

Appendix A

Community Consultation

Public Information Day Response Form

Issues Paper

Focus Group Meeting Notes

COPY OF FEEDBACK FORM

Your suggestions, ideas or comments will help us formulate concepts and guidelines for the Bridport Future Planning and Development Strategy. There is a map of the study area available from GHD staff for you to point out the locations you are commenting on.

Providing your name and contact details is optional, but will assist us if we need to clarify any information. We will ensure that the information you provide remains confidential and we thank you for your contribution.

Name: _____

Phone _____

E-mail _____

Postal Address:

1. What is your connection to the Bridport area? (You may tick more than one of the following).

- ☐ Landowner in Bridport
- ☐ Resident of Bridport
- ☐ Frequent visitor to Bridport
- ☐ Resident of Dorset Municipality
- ☐ Bridport business owner/operator
- ☐ Local community group member
- ☐ Other (please specify)

2. Age (please tick one)

- ☐ 14 and under ☐ 40-49
- ☐ 15-19 ☐ 50-59
- ☐ 20-29 ☐ 60-69
- ☐ 30-39 ☐ 70+

3. The following issues are being considered as part of the project. Please tick those that are important to you and provide comments.

- | | | |
|--------------------------|--|--|
| ☐ | Foreshore and coastal management | |
| ☐ | Environmental values | |
| ☐ | Urban, streetscape and landscape design | |
| ☐ | Commercial and retail services | |
| ☐ | Industrial and port activities | |
| ☐ | Tourism attractions | |
| ☐ | Recreational opportunities | |
| ☐ | Heritage values | |
| ☐ | Community and social needs | |
| ☐ | Disabled access to services and facilities | |
| ☐ | Facilities for young people | |
| ☐ | Facilities for older people | |
| ☐ | Water, sewerage, communications & power | |
| ☐ | Roads, traffic & pedestrian access | |

4. Please describe what you like about Bridport.

5. What do you think needs improving in the area?

6. Please write any general comments, or elaborate on issues mentioned earlier in the space below. You can obtain a map from GHD staff to point out areas to which you are referring.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page or a sheet of stationery.

Please return this form by Monday 26th September to: GHD Pty Ltd, GPO Box 667, Hobart, 7001, or to the Bridport Pavilion, Main Street Bridport.

For further information, contact John Wadsley or Kate Harris on 62 100 600 or e-mail: kate_harris@ghd.com.au

Bridport Future Planning and Development Strategy

Residents/Community No.1 Focus Group Meeting

Monday, 23rd January 2006

Attendees:

Peter Howard, Resident
Zilla Dobson, Bridport Senior Citizens Club
Jeff Jennings, Resident
Karen Brown, Resident
Margie McKenzie, Resident
Geoff Styles, Resident
Sheila Lovegrove, Resident
Tom Ransom, Resident

Craig Philpot, Landowner
Maxine Williams, Doctors Surgery
Lyn Commene, Community Health Service
Missy Thompson, Bridport Primary School
Susanne Jones, Resident
C A Woodward, Holiday Home Owner
Annette Ranson, Resident
Diana Hardy-Wilson, Bridport Innovations/Ex Services
Community Club

1. Introduction

The participants were asked to introduce themselves, and outline their interest in Bridport or an issue about the town that is important to them. This enabled GHD to gain an understanding of the values and issues at the forefront of people's minds. For this group, important issues noted included retention of the special qualities of the town, sustainability of existing infrastructure and the standard of roads through the town.

2. Review of the Issues Paper and Opportunities Plans

The following points were made during a discussion of the Issues Paper and opportunities maps that were circulated by GHD to generate discussion in the focus groups.

Infrastructure

- Infrastructure capacity is a big problem that needs to be addressed as a top priority.
- Future development will depend on the improvement of infrastructure services (sewerage and water supply) in the town. Limitations on water supply in summer are a major concern.
- It was noted that north of the bridge and past Granite Point there is no infrastructure and this restricts the growth of Bridport. There are currently problems with septic tanks in these areas.
- It was noted that there are 10km of unmade roads in Bridport and many existing roads are very unsafe.

Bridport Foreshore

- Bridport has a fragile coastal ecosystem which needs to be protected
- The foreshore is considered to be Bridport's greatest asset.
- Management of the foreshore has improved with adjacent to the caravan park with new management and community volunteers continuing their work. However, additional management measures are required particularly to remove invasive weeds, such as sea spurge.
- There is concern that the foreshore from Old Pier Beach to Granite Point is not being managed appropriately by the PWS, again only volunteer work takes place and numbers are dwindling. Much of the work done at Mermaids Pool has been undertaken by volunteers with no State Government assistance. This area was described as the jewel in the crown of Bridport and requires more attention.
- Fencing of the caravan park along Bentley Street was supported in terms of preventing damage to vegetation and restricting inappropriate access. However, there needs to be more easily defined access routes to the beaches, public access areas and paths. Better signage may assist here.
- Cycle and pedestrian access needs improvement along the foreshore, by extending paths and linking different sections, particularly as part of a circular route around the town (linking with the Wildflower reserve and Crown Land behind the town). Interpretation signage would be a welcome improvement to the area.

- Toilet facilities need to be maintained to a higher standard. In this regard, management issues with council and the caravan park need to be resolved.
- There is potential to remove marram grass near Gofons Beach and establish additional parking for day visitors. This could also involve better path access to the beach from the carpark and village green.
- The previously proposed Lions Club lookout was discussed. The Strategy should identify other potential viewpoints both on the higher streets of the town and along the foreshore to encourage visitors to make the most of Bridport's coastal position.

Traffic, Access and Parking

- There was agreement that a traffic management plan is required for vehicles and other forms of transport. Traffic calming measures need to be established throughout the town and in particular along Main Street and Bentley Street.
- Some people thought that Westwood and Bentley Streets require footpaths, kerb and guttering due to safety concerns.
- There are pedestrian safety issues with the Henry Street/Main Street junction that need to be addressed.
- It is recognised that to establish outdoor dining and a pedestrian zone along the commercial strip it might be necessary to cut into the village green.
- U-turns are a problem along Main Street and the possibility of establishing a roundabout(s) was raised.
- Road Safety is an issue for the school – better parking provision in South Street would help, as well as encouraging children to wear bike helmets.
- A new road access into the town from the west was discussed and generally supported if it did not create unnecessary through traffic. Some saw this as a positive move to reduce reliance on existing access, and to enable heavy transport vehicles to avoid travelling through the town centres.
- Better parking for boat trailers could be provided closer to the boat ramp.

Residential Development

- Natural landscape values are important issues to consider with all proposed developments in the town, and housing styles should reflect the natural values of the town.
- It was considered by some people that lot sizes should remain at large sizes, although it was agreed that increased density for housing close to the shopping precinct would be of benefit.
- Sympathetic infill development close to the town centre is considered to be appropriate. This would be particularly beneficial for the aging population.
- The point was raised that many people wish to subdivide their land, but lot size requirements under the planning scheme are restrictive in some areas and this can cause problems, as large lots are hard to maintain for semi-permanent residents and for older people.
- Tourism is prohibited in the Residential A Zone, which places unnecessary restrictions on property owners in the area who wish to establish bed and breakfast accommodation and the like. It is considered that making this use discretionary would result in some developments that would benefit the town.
- Some people are unhappy about the bulk of some newer residential developments in Bridport as they dominate the streetscape and leave little scope for establishing greened areas, which is an important part of the overall character of the area.
- Incentives should be given to land owners to grow trees, as many new properties are lacking in vegetation. Possible height limits on trees may be required so that people do not lose viewfields.
- There is concern that the TASCARD principles are not applicable in the town because those principles can result in a suburban appearance, which may not be desired.
- There should be stringent height controls on development throughout the town.

- ▮ Population growth needs to be considered when making decisions about future residential development and infrastructure capacity.
- ▮ The views from the streets on the hill are not the only important views. Those views from lower down are also of importance to local residents. Locals have/want a ‘ground view’ of the coast.
- ▮ There needs to be a focus on quality of development, not quantity.

Community Facilities

- ▮ Establishing additional uses in the community hall would be desirable, however it was pointed out that the rent in the hall is very expensive.
- ▮ It was agreed that the community hall would benefit from a ‘face lift’. The concepts for better integrating the hall and the village green were broadly supported, particularly as the focus of cultural activity for the town, with an outdoor theatre space.
- ▮ Football oval should be relocated due to drainage problems on current site. The option to allow residential/tourism developments on the oval with a new ground on the foreshore (or reclaimed land?) has been raised in the past.
- ▮ There is a strong movement in the town for developing new activities in existing facilities such as the film society using the Community Club, as well as hospitality courses. It is recognised that improvements to the building are necessary.
- ▮ The Bridport Pavilion has provided a good location for tourist information, but better signage is needed.

Facilities for Young People

- ▮ Concern was raised about the lack of fencing around the childrens park opposite the Community Club, as it is bounded by Main Street and Trent Water.
- ▮ It was suggested that there may be a need for a new recreational ground in Bridport for children’s sport and other activities.
- ▮ If the skate park is to be relocated, it would be good to integrate it with other facilities for younger children, such as around the village green. The option to make the skate park more ‘visible’ was supported.
- ▮ Road safety is an issue near the primary school. It was suggested that South Street needs a formal parking area for staff so drop offs can be made along the road.
- ▮ The Adopt a Patch program should be reinstated with the School to encourage better environmental awareness and allow students to take a more active interest in foreshore management.

Need for a Cemetery

- ▮ There is a need for a cemetery in the town. Many people have raised this as a concern, particularly for long-term residents. Groundwater issues are causing problems with the establishment of a cemetery, but it was suggested that such issues could be overcome, if Council took it more seriously.

Implementation of the Strategy Plan

- ▮ The point was raised that there have been numerous reports undertaken for the town and the findings of these reports need to be integrated with the Strategy. Participants would like to see the outcomes of this study come into fruition.

3. Priority Issues

At the conclusion of the meeting, all participants were asked to rank their top priority issues on response sheets. The results have been summarised as shown below:

1. Improve appearance of entrance to the town around the fish farm
2. Improve appearance of the foreshore through better management and controlled access.
3. Improve parking and traffic flow through the town

4. Infrastructure – improve water supply and sewerage network
5. Upgrade existing streets, kerbs and drains through the town
6. Consolidation of recreation facilities and provide for better use of the village green
7. Improve access to Goftons Beach and provide for a continuous walking track along the foreshore
8. Beautify Main Street and the shopping precinct
9. Provide for better zoning policy across the town
10. Marina developments – some for, some against.

Bridport Future Planning and Development Strategy

Residents/Community No.2 Focus Group Meeting Tuesday, 24th January 2006

Attendees:

Jim Nicholson, Bridport Neighbourhood Watch
Anne-Marie Laubsch, Bridport CWA
Jen Barron, FEWCHA Coordinator
Zac Smythe, Resident/Young Person
Grace Richards, Resident/Young Person
Sheila Hagendorfer, Bridport Innovations
Rob Hammond, Resident

Leonie Johnston, Holiday Home Owner
Pat Child, Landowner
Jeanette Johnston, Resident
John Davey, Coastcare
Harley Russell, Landowner
Frank Jewson, Resident

1. *Introduction*

The participants were asked to introduce themselves, and outline their interest in Bridport or an issue about the town that is important to them. This enabled GHD to gain an understanding of the values and issues at the forefront of people's minds. Many people in this group considered that small, appropriate developments in Bridport would be acceptable and recognised that some development is required in order to undertake certain improvements in Bridport. However, developments should enhance the existing qualities of the town. Infrastructure constraints were acknowledged and the issue of large minimum lot sizes and restrictions on subdivisions was also raised. Deficiencies in fire management were of concern. The foreshore was cited as an important asset in Bridport, and the interface between tourism and permanent residents was highlighted as a matter to be addressed.

2. *Review of the Issues Paper and Opportunities Plans*

The following points were made during a discussion of the Issues Paper and opportunities maps that were circulated by GHD to generate discussion in the focus groups.

A Vision for Bridport

- ▶ People would like to see some small-scale positive changes that enhance the amenity of Bridport for permanent residents and visitors alike.

Infrastructure Issues

- ▶ Infrastructure issues throughout the town are seen as an inconvenience to residents and will also restrict development potential throughout the town into the future.
- ▶ Water restrictions occur too often. It was identified that there could be an excess of water in Scottsdale now that Simplot has moved out, and this could be utilised for Bridport. There is need to increase the capacity of the reservoir.
- ▶ Recycling of water should be encouraged within the town, to help reduce current limitations and reduce discharge of effluent to the ocean.

Traffic, Access and Parking

- ▶ There is concern about the stability of the bridge especially with large trucks using it. Allowable tonnage should be reduced.
- ▶ There are many potholes throughout the town.
- ▶ There are considered to be major safety issues in Emma Street.
- ▶ The existing condition of many streets adds to the seaside feel of the town and is integral to the character of Bridport; however, it is acknowledged that improvements for safety reasons will need to be made.
- ▶ It is considered that there are a lot of traffic issues that need attention before funds are put towards a new western access road into the town.

- ▶ Car parking could be removed from in front of the retail area if disabled car parking can be established in an appropriate area. There should be no parallel parking if possible.
- ▶ Additional parking could be provided at Goftons Beach, as well as establishing a new trailer parking area where the skate park is currently situated. It was thought that the skate park should be moved to a more visible location.
- ▶ The suggestion was made to use the Telstra site and the lot adjacent to the pharmacy for additional parking. It was pointed out that the lot has a house on it, but is in poor repair.
- ▶ There should be a speed limit of 40k/hr throughout the town and particularly along Main Street.
- ▶ A roundabout on Main Street could assist in addressing pedestrian safety issues.

Environmental Issues

- ▶ It was recommended that Council should install more rubbish bins in the area, particularly along Main Street.
- ▶ Weed removal is an important issue along the foreshore and needs to be better managed by Council and PWS. Currently volunteers are relied upon to do the bulk of the work. Weeds of concern include Bridal creeper and sea spurge. It was mentioned that Boneseed is generally well controlled throughout the municipality.
- ▶ The effluent outfall is considered to be unacceptable due to perceived environmental issues.

Commercial and Economic Issues

- ▶ Rezoning commercial land to residential should not occur as it restricts the possibility of establishing businesses in the identified commercial area.
- ▶ If the police station were to move, this would free up a valuable piece of prime real state in the town for tourism/accommodation developments.
- ▶ Crown Land near tip site could be made available for an ecotourism venture.

Signage

- ▶ There is a lack of appropriate signage within the town. At the entrance to the town, signage should convey the activities available, viewing locations and other services.
- ▶ It was suggested that signage should be consistent with those at Scottsdale and Bell Bay and the Regional Tourism Strategy.

Residential Development

- ▶ Some people considered that future development should be within the existing town limit, whereas others thought there might be opportunities to eventually establish a new access to the town as part of a new subdivision further to the west.
- ▶ Some people thought that there is a significant opportunity for infill within the town and that this would not support the new access.
- ▶ It will be important to ensure that any population growth is sustainable. An idea of expected population growth is necessary in order to establish infrastructure requirements.
- ▶ Tree heights should be restricted to ensure viewfields of other properties are not blocked.

Community Facilities

- ▶ It was considered that a gym would be of great value to the residents of Bridport and in particular older people. A gym could be combined with a general indoor activities centre for young people, possibly within the hall.
- ▶ Some people think dog walking should be restricted along the foreshore, but others think the dog walking area should be extended and bag dispensers provided. It was agreed that dog walking should be allowed from May to November.
- ▶ There need to be some well maintained public toilets throughout the town.
- ▶ Additional BBQ facilities would be a welcome addition to the foreshore area.

- The outdoor cinema was raised as a successful event, with 600 people attending on village green. Another successful event is the Christmas Carols. The popularity of these events suggests that there would be a demand for a permanent events structure on the village green.
- A permanent structure for outdoor events (such as an amphitheatre) would be very useful for young people in particular. The temporary structures used for their events are time consuming to construct and there are safety issues with such structures.
- The CWA has a 4 day craft fair which is really popular, which could mean an additional market might not be viable.

Issues for young people

- It was suggested that young people in the town would like to have more employment and training opportunities in the town. They would appreciate the option to stay if they want to.
- It was acknowledged that real estate prices have restricted the opportunities of young people to purchase property in the town. Smaller dwellings/lot sizes would assist in creating opportunities.
- There was general agreement that the skate facility needs to be moved due to safety reasons and the village green would be a logical option.
- Regular activities for young people would be of value to the community, by encouraging them to stay in the town, such as a cinema. The initiative to establish a film society was seen as a positive step.
- There is a demand for trail bike riding areas adjacent to the town (possibly on vacant Crown Land), as the current facility is situated half way to Scottsdale and is not readily accessible for young people without car transport.

Village Green

- There is potential to consolidate a playground and skate park on the village green. An amphitheatre would be a good use of this space.
- It would be acceptable to cut into the village green if it allowed a better pedestrian zone and alfresco dining on the other side of Main Street.

Foreshore Issues

- There is potential to establish lookouts from certain points along the foreshore and also from higher vantage points.

Caravan Park

- The interface between walkers and campers needs to be addressed.
- It was considered that the caravan park does not need all the land and would be better off focussing on a smaller area.
- Efforts to improve vegetation in the caravan park are commendable.
- Caravan park is important for the local businesses and should be maintained. In this light, the management issues need to be addressed, with government responsibilities properly outlined.
- The suggestion was made that campers kitchens should be established. It was noted that these are a general feature of other caravan parks.

Marine Precinct

- There is a strong desire to enhance the appearance of the maritime precinct because it is at the entrance to the town. Large-scale developments in this area are not appropriate.
- People generally thought that a marina development may be acceptable without the residential element.

3. *Priority Issues*

At the conclusion of the meeting, all participants were asked to rank their top priority issues on response sheets. The results have been summarised as shown below:

1. Improve water supply and sewerage network, remove outfall pipeline
2. Present town character should be maintained
3. Provide better infrastructure for community activities, relocate skate park, upgrade community hall, improve village green
4. Improve appearance of entrance to the town around the fish farm
5. Provide for more shared pedestrian/cycle paths including extension of foreshore tracks and connect to Wildflower walk
6. Improve parking and traffic management, particularly along Main Street
7. Upgrade existing streets, kerbs and drains through the town
8. Provide for better lookouts and signage

Bridport Future Planning and Development Strategy

Business and Tourism Focus Group Meeting

Monday, 23rd January 2006

Attendees:

John Carswell, Northern Tasmania Development
Julia Lyons, Northern Tasmania Development
Doug Forsyth, Bridport Resort/Dorset Tourism Board
Malcolm Read, Bridport Café/Dorset Tourism Board
Kristan Jaehne, Bridport Caravan Park
Sandra Chugg, Southern Shipping
Peter Bourke, Springfield Fisheries
Jenny Rozendaal, Alan Barnett Fishing
Richard Sattler, Barnbogle Dunes Golf Course
Dave Kelty, Tubbys Supermarket
Andrew Shedden, Architect
Tom Black, Department of Economic Development
Michael Taylor, Small Business operator

Gordon Rorison, Rorison Aviation
Dave Sandercock, Bridairre B&B
David Glover, Bridport Golf Club
Darren Martello, Bridport Hotel
Greg Ramsay, Port Hills Estate
Wendy McLennan, Flying Teapot Garden Café
Shirley Monson, Bridport Bay Inn
Dorothy Rice, Port Central Café/Dorset Tourism Board
Jamie McDougall North East First National RE
Debbie Loosemore, Loosemore's Electrical Services
Stephen Creese, Creese North East
Alan Atkins, Developer
Tony Scott, Platypus Park

1. Introduction

The participants were asked to introduce themselves, and outline their interest in Bridport or an issue about the town that is important to them. This enabled GHD to gain an understanding of the values and issues at the forefront of people's minds. For the Business and Tourism group, many people mentioned employment in the town as an important issue, as well as infrastructure constraints, the need for protection of the foreshore and the need for a strategic plan for the town.

2. Review of the Issues Paper and Opportunities Plans

The following points were made during a discussion of the Issues Paper and opportunities maps that were circulated by GHD to generate discussion in the focus groups.

Infrastructure

- There is an understanding that current infrastructure is operating at capacity and that any level of future growth will depend on the level of investment in infrastructure.
- It is considered that the lack of services on the eastern side of town is holding up development.
- A suggestion was made to move the pump station to its original position to improve water quality.
- Water restrictions occur too frequently and infrastructure needs therefore to be updated.
- There is a possibility that a new dam to be built by Creese may be able to supply Bridport with water.
- It was acknowledged that Scottsdale has surplus water that could be provided to Bridport.
- Reuse options should be examined for the town.
- Open drains need to be addressed because they are an eyesore and considered to be a safety hazard.
- People think the stormwater outfalls onto the Beaches are not acceptable.

Bridport Foreshore

- There is a need to protect the natural diversity of the foreshore. The efforts of community groups and caravan park management are commendable. Nevertheless, it is recognised that Council and the State Government need to play a more active role, particularly given the foreshores importance as a tourism asset.
- Establish pathways along foreshore including duck boarding for low environmental impact. A shared cycle and pedestrian path along the foreshore would be supported.
- It was suggested that a lock system be established on Trent Water so water is not lost from the area. The possibility

of dredging the area was also mentioned. These suggestions were not popular with some other group members due to the environmental concerns.

- Investment in improving the foreshore is considered as an investment in Bridport's future given the importance of the area as a tourist drawcard. Funding opportunities for foreshore improvements need to be looked into.
- Boat access is a major foreshore issue that needs to be addressed. Water sports are considered to be an under marketed asset in the area. However, there is a conflict between different beach users at some times. Therefore, active recreational pursuits need like speedboats, jet skis and windsurfing should be controlled.

Caravan Park

- Caravan parks are somewhat of an 'endangered species' on coastal land and the park is therefore recognised as an asset to the town, and to the municipality as a whole. Additional support may be required on Council's behalf to ensure sustainability.
- To control movements through the caravan park and to reduce traffic problems on Bentley Street, it was suggested that a single entrance be established (perhaps at the former entrance), with other accesses along Bentley Street closed off. Appropriate signage should be established to ensure that the public does not feel alienated from the area. Arrangements would need to be established for the sailing club etc.
- Toilets need repairs, as these are a reflection on the image of the town.

Traffic, Access and Parking

- Traffic, access and parking issues in front of commercial area need to be addressed.
- If markets are to be considered in Bridport, parking limitations need to be addressed.
- The potential to improve roadway safety through design resolutions such as those outlined on the map is recognised and desirable.
- Flow of traffic on Bentley Street should be restricted to make it pedestrian and cycle friendly. Making the street one-way may assist with this.
- There is a need to reduce the speed limit along Main Street.
- U-turns are a big problem along Main Street and may require a round about.
- Widening the road into the village green would be an acceptable solution if road upgrade requires additional space.
- An alternative access to the town is generally desirable and it is recognised that this would be a long term goal that will most likely occur in conjunction with private land development to assist with costs.
- There are safety issues associated with one access over the bridge into Bridport and it is recognised that a new access could enhance the tourist experience.

Commercial and Economic Development

- It was recognised that growth has to be encouraged in order for the desired improvements in the town to be justified.
- Future commercial development is being limited as commercial land is used for residential purposes. Commercial zoned land should be available predominantly for commercial uses.
- It was felt that there is little to encourage new businesses to come into Bridport.
- People are generally taking shorter holidays and this has been felt by the tourism economy.
- The foreshore is recognised as the most important asset and drawcard to Bridport and there is a need to improve it. Additional drawcards also need to be identified and established.
- There would be a demand for a bike hire place in the town.
- Tourism uses should be discretionary in the residential Zones to allow for small tourist businesses.
- Barnbogle acts as a drawcard to Bridport. Additional connections between Barnbogle and the town are expected into the future if marketing of the town draws on the golf experience.

- Further commercial development outside the town is not generally desired.

Residential development

- It was generally agreed that infill should occur within existing town boundaries, yet development further out of the town is also acceptable.
- There is a demand for unit development in the town given the aging population. This type of development must be sympathetic to the surrounds and the overall character of Bridport.

Community Facilities

- There was general agreement that the hall is underutilised.
- It was agreed that the skate park should be moved into a visible position to ensure safety and reduce vandalism. The village green was supported as a potentially appropriate site.

Facilities for Young People

- It was recognised that the local youth group run events for other young people in Bridport and that more permanent facilities like a stage at the village green and an indoor activities place would be appropriate in Bridport.
- It was agreed that there needs to be some commercial development to give young people employment options if they wish to stay in Bridport.
- The possibility of establishing a trail bike track at the back of town was discussed, as they currently go through the Wildflower Reserve.

Village Green

- Redevelopment similar to that outlined on the opportunity plans was generally seen as desirable.
- The possibility of establishing a day visitor parking area on Goftons Beach was supported.
- It was agreed that only very small scale commercial operations like a kiosk should be established on the village green/hall, with other businesses situated in the existing commercial area.
- There was some concern that a regular market might attract too many people and cause traffic problems.

Maritime Precinct

- The concept of a working port is valued and should be maintained into the future.
- It was generally accepted that measures need to be taken to improve the look of the area, given it is at the entrance to the town.
- The concept of a proposed marina development received mixed opinions.

Ideas for Tourist Drawcards in Bridport

- Many people believe that existing drawcards can be enhanced, particularly the foreshore area.
- The economic flow on effects of improvements to the foreshore are recognised, as improvements will enhance peoples enjoyment of the town and further add to the attraction. In this light, improvement to the foreshore is seen as an investment.
- There is considered to be scope for an interpretative walk along the foreshore with guided tours relating to natural and cultural heritage.
- Outside dining is desirable. Removal of parking in front of the shops is an acceptable suggestion, as long as disabled access is ensured and an appropriate amount of parking available in other areas.
- Linkages between Barnbougles and the town could be improved.

3. *Priority Issues*

At the conclusion of the meeting, all participants were asked to rank their top priority issues on response sheets. The

results have been summarised as shown below:

1. Urban design and streetscape improvements are needed to give the town centre some vibrancy
2. Retain natural foreshore and landscape values, better weed management
3. Improve the consistency and quality of water supply
4. Provide for new access into the town
5. Upgrade existing streets, kerbs and drains through the town
6. Improve parking and traffic flow through the town
7. Shortage of land for commercial development
8. Preserve the working port area
9. Develop the village green for increased utilisation
10. Extend sewerage network east of the township

Bridport Future Planning and Development Strategy

Land Managers Focus Group Meeting

Monday, 23rd January 2006

Attendees:

Peter Partridge, Dorset Council
Ron Rice, Dorset Council
Roger McLennan, Dorset Council
Stephen Arnold, Dorset Council
Max Hall, Dorset Council
John Martin, Dorset Council
Clive Bridges, Dorset Council
Sirrpa Khan, Dorset Council
Larry Smith, Dorset Council

Jay Wilson, Dorset Natural Resource Management
Freddie Bagger, Dorset Council
Dominique Couzens, Parks and Wildlife Service
Julie Woolley, Marine and Safety Tasmania
Mike Willie, Department of Education
Paul Rosevear, Forestry Tasmania
Louise Brooker, NE Field Naturalists Club
Mike Douglas, NE Field Naturalists Club

1. Introduction

The participants were asked to introduce themselves, and outline their interest in Bridport or an issue about the town that is important to them. Most of the initial points raised in the Land Managers group centred around existing and potential infrastructure limitations, the location of future residential development, the importance of the foreshore and general sustainability of the town's character and environmental values into the future.

2. Review of the Issues Paper and Opportunities Plans

The following points were made during a discussion of the Issues Paper and opportunities maps that were circulated by GHD to generate discussion in the focus groups.

A Vision for Bridport

- People were generally happy with the concepts outlined for the vision in the Issues Paper. However, it was considered that the vision should include a social element. In particular, social equity is an important element to be incorporated.
- Having a 25-year vision was considered to be too long by one participant, but it was generally agreed that while planners cannot predict the future, they could plan for it if integrated studies are undertaken.
- The Dorset Sustainable Development Strategy was cited as a key document.

Infrastructure

- There are substantial issues relating to infrastructure provision that need to be addressed as a priority.
- There has been a considerable change in people's expectations of the town services. In the past people generally accepted that Bridport was a seaside shack village. With the increase in the number of high quality homes and the increase in land values, people expect to have a higher level of servicing.
- The large increase in population numbers over the summer causes problems for infrastructure capacity, which raises the question: *To what level should the infrastructure cater?* There is also an issue of whether further development will assist substantially in covering costs, or cause additional costs.
- Kerb and guttering is recognised as being inconsistent throughout the town. Some people see the lack of formal kerbing as integral to the character of the town. An alternative to formal kerb and guttering (such as spoon drains) could be investigated to ensure maintenance of town character.

Traffic, Access and Parking

- Another access to Bridport from the west could benefit the town through increased tourist numbers. However, the costs of such a project were considered significant and some thought it must be a long-term goal, or incorporated into a private development to assist with costs.
- Some people thought that the access along past Granite Point should be made more accessible to vehicles. It should be sealed and made wider.

- Traffic calming devices are required in the commercial area, as there are numerous safety issues.
- Bentley Street is in desperate need of repair work. One suggestion was to make the street one way and incorporate a cycle pathway to reduce pressure and safety problems particularly adjacent to the caravan park.
- There is a general lack of good general access and car parking to Bridport's Beaches.
- General accessibility for pedestrians, cyclists, disabled and other forms of non-car transport should be enhanced throughout Bridport. Some thought the town "unfriendly" for cyclists.

Commercial Activity

- It is recognised that while the strategy cannot limit commercial competition, it can encourage new businesses that are appropriate for the area. This point was worded poorly in the Issues Paper.
- Home based businesses and occupations should be a discretionary use throughout Bridport to offer more opportunities to live and work in the town. It was noted that the Planning Scheme already provides for this in many situations.
- People are aware that there is a polarisation of views within the community regarding future development. Some people are pro development and others are opposed to almost all forms of development.
- It was suggested that although the town population has grown, many are absentee landowners who do not contribute much to the town economy.
- It was stated that there is a need to tie the economic future of Barnbogle to the economic future of Bridport and identify existing and potential links for the township to prosper from the increasing profile of the golf course.
- The commercial hub should stay where it is and it was generally agreed that commercial development should not be encouraged outside of the existing commercial area, unless there is substantial demand. There was some concern that some commercial land had been zoned for residential use limiting the potential growth of the shopping precinct.

Foreshore Management

- Many agreed that the foreshore is a key asset for Bridport and needs to be preserved as a natural space and better maintained. It was suggested that the Granite Point reserve needs better maintenance.
- Foreshore should not be changed but enhanced through better weed management, replanting of native species and interpretation signage. It was recognised that there are liability issues associated with trees dropping limbs on the foreshore, and that some trees may need to be removed as has happened in the caravan park.
- There are problems with the interface of different beach users. Jet skis should be restricted for safety and amenity reasons from some areas.
- Additional rubbish bins are required along the foreshore, and the toilet facilities need significant improvement.

Environmental Issues

- Many new residential dwellings lack gardens and it was recommended that Council make incentives so that people are encouraged to establish gardens and trees throughout the town.
- More investment should be made into the natural assets in the town, and in particular the foreshore and wildflower reserve. At present, the number of volunteers is decreasing and further government funding should be provided to maintain these areas.
- It was agreed that a skyline preservation zone is required in Bridport.

Crown Land and Landscape Values

- There are many valuable features already available in the town that could be improved upon and would enhance the area substantially. Such values are mostly related to the seaside setting. These values need to be formally identified in the strategy and recommendations need to be made in order to enhance them.
- It was agreed that there are various viewing points that could be formalised and would contribute to people's

enjoyment of the town. One attempt has been made by the Lions Club to establish a viewing platform, but did not take place due to disability access issues.

- There is a separate title for a lookout in the wildflower reserve land.
- The question about the future of the quarry reserve was raised. It is understood that this land will be assessed as part of the Crown Land Assessment and Classification process. There could be potential to establish viewing platform on this land.

Community Facilities

- Management issues relating to the upkeep of the caravan park toilets need to be resolved so that facilities can be brought up to an acceptable standard.
- Alternative uses for community hall are desirable and more ideas would be welcomed.
- There was agreement that the skate park should be moved to a more visible location. It was established that the suggested relocation position outlined on the map is the site of the war memorial and is not suitable.
- School records do not indicate any substantial change in the number of students in the town and these people need to be catered for in terms of more frequent activities and permanent facilities.

Village Green

- Any commercial development on the village green side of Main Street should be small in scale and not funded by a government grant.
- It would be acceptable to realign the Main Street and take up some village green space in order to establish outdoor dining and safe pedestrian access on the commercial area side.
- The possibility of establishing parking behind the shops should be investigated as part of a strategy plan.
- Angle parking is not the best solution.

Marine Precinct

- Recreational boating is difficult to encourage, because of the limitations imposed by the tides.
- There is a problem with private development on crown land. It should be reserved for the public.
- It is considered that the maritime theme is important as part of Bridport's history.
- An engineering report has been undertaken which recommended that the wooden jetty be replaced in 3 years. The concrete jetty should be replaced in 10 years with long life material.
- There are liability issues relating to the wharf area if public access were to be promoted.

Future Residential Development

- Consideration needs to be given to whether or not to extend residential development beyond that existing residential area. It is recognised that this is most likely inevitable and that further development will be necessary to provide the critical mass to justify much of the improvements needed ion Bridport.
- Infill development would be acceptable in areas where it will not impact substantially upon character and amenity.

3. *Priority Issues*

At the conclusion of the meeting, all participants were asked to rank their top priority issues on response sheets. The results have been summarised as shown below:

1. Infrastructure – enhancement of water supply and extension of sewerage network
2. Protection of the foreshore, skyline reserves and natural landscape values
3. Identification of Bridport's future direction – for residential growth and tourism

4. Village green - develop for greater use with improved amenities
5. Aesthetics of the built environment – improve the shopping precinct and maintain the character of Bridport
6. Upgrade maritime precinct as the gateway to the town
7. Develop a new access to the town from the west
8. Improve pedestrian access and safety through the town
9. Upgrade existing streets, kerbs and drains through the town
10. Examine marina development opportunities

B

Appendix B Land Capability Map

LAND CAPABILITY SURVEY TASMANIA

LAND CAPABILITY CLASSES

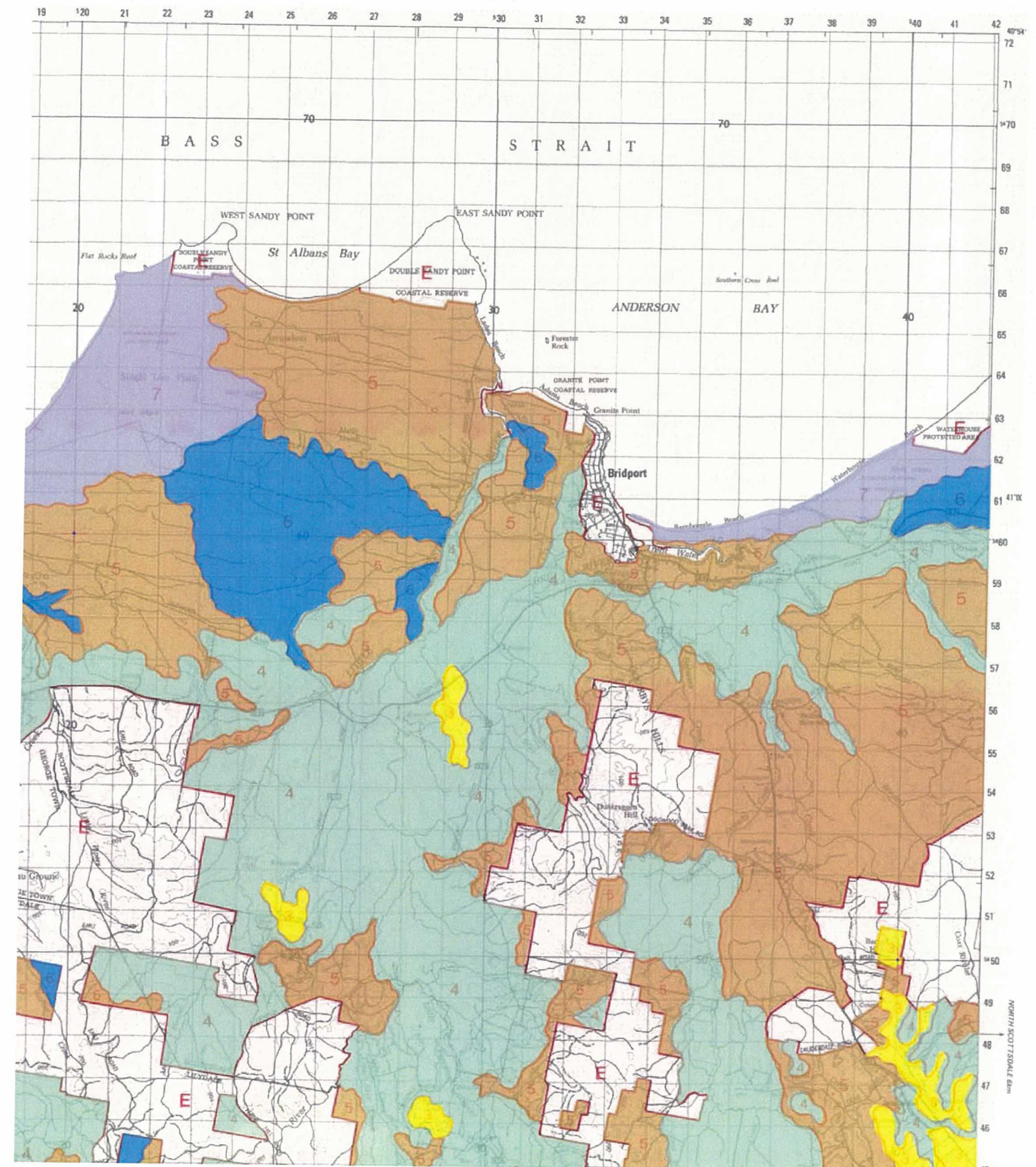
(based on the capability of land for long-term sustainable agricultural production)

- 1** CLASS 1
Multiple use land with virtually no limitations* to intensive cropping and grazing. It occurs on flat land with deep, well drained soils, and in a climate that favours a wide variety of crops. It is capable of being cropped eight to nine years out of ten in a rotation with pasture or equivalent.
- 2** CLASS 2
Land suitable for intensive cropping and grazing. Limitations to use are slight, and these can be readily overcome by management and minor conservation practices. Limitations reduce the length of the cropping phase to five to eight years out of ten in a rotation with pasture or equivalent.
- 3** CLASS 3
Land suitable for cropping and intensive grazing. Cultivation for cropping should be limited to two to five successive crops in a rotation with pasture or equivalent. Soil conservation practices and sound management are needed to overcome the moderate limitations to cropping use. The range of crops able to be grown are more restricted than on Class 1 or 2 land.
- 4** CLASS 4
Land marginally suitable for cropping because of limitations which restrict the range of crops that can be grown, and/or make major conservation treatment and careful management necessary. Cropping rotations should be restricted to one to two years out of ten in a rotation with pasture or equivalent. This land is well suited to intensive grazing.
- 5** CLASS 5
Land with slight to moderate limitations to pastoral use. This land is unsuitable for cropping, although some areas on easier slopes may be cultivated for pasture establishment or renewal. The effects of limitations on the grazing potential may be reduced by applying appropriate soil conservation measures and land management practices.
- 6** CLASS 6
Land marginally suitable for grazing because of severe limitations. This land has low levels of production, high risk of erosion, low natural fertility or other limitations that severely restrict agricultural use.
- 7** CLASS 7
Land with very severe to extreme limitations which make it unsuitable for agricultural use.
- E** EXCLUSION AREAS
Land other than Private Freehold and Leased Crown land, e.g. State Forests, State Reserves, Conservation Areas, etc.

* LIMITATIONS

In the above descriptions, limitations refer to physical factors or constraints which affect the versatility of the land and determine its capability for long-term sustainable agricultural production.

Different kinds of limitations are erosion hazard, slope, climate, flooding, poor drainage, stoniness, salinity and poor soil structure.



Adapted from: Musk, R.A., and DeRose, R.C., 2000: Land Capacity Survey of Tasmania, Pipers, 1:200 000 map. DPIWE, Tasmania.

C

Appendix C
Summary of Resource Unit
Provisions
Dorset Planning Scheme 1996

Resource Unit	Subdivision	Height	Siting	Desired future character	Permitted	Discretionary	Prohibited
Residential (a)	450m2, minimum frontage to street shall be 4.5 metres	6.8 Metres	None specified	Primarily low density residential character	Home Occupation House Passive Recreation Sign Utility Service (Minor)	Car Park Educational Centre House Medical or Care Centre Multi Unit Dwelling Place of Assembly Place of Worship Residential Building Shop Tourist Accommodation Utility Service (Major)	Any other use not specified as permitted and discretionary other Clauses unless otherwise exempted by the Scheme, is prohibited.
Residential (b)	450m2,	5.0 Metres	Setback no less than 5.0 metres	existing detached residential dwellings in older areas on large allotments	Home Occupation House Passive Recreation Sign Utility Service (Minor)	Car Park Educational Centre Medical or Care Centre Multi Unit Dwelling Office or Business Premises Place of Assembly Place of Worship Residential Building Shop Tourist Accommodation Tourist Facility Utility Service (Major)	Any other use not specified as permitted and discretionary other Clauses unless otherwise exempted by the Scheme, is prohibited.
Commercial	45m2 where the lot is for the purpose of an office or business premises or shop. 65m2 for any other use.	None specified	None specified	The area comprises retail strip shopping, freestanding retail or business functions, office precincts and business services and usually forms the central focus of a settlement	Home Occupation Shop Sign Passive Recreation Utility Service (Minor)	Car Park Educational Centre Hotel Level 1 Activity If Service Station Medical or Care Centre Multi Unit Dwelling Office or Business Premises Place of Assembly Place of Worship Residential Building Restaurant Showroom Take Away Food Shop Tourist Accommodation Tourist Facility Utility Service (Major)	Any other use not specified as permitted and discretionary other Clauses unless otherwise exempted by the Scheme, is prohibited.

Resource Unit	Subdivision	Height	Siting	Desired future character	Permitted	Discretionary	Prohibited
Township	45m2 where the use is for an office, business premises or shop. 65m2 for any other use	None specified	None specified	Such areas assist in the concentration of higher order retail functions in the Commercial area, whilst allowing associated activities and developments to be within close proximity to the centre without directly competing with the hub	Home Occupation Passive Recreation Sign Utility Service (Minor)	Car Park Level Activity Level 2 Activity Plant Sales and Hire Yard Saleyard Shop Showroom Store Transport Depot Utility Service (Major) Warehouse	Any other use not specified as permitted and discretionary other Clauses unless otherwise exempted by the Scheme, is prohibited.
Light Industry	2000m2	None specified	No more than 50% of the site area	The evolving nature of "light industrial" processes may allow for individual low impact operations to be satisfactorily located within Commercial or Township Rural Resource Units with minimal detriment to the local community or surrounding uses.	Agricultural Uses Forestry Home Occupation Level 1 Activity If Light Industry and satisfies Clause 15.2 to the satisfaction of Council. Passive Recreation Sign Utility Service (Minor)	Car Park Institutional Building Level 1 Activity If Industry, Service Station, Wood product manufacture; Place of Assembly Plant Sales and Hire Yard Saleyard Shop Showroom Store Transport Depot Warehouse Utility Service (Major)	Any other use not specified as permitted and discretionary other Clauses unless otherwise exempted by the Scheme, is prohibited.
Public Purposes	None specified	None specified	No portion of the building erected on that lot shall be within 30m of a category ii road or ii road or 10m of any other road.	Such land may include education, recreational purposes, infrastructure, and civic uses	Land designated as "Public Purposes" in Table 2 as specified in Column 1, may be used and developed only for the purpose specified opposite thereto in Column 2 of that table.	Land designated as "Public Purposes" in Table 2 as specified in Column 1, may be used and developed only for the purpose specified opposite thereto in Column 2 of that table.	Any other use not specified as permitted and discretionary other Clauses unless otherwise exempted by the Scheme, is prohibited.
Public Purposes reserved	None specified	None specified	In accordance with part 4.	Such land is reserved for education, recreational purposes, infrastructure, and civic uses	Land designated as "Public Purposes" in Table 2 as specified in Column 1, may be used and developed only for the purpose specified opposite thereto in Column 2 of that table.	Land designated as "Public Purposes" in Table 2 as specified in Column 1, may be used and developed only for the purpose specified opposite thereto in Column 2 of that table.	Any other use not specified as permitted and discretionary other Clauses unless otherwise exempted by the Scheme, is prohibited.

Stormwater Infrastructure

Existing Stormwater Network

Bridport's stormwater network is substantially comprised of a pipeline system north of the Brid River. There are also a limited number of open drains (principally for road drainage in lieu of kerb and channel). There are a number of stormwater outfalls that discharge directly to Anderson Bay or to Trent Water and there are also a few that discharge to the Brid River. South of the Brid River, in the area of Ada Street, Emily Street and Edith Street, there is no pipeline system to convey stormwater. Stormwater is collected and conveyed away by means of open drains. This arrangement seems to be functioning satisfactorily.

D

Appendix D Detailed Water Supply, Stormwater & Sewerage Assessment

Stormwater, Water, Sewerage, Power and Telecommunication Infrastructure

Stormwater Network Issues

The existing pipeline stormwater network north of the Brid River is reported to have no significant problems in terms of structural integrity or in hydraulic capacity. However, development of the catchment may lead to further hydraulic loads being placed on the network which in turn may result in hydraulic problems.

Outfalls from the stormwater network may need to be rationalised or improved to comply with statutory requirements and to improve amenity. One such example is the old pier outfall, which discharges onto the beach causing localised erosion of the beach. Odours as a result of dirty water ponding on the beach detract from the amenity of what would otherwise be a pleasant area.

Consideration should also be given to introducing measures to improve the water quality of stormwater being discharged to Anderson Bay, Trent Water and the Brid River through the use of devices such as litter baskets, gross pollutant traps and sediment traps. Such measures will become increasingly important with future development of the town.

While the open drains south of Brid River currently seem to be functioning satisfactorily at the present, the existing situation will need to be addressed if future residential development is expected in this area.

The existing stormwater drainage network has no significant structural or hydraulic performance problems. However, future development in Bridport may lead to further hydraulic loads being placed on the network, which may result in hydraulic problems. To better understand the limitations of the stormwater network that may be adversely affected by future development a more detailed hydraulic assessment of the system may need to be undertaken. .

Water Infrastructure

Water Resource

Bridport's water supply is sourced from the Brid River. The draw off point is located close to the urban area, southwest of the termination of Elizabeth Street. Water is pumped from the river to the water treatment plant. The pumping system is approximately 30 years old and is considered by Council to be in good condition.

Council's Water Licence permits it to extract 214.6 ML per annum from the Brid River. Since 1994 Council's annual extraction has been within the Licence's allocation, with only two years exceeding the allocation and two being very close to the limit. However, during the critical summer months, the water extracted has often exceeded the monthly allocation.

As the system is a "run-of-the-river" system there is higher risk in terms of water source surety. Council has raised concerns that during drought conditions there may not be adequate quantities of water available for extraction from the Brid River. Turbidity is also a concern after extended periods of rain.

Water Treatment

Council's water treatment plant is situated on a hilltop behind Bridport at the western end of the Henry Street road reservation. The water treatment plant is a "package plant", which was refurbished and commissioned in about 1986. The capacity of the plant is 1.2 ML/day and good quality potable water is produced. There is a 1.1 ML clear water storage tank on site that provides almost 1 day's storage during peak day. A new 1.0 ML water storage tank has been mooted to augment the existing tank. Water restrictions are necessary because the existing plant is too small to efficiently meet peak demands during summer.

Water Supply Network

The water supply network dates back to the early 1960s. The older sections of the network are comprised of asbestos cement pipelines (approx. 38%), the later sections are generally comprised of uPVC (approx. 33%) and Polyethylene (approx. 25%). There are approximately 1050 metered connections.

Overall, the network is considered to be in good condition with no significant operating problems. However, limits of the water supply network are dictated by the elevation of the water treatment plant and the length and diameters of the distribution mains. The water treatment plant is located at an elevation of about 85 m AHD. Under the current water supply arrangement, development can not be permitted above about elevation 60 m or 65 m AHD if the minimum pressure requirement of 200 MPa is to be achieved. If development is to occur outside of the current limits of the water supply network, water pressure may also be low during peak periods if the length of pipeline is long and pipe

diameters are small (The existing DN 100 pipeline over the Brid River bridge is one such example). This will impact on potential development of areas within Bridport.

Council is currently seeking State Government funding to develop and implement an integrated water management plan, which will investigate alternative measures of sourcing water (such as rainwater collection on properties for garden irrigation use).

In 2002, Council commissioned a hydraulic modelling study of the Bridport water supply network. Council has implemented the recommendations of the report to address inadequate water pressures in the vicinity of Albert Street. The existing network's ability to satisfactorily distribute water to any (proposed) areas of development is not known. Any significant areas of development may create distribution problems in terms of flow and pressure within the network. Further network modelling should be undertaken to assess the impact of any proposed development on the network's ability to satisfactorily deliver water.

In essence, development and growth of the township may create problems in the distribution network so that at times of high demand, there may not be adequate flow and pressure in all areas. Hydraulic modelling of the water supply network that examines future development scenarios would assist in identifying potential problem areas.

Water Supply Issues

While Council has been able to manage water supply arrangements for Bridport to date, the existing system poses a substantial limiting factor on future development. The key elements in the water supply system that need to be addressed are:

- The security of supply from the resource, in this case the Brid River; and
- The water treatment plant which is currently operating at capacity during peak day demand periods.

Given the existing capacity problems of the water treatment plant, Council has identified possible water resourcing options to improve the security of supply to the township. Two options that may be identified include:

1. Sourcing water from the Little Forester River – in the order of 1.8 ML/day; and
2. Utilising spare capacity available at the Scottsdale Water Treatment Plant in the order of 5 ML/day.

Both options need to be explored in greater detail to confirm feasibility and economic viability.

Sewerage Infrastructure

Most of Bridport has a fully reticulated sewerage system. Gravity sewers convey sewage from properties within the catchment to the foreshore and from there it is pumped via a series of pumping stations to the wastewater treatment plant situated to the north west of the town.

The older parts of the sewerage system date back to the mid 1970s. The older sections of the system are comprised of reinforced concrete pipes with the later parts being made up of uPVC pipes (approx. 5 to 10%). There are in the order of 1000 property connections to the sewerage system.

There are three sewage pumping stations that form part of the sewerage system. Each is located near the foreshore. Pumping Station 1 (in the coastal reserve near Pier Point) is the largest of all the pumping stations and is pumps all of the town's sewage to the Waste Water Treatment Plant.

Land situated to the south of Brid River which has been subdivided (Ada Street, Emily Street and Edith Street) does not have a reticulated sewerage system. Properties that have been developed utilise on-site treatment and disposal methods, an arrangement that seems to be functioning satisfactorily.

Sewerage Infrastructure Issues

Overall, the sewerage system and network appears to be operating satisfactorily apart from the wastewater treatment plant, which has significant performance problems.

The existing pumping station infrastructure is in good operating condition. However, there have been a number of potential problems identified, including:

- Inadequate emergency storage capacity at Pumping Stations 1 & 2 in the event of pump or power failure; and
- Potential insufficient capacity of all of the pumping stations in the event of significant development and growth

occurring in the catchment.

Council has taken steps to better understand potential shortcomings of the sewerage system by engaging a consultant to investigate upgrading requirements of its pumping stations.

The current lack of services to the south of the Brid River limits the potential development of the area. The on-site sewage treatment and disposal arrangements therefore need to be considered.

Wastewater Treatment

Council's wastewater treatment facility is situated behind Bridport and is accessed off the western end of Charles Street. The wastewater treatment facility is a stabilisation pond system. It is comprised of three ponds that operate in series. Treated effluent is discharged from the plant to an ocean outfall in Anderson Bay. During the summer months there is also some re-use and treated effluent is used to irrigate the nearby golf course.

The average daily inflow to the facility is reported to be in the order 320 kL/day during periods outside of the peak tourist season and when water restrictions are not in force. During summer (peak tourist season) the inflow rate increases to the order of 420 kL/day.

Wastewater Treatment Issues

The existing pond system has significant performance problems and it has difficulties in achieving water quality emission limits that comply with its licence conditions. The facility is considered to be a constraining factor that would restrict further development and growth of Bridport as it appears to be overloaded. A more detailed process analysis of the existing pond system, in terms of flow and loadings, may be warranted to determine if there are any immediate and relatively easy measures that could be taken to improve the performance. In the longer term, if growth in Bridport is to occur, a major upgrade or replacement of the existing wastewater treatment facility will be required.

Power Supply Infrastructure

Existing Supply

Aurora has informed GHD that Bridport is currently fed off a Scottsdale feeder that travels through to Tomahawk. Although there are no load problems, given the terrain and distance that this feeder travels, Aurora has experienced outages from time to time, which has caused power interruptions in Bridport.

Aurora has recently completed a protection upgrade for the North of the State, installing numerous state of the art "Nulec Reclosers" at a cost of \$1.5 million. These reclosers are remotely operated by the operations group in Hobart, and have shown to have had a good effect on the supply quality to Bridport.

Power Supply Issues

In relation to the question of whether there would be substantial power problems relating to substantial residential development, Aurora stated that the company has been undertaking the Feeder Trunk Strategy (FTS) mostly in the north of the State. The aim FTS is to upgrade Aurora's poorest performing feeders over a 5 year period. Aurora is currently in the second year of this program, and the Scottsdale - Bridport feeder is due to be completed next financial year. It was noted that the feeders that are currently included in this program are reviewed at the end of each financial year, and the program is subject to change.

The upgrade of the Scottsdale - Bridport feeder will, by default, provide greater load potential as well as reliability for the area. The FTS program aims to "bullet proof" the main trunk of the feeder and upgrade it as necessary.

Aurora is also currently completing a proposal for the Regulator, to install additional injection points throughout the north east of Tasmania, which will further increase supply quality, reliability and capability over the next 10-15 years.

Telecommunications Infrastructure

Telstra operates a broad range of telecommunication services in and around Bridport. Overall, there are not any significant problems with Telstra's telecommunication systems within the town.

Fixed line services are available throughout the town. The exchange is state of the art and is only a few years old and broadband (ADSL) services are now available within approximately a 4 km radius of the town.

Mobile telephone coverage is good and is currently provided through CDMA technology. 3G Technology (third generation wireless communication technology) will replace the CDMA system within the next 3 to 5 years providing a wider range of service through the mobile network. 3G Technology will introduce improvements in wireless data and voice communications through any of a variety of proposed standards. The immediate goal is to raise transmission speeds from 9.5K to 2M bit/sec.

Telecommunications Issues

The infrastructure for telecommunications that serves Bridport is sufficient and there are no related issues for the ongoing development of the town.



Appendix E
Detailed Traffic, Access & Parking
Assessment

Existing Road Hierarchy

In a regional context, Bridport is accessed solely from the State owned Bridport Main Road. Bridport Main Road connects at a t-junction with Edward Street and the Esplanade at the south-eastern corner of the commercial centre of Bridport.

The residential and commercial areas of Bridport form primarily along the collector roads of Main Street (which turns into the Esplanade to the south east), Edward Street and Bentley Street. These collector roads essentially provide a linear road network that generally follows the coastline, with local side streets providing access to areas further inland.

Main Street is constructed to a high standard, with formed kerb and channel, and bitumen footpaths through the central area of Bridport. Main Street becomes more residential in character and eventually becomes Sandy Points Road towards the eastern boundary of Bridport. Sandy Points Road then provides local access to properties and rural land.

Bentley Street is of a lower construction standard than Main Street, with no kerb and channel and open drains. Bentley Street becomes gravel in construction and narrows to a one-lane access roadway at the northern end of Bridport. This provides access to the beaches and coastal areas to the north of Bridport. Some sections of this road has been seriously eroded and may be considered to be impenetrable for some vehicles.

Edward Street provides access to numerous rural and commercial properties east of the central area or Bridport, as well as regional access to areas to the northeast of Bridport.

Shopping Area Traffic and Parking

The central commercial area fronts onto the southeastern side of Main Street. A service road runs parallel to Main Street and provides parking for shops. Main Street and the service road are separated by a row of orange concrete planter cylinders. The service road provides one-way traffic flow in a northerly direction.

Parking is provided as angle parking on the eastern side of the service road. There is no provision for on-street parking on Main Street near the shops that are adjacent to the service road. Limited on-street parking is available for the shops north of Bentley Street.

Side streets in the central area are generally set back from Main Street, with give-way holding lines placed approximately one car length from the kerb line behind the line of the footpath and service road. This type of offset traffic junction is generally seen as poor traffic engineering practice in terms of road safety.

Local Roads

The local road network provides access to residential properties and other areas in and around Bridport. The network at the northern end of Bridport broadly consists of several roads parallel to Bentley Street. A typical example of a local road in Bridport can be seen in Figure 11. Construction usually consists of a bitumen seal with gravel verges and open drains.

Local road construction appears to have been planned around land development over time. It was noted that some road construction was either not yet complete, or under construction. Alfred Street in particular was incomplete, with a road corridor extending between Bentley Street and Walter Street, but a physical road pavement only between Bentley Street and Westwood Street.

Foreshore Access

The foreshore and beach areas are accessed from various side roads connecting to Main Street and Bentley Street. Foreshore access roads connecting to Bentley Street are typically gravel construction and lead to informal car parking areas adjacent to beach access areas.

Prominent direction signage guides visitors to various foreshore areas, including boat ramps and the old pier.

Bridport Crash History

Crash data can provide valuable information on the road safety performance of an area, as well as highlighting areas that may have road safety deficiencies associated with them.

The Department of Infrastructure, Energy and Resources (DIER) provided details of crash history for all roads within the Bridport area for the six-year period between January 1, 2000 and November 2005.

The crash data indicated that a large amount of crashes had occurred on the following two key roads within the suburb of Bridport:

- Bridport Main Road (the short section within suburb of Bridport); and
- Main Street.

Bridport Main Road is the main access road leading into Bridport from Scottsdale and George Town. Main Street is the section of road that runs through the town centre of Bridport, providing access to a number of shops and recreation facilities.

Bridport Main Road Crash Summary

The crashes reported on Bridport Main Road within the suburb of Bridport accounted for the highest number of crashes of all the roads within the suburb of Bridport, with 24 crashes reported over the past six years. The major findings from the Bridport Main Road crashes were:

- Single vehicle crashes accounted for 54% of the total reported crashes on the section of Bridport Road that was analysed;
- The most frequent type of crash reported was single vehicles leaving the road, (45%), followed by roll on road crashes, (20%);
- Injury crashes accounted for a high proportion of all crashes on this road (accounting for 54% of crashes on this road, and 18% of all crashes in the Bridport area);
- No fatalities were recorded on this section of Bridport Main Road.

Main Street Crash Summary

The crashes reported on Main Street, which recorded the second highest number of crashes recorded in Bridport with 15 crashes reported. The major findings from the Main Street crashes were:

- The two most frequently occurring crash types recorded on Main Street were single vehicles leaving the road and angle crashes, making up 33% and 26% of all the crashes respectively;
- Injury crashes accounted for 20% of all crashes recorded on Main Street. This is slightly higher than reported for the higher speed zoned Bridport Main Road;
- Minor property damage made up 66% of all reported crashes, this is typical for a low speed road environment with both on and off street parking for shops;
- Of the 15 reported crashes, 3 involved pedestrians, 2 of which resulted in injury. Whilst this is of concern it is typical of this type of strip shopping centre area with a high number of pedestrians and vehicular traffic.

Bridport Road Network Crash Summary

This summary investigates the major findings of the reported crashes on all roads within the Bridport area. These findings include:

- Only two roads within Bridport showed significant crashes that could be used to draw conclusions from, Bridport Main Road and Main Street;
- 18% of all reported crashes occurred at intersections. There were no specific intersections within the study area that had a high number of crashes recorded.;

- Of the 73 crashes reported, 38% resulted in injury, however there were no fatalities reported within the Bridport study area over the past six years; and
- Single vehicles leaving the road was the most frequent type of crash, (31%), The balance of crashes were spread relatively evenly between various crash types.

Potential new western access

The establishment of a new western access was an issue raised numerous times during community consultation. The western access would have the following benefits for the town:

- Improved accessibility to the Bridport area from areas to the west and improved connectivity with the greater Tasmanian road network;
- Reduced reliance on the existing solitary access to Bridport;
- Improved accessibility for residential and rural properties in the western end of Bridport;
- Improved emergency vehicle access and better access to Bridport during times when the current access is closed due to emergency situations or planned activities such as reconstruction or maintenance; and
- Potential increases in visitation to Bridport resulting from improved connectivity.

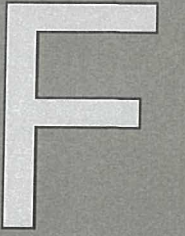
The western road should be seen as a long term solution. Funding opportunities for this proposal are likely to come from private developers in conjunction with subdivisions or other developments, or funding grants from Federal Government such as AusLink.

Pedestrian Access

Reasonable provision of pedestrian infrastructure has been provided in the central areas of Bridport, with footpaths installed behind nature strips along Main Street and Bentley Street.

Footpath provision is typically gravel construction in residential areas of Bridport. Some areas rely on nature strips rather than any formal pedestrian footpath provision.

There is little provision of formal pedestrian infrastructure between the foreshore areas and shopping and residential areas.



Appendix F
Detailed Economic Assessment

Economic appraisal of key infrastructure assets

It is clear from the consultation process and infrastructure assessments that Bridport's future development is constrained by two key infrastructure components. These are:

- ▶ Future urban water supply (particularly for the summer months); and
- ▶ Sewerage treatment capacity, with reliance on ocean outfall disposal.

The future economic and social development of Bridport requires investment in both these infrastructure components. This will require the commitment of infrastructure funding by Dorset Council and other sources, most likely the State Government and Australian Government, due to the limited borrowing capacity of Dorset Council.

Given the growing significance of Bridport as a tourism/retirement centre, attracting interstate couples and families, there is a defensible case for Australian Government funding support. It is expected that out migration from NSW and Victoria will continue over the next 10 years at an average rate of 4% per annum. Hence, an integrated Local/State/Commonwealth funding strategy should be pursued by Dorset Council.

The estimated proposed capital works investment in both infrastructure components is summarised as follows:

- ▶ Water supply capacity expansion: \$5.85 million
- ▶ Sewerage treatment capacity expansion: \$3.65 million

Total investment is estimated at \$9.5 million. This estimate is exclusive of GST and includes contingencies ($\pm 20\%$). Each of the components is estimated to be completed within 12 months of their commencement. Both components involve conventional, proven technologies and experienced Tasmanian contractors are available. Hence, risk management issues are likely to be minimal. There are no significant environment impacts to be considered, given the scope of works involve expansion of existing capacity in the 'built-up' environs of Bridport.

Appraisal methodology

In order to justify the investment of local/state/Federal funds in the proposed infrastructure components, a detailed economic appraisal has been undertaken for each component. This has relied upon a conventional investment analysis approach, using discounted cash flow (cost-benefit) techniques. A 20-year time horizon has been assumed. All cost and benefit/revenue components have been estimated in 2005 constant prices, to avoid problems of inflation. All items are net of GST. A range of investment criteria have been estimated to reflect on the likely economic viability of the proposed investments. These criteria include: (i) economic internal rate of return (EIRR); (ii) net present value (NPV); and (iii) benefit-cost ratio (BCR). A discount rate of 6 per cent has been used to derive the criteria.

For both proposed investments to be considered economically viable and suitable for public sector support and funding (at all levels of government), a minimum EIRR of 6% is required and the BCR must exceed one (1).

Investment Appraisal Results

Water Supply Upgrading

The details of the economic appraisal of the water supply are presented in Tables 1 to 4.

Table 1 contains estimates of the 'most likely' future demand for water, covering existing residential use, new residential users, tourism growth, and demand for intensive irrigation agriculture/horticulture.

Table 2 reports the results of the economic analysis for the upgrading. An EIRR of 6.5% and a BCR of 1.13 were estimated. The economic benefits are estimated only for increased water sales and do not reflect the additional economic benefits from tourism expenditure and agricultural production with the availability of additional water, particularly in the summer months.

Table 3 reports on the likely economic results of the proposed upgrading, with inclusion of the increased agricultural/horticultural production, which could be induced after 2010. The EIRR is estimated at 16.07% and the BCR was estimated at 1.36.

Table 4 provides the results of the economic appraisal where all the increased supply of water is sold, over the life of the project. With corresponding increased sales revenue, the EIRR was estimated at 55.19% and the BCR was 2.55. This result reflects the impact of maximum utilization of the proposed investment.

Table 5 provides a summary of the relevant assumptions used in the various analyses.

In summary, the proposed capital investment in the water supply upgrading for Bridport is estimated to be economically viable, under a range of economic scenarios.

Sewerage System Upgrading

Table 6 provides the details of the economic appraisal of the proposed sewerage system upgrading. Three key benefit streams were identified. These were: (i) increased sewerage revenues based on a forecast increase in connections; (ii) savings in investment (in the 'do-nothing' case) in septic tanks for all new housing and commercial developments; and (iii) increased camping/tourism revenues, as more sites can be provided and additional camping intensity can be accommodated in the summer months. The overall investment result was highly positive. An EIRR of 15.96% and a BCR of 1.94 were estimated.

In summary, the proposed investment of \$3.65 million in the sewerage upgrading is expected to be a viable economic investment in Bridport's infrastructure for its future economic and social development.

Bridport Airport/Air Access

Bridport's current aircraft/airline access is limited by the length of the runway, lighting and navigational aids. However, it does serve as a focal point for day tourism/regional population access. The Barnbougle resort is critically dependent on direct air access by its golfers/visitor parties.

At issue for Bridport is to ensure that this future air access point is maintained/ sustained and in the medium long-term is upgraded. This is vital to the Airpark venture which has significant niche market appeal and to the unique nature of golf experience at Bridport. It is also of vital importance to the retirement community of Bridport to ensure that air access remains available for emergency health purposes, should it be required.

BRIDPORT PLANNING AND DEVELOPMENT STUDY
Table 1: Most Likely Growth in Water Demand (ML per day)

Year Ended June	Existing ^{1/} Residential	New ^{2/} Residential	^{3/} Tourism	Agriculture/ Horticulture ^{4/}	Total Demand (Daily)	Total Demand Annual	Revenue (\$'000s)	O & M Costs (\$'000s)
3 2009	1.62	0.08	0.30	0.40	2.40	876.00	1,138.80	915.42
4 2010	1.68	0.09	0.33	0.48	2.58	942.72	1,225.54	985.14
5 2011	1.75	0.10	0.36	0.58	2.79	1,017.62	1,322.90	1,063.41
6 2012	1.82	0.11	0.40	0.69	3.02	1,102.03	1,432.64	1,151.62
7 2013	1.90	0.12	0.44	0.83	3.28	1,197.55	1,556.82	1,251.44
8 2014	1.97	0.13	0.48	1.00	3.58	1,306.08	1,697.90	1,364.85
9 2015	2.05	0.14	0.53	1.19	3.92	1,429.85	1,858.81	1,494.20
10 2016	2.13	0.16	0.58	1.43	4.31	1,571.54	2,043.00	1,642.26
11 2017	2.22	0.17	0.64	1.72	4.75	1,734.32	2,254.62	1,812.37
12 2018	2.31	0.19	0.71	2.06	5.27	1,921.98	2,498.57	2,008.47
13 2019	2.40	0.20	0.74	2.27	5.61	2,047.33	2,661.53	2,139.46
14 2020	2.49	0.21	0.78	2.50	5.98	2,182.38	2,837.09	2,280.58
15 2021	2.59	0.22	0.82	2.75	6.38	2,327.97	3,026.36	2,432.73
16 2022	2.70	0.23	0.86	3.02	6.81	2,485.03	3,230.54	2,596.86
17 2023	2.81	0.24	0.90	3.32	7.27	2,654.59	3,450.96	2,774.04
18 2024	2.92	0.25	0.95	3.66	7.77	2,837.74	3,689.06	2,965.44
19 2025	3.03	0.27	1.00	4.02	8.32	3,035.71	3,946.42	3,172.31
20 2026	3.16	0.28	1.05	4.42	8.90	3,249.82	4,224.76	3,396.06

1/ Growth at 4% p.a. for existing residential/commercial demand.

2/ Additional 5% consumption with new residential housing, growing at 10% p.a. until 2018.

3/ Tourism demand facilities growing at 10% p.a. until 2012 (5% after 2018).

4/ Begin with horticulture, growing at 20% p.a. until 2012 (10% after 2018).

Bridport Planning and Development Study
Table 2: Economic Analysis of Bridport Water Supply Upgrading
 (\$ '000; 2005 Constant Prices)
MOST LIKELY DEMAND SCENARIO

Year Ended June	Economic Costs			Economic Benefits	Net Benefit Stream
	Capital	O & M	Total Costs	Additional Water Sales Revenue	
1 2007	3,000.00		3,000.00		-3,000.00
2 2008	2,850.00		2,850.00		-2,850.00
3 2009		915.42	915.42	1,138.80	223.38
4 2010		985.14	985.14	1,225.54	240.39
5 2011		1,063.41	1,063.41	1,322.90	259.49
6 2012		1,151.62	1,151.62	1,432.64	281.02
7 2013		1,251.44	1,251.44	1,556.82	305.38
8 2014		1,364.85	1,364.85	1,697.90	333.05
9 2015		1,494.20	1,494.20	1,858.81	364.61
10 2016		1,642.26	1,642.26	2,043.00	400.74
11 2017		1,812.37	1,812.37	2,254.62	442.25
12 2018		2,008.47	2,008.47	2,498.57	490.10
13 2019		2,139.46	2,139.46	2,661.53	522.07
14 2020		2,280.58	2,280.58	2,837.09	556.51
15 2021		2,432.73	2,432.73	3,026.36	593.63
16 2022		2,596.86	2,596.86	3,230.54	633.68
17 2023		2,774.04	2,774.04	3,450.96	676.92
18 2024		2,965.44	2,965.44	3,689.06	723.62
19 2025		3,172.31	3,172.31	3,946.42	774.10
20 2026		3,396.06	3,396.06	8,904.76	5,508.70

EIRR = 6.30%
 NPV (Benefits) = \$25,155.79
 NPV (Costs) = \$22,190.63
 NPV = \$2,965.16
 BCR = 1.13

Table 3: Economic Analysis of Bridport Water Supply Upgrading
(\$ '000; 2005 Constant Prices)
MOST LIKELY DEMAND SCENARIO

Year Ended June	Economic Costs			Economic Benefits			Net Benefit Stream
	Capital	O & M	Total Costs	Additional Water Sales Revenue	Increased Agricultural/Horti- cultural Production	Total Benefits	
1 2007	3,000.00		3,000.00			0.00	-3,000.00
2 2008	2,850.00		2,850.00			0.00	-2,850.00
3 2009		915.42	915.42	1,138.80		1,138.80	223.38
4 2010		985.14	985.14	1,225.54	620.00	1,845.54	860.39
5 2011		1,063.41	1,063.41	1,322.90	651.00	1,973.90	910.49
6 2012		1,151.62	1,151.62	1,432.64	683.55	2,116.19	964.57
7 2013		1,251.44	1,251.44	1,556.82	717.73	2,274.55	1,023.10
8 2014		1,364.85	1,364.85	1,697.90	753.61	2,451.52	1,086.66
9 2015		1,494.20	1,494.20	1,858.81	791.29	2,650.10	1,155.91
10 2016		1,642.26	1,642.26	2,043.00	830.86	2,873.86	1,231.60
11 2017		1,812.37	1,812.37	2,254.62	872.40	3,127.02	1,314.65
12 2018		2,008.47	2,008.47	2,498.57	916.02	3,414.60	1,406.13
13 2019		2,139.46	2,139.46	2,661.53	961.82	3,623.35	1,483.89
14 2020		2,280.58	2,280.58	2,837.09	1,009.91	3,847.00	1,566.42
15 2021		2,432.73	2,432.73	3,026.36	1,060.41	4,086.77	1,654.04
16 2022		2,596.86	2,596.86	3,230.54	1,113.43	4,343.97	1,747.11
17 2023		2,774.04	2,774.04	3,450.96	1,169.10	4,620.07	1,846.02
18 2024		2,965.44	2,965.44	3,689.06	1,227.56	4,916.62	1,951.18
19 2025		3,172.31	3,172.31	3,946.42	1,288.94	5,235.35	2,063.04
20 2026		3,396.06	3,396.06	8,904.76	1,353.38	10,258.14	6,862.09

EIRR = 16.07%
NPV (Benefits) = \$30,135.91
NPV (Costs) = \$22,190.63
NPV = \$7,945.28
BCR = 1.36

Bridport Planning and Development Study
Table 4: Economic Analysis of Bridport Water Supply Upgrading
(\$ '000; 2005 Constant Prices)
MAXIMUM WATER SALES: 11 ML PER DAY

Year Ended June	Economic Costs			Economic Benefits	Net Benefit Stream
	Capital	O & M	Total Costs	Maximum Water Sales Revenue	
1 2007	3,000.00		3,000.00		-3,000.00
2 2008	2,850.00		2,850.00		-2,850.00
3 2009		915.42	915.42	5,219.50	4,304.08
4 2010		985.14	985.14	5,219.50	4,234.36
5 2011		1,063.41	1,063.41	5,219.50	4,156.09
6 2012		1,151.62	1,151.62	5,219.50	4,067.88
7 2013		1,251.44	1,251.44	5,219.50	3,968.06
8 2014		1,364.85	1,364.85	5,219.50	3,854.65
9 2015		1,494.20	1,494.20	5,219.50	3,725.30
10 2016		1,642.26	1,642.26	5,219.50	3,577.24
11 2017		1,812.37	1,812.37	5,219.50	3,407.13
12 2018		2,008.47	2,008.47	5,219.50	3,211.03
13 2019		2,139.46	2,139.46	5,219.50	3,080.04
14 2020		2,280.58	2,280.58	5,219.50	2,938.92
15 2021		2,432.73	2,432.73	5,219.50	2,786.77
16 2022		2,596.86	2,596.86	5,219.50	2,622.64
17 2023		2,774.04	2,774.04	5,219.50	2,445.46
18 2024		2,965.44	2,965.44	5,219.50	2,254.06
19 2025		3,172.31	3,172.31	5,219.50	2,047.19
20 2026		3,396.06	3,396.06	5,219.50	1,823.44

EIRR = 55.19%
NPV (Benefits) = \$56,514.68
NPV (Costs) = \$22,190.63
NPV = \$34,324.05
BCR = 2.55

Table 5: Economic Analysis Assumptions

1. Under Most Likely Scenario:
 - ▶ 2.4 ML of water demand per day after Year 1 of new infrastructure
 - ▶ Average growth in demand: 4% p.a. over 20 years (Australia-wide estimate)
2. Average retail price of water (Class A):
 - ▶ \$1,300/ML
 - ▶ \$1.3/KL (cf Sydney 1.10/KL; Melbourne 0.9/KL)
3. Average cost of water production at Bridport:
 - ▶ Production \$585/ML
 - ▶ Distribution \$460/ML
 - ▶ Total Cost \$1,045/ML
4. Assumed maximum production:
 - ▶ 11 ML per day
 - ▶ 4,015 ML per year
5. Demand Forecasts:
 - ▶ Residential population: 4% p.a.
 - ▶ New residential properties: growth at 10% p.a. for the first 10 years.
 - ▶ Tourism growth: related to Barnbougle Complex and new resort infrastructure on the coastline: 10% growth p.a. for the first 10 years.
 - ▶ Horticulture/intensive agriculture, as related to cut flowers/fruits/vegetables/legume crops/wine: 20% growth p.a. for the first 10 years.

Table 6: Economic Analysis of Bridport Wastewater (Sewerage) Treatment Project
(\$'000: 2005 Constant Prices)

Year Ended June	Economic Costs			Economic Benefits				Net Benefit Stream
	Capital ^{1/}	O & M ^{2/}	Total Costs	Increased Sewerage Revenue	Avoided Costs of Septic Tanks	Increased Summer Camping/Tourism Expenditures	Total Benefits	
1	2006	3,650.00		3,650.00			0.00	-3,650.00
2	2007		165.00	165.00	370.05	66.50	81.00	517.55
3	2008		165.00	165.00	400.25	66.50	85.05	551.80
4	2009		165.00	165.00	432.91	66.50	89.30	588.71
5	2010		165.00	165.00	468.24	70.00	93.77	632.01
6	2011		165.00	165.00	506.45	70.00	98.46	674.90
7	2012		165.00	165.00	547.77	73.50	103.38	724.65
8	2013		165.00	165.00	592.47	73.50	108.55	774.52
9	2014		165.00	165.00	640.82	73.50	113.98	828.29
10	2015		165.00	165.00	693.11	77.00	119.67	889.78
11	2016		165.00	165.00	749.66	77.00	125.66	952.32
12	2017		165.00	165.00	810.84	80.50	131.94	1,023.28
13	2018		165.00	165.00	877.00	80.50	138.54	1,096.04
14	2019		165.00	165.00	948.56	84.00	145.46	1,178.03
15	2020		165.00	165.00	1,025.97	84.00	152.74	1,262.70
16	2021		165.00	165.00	1,109.68	87.50	160.37	1,357.56
17	2022		165.00	165.00	1,200.24	87.50	168.39	1,456.13
18	2023		165.00	165.00	1,298.17	91.00	176.81	1,565.99
19	2024		165.00	165.00	1,404.11	91.00	185.65	1,680.76
20	2025		165.00	165.00	1,518.68	91.00	194.94	3,264.62

Residual Value (40% of \$3.65 million or \$1.46 million)

- 1/ Based on an estimated capital cost for the plant of \$3.15 million and an additional \$500,000 for civil works. (Total cost of \$3.65 million). Assumes completion and commissioning over a 12-month period.
- 2/ Assumes annual O & M cost of \$165,000 (includes power, consumables/chemicals, labour, equipment maintenance).

EIRR = 15.96%
 NPV (Benefits) = \$10,062.50
 NPV (Costs) = \$5,180.27
 NPV at 6% = \$4,882.23
 BCR = 1.94

Western Road Access Project

Bridport's tourism and commercial growth is fundamentally dependent on road access. However, the current road network does not allow for accessibility from the northwest or from the west. Road traffic from the east and south is not directed through the commercial centre. Hence, for many day visitors, the uniqueness of Bridport with its natural foreshore and ocean vistas is often overlooked. Visitors are not able to access the centre of Bridport from Sandy Points road, which provides the most attractive viewing of Bridport and the coastal hinterland.

For agricultural activities, particularly potato growing to the west of Bridport, all commercial access to/from Bridport using heavy vehicles requires movement through the main street. The necessity for heavy trucks/farm machinery vehicles to trans-sect the main thoroughfare of Bridport could be avoided with a western access road. Travel distances to Launceston from Bridport would be reduced by approximately 9 kms. Travel time savings would be approximately 10 minutes.

Key benefits from the construction of a new western access road to Bridport, of approximately 4 kms, include:

- (i) stimulus to the local economy of Bridport from increased visitor attendance and expenditures; both induced from being closer to Launceston/Hobart and from being diverted to/from the southern crossroads into the town centre;
- (ii) savings in vehicle operating cost from reduced travel distances for both passenger vehicles and freight vehicles;
- (iii) savings in travel time costs for business vehicles to/from Bridport to Launceston and other centres, with more direct access; and
- (iv) increased longer term council revenues (rates and services charges) as real estate development proceeds to the west of Bridport.

A total capital cost of \$4.5 million has been estimated (without GST). Over a 20-year period, based on conventional discounted cash flow (DCF) techniques, the overall economic viability of the proposed project has been established. A range of default values for typical road/highway project has been relied upon to develop the economic benefits. An EIRR of 7.32% was estimated. This has relied upon conservative traffic estimates and forecasting assumptions. A positive net present value (NPV) has been estimated also. The BCR (benefit-cost ratio) for the proposed road was found to be satisfactory (1.03).

At this pre-feasibility level, $\pm 30\%$ for costs and benefits, the proposed road link should be supported as a significant future road investment for State/Federal funding. Further detailed engineering design work is required to further identify the route and to prepare detailed cost estimates. A series of traffic counts need to be collated at key locations, in order to further support the economic benefits estimation.

Table : BRIDPORT: Economic Appraisal of Western Road Access:												
2006 Constant Prices: No GST												
(\$ '000)												
ECONOMIC BENEFITS												
Year Ended	Economic Costs			Increased Visitor Expenditure		Vehicle Operating Cost Savings				Increased Council Rate Revenue		Net Benefit
30 June	Capital ^{1/}	O & M	Total Costs	Induced ^{3/}	Diverted ^{4/}	Pax Vehicles ^{5/}	Trucks (Diverted from Bridport Centre) ^{6/}	Pax Vehicles ^{7/}	Trucks ^{8/}		Total Benefits	Stream
1 2009	3,000.00		3,000.00								0.00	-3,000.00
2 2010	1,500.00		1,500.00								0.00	-1,500.00
3 2011		60.00 ^{2/}	60.00	74.55	41.00	56.92	43.56	6.14	24.70		246.87	186.87
4 2012		60.00	60.00	78.28	43.05	58.63	44.87	6.32	25.44		256.59	196.59
5 2013		60.00	60.00	82.19	45.20	60.39	46.21	6.51	26.20		266.71	206.71
6 2014		60.00	60.00	86.30	47.46	62.20	47.60	6.71	26.99	29.00	306.26	246.26
7 2015		60.00	60.00	90.62	49.84	64.06	49.03	6.91	27.80	58.00	346.25	286.25
8 2016		60.00	60.00	95.15	52.33	65.99	50.50	7.12	28.63	132.50	432.21	372.21
9 2017		60.00	60.00	99.90	54.94	67.97	52.01	7.33	29.49	172.75	484.40	424.40
10 2018		60.00	60.00	104.90	57.69	70.00	53.57	7.55	30.38	209.50	533.60	473.60
11 2019		60.00	60.00	110.14	60.58	72.10	55.18	7.78	31.29	236.25	573.32	513.32
12 2020		60.00	60.00	115.65	63.60	74.27	56.84	8.01	32.23	236.25	586.85	526.85
13 2021		60.00	60.00	121.43	66.78	76.50	58.54	8.25	33.19	236.25	600.95	540.95
14 2022		60.00	60.00	127.51	70.12	78.79	60.30	8.50	34.19	236.25	615.66	555.66
15 2023		60.00	60.00	133.88	73.63	81.15	62.11	8.75	35.22	236.25	630.99	570.99
16 2024		60.00	60.00	140.58	77.31	83.59	63.97	9.02	36.27	260.75	671.48	611.48
17 2025		60.00	60.00	147.60	81.18	86.10	65.89	9.29	37.36	260.75	688.16	628.16
18 2026		60.00	60.00	154.98	85.24	88.68	67.87	9.57	38.48	260.75	705.56	645.56
19 2027		60.00	60.00	162.73	89.50	91.34	69.90	9.85	39.64	260.75	723.71	663.71
20 2028		60.00	60.00	170.87	93.97	94.08	72.00	10.15	40.83	260.75	3,442.64	3,382.64
Residual Value: (60%) \$2.7 million											EIRR =	7.32%
											NPV @ 7% (Benefits) =	\$4,787.02
											NPV @ 7% (Costs) =	\$4,641.06
^{1/} Assumes a new road length of 4.0 kms, with additional investment in school crossing facilities on Sandy Points road, over a two-year period.											NPV @ 7% =	\$145.97
^{2/} Assumed annual maintenance.											BCR =	1.03
^{3/} Based on annual visitor traffic of 18,600 vehicles (41,000 visitors) with additional/induced traffic from Launceston, with shorter access to Bridport commercial/shopping centre, growing at 5% per annum.												
^{4/} Assumes diverted traffic from Bridport Road and Waterhouse Road into Bridport commercial/shopping centre, growing at 5% per annum.												
^{5/} Based on reduced distance travelled (9 kms) and reduced VOCs (using VicRoads/AusLink cost data) [3% traffic growth].												
^{6/} Based on an estimated 4,750 heavy truck movements re-diverted away from Bridport centre, reduced mileage and reduced VOCs (using VicRoads/AusLink cost data) [3% traffic growth].												
^{7/} Assumed reduction in business travel time to/from Launceston/Hobart of 10 minutes (using VicRoads/AusLink travel time cost data) [3% traffic growth].												
^{8/} Reduced heavy vehicle travel time to/from Launceston/Hobart of 10 minutes (using VicRoads/AusLink travel time cost data for freight vehicles) [3% traffic growth].												
^{9/} Based on development of new residential housing to the east of the existing Bridport Golf Course, with retirement/villa/unit development in a staged program, to reach approximately 400 new rateable properties, generating additional rate revenue for Dorset Council.												

Wellness Centre

Bridport's residential community is retirement-based. Lifestyle changes for many Tasmanian and mainland residents, to relocate on the northern coast of Tasmania in general, and to Bridport in particular, is a driver for appropriate leisure facilities. During winter months, outdoor recreation activities are limited. Health and exercise,, however, remain critical to the well being of the over '60s'. Avoidance of doctors visits and massage therapy treatments can be achieved with indoor swimming/sauna/hydrotherapy activities.

It is proposed that near the foreshores of Bridport for both residents, day visitors and overnight visitors, a Health or 'Wellness' Centre be established. The Centre would involve an integrated building with:

- a 25 m heated swimming pool
- sauna/spa baths
- hydrotherapy pools, with wheelchair facilities
- exercise facilities
- meeting room
- coffee/tea/refreshment area
- outlet for sports equipment/clothing

Both residents and local visitors would have the opportunity to participate in exercise/therapy activities. Such a facility is not available at any of the Tasmania coastal tourism destinations. Bridport's ideal location for retirement can be significantly enhanced by such a complex. A range of financial/economic benefits have been identified from similar complexes which have been developed at Ashburton (Melbourne's eastern suburb in the midst of a major ex-services subdivision); at Bowral (Sydney's southern highlands retirement centre for more than 50 years); and at Lake Macquarie, on the NSW Central Coast. Key benefits which have been estimated for the Bridport Centre include:

- (i) attendance fees, both summer and winter, for residents, day visitors (including bus tours from neighbouring centres) and overnight tourists (at motels/units/homes and at the caravan park);
- (ii) avoided costs of residents visits to doctors, including savings on medication;
- (iii) avoided costs by residents in treatment at massage clinics;
- (iv) residents staying for longer periods in the winter months, with increased spending on food/services in Bridport;
- (v) holding of special events at the Centre, including in conjunction with other tourism activities; and
- (vi) rental revenues for in-house business services at the Centre.

A total capital investment cost of \$3.5 million has been estimated. Over a 20-year period, the economic viability of the proposed Centre can be demonstrated. An EIRR of 7.56% was estimated, based on conservative benefit streams. A positive NPV of \$194,880 was also estimated, together with a benefit-cost ratio (BCR) of 1.03.

Given the forecast, annual operating costs of approximately \$280,000, it is possible for the Centre to cover these costs, from annual attendance and other sources of revenue, within 5 years of operations.

This project is seen to be of critical strategic significance to the future development of Bridport's economic and social status. It represents a unique opportunity to blend tourism and retirement living in a wholistic form.

BRIDPORT PLANNING AND DEVELOPMENT STUDY
Economic Analysis of Bridport: 'Wellness'/Hydrotherapy Centre
(\$' 000: 2006 Constant Prices)

Year Ended Jun-30		Economic Costs			Economic Benefits										Net Benefit Stream	
					Attendance Revenue					Avoided Medical Costs of Doctors Visits (and Medications)	Avoided Massage/ Therapy Costs	Extended Winter Residence (Expenditure in Bridport)	Tour Groups and Special Events at Centre	Rental of Facilities (Coffee, Sports Goods Store)		Total Benefits
					Residents		Visitors		Total User Revenue							
Capital	O & M Costs	Total Costs	Summer & Off-Peak	Winter	Summer & Off-Peak	Winter										
1	2008	2,000.0		2,000.00					0.00						0.00	-2,000.00
2	2009	1,500.0		1,500.00					0.00						0.00	-1,500.00
3	2010		280.0	280.00	71.68	35.84	48.30	19.90	175.72	64.32	72.00	108.00	27.12	15.00	462.16	182.16
4	2011		280.0	280.00	75.26	37.63	51.68	21.29	185.87	65.61	73.44	110.16	28.48	15.00	478.55	198.55
5	2012		280.0	280.00	79.03	39.51	55.30	22.78	196.62	66.92	74.91	112.36	29.90	15.00	495.71	215.71
6	2013		280.0	280.00	82.98	41.49	59.17	24.38	208.02	68.26	76.41	114.61	31.39	15.00	513.68	233.68
7	2014		280.0	280.00	87.13	43.56	63.31	26.08	220.09	69.62	77.94	116.90	32.96	15.00	532.51	252.51
8	2015		280.0	280.00	91.48	45.74	67.74	27.91	232.88	71.01	79.49	119.24	34.61	15.00	552.24	272.24
9	2016		280.0	280.00	96.06	48.03	72.49	29.86	246.44	72.43	81.08	121.63	36.34	15.00	572.92	292.92
10	2017		280.0	280.00	100.86	50.43	77.56	31.96	260.81	73.88	82.71	124.06	38.16	15.00	594.61	314.61
11	2018		280.0	280.00	105.90	52.95	82.99	34.19	276.04	75.36	84.36	126.54	40.07	15.00	617.36	337.36
12	2019		280.0	280.00	111.20	55.60	88.80	36.59	292.18	76.87	86.05	129.07	42.07	15.00	641.24	361.24
13	2020		280.0	280.00	116.76	58.38	95.01	39.15	309.30	78.41	87.77	131.65	44.18	15.00	666.30	386.30
14	2021		280.0	280.00	122.60	61.30	101.66	41.89	327.45	79.97	89.52	134.28	46.38	15.00	692.61	412.61
15	2022		280.0	280.00	128.73	64.36	108.78	44.82	346.69	81.57	91.31	136.97	48.70	15.00	720.25	440.25
16	2023		280.0	280.00	135.16	67.58	116.40	47.96	367.10	83.20	93.14	139.71	51.14	15.00	749.29	469.29
17	2024		280.0	280.00	141.92	70.96	124.54	51.31	388.74	84.87	95.00	142.50	53.70	15.00	779.81	499.81
18	2025		280.0	280.00	149.02	74.51	133.26	54.90	411.69	86.57	96.90	145.35	56.38	15.00	811.90	531.90
19	2026		280.0	280.00	156.47	78.23	142.59	58.75	436.04	88.30	98.84	148.26	59.20	15.00	845.64	565.64
20	2027		280.0	280.00	164.29	82.15	152.57	62.86	461.87	90.06	100.82	151.23	62.16	15.00	2,981.14	2,701.14

Residual value of \$2,100.00

EIRR at 7% = 7.56%
NPV at 7% (Benefits) = \$5,834.28
NPV at 7% (Costs) = \$5,639.40
NPV at 7% = \$194.88
BCR = 1.03

BRIDPORT PLANNING AND DEVELOPMENT STUDY
Financial Analysis of Bridport: 'Wellness'/Indoor Recreation Centre: Operating Costs versus Revenues: No Capital Costs
(\$' 000: 2006 Constant Prices)

				Financial Benefits							Net Benefit Stream	
				Attendance Revenue								
Year Ended Jun-30	Financial Costs			Residents		Visitors		Tour Groups and Special Events at Centre	Rental of Facilities (Coffee, Sports Goods Store	Total User Revenue		
	Capital	O & M Costs	Total Costs	Summer & Off-Peak	Winter	Summer & Off-Peak	Winter					
1	2008	n.a.		0.00						0.00	0.00	
2	2009	n.a.		0.00						0.00	0.00	
3	2010		280.0	280.00	71.68	35.84	48.30	19.90	27.12	15.00	217.84	-62.16
4	2011		280.0	280.00	75.26	37.63	51.68	21.29	28.48	15.00	229.35	-50.65
5	2012		280.0	280.00	79.03	39.51	55.30	22.78	29.90	15.00	241.52	-38.48
6	2013		280.0	280.00	82.98	41.49	59.17	24.38	31.39	15.00	254.41	-25.59
7	2014		280.0	280.00	87.13	43.56	63.31	26.08	32.96	15.00	268.05	-11.95
8	2015		280.0	280.00	91.48	45.74	67.74	27.91	34.61	15.00	282.49	2.49
9	2016		280.0	280.00	96.06	48.03	72.49	29.86	36.34	15.00	297.78	17.78
10	2017		280.0	280.00	100.86	50.43	77.56	31.96	38.16	15.00	313.97	33.97
11	2018		280.0	280.00	105.90	52.95	82.99	34.19	40.07	15.00	331.10	51.10
12	2019		280.0	280.00	111.20	55.60	88.80	36.59	42.07	15.00	349.25	69.25
13	2020		280.0	280.00	116.76	58.38	95.01	39.15	44.18	15.00	368.47	88.47
14	2021		280.0	280.00	122.60	61.30	101.66	41.89	46.38	15.00	388.83	108.83
15	2022		280.0	280.00	128.73	64.36	108.78	44.82	48.70	15.00	410.39	130.39
16	2023		280.0	280.00	135.16	67.58	116.40	47.96	51.14	15.00	433.24	153.24
17	2024		280.0	280.00	141.92	70.96	124.54	51.31	53.70	15.00	457.43	177.43
18	2025		280.0	280.00	149.02	74.51	133.26	54.90	56.38	15.00	483.07	203.07
19	2026		280.0	280.00	156.47	78.23	142.59	58.75	59.20	15.00	510.24	230.24
20	2027		280.0	280.00	164.29	82.15	152.57	62.86	62.16	15.00	539.03	259.03

FIRR at 7% = 19.93%
NPV at 7% (Benefits) = \$2,827.13
NPV at 7% (Costs) = \$2,460.08
NPV at 7% = \$367.05
BCR = 1.15



Appendix G
Grant Programs

Economic Development Funding Sources and Opportunities

The following Australian and State Government grant programs have been identified as possible sources of funds to assist Dorset Council, local community groups and businesses with developing new economic opportunities and/or adding to existing operations. Other funding sources may be available from State and regional agencies.

Regional Partnerships – Department of Transport and Regional Services

This program is focused on a partnership approach to foster the development of self-reliant communities and regions. A total of \$360.9 million is available through Regional Partnerships over the four years from 2005–06 to 2008–09.

The programme focuses on four areas:

- » Strengthening growth and opportunities by investing in projects that strengthen and provide greater opportunities for economic and social participation in the community;
- » Improving access to services by investing in projects that, in a cost effective and sustainable way, support communities to access services. It will give priority to communities in regional Australia with a population of less than 5,000;
- » Supporting planning by investing in projects that assist communities to identify and explore opportunities and to develop strategies for action; and
- » Assisting structural adjustment by investing in projects that assist specifically identified communities and regions adjust to major economic, social or environmental change.

Contacts: Telephone: 1800 026 222 Website: www.regionalpartnerships.gov.au

Small Grants for Small Rural Communities Program - Foundation for Rural and Regional Renewal

The Foundation provides a mechanism for the private sector to work with communities in regional Australia through grants for community capacity building, project facilitation and seeding grants for community and economic development initiatives. The FRRR encourages innovative collaboration between business, community and government in philanthropic endeavours that will boost the economic and social well being of regional Australia.

Currently, preference will be given to projects that support:

- » Community Hardship in drought effected areas;
- » Community Infrastructure;
- » Resettlement of Immigrants in rural Australia; and
- » Retention of young people in rural and regional Australia.

Not-for-profit Organisations can apply for projects and activities that offer clear public benefit for communities living in small rural and remote locations in Australia, contributing to their development in social and community welfare, economic, environmental, health, education or cultural areas.

- » Applications from communities with a population of 10,000 or less will receive priority.
- » Grants will be made in amounts up to \$5,000.
- » To be eligible, projects must be for a charitable purpose. Organisations should also have an ABN.
- » Organisations demonstrating Community Partnerships will be preferred to multiple applications from one community

Contacts: Telephone: 1800 170 020 Website: www.frrr.org.au

Australian Tourism Development Program – AusIndustry

The Australian Government has allocated more than \$31 million (from 2004-05 to 2007-08) to the Australian Tourism Development Program to increase the diversity of tourism products and services. The ATDP is a highly competitive merit-based grants program that aims to assist in the development of a continuous tourism experience throughout Australia by supporting initiatives that will:

- » Promote tourism development in regional and rural Australia;

- » Contribute to long-term economic growth;
- » Increase visitation and yield throughout Australia;
- » Enhance visitor dispersal and tourism expenditure throughout Australia, and
- » Increase Australia's competitiveness as a tourism destination.

Contacts: Telephone: 13 2846 Website www.ausindustry.gov.au

Food Processing in Regional Australia Program - Department of Agriculture, Fisheries and Forestry

The Food Processing in Regional Australia Program is a competitive grants program that offers matched funding of up to \$200,000 to help small to medium food producers operating in rural and regional Australia to value-add food-related produce or commodities. Applicants must be operating in the farming, seafood/aquaculture, or food processing industry in rural and regional Australia and must be proposing a commercially viable project that will benefit the region.

Eligible projects may include on-farm processing or regionally based processing. They may draw ingredients from a single source or they may draw from a number of sources in the region. They may involve adding value to fresh, semi-processed or processed food, as well as food ingredients.

Contacts: Telephone: 1300 794 550 Website: [www.daff.gov.au/regional food](http://www.daff.gov.au/regional%20food)

Community Water Grants – Department of Environment and Heritage / Department of Agriculture, Fisheries and Forestry

Australian Government Community Water Grants of up to \$50,000 are available to agricultural, conservation, Indigenous and other community groups, schools, local governments, individuals and the private sector. Grants focus is on-ground activities for improving water efficiency and savings, reusing or recycling water, water treatment, improving surface and groundwater health. The next round is likely in early 2007.

Contacts: 1800 780 730 Website: www.nrm.gov.au/water-fund

Pratt Water Grant, - Foundation for Rural and Regional Renewal

The FRRR has been established as a partnership between philanthropy, governments and business to stimulate rural and regional renewal in Australia. The Foundation's objective is "to promote for the public benefit rural and regional renewal, regeneration and development in Australia in social, economic, environmental, and cultural areas".

Contacts: 1800 170 020 Website: www.frrr.org.au

Facilities Grant Program – Sport and Recreation Tasmania (Dept of Economic Development)

The Facilities Grant Program aims to improve opportunities for Tasmanians to participate in sport and recreation activities by providing financial assistance to Tasmanian organisations to develop quality facilities that meet the sport and recreation needs of the community.

The program is administered by Sport and Recreation Tasmania, with funds made available by the Tasmanian Government's Community Support Levy.

Contacts: Telephone: 1800 252 476 Website: <http://www.development.tas.gov.au/sportrec/grants>

Tasmanian Landcare Fund

This new philanthropic fund supports activities that provide long-term benefit to the community and environment of Tasmania by improving the management of Tasmania's water quality, soil, flora and fauna by private landholders and community groups through education and awareness raising.

Contacts: Tasmanian Landcare Association 6234 7117 Website: www.taslandcare.org.au/