage surveys and investigations associated with past infrastructure projects. I recorded most of the known Aboriginal heritage values in the immediate surroundings.*

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*We did not identify any Aboriginal heritage sites during the surveys conducted on 28-08-2024 and 13-05-2025 of the proposed Bridport Pier Project. Based on these results, and my observations made during the field survey, I am satisfied that there is a low to very low potential for Aboriginal sites to be present in the study area, given that the site has subject to moderate to high levels of disturbance from the creation of walking tracks/access roads and the installation of camping and other public facilities. Therefore, I am satisfied that this proposal poses a minimal risk of impacting Aboriginal heritage values.*

*Even if the site of the project proposal contains no further evidence of Aboriginal heritage, there are always the cultural resources (flora, fauna, aquaculture or any other resource values that the earth may offer) and the living landscape, which highlight the high significance to the Aboriginal cultural heritage values to the country. There are bush tucker resources present in this area that I observed during the survey. This includes a range of ferns and native grasses. The majority of these bush tucker resources are unlikely to be impacted during the proposed Bridport Pier Project works.*

## 9.0 Statutory Controls and Legislative Requirements

The following provides an overview of the relevant State and Federal legislation that applies to Aboriginal heritage within the state of Tasmania.

### 9.1 State Legislation

In Tasmania, *the Aboriginal Heritage Act 1975* (the Act) is the primary Act for the treatment of Aboriginal cultural heritage. The Act is administered by the Minister for Aboriginal Affairs through Aboriginal Heritage Tasmania (AHT). AHT is the regulating body for Aboriginal heritage in Tasmania, and '[n]o fees apply for any application to AHT for advice, guidance, lodgement or permit application'.

The Act applies to 'relics' which are any object, place and/or site that is of significance to the Aboriginal people of Tasmania (as defined in section 2(3) of the Act). The Act defines what legally constitutes unacceptable impacts on relics and a process to approve impacts when there is no better option. Aboriginal relics are protected under the Act, and it is illegal to destroy, damage, deface, conceal or otherwise interfere with a relic, unless in accordance with the terms of a permit granted by the Minister. It is illegal to sell or offer for sale a relic, or to cause or permit a relic to be taken out of Tasmania without a permit (section 2(4) qualifies and excludes 'objects made, or likely to have been made, for purposes of sale').

Section 10 of the Act sets out the duties and obligations for persons owning or finding an Aboriginal relic. Under section 10(3) of the Act, a person shall, as soon as practicable after finding a relic, inform the Director or an authorised officer of the find.

It should be noted that with regard to the discovery of suspected human skeletal remains, the Coroners Act 1995 takes precedence. The Coroners Act 1995 comes into effect initially upon the discovery of human remains; however, once determined to be Aboriginal the *Aboriginal Heritage Act* overrides the Coroners Act.

In August 2017, the Act was substantively amended and the title changed from the Aboriginal Relics Act 1975. As a result, the AHT Guidelines to the Aboriginal Heritage Assessment Process were replaced by the Aboriginal Heritage Standards and Procedures. The Standards and Procedures are named in the statutory Guidelines of the Act issued by the Minister under section 21A of the Act.

Other amendments include:

- An obligation to fully review the Act within three years.
- Increases in maximum penalties for unlawful interference or damage to an Aboriginal relic. For example, maximum penalties (for deliberate acts) are 10,000 penalty units (currently \$1.57 million) for bodies corporate other than small business entities and 5,000 penalty units (currently \$785,000) for individuals or small business entities; for reckless or negligent offences, the maximum penalties are 2,000 and 1,000 penalty units respectively (currently \$314,000 and \$157,000). Lesser offences are also defined in sections 10, 12, 17 and 18.
- Prosecution timeframes have been extended from six months to two years.
- The establishment of a statutory Aboriginal Heritage Council to advise the Minister. Section 21(1) specifies the relevant defence as follows: "It is a defence to a prosecution for an offence under section 9 or 14 if, in relation to the section of the Act

which the defendant is alleged to have contravened, it is proved ... that, in so far as is practicable... the defendant complied with the guidelines”.

## 9.2 Commonwealth Legislation

*There are also a number of Federal Legislative Acts that pertain to cultural heritage. The main Acts being: The Australian Heritage Council Act 2003, The Aboriginal and Torres Strait Islander Heritage Protection Act 1984 and the Environment Protection and Biodiversity Conservation Act 1999.*

### **Australian Heritage Council Act 2003 (Comm)**

The Australian Heritage Council Act 2003 defines the heritage advisory boards and relevant lists, with the Act's Consequential and Transitional Provisions repealing the Australian Heritage Commission Act 1975. The Australian Heritage Council Act, like the Australian Heritage Commission Act, does not provide legislative protection regarding the conservation of heritage items in Australia, but has compiled a list of items recognised as possessing heritage significance to the Australian community. The Register of the National Estate, managed by the Australian Heritage Council, applies no legal constraints on heritage items included on this list.

### **The Aboriginal and Torres Strait Islander Heritage Protection Act 1984.**

This Federal Act was passed to provide protection for the Aboriginal heritage, in circumstances where it could be demonstrated that such protection was not available at a state level. In certain instances, the Act overrides relevant state and territory provisions.

The major purpose of the Act is to preserve and protect from injury and desecration areas and objects of significance to Aborigines and Islanders. The Act enables immediate and direct action for the protection of threatened areas and objects by a declaration from the Commonwealth Minister or authorised officers. The Act must be invoked by, or on behalf of, an Aboriginal or Torres Strait Islander or organisation.

Any Aboriginal or Torres Strait Islander person or organisation may apply to the Commonwealth Minister for a temporary or permanent 'Stop Order' for the protection of threatened areas or objects of significant Indigenous cultural heritage.

The Commonwealth Act 'overrides State legislation if the Commonwealth Minister is of the opinion that the State legislation (or undertaken process) is insufficient to protect the threatened areas or objects. Thus, in the event that an application is made to the Commonwealth Minister for a Stop Order, the Commonwealth Minister will, as a matter of course, contact the relevant State Agency to ascertain what protection is being imposed by the State and/or what mitigation procedures have been proposed by the land user/developer.

In addition to the threat of a 'Stop Order' being imposed, the Act also provides for the following:

- If the Federal Court, on application from the Commonwealth Minister, is satisfied that a person has engaged or is proposing to engage in conduct that breaches the 'Stop Order', it may grant an injunction preventing or stopping such a breach (s.26). Penalties for breach of a Court Order can be substantial and may include a term of imprisonment;

- If a person contravenes a declaration in relation to a significant Aboriginal area, penalties for an individual are a fine of up to \$10,000.00 and/or 5 years gaol and for a Corporation a fine up to \$50,000.00 (s.22);
- If the contravention is in relation to a significant Aboriginal object, the penalties are \$5,000.00 and/or 2 years gaol and \$25,000.00 respectively (s.22);
- In addition, offences under s.22 are considered 'indictable' offences that also attract an individual fine of \$2,000 and/or 12 months gaol or, for a Corporation, a fine of \$10,000.00 (s.23). Section 23 also includes attempts, inciting, urging and/or being an accessory after the fact within the definition of 'indictable' offences in this regard.

The Commonwealth Act is presently under review by Parliament, and it is generally accepted that any new Commonwealth Act will be even more restrictive than the current legislation.

### ***Environment Protection and Biodiversity Conservation Act 1999 (Comm)***

This Act was amended, through the Environment and Heritage Legislation Amendment Act (No. 1) 2003, to protect cultural heritage sites, in addition to the existing aim of protecting environmental areas and sites of national significance. The Act also promotes the ecologically sustainable use of natural resources, and biodiversity and the incorporation of community consultation and knowledge.

The 2003 amendments to the Environment Protection and Biodiversity Conservation Act 1999 have resulted in the inclusion of indigenous and non-Indigenous heritage sites and areas. These heritage items are defined as:

'Indigenous heritage value of a place means a heritage value of the place that is of significance to Indigenous persons in accordance with their practices, observances, customs, traditions, beliefs or history;

Items identified under this legislation are given the same penalty as actions taken against environmentally sensitive sites. Specific to cultural heritage sites are §324A-324ZB.

### ***Environment and Heritage Legislation Amendment Act (No. 1) 2003 (Comm)***

In addition to the above amendments to the Environment Protection and Biodiversity Conservation Act 1999 to include provisions for the protection and conservation of heritage, the Act also enables the identification and subsequent listing of items for the Commonwealth and National Heritage Lists. The Act establishes the National Heritage List, which enables the inclusion of all heritage, natural, Indigenous and non-Indigenous, and the Commonwealth Heritage List, which enables the listing of sites nationally and internationally that are significant and governed by Australia.

In addition to the Aboriginal and Torres Strait Islander Heritage Protection Act 1984, amendments made to the Environment Protection and Biodiversity Conservation Act 1999 (Cth) enable the identification and subsequent listing of indigenous heritage values on the Commonwealth and/or National Heritage Lists (ss. 341D & 324D respectively). Substantial penalties (and, in some instances, gaol sentences) can be imposed on any person who damages items on the National or Commonwealth Heritage Lists (ss. 495 & 497) or provides false or misleading information in relation to certain matters under the Act (ss.488-490). In addition, the wrongdoer may be required to make good any loss or damage suffered due to their actions or omissions (s.500).

## 10.0 Aboriginal Cultural Heritage Management Plan

### Management Recommendations

Heritage management options and recommendations provided in this report are made based on the following criteria.

- Consultation with Vernon Graham (Senior Aboriginal Heritage Officer).
- The legal and procedural requirements as specified in the *Aboriginal Heritage Act 1975* (The Act).
- The results of the investigation as documented in this report; and
- Background research into the extant archaeological and ethnohistoric record for the study area and the surrounding region.

#### **Recommendation 1**

No Aboriginal sites or suspected features were identified during the field survey of the proposed Bridport Pier Project study area. A search of the AHR shows that there are no registered Aboriginal sites that are located within the study area, and it is assessed that there is a low to very low potential for undetected Aboriginal heritage sites to be present. It is therefore advised that there are no Aboriginal heritage constraints or legal impediments to the project proceeding.

#### **Recommendation 2 (Unanticipated Discovery Plan)**

It is assessed that there is generally low to very low potential for additional undetected Aboriginal heritage sites to occur within the footprint of the proposed Bridport Pier Project. However, if, during the course of the proposed works, previously undetected archaeological sites or objects are located, the processes outlined in the Unanticipated Discovery Plan should be followed (see Appendix 1). A copy of the Unanticipated Discovery Plan should be kept on-site during all ground disturbance and construction work. All construction personnel should be made aware of the Unanticipated Discovery Plan and their obligations under the Aboriginal Heritage Act 1975 (the Act).

#### **Recommendation 3 (Provision of Reports)**

Copies of this report should be submitted to Aboriginal Heritage Tasmania (AHT) for review and comment.

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## Glossary of Terms

### *Aboriginal Archaeological Site*

A site is defined as any evidence (archaeological features and/or artefacts) indicating past Aboriginal activity and occurring within a context or place relating to that activity. The criteria for formally identifying a site in Australia vary between States and Territories.

### *Artefact*

A portable object that has been humanly made or modified (see also stone artefact).

### *Assemblage (lithic)*

A collection of complete and fragmentary stone artefacts and manuports obtained from an archaeological site, either by collecting artefacts scattered on the ground surface or by controlled excavation.

### *Broken Flake*

A flake with two or more breakages but retaining its area of break initiation.

### *Chert*

A highly siliceous rock type that is formed biogenically from the compaction and precipitation of the silica skeletons of diatoms. Normally there is a high percentage of cryptocrystalline quartz. Like chalcedony, chert was valued by Aboriginal people as a stone material for manufacturing stone tools. The rock type often breaks by conchoidal (shell-like) fracture, providing flakes that have hard, durable edges.

### *Cobble*

Water-worn stones that have a diameter greater than 64mm (about the size of a tennis ball) and less than 256mm (the size of a basketball).

### *Core*

A piece of stone, often a pebble or cobble, but also quarried stone, from which flakes have been struck to make stone tools.

### *Core Fragments*

A piece of core, without obvious evidence of being a large primary flake.

### *Cortex*

The surface of a piece of stone that has been weathered by chemical and/or physical means.

### *Debitage*

The commonly used term refers to the stone refuse discarded from knapping. The manufacturing of a single implement may result in the generation of a large number of pieces of debitage in an archaeological deposit.

*Flake (general definition)*

A piece of stone detached from a nucleus such as a core. A complete or substantially complete flake of lithic material usually shows evidence of hard indenter initiation or occasional bending initiation. The most common type of flake is the 'conchoidal flake'. The flake's primary fracture surface (the ventral or inside surface) exhibits features such as fracture initiation, bulb of force, and undulations and lances that indicate the direction of the fracture front.

*Flake fragment*

An artefact that does not have areas of fracture initiation, but which displays sufficient fracture surface attributes to allow identification as a stone artefact fragment.

*Flake portion (broken flake)*

The proximal portion of a flake retaining the area of flake initiation, or a distal portion of a flake that retains the flake termination point.

*Flake scraper*

A flake with retouch along at least one margin. The character of the retouch strongly suggests shaping or rejuvenation of a cutting edge.

*Nodules*

Regular or irregular cemented masses or nodules within the soil. Also referred to as concretions and buckshot gravel. Cementing agents may be iron and/or manganese oxides, calcium carbonate, gypsum etc. Normally formed in situ and commonly indicative of seasonal waterlogging or a fluctuating chemical environment in the soil such as; oxidation and reduction, or saturation and evaporation. Nodules can be redistributed by erosion. (See also 'concretion').

*Pebble*

By geological definition, a waterworn stone is less than 64 mm in diameter (about the size of a tennis ball). Archaeologists often refer to waterworn stones larger than this as pebbles though technically they are cobbles.

*Quartz*

A mineral composed of crystalline silica. Quartz is a very stable mineral that does not alter chemically during weathering or metamorphism. Quartz is abundantly common and was used by Aboriginal people throughout Australia to make light-duty cutting tools. Despite the often unpredictable nature of fracture in quartz, the flakes often have sharp cutting edges.

*Quartzite*

A hard silica-rich stone formed in sandstone that has been recrystallised by heat (metaquartzite) or strengthened by slow infilling of silica in the voids between the sand grains (Orthoquartzite).

*Retouch (on stone tools)*

An area of flake scars on an artefact resulting from intentional shaping, resharpening, or rejuvenation after breakage or blunting of a cutting edge. In resharpening a cutting edge the retouch is invariably found only on one side (see also 'indeterminate retouched piece', 'retouch flake' etc).

*Scraper*

A general group of stone artefacts, usually flakes but also cores, with one or more retouched edges thought to have been used in a range of different cutting and scraping activities. A flake scraper is a flake with retouch along at least one margin but not qualifying for attribution to a more specific implement category. Flake scrapers sometimes also exhibit use-wear on the retouched or another edge.

*Silcrete*

A hard, fine-grained siliceous stone with flaking properties similar to quartzite and chert. It is formed by the cementing and/or replacement of bedrock, weathering deposits, unconsolidated sediments, soil or other material, by a low-temperature Physico-chemical process. Silcrete is essentially composed of quartz grains cemented by microcrystalline silica. The clasts in silcrete are most often quartz grains but may be chert or chalcedony or some other hard mineral particle. The mechanical properties and texture of silcrete are equivalent to the range exhibited by chert at the fine-grained end of the scale and quartzite at the coarse-grained end of the scale. Silcrete was used by Aboriginal people throughout Australia for making stone tools.

*Site Integrity*

The degree to which post-depositional disturbance of cultural material has occurred at a site.

*Stone Artefact*

A piece (or fragment) of stone showing evidence of intentional human modification.

*Stone procurement site*

A place where stone materials are obtained by Aboriginal people for the purpose of manufacturing stone artefacts. In Australia, stone procurement sites range on a continuum from pebble beds in watercourses (where there may be little or no evidence of human activity) to extensively quarried stone outcrops, with evidence of pits and concentrations of hammerstones and a thick layer of knapping debris.

*Stone tool*

A piece of flaked or ground stone used in an activity or fashioned for use as a tool. A synonym for a stone tool is 'implement'. This term is often used by archaeologists to describe a flake tool fashioned by delicate flaking (retouch).

*Use wear*

Macroscopic and microscopic damage to the surfaces of stone tools, resulting from its use. Major use-wear forms are edge fractures, use-polish and smoothing, abrasion, and edge rounding bevelling.

# **Appendix 1**

## **Unanticipated Discovery Plan**

# 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](mailto: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](mailto: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*.

## 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](mailto:aboriginal@heritage.tas.gov.au)  
**Web** [www.aboriginalheritage.tas.gov.au](http://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.





# Buildings Asset Management Plan 2025

Adopted by Council  
XXXXXXX Council Meeting  
Minute  
Ref: DOC/25/17460



## GLOSSARY

<b>Asset condition assessment</b>	The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.
<b>Asset consumption ratio</b>	The current value of Council's depreciable assets relative to their current replacement cost.  $\frac{\text{Current Value of asset (Buildings)}}{\text{Current replacement cost of assets}}$
<b>Asset sustainability ratio</b>	The approximation of the extent to which the infrastructure assets managed by Council are being replaced as they reach the end of their useful lives.  $\frac{\text{The capital expenditure on the renewal of asset}}{\text{Depreciation expense}}$
<b>Asset renewal funding ratio</b>	The ratio of asset renewal and replacement funding accommodated over a 10 year period in a long term financial plan relative to the projected asset capital renewal and replacement expenditure identified over the same period in the relevant asset management plan.
<b>Current replacement cost</b>	The current cost of replacing an asset with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as new or similar asset expressed in current dollar values.
<b>Depreciable amount</b>	The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116)
<b>Depreciated replacement cost</b>	The current replacement cost of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset.
<b>Depreciation</b>	The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.
<b>Fair Value</b>	The amount for which an asset could be exchanged between knowledgeable, willing parties in an arm's length transaction. In the absence of market based prices, fair value is most often determined by the depreciated replacement cost of the asset.
<b>Life cycle cost</b>	The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The LCC does not indicate the funds required to provide the service in a particular year.
<b>Life cycle expenditure</b>	The life cycle expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing

the service in a particular year. LCE may be compared to LCC to give an initial indicator of life cycle sustainability.

**Planned maintenance**

Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspections, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

**Renewal gap**

The difference between the required spend as determined by the asset register/assessed residual lives and the forecast spend as determined by Council.

**Useful life**

Either:

- (a) the period over which an asset is expected to be available for use by an entity; or
- (b) the number of production or similar units expected to be obtained from the asset by the entity. (AASB 116).

It is estimated or expected time between placing the asset into service and removing from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the Council. It is the same as the economic life.

## 1. EXECUTIVE SUMMARY

Council owns and operates a wide range of buildings which provide a broad range of services to the community.

As of 30 June 2025, Council had 132 separate building assets with a replacement cost (insurance purposes) of approximately \$45 million. These assets are currently recognised at fair value in accordance with accounting standards. Council engaged an independent property valuer to value all building assets for recognition as of 30 June 2025.

### Plans for the Future

Council plans to operate and maintain buildings to achieve the following strategic objectives:

1. Ensure that buildings are maintained at a safe and functional standard as set out in this Asset Management Plan (AMP).
2. Ensure that building renewal is affordable and sustainable for the rate payer and broader community.
3. Ensure that buildings service the needs of the community.

### Cost

Council's *planned* capital expenditure for Buildings is \$450,000 on average per year as set out in the current LTFP. This AMP has determined the *projected* combined (renewal, upgrade and new) capital requirements to be \$585,000 on average per year over the 10 year period of this plan. This highlights a shortfall of capital funding of \$1.35 million over the 10 year planning period. During the next LTFP review, capital allocations will be updated to more closely reflect the projected renewal requirements identified in this plan.

### The Next Steps

The actions resulting from this AMP are:

- Explore opportunities to improve the building asset register including forward works planning.
- Review utilisation and lifecycle costs of council's facilities and explore opportunities for consolidation of services.
- Review condition inspection and record keeping practices and identify opportunities for improvement.

## 2. INTRODUCTION

### 2.1 Background

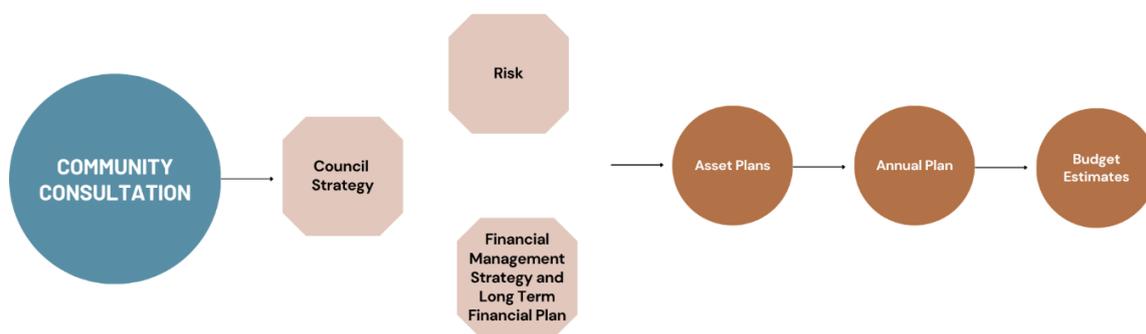
The purpose of this AMP is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding required to provide the required levels of service.

This AMP covers the following building assets:

Facility Type	Building Types	No. Buildings	Insurance Replacement Value (\$) 30 June 2025	Fair Value/WDV (\$) 30 June 2025	Depr (\$) 2024-25
Sport & Recreation	Change Rooms, Grandstands, Sports Stadium, Indoor Action, Public Amenities, Scottsdale Showground Structures	47	16,964,000	3,522,000	144,507
Halls & Community Centres	Community Halls, Public Amenities, BBQ Shelters, Other including Bridport Playcentre & Derby Schoolhouse Museum	22	11,795,000	2,380,000	93,098
Municipal Offices	Scottsdale chambers/offices	1	5,000,000	1,800,000	40,705
Caravan parks	Public Amenities, Cabins, Office, Residence, Camp Kitchen	14	3,440,000	1,557,500	50,269
Parks & Reserves	Public Amenities, BBQ Shelters	27	2,864,000	1,510,000	55,013
Depot	Office, Sheds	9	2,812,548	1,498,540	52,257
Tourism	Scottsdale & Bridport Visitor Information Centres	2	990,000	320,000	10,596
Swimming pools	Scottsdale Amenities, Branxholm plant room/amenities	2	727,500	100,000	10,085
Waste Management	Sheds and Offices	7	296,000	153,500	4,660
Cemeteries	Public Amenities/Storage Shed	1	25,000	2,500	291
	<b>Total</b>	<b>132</b>	<b>44,914,048</b>	<b>12,844,040</b>	<b>461,482</b>

### 2.2 Planning

Goals and objectives in relation to the delivery of services are set out in the Council's Strategic Plan. The strategic framework represents a pragmatic approach with strategy, risk and the Financial Management Strategy (FMS) and the LTFP all informing each other in a non-linear way. This framework is shown in the diagram below:



This Buildings AMP is developed within the context of this strategic framework.

### 2.3 Goals and Objectives of Asset Management

The Council exists to provide services to the community. Some of these services are provided by infrastructure assets. Council has acquired infrastructure assets by ‘purchase’, by contract, construction by council staff and by donation of assets constructed by developers and others to meet increased levels of service.

Council’s goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future customers.

Council’s goals and objectives and how these are addressed in this AMP are:

Goals	Objective	How Goals and Objectives are addressed in the AMP
Provide best practice management, systems and processes that maximise council's effectiveness in the delivery of services	Manage finances and assets in a transparent way that allows council to maximise the potential of its resources and assures efficient and consistent delivery of services in a sustainable manner and in compliance with legislative requirements.	Allocate resources in annual budgets to meet asset acquisition, construction, and maintenance and the provision of community services through planning and sustainable budgetary commitments. Review and update the AMP every 4 years.
Ensure that Council provides adequate public facilities and services that meet the current and future needs of residents, community and businesses.	Provide and maintain community buildings and associated infrastructure for the benefit of the community.	Expenditure within this Building AMP will be included in the Long-Term Financial Plan and Annual Budget Estimates.

### 3. LEVELS OF SERVICE

#### 3.1 Legislative Requirements

Council is required to meet many legislative requirements including Australian and State legislation and State regulations. These include:

Table 3.2. Legislative Requirements

Legislation	Requirement
Local Government Act 1993	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a long-term financial plan supported by asset management plans for sustainable service delivery.
Building Code of Australia National Construction Code	BCA contains technical provisions for the design and construction of buildings and other structures, covering such matters as structure, fire resistance, access and egress, services and equipment, energy efficiency as well as certain aspects of health and amenity.  The BCA is referenced by the Building Regulations as applicable technical standards for building in Tasmania. In turn, the BCA refers to numerous Australian standards for detailed statements of performance standards.
Building Act 2000 Building & Plumbing Regulations	Regulate the construction and maintenance of buildings and building and plumbing matters and to provide for permits, enforcement matters and resolution of disputes
Financial Management Audit Act 1990	To provide for the management of public finances of Tasmania in an economical, efficient and effective manner consistent with contemporary accounting standards and financial practices, for the audit of public finances.
Workplace Health & Safety Act 2012	Provides for the health and safety of person employed in, engaged in or affected by industry
Disability Discrimination Act 1992	Objects are to eliminate, as far as possible, discrimination against persons on the grounds of disability.
Emergency Management Act 2006	Provides for the protection of life, property and the environment in the event of an emergency

#### 3.2 Current Levels of Service

Current levels of service include:

- Ensure that buildings are clean, inviting and safe for users, are free from major defects, faults and vandalism.
- Ensure that facilities are fit for purpose, meet user requirements, accessible to users of all abilities and do not pose an undue risk.
- Council facilities are available, suitable and sufficient to service the needs of users.
- Council assets are sufficiently utilised by users and groups.

- Maintain essential safety measures in all Council buildings.
- Prompt response to faults reported via CRM (or other reporting methods).
- Annual condition assessments.

### 3.2 Desired Levels of Service

Indications of desired levels of service are obtained from community consultation/engagement. Council can receive feedback from the community via:

- Council Strategic Plan development – The community is invited to make submissions regarding Council's strategic plan.
- Annual budget estimates – Community budget submissions are invited and considered in annual budgeting processes.
- Councillor submissions – Councillors have an ongoing opportunity to raise community concerns and requests for improvements in service levels.
- Facility audits and precinct plans – When conducting facility audits or master planning Council invites feedback on current and desired levels of service.
- Customer Service Requests – the community can lodge service requests with Council at any time whenever they feel a council service or facility is not satisfactory.

## 4. FUTURE DEMAND

### 4.1 Demand Forecast

Factors affecting demand include things such as population change, changes in demographics, seasonal factors, vehicle ownership, consumer preferences and expectations, economic factors, regulations, technological factors, economic factors and environmental awareness.

Demand factor trends and impacts on service delivery are summarised in Table 4.1.

Table 4.1 Demand Factors, Projections and Impact on Services

Demand Factor	Present Position	Projection	Impact on Services
Population	7,001 (Estimated June 2023).	6,258 (June 2053) <sup>1</sup> without intervention (note that population growth is one of the key strategic imperatives in Council's Strategic Plan 2023-2032).	Declining numbers of rate payers will place pressure on budget and the ability to fund renewal of buildings.
Ageing Population	Dorset Median Age 48.8 (Estimated June 2023 <sup>2</sup> ) 26.5 % of population above age of 65 <sup>3</sup> .	Dorset Median Age to rise to 55 years by 2053 <sup>4</sup> 36.1 % of population above age 65 <sup>5</sup> .	The change is not foreseen to impact on services in the short/medium term.
Climate change	Experiencing more extreme weather pattern and events.	Continue to experience increased frequency and intensity of extreme weather events.	May require increased maintenance of buildings to reduce risk of extreme weather-related damage.
Upgrade in building standards/regulations	Most buildings have been upgraded to modern standards.	Some upgrades required over planning period.	Ongoing capital funding required to ensure buildings meet current standards.
Trends	Traditional recreational services provided (e.g. recreation grounds for football and cricket).	Increase in demand for other types of recreational activities and facilities (e.g. basketball, pickleball).	May increase costs of existing facilities or create need for new multi-use facilities.

<sup>1</sup> Refer p.17, TasPOPP 2024 Final Report, Department of Treasury and Finance.

<sup>2</sup> Refer ABS Regional Population by age and sex

<sup>3</sup> Refer Dorset Summary Profile, 2024 Population Projections for Tasmania and LGAs, Department of Treasury and Finance

<sup>4</sup> Refer 2024 Population Projections for Tasmania and LGAs, Department of Treasury and Finance

<sup>5</sup> Refer Dorset Summary Profile, 2024 Population Projections for Tasmania and LGAs, Department of Treasury and Finance

Tourism	Key tourist attractions include Blue Derby (80,000 visitors annually), Bridestowe Lavender Farm (pre-Covid 85,000 visitors annually) Bridport peak holiday periods, Barnbougle Golf Courses	Ongoing growth in tourist and recreational visitor numbers	Maintain facilities to a high standard
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#### 4.2 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets, providing new assets and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

Non-asset solutions focus on providing the required service without the need for Council to own the assets. Other demand management actions include reducing the level of the service (allowing some assets to deteriorate beyond current service levels), educating the community to accept appropriate asset failures or encouraging the community to use alternative facilities.

#### 4.3 New Assets from Growth

New building assets are required in response to growth or changes in demand for services. Opportunities exist to apply for external grant funding to support the development of new or upgraded assets and services. Investing in new or upgraded assets commit Council to fund ongoing operations, maintenance and renewal costs for the period that the service provided from the assets is required.

Council has listed its priorities for new and upgraded facilities in its Priority Projects Plan (endorsed October 2025). Projects identified in the Priority Projects Plan that would have a direct impact on the building asset class include:

- North East Tasmania Rail Trail (Priority Project 2). Rest shelters and amenities are included in the project plan. Council is currently seeking additional grant funding before commencing the project. Due to the pending nature of this project these buildings are not included in the forward works program.
- Bridport Play Centre, Joseph St. (Priority Project 4). \$500k funding is sought from external sources to replace this building. Despite seeking external grant funding, \$500k is allocated in 2027/28 FY for capital improvements to this building.
- Victoria St, Scottsdale Public Amenity (Priority Project 6). This project is in early planning stages. No cost estimates have been developed yet. Consequently, this project has not been included in the forward works program.

## 5. LIFECYCLE MANAGEMENT PLAN

### 5.1 Asset Capacity and Performance

Council undertakes the necessary expenditure to ensure the levels of service are met. All new capital works are completed in accordance with the latest building safety standards. Known deficiencies in service level performance are used to inform capital and maintenance expenditure plans.

### 5.2 Asset Condition

Council carries out an annual condition assessment of buildings. Condition information is recorded by the Works and Infrastructure department and is used to inform and guide capital works and maintenance planning.

### 5.3 Financial Sustainability Ratios

Three common ratios used to measure short term and long-term financial sustainability of local councils are detailed below:

#### Asset consumption ratio

This ratio seeks to highlight the aged condition of the physical assets. This value shows the current value of Council's building assets relative to their "as new value" in current prices. The asset consumption ratio for Council's building assets is 28% (Fair Value or WDV = \$12,758,040/Current Replacement Cost = \$44,914,048). This low ratio highlights the age of many Council buildings.

#### Asset sustainability ratio

This ratio represents the extent to which Council is maintaining operating capacity through the renewal of its existing assets. It is the ratio of planned capital renewal expenditure relative to depreciation over the same period. Council's asset sustainability ratio for buildings is 87 % (Planned average CAPEX renewal spend per current LTFP = \$440,000/Annual projected depreciation = \$507,000). The benchmark prescribed by the Tasmanian Audit Office is 100%.

#### Asset renewal funding ratio

This is a ratio of *planned* capital expenditure accommodated over a 10-year period in the LTFP relative to the *projected* capital expenditure identified in the AMP. Council's asset renewal funding ratio is 79% (Planned capital funding outlays per current LTFP = \$4,400,000/ Projected capital renewal spending per this AMP = \$5,590,000). This is below the TAO benchmark of 90% - 100%.

### 5.4 Risk Management Plan

An assessment of risks associated with the current asset condition has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Very High:	Critical risks, requiring immediate corrective action.
High/Medium:	Requiring prioritised corrective action.
Low:	Requiring regular monitoring.

Risks identified in the infrastructure risk management plan are summarised below.

Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan
All buildings	Loss of building due to weather events, fire or another externality.	Medium	Review insurance policy to ensure that building assets are sufficiently insured at current replacement cost.
All buildings	Potential injuries to users due to faults within the building, outstanding maintenance or defects.	High	Ensure regular inspection of building assets and reporting of noted defects and maintenance items.
All buildings	Failure to comply with legislation and other building regulations.	High	Ensure regular inspection of building assets and reporting of noted defects and maintenance items.

## 5.5 Operations & Maintenance plan

Operations activities or services are those that do not physically alter an asset but are required to provide the appropriate level of service. Examples include cleaning, security, provision of utilities and insurance.

Maintenance includes all actions necessary for retaining an asset as near as practicable to an appropriate service condition. Maintenance activities may be classified as preventative maintenance or reactive maintenance. Preventative maintenance is planned maintenance and reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions.

Operation and maintenance expenditure trends are shown in Table 5.5

Table 5.5 Building Operations & Maintenance Expenditure (including internal labour and plant hire charges, excluding depreciation)

O & M Category	2024-25	2023-24	2022-23
Buildings Maintenance	285,063	450,005	257,718
Cleaning	346,201	306,583	242,515
Electricity	170,330	125,456	166,806
Insurance	93,682	86,218	76,255
Water & Gas	254,689	203,159	188,544
Security	13,099	19,210	18,154
<b>Total</b>	<b>1,163,064</b>	<b>1,190,630</b>	<b>949,991</b>

## 5.6 Summary of future maintenance expenditures

The current 2025-26 budget allocations for buildings operations and maintenance are shown in the table below:

Table 5.6 Summary of Buildings Operations & Maintenance Budgeted Expenditure

O & M Category	2025-26 Budget	% of WDV
Buildings Maintenance	336,590	
Plus estimate of internal labour & plant hire	147,925	
<b>Total Buildings Maintenance</b>	<b>484,515</b>	3.8%
Cleaning	32,075	
Plus estimate of internal labour & plant hire	320,000	
<b>Total Cleaning</b>	<b>352,075</b>	2.8%
Electricity	178,300	1.4%
Insurance	103,110	0.8%
Water & Gas	262,250	2.1%
Security	16,700	0.1%
<b>Total O &amp; M Costs</b>	<b>1,396,950</b>	10.9%

\*Internal labour and plant hire is not budgeted directly to facility/task level; however, the above estimates are made based on prior year actual labour/plant hire cost allocation.

For the purposes of determining building life cycle costs and expenditure only building maintenance costs will be included from the above table (\$484,515). All other operational costs mentioned above (cleaning, utilities, insurance, security) will be excluded from the calculations.

## 5.7 Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

Assets requiring renewal are identified by the Works and Infrastructure department using a combination of site inspections and review of building asset lives. For the purposes of this AMP Council has identified building capital renewal expenditure over the next 10 years (refer Appendix A & B). The *projected* average capital renewal spend over this period is \$559,000 per annum. It is noted that the amounts and timing of this capital expenditure are only estimates at the present time.

The *projected* average annual capital renewal spend of \$559,000 is \$109,000 greater (on an annual basis) than the current *planned* renewal spend per the current LTFP (refer Appendix A & B). Over a 10 year period this equates to a \$1,090,000 shortfall in capital renewal funding. The large increase in *projected* capital renewal spend highlights the fact that many of Council's buildings are not meeting minimum service levels and have components reaching the end of their useful life. To address this shortfall Council can do one or a combination of the following:

- Increase LTFP capital allocations in the next review of the LTFP (April/May 2026) to ensure *projected* renewals are fully funded. This would prevent any renewal gap developing.
- Defer some capital renewal projects so that *projected* annual capital renewal expenditure matches current LTFP allocations. In this case projects deemed lower priority could be deferred. The downside to this option is that a renewals backlog is created and the community may experience lower service levels associated with building use.

- Review required community service levels and the ownership of council assets with the view of identifying some buildings for sale or disposal/transfer. Depending on the number and nature of buildings identified it could be expected that this process would lead to a reduction in *projected* capital renewal over the 10 year planning period. A review of Council owned assets is currently in progress (Project 26 of the 2025/26 annual plan). This review aims to identify buildings that Council may consider for disposal or transfer.

The next review of the LTFP is scheduled for April/May 2026 and will coincide with 2026/27 budget estimates. The review of the LTFP is undertaken wholistically with the end goal of achieving long term financial sustainability for Council. During this LTFP review buildings capital renewal allocations will be updated to more closely align with the *projected* renewals identified in this AMP. The capital renewal projections of this AMP will be reviewed annually to ensure they are reflective of Council's current plans and objectives in relation to buildings asset planning.

#### 5.7 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. In accordance with Council's asset management policy and strategy future lifecycle costs are assessed before any decision to invest in new or upgraded assets is made. Over the 10 year life of this AMP there is a forecast (projected) spend of \$257,000 of upgrade or new expenditure. This is Council's projected net spend. Any existing or future capital grants are excluded from the forecast. This amounts to \$257,000 above current LTFP allocations (over the 10 year planning period). During the LTFP review process new/upgrade capital allocations will be updated to more closely align with the projections identified in this AMP.

#### 5.8 Disposal Plan

Disposal includes any activity associated with disposal of a decommissioned asset including demolition, development, potential sale, transfer and upgrade. Many of Council's buildings are old and approaching the end of their useful life. It is prudent for Council to continually examine the services offered by its buildings and compare these against the costs of provision. As previously discussed Council officers will undertake a review of Council owned facilities as part of the 2025-26 annual plan.

#### 5.9 Building Leases

Many Council buildings are leased either on a commercial or community level basis. These lease arrangements differ widely in how they deal with responsibility for repairs, maintenance and capital works. Lease and rental income over recent years is shown below:

	2025-26 Budget	2024-25 Actual	2023-24 Actual
<b>Lease and Rental Income</b>	81,000	70,000	71,000

The hire rates for Council owned buildings are set out in Council's Fees and Charges schedule. Hire rates and policies regarding community concessions are reviewed annually during the budget estimates process.

#### 5.10 Building Insurance

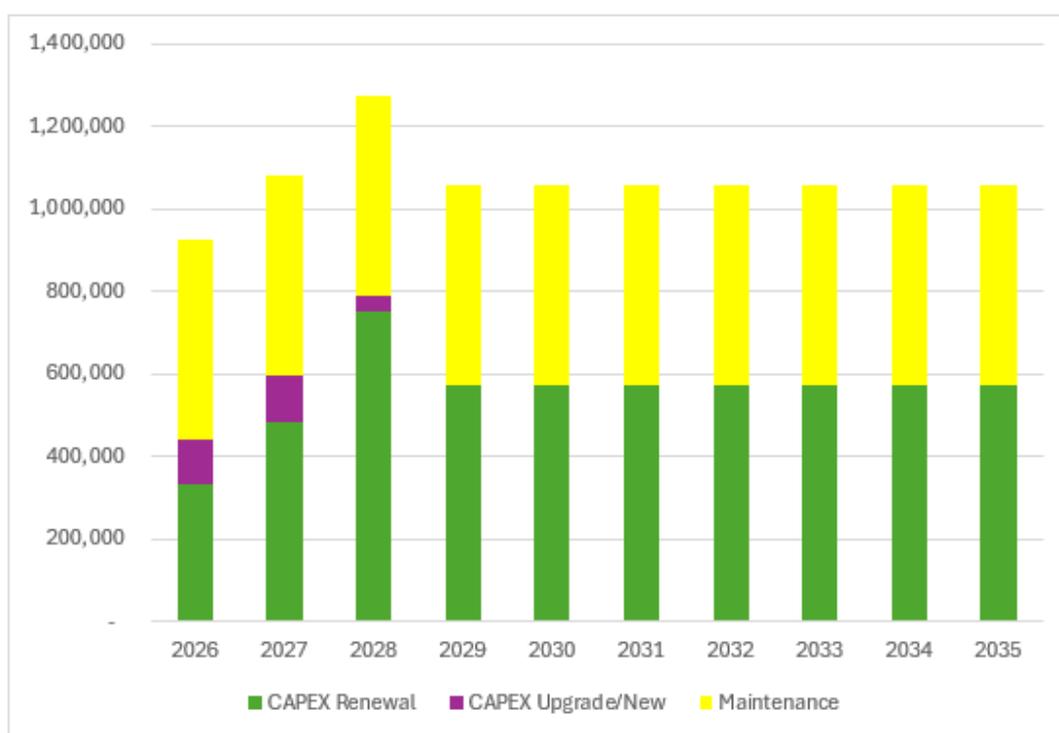
Building insurance is a significant cost to Council. Council continues make necessary upgrades to security and fire protection systems to reduce risks that council assets will be destroyed by fire or vandalism. Council reports security and fire protection measures during the annual insurance renewal process.

## 6. FINANCIAL SUMMARY

### 6.1 Financial Statements and Projections

The financial projections are shown in Figure 6.1 for planned operating and projected capital expenditure.

Figure 6.1: Planned Operational and Projected Capital Expenditure (not indexed, 2025 prices)



### 6.2 Sustainability of service delivery

There are two key indicators for financial sustainability are long term life cycle costs and costs over the long-term financial planning period.

Life cycle costs are the average costs that are required to sustain the service levels over the average asset life and include maintenance and depreciation. The annual average life cycle cost for the services covered in this asset management plan is \$991,515 (maintenance \$484,515 plus depreciation \$507,000).

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus *planned* capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The average annual planned life cycle expenditure covered in this asset management plan is \$934,515 (maintenance \$484,515 plus current *planned* capital renewal expenditure \$450,000). It is noted the *planned* capital renewal expenditure is what is currently allocated in the LTFP. This AMP has identified *projected* capital renewal expenditure of \$559,000 on average per annum.

There is a negative difference (gap) of \$57,000 (on an annual basis) between the life cycle costs and life cycle expenditure. This difference is explained by comparing projected depreciation of \$507,000 to planned average capital expenditure of \$450,000. This gap indicates the need to review renewal funding in the LTFP so that it more closely aligns with the requirements as projected in this AMP.

## 6.3 Funding Strategy

Planned expenditure is to be funded in the Council's operating and capital budgets. The funding strategy is detailed in the Council's long term financial plan (LTFP). At the next review the LTFP will be updated to more closely match the projected capital renewal and new/upgrade requirements identified in this AMP.

Grants will also be investigated when opportunities arise to fund new, upgrade or renewal capital works. Partnerships with community groups can also be a viable option when making capital improvements to buildings. Community partnerships have been used in the past to maximise improvements for a given capital spend.

## 7. ASSET MANAGEMENT PRACTICES

### 7.1 Asset Management Systems

General asset data (asset description, value, useful life) is recorded in Council's Financial Management Software (Authority). Building assets are recorded at fair value (WDV) and depreciation is calculated based on estimated remaining useful life. Once capital projects are completed, they are capitalised by Finance officers and incorporated into the asset register in Authority. The Finance team are responsible for maintaining the asset register in Authority.

The Works and Infrastructure department record condition inspection information, serial numbers, manufacture and installation details in separate asset registers.

Forward capital work planning currently involves manual processes and is a joint effort between the Finance and Works and Infrastructure teams.

## 8. PLAN IMPROVEMENT AND MONITORING

### 8.1 Improvement Plan

The asset management improvement plan generated from this asset management plan is shown below:

Task No	Task	Responsibility	Resources Required	Timeline
1.	Explore opportunities to improve the building asset register including forward works planning.	Town Maintenance Supervisor/Management Accountant	Budget	June 2027
2.	Review utilisation and lifecycle costs of council's facilities and identify opportunities for consolidation of services.	Corporate Services	Budget	June 2027
3.	Review condition inspection and record keeping practices and identify opportunities for improvement.	Works & Infrastructure Department	Budget	June 2027

### 8.2 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services.

The Plan has a life of 4 years.

## Appendix A | Summary – Buildings Projected Capital Expenditure vs Planned/Current LTFP allocations

Costs not indexed, 2025 prices, net of any grant funding won.

Year	Renewal	Upgrade/New	Total CAPEX
Year 1 (2025/26)	333,000	107,000	440,000
Year 2 (2026/27)	485,000	110,000	595,000
Year 3 (2027/28)	750,000	40,000	790,000
Year 4 (2028/29)	574,571	-	574,571
Year 5 (2029/30)	574,571	-	574,571
Year 6 (2030/31)	574,571	-	574,571
Year 7 (2031/32)	574,571	-	574,571
Year 8 (2032/33)	574,571	-	574,571
Year 9 (2033/34)	574,571	-	574,571
Year 10 (2034/35)	574,571	-	574,571
<b>Total projected CAPEX over 10 years</b>	<b>5,589,997</b>	<b>257,000</b>	<b>5,846,997</b>
<b>Projected average CAPEX per year</b>	<b>559,000</b>	<b>25,700</b>	<b>584,700</b>
<b>Planned average annual CAPEX (current LTFP)</b>	<b>450,000</b>	<b>-</b>	<b>450,000</b>
<b>Annual Projected Funding Gap</b>	<b>- 109,000</b>	<b>- 25,700</b>	<b>- 134,700</b>
<b>Cumulative funding gap over 10 years</b>	<b>- 1,089,997</b>	<b>- 257,000</b>	<b>- 1,346,997</b>

## Appendix B: Projected Capital Expenditure - detailed 10 year forward works program - Buildings

Year	Facility	Asset	Total	Type	Description of Project
<b>YEAR 1</b>					
Year 1 (25/26 FY)	BSCP	BBQ Shelter	10,000	Renewal	Repairs
Year 1 (25/26 FY)	BSCP	Electrical Upgrade Stage 1	156,000	Renewal	Electrical upgrade stage 1 (Investigation & Planning)
Year 1 (25/26 FY)	Northeast Park	Amenities Block & BBQs	19,000	Renewal	Electrical upgrades & payment machines & BBQ renewals
Year 1 (25/26 FY)	Winnaleah Recreation Ground	Old Scout Hall	15,000	Renewal	Windows repairs
Year 1 (25/26 FY)	Various buildings	Ringarooma, Winnaleah, Branxholm, Derby	15,000	Renewal	Switchboard upgrades
Year 1 (25/26 FY)	Pioneer Hall	Amenities	13,000	Renewal	Amenities renewal
Year 1 (25/26 FY)	Various buildings	Scottsdale	25,000	Renewal	Switchboard upgrades
Year 1 (25/26 FY)	SAC - toilet and showers renewal	Amenities	80,000	Renewal	Amenities renewal
Year 1 (25/26 FY)	Branxholm Hall	Kitchen upgrade	20,000	Renewal	Kitchen upgrade (Grant \$20k)
Year 1 (25/26 FY)	BSCP	Cabin & Amenities Upgrades	15,000	Upgrade/New	Cabin & amenities upgrades
Year 1 (25/26 FY)	Scottsdale WTS	Tip Shop Extension	82,000	Upgrade/New	Tip shop extension (Grant \$40k)
Year 1 (25/26 FY)	Other new assets per budget	various sites	50,000	Upgrade/New	Other minor capital projects per budget
Year 1 (25/26 FY)	Scottsdale Children's Reserve	Amenities Block	60,000	Renewal	Amenities renewal (Grant \$60k)
<b>YEAR 2</b>					
Year 2 (26/27 FY)	Ringarooma Recreation Ground	Grandstand	30,000	Renewal	New roof
Year 2 (26/27 FY)	BSCP	Residence	20,000	Renewal	New carpet & paint
Year 2 (26/27 FY)	Branxholm Recreation Ground	Netball Centre	10,000	Renewal	New roof
Year 2 (26/27 FY)	Ringarooma Recreation Ground	Grandstand	20,000	Renewal	Painting & cladding
Year 2 (26/27 FY)	Winnaleah Recreation Ground	Scout Hall - Winnaleah Irrigation	15,000	Renewal	Seal & paint bricks
Year 2 (26/27 FY)	Branxholm Hall	Branxholm Hall	70,000	Renewal	Men's toilet renewal
Year 2 (26/27 FY)	Legerwood Hall	Hall	10,000	Upgrade/New	Disability access ramps
Year 2 (26/27 FY)	Ringarooma Hall	Hall	70,000	Renewal	Replace windows
Year 2 (26/27 FY)	Council Chambers	Offices	250,000	Renewal	Bottom story roof repairs, re roof top section,
Year 2 (26/27 FY)	Council Chambers	Offices	100,000	Upgrade/New	Upstairs offices upgrade
<b>YEAR 3</b>					
Year 3 (27/28 FY)	Scottsdale Northeast Park	Amenities Block (includes showers)	30,000	Renewal	Upgrade showers
Year 3 (27/28 FY)	Bridport Play Centre Joseph St	Play Centre	500,000	Renewal	Renovations/replacement
Year 3 (27/28 FY)	Ellesmere Cemetery	Storage Shed & Amenities Block	10,000	Renewal	Renewal of building
Year 3 (27/28 FY)	Derby School House Museum	School House Museum - 53 Main St	10,000	Renewal	Internal upgrade
Year 3 (27/28 FY)	Council Chambers	Offices	40,000	Upgrade/New	Upgrade water system
Year 3 (27/28 FY)	Scottsdale Works Depot	Main office, workshop, mezzanine	200,000	Renewal	Offices upgrade
<b>YEAR 4 - 10</b>					
Year 4 - 10	BSCP	Amenities - North of Tennis Courts	150,000	Renewal	Pull both down and replace with new combined toilet and shower block
Year 4 - 10	BSCP	Amenities - South of Tennis Courts	150,000	Renewal	Pull both down and replace with new combined toilet and shower block
Year 4 - 10	BSCP	Main central facilities block	200,000	Renewal	Renewal
Year 4 - 10	BSCP	Cabin	50,000	Renewal	Renewal
Year 4 - 10	BSCP	Amenities - Mattingley Beach	100,000	Renewal	Renewal
Year 4 - 10	BSCP	Amenities Block Croquet Lawn Sth/Nth Eastmans	300,000	Renewal	Combine existing shower & toilet blocks into one site with laundry
Year 4 - 10	BSCP	Amenities Block - Goftons Beach	100,000	Renewal	Building renewal
Year 4 - 10	SAC	SAC/Scottsdale Netball Amenities	350,000	Renewal	Replace toilets & showers
Year 4 - 10	Derby Park	Visitor Booth	25,000	Renewal	Replacement
Year 4 - 10	Derby Main Street	Ex-Public Works Building (Amenities Block)	12,000	Renewal	New flooring
Year 4 - 10	Scottsdale 4 Alfred St Reserve	Amenities Block	250,000	Renewal	Full replacement

**Appendix B: Projected Capital Expenditure - detailed 10 year forward works program - Buildings**

Year	Facility	Asset	Total	Type	Description of Project
Year 4 - 10	Scottsdale Northeast Park	Amenities Block (includes showers)	35,000	Renewal	Renewal
Year 4 - 10	Tomahawk Reserve & BBQ Area	BBQ Shelter	20,000	Renewal	Full replacement
Year 4 - 10	Scottsdale Indoor Action	Building	20,000	Renewal	Electrical upgrade
Year 4 - 10	Scottsdale Indoor Action	Building	200,000	Renewal	Roof replacement
Year 4 - 10	Scottsdale Recreation Ground	Grandstand	175,000	Renewal	Shower & toilet renewal under grandstand \$150k, access ramps \$25k
Year 4 - 10	Scottsdale Recreation Ground	Rose St Amenities Block	200,000	Renewal	Full replacement
Year 4 - 10	Scottsdale Stadium	Sports Stadium includes Pool Kiosk & Office	15,000	Renewal	Floor sand and recoat
Year 4 - 10	Springfield Recreation Ground	Amenities Block	120,000	Renewal	Full replacement of amenities block
Year 4 - 10	Ringarooma Recreation Ground	Grandstand	10,000	Renewal	Replace doors
Year 4 - 10	Ringarooma Recreation Ground	Football Club Bar	110,000	Renewal	Roof replacement \$30k & internal toilets upgrade \$80k
Year 4 - 10	Bridport Hall	Bridport Hall/Gym	70,000	Renewal	New roof
Year 4 - 10	Gladstone Hall	Hall	25,000	Renewal	Access ramps (\$10k) & kitchen renewal (\$15)
Year 4 - 10	Gladstone Hall	Amenities Block	150,000	Renewal	Full replacement of amenities
Year 4 - 10	Scottsdale Visitor Info Centre	Building	75,000	Renewal	External \$20k & internal paint \$10k & new roof \$45k
Year 4 - 10	Springfield Hall	Hall	10,000	Renewal	Sand and revarnish floor
Year 4 - 10	Pioneer Hall	Hall	30,000	Renewal	Update kitchen & floor & toilets \$15k each
Year 4 - 10	Winnaleah Hall	Hall	105,000	Renewal	Renew kitchen \$20, floors \$10k, amenities \$60k, electrical \$15k
Year 4 - 10	Jetsonville Hall	Hall	40,000	Renewal	Internal paint \$10k, replace windows \$30k
Year 4 - 10	North Scottsdale Hall	Hall	80,000	Renewal	Window replace \$35k, interior paint \$10k, access points stair/ramps \$25k, electrical upgrade \$10k
Year 4 - 10	Scottsdale Recreation Ground	Pig & Sheep Pens	55,000	Renewal	New Roof \$45k, Timber Structure Upgrade \$10k
Year 4 - 10	North Scottsdale Hall	Amenities Block	100,000	Renewal	Full Replacement
Year 4 - 10	Bridport Foreshore	BBQ Shelter near Tennis Courts	35,000	Renewal	Full Replacement
Year 4 - 10	Ringarooma Park (Main St)	Amenities Block	180,000	Renewal	New Amenities Block
Year 4 - 10	Branxholm Recreation Ground	Toilets	200,000	Renewal	Full Replacement
Year 4 - 10	Scottsdale Recreation Ground	Scorers Shed	30,000	Renewal	Upgrade Building
Year 4 - 10	Scottsdale Recreation Ground	Horse Stables	70,000	Renewal	Roof Replacement \$50, External Cladding \$20k
Year 4 - 10	Springfield Recreation Ground	Storage Shed (BBQ area)	25,000	Renewal	Replace
Year 4 - 10	Gladstone Hall	Hall	50,000	Renewal	Roof replacement
Year 4 - 10	Springfield Hall	Amenities Block	100,000	Renewal	New Amenities Block



# Land Improvements Asset Management Plan 2025

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Adopted by Council  
XXXX Council Meeting  
Minute XXXX  
Ref: DOC/25/17463



## GLOSSARY

<b>Asset condition assessment</b>	The process of continuous or periodic inspection, assessment, measurement and interpretation of the resultant data to indicate the condition of a specific asset so as to determine the need for some preventative or remedial action.
<b>Asset consumption ratio</b>	The current value of Council's depreciable assets relative to their current replacement cost.  $\frac{\text{Current Value of asset (Buildings)}}{\text{Current replacement cost of assets}}$
<b>Asset sustainability ratio</b>	The approximation of the extent to which the infrastructure assets managed by Council are being replaced as they reach the end of their useful lives.  $\frac{\text{The capital expenditure on the renewal of asset}}{\text{Depreciation expense}}$
<b>Asset renewal funding ratio</b>	The ratio of asset renewal and replacement funding accommodated over a 10 year period in a long term financial plan relative to the projected asset capital renewal and replacement expenditure identified over the same period in the relevant asset management plan.
<b>Current replacement cost</b>	The current cost of replacing an asset with a similar modern equivalent asset, i.e. the total cost of replacing an existing asset with an as new or similar asset expressed in current dollar values.
<b>Depreciable amount</b>	The cost of an asset, or other amount substituted for its cost, less its residual value (AASB 116)
<b>Depreciated replacement cost</b>	The current replacement cost of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset.
<b>Depreciation</b>	The systematic allocation of the depreciable amount (service potential) of an asset over its useful life.
<b>Fair Value</b>	The amount for which an asset could be exchanged between knowledgeable, willing parties in an arm's length transaction. In the absence of market based prices, fair value is most often determined by the depreciated replacement cost of the asset.
<b>Life cycle cost</b>	The life cycle cost (LCC) is average cost to provide the service over the longest asset life cycle. It comprises annual maintenance and asset consumption expense, represented by depreciation expense. The LCC does not indicate the funds required to provide the service in a particular year.
<b>Life cycle expenditure</b>	The life cycle expenditure (LCE) is the actual or planned annual maintenance and capital renewal expenditure incurred in providing

the service in a particular year. LCE may be compared to LCC to give an initial indicator of life cycle sustainability.

**Planned maintenance**

Repair work that is identified and managed through a maintenance management system (MMS). MMS activities include inspections, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

**Renewal gap**

The difference between the required spend as determined by the asset register/assessed residual lives and the forecast spend as determined by Council.

**Useful life**

Either:

- (a) the period over which an asset is expected to be available for use by an entity; or
- (b) the number of production or similar units expected to be obtained from the asset by the entity. (AASB 116).

It is estimated or expected time between placing the asset into service and removing from service, or the estimated period of time over which the future economic benefits embodied in a depreciable asset, are expected to be consumed by the Council. It is the same as the economic life.

## 1. EXECUTIVE SUMMARY

The land improvements asset class includes a wide range of assets that council owns and operates to provide a broad range of services to the community.

Land improvements assets are installed or constructed at Council operated facilities such as parks and reserves, sporting and recreation precincts, cemeteries, swimming pools, caravan parks, waste transfers stations, council offices, council works depots and community halls. Examples of land improvement assets are playground equipment, outdoor furniture, netball courts, sporting fields, lighting, fencing, carparks, internal roads, retaining walls, walking trails and mountain bike trails.

Land improvement assets are recorded in Council's financial statements 'at cost'. This contrasts to other asset classes of roads, bridges, buildings and stormwater that are recorded at fair value which in practical terms means depreciated current replacement cost. The at cost (purchased cost) value of the land improvements asset class was \$22.3 million as of 30 June 2025 (6% of replacement cost of Council's total assets). The written down value (WDV) of these assets was \$18 million (7% of WDV of Council's total assets). Annual depreciation for the 2024/25 FY was \$478,411 (8.3% of Council's total depreciation).

The value of the land improvements asset class has grown substantially in recent years. This growth has necessitated the preparation of this Asset Management Plan (AMP) for the following reasons:

- 1) The Local Government (Content of Plans and Strategies) Order 2014 requires an AMP to be prepared for any asset class that is 5% or more of the total asset base of that council; and
- 2) Council recognises the importance of preparing an AMP to improve the long-term sustainable management of these assets.

### Plans for the Future

Council plans to operate and maintain land improvements assets to achieve the following strategic objectives:

1. Ensure that land improvement assets are maintained at a safe and functional standard as set out in this Asset Management Plan (AMP).
2. Ensure that land improvement assets renewal is affordable and sustainable for the rate payer and broader community.
3. Ensure that land improvement assets service the needs of the community.

### Cost

Council's *planned* capital renewal expenditure for land improvement assets is \$346,000 on average per year as set out in the current LTFP. This AMP has determined the *projected* capital renewal requirements to be \$451,200 on average per year over the 10 year period of this plan. This AMP has also identified the current LTFP allocations for new and upgrade expenditure are \$534,000 above what is projected in this AMP, over the 10 year planning period. On a combined basis (renewal and new/upgrade expenditure) *projected* capital expenditure identified in this AMP is \$514,000 over and above current 10 year LTFP capital allocations. During the next LTFP review allocations for both renewal and new/upgrade capital expenditure will be updated to more closely reflect the *projected* capital expenditure identified in this plan.

## The Next Steps

The actions resulting from this AMP are:

- Explore opportunities to improve the land improvements asset register and forward works planning.
- Review utilisation and lifecycle costs of council's facilities and explore opportunities for consolidation of services.
- Review condition inspection and record keeping practices and identify opportunities for improvement.

## 2. INTRODUCTION

### 2.1 Overview of Assets

The purpose of this AMP is to demonstrate responsive management of assets (and services provided from assets), compliance with regulatory requirements, and to communicate funding required to provide the required levels of service.

The land improvements asset class includes a wide range of assets that council owns and operates to provide a broad range of services to the community.

Land improvements assets are installed or constructed at Council operated facilities such as parks and reserves, sporting and recreation precincts, cemeteries, swimming pools, caravan parks, waste transfers stations, council offices, council works depots and community halls. Examples of land improvement assets are playground equipment, outdoor furniture, netball courts, sporting fields, lighting, fencing, carparks, internal roads, retaining walls, walking trails and bike trails.

A summary of the land improvements asset class by facility type is provided below:

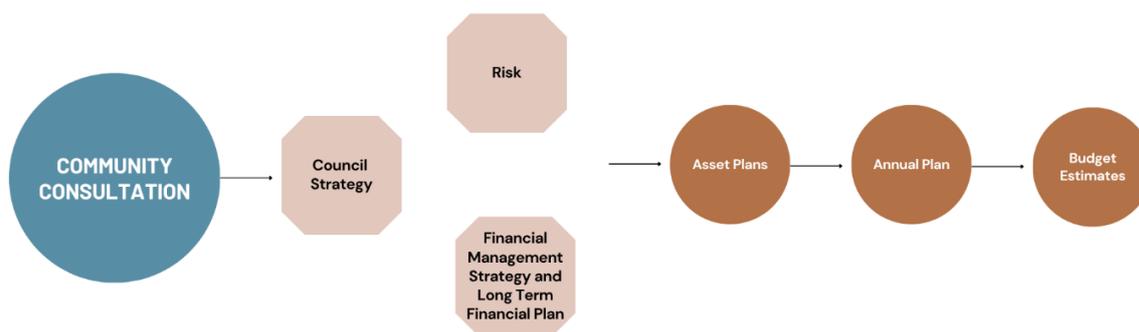
Table 2.1

**Land Improvements Asset Class as at 30 June 2025 - grouped by facility type**

	No. of sites	At Cost (\$)	WDV (\$)	2024/25 Depreciation (\$)
Blue Derby Mountain Bike Trails	1	7,251,694	7,186,535	19,734
Caravan parks/camping facilities	5	1,024,997	563,158	35,199
Cemeteries	10	427,379	199,406	24,497
Works Depots	3	30,291	13,602	1,285
Halls & Community Centres	12	198,944	35,362	4,505
Municipal Offices	1	5,395	1,516	379
Parks & Reserves	various	3,141,456	1,882,915	99,261
Pools (Scottsdale & Bransholme)	2	8,198,087	7,355,745	209,377
Sport & Recreation	various	1,869,786	648,838	72,040
Waste Management	3	181,679	86,367	12,135
<b>Total</b>		<b>22,329,707</b>	<b>17,973,444</b>	<b>478,411</b>

### 2.2 Planning

Goals and objectives in relation to the delivery of services are set out in the Council's Strategic Plan. The strategic framework represents a pragmatic approach with strategy, risk and the Financial Management Strategy (FMS) and the LTFP all informing each other in a non-linear way. This framework is shown in the diagram below:



This Land Improvements AMP is developed within the context of this strategic framework.

### 2.3 Goals and Objectives of Asset Management

Council’s goal in managing land improvement assets is to meet the required level of service in the most cost-effective manner for present and future customers. Council’s goals and objectives and how these are addressed in the land improvements AMP are:

Goals	Objective	How Goals and Objectives are addressed in AMP
Provide best practice management, systems and processes that maximise council's effectiveness in the delivery of services.	Manage finances and assets in a transparent way that allows council to maximise the potential of its resources and assures efficient and consistent delivery of services in a sustainable manner and in compliance with legislative requirements.	Allocate resources in annual budgets to meet asset acquisition, construction, and maintenance and the provision of community services through planning and sustainable budgetary commitments. Review and update the AMP every 3 to 4 years.
Encourage economic development and population growth whilst preserving the environment.	Develop and maintain community facilities in a way that attracts people to the municipality.	Implement sound asset management systems and processes.  Funding allocated in Long Term Financial Plan (LTFP).

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<p>Ensure a measured and predicable allocation of resources to meet asset acquisition, construction and maintenance through proactive planning and sustainable budgetary commitments.</p>	<p>Investigate and plan development of community facilities as the need arises, considering the priorities identified by Councillors and the community.</p>	<p>Establish 10-year plans and realistic annual budgets that adequately meet the resource demands of future development.</p> <p>Conduct facility audits and conduct community consultation to identify priorities for maintenance and capital expenditure.</p>
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### 3. LEVELS OF SERVICE

#### 3.1 Current Levels of Service

Current levels of service and performance measures relating to land improvements assets at council owned and managed facilities include:

- Ensure that Council facilities are clean, inviting and safe for users, are free from major defects, faults and vandalism.
- Ensure that facilities are fit for purpose, meet user requirements, accessible to users of all abilities and do not pose an undue risk.
- Ensure all Council services comply with Federal, State and Local legislation.
- Council facilities are available, suitable and sufficient to service the needs of users.
- Council assets are sufficiently utilised by users and groups.
- Maintain essential safety measures in all Council facilities.
- Prompt response to faults reported via CRM (or other reporting methods).

Council continually reviews all aspects of operations to ensure service levels remain relevant. Changes to demand and community preferences can mean desired service levels change over time. Increases in service levels will result in increases to operations, maintenance and capital funding requirements. Decreases in service levels will tend to lower operations, maintenance and capital funding requirements.

#### 3.2 Desired Levels of Service

Indications of desired levels of service are obtained from community consultation/engagement. Council can receive feedback from the community via:

- Council Strategic Plan development – The community is invited to make submissions regarding Council's strategic plan.
- Annual budget estimates – Community budget submissions are invited and considered in annual budgeting processes.
- Councillor submissions – Councillors have an ongoing opportunity to raise community concerns and requests for improvements in service levels.
- Facility audits and precinct plans – When conducting facility audits or master planning Council invites feedback on current and desired levels of service.
- Customer Service Requests – the community can lodge service requests with Council at any time whenever they feel a council service or facility is not satisfactory.

## 4. FUTURE DEMAND

### 4.1 Demand Forecast

Table 4.1 Demand Factors, Projections and Impact on Services

Demand Factor	Present Position	Projection	Impact on Services
Population	7,001 (Estimated June 2023)	6,258 (June 2053) <sup>1</sup> without intervention (note that population growth is one of the key strategic imperatives in Council's Strategic Plan 2023-2032).	Declining numbers of rate payers will place pressure on budget and the ability to fund renewal of land improvements assets.
Ageing Population	Dorset Median Age 48.8 (Estimated June 2023 <sup>2</sup> ). 26.5 % of population above age of 65 <sup>3</sup> .	Dorset Median Age to rise to 55 years by 2053 <sup>4</sup> . 36.1 % of population above age 65 <sup>5</sup> .	The change is not foreseen to impact on services in the short/medium term.
Climate change	Experiencing more extreme weather pattern and events.	Continue to experience increased frequency and intensity of extreme weather events.	May require increased maintenance and repairs to facilities.
Upgrade in safety and accessibility standards/regulations	Most playgrounds have been upgraded to modern standards.	Some upgrades required over planning period.	Funding of upgrades required to ensure standards are met.
Trends	Traditional recreational services provided (e.g. recreation grounds for football and cricket).	Increase in demand for other types of recreational activities and facilities (e.g. skateboarding, mountain bike riding).	May increase costs of existing facilities, or create need for new multi-use facilities.
Tourism	Key tourist attractions include Blue Derby (80,000 visitors annually), Bridestowe Lavender Farm (pre-Covid 85,000 visitors annually) Bridport peak holiday periods, Barnbougle Golf Courses	Ongoing growth in tourist and recreational visitor numbers. Spirt of Tasmania IV & V introduction Oct 2026	Maintain facilities to a high standard.

<sup>1</sup> Refer p.17, TasPOPP 2024 Final Report, Department of Treasury and Finance.

<sup>2</sup> Refer ABS Regional Population by age and sex

<sup>3</sup> Refer Dorset Summary Profile, 2024 Population Projections for Tasmania and LGAs, Department of Treasury and Finance

<sup>4</sup> Refer 2024 Population Projections for Tasmania and LGAs, Department of Treasury and Finance

<sup>5</sup> Refer Dorset Summary Profile, 2024 Population Projections for Tasmania and LGAs, Department of Treasury and Finance

## 4.2 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets, providing new assets and demand management. Demand management practices include non-asset solutions, insuring against risks and managing failures.

Non-asset solutions focus on providing the required service without the need for Council to own the assets. Other demand management actions include reducing the level of the service (allowing some assets to deteriorate beyond current service levels), educating the community to accept appropriate asset failures or encouraging the community to use alternative facilities.

## 4.3 New Assets from Growth

New land improvements assets are required in response to growth or changes in demand for services. Opportunities exist to apply for external grant funding to support the development of new or upgraded assets and services. Investing in new or upgraded assets commit Council to fund ongoing operations, maintenance and renewal costs for the period that the service provided from the assets is required.

Council has listed its priorities for new and upgraded facilities in its Priority Projects Plan (endorsed October 2025). Projects identified in the Priority Projects Plan that would have a direct impact on the land improvements asset class include the North East Tasmania Rail Trail. Council is currently seeking additional grant funding before commencing the project.

The new Bridport Pier project by MAST is another project that could create a need for upgraded or new Council land improvement assets such as carparks and pathways. Given the project is still to receive Council planning approval no provision has been made in this AMP for any new or upgraded assets associated with this project.

## 5. LIFECYCLE MANAGEMENT PLAN

### 5.1 Asset Capacity and Performance

Council undertakes the necessary expenditure to ensure the desired levels of service are met. All new capital works are completed in accordance with the latest safety standards. Known deficiencies in service level performance are used to inform capital and maintenance expenditure plans.

### 5.2 Asset Condition

Formal asset inspections and condition assessments include:

- Playground safety inspections are completed annually in accordance with Australian Standards.
- Tree inspections are carried out at the BSCP, Northeast park and Scottsdale Rec Ground to ensure safety to the community.
- Bridge and major culvert inspections are completed annually, and some recreational bridges (Derby suspension bridge) are included in this program. Minor recreational/bike trail bridges are not included in this formal inspection program.

Condition inspections and ratings of all other land improvement assets occurs on a non-routine basis. Notification of asset failures can be received from the public or from internal work teams. Service delivery managers over time build up a detailed knowledge and understanding of asset conditions which in turn are used to develop maintenance and capital renewal plans and budgets.

An action item arising from this AMP is to review systems and processes used for recording condition assessment information.

### 5.3 Financial Sustainability Ratios

Three common ratios used to measure short term and long-term financial sustainability of local councils are detailed below:

#### *Asset consumption ratio*

This ratio seeks to highlight the aged condition of the physical assets. This value shows the current value of Council's building assets relative to their "as new value" in current prices. As per Table 2.1 the Replacement Cost of land improvement assets is \$22,329,707 and WDV is \$17,973,444 which gives a consumption ratio of 80%. This is above the Tasmanian Audit Office (TAO) benchmark of 60%.

#### *Asset sustainability ratio*

This ratio represents the extent to which Council is maintaining operating capacity through the renewal of its existing assets. It is the ratio of *planned* capital expenditure relative to depreciation over the same period. Council's asset sustainability ratio for land improvements is 72 % (*Planned* average CAPEX renewal spend per AMP = \$346,000/Annual depreciation = \$478,000). The benchmark prescribed by the Tasmanian Audit Office is 100%.

#### *Asset renewal funding ratio*

This is a ratio of *planned* capital renewal expenditure accommodated over a 10 year period in the LTFP relative to the *projected* capital renewal expenditure identified in the asset management plan. Council's asset renewal funding ratio is 77% (*Planned* capital renewal funding outlays per current LTFP =

\$3,460,000/ *Projected* capital renewal spending per this AMP = \$4,512,002). The TAO benchmark is between 90% - 100%.

#### 5.4 Risk Management Plan

An assessment of risks associated with the current asset condition has identified critical risks to Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Very High: Critical risks, requiring immediate corrective action.

High/Medium: Requiring prioritised corrective action.

Low: Requiring regular monitoring.

Risks identified in the infrastructure risk management plan are summarised below.

Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan
Playgrounds (Various locations)	Failure due to age or vandalism causing injury.	High	<ul style="list-style-type: none"> <li>• Prioritise action</li> <li>• Remove or renew</li> <li>• More frequent inspections</li> <li>• Increase security measures (CCTV)</li> </ul>
Tennis and Netball Courts	Courts can become slippery as a result of mould and grime build up.	High	Ensure regular cleaning of court surfaces to reduce risk of injury.
Football, cricket, hockey grounds	Ground surface could become uneven.	High	Ensure regular maintenance of ground surface to ensure even playing surface and minimise risk of injury
Waste Transfer Stations	Public falls, trips, hazards, vehicle incidents.	High	Installed guard rails, signs, maintain grounds, remove hazards, constant oversight by staff.
All facilities	Trip hazards or other physical hazards.	High	Regular inspections of facilities by staff, prompt response to any issues raised through CRM or internally maintenance management system (MMS).
Scottsdale Aquatic Centre, Branxholm Pool	Drowning, trips, falls.	High	Oversight by trained lifeguards where applicable, remove trip hazards, daily inspections of facilities, oversight, appropriate signage and warnings.

#### 5.5 Operations & Maintenance plan

Operations expenditure relates to costs associated with the provision of council owned and management facilities. These include internal labour, internal plant, contractors, materials, utilities and insurances.

Maintenance includes reactive, planned and cyclic maintenance work activities.

Reactive maintenance is unplanned repair work carried out in response to service requests and management/supervisory directions. Planned maintenance is repair work that is identified and

managed through a maintenance management system (MMS). MMS activities include inspections, assessing the condition against failure/breakdown criteria/experience, prioritising scheduling, actioning the work and reporting what was done to develop a maintenance history and improve maintenance and service delivery performance.

Operations and maintenance expenditure across service areas relating to this AMP are shown in Table 5.5

Table 5.5 Operations and Maintenance Expenditure (including internal labour and plant hire charges, excluding depreciation)

<b>Council Service</b>	<b>Actual 2024/25</b>	<b>Actual 2023/24</b>	<b>Actual 2022/23</b>
<b>Expenditure</b>			
Caravan Parks	698,581	613,104	457,216
Cemeteries	73,930	99,196	63,727
Halls & Community Centres	149,598	141,452	119,878
Mountain Bike Trails	722,548	759,185	632,912
Other Sports Facilities	21,917	28,131	31,886
Parks & Reserves	451,691	364,130	341,173
Sport & Recreation Grounds	250,331	237,793	218,741
Swimming Pools	611,477	544,873	420,293
Waste Management	1,517,092	1,378,713	1,152,491
Works Depots	130,804	145,482	120,211
<b>Expenditure Total</b>	<b>4,627,971</b>	<b>4,312,058</b>	<b>3,558,527</b>

The O&M expenses included above include the following:

- Track maintenance and general operations for Blue Derby trails
- Vegetation management all facilities (lawn mowing, tree trimming, weed spraying)
- Depot yard maintenance
- Swimming pool maintenance
- Playground maintenance
- Sports pitch and court playing surface maintenance
- Fencing and signs repairs at all facilities
- Vandalism related repairs and cleaning
- Utilities
- General operational costs
- Storm recovery costs

It is noted that Council reviews O&M costs through the annual budgeting process. O&M costs are fully budgeted to meet planned service levels. An increase or decrease in service levels over time will result in a corresponding increase and decrease in O&M costs.

O&M activities are undertaken using both internal and external resources. Council reviews actual O&M expenditure against budget on a quarterly basis. Separate financial reports are also presented to Council on a regular basis for the Blue Derby MTB Trails, Scottsdale Aquatic Centre and BSCP.

## 5.6 Summary of future operation and maintenance expenditures

The current 2025-26 budget allocations for council services covered in this AMP are shown in the table below:

Table 5.6 Summary of Operations & Maintenance Budgeted Expenditure

<b>Council Service</b>	<b>2025/26 Budget</b>	<b>Plus internal labour estimate not direct budgeted</b>	<b>Total OPEX Budget 2025/26</b>
Caravan Parks	555,870	140,999	696,869
Cemeteries	21,020	53,996	75,016
Halls & Community Centres	135,860	60,853	196,713
Mountain Bike Trails	752,380	0	752,380
Other Sports Facilities	18,520	8,846	27,366
Parks & Reserves	200,920	180,062	380,982
Sport & Recreation Grounds	209,840	95,180	305,020
Swimming Pools	603,310	47,078	650,388
Waste Management	1,576,410	0	1,576,410
Works Depots	92,750	37,981	130,731
<b>Total Budget</b>	<b>4,166,880</b>	<b>624,994</b>	<b>4,791,874</b>

The town maintenance works crew internal labour is not budgeted at facility/service level, however the amounts included in the above table are estimated based on prior year actual labour allocation.

## 5.7 Renewal/Replacement Plan

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is upgrade/expansion or new works expenditure.

Assets requiring renewal are identified by the Works and Infrastructure department using a combination of site inspections and review of asset lives. For the purposes of this AMP Council has identified land improvements capital renewal expenditure over the next 10 years (refer Appendix A & B). The *projected* average capital renewal spend over this period is \$451,200 per annum. It is noted that the amounts and timing of this capital expenditure are best estimates at the time of completing this report.

The *projected* annual capital renewal spend of \$451,200 is \$105,200 greater than the current *planned* capital renewal expenditure recorded in the LTFP. Over a 10 year period this equates to a \$1,052,002 shortfall in funding. To address this shortfall Council can do one of the following:

- Increase LTFP capital allocations in the next review of the LTFP (April/May 2026) to ensure *projected* renewals are fully funded. This would prevent any renewal gap developing.
- Defer some capital renewal projects so that *projected* annual capital renewal expenditure matches current LTFP allocations. In this case projects deemed lower priority could be deferred.

The downside to this option is that a renewals backlog is created and the community may experience lower service levels associated with facility use.

- Review required community service levels and the ownership of council assets with the view of identifying some facilities for closure or disposal/transfer. Depending on the number and nature of facilities identified it could be expected that this process would lead to a reduction in *projected* capital renewal over the 10 year planning period. It is noted that a review of Council owned assets is currently in progress (Project 26 of the 2025/26 annual plan). It is intended that this review will identify facilities that Council may consider for closure or disposal/transfer.

The next review of the LTFP is scheduled for April/May 2026 and will coincide with 2026/27 budget estimates. The review of the LTFP is undertaken holistically with the end goal of achieving long term financial sustainability for Council. During the LTFP review land improvement capital renewal allocations will be updated to more closely align with the *projected* renewals identified in this AMP. It is also noted that the capital renewal projections of this AMP will be reviewed annually to ensure they are reflective of Council's current plans and objectives in relation to land improvements asset planning.

#### 5.7 Creation/Acquisition/Upgrade Plan

New works are those works that create a new asset that did not previously exist or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. New or upgrade asset requests are identified from various sources such as councillor or community requests, proposals identified by strategic plans or partnerships with other organisations. The average annual spend on upgrade/new assets over the life of this plan is \$56,200 per year. This projected spend is \$53,800 below the current annual LTFP allocation. Over a 10 year period this equates to a \$534,000 surplus in funding. During the LTFP review process new/upgrade capital allocations will be updated to more closely align with the projections identified in this AMP.

#### 5.8 Disposal Plan

Disposal includes any activity associated with disposal of a decommissioned asset including demolition, development, potential sale, transfer and upgrade. It is prudent for Council to continually examine the services offered by the land improvement assets class and compare these against the costs of provision. As previously indicated, Council officers will undertake a review of Council owned assets as part of the 2025/26 annual plan. This review will consider the utilisation of facilities, lifecycle costs and desired community service levels.

#### 5.9 Leases and hire of facilities

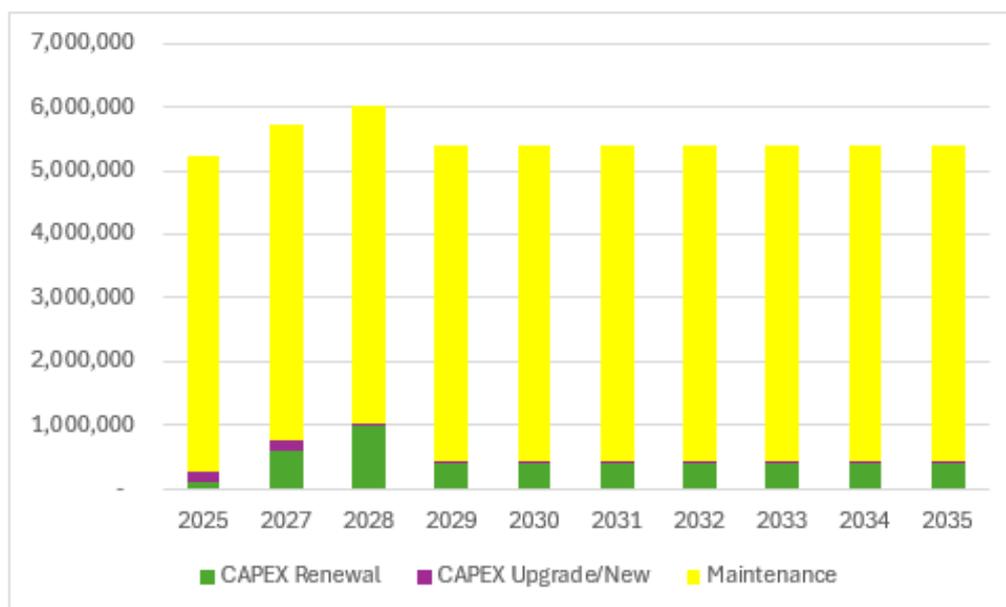
Council leases or hires its facilities to school and community groups. User fees are charged in accordance with the fees and charges schedule approved during the annual budget estimates process.

## 6. FINANCIAL SUMMARY

### 6.1 Financial Statements and Projections

The financial projections are shown in Figure 6.1 for planned operating and capital expenditure.

Figure 6.1: Planned Operational and Projected Capital Expenditure



### 6.2 Sustainability of service delivery

There are two key indicators for financial sustainability are long term life cycle costs and costs over the long-term financial planning period.

Life cycle costs are the average costs that are required to sustain the service levels over the average asset life and include maintenance and depreciation. The annual average life cycle cost for the services covered in this asset management plan is \$5,449,874 (\$4,971,874 O & M plus \$478,000 Depreciation).

Life cycle costs can be compared to life cycle expenditure to give an indicator of sustainability in service provision. Life cycle expenditure includes maintenance plus *planned* capital renewal expenditure. Life cycle expenditure will vary depending on the timing of asset renewals. The average annual planned life cycle expenditure covered in this asset management plan is \$5,317,874 (\$4,971,874 O & M plus \$346,000 average *planned* annual capital renewals).

There is a negative difference (gap) of \$132,000 per annum in the life cycle costs vs life cycle expenditure. This difference is explained by comparing depreciation of \$478,000 to *planned* average capital expenditure of \$346,000. To close this gap the LTFP will be reviewed and capital renewal allocations be updated to more closely align with the *projected* capital renewal requirements identified in this AMP.

### 6.3 Funding Strategy

Planned expenditure is to be funded in the Council's operating and capital budgets. The funding strategy is detailed in the Council's long term financial plan (LTFP). At the next review of the LTFP, capital allocations will be updated so they more closely align with the projected capital renewal and new/upgrade requirements identified in this AMP.

Grants will also be investigated when opportunities arise to fund new, upgrade or renewal capital works. Partnerships with community groups can also be a viable option when making capital improvements to buildings. Community partnerships have been used in the past to maximise improvements for a given capital spend.

## **7. ASSET MANAGEMENT PRACTICES**

### **7.1 Asset Management Systems**

General asset data (asset description, value, useful life) is recorded in Council's Financial Management Software (Authority). Land improvements are recorded at historical cost and depreciation is calculated based on estimates of useful life. Once capital projects are completed, they are capitalised by Finance officers and incorporated into the asset register in Authority. The Finance team are responsible for maintaining the asset register in Authority.

The Works and Infrastructure department record condition inspection information, serial numbers, manufacture and installation details in separate asset registers.

The Blue Derby Mountain Bike trail crew utilise a mobile inspection app to conduct regular condition inspection and manage maintenance workflows.

Forward works planning currently involves manual processes and is a joint effort between the Finance and Works and Infrastructure teams.

## 8. PLAN IMPROVEMENT AND MONITORING

### 8.1 Improvement Plan

The asset management improvement plan generated from this asset management plan is shown below:

Task No	Task	Responsibility	Resources Required	Timeline
1.	Explore opportunities to improve the Land Improvements Asset Register including forward works planning.	Town Maintenance Supervisor/Management Accountant	Budget	30 June 2027
2.	Review utilisation and lifecycle costs of council's facilities and explore opportunities for consolidation of services.	Corporate Services	Budget	30 June 2027
3.	Review condition inspection and record keeping practices and identify opportunities for improvement.	Works & Infrastructure Department	Budget	30 June 2027

### 8.2 Monitoring and Review Procedures

This asset management plan will be reviewed during annual budget preparation and amended to recognise any changes in service levels and/or resources available to provide those services.

The Plan has a life of 4 years.

## Appendix A | Summary – Land Improvements Projected Capital Expenditure vs Planned/Current LTFP allocations

Costs not indexed, 2025 prices, net of any grant funding won

Year	Renewal	Upgrade/New	Total CAPEX
Year 1 (2025/26)	88,000	182,000	270,000
Year 2 (2026/27)	604,000	160,000	764,000
Year 3 (2027/28)	990,000	50,000	1,040,000
Year 4 (2028/29)	404,286	24,286	428,572
Year 5 (2029/30)	404,286	24,286	428,572
Year 6 (2030/31)	404,286	24,286	428,572
Year 7 (2031/32)	404,286	24,286	428,572
Year 8 (2032/33)	404,286	24,286	428,572
Year 9 (2033/34)	404,286	24,286	428,572
Year 10 (2034/35)	404,286	24,286	428,572
<b>Total projected CAPEX over 10 years</b>	<b>4,512,002</b>	<b>562,002</b>	<b>5,074,004</b>
<b>Projected average CAPEX per year</b>	<b>451,200</b>	<b>56,200</b>	<b>507,400</b>
<b>Planned average annual CAPEX (current LTFP)</b>	<b>346,000</b>	<b>110,000</b>	<b>456,000</b>
<b>Annual Projected Funding Gap</b>	<b>- 105,200</b>	<b>53,800</b>	<b>- 51,400</b>
<b>Cumulative funding gap over 10 years</b>	<b>- 1,052,002</b>	<b>537,998</b>	<b>- 514,004</b>

## Appendix B: Projected Capital Expenditure - detailed 10 year forward works program - Land Improvements

Year	Facility	Asset	Total	Type	Comments
<b>Year 1</b>					
Year 1 (2025/26 FY)	Blue Derby	Network signage	9,000	Renewal	Per 2025/26 budget
Year 1 (2025/26 FY)	Bridport Foreshore	BBQs renewal	4,000	Renewal	Per 2025/26 budget
Year 1 (2025/26 FY)	SAC	Various plant renewal	45,000	Renewal	Per 2025/26 budget
Year 1 (2025/26 FY)	Derby Park	Ringarooma River erosion repairs	25,000	Renewal	Per 2025/26 budget
Year 1 (2025/26 FY)	Pine Plantations		5,000	Renewal	Per 2025/26 budget
Year 1 (2025/26 FY)	Blue Derby	Black stump car turning area	8,000	Upgrade/New	Per 2025/26 budget
Year 1 (2025/26 FY)	Blue Derby	Top Creek drop off area	4,000	Upgrade/New	Per 2025/26 budget
Year 1 (2025/26 FY)	Netball Court Upgrades	Scottsdale, Bridport, Derby	416,000	Upgrade/New	Per 2025/26 budget
Year 1 (2025/26 FY)	Blue Derby	Memorial lookout	16,000	Upgrade/New	Per 2025/26 budget
Year 1 (2025/26 FY)	Ellesmere Cemetery	New memorial wall	15,000	Upgrade/New	Per 2025/26 budget
Year 1 (2025/26 FY)	Scottsdale Railway Precinct	Open space	141,000	Upgrade/New	Per 2025/26 budget
Year 1 (2025/26 FY)	Scottsdale Sports Precinct Study		80,000	Upgrade/New	Per 2025/26 budget
Year 1 (2025/26 FY)	SAC Covered Pool Feasibility Study		40,000	Upgrade/New	Per 2025/26 budget
<b>Year 2</b>					
Year 2 (2026/27 FY)	North Scottsdale Hall	Power connection	15,000	Renewal	Replace power poles with underground power
Year 2 (2026/27 FY)	Branxholm Pool	Swimming pool	50,000	Renewal	Pool pipework
Year 2 (2026/27 FY)	Blue Derby	Various capital renewals	50,000	Renewal	Renewal various structures such as fences, paths, seating and other infrastructure
Year 2 (2026/27 FY)	Blue Derby	Planning and investigation access roads	50,000	Upgrade/New	Director of Infrastructure
Year 2 (2026/27 FY)	Bridport Foreshore	Carparks & footpaths RSL/boat ramp/backpackers	12,000	Renewal	Boat ramp road reseal 1000m2
Year 2 (2026/27 FY)	Bridport Foreshore	Tennis court behind pavillion	20,000	Renewal	Pavillion flexi pave
Year 2 (2026/27 FY)	Scottsdale Children's Reserve	Footpaths/carparks	10,000	Upgrade/New	Planning for carpark
Year 2 (2026/27 FY)	Tomahawk Reserve & BBQ Area	Play equipment/safety surfaces/outdoor furniture	60,000	Renewal	Replace playground equipment
Year 2 (2026/27 FY)	Scottsdale Indoor Action	Carpark	15,000	Renewal	Hot mix driveway to library
Year 2 (2026/27 FY)	Scottsdale Recreation Ground	Sports grounds (football, cricket, hockey)	20,000	Renewal	Surface upgrade
Year 2 (2026/27 FY)	Scottsdale Stadium	Carpark	85,000	Upgrade/New	Change seal to hotmix
Year 2 (2026/27 FY)	Bridport Hall	Carparks/driveways/fencing	110,000	Renewal	Hotmix carpark & line marking 2410m2
Year 2 (2026/27 FY)	Bridport Hall	Carparks/driveways/fencing	15,000	Renewal	Entrance pavers
Year 2 (2026/27 FY)	Bridport Play Centre - Joseph St	Carparks/driveways/fencing	12,000	Renewal	Replace fencing
Year 2 (2026/27 FY)	Scottsdale Works Depot	Carparks/internal driveways	50,000	Renewal	Carpark renewal
Year 2 (2026/27 FY)	Scottsdale Works Depot	Water connection upgrade	15,000	Upgrade/New	Move meter to depot entrance
Year 2 (2026/27 FY)	BSCP	Electrical & lighting	175,000	Renewal	Electrical upgrade (stage 2)
<b>Year 3</b>					
Year 3 (2027/28 FY)	Blue Derby	Various capital renewal/upgrades	50,000	Renewal	Renewal various structures such as fences, paths, seating and other infrastructure
Year 3 (2027/28 FY)	BSCP	Carparks & internal roads	15,000	Renewal	Reseal Rd entry 4 and turning circle - 1400m2
Year 3 (2027/28 FY)	BSCP	Electrical & lighting	175,000	Renewal	Electrical upgrade (stage 3)
Year 3 (2027/28 FY)	SAC	Pool heating plant	175,000	Renewal	Replacement of heating system
Year 3 (2027/28 FY)	Bridport Foreshore	Village green switchboard	25,000	Renewal	Switchboard renewal
Year 3 (2027/28 FY)	Bridport Foreshore	Carparks & footpaths RSL/boat ramp/backpackers	65,000	Renewal	Repairs and hotmix RSL 1200m2
Year 3 (2027/28 FY)	Bridport Foreshore	Tennis court - private club court	100,000	Renewal	Private court stabilisation - court repairs and new fence
Year 3 (2027/28 FY)	Bridport Foreshore	Public lighting	40,000	Renewal	Replace solar batteries

## Appendix B: Projected Capital Expenditure - detailed 10 year forward works program - Land Improvements

Year	Facility	Asset	Total	Type	Comments
Year 3 (2027/28 FY)	Derby Park	Playing surfaces (netball court)	20,000	Renewal	Flexi pave
Year 3 (2027/28 FY)	Derby Park	Car parks & internal roads	30,000	Renewal	Reseal hotmix car park
Year 3 (2027/28 FY)	Scottsdale Spotswood Drive	Play equipment/safety surfaces/outdoor Furniture	60,000	Renewal	Replacement of play equipment
Year 3 (2027/28 FY)	Bridport Recreation Ground	Netball courts	20,000	Renewal	Flexi pave
Year 3 (2027/28 FY)	Bridport Cemetery	General	50,000	Upgrade/New	New plan and stormwater upgrade
Year 3 (2027/28 FY)	Ringarooma Cemetery	Road/fencing	15,000	Renewal	Prepare and Reseal
Year 3 (2027/28 FY)	Bridport Play Centre - Joseph St	Play equipment	50,000	Renewal	Replace playground equipment
Year 3 (2027/28 FY)	Gladstone Hall	Fencing/carparks/play equipment	50,000	Renewal	Replace playground equipment
Year 3 (2027/28 FY)	Jetsonville Hall	Play equipment/fencing/carparks	50,000	Renewal	Replace playground equipment
Year 3 (2027/28 FY)	Scottsdale Works Depot	Fencing	50,000	Renewal	Fencing and security
<b>Year 4 - 10</b>					
Years 4-10	Blue Derby	Various capital renewal/upgrades	350,000	Renewal	Renewal various structures such as fences, paths, seating and other infrastructure
Years 4-10	Branxholm Pool	Swimming pool	100,000	Renewal	Re-fiberglass pool
Years 4-10	Branxholm Pool	Swimming pool	45,000	Renewal	Filter upgrade \$20k and heating upgrade \$25k
Years 4-10	Branxholm Pool	Pool shading	15,000	Renewal	Replace
Years 4-10	Branxholm Pool	Pool cover	25,000	Renewal	New pool cover (not one there at the moment)
Years 4-10	Branxholm Pool	Water pump	10,000	Renewal	replace water pump system
Years 4-10	Branxholm Pool	Solar heating	50,000	Renewal	Solar heating system
Years 4-10	BSCP	Carparks & internal roads	10,000	Renewal	Reseal Goftons & Mattingleys entrance 455m2/350m2=805m2
Years 4-10	BSCP	Irrigation & water	15,000	Renewal	Water upgrade
Years 4-10	SAC	Various pool assets	455,000	Renewal	Anticipated renewal of piperwork, tiles, structures, pumps
Years 4-10	Bridport Foreshore	Play equipment & surfaces (Pavillion/Bentley/RSL)	60,000	Renewal	Play equipment renewal
Years 4-10	Bridport Foreshore	Outdoor gym equipment	50,000	Renewal	Replace gym equipment
Years 4-10	Bridport Foreshore	Gofton's Beach disability access	50,000	Upgrade/New	Upgrade
Years 4-10	Bridport Foreshore	General land Improvements	100,000	Upgrade/New	Erosion and beach access
Years 4-10	Derby Park	Car parks & internal roads	15,000	Renewal	Reseal road
Years 4-10	Derby Trailhead	Carparks	25,000	Renewal	Reseal
Years 4-10	Legerwood Memorial Park	Playground equipment	50,000	Renewal	Replace playground equipment
Years 4-10	Legerwood Memorial Park	Carparks, roads, paths	18,000	Renewal	Reseal roadways and parking
Years 4-10	Pioneer Park (Racecourse Rd)	Playground equipment/outdoor furniture	25,000	Renewal	Replace playground equipment
Years 4-10	Scottsdale 4 Alfred St Reserve	Open space/paved area/seating	60,000	Renewal	Repave and replace retaining wall
Years 4-10	Scottsdale Children's Reserve	Play equipment/safety surfaces/outdoor furniture	70,000	Renewal	Play equipment replacement 60K & outdoor furniture 10k
Years 4-10	Scottsdale Elizabeth Street Playgro	Play equipment/safety surfaces/outdoor furniture	65,000	Renewal	Replacement play equipment
Years 4-10	Scottsdale McLennan Street	Play equipment/safety surfaces/outdoor furniture	20,000	Renewal	Replacement play equipment
Years 4-10	Scottsdale Northeast Park	Play equipment/safety surfaces/outdoor furniture	12,000	Renewal	Replace outdoor furniture
Years 4-10	Scottsdale Northeast Park	Car parks/footpaths/bridges/boardwalks	80,000	Renewal	Bridge replacement boardwalk renewal
Years 4-10	Scottsdale Northeast Park	Car parks/footpaths/bridges/boardwalks	20,000	Upgrade/New	Stormwater upgrade
Years 4-10	Bridport Recreation Ground	Netball courts	30,000	Renewal	Flexipave
Years 4-10	Bridport Recreation Ground	Internal driveways/carparks	150,000	Renewal	Extend seal access road and netball car park

## Appendix B: Projected Capital Expenditure - detailed 10 year forward works program - Land Improvements

Year	Facility	Asset	Total	Type	Comments
Years 4-10	Bridport Recreation Ground	Fencing	20,000	Renewal	Upgrade fencing
Years 4-10	Bridport Recreation Ground	Playgrounds/outdoor furniture	25,000	Renewal	Replace playground equipment
Years 4-10	Scottsdale Indoor Action	Carpark	10,000	Renewal	Reseal carpark
Years 4-10	Scottsdale Recreation Ground	Sports grounds (football, cricket, hockey)	270,000	Renewal	New irrigation system 250k & grass surface upgrade 20k
Years 4-10	Scottsdale Recreation Ground	Tennis/netball courts	100,000	Renewal	Flexipave surfaces
Years 4-10	Scottsdale Recreation Ground	Internal driveways/carparks	35,000	Renewal	Reseal entrance way & nugget sellars - 3834m2
Years 4-10	Scottsdale Recreation Ground	Public/sports lighting/electrical	100,000	Renewal	Switchboard renewal
Years 4-10	Scottsdale Recreation Ground	Fencing	40,000	Renewal	Fencing renewal
Years 4-10	Scottsdale Recreation Ground	Structures	100,000	Renewal	Horse stables/sheep pens/stock yards
Years 4-10	Scottsdale Stadium	Carpark	75,000	Renewal	Make carpark larger
Years 4-10	Ringarooma Recreation Ground	Playgrounds/outdoor furniture	50,000	Renewal	Replacement of playground equipment
Years 4-10	Winnaleah Recreation Ground	Fencing	10,000	Renewal	Replace boundary fence
Years 4-10	Bridport Play Centre - Joseph St Bric	Carparks/driveways/fencing	20,000	Renewal	Hotmix carpark - 450m2
Years 4-10	Derby School House Museum	Internal Carparks/driveways	20,000	Renewal	Hotmix carpark - 450m2
Years 4-10	Scottsdale Men's Shed	Carparks/driveways/fencing	50,000	Renewal	Hotmix carpark
Years 4-10	Council Chambers	Carparks/internal driveways/fencing	10,000	Renewal	Hotmix driveway
Years 4-10	Winnaleah Main Street Park	Play Equipment/Safety surfaces/Outdoor Furniture	20,000	Renewal	Replace Playground equipment
Years 4-10	Bridport Foreshore	Tennis Court - Bentley St	70,000	Renewal	Re Hotmix - Bentley St

# The value of Blue Derby to the Tasmanian economy

Report | August 2025



# The value of Blue Derby to the Tasmanian economy

Report

## ACKNOWLEDGEMENTS

We acknowledge the palawa/pakana people who continue to care for this country today. We pay our respects to their elders, past and present. We honour their stories, songs, art, and culture, and their aspirations for the future of their people and these lands.

Images courtesy of the Brand Tasmania and Tourism Tasmania Visual Libraries.

Cover image: Credit Flow Mountain Bike

Header image: West Coast ebiking. Credit Revolution MTB

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## ABOUT THE AUTHORS



**Dr Allison Anderson** is a specialist in tourism planning and market research, and an advocate for building community benefit from tourism.

Allison has a special interest in mountain biking – with a passion for the green trails and a keen interest in the benefits MTB affords places that embrace it. As head of Research & Insights at Tourism Tasmania, Allison led the unordinary adventures research and profiling of MTB visitors to Tasmania. Working as a consultant, Allison has delivered market assessments and analyses for MTB in North Queensland, Queenstown NZ and Kyogle in NSW. She also coauthored the MTB strategy for Tropical North Queensland in 2015.

Allison's PhD is in urban design and tourism, where she examined the delivery of tourism experiences at a destination level. She has worked as a Strategic Planner and academic, conducted social impact assessments, developed business plans and advised businesses on post-disaster recovery. She is currently Chair of the Northern Tasmania Development Corporation and a Ministerially appointed member of Tasmania's statutory Parks and Wildlife Advisory Council. She is an adjunct to the University of Tasmania and a Tasmanian Tourism Awards Judge.

Allison's practice is on the lands of the Mumirimina people.

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**Tim Harmsen** is a Tasmanian environmental economist who specialises in economic impact assessments, communication, and mountain biking.

Tim has a remarkably strong mountain biking background, having worked for multiple mountain biking tourism companies in Tasmania over the past decade, after building his mountain biking knowledge and expertise through a seven year tenure at a Hobart based bike shop. Additionally, Tim recently won the 2023 coach of the year award at the world renowned Whistler Mountain Bike Park, where he spent a season coaching and engaging with a wide range of mountain biking students.

Tim graduated from the University of Tasmania with first-class honours in economics, after completing a double degree of economics and business, where he was admitted to the Dean's honour roll, and was awarded valedictorian for his work in the economics field. More recently, Tim was awarded as an ABC Trailblazer for 2025 in recognition of his work re-establishing and successfully running the "Winter Challenge Tas" multisport event, which has a strong mountain biking and regional community engagement theme. This award led to Tim presenting on his event in Canberra's Parliament House in February.



**Emily Mahler** is a technician with over 20 years of professional experience in economic analysis and modelling, specialising in the visitor economy.

Emily is passionate about driving real and sustainable change for community and businesses. She has led the delivery of a body of research and analysis unmatched in its diversity, facilitated by her in-depth understanding of tourism markets and highly proficient analytical and technical capability.

Between 2004 and 2024, Emily worked at Deloitte Access Economics where she honed her skills as a complex economic modelling expert. Ultimately, Emily was responsible for developing and managing the visitor economy supply and demand forecasting models, used to inform the [Tourism Market Outlook](#) publication, and she led Deloitte's national economic contribution modelling capability.

These models formed the basis of the Tourism 2020 Strategy, Thrive 2030 Tourism Strategy, NT Tourism Industry Strategy 2030, and [Tasmania's 2030 Visitor Economy Strategy](#); the pre-eminent reference for guiding future growth and sustainability for the sector. Across all these publications, Emily was responsible for the featured tourism demand and supply requirements forecasts.

Among the economic assessments led by Emily are an economic appraisal of the proposed redevelopment of the Canberra Theatre, an economic contribution assessment of the Tasmanian Agritourism sector, visitation demand and accommodation forecasts for the Great Ocean Road, and visitation demand forecasts for a proposed Wildlife Hotel and Luxury Accommodation development in the Blue Mountains.

Emily's practice is on the lands of the Awabakal people.

# The value of Blue Derby to the Tasmanian economy

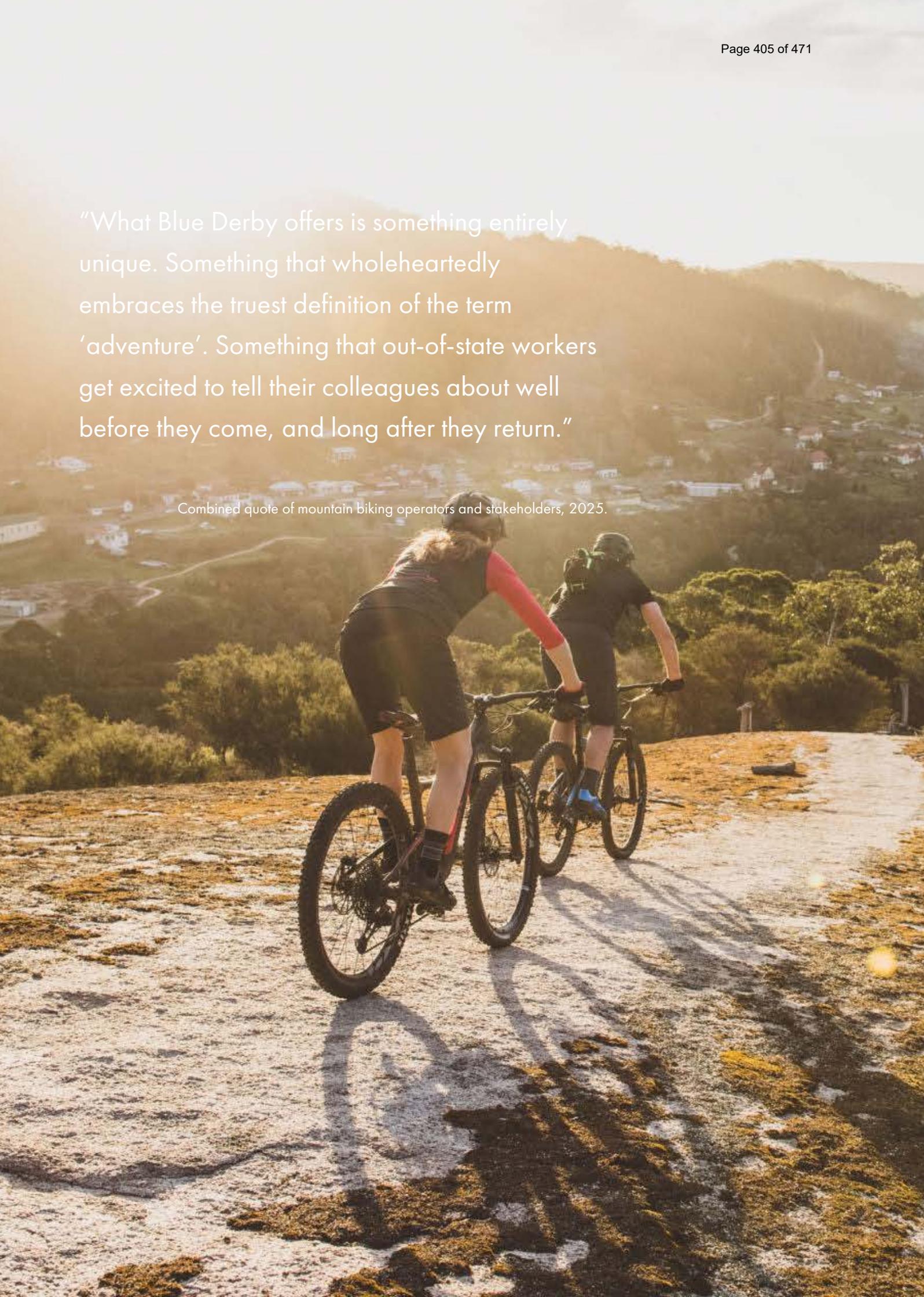
## Report

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“What Blue Derby offers is something entirely unique. Something that wholeheartedly embraces the truest definition of the term ‘adventure’. Something that out-of-state workers get excited to tell their colleagues about well before they come, and long after they return.”

Combined quote of mountain biking operators and stakeholders, 2025.



# The value of Blue Derby to the Tasmanian economy

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# 1 Introduction

Blue Derby is a premium, internationally renowned mountain biking destination that has placed Tasmania on the global mountain biking map since opening in 2015. The trails' supreme quality, immersion in iconically Tasmanian wilderness, and variety of experiences are the key factors influencing riders' decisions to travel to Tasmania for mountain biking.

The development of Blue Derby coincided with a critical growth phase of mountain biking in Australia and has acted as a catalyst for accelerating the sport's popularity both statewide and nationally. Recognition on the international stage — including awards for "Trail of the Year" at the Enduro World Series in 2017 and 2019 — cemented Derby's international reputation and drove a surge of visitation.

MTB visitors are generally high-yield, staying longer, spending more, and engaging with a broader range of Tasmanian tourism offerings than the average visitor. These visitors are active and engaged in nature, dispersing into regional areas and aligned to Tasmania's brand. Along with Maydena, which attracts downhill gravity riders, Derby has acted as an anchor attraction for the large enduro market most recently, as well as some national level cross country events, and many cross-country riders. While the economic contribution of this visitation has long been acknowledged, its true scale and significance has not previously been quantified. This report addresses that gap by measuring the direct and indirect economic impacts of mountain biking on Dorset municipality and Tasmania more broadly.

Tasmania is currently at a critical juncture in its MTB tourism journey. Its success as an MTB destination has inspired similar developments elsewhere in Australia and overseas, with several interstate destinations seeking to replicate Tasmania's success in their aspiration

to take a larger share of the MTB tourism market. As Tasmania's MTB product matures, it is important to reflect and consider whether our offering is keeping pace with the growing competition and expectations of the market.

"[We need to] really make the most of our unique landscapes and lean into the quality of terrain we have to offer. We already have an awesome product, and we need to lean into marketing this hard. For Tasmania to remain competitive, we need to market the product as well as developing the product" – Tasmanian MTB operator

## 1.1 Report purpose and scope

This report provides specific insights around Derby as a deep dive into insights from a larger report *Maximising the value of mountain biking tourism to the Tasmanian economy*, commissioned by the Mountain Biking Network. It has been prepared for Dorset Council to provide a clear understanding of the economic impact of mountain biking on the Dorset municipality and the wider Tasmanian economy.

The purpose of this report is to quantify the direct and indirect contributions of mountain biking — including Gross State Product, visitor expenditure, and employment with a particular focus on Blue Derby as a primary driver of visitation.

The scope of this report reflects Dorset Council's request for targeted insights. It provides insight on:

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1. The contribution of mountain biking to Tasmania's Gross State Product, direct spend, and indirect spend (via multipliers).
2. The role of Blue Derby in attracting interstate and international visitors to Tasmania.
3. The impact of mountain biking on Dorset municipality through direct spend and multiplier effects.
4. The number of jobs and businesses attributable to mountain biking at both the municipal and state level.

By aligning with the priorities of Dorset Council, this report provides an evidence-based summary of mountain biking's role as a catalyst for economic activity, community development, and destination branding within the municipality.

## 1.2 Report structure

This report is laid out as follows:

- **Methodology** details the data sources and methods of analysis used to deliver the figures reported.
- **Economic Contribution** examines and quantifies the economic impact of visitors to Tasmania and Blue Derby that is attributable to MTB tourism. It also
- **Blue Derby Visitor Spend Characteristics** analyses the spending behaviours and characteristics of those visiting Blue Derby, as categorised by expenditure on their total trip, accommodation, food and drink, and MTB related goods.
- **Blue Derby as a Primary Motivator of visitation** assesses how influential mountain biking was in visitors decisions to visit Tasmania and Blue Derby
- **Blue Derby Operator Interviews** assess the key themes presented during interviews held with operators in Derby

- **Conclusion** concludes the report, highlighting the key economic findings relating to Blue Derby.

## 1.3 Definitions

In this report, the following definitions apply:

**Average Spend** is the calculated average expenditure for that demographic at that destination.

**Average Spend Per Visitor (ASPV)** is the average spend that can be attributed to each visiting individual.

**Consumption** is broader than spend. It includes actual spend plus estimated values of unpaid activities, such as staying in a holiday home, or visiting a museum.

**Direct Employment** is the number of FTE the direct spend *could* support, based on the Tourism Satellite Accounting (TSA) framework.

**Direct Spend** is money visitors spend with local businesses, like bike rentals and meals. This can also be expressed as expenditure.

**Direct Value-Added** shows local economic value after business costs are removed. It represents profits (capital) and wages (labour) kept in the community, and is the contribution made to Gross State Product (GSP).

**Indirect Employment** is the number of indirect, flow on FTE the indirect spend *could* support, based on the TSA framework.

**Indirect Spend** is the business-to-business spend, such as buying fuel for a shuttle bus.

**Indirect Value-Added** is the additional local profits and wages created through supply chain activities that support visitor services.

**Induced Spend** is the additional local spending by employees and business owners when they spend their wages, such as buying groceries or new bike parts.

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**International** visitors refers to non-Australian residents who have come from a different country to visit Tasmania.

**Interstate** visitors refers to Australian residents living outside of Tasmania who travelled by plane or ferry to get to Tasmania.

**Intrastate** visitors refers to Tasmanian residents travelling to MTB.

**MTB Attributed** refers to just the portion of that demographic's trip expenditure that can be attributed to the mountain biking component of their trip.

**MTB Infrastructure** is considered to be MTB trails, trail heads, access infrastructure, amenities such as toilets, signage, bike wash stations etc.

**MTB Tourism** is the activity of mountain biking whilst travelling. This could be travelling for the express purpose of mountain biking, or mountain biking whilst travelling.

**MTB Tourists/Visitors** are visitors who MTB on their trip, either for the express purpose of mountain biking, or mountain biking whilst travelling.

**MTB Trails** are defined in alignment with the MTBAP24 definitions. It does not include rail trails, however rail trails are considered important infrastructure to support Mountain Biking activity, and are briefly discussed in this report.

**Spending Individuals** refers to those individuals who spend on their trip. It excludes non-spending children.

**Total Trip** refers to visitors' total expenditure on their whole trip to Tasmania, including non-mountain biking related expenditure.

**Travelling/Tourism** is aligned to the Tourism Research Australia and UNWTO definition of a tourist. That is, a person who is away from their usual environment for less than one year, travelling for leisure, business or other personal

reasons, but not for employment in the place they are visiting.

## 1.4 A note on economic interpretation

The results presented in this report are expressed in terms of total trip spend, mountain biking-attributed spend, value added, and employment supported, and apply to the year ending March 2025.

Total trip spend refers to the overall expenditure of visitors who participated in mountain biking while in Tasmania. This includes all goods and services purchased during their trip, whether or not the spending was directly motivated by mountain biking.

Mountain biking-attributed spend isolates the share of this expenditure that visitors directly linked to their mountain biking activities. This ensures results reflect the portion of spending that would not have occurred without mountain biking as a motivator.

Value added measures the contribution of this activity to Tasmania's Gross State Product (GSP). It is the additional net value created once intermediate inputs are excluded, and is the most appropriate measure for comparing the scale of mountain biking's impact with other industries.

Employment supported is expressed as full-time equivalent (FTE) positions. These figures represent the number of jobs the industry has the capacity to sustain based on economic relationships between spending and employment, rather than the precise number of people currently employed.

For example, a mountain biking visitor staying at the Dorset Hotel, booking a shuttle with Up Down Around, and dining in Branxholm contributes to total trip spend. Of this, only the share they identified as mountain biking-related is counted as MTB-attributed spend. The local

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value of those transactions, after removing inputs, contributes to value added, while the wages earned by hotel staff, shuttle drivers, and café employees circulate through the Dorset community, representing the employment potential created by this expenditure.

All results have been modelled using the Tourism Satellite Accounting (TSA) framework, an internationally recognised standard for measuring the economic and employment impacts of tourism. Applying this framework ensures that estimates of total trip spend, MTB-attributed spend, value added, and employment are robust, comparable, and consistent with accepted economic practice.

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## 2 Methodology

This report applies the internationally recognised Tourism Satellite Accounting (TSA) framework to estimate the economic contribution of mountain biking to the Dorset municipality (through Blue Derby) and Tasmania more broadly. The approach combines primary survey data with established secondary data sources and follows a structured process to derive reliable estimates of spending, value added, and employment supported by Blue Derby as a catalyst for visitation.

### 1: Establishing visitation baseline

The Tasmanian Visitor Survey (TVS) provided the baseline estimates of visitor numbers by origin (intrastate, interstate, international). Raw data was reviewed and outliers removed to ensure consistency before being combined with TVS data to accurately model Blue Derby visitation. TVS data only records out of state visitation, so survey data was used to algebraically solve for the estimated number of intrastate visitors per year, and their likely group characteristics.

### 2: Adjusting for spending individuals

To avoid overstating expenditure, visitor numbers were adjusted to account for non-spending children. In line with national averages, families with younger children were reduced by 1.8 children per group, while those with older children were discounted by 0.9 per group to reflect partial expenditure. This was done to reflect young children most likely spending \$0 while in Blue Derby, and older children likely spending a few of their own dollars, but also incurring a higher spend on goods such as food and shuttles. Given Blue Derby's family friendly nature, failing to account for non-spending children would significantly overestimate in-region spend. These adjustments were applied proportionally across intrastate, interstate and international visitation segments.

### 3: Estimating expenditure profiles

Primary data from Survey 1 (n=321) was used to develop expenditure profiles for each visitor origin group. Respondents reported both their total trip spend and the proportion directly attributable to mountain biking, with separate breakdowns for key categories such as accommodation, food and beverage, and MTB-related services (e.g. shuttles, guiding, rentals, repairs etc). These averages were applied directly to the adjusted visitation figures. Survey 2 (n=31) was too small for modelling and was therefore used only to provide forward-looking insights on barriers to travel and latent demand, and was not used for any modelling on visitation and expenditure estimates.

### 4: Attributing spend to mountain biking

From the expenditure profiles, two measures were derived:

- A. Total trip spend – the overall expenditure of visitors who participated in mountain biking during their trip.
- B. Mountain biking-attributed spend – the share of this expenditure that respondents indicated was directly linked to mountain biking.

This distinction allowed modelling of both the broader tourism spend of MTB visitors and the narrower portion that can be directly attributed to the activity. A comprehensive and active direct spend estimate model was created to show the economic impact increased visitation could have on both Blue Derby, and Tasmania more broadly.

### 5: Modelling economic contribution

Spending estimates were translated into economic impact using the regional Australian Tourism Satellite Accounting (TSA) framework.

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Value added was calculated as the contribution to Gross State Product (GSP) once intermediate inputs and imports were removed.

Employment supported was estimated using TSA output-to-employment ratios, expressed as full-time equivalent (FTE) positions. These figures represent the number of jobs the level of spending could sustain, rather than a precise headcount of current employment within the Dorset region.

Leakages, such as imported goods or online purchases, are inherently accounted for within the TSA modelling framework.

### 6: Validation and context checking

Visitation estimates were sense-checked against Strava geotracking data and local trail counters, which showed general alignment with modelled figures. In addition, stakeholder interviews with tourism operators and local governments managing MTB assets provided qualitative context and evidence of business development, demand drivers, and visitor behaviour.

## 2 Economic Contribution of MTB Tourism to Tasmania

This section of the report examines and quantifies the economic impact of visitors to Tasmania. It provides key points in summary from the main report *Maximising the economic value of mountain biking tourism to the Tasmanian Economy*.

### 2.1 Statewide MTB visitation

Tasmania received an estimated 86,747 mountain bikers taking mountain biking 'trips' for the year ending March 2025.<sup>1</sup> Of these, it is estimated that 75,656 were spending individuals and the remainder are non-spending individuals such as young children. These figures are shown in [Table 1](#). They have been derived using a mixture of TVS data and, data observed in survey 1 analysis, and data communicated through interviews with operators.

Table 1. Statewide Estimated Annual MTB Visitation

Origin	Total Visitation	Spending Individuals
Intrastate	54,994	47,000
Interstate	25,927	22,830
International	5,826	5,826
<b>Total</b>	<b>86,747</b>	<b>75,656</b>

### 2.2 Statewide Economic Impact of Mountain Biking in Tasmania

[Table 2](#) shows the estimated direct spend of mountain bikers in Tasmania for the year ending March 2025. The 'Total Trip' expenditure represents the total amount of money spent by individuals while in Tasmania – including those parts not relating to mountain biking in any way. The 'MTB Attributed' spend represents just the spend attributed to the mountain biking portion of an individuals trip.

As shown, there is an estimated direct spend in Tasmania for the year ending March 2025 of \$113.3m that can be attributed to mountain biking tourism activities. This does not include retail purchases of new bikes – it simply refers to spend from individuals while on a mountain biking trip in Tasmania. \$91.7m of this direct MTB attributed spend comes from out-of-state individuals.

<sup>1</sup> TVS year ending March 2025

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Table 2. Total spend of MTB visitors in Tasmania per year

	Total Trip	MTB Attributed
Total spend of MTB visitors per year	\$142,759,434	\$113,254,130
Total spend of Tasmanian MTB visitors per year	\$26,229,795	\$21,529,458
Total spend of out of state MTB visitors per year	\$116,529,639	\$91,724,672

Table 3 shows the contribution to the Tasmanian economy this spend has. Of particular note is the \$61m total contribution to Gross State Product (GSP). \$36.7m of this is a direct contribution to GSP; the other \$24.3m represents the indirect (flow on) impact this spend has on GSP. Consumption includes this value add, as well as consumption of non-monetary goods; the value of riding free mountain biking trails, or visiting a beach, public park, or museum, for example, is also represented here.

These figures show that mountain biking tourism is capable of supporting 590 FTE jobs throughout the state, as catalysed by MTB tourism in Tasmania. 345 of these FTE jobs come directly through the MTB tourism industry and the remaining 246 FTE jobs are indirectly created through the flow on economic activity created by MTB tourism in Tas.

It is important to note that no economic multiplier has been used here. Rather, the TSA framework has been used to calculate indirect impacts as a more rigorous and regionally tailored method to eliciting such figures. This is an internationally regarded approach, and can be considered a more accurate approach to estimating such figures than through use of a multiplier.

Table 3. Statewide MTB Attributed Economic Contribution

	Direct	Indirect	Total
Value added (\$m)	\$36.7	\$24.3	\$61.0
Consumption (\$m)	\$117.1	-	\$117.1
Employment (FTE)	344.8	245.5	590.3

## 3 Blue Derby's economic contribution to MTB tourism in Tasmania

This section illustrates the characteristics of MTB visitor spend in Derby and evaluates its overall economic contribution to Tasmania. It shows the value of the individual markets in the town and their relative contribution to Tasmania:

- **Intrastate visitors** bring high numbers and consistent business to the town
- **Interstate visitors** are significantly lower in numbers but higher in value to the town, although Derby is susceptible to heavy competition from Maydena in this market, potentially as well from other low-profile trails as this would also cover the caravan and camping market engaging in MTB whilst on their trip.
- **International visitors** spend more and stay longer, but low in volume.

Understanding these markets and what motivates them to travel to ride, or to ride whilst on holiday is critical to the ongoing creation of value for Derby from the MTB market.

### 3.1 Blue Derby visitor numbers

Blue Derby had an estimated 45,148 mountain biking visitors for the year ending March 2025, just over 50% of the total MTB visits in the state, shown in [Table 4](#). Of those, it is estimated that 39,247 were spending individuals, and the remainder are non-spending individuals such as young children.

As [Table 5](#) shows, Derby attracts a disproportionately high number of Tasmanian intrastate MTB visitors compared with interstate visitors. [Table 6](#) shows that out-of-state mountain biking visitors stayed longer than intrastate visitors, and spent more per day than intrastate visitors. The further a mountain biker has travelled to get to Derby, the longer they stay, the more mountain biking days they have, and the more they spend across a whole trip, and the more they spend per mountain biking day.

Previous research has cited that in 2021, Blue Derby was receiving an estimated 30,000 visitors per year.<sup>2</sup> The research in this report suggests they are reasonable estimates, given the growth in mountain biking both within Tasmania and beyond.

Table 4. Visitation Estimates – By Destination

Place	Total visitation	Spending Individuals	Share
Blue Derby	45,148	39,247	52%
Maydena Bike Park	30,000	26,309	35%
Other Destinations	11,599	10,100	13%
<b>Total</b>	<b>86,747</b>	<b>75,656</b>	

<sup>2</sup> TRC Tourism, 2021

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Table 5. Blue Derby estimated annual MTB Visitation<sup>3</sup>

Origin	Total Visitation	Spending Individuals	% of Tas share
Intrastate Visitors	33,139	28,321	60%
Interstate Visitors	9,075	7,991	35%
International Visitors	2,935	2,935	50%
<b>Total</b>	<b>45,148</b>	<b>39,247</b>	

Table 6. Blue Derby visitor trip length

Average Trip Length	Total Days	MTB Days
Intrastate	3.56	3.56
Interstate	8.77	5.92
International	11.33	6.22

## 3.2 Blue Derby visitor spend and contribution

Table 7 shows that International MTB visitors spend the most per MTB day with an estimated average spend per day of \$614.70 per MTB day, and a total MTB-attributed spend per trip of \$3,823.43. Table 8 shows that the spend of MTB visitors is relatively evenly distributed between accommodation, food and drink, and MTB related goods.

Table 7. Blue Derby visitor spend characteristics<sup>4</sup>

Visitor Origin	Average MTB Attributed Spend per Trip	Average Spend per Day	Average spend per MTB day
Intrastate	\$555.91	\$155.98	\$155.98*
Interstate	\$2,992.01	\$341.06	\$505.69
International	\$3,823.43	\$337.46	\$614.70

Table 8. Blue Derby visitor spend categorisation<sup>5</sup>

Derby Visitor Spend Characteristics	Accommodation		Food and Drink		MTB-related goods (per MTB day)	
	Per trip	Per day	Per trip	Per day	Per trip	Per day
Intrastate	\$223.30	\$62.65*	\$224.14	\$62.89	\$219.58	\$61.61
Interstate	\$1,420.76	\$161.95	\$1,148.57	\$130.93	\$992.38	\$167.73
International	\$2,087.50	\$184.25	\$1,131.25	\$99.85	\$1,275.00	\$204.98

<sup>3</sup> Survey 1 data was applied to these visitation estimates to elicit the following direct spend estimated, as categorised by visitor origin

<sup>4</sup> It is assumed that intrastate mountain bikers taking a mountain biking trip to Derby have visited solely for mountain biking. As such, their spend per day equals their spend per MTB day.

<sup>5</sup> Intrastate accommodation spend per day only relates to the 48% of intrastate visitors who stay in paid accommodation. Camping costs are not represented here.

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**Table 9** shows that whilst intrastate visitors spend less per trip, they still make up over 70% of the MTB visitor spend in Derby. This illustrates an estimated \$50.9m of direct, MTB-attributed spend occurring in Tasmania, as catalysed by MTB visitors to Tasmania. Although only 26.6% of visitors to Blue Derby are from out of state, they represent 69% of the total spend. It is important to note that the total trip spend does not represent spend catalysed by Blue Derby. It represents spend that would have occurred anyway, even if Blue Derby did not exist as a mountain biking destination.

Table 9. Blue Derby visitor total spend

Visitor origin	% Blue Derby share	Total Trip Spend	MTB attributed direct spend
Intrastate visitors	73.4%	\$18,350,581	\$15,744,161
Interstate visitors	20.1%	\$31,419,116	\$23,908,561
International	6.5%	\$15,068,569	\$11,220,314
<b>Total</b>	<b>100%</b>	<b>\$64,838,266</b>	<b>\$50,873,035</b>
Out of state total	26.6%	\$46,487,685	\$35,128,875

**Table 10** shows that the direct + indirect contribution to the state economy in the form of GSP is \$26.6m for the year ending March 2025. \$15.6m of this represents direct, consumer to business spend, and \$11.1m of this represents the business to business indirect spend – the ‘flow on’ of the direct spend.

The TSA accounting framework estimates that, given this level of expenditure, 159 direct FTE jobs and 115 indirect FTE jobs are being supported by Blue Derby. It is important to note that this is not the number of FTE currently operating in Blue Derby. Rather, it is as estimated of the number of FTE jobs the spend catalysed by Blue Derby could be creating throughout the Dorset municipality, with some overflow into neighbouring regions.

Table 10. Blue Derby economic contribution to Tasmania

	Direct	Indirect	Total
Value added (\$m)	\$15.6	\$11.1	\$26.6
Consumption (\$m)	\$52.6	-	\$ 52.6
Employment (FTE)	159	115	274

# The value of Blue Derby to the Tasmanian economy

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## 4 Blue Derby visitor insights

This section provides insight into the characteristics, motivations and preferences of visitors to Blue Derby, elicited through the research undertaken for the major project. It draws from survey responses, interviews and other research.

### 4.1 Blue Derby visitor characteristics

#### Intrastate Visitor Behaviour in Blue Derby

52% of intrastate visitors to Blue Derby have \$0 stays while in the town. This is likely indicative of free-camping, or staying in holiday homes, or with friends. 48% of intrastate visitors stay in paid accommodation, for an average trip cost of \$223.3.

Intrastate visitors are more likely to bring food with them from home for their time in Derby, with an average per day spend of \$62.89 on food and drink. This is likely to represent a dinner and 1-2 drinks each night, for example.

An average daily spend of \$61.61 on MTB-related goods is likely representing 1-3 days of shuttling a range of trails (Black Stump, Blue Tier, Bay of Fires etc) on an intrastate visitors average 3.5 day MTB trip, plus a few MTB related expenses such as tyres, brake pads and general bike repairs, for example.

#### Interstate Visitor Behaviour in Blue Derby

When interstate visitors come to Tasmania for mountain biking (as catalysed by Blue Derby), they spend an average of 8.77 days in the state. On average, 5.92 of these days are mountain biking days. They spend an average of \$161.95 per night on accommodation. Data shows that less than 5% of these visitors camp, or stay in unpaid accommodation. They spend an average of \$130.93 per day on food and drink, and spend an average of \$167.73 on MTB-related goods per MTB day.

#### International Visitor Behaviour in Blue Derby

When international visitors come to Tasmania for mountain biking (as catalysed by Blue Derby), they spend an average of 11.33 days in the state. On average, 6.22 of these days are mountain biking days. They spend an average of \$184.25 per night on accommodation. There was no data collected in this study to provide evidence of international visitors camping or staying in unpaid accommodation while in the state. They spend an average of \$99.85 per day on food and drink, and spend an average of \$204.98 on MTB-related goods per MTB day. This indicates that international MTB visitors have a greater tendency to embrace MTB offerings available while in town. From interviews with MTB operators in Derby, it is understood that international visitors are most likely to embrace full service packages – shuttles, bike rental, guiding etc.

### 4.2 Blue Derby as a primary motivator of visitation to Tasmania

It is difficult to elicit if Blue Derby was the primary reason visitors came to Tasmania for mountain biking. ~25% of all out-of-state visitors who come to Tasmania for mountain biking come via the Spirit Of Tasmania ship. Generally, they will come with their own bikes, and ride at several destinations. This likely makes the destination catalyst for a mountain bike trip Tasmania as a state, with Derby playing an influential role in this.

The below table gives a breakdown of those out-of-state visitors that responded to the survey whilst in Blue Derby, showing how influential mountain biking was in their motivations to visit Tasmania.

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64% of interstate visitors came specifically for mountain biking, 24% came for mountain biking but had some other reason to come as well, and only 12% came for reasons other than mountain biking, where mountain biking was incidental to the trip.

78% of international visitors came specifically for mountain biking, 22% came for mountain biking but had some other reason to come as well, and 0% came for reasons other than mountain biking, where mountain biking was incidental to the trip.

This implies that once a visitor has it in their mind that they wish to visit Tasmania for mountain biking, it holds great significance in their future plans, and they come to Tasmania primarily for the sole reason of mountain biking.

Table 11. MTB influence on Tasmanian trips

	Interstate Visitors	International Visitors
Came to Tas for mountain biking	64%	78%
Came to Tas specifically for mountain biking, but also had other reasons	24%	22%
Did not come to Tas for mountain biking	12%	0%

## 4.3 Blue Derby operator perspectives

Interviews conducted with operators in Derby, elicited insights into visitor demand from the perspective of those catering for out-of-state visitors. The following themes emerged from these interviews.

### Reliance upon out-of-state visitors

Several Derby MTB operators commented on the reliance they have upon out-of-state visitors to stay financially afloat. Operators in Derby suggest that 80% of their business comes from out-of-state visitors who come and purchase complete, high value packages including bike rental and shuttles. Other operators who service the Blue Derby trails but offer a tour-styled experience suggest that up to 95% and even 99% of their business comes from out-of-state visitors.

### Demand for wilderness trails

Tasmania's wilderness trails, especially signature rides like the Blue Tier and Bay of Fires, are major attractors for out-of-state riders. Operators see potential in developing a multi-day wilderness ride, similar to New Zealand's Old Ghost Road, to further cement Tasmania's reputation. One shuttle operator indicated that around 25% of their revenue comes from servicing the Blue Tier and Bay of Fires Trails.

### Increasing demand for e-bikes

All interviewed Derby operators mentioned the significant increase in demand they have observed for e-bike rental over recent years. Some operators that service the Blue Derby trails commented that they are seeing up to 90-95% of their guests booking e-bikes for their tours. Other operators in Derby suggested they're observing around one-third of all bikes in the network being e-bikes. Several operators commented on the lack of e-bike specific infrastructure in Blue Derby, such as secure charge stations for e-bike batteries.

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#### Demand for more centralised information hubs

Several operators commented on the increasingly curious visiting mountain biker who is unsure as to where essential amenities were in town (such as bike wash), how to navigate the trail network, how to book in with a shuttle bus, and where the shuttle buses go to etc. A suggestion was made that a centralised information point with clear and concise information would aid in making the visiting mountain biker feel more confident making their way through the trails and the town.

#### Increasing Competition

Many operations commented on the increasing competition Blue Derby and Tasmania are beginning to see – and are likely to continue seeing – over the coming years. Blue Derby has been used as a success story around Australia, and other towns such as Mogo (NSW) and Warburton (VIC) are attempting to replicate the Blue Derby success. It is important Tasmania and Blue Derby acts pro-actively to retain its competitive edge and continue attracting and retaining high-yielding out-of-state visitors.

#### Need for better marketing approaches

A commonly mentioned theme was the need for Tasmania and Blue Derby to develop stronger marketing strategies to rival out-of-state competition. Blue Derby has 'ridden on its unique charm for a long time, but this charm won't carry it through the next decade as successfully. Stronger marketing efforts are needed to make Tasmania as/more attractive than New Zealand, which famously attracts a strong adventure tourism market.

#### Need for more ancillary adventure activities

Many operators compared Tasmania with other international MTB destinations that have a range of ancillary adventure tourism activities for non-mountain bikers, or resting mountain bikers, to enjoy when they're not mountain biking.

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## 5 Conclusion

Is has been known since its inception as a mountain bike town that Blue Derby has been a key economic driver for the Dorset region. This report quantifies this impact and shows the potential for future growth in the region. Blue Derby catalysed \$50.9m of direct, MTB attributed spend in the year ending March 2025.

This came from over 45,000 visitors; 39,250 of these were spending individuals. Over 12,000 of these were visitors from out-of-state. Mountain biking in Tasmania, as catalysed by Blue Derby, directly contributes \$26.6m to Tasmania's Gross State Product, and has an indirect contribution to GSP of \$11.1m.

Blue Derby has shown capacity to support 274 FTE jobs in Tasmania, catalysed by MTB tourism. 159 of these are direct jobs, supported directly by MTB activity in Blue Derby, and are all within the Dorset region. 115 of these are indirect jobs, and would primarily be in the Dorset region, but with some overlap into neighbouring regions.

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## References & sources

Tourism Tasmania, 2025, TVS Analyser – *Tasmanian Visitor Survey dashboard*, <<https://www.tvsanalyser.com.au/>>.

TRC Tourism, 2021. 'How a trail gave new life to a tiny Tassie town', *TRC Tourism*, <<https://trctourism.com/how-a-trail-gave-new-life-to-a-tiny-tassie-town/>>.

## Appendices

### Appendix 1: NOVA Economics Economic contribution of tourism framework

Economic contribution analysis Economic contribution or input-output (IO) modelling is an analytical framework used to evaluate the contribution of an entity, event or industry within a specific economy, in a particular historical reference period.

For a typical production industry, such as agriculture or mining, the applied technical framework follows the Australian Bureau of Statistics (ABS) National Accounting Standards.<sup>6</sup>The ABS' Australian and State National Accounts report on measures such as Gross Domestic Product (GDP), value added, exports, imports and employment associated with Australia's production industries.

GDP, in particular, is the core, broadly recognised measure of economic wealth or welfare within a national economy. At a sub-aggregate level, there are several commonly used measures of economic activity, each of which describes a different aspect of an industry's economic activity:

**Value added** measures the value of output (i.e. goods and services) generated by the entity's factors of production (i.e. labour and capital) as measured by the income to those factors of production.

Conceptually, the sum of value added across all entities in the economy equals Gross Domestic Product.

Given the relationship to GDP, the value added measure can be thought of as the contribution to welfare.

Value added is the sum of:

- Gross operating surplus (GOS). GOS represents the value of income generated by the entity's direct capital inputs, generally measured as the earnings before interest, tax, depreciation and amortisation (EBITDA).
- Tax on production less subsidies provided for production. This generally includes company taxes and taxes on employment. Importantly, taxes less subsidies on products is paid by consumers, and not paid by industry and is therefore not attributed to industry value.
- Labour income representing the value of output generated by the entity's direct labour inputs, as measured by the income to labour.

**Gross output** measures the total value of the goods and services supplied by the entity. This is a broader measure than value added, also including the value of intermediate inputs used by the entity that flow from value added generated by other entities.

**Employment** is a fundamentally different measure of activity to those above. It measures the number of workers that are employed by the entity, rather than the value of the workers' output. Employment is typically measured in Full Time Equivalents (FTE). The ABS breaks down IO industry employment by full time and part time, and allocates 1 FTE per full time and 0.5 FTE per part time.

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<sup>6</sup> Australian Bureau of Statistics, Australian National Accounts: National Income, Expenditure and Product Methodology, March 2025. <https://www.abs.gov.au/methodologies/australian-national-accounts-national-income-expenditure-and-product-methodology/mar-2025>

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### Tourism contribution framework.

Tourism, however, as a consumption (or demand-side) defined industry uses the Tourism Satellite Account (TSA) approach to measuring the economic contribution of visitor activity.<sup>7</sup> The TSA framework is conceptually similar to and draws on the ABS IO tables to generate results. It is based on an international approach to defining the tourism sector and different tourism products and related industries, dependent on the extent to which they interact with tourists either directly or indirectly. Aside from employment, there are three measures of tourism activity presented in this report:

- Visitor expenditure is a measure of the aggregate price of goods paid by the consumer or a reflection of the price impact on visitors. It includes components that are not directly related to the industries producing the goods and services for tourism purposes, including imports, product taxes, and transport and wholesale margins. It is necessary to adjust for these non-industry components of supply to obtain a truer sense of the economic value of this activity.
- Visitor consumption captures the full value of goods and services consumed by visitors, including non-purchased and subsidised elements such as unpaid use of holiday homes or the broader economic value of visiting a museum or gallery.
- Value added is the most appropriate measure of economic contribution of the tourism sector as it ensures no 'double counting' of components of spend that should be allocated to other industries or economies. A direct contribution of tourism occurs where there is a direct relationship, both physical and economic, between the visitor and the producer of the good or service. In other words, the direct economic contribution of tourism measures the value generated by industry activity whenever a direct exchange occurs between a tourist and a business (i.e. consumption defined activity).

The indirect contribution of tourism consumption is a broad notion that covers upstream or supplier effects of tourism demand. For example, this may include the value of the cleaning services used by a hotel to service visitor activity or the fuel that supports tourism related aviation activity. In summary, the indirect contribution measures the value that arises from the production of goods and services used as part of the provision of tourism products or services.

For example, when a tourist buys a meal in a hotel restaurant, only the hotel's services are a direct contribution. However, the farm that supplies vegetables, the wholesaler delivering produce, and the utility company supplying power to the kitchen are all part of the indirect contribution; they support the tourism activity but do not transact directly with the visitor.

The Nova Economics Tourism Contribution Model is consistent with the TSA framework, drawing inferred industry and regional specific multipliers from published Regional and State Tourism Satellite Accounts to model the direct and indirect economic contribution of MTB attributable spend to the Tasmanian economy.

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<sup>7</sup> Tourism Research Australia, Regional Tourism Satellite Account, 2023-24. <https://www.tra.gov.au/en/economic-analysis/tourism-satellite-accounts/regional-tourism-satellite-account>

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## Appendix 2. Surveys

### Survey 1: The Value of Mountain Biking to Tasmania

#### The value of Mountain Biking to Tasmania - Rider Survey

Thank you for taking the time to complete this survey. It is designed to help us understand the value of mountain biking in Tasmania and to plan for mountain biking infrastructure and services.

episteme takes your confidentiality seriously. Our data management and privacy policy is [here](#). Any information you provide will be treated anonymously, but may be used in a report for the Mountain Biking Network Tasmania.

#### 1. Who are you riding with today? *tick all that apply*

- Just me
- My partner
- Family
- Friends
- Colleagues
- Other (please specify)

#### 2. How many people are in your group, including you?

Number of people

#### 3. Do you have any non-riders in your group?

- No
- Yes - how many?

#### 4. Do you use Strava to record your mountain biking?

- Yes
- No
- Sometimes - what percentage of your rides do you log?

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\* 5. What mountain bike destination have you primarily come to ride today?

- Blue Derby
- Maydena Bike Park
- St. Helens Mountain Bike Park
- Mt. Wellington / South Hobart
- West Coast Trails
- George Town Mountain Bike Park
- Wild Mersey
- Other (please specify)

### The value of Mountain Biking to Tasmania - Rider Survey

6. Tell us about THE mountain biking experience that made you want to come, and why. This could be: a trail type, an off-the-bike activity, an event, or something not even related to mountain biking!

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7. Thinking about your reasons for visiting this mountain bike destination, how important were the following factors influencing your choice to ride here?

	Not at all important	Not important	Neutral	Important	Very important
High quality of the trail / trails	<input type="radio"/>				
The natural environment	<input type="radio"/>				
Range of trail options for me / my whole group	<input type="radio"/>				
Somewhere new to tick off my mountain biking bucket list	<input type="radio"/>				
Access to shuttle buses and tourism operators	<input type="radio"/>				
Range of accommodation options	<input type="radio"/>				
Range of food and drink options	<input type="radio"/>				
Other good activities nearby (hiking, sauna, beaches, camping etc).	<input type="radio"/>				
Quality of the dirt	<input type="radio"/>				
The vibe of the town	<input type="radio"/>				

8. Which of the following improvements to this mountain bike destination would you value the most? Please rank the following

- More trail options
- More accommodation/hospitality options (pubs, cafes, air bnbs etc)
- More general amenities (toilets, showers, water top up locations)
- More non-MTB experiences nearby (sauna, playground, general tourism experiences etc)
- More/better signage
- More MTB events (racing, dig days, demo days etc)
- More bike specific amenities (bike wash stations, bike racks, e-bike charge points)
- More trail maintenance

9. What do you think we should invest in to improve the Mountain Biking experience in Tasmania?

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\* 10. Where do you live?

- Tasmania
- Victoria
- New South Wales
- Australian Capital Territory
- Queensland
- South Australia
- Northern Territory
- Western Australia
- Other (please specify)

11. What were the key trails that you rode in Blue Derby? Tick up to 5  
(If you haven't ridden yet, list the ones you're most excited to ride)

- I don't know
- Valley Ponds (Derby to Branxholm) (Green)
- Derby Lake (Green)
- Derby Tunnel (Green)
- Hazy Days (Green)
- Flickity Sticks (Blue)
- Return to Sender (Blue)
- Krushka's (Blue)
- Dambusters (Blue)
- Kings wall (Blue)
- Triple 3 (Blue)
- Blue Tier (Blue)
- First 13 (Blue)
- Atlas (Blue)
- Bay of Fires Trail (Blue)
- Air ya garn (Black)
- Trouty (Black)
- Cuddles (Black)
- Roxanne (Black)
- 23 Sitches (Black)
- Kumma Gutza (Double Black)
- Detonate (Double Black)
- Shearpin (Double Black)
- Other (please specify)

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12. What were the key trails that you rode in Maydena? Tick up to 5  
(If you haven't ridden yet, list the ones you're most excited to ride)

- I don't know
- Scandinavia (Green)
- Dirt Surfer (Green)
- Waratah (Blue)
- Beach Babe (Blue)
- Pandani (Blue)
- Marriott's (Blue)
- King Brown (Black)
- Stix and Stones (Black)
- Tinder (Black)
- Pamela (Black)
- The Local (Black)
- Natures Nectar (Double Black)
- Thrash horse (Double Black)
- The Nunnery (Double Black)
- Gnar yeah (Double Black)
- Zen Garden (Pro Line)
- Express Lane (Pro Line)
- Dirt Church (Pro Line)
- Yeah Gnar (Pro Line)
- Maydena Hits (Pro Line)
- Other (please specify)

13. What were the key trails that you rode in St Helens? Tick up to 5  
(If you haven't ridden yet, list the ones you're most excited to ride)

- I don't know
- Pearla (green trail)
- Town link (green trail)
- Humpback (green trail)
- Dreaming pools (blue trail)
- Old Salty Dog (blue trail)
- See ya later (blue trail)
- Wedged in (blue trail)
- Rock Lobster (blue trail)
- Send Helens (black trail)
- Icarus (black trail)
- Mack 10 (black trail)
- Shucka (black trail)
- Other (please specify)

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14. What were the key trails that you rode on the West Coast? Tick up to 5  
(If you haven't ridden yet, list the ones you're most excited to ride)

- I don't know
- Stormsdown (Zeehan - black loop trail)
- Featherstone (Zeehan - blue trail)
- Western Odyssey (Zeehan - blue trail)
- Silver Lining (Zeehan - blue trail)
- Zeehan Spray Tunney (green trail)
- Ready Orr Not (Queenstown - green trail)
- Sticht up (Queenstown - blue trail)
- Welcome to Queenstown (Queenstown - blue trail)
- Summit loop (Queenstown - blue trail)
- Waterfall (Queenstown - blue trail)
- The Long Spur (Queenstown - blue trail)
- North Owen Descent (Queenstown - black trail)
- Natural Selection (Queenstown - double black trail)
- Other (please specify)

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15. Have you travelled more than 50km to get to this destination from your home?

- Yes  
 No

16. How long did you spend travelling to get to where you're riding?

Hours

Minutes

17. How many days is this mountain biking trip?

Days

18. What kind of mountain biker would you call yourself?

- This is my first time mountain biking  
 A rare mountain biker  
 An occasional mountain biker (just a few times per year)  
 A sometimes mountain biker (at least once a month)  
 A frequent mountain biker (at least once a week)  
 A competitive mountain biker

19. Thinking about the riding trip you are on now, roughly what percentage of your total trip spend can be attributed to mountain biking? (Include costs like fuel, accommodation, food, drinks, shuttles, bike parts etc)

0% 100%

20. Approximately, how much have you spent on this mountain bike trip? If covering costs for others, include this spend too.

INCLUDE: Accommodation, bike parts/repairs, shuttle tickets, food and drink, other tourism experiences undertaken while here etc.

DON'T INCLUDE: Fuel Cost

\$ TOTAL spend on this MTB trip

\$ on accommodation ONLY

\$ on food and drink ONLY

\$ on MTB related expenses ONLY

21. If you didn't take this mountain biking trip in Tasmania, how would you have spent this money instead?

- Mountain bike trip interstate/internationally  
 Non-mountain bike holiday elsewhere interstate/internationally  
 Non-mountain biking holiday in Tasmania  
 Stayed home and saved the money  
 Some other way - please specify

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22. Did you come to Tasmania specifically to go mountain biking?

- Yes  
 Yes but had some other reasons as well  
 No

23. How long are you in Tasmania for?

Days

24. How many mountain biking days have you had on this Tasmanian trip?

Days

25. Thinking about your trip to Tasmania, roughly what percentage of your total trip spend can be attributed to mountain biking? (Include costs like fuel, accommodation, food, drinks, shuttles, bike parts, car hire, etc)

0%  100%

26. Approximately how much have you spent since being in Tasmania on this trip? If paying for others too (kids, for example), include this spend too.

INCLUDE: Accommodation, bike parts/repairs, shuttle tickets, food and drink, other tourism experiences undertaken while here etc.

DO NOT INCLUDE: Fuel cost.

\$ TOTAL spend on this trip to Tasmania

\$ spend on accommodation ONLY

\$ spend on food and drink ONLY

\$ spend on MTB related expenses ONLY

27. How often do you visit Tasmania and go mountain biking?

- This is my first time  
 At least once per year  
 Once every 1-3 years  
 Once every 3-5 years  
 Less than once every 5 years

28. How much have you spent on getting to Tasmania / this region? If paying for others too (kids, for example), include this spend too.

INCLUDE: Flights/boat travel to get here, airport Ubers, car rental, fuel.

\$ Spent getting to Tasmania and to this region

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29. If comfortable to do so, can you please share your gender?

- Woman
- Man
- Non-binary
- Prefer not to say
- Other (please specify)

30. If comfortable to do so, can you please share your age?

- <18
- 18-25
- 26-35
- 36-45
- 46-55
- >55
- Prefer not to say

31. If you've answered every question in this survey, you are eligible to go into the draw to win:

- 1 x 3-day Blue Derby Pods Ride iconic experience valued at \$2,450,
- 5 x 1-day Maydena Bike Park Uplift Pass valued at \$100 each,
- 5 x 10-Uplift passes with Up Down Around at Derby, valued at \$120 each,
- 1 of 5 \$100 MTB Direct vouchers.

If you would like to enter, please enter your email address or phone number below. If you're a winner, we'll get in touch with you!

)



episteme  
*informed strategy*



## Policy 2 – ~~Payment of Councillor Expenses and Provision of Facilities~~

Ref: **DOC/25/11209**  
 Adopted: **17 December 2007**  
**Minute 169/07**  
 Version: **9**  
 Reviewed Date: **17 November 2025**  
 Council Minute No: **XX/XX**

Statutory Authority: **Local Government Act 1993 – Schedule 5**  
**Local Government (General) Regulations 2015-2025 – Regulation 43**

### OBJECTIVE

~~To ensure that all Councillors are aware of the expenses that can be claimed and the method of making those claims and that all Councillors are treated equitably in the payment of expenses and the provision of facilities. To ensure Councillors are adequately reimbursed on a consistent basis for expenses incurred in discharging their duties as an elected local government member.~~

### SCOPE

~~This policy applies solely to the reimbursement of expenses and the provision of facilities for Councillors that are in addition to the Councillor allowance received. The payment of Councillor allowances is determined under s340A of the Local Government Act 1993 (the Act) and the Local Government (General) Regulations 2015-2025 and is outside the scope of this policy.~~

### POLICY

~~The payment of Councillor expenses and provision of facilities provided for by this policy are categorised as follows: This policy is prepared to cover the payment of expenses incurred or to be incurred, and the provision of facilities to the Mayor, Deputy Mayor and other Councillors in relation to discharging the function of civic office.~~

-

#### 1. ~~Mobile Phone and Internet Access~~

Council will pay the following allowances for mobile phone ~~and internet~~ expenses:

- a) Councillors - ~~\$3027~~ per month
- ~~b) Deputy Mayor - \$6055 per month~~
- ~~b)~~
- ~~c) Mayor – \$140 per month plan~~
- ~~d)c)~~

## 2. Communication Equipment

- a) For each term of office, Council will provide each Councillor with a laptop or similar device. The device remains the property of the Council during the term of office and must be made available for system upgrades and maintenance as required. On completion of each four (4) year term of Councillors, this device will be available for Councillors to keep for personal use free of charge. The memory of each device will be fully erased and the item will be placed on the Council Gift Register at a current market value.
- b) Councillors who are provided with a laptop or similar digital device will be required to use that device in accordance with the terms contained within Council's operational Cyber Security Policy and any relevant user agreements. A copy of the Cyber Security Policy will be provided to Councillors upon commencement of each term of office and as otherwise reviewed throughout the term.
  - ~~a. Council will pay \$100 per annum for paper, stationery etc.~~
- c) Should a Councillor resign or the term of office be terminated prior to the normal four year term, the laptop or similar device issued must be either returned to Council or purchased from Council at a current market value.

## 3. Travelling Expenses

- 3.1 Council will pay for or on behalf of Councillors, an allowance towards necessary out-of-pocket expenses for travelling during the discharge of Council duties in respect of the following:
  - a) to and from Council meetings or meetings of any committee of Council, any other meetings where the Councillor has been delegated to attend;
  - b) upon inspections or business within the Council area, provided such inspections are undertaken as part of Council business;
  - c) to and from meetings of the Local Government Association of Tasmania (LGAT), or any other regional body of which Council sends a delegate; or
  - d) upon inspections or business as arranged by the General Manager.
- 3.2 Any expenses relating to intrastate or interstate travel must have prior written approval from the General Manager. Any expenses relating to international travel will require a decision of Council.
- 3.3 Councillors will be paid, when claimed, at the rates prescribed for required users in the Tasmanian State Service Award. Reimbursements for private vehicle use (cents per kilometre) will be paid at the higher of the two rates specified in the Award regardless of the number of kilometres travelled in a financial year.
- 3.43 Clause 3.32 shall not apply to travel, either inside or outside the Council area, where alternative arrangements are made for travel.
- 3.54 A Councillor shall not claim travel or other expenses where the expense would otherwise have been incurred as a result of private business.-

3.6 Councillors are required to submit a travel claim form detailing:

- a) The date of travel.
- b) Reason/type of Council related travel as per clause 3.1
- c) Kilometres and travel details or receipts as appropriate

~~3.6~~ The General Manager is to check the accuracy of travel claims. If Councillors are unsure about the eligibility of a claim, Councillors may clarify with the General Manager prior to incurring the costs.

3.7 -

#### 4. Childcare

Council will reimburse a Councillor for costs incurred for care of any child or dependent while the Councillor is carrying out their duties of office.

Claims must be accompanied with receipts from the carer providing sufficient evidence of the cost (net of any reimbursements or subsidies received or due), along with the dates and times of care and the reason care was required on each occasion.

Reimbursement will not be provided where the carer is a member of the Councillor's immediate family.

~~5. 4.1~~ Council will pay for or on behalf of Councillors, the cost of childcare of a direct dependent at a registered provider, while the Councillor is undertaking Council duties in respect of the following:-

~~6. —~~

~~7. — attendance at Council meetings or meetings of any committee and any other meetings where the Councillor has been delegated or authorised by Council to attend;~~

~~8. — upon inspections or business within the Council area, provided that such inspections are undertaken as part of Council business;~~

~~9. — upon business of Council outside the Council area, in compliance with a resolution of Council;~~

~~10. — attendance at meetings of LGAT, or any other regional body to which Council sends a delegate;~~

~~11. — attendance at any seminar / conference in compliance with a resolution of Council; or~~

~~12. — upon inspections or business as arranged by the General Manager.~~

~~13. 4.2~~ That Councillors be paid, when claimed, an allowance for child care at the relevant rate per hour as prescribed for the Family Day Care Northern Tasmania Schedule of Fees, less any rebate payable.

~~14. —~~

#### 15.5. Provision of Facilities

Council will provide the Mayor, Deputy Mayor and other Councillors secretarial support in respect of typing and postage of correspondence in relation to Council duties. In addition to this support, Council will pay an extra \$100 per annum to cover other stationery expenses incurred.

#### 16.6. Insurance

Council will provide personal accident insurance cover for the Mayor, Deputy Mayor and other Councillors and their spouse / partner against personal injury, whether fatal or not, arising out of or in the course of duties as a member of Council. Council will provide insurance cover for a Councillor against personal injury and Councillors and Officers liability, arising out of or in the course of carrying

out business of Council or the performance of any function in their capacity as Councillor.

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#### 17.7. Professional Development

The following limits apply for Council payment of, or Council reimbursing Councillors, in respect to professional development activities:

- \$2,000 year 1 limit, \$1,500 per annum in each subsequent year, per Councillor. Year 1 has an additional loading to allow attendance at LGAT induction courses for new Councillors.
- \$5,000 limit per annum, per Mayor and Deputy Mayor. There is no year 1 professional development loading for first time Mayors and Deputy Mayors due to the higher amount allocated to the Mayor for all years in office.

The limit is inclusive of event registrations and out-of-pocket expenses, including travelling expenses for flights, accommodation and motor vehicles.

Prior written approval is required from the General Manager.

Professional development activities must fit within the following scope:

- Local Government sector activities and conferences including
  - LGAT annual conference
  - LGAT organised seminars, briefings and forums
  - LGAT organised seminars, briefings and forums
  - Peer programs
- Conferences must have a specific relevance to local government and the role of a councillor. For example, a conference which is clearly of more relevance to operational staff would not fit the scope.
- A Councillor may seek the approval of Council via a Council resolution where the General Manager has denied a request for an activity relating to professional development.
- LGAT organised seminars, briefings and forums

Peer programs

Conferences must have a specific relevance to local government and the role of a councillor. For example, a conference which is clearly of more relevance to operational staff would not fit the scope.

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18.

19.1. A Councillor may seek the approval of Council via a Council resolution where the General Manager has denied a request for an activity relating to professional development.

20.

#### 8. Legal Expenses

8.1 A Councillor will be reimbursed for reasonable legal expenses incurred in defending or responding to a claim, action or demand made by a third party against the Councillor, only where the matter arises directly from the Councillor's proper performance of their functions and powers under the Act.

8.2 Reimbursement is limited to an amount not exceeding the excess payable under Council's

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Councillors and Officers Liability insurance policy.

**8.3** Reimbursement may only be provided where all the following conditions are met:

- a) The Councillor provides a written declaration confirming that they acted in good faith and did not act unlawfully, improperly or outside the scope of their role;
- b) The matter relates to the Councillor's performance of their statutory functions and powers;
- c) The costs sought to be reimbursed are reasonable in the circumstances;
- d) The General Manager has approved the proposed costs in writing before they are incurred.

The General Manager or their delegate is authorised to obtain legal advice to confirm a Councillor's eligibility for reimbursement. The General Manager may refer a decision on reimbursement to Council if they have doubts about the validity of the claim, or if the proposed legal expenses exceed the insurance excess amount.

**8.4** Council will not reimburse a Councillor for costs relating to:

- a) Legal advice;
- b) Litigation or proceedings which are initiated by the Councillor;
- c) Defending a claim, complaint or proceeding which is brought against a Councillor in a personal capacity;
- d) Defending a Code of Conduct complaint. Under Section 28ZN, costs relating to the investigation and determination of a Code of Conduct complaint are to be paid by the Councillor.

**8.5** Council will not indemnify a Councillor under its relevant insurance policy for expenses incurred in the circumstances listed in clause 8.4.

Councillors may submit a personal claim under Council's relevant insurance policy where coverage is available to them as a covered person. Where a Councillor makes a successful claim and Council is not indemnifying them:

- a) The Councillor is responsible for paying any deductible; and
- b) The Councillor must bear all costs associated with the claim.

**8.6** Where:

- a) A Councillor has received reimbursement under this Policy;
- b) The Councillor is successful in defending the claim, action or demand; and
- c) The Councillor is awarded costs or damages in those proceedings,

The amount reimbursed by Council will be reduced by the value of any costs or damages awarded. Where reimbursement has already been made that exceeds the Councillor's final entitlement, the Councillor must repay the difference to Council.

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### 21.9. Claim for Expenses and Allowances

**98.1** Claims for travelling expenses or reimbursement of out-of-pocket expenses incurred in accordance with this policy, shall be made to the General Manager no later than three months after the expense has been incurred. Claims (excluding travelling) must be accompanied by a valid tax invoice.

**98.2** Where, in the opinion of the General Manager, a question arises as to whether a claim for reimbursement of expenses or any part is eligible under this policy, or the claim is unreasonable or does not serve the interests of Council, the General Manager shall refer the matter to Council for decision and policy guidance.

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## LEGISLATION

- [Local Government Act 1993](#)
- [Local Government \(General\) Regulations 2025](#)
- [Local Government \(Code of Conduct\) Order 2024](#)

## RELATED COUNCIL DOCUMENTS

- [Councillor Expenses Claim Form](#)

## REVIEW

### 10. Review

This Policy will be reviewed following every Council election or more frequently if required.



## Policy 2 – Councillor Expenses

Ref: DOC/25/11209

Adopted: 17 December 2007

Minute 169/07

Version: 9

Reviewed Date: 17 November 2025

Council Minute No: XX/XX

Statutory Authority:

Local Government Act 1993 – Schedule 5

Local Government (General) Regulations 2025 –

### OBJECTIVE

To ensure Councillors are adequately reimbursed on a consistent basis for expenses incurred in discharging their duties as an elected local government member.

### SCOPE

This policy applies solely to the reimbursement of expenses and the provision of facilities for Councillors that are in addition to the Councillor allowance received. The payment of Councillor allowances is determined under s340A of the *Local Government Act 1993* (the Act) and the *Local Government (General) Regulations 2025*.

### POLICY

The payment of Councillor expenses and provision of facilities provided for by this policy are categorised as follows:

#### 1. Mobile Phone and Internet Access

Council will pay the following allowances for mobile phone and internet expenses:

- a) Councillors - \$30 per month
- b) Deputy Mayor - \$60 per month
- c) Mayor – \$140 per month plan

#### 2. Communication Equipment

- a) For each term of office, Council will provide each Councillor with a laptop or similar device. The device remains the property of the Council during the term of office and must be made available for system upgrades and maintenance as required. On completion of each four (4) year term of Council, this device will be available for Councillors to keep for personal use free of charge. The memory of each device will be fully erased and the item will be placed on the Council Gift Register at a current market value.
- b) Councillors who are provided with a laptop or similar digital device will be required to use that device in accordance with the terms contained within Council's operational Cyber Security Policy and any relevant user agreements. A copy of the Cyber Security Policy will be provided to

Councillors upon commencement of each term of office and as otherwise reviewed throughout the term.

- c) Should a Councillor resign or the term of office be terminated prior to the normal four year term, the laptop or similar device issued must be either returned to Council or purchased from Council at a current market value.

### **3. Travelling Expenses**

**3.1** Council will pay for or on behalf of Councillors, an allowance towards necessary out-of-pocket expenses for travelling during the discharge of Council duties in respect of the following:

- a) to and from Council meetings or meetings of any committee of Council, any other meetings where the Councillor has been delegated to attend;
- b) upon inspections or business within the Council area, provided such inspections are undertaken as part of Council business;
- c) to and from meetings of the Local Government Association of Tasmania (LGAT), or any other regional body of which Council sends a delegate; or
- d) upon inspections or business as arranged by the General Manager.

**3.2** Any expenses relating to intrastate or interstate travel must have prior written approval from the General Manager. Any expenses relating to international travel will require a decision of Council.

**3.3** Councillors will be paid, when claimed, at the rates prescribed for required users in the Tasmanian State Service Award. Reimbursements for private vehicle use (cents per kilometre) will be paid at the higher of the two rates specified in the Award regardless of the number of kilometres travelled in a financial year.

**3.4** Clause 3.3 shall not apply to travel, either inside or outside the Council area, where alternative arrangements are made for travel.

**3.5** A Councillor shall not claim travel or other expenses where the expense would otherwise have been incurred as a result of private business.

**3.6** Councillors are required to submit a travel claim form detailing:

- a) The date of travel.
- b) Reason/type of Council related travel as per clause 3.1
- c) Kilometres and travel details or receipts as appropriate

**3.7** The General Manager is to check the accuracy of travel claims. If Councillors are unsure about the eligibility of a claim, Councillors may clarify with the General Manager prior to incurring the costs.

### **4. Childcare**

Council will reimburse a Councillor for costs incurred for care of any child or dependent while the Councillor is carrying out their duties of office.

Claims must be accompanied with receipts from the carer providing sufficient evidence of the cost (net of any reimbursements or subsidies received or due), along with the dates and times of care and the reason care was required on each occasion.

Reimbursement will not be provided where the carer is a member of the Councillor's immediate family.

## 5. Provision of Facilities

Council will provide the Mayor, Deputy Mayor and other Councillors secretarial support in respect of typing and postage of correspondence in relation to Council duties. In addition to this support, Council will pay an extra \$100 per annum to cover other stationery expenses incurred.

## 6. Insurance

Council will provide insurance cover for a Councillor against personal injury and Councillors and Officers liability, arising out of or in the course of carrying out business of Council or the performance of any function in their capacity as Councillor.

## 7. Professional Development

The following limits apply for Council payment of, or Council reimbursing Councillors, in respect to professional development activities:

- \$2,000 year 1 limit, \$1,500 per annum in each subsequent year, per Councillor. Year 1 has an additional loading to allow attendance at LGAT induction courses for new Councillors.
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The limit is inclusive of event registrations and out-of-pocket expenses, including travelling expenses for flights, accommodation and motor vehicles. Prior written approval is required from the General Manager.

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- Conferences must have a specific relevance to local government and the role of a councillor. For example, a conference which is clearly of more relevance to operational staff would not fit the scope.
- A Councillor may seek the approval of Council via a Council resolution where the General Manager has denied a request for an activity relating to professional development.

## 8. Legal Expenses

**8.1** A Councillor will be reimbursed for reasonable legal expenses incurred in defending or responding to a claim, action or demand made by a third party against the Councillor, only where the matter arises directly from the Councillor's proper performance of their functions and powers under the Act.

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- a) The Councillor is responsible for paying any deductible; and
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- b) The Councillor is successful in defending the claim, action or demand; and
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The amount reimbursed by Council will be reduced by the value of any costs or damages awarded. Where reimbursement has already been made that exceeds the Councillor's final entitlement, the Councillor must repay the difference to Council.

## 9. Claim for Expenses and Allowances

**9.1** Claims for travelling expenses or reimbursement of out-of-pocket expenses incurred in accordance with this policy, shall be made to the General Manager no later than three months after the expense has been incurred. Claims (excluding travel) must be accompanied by a valid tax invoice.

**9.2** Where, in the opinion of the General Manager, a question arises as to whether a claim for reimbursement of expenses or any part is eligible under this policy, or the claim is unreasonable or does not serve the interests of Council, the General Manager shall refer the matter to Council for decision and policy guidance.

## LEGISLATION

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- Local Government Act 1993
- Local Government (General) Regulations 2025
- Local Government (Code of Conduct) Order 2024

## RELATED COUNCIL DOCUMENTS

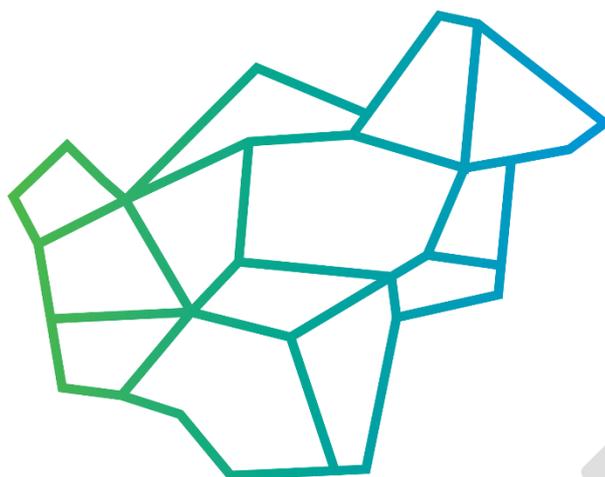
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- Councillor Expenses Claim Form

## REVIEW

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This Policy will be reviewed following every Council election or more frequently if required.



*dorset*  
C O U N C I L

# Audit Panel Minutes

Tuesday, 11 November 2025

2:00 pm

Council Chambers  
3 Ellenor Street SCOTTSDALE

**CONFIDENTIAL**

# AGENDA

Item	Title	Officer/Presenter
1	Independent Auditors Report (Opinion) and Report to Those Charged with Governance – Year ended 30 June 2025	Tasmanian Audit Office
2	Declaration of Conflict of Interest	Group
3	Confirmation of Audit Panel Minutes   23 September 2025	Group
4	Outstanding matters from previous Audit Panel meetings	Allison Saunders
5	Building and Land Improvement Asset Management Plans	Malcolm Beattie
6	Work Health and Safety Update	Lauren Tolputt/Kerry Sacilotto
7	Board of Inquiry – Outstanding Matters	Lauren Tolputt
8	Policy Review – Gifts and Benefits (Policy No. 50) and Guidelines	Allison Saunders
9	Policy Review – Corporate Credit Card (Policy No. 17)	Allison Saunders
10	Policy Review – Related Party Disclosure (Policy No. 52)	Allison Saunders
11	Independent Auditors Reports (Opinions) - Roads to Recovery (R2R) and Local Roads and Community Infrastructure Program (LRCI)	Allison Saunders
	Other Business / Update on Significant Events	
12	<ol style="list-style-type: none"> <li>1. May Shaw Update</li> <li>2. Rail Trail Update</li> <li>3. Irrigation Scheme Update</li> <li>4. Term Deposit Register</li> <li>5. Other Business</li> <li>6. Next Meeting Date</li> </ol>	Group

**PRESENT**

**Audit Panel:** Ian Wright (Chair – independent member), Cr Kahlia Simmons (Member), Cr Vincent Teichmann (alternative member)

**Invited Officers:** John Marik (General Manager), Lauren Tolputt (Director – Corporate Services), Allison Saunders (Finance Manager), Malcolm Beattie (Management Accountant), Kerry Sacilotto (Director – Infrastructure)

**External Attendees:** Dylan Xing (Tasmanian Audit Office), Martin Thompson (Auditor-General) online via Microsoft Teams

**Apologies:** Nil

**Minute Taker:** Sarah Forsyth (Executive Assistant)

**Meeting Commenced:** 2:00pm

**GENERAL MANAGER CERTIFICATION**

The Chair noted the General Manager's Certification.

**Item 1**

**SUBJECT:** Independent Auditors Report (Opinion) and Report to Those Charged with Governance – Year Ended 30 June 2025

**PRESENTER:** Tasmanian Audit Office

**Purpose**

Representatives from the Tasmanian Audit Office will present the Independent Auditors Report (Opinion) and Report to Those Charged with Governance – Year Ended 30 June 2025.

**Comments/Questions**

- Overview from Auditor-General on the 2024/25 Dorset Audit.

**Q:** *What lies ahead, any significant accounting changes? (Chair)*

**A:** Sustainability reporting work undertaken however no current mandate on Local Government at this stage. (Auditor-General)

- Thanks to the Dorset team for 2025 collaboration (Tas Audit Office)
- Well done to the Finance team for clean audit (Chair)

*Dylan and Martin left the Meeting (2:12pm)*

## Item 2

**SUBJECT:** Declaration of Conflict of Interest

**PRESENTER:** Group

### Purpose

The purpose of this agenda item is to provide an opportunity for panel members to declare any conflicts of interest for items to be discuss during this meeting.

- No conflicts declared.

## Item 3

**SUBJECT:** Confirmation of Audit Panel Minutes | 23 September 2025

**PRESENTER:** Group

### Purpose

That the Minutes of Proceedings of the Audit Panel Meeting held on 23 September 2025, having been circulated to all Members, be confirmed as a true record.

- Panel members confirmed minutes as presented.

## Item 4

**SUBJECT:** Outstanding Matters from Previous Audit Panel Meetings

**PRESENTER:** Allison Saunders

### Purpose

The purpose of this agenda item is to advise the Audit Panel as to the outcomes of any outstanding matters from previous Audit Panel Meetings.

Item	Action	Responsible	Outcome
1	No outstanding actions.	N/A	N/A

- Noted

## Item 5

**SUBJECT:** Building and Land Improvement Asset Management Plans

**PRESENTER:** Malcolm Beattie

### Purpose

To present the Building and Land Improvement Asset Management Plans to the Panel for review prior to presentation to Councillors at the December Council Briefing Workshop.

### Comments/Questions

- Overview of review, which is required by legislation to be undertaken at least every 4 years.
- Land Improvement Asset Management Plan is new to Council with General Manager noting that it was a massive body of work to produce, and both him and the Chair congratulating those involved on the preparation.

**Q:** *Improving Asset Management registers – what does this mean / look like?* (Chair)

**A:** Low maturity with current processes, being manual and spreadsheet based, with each team responsible for their own sections, not on one collective platform. Improvements could be to improve connectivity and collective data capture. (Management Accountant, Director - Corporate Services, Director – Infrastructure)

**Q:** *Maintenance vs replacement – how do Council find that balance?* (Chair)

**A:** Officers would rely on Infrastructure team knowledge based on each asset class useful life. (Management Accountant)

**Q:** *Is there a risk of population increase / decrease and effect on assets?* (Chair)

**A:** The review of Asset Management Plans is listed in Council's Annual Plans, with preliminary benchmarking commenced to note the number of community halls, buildings, explore avenues – refurbishments like kitchens, bathrooms in low utilised facilities higher impact on budget. Informed decisions use vs useful life data. (Management Accountant)

*Malcolm left the Meeting (2:33pm)*

## Item 6

**SUBJECT:** Work Health and Safety Update

**PRESENTER:** Lauren Tolputt

### Purpose

To table and discuss the WHS Incident Statistics Report for the period 1 July 2025 – 30 September 2025.

Comments/Questions

- Advised Panel that format of quarterly reporting is currently being reviewed by the WHS Committee.

**Q:** *What is a Business improvement Officer?* (Chair)

**A:** Employed to improve current processes, ensure compliance, best / better practice from a safety and productivity perspective, etc. (Director – Infrastructure)

**Q:** *What is the current opinion of level at WHS at Council* (Chair)

**A:** Always rooms for improvement including software reporting, increased employee awareness and buy in, training, etc. (Director – Infrastructure, Director – Corporate Services)

**Q:** *Across the sector, where do Dorset sit with WHS?* (Chair)

**A:** There is a low maturity level with improvement commenced to get to baseline level required, with long employee tenure a positive. (General Manager)

**Q:** *Are incidents reviewed and strategies implemented to mitigate future risk?* (Councillor Teichmann)

**A:** Council have a risk rating matrix with anything rated above low to have an investigation with corrective actions identified. Directors outlined operational procedure undertaken relating to incidents, including near-miss. (Director – Corporate Services, Director – Infrastructure)

**Q:** *The WHS Committee, has it remained stable?* (Chair)

**A:** Relatively with a couple of resignations triggering new members. Challenging to have membership across all teams, with interested people on the Committee without forcing representation.

**Q:** *How many members are on the WHS Committee?* (Councillor Teichmann)

**A:** Representatives from the Aquatic Centre, Trail Crew, Waste Management, Administration, Town Maintenance with a vacancy currently to be filled from Civil Construction – so all team units. (Director – Infrastructure)

## Item 7

**SUBJECT:** Board of Inquiry – Outstanding Matters

**PRESENTER:** Lauren Tolputt

### Purpose

To update Panel members on the status of the Board of Inquiry. The following report was presented to Councillors at the November Briefing workshop and is included in full to update the independent members of the Panel.

Comments/Questions

- Report as provided to Councillors at 4 November Briefing Workshop discussed.

## Item 8

**SUBJECT:** Policy Review – Gifts and Benefits (Policy No. 50) and Guidelines

**PRESENTER:** Allison Saunders

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### Purpose

To review Policy 50 – Gifts and Benefits with the Panel, in line with Activity 21 of the 2025/26 Annual Plan, prior to presentation and review by Councillors at a future Briefing Workshop.

### Comments/Questions

- Chair provided feedback that some of the wording is vague with comment noted for further review.

**ACTION:** Consider commentary in reviewed Policy in response to Chair's comment of vague wording. (Finance Manager)

## Item 9

**SUBJECT:** Policy Review – Corporate Credit Card (Policy No. 17)

**PRESENTER:** Allison Saunders

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### Purpose

To review Policy 17 – Corporate Credit Card with the Panel, in line with Activity 19 of the 2025/26 Annual Plan, prior to presentation and review by Councillors at a future Briefing Workshop.

### Comments/Questions

- No issue with credit card usage, with all issued cards used minimally.

**Q:** *Credit limits – any issues or capacity to move limits around within the \$50,000 facility limit?* (Chair)

**A:** No, would have to be authorised by the General Manager and submitted to bank. (Finance Manager)

## Item 10

**SUBJECT:** Policy Review - Related Party Disclosure (Policy No. 52)

**PRESENTER:** Allison Saunders

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### Purpose

To review Policy 52 – Related Party Disclosure with the Panel, in line with Activity 22 of the 2025/26 Annual Plan, prior to presentation and review by Councillors at a future Briefing Workshop.

### Comments/Questions

- Noted, no feedback.

## Item 11

**SUBJECT:** Independent Auditors Reports (Opinions) - Roads to Recovery (R2R) and Local Roads and Community Infrastructure Program (LRCI)

**PRESENTER:** Allison Saunders

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### Purpose

To table the Independent Auditors Report (Opinion) for the Roads to Recovery and Local Roads and Community Infrastructure Program as required under the funding conditions for these grant streams.

### Comments/Questions

- Advised Panel of the publicly available reports, noting this will be the last Local Roads and Infrastructure audit to be involved in with as the COVID-19 funding stream completed. Roads to Recovery audits will continue.

## Item 12

**SUBJECT:** Other Business / Update on Significant Events

**PRESENTER:** Group

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- May Shaw Update
  - Liaising with legal representatives and in the final stages of trying up loose ends to progress settlement.

- Advised of attendance with Mayor at May Shaw Annual General Meeting held at the end of October.
- Rail Trail Update
  - City of Launceston finalising investigations, with intent for reports to be presented to their elected Council this calendar year.
- Irrigation Scheme Update
  - Nil
- Enterprise Bargaining (EA) Update
  - Vote endorsed with application lodged with Fair Work Commission
- Term Deposit Register
  - Noted
- Other Business
  - Suggestion from member of the public around formal training requirement for Audit Panel Members. General Manager to broach with LGAT CEO whether there is any other training avenues available. **ACTION**
  - General Manager thanked Ian for his tenure as Chair as his appointment ceases in mid-November 2025.
- Next Meeting Date: **24 February 2026**

**ACTION:** Check with LGAT as to whether there are other training avenues available for Councillor appointed Panel members to undertake. (General Manager)

**Meeting Closed:** 3:22pm



# MINUTES

## Municipal Emergency Management Committee (MEMC)

Thursday 27 November 2025 – 9:30 am

Dorset Council Chambers, 3 Ellenor Street SCOTSDALE

<b>1</b>	<b>Welcome and Apologies</b>		Chair	
<b>Present</b>	<p><u>Meeting Commenced:</u> 9.31 am</p> <p>Mayor Rhys Beattie (Dorset Council / Chair), Kerry Sacilotto (Dorset Council Director - Infrastructure / Municipal Coordinator), Stephanie Hill (Dorset Deputy Municipal Coordinator), Jeff Holmes (Dorset Council Waste Management Coordinator / Municipal Community Recovery Coordinator), Peter Coleborn (Dorset Council Trail Operations Manager), Jack Bendall (SES), Dale Mott (Dorset SES Unit Manager), Wendy Mackay (NESM Hospital – Director of Nursing), Matthew Patten (Regional Manager North – Sustainable Timber Tasmania), Julie Bernhagen (SES – Regional Emergency Management Coordinator – North West) John McNamara (Sustainable Timber Tasmania), Neil Hargreaves (Dept of Health – Acting Senior Planner, Emergency Preparedness &amp; Response), Bob Barrett (Scottsdale Brigade Chief / Dorset Group Officer), Sergeant Tony Latham (Tasmania Police – Scottsdale Sub-Division), Acting Inspector Jason Jones (Tasmania Police)</p> <p>Sarah Forsyth (Dorset Council – Executive Assistant)</p> <p>Welcome and introductions from those present.</p>			
<b>Apologies</b>	<p>John Marik (Dorset Council – General Manager), Christopher Bassano (Parks and Wildlife), Jennifer Kelloway (DPaC Regional Recovery Officer), Jeremy Ripper (Acting Tas Fire Service District Officer - North), Kristy Withers (Dept of Health – Senior Planner, Emergency Preparedness &amp; Response), Bec Foxen (Ambulance Tasmania – Acting Director of Operations)</p>			
<b>Last Meeting</b>	<p>Minutes from the 29 May 2025 Dorset Municipal Emergency Management Committee Meeting were circulated to the Committee, with no amendments noted.</p> <p><b>Confirmed</b> by all present.</p>			
<b>Previous Actions</b>	<p>Actions from previous Meetings were discussed, with updates provided as follows:</p>			
Meeting Date	Minute Ref	ACTION	RESPONSIBLE	STATUS
29 May 2025	3.2a(i)	Follow up Parks & Wildlife for copy of updated Pioneer Lake Emergency Management Plan	SES Regional EM Coordinator	<b>UPDATE AT MEETING</b>
		<p><b>COMPLETE:</b> Regional Coordinator advised that there are no further updates to Plan circulated to Council and relevant stakeholders in June 2025. Dorset SES asked whether emergency services have access to the restricted area / boom gate locked? To be followed up and provided.</p> <p><b>ACTION:</b> Dorset Municipal Community Recovery Coordinator to follow up and advise details on access to the area in case of an emergency to Dorset SES unit.</p>		
29 May 2025	3.5b	Investigate any Dorset specific Safe Evacuation Plans up for review and advise Council.	TFS District Officer	<b>UPDATE AT MEETING</b>
		<p><b>COMPLETE:</b> In the absence of the District Officer, Scottsdale Brigade Chief advised that investigation was undertaken for a safe place for Nabowla – with outcome being nowhere</p>		

		suitable available. Other Plan which needs review is Derby, as current safe place now houses an active Distillery.		
29 May 2025	6b	Finalise V3.0 of the Derby MTB Network – Emergency Response Plan	SES Regional EM Coordinator	<b>UPDATE AT MEETING</b>
		<b>UPDATE:</b> Regional Coordinator advised that former Regional Coordinator undertook this as a favour, with responsibility with Dorset Council to finalise, with input from stakeholders.		
		<b>ACTION:</b> Municipal Coordinator to follow up and finalise V3.0 of the Derby MTB Network – Emergency Response Plan.		
29 May 2025	6c	The Derby MTB Network – Emergency Management Response Plan review period to be extended to every 2 years.	SES Regional EM Coordinator	<b>UPDATE AT MEETING</b>
		<b>UPDATE:</b> Regional Coordinator advised that former Regional Coordinator undertook this as a favour, with responsibility with Dorset Council to finalise, with input from stakeholders.		
		<b>ACTION:</b> Municipal Coordinator to include in the extended review period when finalising V3.0 of the Derby MTB Network – Emergency Response Plan.		
29 May 2025	8.8	<b>Share STT upcoming works on Council socials for local community awareness of road closures / delays.</b>	Municipal Coordinator	<b>COMPLETE</b>
29 May 2025	9.2	<b>Dorset SES Unit to be advised when any Blue Derby Mountain Bike Trails are updated, altered or created.</b>	Trail Operations Manager	<b>NOTED</b>
29 May 2025	9.3	Investigate and report back on Bird Flu compensation for councils	Regional Recovery Coordinator	<b>UPDATE AT MEETING</b>
		<b>COMPLETE:</b> In the absence of the Regional Recovery Coordinator, the Dorset Community Recover Coordinator advised that there are communications circulating.		
26 Oct 2023	5.5	Review of the TFS Emergency Management Plan for Derby to be undertaken.	TFS District Officer	<b>COMPLETE</b>
		<b>COMPLETE:</b> In the absence of the District Officer, Scottsdale Brigade Chief advised that most are reviewed on a 5/6 year rotation, with TFS reviewing multiple community action plans currently – closed.		

2	<b>Status of Dorset Municipal Emergency Management Plan (MEMP)</b>	Municipal Coordinator / Deputy Coordinator SES Regional Emergency Management Coordinator
	<u>Next Review Due:</u> February 2026	
	<ul style="list-style-type: none"> <li>▪ Noted, with review of MEMP to commence in early 2026.</li> </ul>	
<b>ACTION:</b> Commence preparations to review the Dorset Municipal Emergency Management Plan, which is due in February 2026.		

3	<b>Municipal Emergency Planning and Preparedness matters for MEMC attention:</b>	
	1. Blue Derby Mountain Bike Trails – Incidents and Reporting	Trail Operations Manager
	<ul style="list-style-type: none"> <li>a. Advised updated maps of trails have been rolled out, with all current trails included – no new trails constructed since the last MEMC meeting.</li> <li>b. Emergency location markers – data has been finalised and uploaded in the LIST, with layers providing metadata for access points, helpful notes, etc.</li> </ul>	
	2. Training	Deputy Municipal Coordinator

3 (cont.)	a. Newly appointed to role, with training undertaken in late October.	
	b. Recovery Coordinator advised that any opportunities in the North for evacuation centre training will be undertaken.	
	3. Dorset Recovery Coordinator Update	Municipal Community Recovery Coordinator
	a. Met with Dorset Community House to discuss catering for future emergency events, what worked / didn't work during the last emergency to improve processes.	
	4. Other	SES Regional EM Coordinator
▪ Nil		
4	<b>Regional Emergency Management matters from previous Northern Regional Emergency Management Committee (NREMC)</b>	
	SES Regional Emergency Management Coordinator	
a. Regional meeting held on 26 November.		
b. Bureau of Meteorology (BOM) seasonal update advised that predicted weather conditions are fluid and changeable with links to be provided to emergency services.		
c. Various documents are currently under review.		
d. WEBOC – advised recent updates require all users to re-register to access.		
e. Regional exercise scenario based on an isolated community planned for May following NREMC meeting – highly recommend Council to be involved.		
f. Advised that Kristy Withers will be commencing with the SES in the Northern Emergency Management Coordinator role from 1 December.		
5	<b>Fire Management Area Committee (FMAC) matters for MEMC attention</b>	
	TFS District Officer	
Late apology, with no report provided.		
6	<b>Regional and municipal social recovery matters</b>	
	Regional Recovery Coordinator – DPaC	
a. Absent, with report circulated to MEMC members.		
7	<b>2025/26 Fire Season Briefing – Dorset</b>	
	TFS District Officer	
District Officer absent, with Scottsdale Brigade Chief advising that predicted conditions are changeable, with the BOM to provide updated information shortly. Advised that the TFS are prepared for any event with the current conditions no worse to previous years. Explained to the MEMC the notification process from the BOM around predicted events, including Total Fire Bans, etc.		
8	<b>Agency reports (by exception)</b>	
	1. Tas Police - <u>NIL</u>	Tasmania Police
	2. Tas Fire Service - <u>NIL</u>	TFS District Officer
	3. <b>SES (Dorset Unit), Regional Operations, Flood Planning</b>	SES (Dorset Unit), SES Regional Manager / SES Flood Planner
	<u>Dorset Unit</u>	
a. Report circulated to MEMC members (included in Regional Report).		
<u>Regional Manager</u>		
b. Report circulated to MEMC members.		
<u>Flood Planner</u> - ABSENT		

<b>8 (cont.)</b>	<b>4. Ambulance Tas – NIL</b>	ABSENT
	<b>5. Tasmanian Department of Health</b>	Acting Senior Planner
	<p>a. Currently Acting in the position, with details to be circulated to MEMC.</p> <p>b. Advised that district hospitals have / or will have communications strengthened in response to issues encountered during the severe weather event in 2024, including fibre optic connections and StarLink backup.</p>	
	<b>6. NESM Hospital</b>	Director of Nursing
	<p>a. NESM Hospital advised that they were one of the first for fibre optic connection a few years ago, and with StarLink and a generator as backup, are a communications hub for community members, including free Wi-Fi.</p> <p>b. Update to the NESM Business Continuity Plan – raised notification to Hospital of emergency situations to advise outreach / community nurses, etc. Scottsdale Brigade Chief to take offline and discuss, however all advised that the TasAlert App is the one source of emergency information and can have areas set to provide updates.</p> <p>c. Director of Nursing is a member of the statewide response group for Avian Bird Flu.</p>	
	<b>7. Parks and Wildlife Service</b>	ABSENT
	<b>8. Sustainable Timber Tasmania</b>	Regional Manager North
	<p>a. Working with the Department of State Growth on traffic management requirement for the harvesting of withrow on the Launceston side of the Sideling. Road closures may be required due to specialist machinery required and the proximity to the road. Communications will be circulated, with works planned to be undertaken prior to Christmas.</p>	
<b>9</b>	<b>General Business</b>	All
	Nil	
<b>10</b>	<b>Next Meeting Date</b>	Chair
	1. Next Meeting to be Thursday, 28 May 2026 @ 9:30 am.	
	Meeting Closed: 10:10 am	

## SUMMARY OF ACTIONS

Meeting Date	Minute Ref	ACTION	RESPONSIBLE
29 May 2025 & 27 Nov 2025	3.2a(i)	Dorset Municipal Community Recovery Coordinator to follow up and advise details on access to the closed Pioneer Lake area in case of an emergency to Dorset SES unit.	Dorset Community Recovery Coordinator
29 May 2025 & 27 Nov 2025	6b	Municipal Coordinator to follow up and finalise V3.0 of the Derby MTB Network – Emergency Response Plan.	Dorset Municipal Coordinator
29 May 2025 & 27 Nov 2025	6c	Municipal Coordinator to include in the extended review period when finalising V3.0 of the Derby MTB Network – Emergency Response Plan.	Dorset Municipal Coordinator
27 Nov 2025	2	Commence preparations to review the Dorset Municipal Emergency Management Plan, which is due in February 2026.	Dorset Municipal Coordinator

## Meeting Notes

### Pioneer Lake Advocacy Group Meeting

**Monday, 1 December 2025 | Council Chambers – 2 pm**

**1. Acknowledgement of Country (Chair)**

**2. Introductions (Chair)**

Invited Stakeholders:

Organisation	Representative Name
Tasmania Parks and Wildlife	Alice Holeywell-Jones (online) <i>Julian Gill - apology</i>
Anglers Alliance / Inland Fishery Advisory Group	Howard Jones
Break O'Day Sports Angling Club	<i>No representative present</i>
Mineral Resources Tasmania	<i>No representative present</i>
Scottsdale High School	<i>John LeFevre - apology</i>
Mt Cameron Field Study Centre Advisory Committee	<i>David Waldron - apology</i> <i>Craig Searle - apology</i>
Tasmania Police	Sergeant Tony Latham
Sanbar	<i>No representative present</i>
Pioneer Recreational Users' representative	<i>Rodney Bowerman - apology</i> Peter Woolley (online)
Pioneer Residents' representatives	Jenny Bellinger Linette Simpson Joy Appleby (observer – proxy member)
Pioneer Progress Association	<i>Alana Keygan - apology</i>
Inland Fisheries	<i>Paul Middleton – apology</i> Rob Freeman (online)
Marine & Safety Tasmania (MAST)	Daniel Woods (online)
Dorset Council	Mayor Rhys Beattie (Chair) Councillor Nick Bicanic General Manager: John Marik Director – Infrastructure / Dorset Municipal Emergency Management Coordinator: Kerry Sacilotto Executive Assistant: Sarah Forsyth (note taker)

**3. Previous Meeting – 27 October 2025 (General Manager)**

- a. Confirm attached previous meeting notes:
  - i. All present confirmed
- b. Update on Actions from previous meeting:
  - i. Noted – all listed for discussion at Meeting

**ACTIONS**

Who	Action
Council	Review the paragraph under reference map in Terms of Reference, particularly the word 'historically' as could be misconstrued and bring back to Group.
<b>Response:</b> Track changed version of the updated Terms of Reference circulated with the meeting notes of Meeting, with further discussion at December Meeting.	
PWS	To provide an update on the status of the procurement assessment for dewatering of the Dam.
<b>Response:</b> Listed on agenda.	

#### 4. Terms of Reference (General Manager)

- a. All present agreed with proposed wording clarification raised at last meeting, as circulated. Updated Terms of Reference to be finalised and circulated to stakeholders and updated on Council's website.

#### 5. Status update Pioneer Dam wall / Procurement (PWS)

- a. Advised that the procurement process is in final stages.
- b. Due to contractor availability, works unlikely to occur prior to February 2026.

#### 6. Scope of Use | Pre / Post Closure and Access to Site (Group)

**General Manager** noted an informal conversation post closure of October Meeting with those stakeholders present at the Chambers regarding clarification on use post de-watering and risk mitigation. Post dewatering, will the area just revert to previous informal arrangements and access?

PWS: confirmed that the site will remain closed until the risk profile is removed, then access would revert to informal arrangements, with access across the dam wall unavailable. PWS reiterated that they don't manage the site for formal camping.

#### 7. Question Time / General Discussion (Group)

##### **Pioneer Residents' representatives:**

*What restrictions / rules to recreational boat owners have to abide by if using the Lake? Are they permitted to be on the water after dark, noise levels, etc.?*

MAST: All registered boats must abide by required rules of boating and can operate after dark if they have the necessary lights, with jet ski owners having more restrictions. In relation to noise pollution, a matter for Tas Police or the Environmental Protection Authority (EPA). On reopening of the area, MAST could attend at times of year to observe / along with TasPol.

*Suggestion for camping at the parcel of Crown Land along Racecourse Road that has recently been used by a school, which would allow easy day use of Lake.*

PWS: Regardless of location, PWS do not manage any of these sites for formal camping. Advised options to lease land with any proposed infrastructure including build and ongoing maintenance to be the responsibility of the lease / license holder, with general advice on options available to be provided to Group.

##### **Inland Fisheries representative:**

Advised that anglers using the Lake can be proactive to support the opening of this area in the future, post risk mitigation, and would do anything they can to assist, including contributing to potential future public signage, etc.

##### **Pioneer Recreational Users' representative:**

Suggested signage outlining expectations of use for the area, as most of the users are respectful, just a few out of area visitors that ruin it, with predominately day users of the area - being either anglers or water sports. There are a handful of campers who've visited the area for generations who bring everything they need for an extended stay (port-a-loos, etc.) and take everything when they leave, leaving no trace. Clarified from observations that it isn't boats that make late night noise, but vehicles and side by sides.

##### **Anglers Alliance / Inland Fishery Advisory Group representative:**

Advised that they are available to support moving forward with potential new infrastructure including portable toilet, etc. including cleaning etc. with flexible or interim arrangements.

**Dorset Council representatives:**

Clear ownership of actions moving forward needs to occur, especially after the risk is mitigated and activities revert to pre-closure information arrangements.

Advised the group that since the closure, those overnight visitors have migrated to the Blue Lake (eastern end), with only 5% of them being the issue, with the suggestions that a couple of random visits by Tas Police could make a huge difference to behaviours.

**Tasmania Police representative:**

Advised group of rules and regulations around anti-social behaviour, noise, etc. and avenues to contact if there are issues.

**8. Next Meeting**

- All agreed with a March meeting – late in the month suggested by PWS but prior to Easter.  
Monday, 30 March 2026 @ 2pm.

**ACTIONS**

<b>Who</b>	<b>Action</b>
Council	Terms of Reference to be updated, circulated to stakeholders and updated on Council's website.
PWS	Provide general advice on lease / licence options available which include infrastructure.

## DORSET COUNCIL – Planning Approvals

### November 2025

DEV-2025/83	Mr P J O'Grady 3 Walter ST BRIDPORT	Lodged 02/09/2025 Construction of garage with relaxation of rear and side setbacks Value of Works - \$22,000	Determined APPD on 20/11/2025
DEV-2025/85	Stuart Oates Services 44 Walter ST BRIDPORT	Lodged 02/09/2025 Erection of secondary residence with relaxation of setbacks Value of Works - \$50,000	Determined APPD on 05/11/2025
DEV-2025/95	Mrs A A Hemphill 2 Stoke ST BRANXHOLM	Lodged 30/09/2025 Change of Use - Existing Art Studio to Hair and Beauty Salon Value of Works - \$20,000	Determined APPD on 18/11/2025
SUB-2025/1349	Cohen & Associates Pty Ltd 340 West Tomahawk RD TOMAHAWK	Lodged 08/10/2025 Boundary Adjustment	Determined APPD on 11/11/2025
DEV-2025/103	Mr G W Freeman 1 Short ST BRANXHOLM	Lodged 05/11/2025 Construction of a new garage/shed Value of Works - \$20,000	Determined APPD on 05/11/2025

DEV-2025/107	Bridport Golf Club Inc 46 Main ST BRIDPORT	Lodged 18/11/2025 Extension to clubhouse (awning for undercover BBQ area)	Determined APPD on 19/11/2025
DEV-2025/110	Plans to Build 45 Marilyn DR BRIDPORT	Lodged 20/11/2025 Construction of a dwelling Value of Works - \$800,000	Determined APPD on 20/11/2025
DEV-2025/111	Mr T Bissett 36056 Tasman HWY SPRINGFIELD	Lodged 20/11/2025 Hay Shed Value of Works - \$100,000	Determined APPD on 20/11/2025
DEV-2025/112	RMCG Bridport Back RD BRIDPORT	Lodged 25/11/2025 Spreading of biosolids on agricultural land used for grazing	Determined APPD on 25/11/2025

## DORSET COUNCIL – Building Approvals

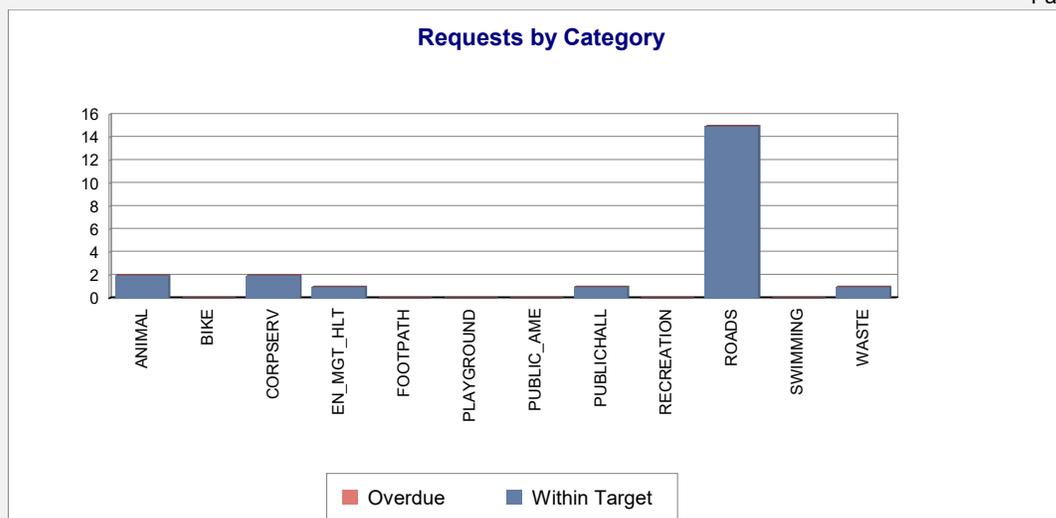
### November 2025

OTH-2025/71	Mr G M Lette Mrs M L Lette  20 Westwood ST BRIDPORT	Lodged 06/11/2025    Dwelling Addition  Value of Works - \$40,000                  Determined APPR on 06/11/2025
BLD-2025/62	Bison Constructions  67 William ST SCOTTSDALE	Lodged 11/11/2025    New Assembly Building (Place of Worship)  Value of Works - \$1,500,000                  Determined APPR on 11/11/2025
OTH-2025/70	Dorset Council  Cape Portland RD GLADSTONE	Lodged 19/11/2025    New Recycling Shed  Value of Works - \$15,000                  Determined APPR on 19/11/2025
OTH-2025/72	M/arkitecture  32 Main ST WINNALEAH	Lodged 19/11/2025    Alterations to School Building (Toilets)  Value of Works - \$100,000                  Determined APPR on 19/11/2025

## DORSET COUNCIL – Plumbing Approvals

### November 2025

SP-2025/62	Bison Constructions	Lodged 11/11/2025	New Assembly Building (Place of Worship)
	67 William ST SCOTTSDALE	Value of Works - \$1,500,000	Determined APPR on 11/11/2025



## Customer Request Summary by Category

For period 01/11/2025 to 30/11/2025

Double click onto the Minor Category to access Request detail

Dorset A7 \*live\*

Report Created: 09/12/2025 9:57:07AM

Major / Minor Category	New	Closed	Within Tgt	%	Overdue	%
<b>Animals</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>33%</b>	<b>0</b>	<b>0%</b>
Animal Enquiry	4	1	1	25%	0	0%
Barking Dog	1	1	1	100%	0	0%
Dog Enquiry	1	0	0	0%	0	0%
<b>Bike Trails</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>
Derby Bike Trails Maintenance	1	0	0	0%	0	0%
<b>Corporate Services General</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>100%</b>	<b>0</b>	<b>0%</b>
Corporate Services General Enquiries	2	2	2	100%	0	0%
<b>Environmental Management and Health</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>50%</b>	<b>0</b>	<b>0%</b>
Environmental Management & Health General Enquiries	1	1	1	100%	0	0%
Noise Pollution	1	0	0	0%	0	0%
<b>Footpath Enquiries</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>
Bridport Footpath Maintenance	2	0	0	0%	0	0%
Scottsdale Footpath Maintenance	1	0	0	0%	0	0%
<b>Playground Maintenance</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>
Scottsdale Playground Maintenance	1	0	0	0%	0	0%
Urban Playground Maintenance	1	0	0	0%	0	0%
<b>Public Amenities</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>
Scottsdale Public Amenities Maintenance	1	0	0	0%	0	0%
<b>Public Halls Buildings</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>100%</b>	<b>0</b>	<b>0%</b>

Dorset A7 \*live\*

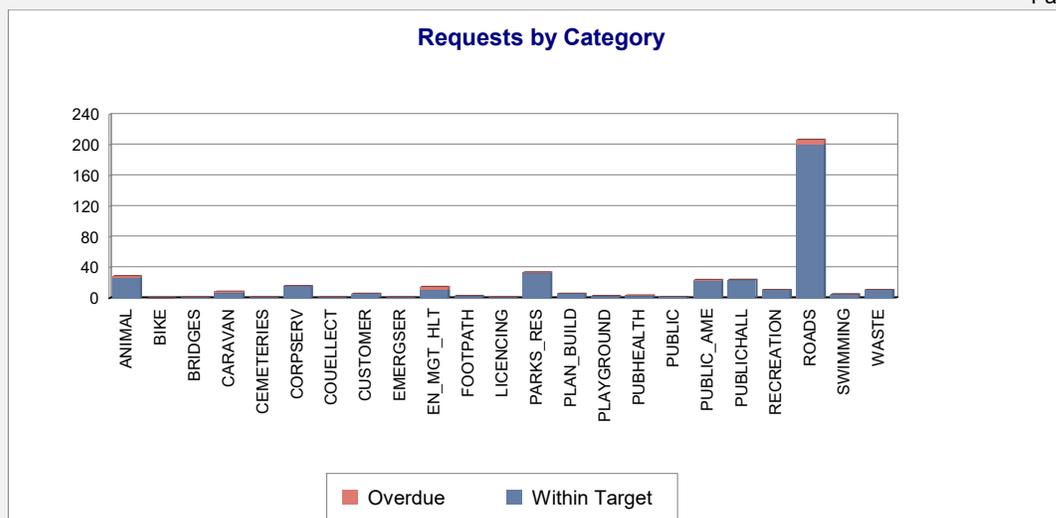
For period 01/11/2025 to 30/11/2025

*Double click onto the Minor Category to access Request detail*

Dorset A7 \*live\*

Report Created: 09/12/2025 9:57:07AM

Major / Minor Category	New	Closed	Within Tgt	%	Overdue	%
<b>Public Halls Buildings</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>100%</b>	<b>0</b>	<b>0%</b>
Public Halls Buildings Maintenance	1	1	1	100%	0	0%
<b>Recreation Grounds</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>
Scottsdale Recreation Ground Maintenance	1	0	0	0%	0	0%
<b>Roads</b>	<b>19</b>	<b>15</b>	<b>15</b>	<b>79%</b>	<b>0</b>	<b>0%</b>
Bridport Roads - Mowing and Slashing	1	0	0	0%	0	0%
Bridport Roads - Maintenance	1	0	0	0%	0	0%
Rural Roads - Maintenance	1	0	0	0%	0	0%
Roads Rural - Potholes/Patching Maintenance	2	2	2	100%	0	0%
Rural Roads - Signage & Guide Post Maintenance	1	1	1	100%	0	0%
Rural Roads - Tree and Vegetation Maintenance	6	6	6	100%	0	0%
Rural Roads - Mowing and Slashing	1	1	1	100%	0	0%
Scottsdale Roads - Maintenance	1	0	0	0%	0	0%
Scottsdale Roads - Spray and Pest Control	1	1	1	100%	0	0%
Stormwater Maintenance	1	1	1	100%	0	0%
Urban Roads - Maintenance	1	1	1	100%	0	0%
Urban Roads - Speed Limit Enquiries	1	1	1	100%	0	0%
Roads Urban - Spraying/Pest Plant Control	1	1	1	100%	0	0%
<b>Swimming Pools</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>
Scottsdale Aquatic Centre ( pool )	1	0	0	0%	0	0%
<b>Waste Management</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>100%</b>	<b>0</b>	<b>0%</b>
Wheele Bin Changes	1	1	1	100%	0	0%
<b>GRAND TOTAL</b>	<b>40</b>	<b>22</b>	<b>22</b>	<b>55%</b>	<b>0</b>	<b>0%</b>



## Customer Request Summary by Category

For period 01/01/2025 to 30/11/2025

Double click onto the Minor Category to access Request detail

Dorset A7 \*live\*

Report Created: 09/12/2025 9:57:15AM

Major / Minor Category	New	Closed	Within Tgt	%	Overdue	%
<b>Animals</b>	<b>37</b>	<b>28</b>	<b>27</b>	<b>73%</b>	<b>2</b>	<b>5%</b>
Animal Enquiry	16	12	11	69%	2	13%
Dog Attack	2	2	2	100%	0	0%
Barking Dog	16	13	13	81%	0	0%
Dog Enquiry	3	1	1	33%	0	0%
<b>Bike Trails</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>
Derby Bike Trails Maintenance	1	0	0	0%	0	0%
<b>Bridges</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>100%</b>	<b>0</b>	<b>0%</b>
Bridge Maintenance - Timber	1	1	1	100%	0	0%
<b>Caravan Parks</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>78%</b>	<b>2</b>	<b>22%</b>
Bridport Holiday Park	1	1	1	100%	0	0%
Caravan Parks Enquiries	4	4	2	50%	2	50%
Caravan Parks Maintenance	4	4	4	100%	0	0%
<b>Cemeteries</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>100%</b>	<b>0</b>	<b>0%</b>
Cemeteries Maintenance	1	1	1	100%	0	0%
<b>Corporate Services General</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>100%</b>	<b>0</b>	<b>0%</b>
Corporate Services General Enquiries	4	4	4	100%	0	0%
Insurance Claims	1	1	1	100%	0	0%
Information Technology Enquiries	2	2	2	100%	0	0%
Rates Enquiries	9	9	9	100%	0	0%

For period 01/01/2025 to 30/11/2025

Double click onto the Minor Category to access Request detail

Dorset A7 \*live\*

Report Created: 09/12/2025 9:57:15AM

Major / Minor Category	New	Closed	Within Tgt	%	Overdue	%
<b>Council Elections</b>	1	1	1	100%	0	0%
Council Elections Enquiries	1	1	1	100%	0	0%
<b>Customer Service</b>	6	6	6	100%	0	0%
Customer Service General Enquiries	6	6	6	100%	0	0%
<b>Emergency Services</b>	1	1	1	100%	0	0%
Emergency Services Enquiries	1	1	1	100%	0	0%
<b>Environmental Management and Health</b>	18	15	11	61%	4	22%
Fire Hazards	12	10	8	67%	2	17%
Environmental Management & Health General Enquiries	1	1	1	100%	0	0%
Noise Pollution	5	4	2	40%	2	40%
<b>Footpath Enquiries</b>	7	3	3	43%	0	0%
Bridport Footpath Maintenance	2	0	0	0%	0	0%
Scottsdale Footpath Maintenance	1	0	0	0%	0	0%
Urban Footpath Maintenance	4	3	3	75%	0	0%
<b>Licencing</b>	1	1	1	100%	0	0%
Food Premises Licences Enquiries	1	1	1	100%	0	0%
<b>Parks &amp; Reserves</b>	35	33	33	94%	1	3%
Parks & Reserves Enquiries	3	3	3	100%	1	33%
Parks & Reserves Maintenance	31	29	29	94%	0	0%
Playground Maintenance	1	1	1	100%	0	0%
<b>Planning &amp; Building Services</b>	6	6	6	100%	0	0%
Building Enquiries	4	4	4	100%	0	0%
Planning Enquiries	2	2	2	100%	0	0%
<b>Playground Maintenance</b>	6	3	3	50%	0	0%
Scottsdale Playground Maintenance	1	0	0	0%	0	0%
Urban Playground Maintenance	5	3	3	60%	0	0%
<b>Public Health</b>	4	4	3	75%	1	25%
Pollution	3	3	2	67%	1	33%
Water Safety	1	1	1	100%	0	0%
<b>Public</b>	2	2	2	100%	0	0%
Online Enquiries	2	2	2	100%	0	0%
<b>Public Amenities</b>	26	24	23	88%	1	4%
Public Amenities General Enquiries	3	2	2	67%	0	0%

For period 01/01/2025 to 30/11/2025

Double click onto the Minor Category to access Request detail

Dorset A7 \*live\*

Report Created: 09/12/2025 9:57:15AM

Major / Minor Category	New	Closed	Within Tgt	%	Overdue	%
<b>Public Amenities</b>	<b>26</b>	<b>24</b>	<b>23</b>	<b>88%</b>	<b>1</b>	<b>4%</b>
Public Amenities Maintenance	22	22	21	95%	1	5%
Scottsdale Public Amenities Maintenance	1	0	0	0%	0	0%
<b>Public Halls Buildings</b>	<b>25</b>	<b>24</b>	<b>24</b>	<b>96%</b>	<b>0</b>	<b>0%</b>
Public Halls Buildings Maintenance	24	24	24	100%	0	0%
Urban Public Hall Maintenance	1	0	0	0%	0	0%
<b>Recreation Grounds</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>69%</b>	<b>0</b>	<b>0%</b>
Recreation Grounds Enquiries	1	1	1	100%	0	0%
Recreation Grounds Maintenance	13	10	10	77%	0	0%
Scottsdale Recreation Ground Maintenance	2	0	0	0%	0	0%
<b>Roads</b>	<b>228</b>	<b>206</b>	<b>201</b>	<b>88%</b>	<b>6</b>	<b>3%</b>
Bridport Roads - Mowing and Slashing	1	0	0	0%	0	0%
Bridport Roads - Maintenance	2	1	0	0%	1	50%
Bridport Roads - Stormwater Maintenance	1	0	0	0%	0	0%
Roads Enquiries	6	6	5	83%	1	17%
Rural Roads - Kerb & Gutter Maintenance	4	4	4	100%	0	0%
Rural Roads - Maintenance	50	46	46	92%	1	2%
Roads Rural - Potholes/Patching Maintenance	22	22	22	100%	0	0%
Roads Rural - Shoulder Maintenance	5	4	4	80%	0	0%
Rural Roads - Signage & Guide Post Maintenance	8	8	8	100%	0	0%
Rural Roads - Spraying and Pest Control	4	4	4	100%	0	0%
Rural Roads - Tree and Vegetation Maintenance	28	27	26	93%	1	4%
Rural Roads - Mowing and Slashing	8	8	8	100%	0	0%
Scottsdale Roads - Maintenance	3	0	0	0%	0	0%
Scottsdale Roads - Spray and Pest Control	1	1	1	100%	0	0%
Scottsdale Roads - Stormwater Maintenance	1	0	0	0%	0	0%
Scottsdale Roads - Tree and Vegetation Maintenance	1	0	0	0%	0	0%
Stormwater Maintenance	15	15	14	93%	1	7%
Urban Roads - Maintenance	1	1	1	100%	0	0%
Urban Roads - Speed Limit Enquiries	1	1	1	100%	0	0%
Urban Roads - Spray and Pest Control	1	0	0	0%	0	0%
Urban Roads - Stormwater Maintenance	1	0	0	0%	0	0%
Urban Roads - Tree and Vegetation Maintenance	3	2	1	33%	1	33%
Roads Urban - Footpath Maintenance	23	20	20	87%	0	0%
Roads Urban - Garden Bed Maintenance	2	2	2	100%	0	0%
Roads Urban - Maintenance	22	20	20	91%	0	0%
Roads Urban - Spraying/Pest Plant Control	4	4	4	100%	0	0%
Roads Urban - Tree/Vegetation Maintenance	7	7	7	100%	0	0%

For period 01/01/2025 to 30/11/2025

*Double click onto the Minor Category to access Request detail*

Dorset A7 \*live\*

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<b>Roads</b>	<b>228</b>	<b>206</b>	<b>201</b>	<b>88%</b>	<b>6</b>	<b>3%</b>
Roads Urban - Verge Mowing/Slashing	3	3	3	100%	0	0%
<b>Swimming Pools</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>71%</b>	<b>0</b>	<b>0%</b>
Scottsdale Aquatic Centre ( pool )	1	0	0	0%	0	0%
Swimming Pools Maintenance	6	5	5	83%	0	0%
<b>Waste Management</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>100%</b>	<b>0</b>	<b>0%</b>
Waste Collection Issues	1	1	1	100%	0	0%
Littering	2	2	2	100%	0	0%
Waste Management Enquiries	5	5	5	100%	0	0%
Wheelie Bin Changes	3	3	3	100%	0	0%
<b>GRAND TOTAL</b>	<b>465</b>	<b>411</b>	<b>397</b>	<b>85%</b>	<b>17</b>	<b>4%</b>