



bridport central foreshore precinct plan

prepared by
hansen partnership

in association with
JAWS Architects
Midson Traffic

for Dorset Council

November 2012

Rev G

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appendix 1 - Bridport Central Foreshore Precinct Plan

1 introduction

Bridport is located on the north east coast of Tasmania, approximately 80km from Launceston.

hansen partnership have been engaged by Dorset Council to prepare a Precinct Plan for the central foreshore precinct at Bridport, Tasmania.

methodology

Preparation of the Bridport Central Foreshore Precinct Plan has comprised the following tasks:

- Information gathering – through desktop investigations, physical investigations and client briefing to identify issues and form the ‘knowledge base’ for the subsequent project phases. Identification and mapping of physical opportunities and constraints and potential synergies between activities and natural / cultural attractions within the precinct.
- Consultation - through engagement with community and stakeholder groups over a 3 day intensive workshop period. The main purpose of this is to identify a detailed range of issues and considerations for input into the Precinct Plan and to further advance the knowledge base for the project. A summary of key issues is developed at the conclusion of this stage.
- Framework Plan - consolidation of feedback and stakeholder contributions and the preparation of a summary plan which forms the basis for the development of the Precinct Plan.
- Precinct Plan – development of a proposal in consideration of physical features and key attributes, linkages, accessibility, legibility and use.
- Reporting - development of an explanatory report outlining the strategic justification for the Precinct Plan and the provision of descriptions of the key elements.

project management

Wendy Mitchell of Dorset Council is the principal client contact.

Dorset Council have also engaged the following consultants under separate scope of works:

Leon Lange, Lange Design - Local Landscape Architect

Bruce Callender, Tree Logic - Arboricultural Consultant

project team

The project team structure outlined below makes provision for expertise across strategic planning, urban design, landscape architecture, architecture and traffic engineering.

Hansen Partnership, Lead Consultant

Hansen Partnership is an award-winning Australian urban planning, urban design, landscape development management consultancy with offices in Melbourne and Sydney, Australia and in Ho Chi Minh City, Vietnam. The firm has extensive experience in planning and urban design and development projects throughout Australia and overseas. The focus of company’s business is on towns, cities and regions - how they function and the policies and controls required to plan and manage their ongoing change and evolution in a sustainable way. The reputation of the firm in strategic planning is unsurpassed, with an emphasis on innovative approaches to planning for the future. The firm incorporates an award winning urban design and landscape architectural team, which is focused on ‘strategic design’ in key metropolitan and regional locations.

JAWS Architects

JAWSARCHITECTS, one of Tasmania’s most dynamic and enterprising team of architects and designers, has evolved from the architectural practice founded by Harry Hope in the 1930s. The practice encourages an interactive and collaborative design process within the office to produce exciting ideas that draw from a wide range of experiences.

Midson Traffic

Midson Traffic is a specialised traffic engineering, transport planning and road safety company, based in Tasmania. Midson Traffic commenced operations in October 2008 to provide high quality traffic and transport consultancy in Tasmania to meet the needs of state and local government, developers and the business community. Midson staff have worked on an extensive variety of traffic and transport projects - from Projects of State Significance and large transport planning projects to small-scale traffic impact assessments.

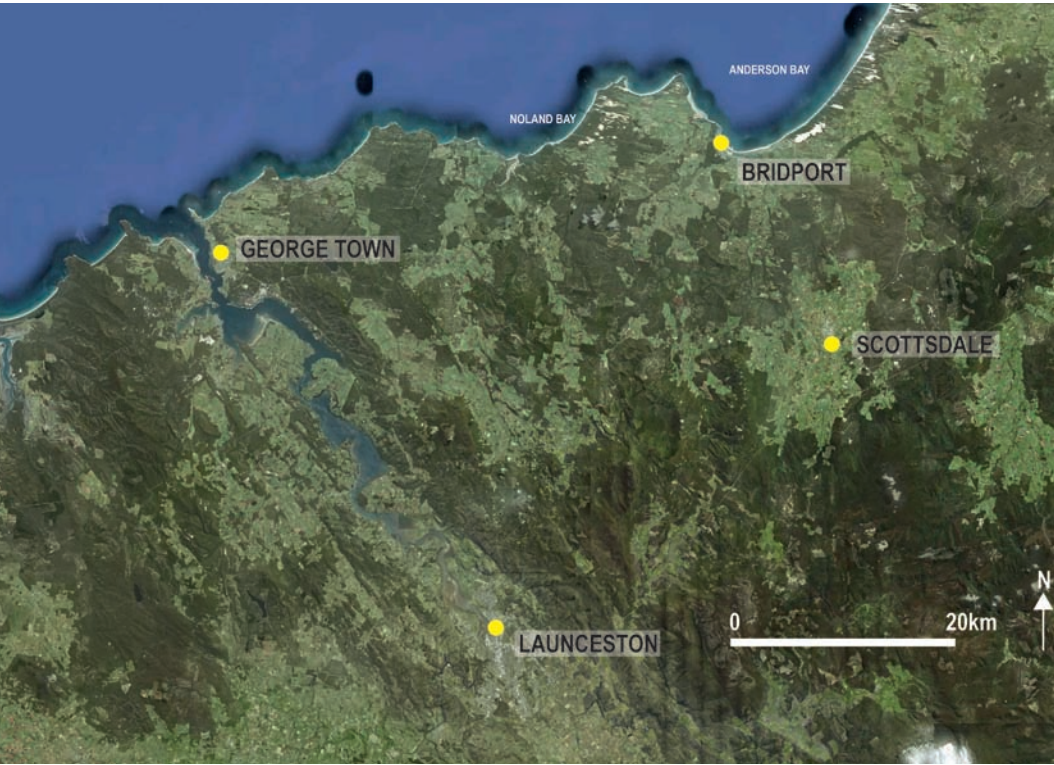


figure 1.1: site location

1.1 study area and surrounds

The study area extends from the Furneaux Freight shipping complex in the south to the shared boundary with the Bridport Caravan Park in the north.

Main Street runs generally north south into town and forms the western boundary of the study area.

The eastern boundary runs along the Brid River estuary foreshore, an engineered sea wall constructed from rock beaching and a section of Goftons Beach in the north east corner.

The Furneaux Freight shipping and dock yard facility is located to the south of the study area and operates a number of freight services including the only ferry connection to Flinders Island.

The Brid River intersects with the Great Forest River adjacent to the Furneaux Freight property located to the south of the study area. The waterway continues in the form of a tidal estuary which abuts the eastern boundary of the study area. Depending on the tidal conditions, the tidal estuary either discharges into or receives water from Anderson Bay via an engineered, rock lined channel adjacent to Gofton's Beach.

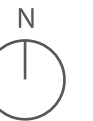
The Bridport Caravan Park abuts the northern boundary of the study area.

Bridport History Walk runs along the foreshore reserve from the southern corner of the study area and connects into the Caravan Park area in the north. The Bridport Walking Trail is a recently constructed walking track that runs around the southern and western outskirts of Bridport and connects to Sandy Point Road to the north of the study area.

The topography of Bridport falls from the undulating hills in the east down to the foreshore area. The majority of the township residential properties are sited on the hill side overlooking the foreshore and Anderson Bay.



figure 1.2: study area and surrounds



1.2 study area

This section of the report provides a description of the key existing elements located within the study area by moving generally from north to south.

The CWA Hall and adjoining carpark is located in the north west corner of the study area overlooking the Village Green.

The Village Green is a cleared sloping section of grassed open space opposite the shopping strip at the centre of town. This area was formerly the site of the Bridport Cricket Ground and has a strong connection to the town's history. A band of mature tree vegetation runs along the eastern edge of the Village Green, behind the Community Hall and the existing tennis courts.

Approximately 3 hectares of sand dunes, weeds and scrub occupies a wedge of land adjoining Gofton's Beach. This land has recently formed as a result of on shore drift against the engineered rock wall. Gofton's Beach is located in the north east corner of the study area. An engineered rock wall forms the tidal estuary inlet/outlet and runs along the western edge of the estuary from the point at Gofton's Beach south to the boat ramp facility.

The Community Hall is an irregular shaped public building comprising a multi- use hall, presentation rooms and kitchen facilities. A public library and doctors surgery occupy adjoining rooms. The Community Hall carpark is located fronting Main Street. A sealed access road runs along the south side of the Community Hall building and connects vehicles and pedestrians from Main Street to low lying, generally level land adjacent to the estuary edge. This predominantly cleared land is occupied by a boat ramp facility, an informal gravel trailer carpark and skate park.

The boat ramp facility comprises a two lane concrete ramp with adjoining pontoons and information signage. The pontoons are also popular fishing and swimming spots at high tide making this a busy section of the foreshore, particularly during the summer holiday season.

An Information Centre and visitor carpark is located to the south of the Community Hall. Two tennis courts are located within the reserve along the shared boundary with Main Street. A playground and toilet amenities are located between the two courts on the eastern side.

A further carpark is located along Main Street and is connected via steps and a picnic shelter to the Cenotaph. The Cenotaph is a rectangular shaped memorial site featuring a large rock boulder, memorial plaques, gravel surrounds and a low white chain fence. A spiral shaped toilet block is located within the foreshore reserve south west of the parking lot.

The Bridport History Walk is a shared gravel trail that runs the full length of the study area from south to north along the foreshore reserve. The trail connects into the recently installed Bridport Walking Trail to the south of the study area and continues into the Bridport Caravan Park at the northern end.

A smaller carpark is located on the Main Street side of the study area between Elizabeth Street and Frances Street. A small timber footbridge allows a pedestrian crossing over a stormwater drainage outfall south of the carpark.

The southern boundary is occupied by a dense wedge of coastal vegetation.



figure 1.3: study area

2 information gathering

2.1 landuse and built form

This section of the report describes the information gathered through desktop investigations, physical investigations and the stakeholder consultation process. The purpose of these studies was to identify issues and form the 'knowledge base' for the subsequent project phases.

A desktop analysis was undertaken to assess the existing land use and built form characteristics of the study area. Understanding the existing land use plays an important role in informing proposed changes to the arrangement of the foreshore.

The following land use categories were identified either within the study area or directly adjoining:

- Town Centre/Commercial
- Community and Civic
- Parks, recreation & reserves
- Tourism and accommodation
- Beach
- Residential
- Light industrial
- Parking & Boat Ramp





view looking south across the Village Green towards the existing Community Hall



existing picnic facilities south east of the information centre



pedestrian path along the Main Street boundary of the Village Green



retail shops within the town centre at Main Street



boat trailer carpark



Community Hall and adjoining carpark



tennis courts within the recreational foreshore reserve



boat ramp, pontoons & rock wall along inlet

2.2 landscape & environment

Analysis of the existing landscape and environment has highlighted a number of different landscape types within the study area.

These can be broadly described under the following headings:

1. Village Green
2. Remnant trees along the original foreshore
3. Recently formed sand dunes and scrub
4. Boat Ramp and adjoining carparks
5. Community Hall and carpark
6. Recreational and picnic areas
7. Foreshore reserve along the tidal estuary
8. Gofton's Beach

The area immediately opposite the town centre is characterised by the cleared open lawn of the Village Green and the adjoining carparks adjacent the CWA Hall and the Community Hall.

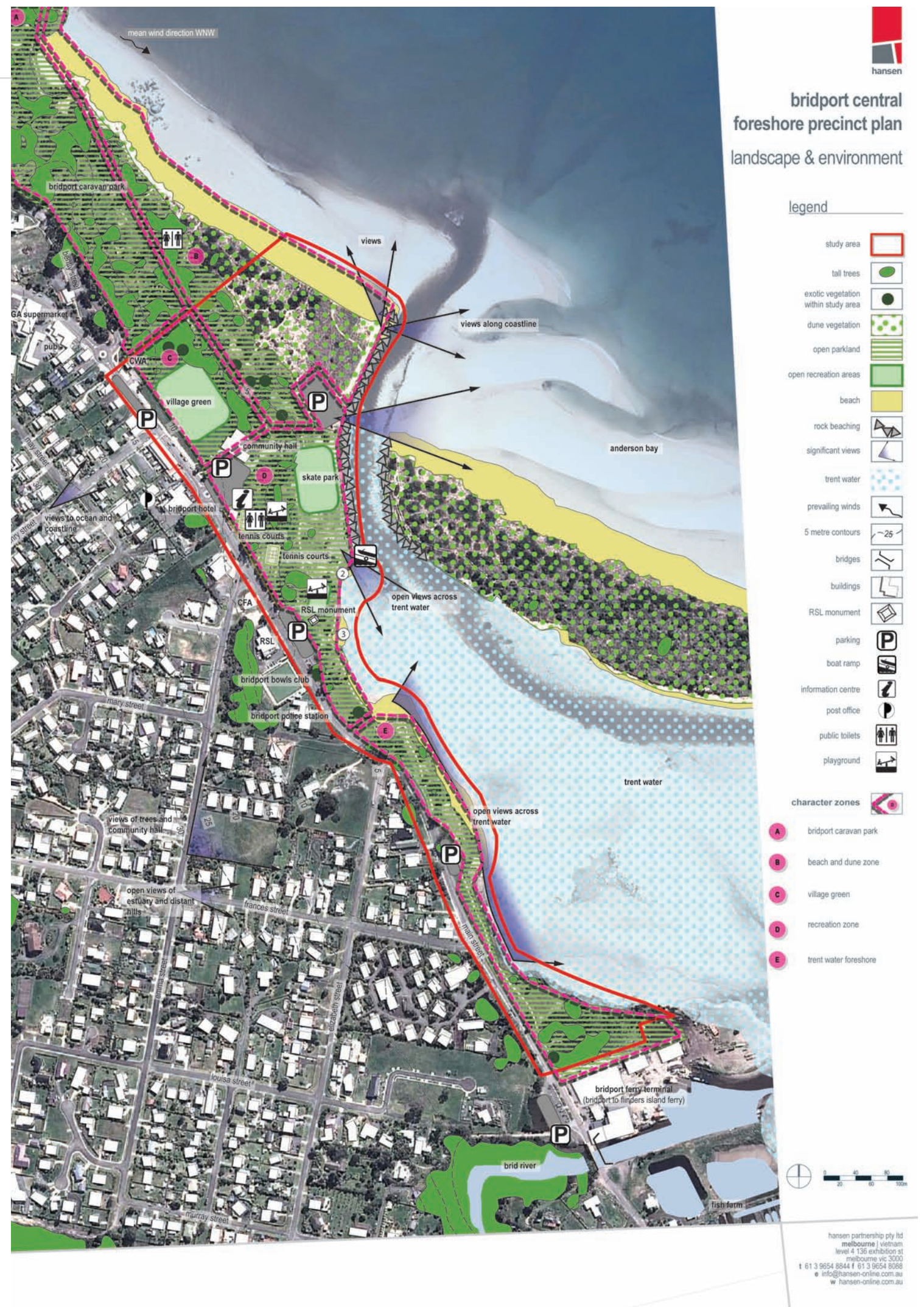
A wide vegetated buffer runs along the eastern boundary of the Village Green and visually separates the town centre and Village Green from Gofton's Beach. These trees are a key contributor to the landscape character of the Bridport Central Foreshore and mark the location of the original shoreline as it existed before the installation of the engineered rock wall and estuary inlet. A separate tree assessment has been undertaken by Tree Logic on instruction from Dorset Council. This information will be reviewed in detail as part of the masterplanning process to inform an ongoing management strategy for existing vegetation within the study area.

Dense coastal scrub runs along the line of the old foreshore edge and provides a buffer of vegetation between the trees and the sand dunes to the east.

A wide expanse of sand dunes covered with Marram Grass and other vegetation has developed as a result of on-shore drift following the introduction of the engineered inlet channel at the mouth of the tidal estuary.

A low lying area of informal carparks, the boat ramp facility, a skatepark and scattered picnic facilities is arranged along predominantly cleared areas of foreshore land adjoining the sea wall.

The length of foreshore reserve that continues along the western edge of the tidal estuary extends from the boat ramp area to the southern boundary of the study area. This narrow section of the reserve, adjoining Main Street and hence highly visible, is characterised by eroded embankment edges, intermittent coastal scrub planting, and open areas of lawn.





foreshore tree canopy along the eastern side of the Village Green



coastal scrub along the beach foreshore



Gofton's Beach



recreational areas under the existing trees at the Village Green



foreshore reserve and path



foreshore tidal beach & estuary



the Village Green



engineered sea wall and inlet channel



foreshore tidal beach & estuary

2.3 existing trees

The existing trees located along the foreshore make a significant contribution to the landscape character of the study area and Bridport. The photograph in Figure 2.2 is taken from the Main Street footpath opposite the town centre shops. The image shows how the existing trees encircle the Village Green and frame pleasant views through to Anderson Bay beyond.

Tree Logic have been engaged separately by Dorset Council to undertake a survey of the existing trees along the Bridport Central Foreshore and to make an assessment of the health, life expectancy and long term management of each specimen. The outcomes have been summarised in an Arboricultural Report, dated December 2011.

According to the Tree Logic Report there are 414 trees within the study area. 337 trees are indigenous (81% of the tree population) and 56 are native to Australia. 240 trees received a Moderate Arboricultural rating, while 142 were rated as Low.

The existing tree plan (opposite) provides a summary of all existing trees located within the study area. Based on the Arborist report, an analysis of existing vegetation has been carried out by categorising each tree specimen under the following life expectancy brackets:

- 0-5 years, 5-10 years, 10-15 years, 15-25 years, 25 years +

This shows that the majority of the existing trees will require replacement within the next 20 years. This highlights the need for the implementation of a tree management strategy in order to ensure ongoing regeneration of the foreshore trees. Part of this strategy must address tree protection. Appendix 5 of the Tree Logic report provides a range of guidelines in relation to the protection of retained trees.



figure 2.1: existing trees by life expectancy based on Tree Logic Report, dated December 2011



figure 2.2: existing trees along the Bridport Central Foreshore

2.4 foreshore ecology

The following information has been supplied to hansen by Dorset Natural Resource Management (NRM), Dorset Council:

- Written submission on NRM Activities and Investments on the Bridport Foreshore and at Trent Water, Dorset NRM.
- Management issues relating to the Bridport Precinct Plan, Dorset NRM.
- Rice Grass Area Based Management Plan, Bridport Region (2003-2006).
- Extract from discussion paper, Saltmarsh Ecology & Rising Sea Levels.
- List map data on Foreshore ecology.
- Estuary assessment framework for non-pristine estuaries.
- Bridport Foreshore Native Vegetation Management Guide, Dorset Council 2008.

The Bridport Foreshore Native Vegetation Management Guide provides a number of recommendations in relation to management and protection of vegetation. These have been summarised as follows:

- *Protect and manage existing native vegetation in good condition and allow natural regeneration of trees and understorey where possible, especially at the coastal edge.*
- *Introduction of fencing or barriers to protect areas of existing coastal vegetation and better definition of proper access points to the beach, encouraging people to respect the need for protection of vegetation.*
- *Plant locally native hardy species, especially around remaining trees and at the coastal edge, to protect existing vegetation. Eucalypts should be planted where there is room while minimising future risks to infrastructure and public safety.*
- *Ongoing maintenance of weeds, including the spraying of asparagus fern and other weeds, is essential to protect the health of the foreshore vegetation. The aim is to eradicate woody weeds and the most serious invaders and contain others which are more localised.*
- *Recreational areas – leave some open spaces for a variety of recreational and aesthetic opportunities with hardy vegetation adjacent for shelter and protection.*

Dorset NRM have submitted the following recommendations in relation to ongoing foreshore management:

- *Selectively revegetate the foreshore area and implement relevant recommended actions of the Bridport Foreshore Native Vegetation Management Guide;*
- *Implement active management measures to protect the natural values of the foreshore and Trent Water estuary, particularly in relation to threatened species and communities and the saltmarsh areas;*
- *Actively manage weeds such as sea spurge, ricegrass, asparagus fern and bridal creeper;*
- *Adequately prepare for the impacts of storm surges, king tides and climate change impacts;*
- *Implement measures to improve storm water management;*
- *Limit the expansion of infrastructure development that impacts on native vegetation and landscape values.*



Lack of foreshore vegetation, foreshore erosion and exposed storwater pipes



Pollution from storwater runoff



Sea-spurge dominated foreshore area



Weed dominated foreshore area

figure 2.3: photos & descriptions extracted from Management Issues Relating to the Bridport Precinct Plan, Jay Wilson, Dorset NRM 2012.

2.5 access & movement

Access and movement is an important component of the Precinct Plan. Primarily the challenges here relate to resolving conflicts between pedestrian, bicycle and vehicular circulation and use.

The activities associated with the boat ramp and the trailer carpark pose a number of challenges. Boat trailer access to the boat ramp is currently provided via an access road that runs to the south of the Community Hall and loops round to the boat ramp site.

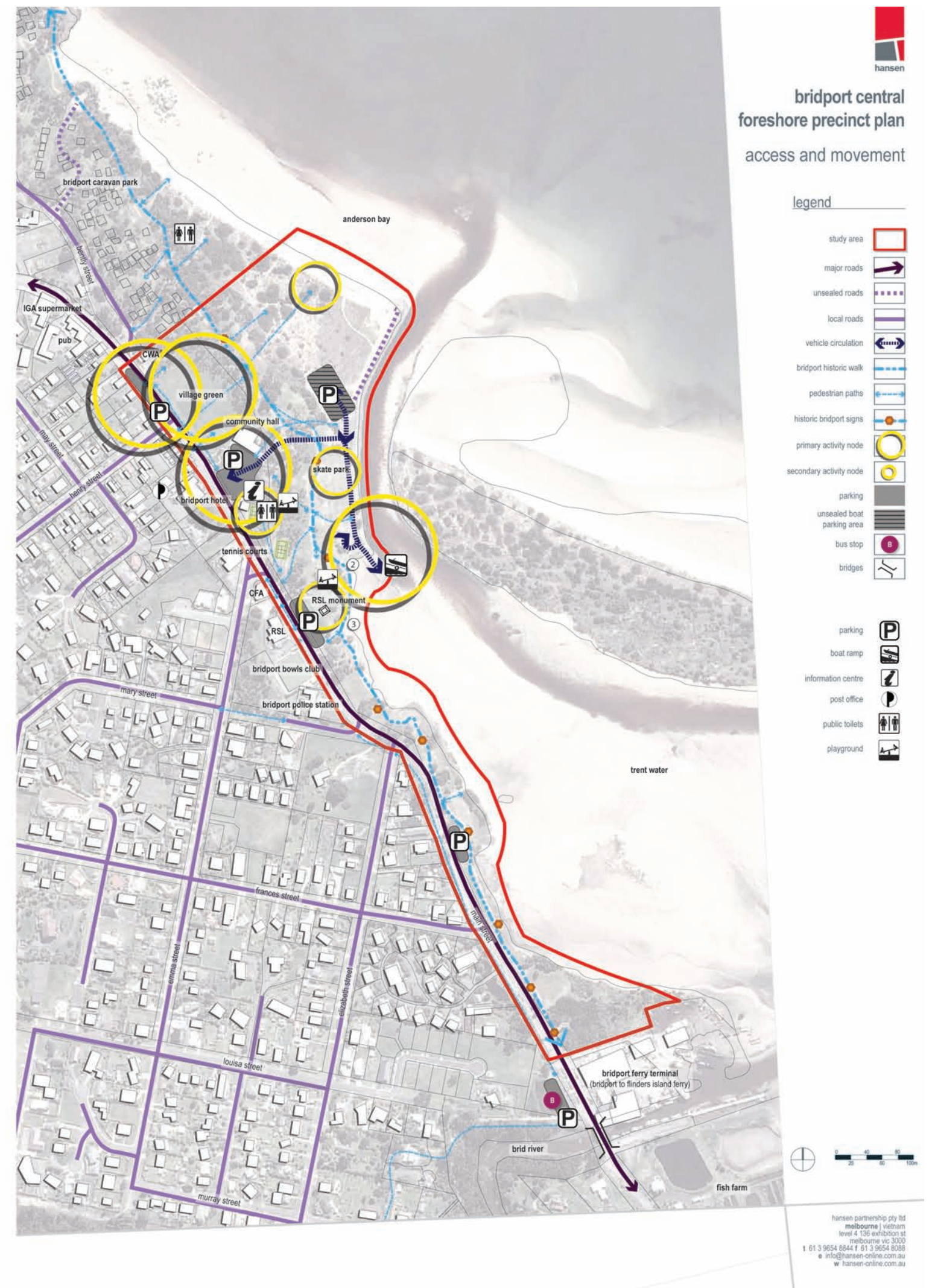
It has been observed that boat launching activities occur close to a traditional swimming area on the foreshore. Despite the provision of warning signs and information, during busy periods the combination of children swimming and boat launching activities within the same area pose potential safety concerns. The boat ramp jetty is also a popular fishing location which further adds to the congestion in this area, particularly during the peak summer holiday season.

Once launched, boat owners are required to park their cars and trailers in the unsealed carpark area located approximately 170m from the boat ramp facility.

Cutting across these activities is the Bridport History Walk heading south and north. This path is a popular walking and cycling trail and an integral part of Bridport's toursim offer and local amenity.

Pedestrian access to Gofton's Beach is also an issue that needs to be reviewed. There is currently no dedicated access from the town centre on Main Street to Gofton's Beach. There are a number of tracks formed through the existing tree reserve, coastal scrub and sand dunes.

The Bridport Surf Life Saving Club are currently lobbying for a new club house and storage facility to be located somewhere along the foreshore near Gofton's Beach. This new club facility will need a dedicated access road, visitor carparking and an access path to the beach for launching of rescue equipment and boats.





Main Street



foreshore carpark (RV parked in background)



sandy track along the inlet sea wall



pedestrian paths along Main Street



the boat ramp



unsealed boat trailer carpark



carparking at the community hall



Bridport History Walk



boat trailer carpark

3 consultation

3.1 inquiry by design workshops

As part of the development of the Bridport Central Foreshore Precinct Plan, an 'Inquiry by Design' workshop was held over 3 days from 16th March to 18th March 2012. The purpose of the workshop was to engage with key stakeholders and members of community to generate a list of key ideas, design principles and considerations which are to be input into the ongoing Precinct Plan design.

The workshops were facilitated by the consultant team led by Steve Schutt, Director of Hansen Partnership Pty Ltd, in conjunction with Wendy Mitchell of Dorset Council. Leon Lange, a local Landscape Architect, was also present. Bruce Callander of Tree Logic attended on the 16th March.

3.2 key issues identified

1. Surf Club Building

The Precinct Plan needs to accommodate a suitable site for the proposed Surf Club building. The Bridport Surf Club have engaged consultants to advise them on a suitable location and have provided an initial concept plan. The Surf Club building will also need to be serviced with appropriate vehicle access and parking facilities.

2. Boat ramp and trailer carpark

Undertake a review to assess the possibility of locating the boat trailer carpark closer to the existing boat ramp facility and consider how the sequence of boat launch and vehicle parking can be improved. Review the possibility of a dedicated access road to the boat ramp.

3. Pedestrian experience

Review the treatment to the existing sandy path that runs along the top of the estuary inlet rock wall from the boat ramp carpark to Gofton's Beach. Review pedestrian circulation with emphasis on access paths to Gofton's Beach. Retain and enhance the current Bridport Historic Walk.

4. Swimming enclosure

Locate a suitable swimming enclosure to better manage the swimming, fishing and boat launching activities at the boat ramp area.

5. Community Hall

Review possible upgrade options for the community hall and consider the relationship with the Village Green and the surrounding foreshore reserve. Review the possibility of a cafe/exhibition space. Review the carpark treatment with a view to improving the vegetated character of the foreshore.

6. Consolidate amenities and play

Improve and consolidate the existing bbq and picnic facilities and consider their relationships with play equipment and the skatepark.

7. Vegetation management

Develop a tree management and succession planting strategy to provide a framework for the management and future regeneration of the existing trees. Consider rehabilitation strategies for the foreshore estuary edge.

8. RV amenities

Provide an overnight stop facility for motor homes with the necessary power and amenity facilities.

9. The Village Green

Suggest improvements to the Village Green with a view to increasing use and flexibility for larger events such as festivals. Review the seating and shade provision along the village green edge to Main Street.



figure 3.1: photographs from the Community Consultation Workshop

4 framework plan

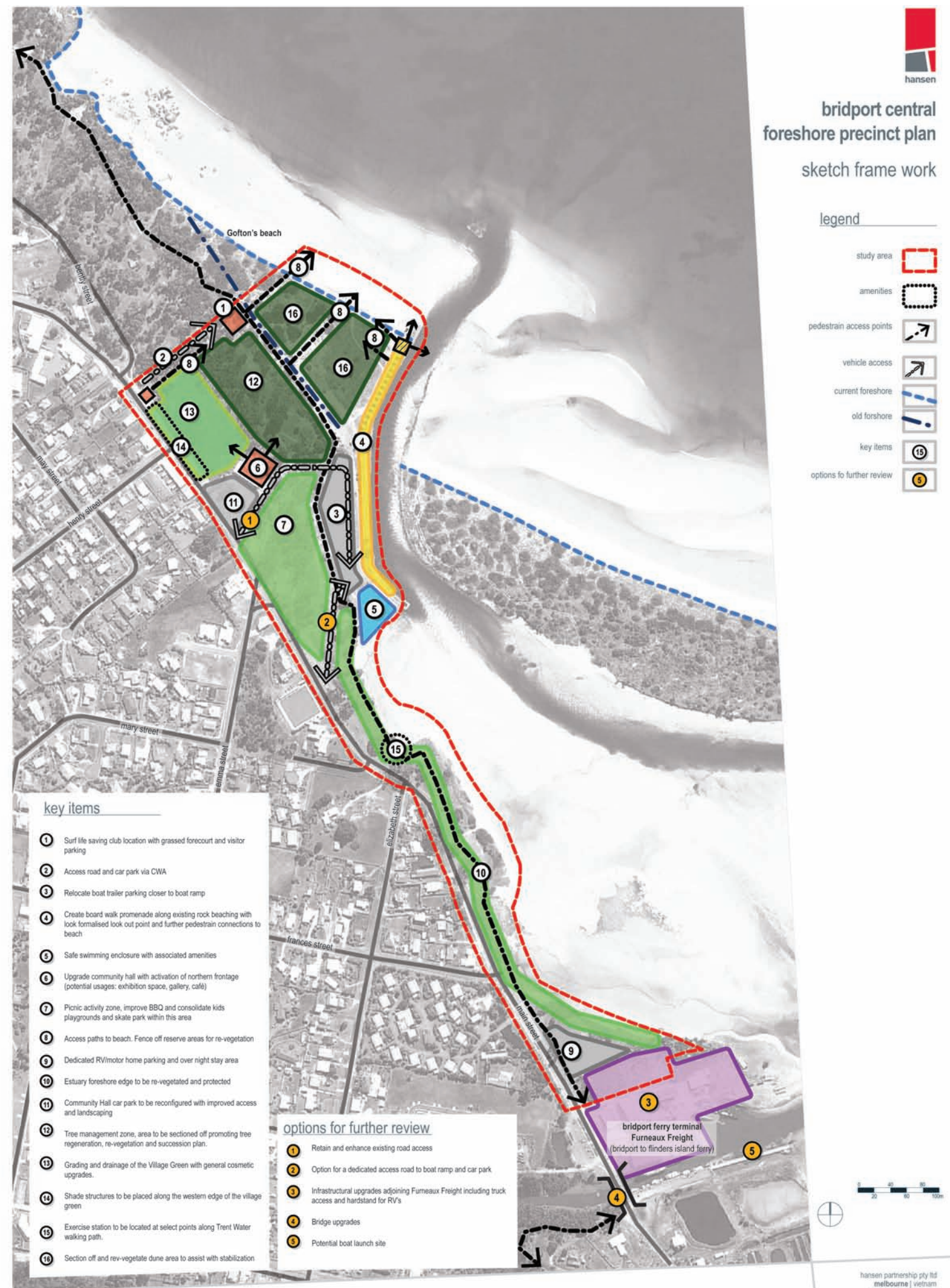
Following the conclusion of the Community Consultation Workshop, hansen partnership prepared a Framework Plan responding to the key issues identified and tabling potential solutions and locations for key elements. The Framework Plan forms the basis for the next stage of the Precinct Plan process.

The Framework Plan incorporates the following agreed elements:

1. The Surf Club building is to be located on the north side of the Village Green, generally in the location of the former beach shacks.
2. SLSC and beach visitor vehicle access and parking via the existing CWA carpark.
3. Relocate the boat trailer parking to flat area adjacent to the boat ramp (re-vegetate existing carpark).
4. Establish a boardwalk/promenade along the top of the sea wall.
5. Provide a swimming enclosure on the south side of the boat ramp.
6. Upgrade the Community Hall including activation of the northern edge fronting the Village Green. Include an exhibition/gallery/café space.
7. Improve and consolidate the bbq, picnic and kids activity zone.
8. Delineate clear beach access paths and provide fencing of other areas to promote vegetation rehabilitation.
9. Dedicated RV/motor home parking and over night stay area.
10. Estuary foreshore edge to be re-vegetated and protected.
11. Community Hall carpark to be reconfigured with improved access and landscaping.
12. Tree management zone, area to be sectioned off promoting tree regeneration, re-vegetation and succession plan.
13. The Village Green is to be regraded and drainage improved.
14. Provide seating and shade along the village green edge to Main Street.
15. Exercise stations along the foreshore walk area.
16. Re-vegetate the sand dune area behind Gofton's Beach.

The following items were to be reviewed further as options:

1. Retain and enhance existing road access
2. Option for a dedicated access road to boat ramp and car park
3. Infrastructural upgrades adjoining Furneaux Freight including truck access and hardstand for RV's
4. Bridge upgrades
5. Potential boat launch site



5 precinct plan

5.1 visioning

The “visioning” for the Precinct Plan sets out the aspirations and goals for the Bridport Central Foreshore for the next 20 years based on the following key considerations:

- Community values & needs
- Council requirements as managers of the land
- Best practice
- Environmental quality & conservation
- Long term sustainability
- Cost effectiveness and feasibility

The community consultation process has shown that the Bridport Central Foreshore is an integral part of the Bridport Town character. The Foreshore must meet the needs of the local residents by providing high quality public open space and amenities.

With growing development in tourism and recreation, Bridport Central Foreshore must also contribute positively to a growing local tourism industry and fit well along side other key tourism attractions such as the Bridport Walking Trail and the Caravan Park.

The foreshore must also accommodate a range of uses such as pedestrian trails, open space recreation, boating and public events.

The Precinct plan must put in place a range of management measures to conserve, protect and enhance important natural environmental considerations such as the marine estuary, existing trees and vegetation and the beach.

The Precinct Plan must look forward to the next 5, 10, 15 and 20 years to make appropriate provisions for growth in visitors to the Bridport Town, the impacts of Climate Change and Sea Level Rise, the ongoing ageing of existing vegetation and changes in demographics.

The Precinct Plan must provide Council with an achievable guideline for the ongoing upgrade of the foreshore over the next 20 years in line with funding expectations and management costs.

A review and plan for the upgrade to the existing Community Hall building combined with the siting and integration of a new Surf Life Saving Club facility are also key components of the plan’s vision.



figure 5.1: precinct plan

master plan actions

landscape and vegetation

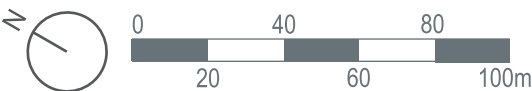
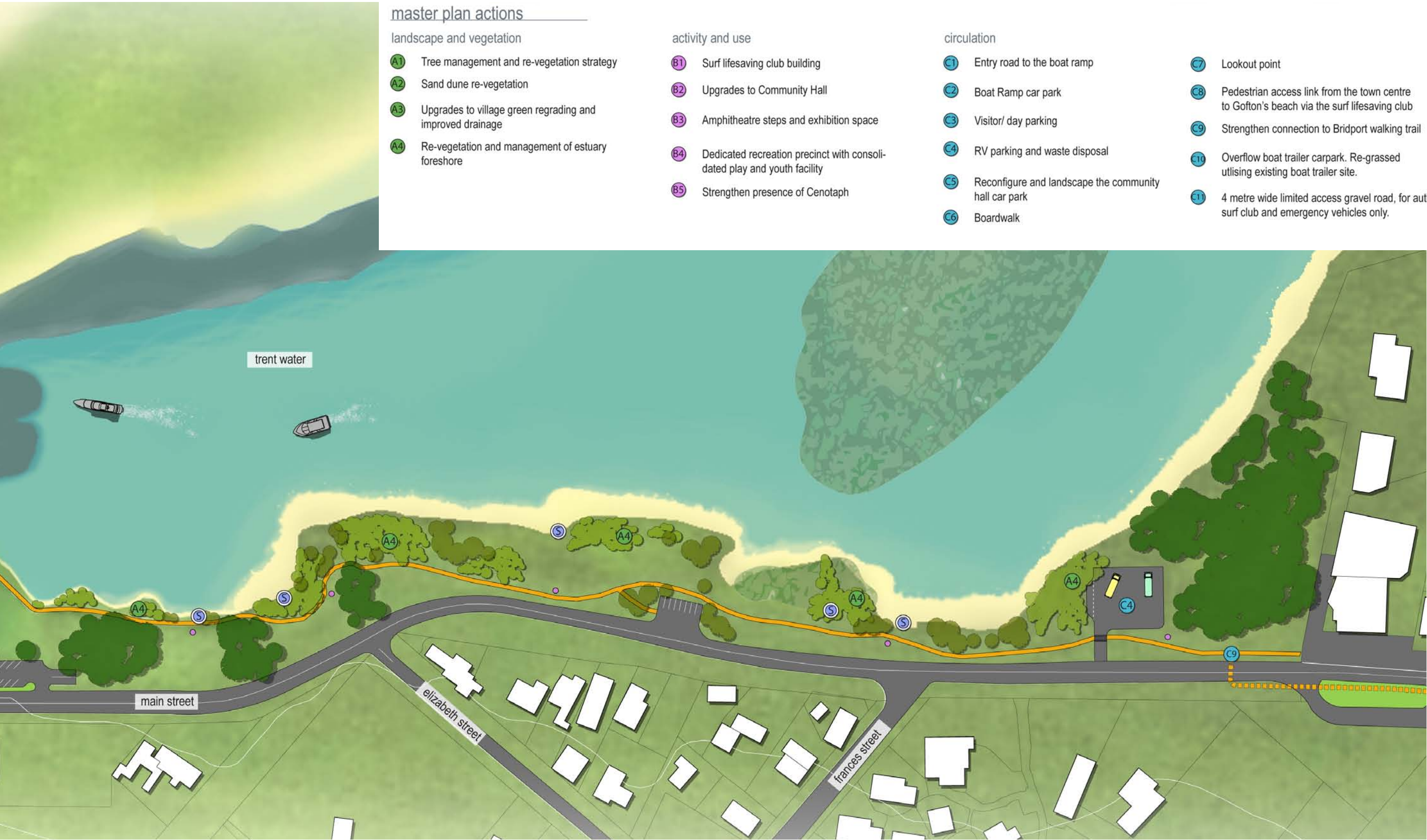
- A1 Tree management and re-vegetation strategy
- A2 Sand dune re-vegetation
- A3 Upgrades to village green regrading and improved drainage
- A4 Re-vegetation and management of estuary foreshore

activity and use

- B1 Surf lifesaving club building
- B2 Upgrades to Community Hall
- B3 Amphitheatre steps and exhibition space
- B4 Dedicated recreation precinct with consolidated play and youth facility
- B5 Strengthen presence of Cenotaph

circulation

- C1 Entry road to the boat ramp
- C2 Boat Ramp car park
- C3 Visitor/ day parking
- C4 RV parking and waste disposal
- C5 Reconfigure and landscape the community hall car park
- C6 Boardwalk
- C7 Lookout point
- C8 Pedestrian access link from the town centre to Gofton's beach via the surf lifesaving club
- C9 Strengthen connection to Bridport walking trail
- C10 Overflow boat trailer carpark. Re-grassed utilising existing boat trailer site.
- C11 4 metre wide limited access gravel road, for authorised surf club and emergency vehicles only.



5.2 landscape and vegetation

5.2.1 tree management strategy

Based on the preceding analysis of existing trees, a number of tree revegetation management areas have been identified. These are shown in the tree management strategy plan in the figure below.

These areas have been developed by first identifying all existing trees with a 25 years or longer useful life expectancy (ULE).

Using these trees as key anchor points, the plan has then defined areas specifically for the purpose of ongoing tree revegetation and replacement.

These vegetation management areas would be fenced to protect trees from the impact of pedestrian activities and soil compaction and provide a sound framework for the ongoing management of trees on the foreshore.



figure 5.2: tree management strategy plan (nts)

5.2 landscape and vegetation

5.2.2 sand dune revegetation

The newly formed sand dune area will be treated through a revegetation program incorporating the recommendations put forward by Dorset NRM.

This will assist to stabilise this section of the foreshore that has accumulated through the ongoing coastal process of on-shore drift against the engineered rock wall.

This area will also become an important natural habitat for local wildlife and make a positive contribution to the surrounding landscape quality.

NRM recommends the following species for revegetation:

<i>Acacia longifolia ssp. sophorae</i>	Coastal Wattle
<i>Rhagodia candolleana</i>	Coastal Saltbush,
<i>Tetragonia implexicoma</i>	Bower Spinach,
<i>Atriplex cinerea</i>	Grey Saltbush,
<i>Correa alba</i>	White Correa,
<i>Poa pomiformis</i>	Coastal Poa Grass,
<i>Isolepis/Ficinia nodosa</i>	Knobby Clubrush,
<i>Carpobrotus rossii</i>	Native Pigface
<i>Leucopogon parviflorus</i>	Coast Beard-heath



figure 5.3: existing grass vegetation at the sand dune area

5.2 landscape and vegetation

5.2.3 Upgrades to the Village Green

The Village Green will be further enhanced through regrading and the provision of improved drainage. The objective here is to improve the amenity of the Village Green and make it suitable for a range of recreational uses all year round.

New pedestrian paths are located around the Village green edge and connect back up to the Main Street footpath. This will help to activate the perimeter and increase the focus of the Village Green as Bridport's central recreational and civic space.

Shelters have also been introduced to provide shade during the summer months and shelter from the variable coastal weather.



5.2 landscape and vegetation

5.2.4 revegetation & management along the estuary foreshore

The estuary foreshore edge will be treated through a revegetation program incorporating the recommendations put forward by Dorset NRM.

This will assist with the management of the ongoing erosion of the foreshore edge whilst making a positive contribution to the landscape quality of the foreshore trail.

Revegetation should allow for clusters of taller hardy shrubs to create sections of shelter from coastal winds, with intermittent planting of lower hardy shrubs and groundcovers to allow open views across the estuary water.

The revegetation strategy should also include a maintenance strategy to ensure regular weeding, re-mulching and pruning measures are regularly undertaken. A well implemented maintenance strategy is the key to ensuring a well established high quality landscaped foreshore is achieved.

Dorset NRM recommends the following species in this area:

<i>Acacia longifolia ssp. sophorae</i>	Coast Wattle
<i>Leucopogon parviflorus</i>	Coast Beard-heath
<i>Correa alba</i>	White Correa
<i>Rhagodia candolleana</i>	Coastal Saltbush
<i>Eucalyptus sp.</i>	Eucalyptus
<i>Banksia sp.</i>	Wattle



Figure 5.4: sketch concept section through revegetated foreshore edge

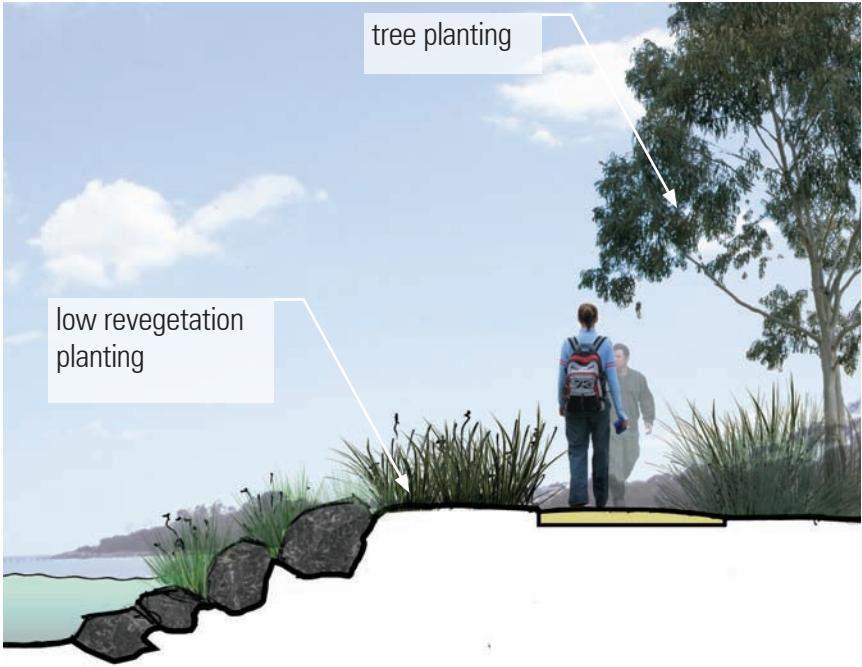
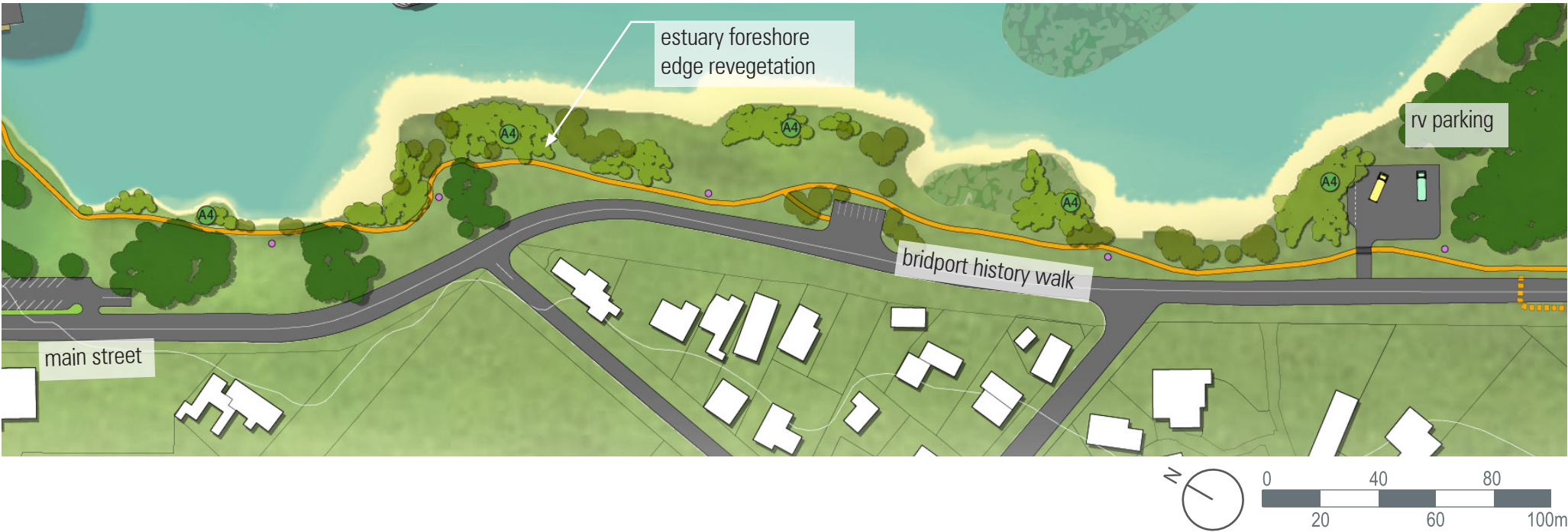


Figure 5.5: sketch concept section through revegetated foreshore edge



5.3 activity & use

5.3.1 surf life saving club

A site has been allocated for a new Surf Life Saving Club in the northern part of the study area near the shared boundary with the Bridport Caravan Park.

The site has been carefully selected to take into consideration the requirements of Surf Life Saving Tasmania and allows for good surveillance and access to Gofton's Beach.

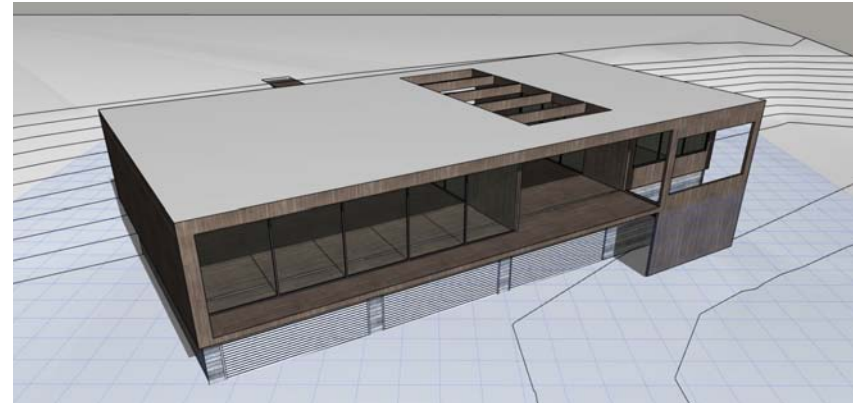
This location has also been selected as it sits within the original foreshore line as it was prior to the accumulation of the sand dunes against the engineered inlet wall. This seems a sensible approach as the stability of the recently formed sand dune area is unknown and may pose structural problems for the surf club during construction.

The surf club has also been sited to address concerns over possible sea level rise storm surge.

The design shown in the artists impressions opposite have been generated by JAWS Architects based on the concept plans already prepared by consultants acting on behalf of the surf club. It is anticipated that the design, final siting and planning of the surf club building will be undertaken separately by the Bridport Surf Club and the images shown should act as a starting point only.

The visual impact of the building from the foreshore will be minimal due to the distance from the beach, the simple form and use of natural materials and muted colours to help it blend into the background vegetation. The site selected will also help by utilising the existing land form to embed the building into the surrounding landscape.

An area of open grass has been shown on the beach side of the building as well as a connecting path and driveway to allow the surf club to gain efficient and controlled access to Gofton's Beach to deploy vehicles and equipment.



5.6 artists impression of the surf life saving club concept, JAWS Architects



5.5 photomontage of Surf Life Saving Club concept in the proposed location, prepared by JAWS Architects

5.3 activity & use

5.3.2 upgrades to the community hall

In order to assist with the activation of the building edge which fronts onto the Village Green, a number of new structures are envisaged.

The figure opposite provides an overview of the revised building arrangement. At the core of the design intent is the need to open the Community Hall up to the surrounding landscape and activate the building as usable civic space. This will improve the functionality of the building and reinforce the Community Hall as the civic 'heart' of Bridport.

A new gallery/exhibition space is proposed on the western end of the building connected with a new verandah. This will provide a shaded transition from the main street and new opportunities for public events, displays and activities.

The verandah will form an all-weather external connection to the buildings and assist with mitigating the height and bulk of the hall in conjunction with application of darker colouring to the cladding. This element will also provide an ideal venue for the community market, allowing the hall to open up to the Village Green to expand its capacity in peak times as well as providing a covered outdoor stage.

A new Café is proposed at the Eastern end of the Hall taking advantage of pleasant views across the foreshore tree canopy towards Gofton's Beach.

The hall itself opens out to the north and connects to the Village Green via an open deck and a series of terraced seating walls and steps.

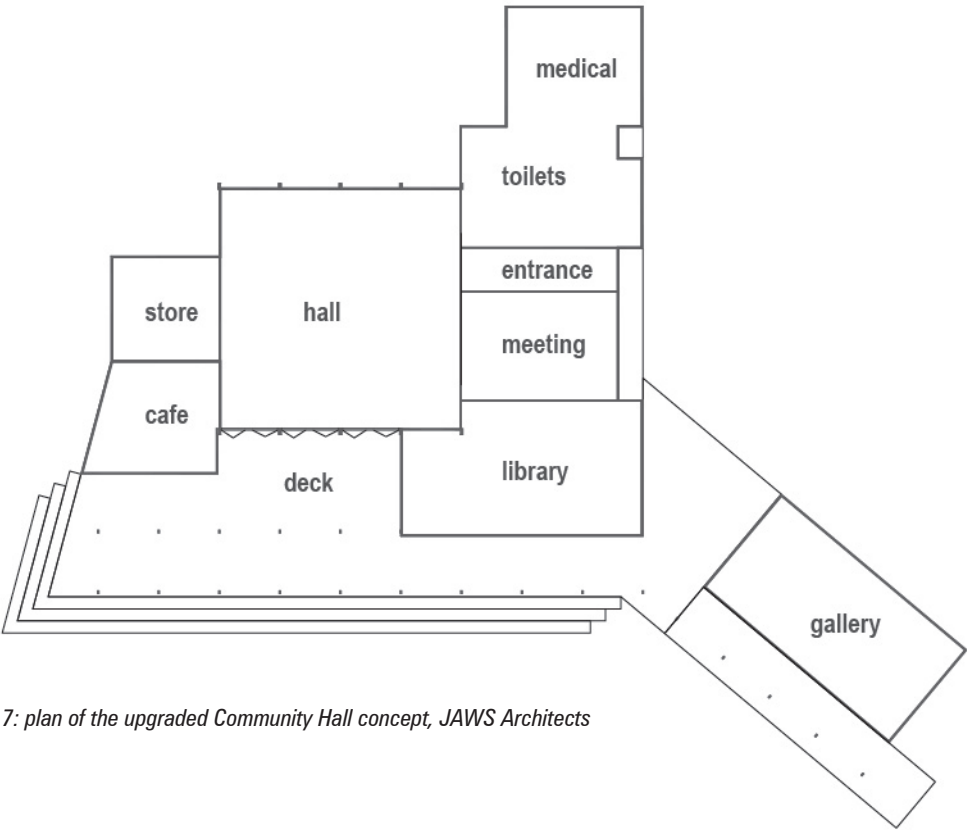
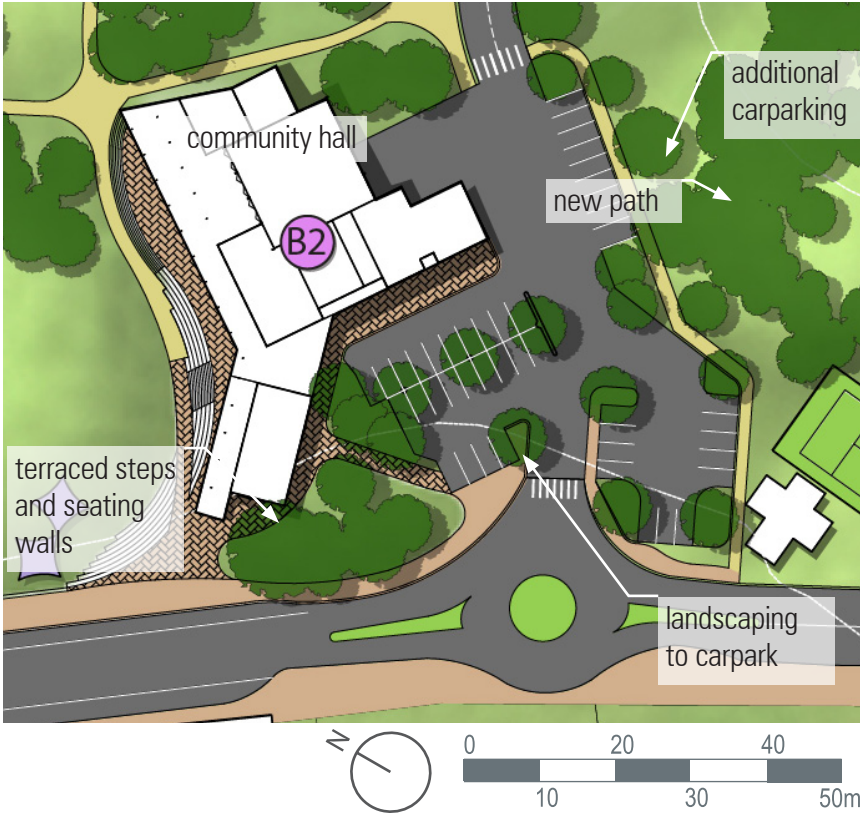


Figure 5.7: plan of the upgraded Community Hall concept, JAWS Architects



Figure 5.8: artists impression of the upgraded Community Hall concept, JAWS Architects

5.3 activity & use

5.3.3 amphitheatre steps & exhibition space

The Village Green will become the centre stage for community and recreation activities in Bridport.

A series of terraced steps and seating walls will create a an amphitheatre space at the south west corner of the Village Green and the north west corner adjacent to the CWA carpark.

These new amphitheatre spaces provide a location for exhibitions and public events such as the children's choir concert, responding to comments during the consultation phase of the project.

By activating these fringes the Village Green will be better integrated with Main Street pedestrian paths and the Community Hall.

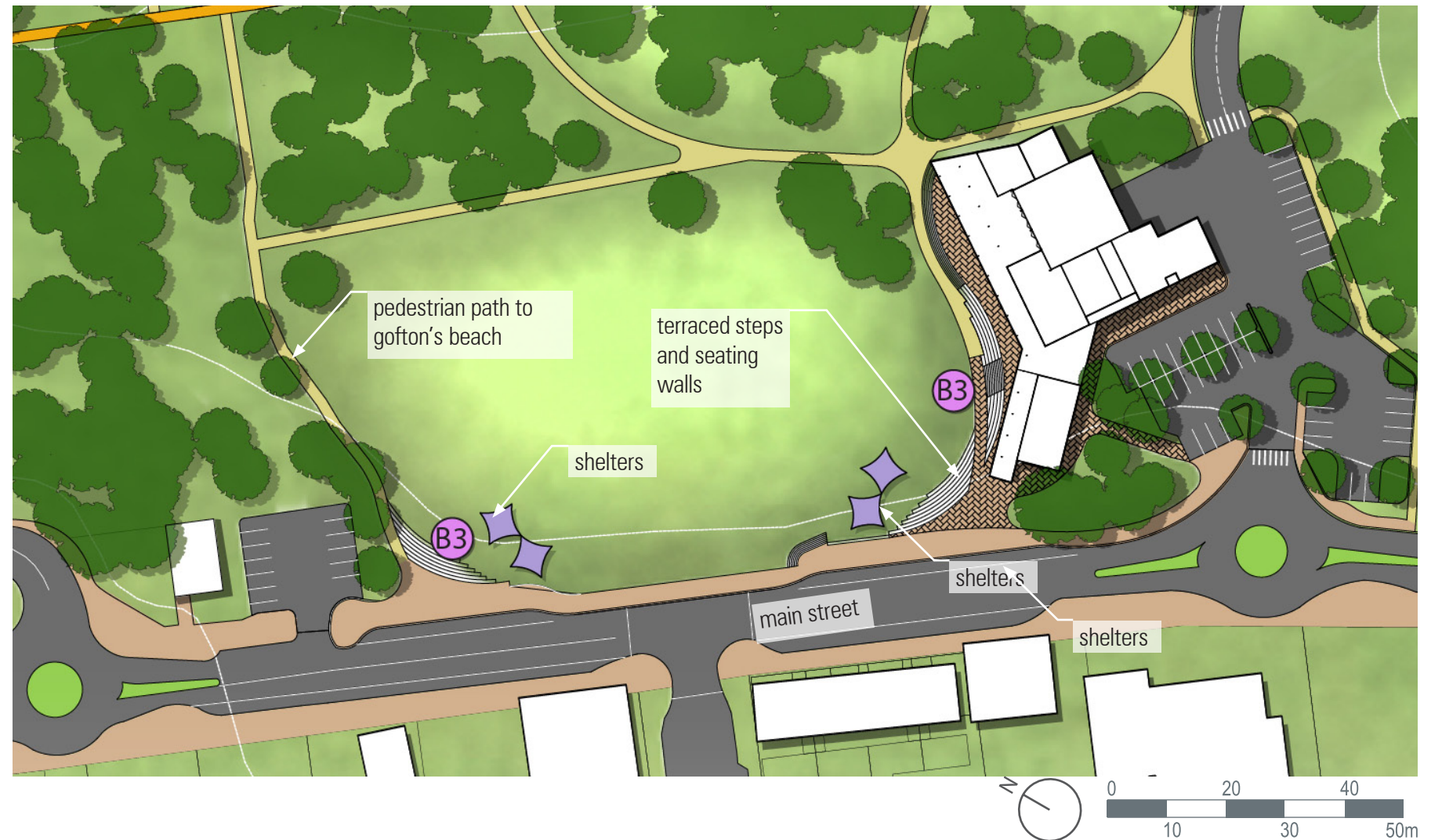


Figure 5.9: concept images of seating and amphitheatre steps

5.3 activity & use

5.3.4 recreation precinct

The recreation facilities will be consolidated into one linked ‘recreation precinct’ located at the heart of the Bridport Central Foreshore combining the existing tennis courts, a new playground, picnic and shelters areas, as well as toilets and associated change room facilities.



Figure 5.10: concept images of playgrounds

5.3 activity & use

5.3.5 cenotaph

The Cenotaph is to be retained and further enhanced to ensure that it is well integrated into the foreshore.

A dedicated pedestrian path leads to the Cenotaph area. Upgraded paving works surround the memorial and provide an increased presence to the memorial setting.

Any proposals in relation to the Cenotaph must be undertaken in consultation with the RSL.



Figure 5.13: existing cenotaph at Bridport Central Foreshore

5.4 circulation

5.4.1 access road to the boat ramp

Access to the new Boat Trailer Carpark follows the alignment of the existing route via the Community Hall carpark.

This connection provides efficient access to the boat ramp utilising existing infrastructure and the roundabout junction on Main Street.

A clearly defined pedestrian crossing point is also provided at the intersection with the Bridport History Walk.



Figure 5.14: concept images showing boat trailer activities

5.4 circulation

5.4.2 boat trailer carpark

The boat trailer carpark is relocated closer to the boat ramp facility. This consolidates the full range of boat launching and parking activities into one central area, minimising the length of roadway required and avoiding circulation blockages and clashes with other visitor groups.

Consolidating this boat trailer carpark also frees up extensive areas of the foreshore for recreation and conservation.

The existing sandy area currently used for boat trailer parking will be re-grassed and retained as an overflow for busy periods of the year.

The boat trailer carpark will be landscaped within the median strips and along the perimeter to improve the amenity and upgrade the landscape quality of this part of the foreshore.



Figure 5.15: boat trailer carparking and boat launching activities



5.4 circulation

5.4.3 visitor day parking on the foreshore

Two sections of new visitor carparking are located directly on the foreshore adjoining the boat trailer carpark.

These are conveniently located near to amenities and are well connected to the foreshore via the boardwalk and the adjoining path networks.

It is envisaged that this would be a pleasant place for visitors passing through Bridport stopping for a lunch or amenity break where they can take advantage of the foreshore trail, the swimming enclosure, the recreation precinct, boardwalk and the other activities along the boat ramp area.



5.4 circulation

5.4.4 RV parking

To respond to growing demand from RV tourists through Bridport, a dedicated RV carpark has been located in the existing open patch of reserve in the southern end of the study area.

This new amenity will help to reduce the impact of vehicles parking along the foreshore reserve and other carpark areas.

This carpark will also be accompanied by an RV sanitary dump station.



Figure 5.15: camper van trailer

5.4 circulation

5.4.5 re-configure and landscape community hall carpark

The Community Hall carpark has been re-configured to improve the overall presentation of Community Hall, reinforcing it as the civic heart of the town and improving the overall landscape quality of this section of the foreshore.

The information centre carpark is also upgraded to provide better integration with the adjoining Main Street pedestrian paths and to improve the landscape quality of the carpark.

The overall quantity of car spaces has also been increased.



5.4 circulation

5.4.6 boardwalk

A new pedestrian boardwalk runs along the top of the existing engineered estuary inlet rock wall.

The boardwalk will also provide a strong pedestrian connection from the boat ramp carpark to the beach and will contribute to the range of recreational features along the foreshore.

dredging operations at the inlet channel

The boardwalk concept shown is a long term aspiration of the Precinct Plan which reflects an opportunity to further enhance and develop the foreshore amenity and visitor experience.

It is, however, acknowledged that Furneaux Freight are currently authorised to undertake routine dredging of the inlet channel in this area. Marine and Safety Tasmania (MAST) have provided hansen with the relevant documentation in regards to the channel dredging operations currently undertaken by Furneaux Freight in order to maintain ferry access through the estuary inlet.

This agreement is outlined in a letter to Furneaux Freight from the department of Primary Industries, Parks, Water and Environment, dated 21st March 2012 and is valid for a period of 12 months from the date of the letter.

Furneaux Freight have indicated through the consultation process that these operations require access for dredging machinery and depositing of excavated material along the estuary edge either side of the engineered rock wall.

It is anticipated that any implementation of the boardwalk concept would need to be carefully considered in light of the ongoing channel dredging operations and would require a thorough consultation between relevant stakeholders and government departments to achieve a successful outcome.



Figure 5.16: boardwalk concept images

5.4 circulation

5.4.7 lookout point

A lookout point at Gofton’s Point will take advantage extensive views along the Anderson’s Bay coastline to the south, and Gofton’s Beach to the north.

The lookout point design should also incorporate steps connecting the lookout platform down to Gofton’s Beach.



Figure 5.17: lookout concept image



Figure 5.18: views looking south east from Gofton's Point across Anderson's Bay

5.4 circulation

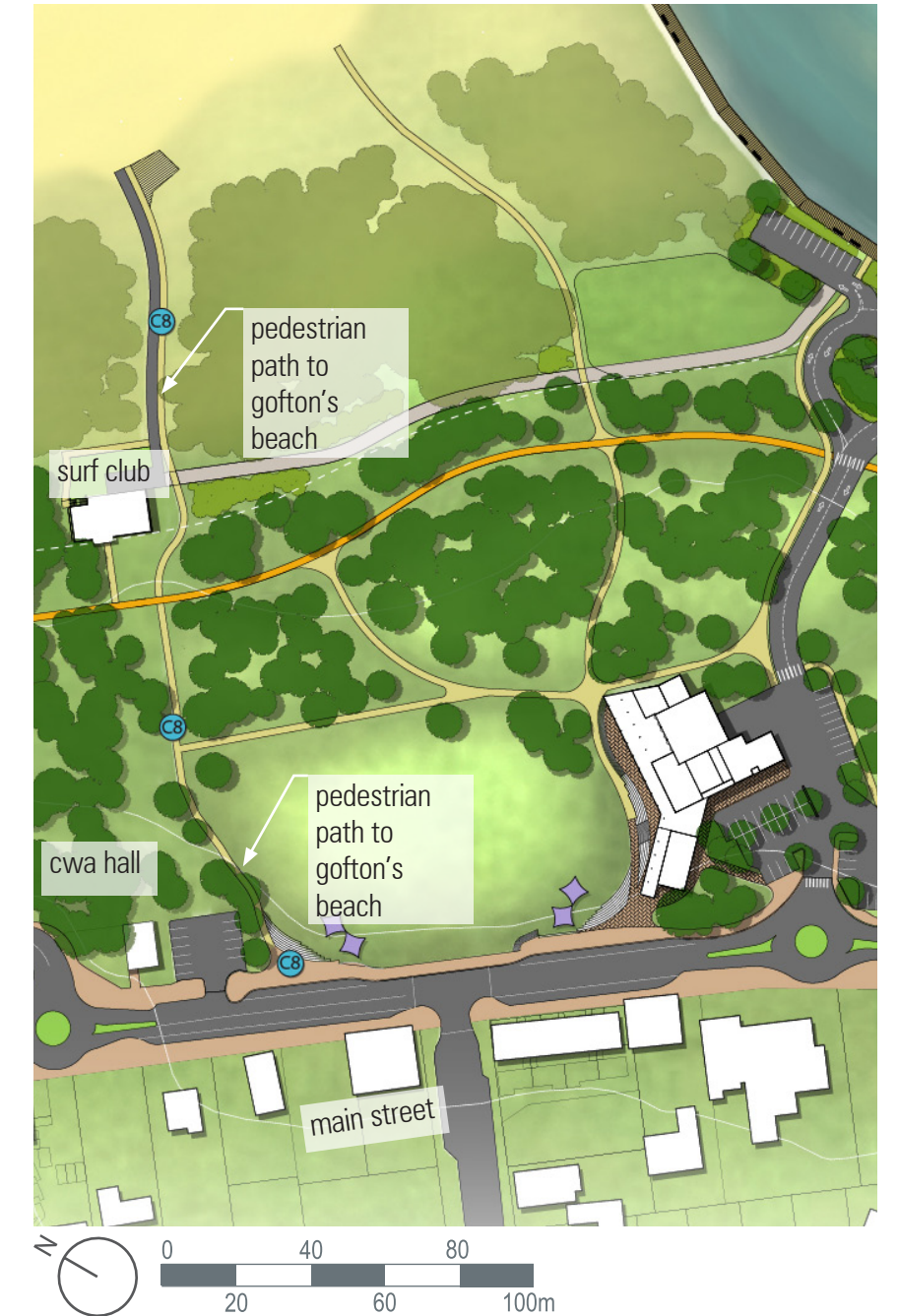
5.4.8 pedestrian access link from the town centre to Gofton's Beach

A new pedestrian path provides a clear connection from the town centre shops to the beach, via the surf club.

This new path will become the main access way to the beach for visitors and should be accompanied by appropriate new signage to re-establish the important connection between Bridport's town centre and Gofton's Beach.



Figure 5.19: beach pedestrian connection concept images



5.4 circulation

5.4.9 strengthen connection to Bridport Walking Trail

The southern end of the Bridport History Walk is connected to the Bridport Walking Trail via pedestrian crossing and the installation of a new pedestrian path along the western side of the road.

This is also a suitable location for signage and information on the Bridport Walking Trail.



5.4 circulation

5.4.10 overflow boat trailer carpark

The site of the existing boat trailer carpark will be retained and utilised as an overflow facility during busy periods. It is proposed that this area would be maintained as a grassed surface with some minor levelling and surface improvements to integrate the site into the surrounding landscape improvements. Access to this site would also require management through the use of signage and removable bollards.



5.4 circulation

5.4.11 limited access gravel road

A limited access gravel road connects the new visitor carpark to the surf club access driveway and loading bay area.

The limited access road is designed as a temporary measure to provide vehicular and emergency access to the surf club pending construction of the surf club access road.

The use of the road will be controlled through appropriate signage and the installation of removable bollards.



6 opinion of probable cost & implementation

6.1 priority actions

This section of the report is focussed on the implementation of the works as outlined in the Precinct Plan with a view to aiding Council in their budgeting and identification of key priorities for the foreshore over the next 20 years.

From discussions with Council staff, stakeholders and the broader community we have identified a number of high priority actions as follows:

1. Tree Management and Revegetation
2. Boat Trailer Carpark
3. Pedestrian access link from the town centre to Gofton's Beach

Tree Management & Re-vegetation

As outlined in this report the existing mature trees within the foreshore reserve are integral to the character of Bridport.

Many of the existing trees are reaching the end of their life-spans and are likely to require significant pruning and/or removal in the short and medium terms.

For these reasons the implementation of a foreshore tree management strategy is of high importance to ensure that this vegetation is retained and replaced over time.

Boat Trailer Carpark

The poor functionality of the existing boat trailer carpark is central to the design response in the Precinct Plan and is considered a priority action.

By providing a purpose built boat trailer carpark facility located closer to the existing Boat Ramp the current difficulties associated with traffic, pedestrian and bicycle circulation will be significantly reduced. This new facility will be of particular benefit during busy summer months when traffic flows and boat ramp usage is high.

The implementation of this action will greatly improve the overall circulation of the foreshore and will enable other areas of the land to be reclaimed for recreation and re-vegetation purposes, thereby achieving a net improvement in the quality of the foreshore landscape and its amenity.

Pedestrian Connection to Gofton's Beach

A clear and direct pedestrian connection from the town centre to Gofton's Beach, via the proposed Surf Club, will provide benefits to both the local community & visitors to Bridport. The physical connection with the beach is an important aspect of the town's character and the encroachment of the sand dune land has, to some degree, lessened this relationship by distancing the foreshore edge from the main street. This relatively simple intervention will also contribute to the long term growth of the local tourist based economy and improve the walk-ability of the reserve.

6.1 opinion of probable cost

The following section provides a breakdown of each of the Precinct Plan actions, including the high priority items by estimating the range of works anticipated and their corresponding costs.

The information shown is based on current unit rates available to the construction industry and provides a reasonable basis for planning into the future.

6.1 opinion of probable cost

Action	Associated tasks	Quantity	Unit	Rate	Amount	Timeframe	Dependent Actions
1 Boat Trailer Carpark							
1.1	Excavation & earthworks	6394	m2	\$35.00	\$223,790.00		
1.2	Bitumen surface to carpark and road including subbase	6394	m2	\$50.00	\$319,700.00		
1.3	150mm Concrete Kerbing	966	m	\$46.00	\$44,436.00		
1.4	Line marking and directional arrows	883	m	\$3.00	\$2,649.00		
1.5	Stormwater drainage	966	m	\$150.00	\$144,900.00		
1.6	Carpark lighting & poles	8	no.	\$3,000.00	\$24,000.00		
1.7	Garden bed cultivation	2075	m2	\$1.00	\$2,075.00		
1.8	200mm depth of Topsoil	415	m3	\$52.00	\$21,580.00		
1.9	Spread top soil by machine	2075	m2	\$1.00	\$2,075.00		
1.10	100mm Tubestock planting 3/m2	6,225	each	\$8.00	\$49,800.00		
1.11	Tree planting 45 litre	50	no.	\$80.00	\$4,000.00		
1.12	75mm depth of mulch	2117	m2	\$4.00	\$8,468.00		
1.13	Feature paving to 3 no. pedestrian crossing	90	m2	\$150.00	\$13,500.00		
1.14	Signage	1	lumpsum	\$5,000.00	\$5,000.00		
				Sub Total	\$865,973.00	Short Term	
2 Amenities & changing facility							
2.1	Changing facilities & toilet building	50	m2	\$2,420.00	\$121,000.00		
2.2	Paving	190	m2	\$150.00	\$28,500.00		
2.4	lighting & light pole	1	no.	\$3,000.00	\$3,000.00		
2.5	Garden bed cultivation	57	m2	\$1.00	\$57.00		
2.6	200mm depth of Topsoil	11.4	m3	\$52.00	\$592.80		
2.7	Spread top soil by machine	57	m2	\$1.00	\$57.00		
2.8	100mm Tubestock planting 3/m2	171	no.	\$8.00	\$1,368.00		
2.9	Tree planting 45 litre	3	no.	\$80.00	\$240.00		
2.10	75mm depth of mulch	57	m2	\$4.00	\$228.00		
2.11	Signage	1	lumpsum	\$2,000.00	\$2,000.00		
2.12	Bollards	10	no.	\$300.00	\$3,000.00		
				Sub Total	\$160,042.80	Short Term	

Action	Associated tasks	Quantity	Unit	Rate	Amount	Timeframe	Dependent Actions
3 Recreation & Playground Precinct							
3.1	Excavation & earthworks	1143	m2	\$35.00	\$40,005.00		
3.2	Supply and install timber bench	6	no.	\$1,500.00	\$9,000.00		
3.3	Supply and install picnic tables with benches	4	no.	\$5,000.00	\$20,000.00		
3.4	Supply and install picnic shelter	4	no.	\$8,000.00	\$32,000.00		
3.5	Supply and install barbeque	2	no.	\$5,000.00	\$10,000.00		
3.6	Super playground installation, soft fall, equipment	1	no.	\$150,000.00	\$150,000.00		
3.7	Lighting & light pole	3	no.	\$3,000.00	\$9,000.00		
3.8	Tree Planting 45 L + staking	15	no.	\$90.00	\$1,350.00		
Sub Total					\$271,355.00	Medium Term	
4 Tree management & fencing							
4.1	Rural style post & wire fencing	1,765	m	\$10.00	\$17,650.00		
4.2	Tree Planting 45 L + staking	400	no.	\$90.00	\$36,000.00		
Sub Total					\$53,650.00	Short Term	
5 Foreshore revegetation							
5.1	Garden bed cultivation	9,895	m2	\$1.00	\$9,895.00		
5.2	200mm depth of Topsoil	1,979	m3	\$52.00	\$102,908.00		
5.3	Spread top soil by machine	9,895	m2	\$1.00	\$9,895.00		
5.4	100mm Tubestock planting 3/m2	29,685	each	\$8.00	\$237,480.00		
5.5	Tree planting 45 litre	200	no.	\$80.00	\$16,000.00		
5.6	75mm depth of mulch	9,895	m2	\$4.00	\$39,580.00		
Sub Total					\$415,758.00	Short Term	
6 Village Green upgrades							
6.1	Earthworks Cut & Fill	2,000	m3	\$8.00	\$16,000.00		
6.2	Subsurface drainage/agg drainage	400	m	\$400.00	\$160,000.00		
6.3	Excavation	400	m	\$8.00	\$3,200.00		
6.4	Remove topsoil & stockpile	7280	m2	\$1.00	\$7,280.00		
6.5	Supply & install turf	7280	m2	\$15.00	\$109,200.00		
6.6	Topdressing	7280	m2	\$8.00	\$58,240.00		
6.7	CWA end concrete steps	81	m2	\$200.00	\$16,200.00		
	Shade structures	4	no.	\$5,000.00	\$20,000.00		
Sub Total					\$390,120.00	Long Term	
7 Community Hall upgrade & adjoining landscaping							
7.1	Cultivate subgrade to 150mm depth to all garden bed and lawn areas	4,372	m2	\$1.00	\$4,372.00		
7.2	Community Hall Steps	210	m2	\$200.00	\$42,000.00		
7.3	Paving	585	m2	\$150.00	\$87,750.00		
7.4	Concrete Paved Ramp	120	m2	\$60.00	\$7,200.00		
7.5	Community Hall Upgrade: New Café, Gallery, Verandah and internal refurbishment (excl. fitout)	1	no.	\$1,060,000.00	\$1,060,000.00		
Sub Total					\$1,201,322.00	Long Term	

Action	Associated tasks	Quantity	Unit	Rate	Amount	Timeframe	Dependent Actions
8 Community Hall Carpark							
8.1	Demolish sections of existing carpark surface	1,634	m2	\$25.00	\$40,850.00		
8.2	Bitumen surface to carpark and road including subbase	1,634	m2	\$50.00	\$81,700.00		
8.3	New kerbing	289	m	\$46.00	\$13,294.00		
8.4	Stormwater Drainage	289	m	\$150.00	\$43,350.00		
8.5	Carpark lighting & poles	4	no.	\$3,000.00	\$12,000.00		
8.6	Garden bed cultivation	555	m2	\$1.00	\$555.00		
8.7	200mm depth of Topsoil	111	m3	\$52.00	\$5,772.00		
8.8	Spread top soil by machine	555	m2	\$1.00	\$555.00		
8.9	100mm Tubestock planting 3/m2	1165	each	\$8.00	\$9,320.00		
8.10	Tree planting 45 litre	20	each	\$80.00	\$1,600.00		
8.11	75mm depth of mulch	555	m2	\$4.00	\$2,220.00		
8.12	Signage	1	lumpsum	\$10,000.00	\$10,000.00		
8.13	Line marking and directional arrows	200	m	\$3.00	\$600.00		
				Sub Total	\$221,816.00	Long Term	
9 New paths							
9.1	supply & install granitic sand paths with timber edge	784	m	\$40.00	\$31,360.00		
				Sub Total	\$31,360.00	Medium Term	
10 RV Carpark & facilities							
10.1	Excavation & earthworks	1167	m2	\$35.00	\$40,845.00		
10.2	Bitumen surface to carpark and road including subbase	1167	m2	\$50.00	\$58,350.00		
10.3	150mm Concrete Kerbing	152	m	\$46.00	\$6,992.00		
10.4	Line marking and directional arrows	50	m	\$3.00	\$150.00		
10.5	Stormwater drainage	152	m	\$150.00	\$22,800.00		
10.6	Carpark lighting & poles	2	no.	\$3,000.00	\$6,000.00		
10.7	Dump station	1	units	\$0.00	\$0.00		
				Sub Total	\$135,137.00	Long Term	
11 Limited access gravel road							
11.1	Excavation & earthworks	827	m2	\$35.00	\$28,945.00		
11.2	Supply and install gravel surface	827	m2	\$50.00	\$41,350.00		
11.3	Bollards	10	each	\$300.00	\$3,000.00		
11.4	Signage	1	lumpsum	\$10,000.00	\$10,000.00		
				Sub Total	\$83,295.00		
TOTAL							
				Overall Sub Total	\$3,829,828.80		
Exclusions							
Preliminaries and site establishment is ommitted as works are likely to be tendered seperately over a long			Contingency allowance (20%)		\$765,965.76		
				Total	\$4,595,794.56		

bridport central foreshore precinct plan



master plan actions

landscape and vegetation

- A1 Tree management and re-vegetation strategy
- A2 Sand dune re-vegetation
- A3 Upgrades to village green regrading and improved drainage
- A4 Re-vegetation and management of estuary foreshore

activity and use

- B1 Surf lifesaving club building
- B2 Upgrades to Community Hall
- B3 Amphitheatre steps and exhibition space
- B4 Dedicated recreation precinct with consolidated play and youth facility
- B5 Strengthen presence of Cenotaph

circulation

- C1 Entry road to the boat ramp
- C2 Boat Ramp car park
- C3 Visitor/ day parking
- C4 RV parking and waste disposal
- C5 Reconfigure and landscape the community hall car park
- C6 Boardwalk
- C7 Lookout point
- C8 Pedestrian access link from the town centre to Gofton's beach via the surf lifesaving club
- C9 Strengthen connection to Bridport walking trail
- C10 Overflow boat trailer carpark. Re-grassed utilising existing boat trailer site.
- C11 4 metre wide limited access gravel road, for authorised surf club and emergency vehicles only.

legend

tall vegetation

dune vegetation

estuary vegetation

salt marsh

tennis court

playground

picnic and shade shelters

stormwater outlet

buildings

foreshore walking path

pedestrian path

limited access gravel road

exerise station

connection to bridport walking trail

roads

parking areas

5 metre contours

indicative line of the old foreshore

timber boardwalk

Project Ref: 11.652

Dwg No.: LCD-005

Scale: 1:1000@A0

Date: 30.11.12

Revision: G

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