

Inland Waters Boating Infrastructure Plan 2010

Marine and Safety Tasmania, Hydro Tasmania and Inland Fisheries Service

Introduction

The draft Inland Waters Boating Infrastructure Plan is an assessment of public boat launching facilities on inland waters (*Lakes and Lagoons) completed by Hydro Tasmania, Inland Fisheries Service and MAST. The Plan is a continuation of the partnership developed between the three agencies and recreational boaters that responded to the challenges of low water levels at many of Tasmania's popular waters during the drought of 2006-2009 and the successful strategies implemented as a result.

Assessments have been conducted to:

- Gauge the current condition of boating facilities on inland waters (*Lakes and Lagoons).
- Assess current and potential future demand for boating facilities at each location.
- Consider historical, current and future recreational and operational management priorities.
- Make recommendations for current and future maintenance
- Make recommendations for future developments, upgrades and improvements

The assessment process has included a physical inspection of each facility during the last quarter of 2009 and the first quarter of 2010.

The Plan will be used to prioritise funding allocations by facility owners and managers for maintenance and to assist MAST in the assessment of Recreational Boating Fund applications for projects on inland waters for future developments, upgrades and improvements. The Plan can also be used to guide applicants in the preparation of Recreational Boating Fund applications.

The Plan is not a list of what will be done. It is an assessment of the current condition of existing facilities and a list of projects that will guide future developments subject to funding availability and normal approvals processes. Additional approvals for each project may include landowner permission, planning approval (Local Govt) and heritage and environmental assessment.

Consultation and comments on the draft Plan will be sought from Anglers Alliance Tasmania, Inland Fisheries Advisory Council, and the general public. The plan will be available on the IFS, Hydro and MAST websites.

General recommendations

- The Plan supports maintaining, developing, upgrading and improving existing public facilities in preference to development of new facilities unless there is a demonstrated need.
- A cost benefit analysis utilising current IFS usage and popularity data and management priorities will be used to assess projects on inland waters.
- IFS, MAST and Hydro will investigate the suitability and cost effectiveness of using pre cast concrete panels and flexmat for remote location ramps.
- Hydro, MAST and IFS will consider the installation of generic boat ramp usage and safety warning signs at all ramps on Hydro managed lakes.
- Further consideration of developing a periodic inspection regime for all public ramps and facilities.

Abbreviations:

FSL - Full supply level

NMOL - Normal Minimum Operating Level

IFS – Inland Fisheries Service

MAST – Marine and Safety Tasmania

Hydro – Hydro Tasmania

APS – Angler Postal Survey

PWS – Parks and Wildlife Service

RWSC – Rivers and Waters Supply Commission

RBF- Recreational Boating Fund

*The assessment has included major lakes and lagoons across Tasmania. The assessment has not included facilities on rivers or estuaries as these facilities are generally owned and managed by local government or other organisations. Any facility not captured by this assessment is not automatically excluded from any future development or maintenance by its respective owner or RBF application.

Site specific assessment and recommendations chart

Central Fisheries Management Region

Lake name Land tenure - Manager	FSL/NMOL Operating range (m)	IFS ranking/ number of anglers 2008/09 APS	Comments from IFS,MAST and Hydro Tasmania	Short term priorities and maintenance	Potential future development
Great Lake Hydro	1039.37 1018.03 21.34 m	1 6964	Existing concrete ramps operate between 11 m to 17 m below FSL. No construction of new boat ramps. Maintain low level access at Boundary Bay and Mackersey Head. Maintain and improve existing facilities at Brandum, Swan Bay, Cramps Bay and Tods Corner. Potential exists for floating pontoons or landings, breakwaters and navigation aids at high usage ramps. Extend concrete to increase operating range of ramps at higher lake levels consistent with Hydro operating levels including upgrading vehicle access and turning at all operating (Water) levels. This will accommodate further increases in water levels if average rainfall as experienced in 2009 continues.	Maintain low level access at Boundary Bay. Access road graded 2009. Grade and gravel existing ramps at Brandum, Swan Bay and Tods Corner.	Extend concrete at Brandum, Swan, Cramps and Tods to increase operating range between -5 m and -11 m below FSL based on Hydro storage management. Extensions may be completed in a staged process. Consider vehicle access and turning requirements associated with increase in water levels. Research design options for landing or pontoon at Swan Bay.
Arthurs Lake Hydro	952.82 943.05 9.77 m	2 6756	Continue to maintain gravel launching sites at Yangeena and Pumphouse . Maintain and upgrade concrete ramps and associated facilities at Dam Wall and Jonah Bay ramps. 2009 concentration on meeting access for low lake levels as required. Jonah Bay cannot be improved at low lake levels. 2010 inspection confirmed all ramps operational. Previous application for landing at Dam Wall should be resubmitted for consideration. Improvements to landing at Jonah Bay to extend operating range as required. Pumphouse Bay would benefit from grading existing surface.	Grade Pumphouse Bay ramp	Pontoon/ landing facility at Dam Wall ramp. Increase operating level of Jonah Bay landing in accordance with water level.
Penstock Lagoon Hydro	919.85 919.85 0.6 m	4 3365	Previous improvements in 2008 to gravel boat ramp at northern end of the lagoon have been well received and are meeting the needs of current boat usage. Gravel has settled and now needs top dressing.	Maintain gravel ramp – top dress with gravel	

Little Pine Lagoon Hydro	1007.36 1005.84 1.5 m	5 2895	Existing gravel ramp on the western side of Monpeelyata Canal is adequate for current boat usage.		Maintain existing ramp at Monpeelyata Canal
Woods Lake Hydro/State Forest	737.77 733.96 3.81	3 4460	Significant increase in popularity of this water in recent seasons due to improved access. Existing gravel ramp would be considerably improved with a concrete ramp and associated increase to turning and parking area Possible use of precast ramp.		Upgrade to single lane concrete ramp and improve turning and parking area
Bronte Lagoon Hydro	665.98 662.33 3.7 m	6 2738	Existing dual lane gravel ramp at dam wall is the preferred public ramp. Potential improvements include concreting existing ramp and construction of a timber landing down the middle of the two lanes to provide improved amenity. Possible use of pre cast ramp. Assess condition of shack ramp at lower water level.	Assess condition of shack ramp at lower water level.	Maintain gravel launching sites at Monument and Bronte Shacks. Concrete existing dual lane gravel ramp at dam wall. Construct timber landing down the middle of the two lanes to provide improved amenity.
Brady's Lake Hydro	651.2 647.12 4.3 m	8 2191	Existing gravel ramp at Whitewater is the preferred site for public facilities. Maintain the ramp at southern end of the lake for local use only. Discourage the development of private ramps on Hydro land in the shack zone. Whitewater ramp would be improved if upgraded from gravel to concrete. Timber landing would enhance this facility. Assess suitability and costs of pre cast ramp.		Concrete existing ramp at the Whitewater. Construct timber landing.
Dee Lagoon Hydro	655.62 655.32 0.3 m	16 1017	Main public facility at Spillway Bay includes a two lane concrete ramp and timber landing. Gravel ramp at Brownie Bay. Limited potential to improve facilities at Brownie Bay due to space restrictions. Floating islands at Spillway Bay may impede launching.	Two floating islands are impacting on the Spillway Bay ramp. The island on the western side of the ramp could be removed with an excavator. The island immediately offshore from the landing may be able to be towed to another location where it is not impeding navigation.	Maintain existing ramps at Spillway Bay and Brownie Bay. Maintain landing at Spillway Bay
Lake Binney Hydro	651.2 646.94 4.2 m	15 1147	Existing gravel ramp at Camp Corner is the preferred location for public facilities. Ramp adequate at -2.0 m below FSL when inspected. Potential to upgrade the existing ramp to concrete. Assess suitability and costs of pre cast ramp.		Possible future upgrade to concrete or improve existing gravel ramp.

Lake Echo Hydro/State Forest	846.43 832.87 13.7 m	14 1226	Level when inspected – 6.6 m below FSL. Large Bay ramp developed in 2008. Middle Echo gravel ramp. Dam wall concrete ramp. Potential to upgrade the middle Echo ramp to concrete. Dam wall ramp could be improved particularly in the lower operational range by extending the existing ramp by 5 linear metres and improving the vehicle turning area.		Extend dam wall ramp and improve vehicle turning area. Concrete Middle Echo ramp.
Lake St. Clair Hydro/PWS	736.72 734.58 2.1 m	21 730	Concrete public boat ramp at Cynthia Bay in good condition and adequate for existing levels of usage. Two large submerged boulders on either side of the ramp are navigation hazards.	In consultation with PWS remove large submerged boulders on either side of the ramp as they are a hazard to navigation.	
Lake King William Hydro	719.94 690.52 29.5 m	31 417	Level when inspected -7.2 m below FSL. Existing concrete ramp at Clark Dam is adequate for launching to this level. The lake quickly loses appeal below this level so any improvements would need to have a demonstrated benefit. Gravel Ramp at the Derwent Bridge end is only useable at higher levels above approx -3.0 m below FSL and is considered adequate due to the bathymetry of the lake.		
Tungatinah Lagoon Hydro	651.2 646.63 4.6 m	22 678	-2.0 m below FSL when inspected. Existing gravel ramp on Western shore is the preferred ramp. Ramp is adequate to -3.5 m below FSL. Potential to upgrade the existing ramp to concrete. Assess suitability and costs of pre cast ramp.		Possible future upgrade to concrete or improve existing gravel.
Pine Tier Lagoon Hydro	670.56 667.91 2.6 m	19 808	Ramp re-gravelled during 2008/09 season however work completed when water levels were high therefore area close to the water was not reached. Gravel the lower section of the ramp when water levels allow. Potential to upgrade the existing ramp to concrete. Assess suitability and costs of pre cast ramp.	Gravel and grade existing ramp	Possible future upgrade to concrete
Lake Augusta Hydro PWS	1150.62 1141.63 8.99 m	20 756	Maintain existing gravel ramp at eastern end of Lake Augusta Dam and the launching area in the natural lake to the west. Possibility of installing flexible mat to top end of the launching area in the natural lake to minimise erosion.	Assess availability and suitability of flexible mat for use at the natural lake Augusta.	

Laughing Jack Lagoon Hydro	762.00 752.40 9.6 m	28 443	Maintain existing gravel ramp/s		Maintain existing gravel ramp/s
Lagoon of Islands Hydro			No longer a viable fishery.		
Lake Ada PWS	1148	26 443	Existing gravel ramp adequate for current and projected future use.		Maintain existing ramp

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South Fisheries Management Region

Lake Meadowbank Hydro/Central Highlands Council	73.15 67.06 6.1 m	13 1252	<p>Existing public ramp downstream from Dunrobin Bridge is in good condition however usage is limited by parking and some boats are unable to access upstream from the bridge due to low clearance. MAST and Hydro have previously allocated funds to upgrade public ramp and walkway which has been completed.</p> <p>Assess potential to develop a new ramp at Bethune Park on the western side of Dunrobin Bridge. This site has the advantage that it is on the upstream side of the bridge and would provide improved access. More space exists at this location for turning and parking. It would also encourage dispersal of anglers and skiers.</p>		Investigate possibility of constructing a ramp upstream of Dunrobin Bridge on the eastern or western shore.
Lake Pedder PWS /Hydro		18 834	Work recently completed on facilities at Strathgordon. Maintain existing facilities at Strathgordon, Teds Beach, Edgar Dam, Scotts Peak Dam, Mcpartlan Canal and Serpentine Dam.		
Wayatinah Lagoon Hydro	231.03 227.99 3.0 m	29 443	<p>Inspected February 2010.Existing concrete ramp requires maintenance as the concrete has become undermined on the eastern side and is starting to collapse.</p> <p>Maintenance will avoid costly major repairs.</p>	Repair undermining on eastern side of the ramp and install rock armour to this side.	
Lake Gordon Hydro PWS		98 26	Rarely used existing gravel ramp at Lake Gordon Power Station to be maintained.		
Lake Repulse Hydro	124.96 121.92 3.0	38 313	Existing concrete ramp in good condition.		

Cluny Lagoon Hydro	97.84 92.96 4.9	71 78	Existing concrete ramp at Broad River in good condition.		
Lake Catagunya Hydro	169.16 167.64 1.5	30 417	Existing ramp recently reconstructed by Hydro, MAST and IFS. Excellent facility in good condition.		Recently upgraded Maintain to existing standard.
Craigbourne Dam RWSC		Not assessed in 2008/09 season due to drought however has been a previous top 10 water	Maintain existing concrete ramp. Future improvements and maintenance dependant on water levels.		
Lake Sorell PWS		N/A	Low current usage due to environmental conditions. Maintain existing facilities should conditions improve.		Maintain access at Dago Point and Silver Plains and maintain and upgrade facilities as required.
Lake Crescent		N/A	Low current usage due to environmental conditions. Maintain existing facilities should conditions improve.		Maintain access at canal ramp
Lake Dulverton		Not assessed in 2008/09 due to low water levels	Existing concrete ramp is adequate for current use. Monitor water levels and future use.		

West Fisheries Management Region

Lake Burbury Hydro/West Coast Council	235.304 226.0 9.304 m	10 1747	<p>Lake level when inspected -4.6 m below FSL. Thureau Hills concrete ramp has been extensively upgraded as the preferred launching site.</p> <p>Camp Ground concrete ramp requires significant upgrade subject to engineers inspection. Straightening, improving turning and vehicle access and egress and rock armour required to improve safety and amenity.</p> <p>Darwin Dam bitumen ramp is limited by gradient. Current condition is acceptable however bitumen is deteriorating and could be patched to improve the surface. Lowest priority of the three ramps.</p>	Engineers report on Camp Ground ramp. Repair potholes in Darwin Dam ramp.	Maintain Thureau Hills ramp. Upgrade the Camp Ground ramp
Lake Mackintosh		23 626	Existing concrete ramp is in excellent condition. No developments required in the medium term		
Lake Rosebery		42 260	Existing concrete ramp at Tullah in excellent condition. No developments required in the medium term.		
Lake Plimsoll		64 104	Existing gravel ramp in good condition		
Lake Pieman		170 0	Existing gravel ramp adequate as very low usage		

North West Fisheries Management Region

Lake Barrington Hydro/PWS/Kentish Council	121.92 116.59 5.33 m	12 1434	Considerations for infrastructure development will be provided at the completion of the Lake Barrington Recreational Plan.		
Lake Rowallan	487.68	17 886	Lake level when inspected -7.3 m below FSL. Assess potential future use and benefits of widening top end of the gravel boat ramp near dam wall for low (-4 m FSL) lake level operation and formalise gravel boat ramp approx 500m to the south for high (above - 4 m FSL) lake level launching. Improve signage accordingly.		Improve gravel ramps at Dam wall. Provide ramps that are operational at all lake levels
Lake Mackenzie	1120.75 1111.00 9.75 m	48 182	Existing gravel ramp in adequate condition		Maintain existing gravel ramp
Lake Cethana		46 182	Concrete ramp at dam wall in good condition. Currently utilised by deep diving instructors. Gravel ramp at Lorinna in adequate condition for level of usage		Maintain existing ramps
Lake Gairdner		51 156	Little evidence of boating activity. Existing gravel ramp is limited by space for turning and parking.		
Lake Parangana		44 234	Existing gravel ramps adequate for current usage		Maintain existing gravel ramp

Four Springs PWS		7 2712	Existing single lane concrete ramp and timber jetty. Due to the popularity of this water and proximity to major population centres future upgrade to 2 lane ramp and upgrade landing to facilitate disabled access.	Maintain existing single lane ramp and facilities	Upgrade to dual lane ramp. Upgrade jetty to accommodate disabled access
Huntsman Lake RWSC		11 1486	New facility developed to coincide with the opening of the lake to fishing in 2008. Monitor popularity and usage before any further improvements considered		
Brushy Lagoon Forestry Tasmania		9 2060	Gravel ramps at Dam wall and eastern shore recently upgraded. Adequate for existing use		
Lake Lea PWS			IFS to assess access issues		

North Fisheries Management Region

Trevallyn Dam Hydro		26 119	Low usage by anglers. Assessment of facilities to give consideration to PWC users and Skiers		
Brumbys Creek No. 1 Weir Hydro		2 (River) 2478	Used by small boats, inflatable's and canoes. Existing gravel ramp at Weir No. 1 considered adequate for existing use.		
Curries River Dam Ben Lomond Water		32 365	Boating restricted to electric outboards only. Based on current usage existing facilities are adequate.		
Waterhouse Lakes PWS			Limited usage		

East Fisheries Management Region

Tooms Lake PWS, Northern Midlands Council		Not assessed in 2008/09 Has previously been a top 10 water.	Recently upgraded gravel ramp has had limited use due to low water levels.. Water levels have returned to normal during 2009 and IFS restocking with rainbow trout. Monitor future use.		Recently upgraded- Maintain existing facilities
Lake Leake Northern Midlands Council		24 521	Popularity has declined in recent seasons due to low water levels. Concrete ramp at dam ramp recently extended. Kalangadoo gravel ramp. Monitor future use as water levels have returned to normal during 2009.	Work Completed	Recently upgraded Dam Wall ramp. Maintain Dam wall and Kalangadoo ramps