

from interstate and overseas as well as offering a new experience for amateur golfers. The course is attracting world attention and it is expected that numbers will grow in coming years. Further courses are being planned for development alongside the existing course as well as potentially inland.

Some concerns have been expressed about the actual impact of Barnbougles on the economy of Bridport given that it is focussed on a niche market and is essentially self-contained. While this may have been true when it first began operations, there is anecdotal evidence emerging that the township is benefiting from the development. Not only in terms of direct employment and the purchase of local goods and services, but also through Barnbougles's close proximity to the town. In the future it is expected that more family golfers will come to play with other family members staying in the town and using the local services.

5.5.3 Primary and Secondary Industries

Bridport's industries include fishing and fish processing, agriculture, grazing and boat building. There are also a number of light industrial establishments operating in the town.

Boat building and shipping operations at Bridport are integral to Bridport's character and should therefore be supported as an ongoing activity. It is noted, however, that the fishponds at the entrance to the town should be screened.

The Strategy does not have great relevance for agricultural practices on the periphery of the town. In terms of light industrial practices, it will be important that the current light industrial areas are retained for ongoing use into the future. It is also noted that some light industrial land activity might be required in the vicinity of the airstrip to the south east of the town, particularly if the airstrip increases activity into the future.

5.6 Architectural and Streetscape Features

5.6.1 Architecture

Bridport's built environment has a mixture of architectural styles, set out in clearly defined areas of manufacturing/industrial, commercial/public and residential.

Bridport's history reaches well back into the 1800s, however there is a distinct lack of buildings that would be considered of heritage value from this time.

Historic photographs of the area show that the original buildings were typically built of timber and presumably these buildings have been demolished, destroyed by fire or extended so that they are now largely unrecognisable.

The buildings in the manufacturing/industrial area are large sheds and warehouses as well as some run down buildings. Their surrounding environment is made up of fish farms and shipyards, and as a whole, they present an interesting but unfortunately unattractive entry to the township.

The commercial buildings, including hotels and takeaways are situated above the beach reserve in a small strip along Main Street. The main public buildings, the library, hall and visitors' centre are in the same area but on the beach side of Main Street. The majority of these buildings and their surrounding 'landscaping' do not respond well to the larger environment. The lack of external eating spaces, vehicle dominating Main Street, poor pedestrian links and enclosed facades mean that there is little if any connection to Bridport's beaches from these commercial and public buildings and areas. The community hall is a particularly good example of an unresponsive design. Apart from its poor connection to the external community areas, the hall is situated closer than any other building to the beach, yet there is no provision of viewing areas from the building towards the water.

The residential areas on the hill above the town centre feel quite suburban in character. The blocks are generally of an average size, with large grassed council verges and not many trees. The residential area that runs northwards along Bentley Street and the beach, feels much more enclosed and 'shack like'. This area has a large amount of native vegetation that buffers the residences from the road, creating a sense of privacy that is missing from the other areas in Bridport.

There is a group of attractive two storey 1920-30s houses along Bentley Street and the odd, old shack but the majority of the buildings appears to be from the second half of the twentieth century. The different architectural styles all fit together quite well. The façade materials are predominately brick or weatherboard, modern Colorbond clad, and rendered buildings are starting to appear in the residential areas. Several new unit developments have been established around the town, many of reasonable architectural quality.

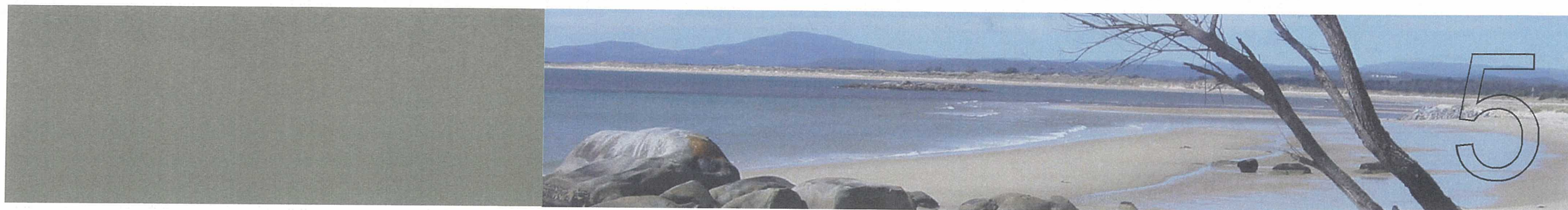
The main street in Bridport is characterised by an inconsistent appearance and there is a lack of a theme in the architecture. The character and amenity of Bridport needs to be defined and appropriate forms of development identified and encouraged.

Box 8: Guiding Principles – Architecture & Streetscapes

- ▶ *Maintain the integrity of the seaside character of Bridport, while allowing for innovation in design.*
- ▶ *Complement streetscapes with innovative and sympathetic improvements that create continuity and local distinctiveness.*
- ▶ *Ensure that design resolutions promote a synergy between the existing eclectic mix of housing stock in Bridport.*
- ▶ *Formally identify buildings with a character that reflects the development of Bridport over time.*
- ▶ *Achieve consistency and greater definition in road, drainage and footpath design.*
- ▶ *A boundary for future residential development should be identified.*
- ▶ *Implement methods such as street vegetation planting to assist in defining Bridport's streetscapes.*
- ▶ *The existing Community Hall needs to be reassessed in terms of design and functionality.*



Figure 19: Many streets are wide & well landscaped



5.6.2 Streetscapes

Although the town is regarded as having a pleasant coastal setting, there is a lack of an identifiable character and consistency seen in the streetscapes of Bridport.

The entrance to the town from the Bridport Main Road is dominated by a fish farm and shipping operation situated on Trent Water, which although partly screened by trees, detracts from the feeling of arrival to the seaside village due to its appearance. The lack of signage and appropriately themed urban design elements also detracts from a sense of arrival.

Bridport's Main Street is a high standard road, with kerb and channel, and bitumen footpaths and featuring several commercial businesses, which effectively form a strip of development from the Bridport Hotel to the 'top' supermarket. Car parking is the focus of Main Street, with the main shopping area having 45° parking directly outside, which limits safe pedestrian access and effectively precludes outside dining opportunities. There are no defined pedestrian crossing locations near the shops. All these features detract from the need of residents and visitors to 'humanise' the town centre. Main Street becomes more residential in character further to the west as it extends uphill.

While some streets have sealed kerb and guttering, contributing to a suburban feel within the town, many streets in Bridport lack sealed kerb and channel, enhancing the seaside 'shack style' appearance of these streets. The varying housing styles on different sized blocks along the residential roads contribute further to the shack style appearance. The state of some of the open drains is an eyesore within the streetscapes of the town. The inconsistency in road, drainage and footpath design is perhaps a function of the lack of an identified character for the whole township.

5.7 Land Use and Zoning

The Dorset Planning Scheme 1996 sets out the requirements for the use and development of land in Bridport. Bridport is comprised of the following Resource Units:

- » Residential (comprising the majority of the town);
- » Public Purposes-Reserved (coastal region and larger areas surrounding the golf course); and
- » Public Purposes and Mixed Rural (most of the land behind the township).

There are also smaller pockets of land within the township Zoned as follows:

- » Commercial-comprising the business district of Bridport;
- » Light Industry- At the mouth of the Brid River and Waterhouse Road;
- » Mixed Rural- Larger land parcels defining the eastern boundary of the township;
- » Rural Coasts and Rivers- Large area adjacent to the golf course;
- » Rural Plains-east of the bridge incorporating a large amount of land south-east of Bridport; and
- » Rural Residential – west of the town.

A summary of the provisions of these Resource Units can be seen in Appendix C.

5.7.1 Future Residential Growth

Infrastructure Provision

Fostering further residential development in Bridport will assist in supporting commercial activities, providing the critical population threshold to support a greater range of community services. Residential growth will require upgrades to Council's infrastructure, but at the same time will provide a rates base for funding critical Council infrastructure throughout the broader town area.

There are several issues relating to land use and zoning within the town. One issue for the future development of Bridport is the need to identify land for potential future residential development given increasing demand for permanent dwellings in the area. To ensure the town develops in a sustainable manner into the future, infill development will be a primary consideration.

Infill Development

There is scope for infill development within the town's existing residentially zoned areas, with a number of vacant blocks lending themselves to future development. However, achieving infill development is currently restricted in the Residential A Resource Unit north of Main Street. Specifically, Clause 11.2 of the Planning Scheme includes a provision that states "land to the north of Main Street Bridport shall be developed at a maximum density of 1 dwelling per/550 m²". It is understood that this provision was introduced to maintain the character of the area and avoid vegetation removal.

However, the provision is causing issues where a lot may fall only marginally short of the 1100m² required for subdivision and establishment of two dwellings.

In particular, a number of landowners in the area only reside in Bridport during holiday periods, and it has been difficult for these landowners to maintain their large lots in absentia. In addition, vegetation is often simply removed to ensure bushfire protection, which is contrary to the original intention to maintain local character.

It is considered that an amendment of provisions relating to the area could be undertaken to allow for higher density development, while also maintaining local character and vegetation values. This can be achieved through careful formulation of a new provision stipulating that any development proposing over one dwelling per lot must demonstrate that it will not detract from the existing character of the area and will protect environmental and aesthetic values. An amendment should be made where higher density is discretionary and where building envelopes must be identified.

It is considered that such an approach would lead to better aesthetic and environmental outcomes for the area, particularly as it would prevent future slashing of existing lots for vegetation management. It also represents a better utilisation of infrastructure closer to the town centre, and may be more attractive to people looking to move to Bridport.

Furthermore, it is understood that a concern in this area is that any relaxation of the provision could result in multiple unit/strata title development. However, with appropriate standards in place, development outcomes can be controlled covering such matters as site coverage, building envelope, setbacks, height, overlooking, solar access for adjacent houses, parking and the like.

Other Areas for Residential Development

Other potential areas for future residential development have been identified. It is noted that given this strategy is for a 25 year period, current land tenure has not been fully considered in the identification of the areas.

There is potential to relocate the sport oval currently situated behind the town into the future, as this land represents prime residential real estate with views over the town and across Anderson Bay. A possible alternative site for the sports field would be near the existing access to Bridport. Establishment of a sporting ground in this area would be considered to contribute to the enhancement and maintenance of the rural character of the access corridor.

Other largely cleared areas adjacent to the oval, including the existing Bayview accommodation facility at the end of Francis and Clark Streets, would be prime areas to be considered for residential development in the future. In addition, depending on possible contamination issues, the existing quarry site

may lend itself to residential development, with appropriate controls. It will be crucial that any future development behind the town considers the importance of Bridport's skyline. It is also noted that future residential development will depend on water supply to these areas. At present, the existing supply infrastructure would be able to service only those areas below approximately the RL 60 line. This includes the majority of the oval and approximately half the accommodation facility.

Low-density/Rural Residential Development

Future rural residential development should be situated in close proximity to the existing rural residential area to the west. Such development would be subject to the quality of rural land and other environmental values and would be expected to be relatively minimal given current constraints on infrastructure. Proposals for rural residential living in other parts of Bridport would be subject to a successful scheme amendment.

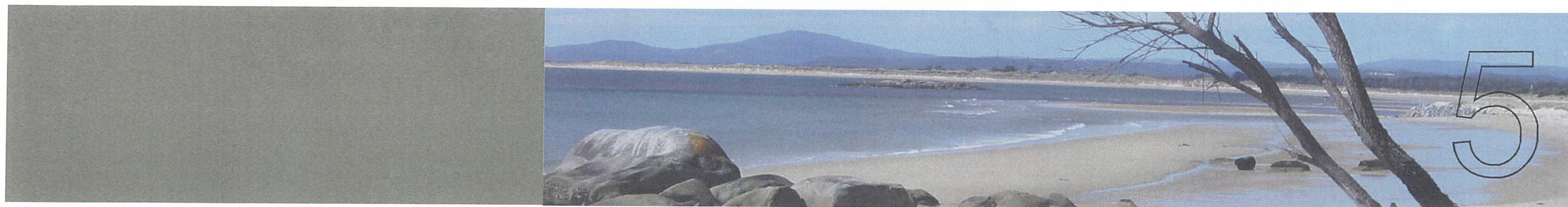
Land to the east of the bridge is sparsely developed for residential use, as it is situated within the Rural Plains Resource Unit, within which the allowable lot size is 25ha. There would be potential as a longer-term alternative, to intensify residential development in this area into the future by allowing for low-density residential sized lots. This will, however, depend on infrastructure provision east of the bridge, which could be established under a 'user pays' policy. It is acknowledged that the existing water supply would require upgrading for any substantial extension of residential development in this direction and that Council's sewer infrastructure will need to be extended. It will also be important that buffer areas be established to manage the interface between residential uses and the light industrial area on Waterhouse Road and the airstrip.

Consideration of the values of the road corridor into Bridport would be another essential consideration. Provision will have to be made for maintaining the rural character and landscape quality of the approaches to Bridport. It will therefore be important that any future amendment be devised to enhance and maintain the rural landscape character.

The potential for a new access to Bridport, most likely from the west, was raised throughout consultation. This point is discussed in more detail in the later sections of this document from a traffic and economic perspective. In terms of land use, a new access would allow for future residential development if the demand arises. Such development would need to take into consideration issues such as quality of agricultural land, infrastructure provision and environmental values. Inspection of the area around the existing golf course and rural residential developments off Sandy Points Road highlights the

Box 9: Guiding Principles – Land Use and Zoning

- ▶ *Promote infill development to cater for future residential demand, while retaining valued town character.*
- ▶ *Consider future relocation of sports oval and use of the site and adjacent land for residential purposes.*
- ▶ *Ensure that any future development behind the town fully considers skyline values.*
- ▶ *Future rural residential development should only occur with due consideration given to the quality of rural land, environmental values and infrastructure provision.*
- ▶ *Allow for establishment of low density residential lots east of the bridge when infrastructure is available, ensuring rural character is maintained.*
- ▶ *All future development within existing commercial zoned land should include commercial development at ground level.*
- ▶ *Depending on future demand, consider extending the commercial area into the existing Township Resource Unit.*
- ▶ *Consider future relocation of fire and police station and establishment of community and tourist based uses.*
- ▶ *Amend scheme to ensure commercial land uses on ground level in existing commercial zone.*
- ▶ *Amend scheme to allow discretion for higher density development north of Main Street.*
- ▶ *Amend the scheme to allow for tourist accommodation uses that are compatible within residential areas such as bed and breakfasts in the Residential A resource Unit.*
- ▶ *Consider future residential and/or resort style accommodation opportunities west of Bridport in association with development of any new access.*



Box 10: Guiding Principles – Sewer, Water & Stormwater

- ▶ *A greater level of surety in relation to water supply is a critical issue in peak tourist season periods.*
- ▶ *Determine future opportunities to enhance the capacity of existing water treatment facilities or options to provide an alternative water supply.*
- ▶ *Assess the suitability of the existing water supply network to supply water at adequate flow and pressure to growth areas of Bridport.*
- ▶ *Investigate options to upgrade or replace the existing wastewater treatment facility so that emissions comply with environmental (licensing) requirements.*
- ▶ *Assess the suitability of the existing pumping stations to accommodate development within their catchment and also determine opportunities to increase the emergency storage capacity at pump stations 1 and 2.*
- ▶ *Investigate options to replace sewerage outfall on beachfront.*
- ▶ *Identify potential solutions to underground all power lines.*

opportunity for residential accommodation taking advantage of proximity to the golf course, sea and bush views, while still being in close distance to the town centre. This could include some resort style accommodation.

Considerations for Commercial Use

The existing commercial area services the needs of the permanent residents and caters for peak tourist periods. As such, it is considered appropriate to maintain this area as the main commercial hub of Bridport. However, there does need to be some degree of certainty into the future that the commercial needs of the population will be catered for in terms of available land for such commercial use. In this regard, it will be important to ensure that the existing commercial area be maintained for commercial purposes. Therefore, ground levels of the existing Commercial Resource Unit should not be used for other purposes; however, upper levels of buildings could be used for residential/tourist accommodation purposes into the future to cater for demand for infill development. This should be implemented through an amendment to the current provisions for the main commercial area.

If future expansion of the commercial area becomes necessary, it would be possible to consider rezoning a section of the Township Resource Unit that is currently situated behind the commercial area, as this would allow for consideration of a broader range of commercial and service uses. It is noted, however that provision may need to be made for increased off-street car parking in this area if parking on Main Street in the commercial precinct is to be reduced.

It is noted that tourism accommodation is prohibited in the Residential A Resource Unit under the current scheme provisions. This restricts potential for uses that are compatible in residential zones such as bed and breakfast accommodation. It is considered appropriate that such uses be made discretionary in the zone.

Use of Waterfront Properties

Adjacent to the Commercial Resource Unit is land zoned Public Purposes and Public Purposes- Reserved. The Town's Police and fire stations are situated within the land zoned Public purposes, east of the commercial area. The RSL Community Club and associated bowling green is situated between the two stations.

The land along this part of the Main Street has high quality views across Anderson Bay and Trent Water. It is understood that the many community

members who utilise the club enjoy its location and views over Trent Water. It is considered, however, that better use could be made of the land on which the fire and police stations are located. A long-term goal for relocation of these services would therefore be appropriate to free the sites up for tourism attractions/accommodation and/or community based recreational uses. Furthermore, the site is also situated in a prime position for future commercial development. It is considered that a more appropriate zoning for the site would be a commercial based resource unit. The concept of a wellness centre, as discussed in more detail later in the report, would fit well in this area.

5.8 Civil Infrastructure

A detailed assessment of water, stormwater and sewerage infrastructure is attached at Appendix D. The following summarises the main findings of the report.

5.8.1 Water Supply

Under current arrangements, water supply is considered to be a constraint that potentially may limit the development of Bridport. 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.

Development and growth of the township may also 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 examining future development scenarios would help to identify potential problem areas.

5.8.2 Stormwater

The existing stormwater drainage network has no known structural or hydraulic performance problems of any significance. However, development of the catchment may lead to further hydraulic loads being placed on the network which in turn may result in hydraulic problems. Council's Works staff has identified the need to undertake an assessment of the hydraulic performance of the network to identify any potential problems that may need to be addressed to permit further development of the catchment.

In some areas where there are open drains and no piped network the

arrangements for the drainage stormwater may require reconsideration depending on whether or not future development is permitted to occur and this may also be dependent on the type of development.

It is considered appropriate that water sensitive urban design techniques be employed in Bridport in order to better manage the town's stormwater.

5.8.3 Sewerage and Drainage

Under current arrangements the sewerage system is considered to be a constraint that potentially may limit the development of Bridport. The key elements in the system that need to be addressed are:

- ▶ Inadequate emergency storage capacity at Pumping Stations 1 & 2 in the event of pump or power failure;
- ▶ Potential insufficient capacity of all of the pumping stations in the event of significant development and growth occurring in the catchment; and
- ▶ The current poor performance of the wastewater treatment facility in complying with water quality emission limits specified in its operating licence.

5.8.4 Telecommunications

A detailed assessment of telecommunications and electrical infrastructure is attached at Appendix D.

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 current exchange is state of the art and is only a few years old and provides broadband (ADSL) services. ADSL is a technology that allows phone calls and Internet to be used on the same physical phone line at the same time.

Mobile telephone coverage is adequate in Bridport and is currently provided through CDMA 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.

Overall, there does not appear to be any substantial problems with Telstra's

telecommunication systems that serve Bridport.

5.8.5 Electrical infrastructure

Aurora has informed GHD that Bridport is currently fed off a Scottsdale cable 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 been shown to have had a good effect on the supply quality to Bridport.

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 of the 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 electricity 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.

5.9 Parking, Transport and Access

A detailed traffic assessment is attached at *Appendix E* to this document. A summary of the findings is presented below.

5.9.1 Access into Bridport

In a regional context Bridport is connected to the State road network via Bridport Main Road, which links directly to Scottsdale and George Town/Bell



Figure 20: Main Street & shop car parking

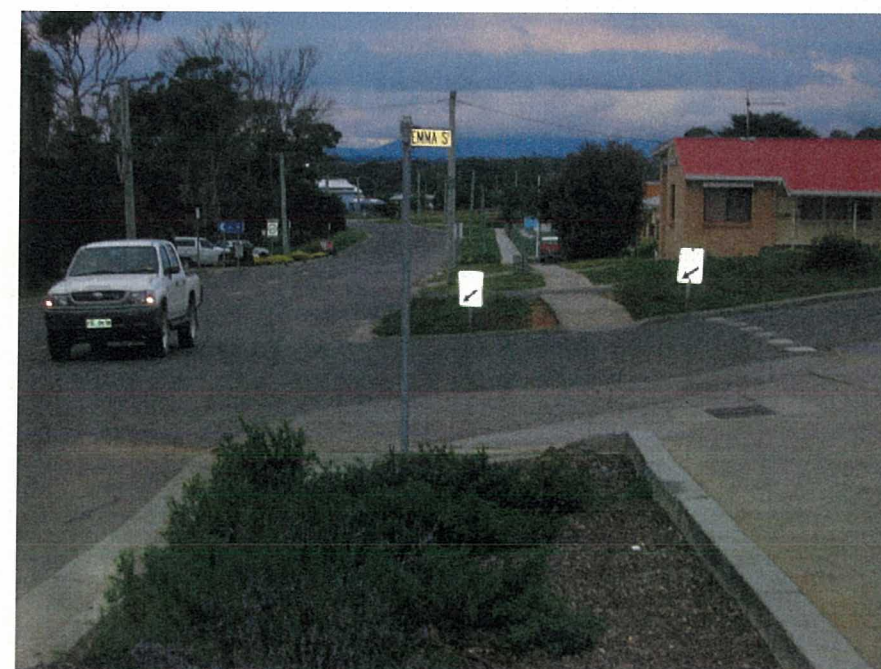


Figure 21: Main Street & Emma Street junction

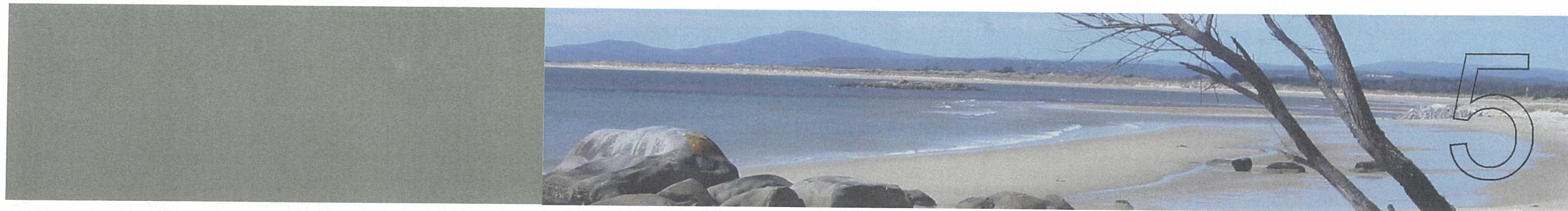


Figure 22: Some local roads have poor drainage & surfaces

Box 11: Guiding Principles – Parking, Access & Transport

- ▶ Traffic management requires improvement and pedestrian/bicycle movement should be prioritised.
- ▶ Greater consolidation for access to the foreshore from existing road infrastructure should be considered to minimize creation of informal accesses.
- ▶ Ensure greater provision of formal pedestrian infrastructure between the foreshore areas and shopping and residential areas
- ▶ Determine opportunities to improve road safety for all road users
- ▶ Identify potential solutions to improve car parking facilities and reduce their domination
- ▶ Consider establishment of a western access to Bridport.

Bay.

Access into Bridport from Bridport Main Road is via Emily Street, which connects to the town centre via the Esplanade/Main Street and also links with Edward Street/Waterhouse Road, which leads to Barnbougle to the east. Esplanade/Main Street is the only road into the town and crosses the Brid River. The bridge is routinely inspected by Council and is reported to be in good condition with no significant performance problems. However, in the event that the Esplanade route into and out of town became impassable (because of bridge failure or a major accident) then the town would be effectively isolated. Concern has been raised over the fact that there is no alternative access into or out of the town for vehicles.

5.9.2 The Bridport Road Network

The road network of Bridport is principally comprised of minor local roads and effectively one or two collector roads – these being Main Street, Emma Street and Westwood Street. Main Street connects with Sandy Point Road to the west, which provides local access to properties and rural land.

Local Roads

The local roads are generally laid out as a grid network with a number of cul-de-sacs located at the extremities of the existing network. Road reservation widths are typically of the order of 20 m and the majority of roads have fully constructed sealed pavements. The pavement widths vary widely but generally the older roads are 5 to 6 m wide, roads that undergo reconstruction and new roads are generally built to current standards and have a road pavement width of 8 m with kerb and channel on both sides and footpath on at least one side. A number of the older roads do not have kerb and channel and rely on open drains to convey stormwater. In some places this arrangement may cause problems when the drain is not well formed and stormwater runs overland or in others, where stormwater ponds, resulting in odours and a potential breeding area for mosquitoes.

The Collector Roads

Collector roads provide the means for traffic from the local roads to move from one area to another or to more major roads by means of a convenient route and generally carry more volumes of traffic than local roads. Main Street, Westwood Street and possibly Emma Street perform the role as collector roads and in recent years some work has been carried out, particularly in

Main Street. The following information was provided:

- ▶ Main Street – the principal road through the town centre. It has kerb and channel on both sides, footpaths and the pavement is generally in good structural condition.;
- ▶ Westwood Street – Provides linkage from Main Street to the northern urban area of Bridport. It is Council's preferred route for local residential traffic in this area rather than Bentley Street. Bentley Street has a narrow pavement, has significant horizontal and vertical changes of alignment and is desired to serve traffic accessing the beach, boat ramp and Caravan Park. Westwood Street currently has no parking lanes, no kerb and channel and no footpaths. There are also concerns that ground water may be causing accelerated failure of the road pavement. The western end of Westwood Street is unsealed and its standard is generally very poor, particularly for pedestrians.
- ▶ Emma Street – Emma Street serves the urban area in the south of Bridport and provides the main linkage to Main Street and the town centre from the areas that have seen development in recent years. There are kerb and channel works programmed in this year's Council's budget.

While it is considered that the majority of local roads have no significant performance problems in terms of their serviceability, there is a need to provide more consistency in road standard and construction across the town, particularly for drainage and pedestrian safety.

In the longer term improvements to the road network are likely to be driven by town planning needs and to accommodate traffic generated from the new areas of development and is likely to be more of a traffic management issue rather than a need to address any major structural or performance deficiencies.

5.9.3 Shopping Precinct Traffic and Parking

The commercial area of Bridport fronts onto the Main Street with a service road that provides angle parking for shops. Limited on-street parking is available for the shops north of Bentley Street.

These parking arrangements are poor and generally create an unsafe environment for pedestrians, as well as reducing the amenity of the area.

Side streets in the central area are generally set back from Main Street, with give-way holding lines offset at the junction. This is generally seen as poor traffic engineering practice in terms of road safety.

The existing provision of car parks (approximate) in the shopping precinct and immediate area is as follows:

Table 4 Existing Provision of Car Parks

Location	Approx. Number of Spaces
Car Park opposite RSL Community Club	28
Community Centre/Pavilion	50-60 .
Bridport Hotel	10 at front 20 at rear
Angle Parking (south of Henry Street)	15
Angle Parking (north of Henry Street)	15
CWA Car Park	12

*Note: This does not include kerbside parking.

5.9.4 Foreshore Access

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

While direction signage guides visitors to various foreshore areas, including beaches, boat ramps and the old pier, there is little direction to Goftons Beach, which appears to be underutilised in peak periods and which could take pressure off other areas.

5.9.5 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.

5.9.6 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, with reduced vehicle operating costs and time savings;
- ▶ 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 short-term project. 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. A separate economic analysis to justify the investment of \$4.5 million has been undertaken (refer to Appendix F).

5.10 Existing Issues Plan

A graphical presentation of some of the key issues identified through the site analysis is provided in *Figure 23*.

Significant natural, historic & cultural features of Bridport lack connection.



- Old Pier Beach is a historic feature but is not well connected to town.
- Town lacks identifiable heritage character.
- Lack of interpretation.

Residential Bridport has a 'suburban' feel.



- Streets lack tree canopy cover.
- Need to define boundary for future development.
- Footpaths & boundaries are undefined.

Utilities and services require upgrade.



- Beachfront outfall presents environmental and aesthetic issues.
- Overhead powerlines add to visual clutter.
- Lack of cohesion of roadside drainage treatments.

Landscape values and significant vistas are not easily recognised by visitors.



- Lack of viewing platforms.
- View from hills is not promoted.
- Access to town is unattractive.



Poor quality urban form & design elements to shopping centre.



- Visual dominance of parking.
- Narrow pavements and uninspiring built form.
- Lack of shelter and access for older people and the disabled.

Poor connection between shopping centre and foreshore reserve.



- Unsafe crossings and poor connections between Village Green and shopping centre.
- Community Hall does not complement its surrounds.
- Car parking dominates.

Unattractive approach to Bridport.



- Unattractive view of fish farm dominates.
- Closed view from Bridport Rd approach.
- Long-term opportunity to provide an approach from west.

Foreshore and coastline edge is underutilised and poorly connected.



- Existing recreational facilities are unconnected.
- Edge to Village Green is poorly defined and reserve is underutilised.
- Need for upgrade and consolidation of camping grounds.

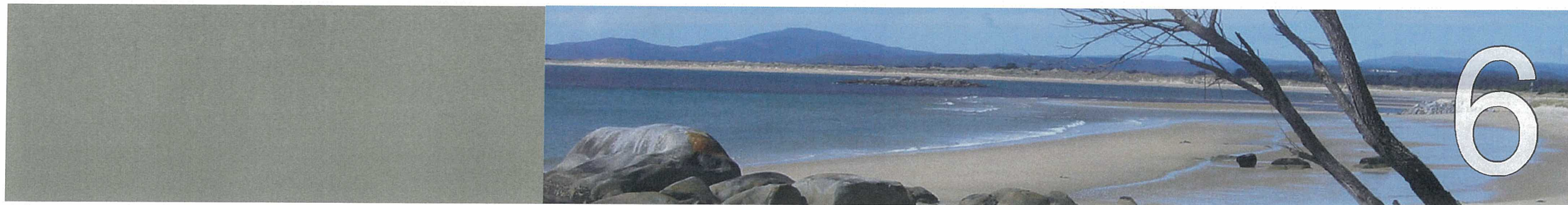


Figure 24: The foreshore is valued by local & tourists alike

Community Values & Aspirations

Many people who participated in the consultation program as part of the development of the Strategy took the opportunity to identify the ways in which they value Bridport, and to convey their aspirations for the town. Consultation demonstrated people's strong connection with the town and a desire to enhance and complement existing assets.

The following sections outline the most common issues, concerns and aspirations raised through the consultation process. Additional detail is included in the Issues Paper and detailed Focus Group Meeting notes attached at *Appendix A*.

A summary of the guiding principles derived from an assessment of community opinions is provided in *Box 12* at the end of this section.

6.1 Expression of Values

Bridport is valued for its friendly, seaside village feel and natural beauty. People expressed their view that the area should be promoted and managed according to the "feel" of the place. These values were integral to people's statements about the foreshore area, residential development, retailing facilities, general urban design, open space and recreation. Bridport was described many times as a 'quiet, friendly place', which has 'lovely beaches' with great recreational opportunities. Bridport is valued for its peacefulness and tranquillity and has been described as a great place to 'just be'. Bridport is also a desirable place to escape to, considered as somewhat of a 'playground' for Launceston/Tamar Valley residents and a desirable location for people requiring a lifestyle change.

Various features contribute to the valued character of Bridport. Whilst retaining the local character of the town is important, there was a general view that the town could benefit from infrastructure, urban design and environmental improvements. In addition, while large scale change would be detrimental to the town, there was a general agreement that change and future development is inevitable. Therefore, it will be important that any future development is planned for, managed appropriately and sympathetic to the existing character of the town.

It is also recognised that with a retirement based community, access to less expensive recreational facilities to ensure good health, particularly in winter, is essential to a fuller lifestyle experience. Tourism attractiveness needs to

be matched to a local residential facility. Hence the concept of an indoor "Wellness" complex.

6.2 Infrastructure

Deficiencies in Bridport's infrastructure was mentioned by many people and rated as a high priority through the focus groups. Common problems raised were:

- The inadequacy of residential and visitor attractiveness in winter months.
- The water is not drinkable at times and water supply shortages are unacceptable, particularly in the summer months with the influx of visitors.
- The deficiencies of recreational amenities for the retired/elderly.
- Stormwater discharge onto the beach is unsatisfactory.
- There needs to be a strategic approach to provision of sewerage infrastructure.
- Bridport experiences power outages or power spikes and streetlights need upgrading.
- Future development will require an upgrade to existing infrastructure before it occurs.
- Open drains around the town are unacceptable as they attract mosquitos and wasps and are a safety hazard.
- Limited tourist access, with no western road links.

6.3 Traffic, Access and Parking Issues

Access issues were of obvious concern to community members and stakeholders, with many suggesting the following:

- Traffic calming measures and lower speed limits are required, particularly along Main Street, Westwood Street and Emma Street are also in need of review.
- The current access into town was considered inadequate due to potential safety issues relating to the bridge, if an accident closes this access.
- A new access to the town should be considered as a long term goal, or in conjunction with private development.

- Access to the foreshore requires improvement and additional car parking is required at Adams Beach.
- The lack of guttering and paving is seen by many as a safety issue, but also adds to the seaside feel of the town.

6.4 Foreshore and Environment

The quality of the environment is important to many, particularly in relation to the foreshore. The consultation processes demonstrated that the foreshore is probably the most valuable feature of Bridport. There were many suggestions about how the foreshore area could be improved in order to enhance the area for permanent residents, and also to act as a drawcard to the town. There were also numerous concerns raised about the impact of future development on environmental values, as well as the impact of tourism initiatives and increasing population numbers.

- The foreshore should not be changed, but enhanced through weed management and replanting of native species.
- Tracks should be brought up to a higher standard, with a better degree of connectivity.
- Interpretation for visitors should be established along the foreshore.
- The potential marina development was often cited as an example of possible detrimental development to the coastal environment.
- There are problems with the interface of different beach users. Jet skis should be restricted for safety and amenity reasons.
- Additional rubbish bins are required along the foreshore and within the town.
- Bushfire hazards behind the town was cited as an issue that requires additional attention.

6.5 Residential Development

In terms of future residential development, people identified that:

- Future urban growth is likely to be south of the Brid River, although most accepted this was limited at the present by the lack of water and sewerage infrastructure.
- Some members of the community wish to subdivide land north of Main Street and find the 550m² minimum lot size restrictive. However, others

wish to retain the existing provisions and maintain the leafy character of that area.

- People proposed that smaller lot sizes should be established to cater for both an increasing and aging population and be used to provide for tourist accommodation demand.
- New developments need to sit with the character of the town.

6.6 Commercial Development

Many people believe further commercial development would be important for the Bridport's economy. However, it was stressed that this should not be at the expense of the existing town character. Particular suggestions included:

- Bridport needs to have commercial and retail businesses that fit with the character of the town and support community values.
- The potential exists to upgrade the existing commercial precinct through the development of outdoor eating/dining opportunities and pedestrian friendly areas.
- There is a desire to improve the existing parking arrangements, and to remove parking from the front of shops and establish al fresco dining in a pedestrian friendly zone.
- There is a desire to encourage local arts and crafts shops and galleries.
- Particular suggestions for further commercial development included: an Internet cafe, bookshop and music store and a health shop.

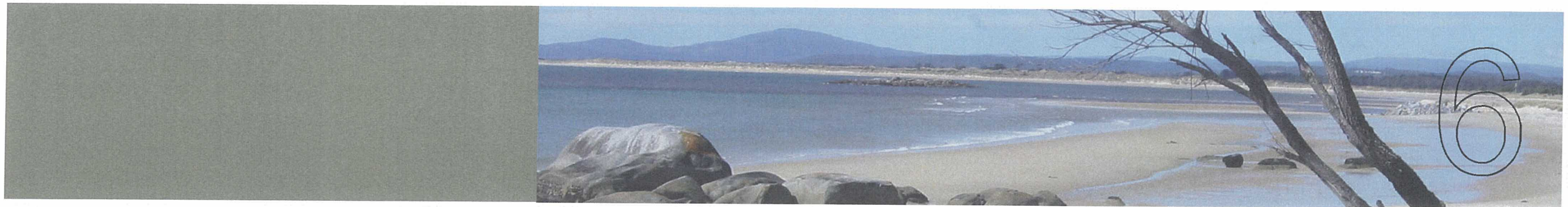
6.7 Streetscaping and Urban Design

The following issues were raised commonly by community members and other stakeholders:

- The entrance to the town needs improvement with more prominent signage and attractive streetscaping.
- Open drains around the town are an eyesore and detract considerably from the streetscape.
- Outdoor eating areas would be desirable if safety issues on the Main Street were to be addressed.
- A pedestrian friendly area along Main Street should be fostered through urban design and traffic management.
- It is important to ensure that sympathetic building design be encouraged



Figure 25: The retail precinct is not very pedestrian friendly



Bridport, circa 1900, tin storage sheds in the background...

Figure 26: Bridport was popular with visitors a century ago

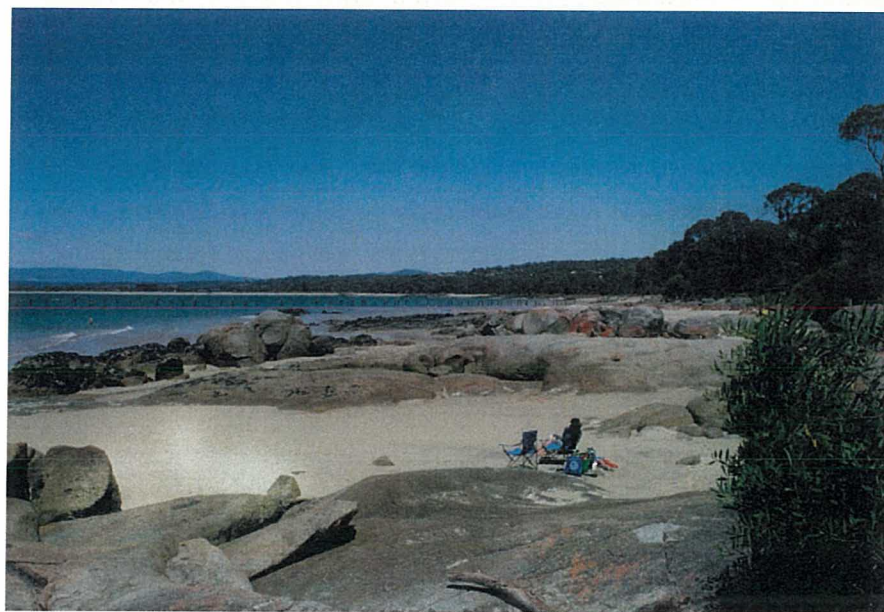


Figure 27: Bridport is still a popular tourist destination

that enhances streetscapes.

- ▶ Future development must respond to the environmental and aesthetic qualities of Bridport.
- ▶ Bridport would benefit from a consistent theme in streetscaping and urban design elements.

6.8 Community Facilities

The following issues were commonly raised in relation to facilities within the town:

- ▶ There is concern about the lack of permanent doctors in the town, particularly given the aging population.
- ▶ There is a desire to increase the utilisation of the Community Hall and this space could be used for additional activities for local people and visitors during 'non beach' weather.
- ▶ The concept of revamping the Community Hall was popular, but it was noted that any changes or replacement must consider the importance of having a large meeting place in Bridport.
- ▶ Community initiatives, such as the establishment of a film society and Genealogical Research and Education Centre are popular concepts.
- ▶ Many people thought that a new cemetery is needed in Bridport.
- ▶ There is a need to enhance the standard and amenity of public toilets in the town.

6.9 Recreation Facilities

Recreation is highly valued in Bridport. Respondents offered various suggestions relating to recreational facilities, including:

- ▶ Upgrade the village green and increase its usability.
- ▶ Additional facilities for young people (particularly those in the adolescent age group) are required.
- ▶ Establish additional bike and walking tracks and additional connections between facilities and services.
- ▶ People acknowledged problems with the general quality of camping grounds and proposed these could be further improved. Also, while some people thought there should be more space provided for camping, others thought the existing camping area could be reduced in size.

- ▶ Winter entertainment is difficult for all segments of the community due to restrictions caused by the weather, so the introduction of additional indoor recreational and sports facilities is a popular concept.

6.10 Planning for Young People

In order to achieve input from young people, members of the Dorset Youth Advisory group-FEWCHA were asked to provide feedback. Two members of the FEWCHA group attended the focus groups. Like many participants in the process, much of the feedback centred on environmental issues and the local character of the town. Points made relating specifically to the needs of young people included:

- ▶ There is a need for additional recreational and sporting facilities for young people in the town. There would be use for an indoor sporting facility.
- ▶ Regular activities and events for all community members and young people in particular would be desired.
- ▶ There is a desire to enhance tourism in the town.
- ▶ Relocating the skate park to the village green would be supported.

6.11 Tourism

As well as catering for the permanent population, the consultation indicated that future planning should consider the promotion of quality tourism based on the coastline. It was stressed that tourism needs to be sustainable and pressure needs to be taken off the beaches where possible. Particular suggestions included:

- ▶ Many people commented that the development of the Barnbougle Golf Links Course is a positive step for the area, but additional connections need to be made with the township itself.
- ▶ The possible development of a second golf course and other attractions in the area, including the "Sky Park" at the airstrip, were considered by many to be positive moves for increased tourism.
- ▶ The possibility of linking into the Tamar Wine Route was raised. It was suggested that wineries and galleries be encouraged to establish in Bridport.
- ▶ Some people consider that the natural qualities of Bridport could be improved through the establishment of viewing platforms, interpretation panels and the like.

6.12 Cultural Heritage

There is a desire to upgrade existing historic interpretation along the foreshore. In addition, the old pier is highly valued as a heritage asset. It is one of few structures that offers a tangible link to the past for community members. Therefore, the pier should remain untouched. People also expressed a desire to support arts and cultural events that celebrate the history of the Bridport's major industries, as well as the establishment of a regular street market. Other ideas expressed included the establishment of historic murals and a walking track from the old pier.

6.13 Maritime Precinct

Bridport as a working port is part of the town's history and the desire to maintain this function was apparent. It was considered that there could be some improvements to the appearance of the fish farm. Most people expressed concern about any proposal for a marina in relation to coastal systems and processes.

Many people consider that boating facilities need to be improved because they are dangerous to access in windy weather. Access into Trent Water for recreational boaters is a major problem, and the concept of a new channel was considered to support the commercial shipping and fishing operations and also future use of Bridport as a stopover by cruisers.

6.14 Priority Issues

In order to establish some priority issues, people who participated in the focus groups were asked to rate the issues most important to them on a standard feedback form (Appendix A) and to state its relevance for the future of the town. In reviewing these forms, the following was apparent:

- ▶ Most people rated the following in the top two:
 - Infrastructure upgrade and investment in new facilities (including road access, wellness centre, water, stormwater, sewerage);
 - Foreshore management in terms of retaining the natural landscape values which are a key asset for the town economy;
 - Traffic safety (particularly Main Street and Bentley Street); and
 - Maintenance of town character into the future.
- ▶ Other highly rated issues included:

- Community facilities (including community hall use and upgrade, entertainment facilities, public toilets and facilities and activities for young people);
- Streetscape issues (in particular the entrance to the town); and
- Management and use of Mermaids Pool.
- ▶ Other issues commonly raised included:
 - The desire to make better use of the village green and for al-fresco dining on the other side of Main Street,
 - The perceived shortage of commercial land;
 - Streetscape issues in the residential area,
 - Residential development issues (in particular the perceived need for smaller lots and the lack of gardens in the town);
 - The desire to work with existing assets within Bridport for tourism marketing purposes.
 - The desire to maintain the port function of the town.
 - The perceived need to seek State and Federal funding to undertake some positive improvements in Bridport.
 - The absence of a cemetery in the town.

It is of note that people rated the importance of establishing a new access into the town quite differently, with some seeing it as an immediate priority for safety reasons. Others thought a new road is a priority for tourism generation reasons. Others rated the importance as a long-term priority.

6.15 Preliminary Site Response Plan

A graphical representation of some of the key responses to issues raised by the local community is provided in *Figure 28*.

Box 12: Guiding Principles – Common Community Values

- ▶ *Maintain and complement the seaside character of Bridport, improve traffic and pedestrian safety and address road condition issues.*
- ▶ *Address infrastructure supply and demand issues to support existing and increasing residential use.*
- ▶ *Enhance the foreshore as a significant asset for use by residents and as a drawcard for future visitors*
- ▶ *Develop revegetation programs for Bridport and ensure that environmental values are highly prioritised.*
- ▶ *New residential developments need to satisfy increasing permanent and transient/temporary accommodation demands, while enhancing and complementing Bridport's character.*
- ▶ *Encourage the establishment of commercial developments that act as an attractive drawcard for tourists/visitors.*
- ▶ *Upgrade streetscapes and urban design elements to a more aesthetically pleasing standard, particularly the Main Street.*
- ▶ *Ensure community facilities are consistent with community needs into the future and preserve and enhance existing open space and recreation areas.*
- ▶ *Consider establishment of additional recreational facilities for young people and indoor sporting facility for the community in general.*
- ▶ *Promote quality, sustainable tourism that supports the integrity of the natural environment and considers linkages with the broader local economy.*
- ▶ *Identify and manage cultural heritage sites and further develop community involvement in other art and cultural activities.*
- ▶ *Maintain Bridport as a working maritime port, with future upgrades for existing boating facilities.*

Enhance residential Bridport.

- Develop a tree planting strategy for the town.
- Establish an urban growth boundary to control future development.
- Establish power lines underground.
- Address roadside drainage to improve streetscape amenity.



Urban design improvements.

- Incorporate improvements for DDA compliance (tactile paving, ramps etc) with particular consideration to older people.
- Remove planters and replace with feature planting.
- Consider modification of intersections to improve road safety.
- Install unified, low maintenance paving treatment.
- Rationalise parking to create widened pavements for outdoor eating opportunities.
- Develop designated crossings through refuge islands and threshold treatments to address pedestrian safety issues.
- Introduce a suite of robust, unified streetscape furniture; seats, tables, bicycle racks, tree guards, wind screens, etc.



Develop a Village Hub.

- Develop site of library/hall building linking commercial and recreational areas with foreshore and beach.
- Enhance existing hall to complement its surrounds, and consider a variety of uses such as retail, research and education.
- Provide outdoor viewing areas/decks.
- Create an active edge to Village Green, and encourage a range of community based activity.



Encourage commercial development that fits with the character of the town.

- Promote development which encourages golfers and others to stay and browse in Bridport.
- Development should be low key and in keeping with the village character.
- Focus on community oriented establishments such as art and craft shops and galleries, local produce, beach themed retail and activity.



All year round activity for all ages.

- Investigate health/ wellbeing facilities, particularly for aged.
- Improve lighting and amenity between two existing pubs, RSL and bowling club.
- Promote establishment of more restaurants/cafes/bars in this precinct.
- Consider activities such as outdoor cinema, concerts etc within the Village Green.
- Consider renovation of hotels to address Main Street and foreshore by rationalising parking and providing terraced decks for outdoor eating and drinking (glass screens, heaters



Improve function & appearance of foreshore.

- Provide improved connections between existing recreational facilities (tennis courts, playgrounds, skate facility).
- Develop Village Green as a flexible space for passive recreation with improved seating.
- Improve facilities and seating.
- Undertake weed management and revegetation program, possibility of involving local school/community groups.
- Improve quality of beach access car parks.



Develop a pedestrian and interpretive trail system.

- Link key features & sites within Bridport coastal woodland/sand flat/recreational zones.
- Consider extending walking trail to the top of the quarry reserve, linking to form a loop with foreshore trail.
- Allow for bicycle/in-line skater use where appropriate.
- Trail to be raised as a boardwalk where sensitive vegetation exists.
- Provide resting areas at significant features such as Old Pier.
- Incorporate an interpretive signage system relating to pre and post settlement history (tramline easements), cultural and environmental values, and linking to other trails in Bridport and beyond, such as Trail of the Tin Dragon.



Promote ecologically sustainable design initiatives.

- Protect & enhance fragile coastal plant communities, providing opportunities for habitat & increasing biodiversity.
- Remove beachfront sewerage outfall.
- Encourage water recycling, residential tanks and use of groundwater aquifers.



Consider the effect of Barnbougle Dunes Golf Links development.

- Promote low density development between Barnbougle Dunes Golf Links and Bridport to provide visual and physical buffer & reflect the landscape character of the course.
- Consider ways of attracting golf players into Bridport.



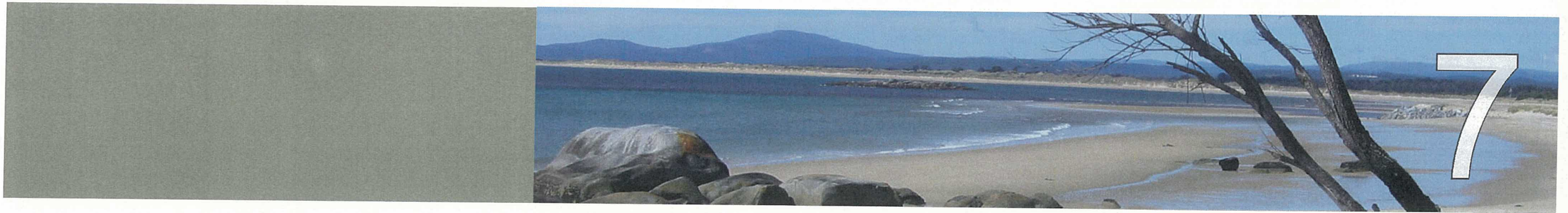
Develop an identifiable entry which reinforces maritime character.

- Create a distinctive arrival into Bridport and enhance the view out to Trent Water and bay.
- Establish a maritime precinct to reinforce existing aquaculture activity and character, including seafood restaurant, fishing tours etc.
- Potential to include promenade/jetty for 'over water' pedestrian experience.
- Landscape treatment such as screen planting to improve amenity and view of fish farm.
- Consider signage and feature tree planting which extends into Bridport.



Figure 28:

Preliminary Site Response



Economic Development Considerations



Figure 29: The main wharf at Bridport

In defining a vision for Bridport's future development it is crucial to consider a range of economic issues. This section discusses various economic scenarios for Bridport, infrastructure constraints and also discusses various funding sources, which could be obtained in order to undertake works in Bridport.

A summary of the guiding principles derived from the economic assessment is provided in *Box 13* at the end of this section.

7.1 Economic Setting

The township of Bridport is underpinned by a local economy, which is driven by (i) recreational and tourism expenditures, and (ii) retirement income expenditures. This dual income flow is supported by only minor increases from local residents who commute for work purposes in Scottsdale Bell Bay or Launceston. Bridport has evolved as a nature-based 'playground' for Launceston/Legana residents. This has resulted in a significant level of 'absentee' ownership of residential housing. This contributes significantly to the highly seasonal and volatile nature of the local economy, in terms of expenditures.

As of June 2005, the estimated resident population of Bridport was 1,600 persons. Approximately 350 persons (22%) were considered to be absentee residents, from Launceston and other northern centres. The inter-census population growth (2000 – 2005) was estimated at 2 per cent, one of the highest in Northern Tasmania.

The importance of Bridport as a retirement centre is reflected in ABS data relating to income levels. In the \$500 - \$700 per week category, Bridport has one of the highest levels of incomes in the State.

The commercial and light industrial base of Bridport is limited. Major commercial activities relate to:

- ▶ Fishing – 6-8 fishing boats (lobster/scallops/abalone are home ported);
- ▶ Boat repair/maintenance and boat building – two separate businesses operate/agri-tourism;
- ▶ Small retail/tourism businesses – in the town centre;
- ▶ Accommodation/guest house facilities;
- ▶ Club and sporting complexes;

- ▶ A golf club and resort complex, at Barnbougle;
- ▶ Bridport Airstrip and aircraft facilities; and
- ▶ Individual/commercial service/trade facilities and tradespersons supporting the tourism and retirement housing sectors.

The Barnbougle complex has been considered as almost "outside" the local economy of Bridport. The golf complex is largely self-contained with its market clearly focused on serious golfers, with limited other recreational activities 'spilling over' into the local Bridport economy. However, this may be changing as more "family" golfers come to the area.

Given the mature nature of the population, employment opportunities for the younger age groups is limited. It is expected that a further 'greying' of the population will continue, as the total population increases. By 2010, the resident population is expected to reach 2,300, and by 2020, approximately 3,100 residents are likely.

During the summer period, the daily 'on-site' population can reach over 6,000 persons, based on a combination of campers, returning 'absentee' owners and day visitors. The resultant pressures on water supplies and sewerage services are significant and adversely affect the quality of life of all Bridport residents and visitors alike.

Based on the existing infrastructure capacity (water, sewerage and solid waste disposal), Bridport has virtually no room for growth. Future housing opportunities to capture the natural endowments is limited until the water supply constraint is removed. The opportunities for further tourism/recreation/quality of life improvements associated with outdoor restaurants/eating in the town centre are similarly constrained by the existing road/parking infrastructure.

The village green resource remains significantly underutilised. Its economic potential can be unlocked with creative urban planning, provision of better outdoor facilities and small niche recreational assets.

The pristine coastal resource fronting Bridport is **the** key natural endowment which, if preserved, enhanced and supported by urban upgrading of the town centre infrastructure, represents the overarching economic asset for Bridport. Bridport's future economic status is thus fundamentally dependent on the aesthetic value of the immediate foreshore being preserved and enhanced. Future resident and visitor activity growth is directly linked to the coastal resource base.

7.2 Economic Value of Bridport's Coastal Position

Bridport's coastline is in many respects, the town's/community's most valuable geographic feature. The coastal zone of Bridport maybe defined as that coastline stretching eastwards along Barnbougles and Waterhouse beaches (approximately 12kms), to Lades Beach (approximately 6 kms) to the west from the centre of Bridport and inland for approximately 5 kms.

The economic value of the coastal zone of Bridport has two components. These are:

- A. The current market value of all goods/services which are produced (and consumed), directly and indirectly from the commercial base, the agricultural activities, from the retirement community, and from coast-related recreation and tourism activities (which is equivalent to the gross state product originating in the Bridport coastal zone or 'coastal GSP' for short); and
- B. The intangible value of recreation and tourism activities which Tasmanian, mainland Australians and international visitors enjoy, but for which they do not pay directly (termed non-market values), due to the common access to the foreshore.

A range of non-market values can be typically identified. These include:

- The costs of travel to/from Bridport's coastal foreshores to enjoy the 'beach/coastal views' experience;
- The real estate asset value of the views over Anderson Bay;
- The willingness-to-pay by residents to ensure that the coastal foreshores are preserved in their current state and that the beaches are not eroded and free of litter; and
- The degree to which proximity to the natural foreshores adds value to the private property of residents/rate payers.

In identifying the 'coastal GSP' of Bridport, three types of economic activities which create value for the coastal zone, as defined, include:

- Coast-dependent activities - economic activities which are locationally dependent on the coastal resources such as: the Barnbougles Golf Course, beach recreations, the caravan park, fishing and yacht/sailing activities, water skiing, boat/ship repair and inter-island shipping;
- Coast-linked activities - activities which use the coastline and coastal zone in the production process, including the agricultural/potato producing areas to the west of Bridport, the trawler/fishing activities of

Bass Strait and plantation/forestry activities to the south of Bridport; and

- Coastal service activities - economic activities not included as coastal-dependent, particularly motel/hotel operations, retail/wholesale businesses, food/beverage/shopping outlets, health and medical facilities (supporting the local population), outdoor recreational services, professional services and other businesses. The financial viability of these service activities depend on the size and incomes of the permanent population, the visiting population during the year, and most importantly, tourists who visit and stay for vacations (primarily in the spring/summer months).

The sum of the value produced by all three economic activities can be considered to be the gross economic value of the coastal zone. Detailed data collection is required to accurately define all three sectors and to estimate the economic value of each.

To indicate the relative importance of the various forms of economic activity identified for Bridport's coastal zone, the following employment estimates have been developed. These estimates must be regarded as conservative.

Table 5 Employment Estimates

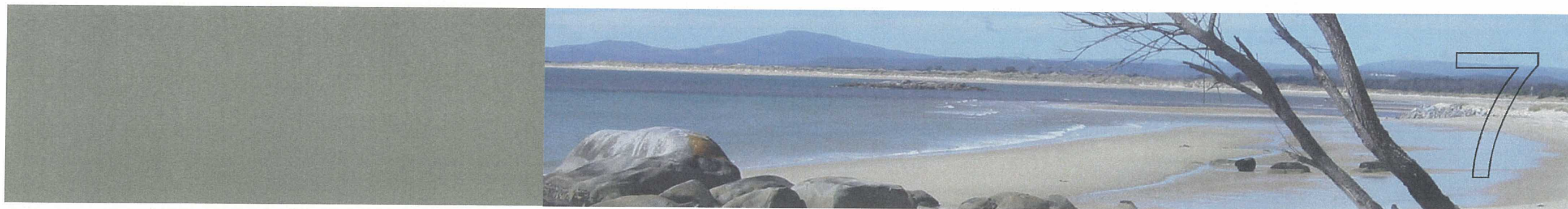
	Coast-Dependent (Direct)	Coast-Linked (Direct)	Coastal Services (Direct)
Employment Value (2006)	\$4.25 million	\$2.75 million	\$8.4 million

These estimates, in terms of payroll/salary levels, exclude secondary or multiplier impacts on neighbouring regional economies such as Scottsdale, Bell Bay and Launceston.

At issue for the future economic performance of these three sectors of Bridport's coastal zone is the critical importance of infrastructure to underpin economic growth. Hence, this Development Strategy has identified key infrastructure investment components which are necessary pre-determinants for Bridport's sustainable economic development of its coastal zone. As Bridport's economy continually grows in size, so does the value of what is at 'risk' to its coastal GSP, should key infrastructure investment not take place as proposed.

In summary, the key infrastructure components which have been identified are:

- A western road access to Bridport (the community needs to be directly accessible to as many motorists as possible, and freight vehicles need to



Box 13: Guiding Principles – Economic Considerations

- ▶ Encourage local tourism businesses to offer winter packages.
- ▶ Ensure future growth of the town does not occur at the expense of Bridport's existing character, coastal charm or environmental values.
- ▶ Given proposed capital investment in water and sewerage infrastructure is estimated to be economically viable, invest in infrastructure to allow for future economic and social development.
- ▶ Seek State and national funding for improvements on the basis of the economic assessments.
- ▶ Actively seek to attract new investors to the site to foster further sustainable long-term coastal resource management.
- ▶ Support air access improvement and maintenance.
- ▶ Ensure maximum road access to Bridport.
- ▶ Provide a significant "Wellness" health facility for retirees and tourists, particularly for the winter season.

be diverted from the town centre);

- ▶ Increased water supply for residents and visitors (particularly in the summer months);
- ▶ Increased sewerage capacity for Bridport's urban area to service both the growth of residential population and tourism needs at peak periods; and
- ▶ A 'Wellness'/Health Centre to provide for indoor health and recreation demands for both residents and visitors (particularly for the winter months).

7.3 Bridport's Economic Prospects

As has been shown in Section 5, Bridport's current economic base is relatively diverse for a community of its size. Tourism accommodation, shipping, fishing, retail services, aquaculture and fish processing, agriculture, golfing and other attractions, and residential living are all activities that add to Bridport's economic viability. These activities should be supported and enhanced.

In terms of building on its strengths, Bridport's economy exhibits a number of features that will assist in securing a sound economic future:

- ▶ The popularity of Bridport as a destination for tourists and holiday home owners;
- ▶ Its increasing attractiveness as a base for retirees and 'sea-changers';
- ▶ The highly valued coastal landscapes; and
- ▶ The ability to link Bridport into tourism marketing opportunities for the north east of the State.

The seasonal nature of current visitation trends affects the viability of a number of retail businesses during the low season. This can be addressed by local tourism businesses offering winter packages, particularly for conference/seminar groups and the development of niche attractions.

Increasing the town's population to provide a 'critical mass' for sustaining its retail and commercial base will also be an important aspect of the town's development over the next twenty years. While an increase in critical mass should be supported through allowing for further residential development, it will be important that such growth does not occur at the expense of Bridport's existing character, coastal charm or environmental values.

7.4 Tourism Growth

Demand for summer tourism and outdoor recreation has grown at an average rate of between 7-10% per annum over the past 3 years.

Forecasts of future summer demand are expected to continue at between 7-10% p.a. over the next 5 years. Winter tourism is expected to continue to grow more steadily, particularly with mainland tourism in school holidays, at between 5-7% p.a. over the next 5 years. Growth trends are broadly in line with coastal tourism/recreational activity for NSW and Victoria coastal centres such as Batemans Bay, Bermagui and Merimbula in NSW, and Lakes Entrance and Warrnambool in Victoria (where summer camping/seaside motel accommodation-based and winter coastal retreat tourism are significant forms of tourism/recreational activity for the local urban economies, of a similar size to Bridport).

Bridport's future tourism potential is assured, given its natural resource endowment and the foreshore precinct that has remained largely in its original state. Over the next 20 years, it can be expected that Bridport's tourism development will follow its existing market segments. Private sector investment in smaller accommodation units (of less than 50 beds) is likely to continue. Major resort investment is not forecast due to the foreshore area being in public ownership. It is expected that the Barnbougle development will continue to grow and become more significant as a Tasmanian 'must see' attraction. Air transport will continue to support the facility, albeit that the existing airstrip is constrained from expansion by local topography.

Table 6 provides a 'most likely' set of forecasts for the Bridport tourism sector for the period 2006-2024. The various tourism/recreation segments are presented; each expected to grow at variable rates. The forecasts, as developed, provide the basis for the economic and financial analyses for the proposed Wellness Centre and for the western road access link to Bridport's commercial centre and to its foreshore.

7.5 Infrastructure Constraints & Priorities

A critical issue for future growth of the town is the ability of the town's infrastructure to cope with any growth. Indeed, there are already capacity problems currently experienced by existing residents. It is clear from the consultation process and infrastructure assessments that Bridport's development is constrained by two key infrastructure components. These are:

- ▶ Urban water supply (particularly for the summer months); and

Table 6 Tourism Growth for Bridport: Most Likely Scenario

Tourism Growth for Bridport: Most Likely Scenario

		Category of Tourism/Recreational Activities									
Year Ended Jun-30		Barnboughle ^{1/}	Motel ^{2/} /Hotel/Apartment Accommodation			Campers			Day ^{5/} Visitors	Total ^{7/} Visitor Nights	Total ^{8/} Day Visits
			Summer ^{2/}	Off-Peak ^{3/}	Winter ^{4/}	Summer ^{2/ 6/}	Off-Peak ^{3/ 6/}	Winter ^{4/ 6/}			
1	2005 (actual)	6,000	11,500	10,800	6,500	14,000	3,500	1,000	20,000	20,000	26,000
2	2006	7,000	12,305	11,340	6,695	14,980	3,675	1,030	21,000	21,000	28,000
3	2007	8,000	13,166	11,907	6,896	16,029	3,859	1,061	22,050	22,050	30,050
4	2008	9,000	14,088	12,502	7,103	17,151	4,052	1,093	23,153	23,153	32,153
5	2009	10,000	15,074	13,127	7,316	18,351	4,254	1,126	24,310	24,310	34,310
6	2010	10,500	16,129	13,784	7,535	19,636	4,467	1,159	25,526	25,526	36,026
7	2011	11,025	17,258	14,473	7,761	21,010	4,690	1,194	26,802	26,802	37,827
8	2012	11,576	18,466	15,197	7,994	22,481	4,925	1,230	28,142	28,142	39,718
9	2013	12,155	19,759	15,957	8,234	24,055	5,171	1,267	29,549	29,549	41,704
10	2014	12,763	21,142	16,754	8,481	25,738	5,430	1,305	31,027	31,027	43,789
11	2015	13,401	22,622	17,592	8,735	27,540	5,701	1,344	32,578	32,578	45,979
12	2016	14,071	24,206	18,472	8,998	29,468	5,986	1,384	34,207	34,207	48,278
13	2017	14,775	25,900	19,395	9,267	31,531	6,285	1,426	35,917	35,917	50,692
14	2018	15,513	27,713	20,365	9,545	33,738	6,600	1,469	37,713	37,713	53,226
15	2019	16,289	29,653	21,383	9,832	36,099	6,930	1,513	39,599	39,599	55,888
16	2020	17,103	31,729	22,452	10,127	38,626	7,276	1,558	41,579	41,579	58,682
17	2021	17,959	33,950	23,575	10,431	41,330	7,640	1,605	43,657	43,657	61,616
18	2022	18,856	36,326	24,754	10,744	44,223	8,022	1,653	45,840	45,840	64,697
19	2023	19,799	38,869	25,991	11,066	47,319	8,423	1,702	48,132	48,132	67,932
20	2024	20,789	41,590	27,291	11,398	50,631	8,844	1,754	50,539	50,539	71,328

^{1/} Based on existing golf facilities. Does not reflect expansion plans. Includes accommodation use. Assumes to grow at 5% after 2010.

^{2/} Assumed annual rate of growth of 7 per cent per annum. Demand estimates are based on number of nights stayed.

^{3/} Assumed annual rate of growth of 5 per cent per annum. Demand estimates are based on number of nights stayed.

^{4/} Assumed annual rate of growth of 3 per cent per annum. Demand estimates are based on number of nights stayed.

^{5/} Assumed annual rate of growth of 5 per cent per annum (Australian motoring trend).

^{6/} Seasonal demand: Summer: 2.5 months; Off-peak: 5.5 months; Winter: 4 months.

^{7/} Based on accommodation utilisation, to develop visitation volumes.

^{8/} Includes Barnboughle golf visitors on a daily basis and overnight visitors.

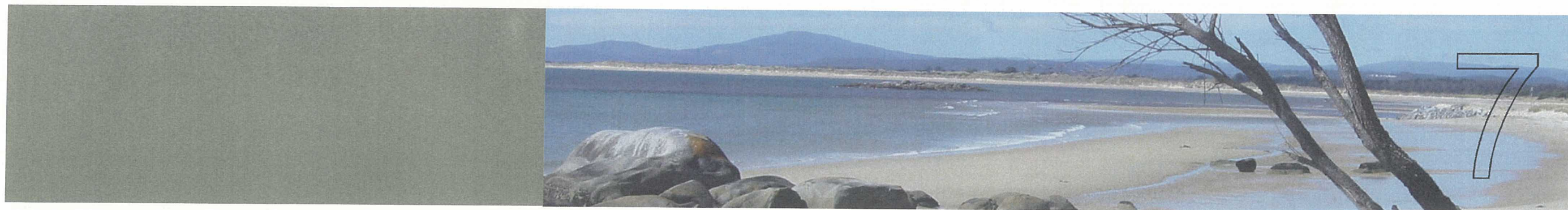


Table 7 AlternativeFuture Economic Scenarios

(i) Strong Economic Growth	(ii) 'Steady State' Economic Growth	(iii) Slow Growth ("As-Is")
- Externally-driven by tourism investment - Further Barnbougle investment - Additional smaller resorts/tourist accommodation - Increased levels of retiree housing - Strong immigration from mainland states - Significant population growth^a 0-5 years: 5%-6% p.a. 6-10 years: 4%^a 11-20 years: 4%^a	- Consolidation of existing tourism base - Further retiree housing - Slower mainland immigration 'Steady' population growth: 0-5 years: 3%-4% p.a.^a 6-10 years: 2%	- Limited further tourism development - Limited mainland interest 'As-is' population growth^a 0-5 years: 1-1½% p.a.^a 6-10 years: 1%

- Sewage treatment capacity and system extent.

Both require significant immediate capital investment to provide the necessary economic determinants for future growth of tourism and residential accommodation.

Additional significant longer term (3-5 years) infrastructure investment requirements are:

- Road/highway access to Bridport from the west;
- Lengthening/upgrading of the existing airstrips;
- Provision of indoor hydrotherapy/aquatic/recreational facilities (for the over 60's); and
- Redevelopment of the existing Civil Hall/recreational centre on the foreshore.

In order to plan for and prepare an economic justification (Business Case development) for public sector investment in both key infrastructure components, it has been necessary to consider alternative future socio-economic scenarios. These are summarized in Table 7, as alternative planning options.

The planning and economic justification for the infrastructure investment has been based on *Scenario (i)* for the planning period of 20 years. This is regarded as 'most likely', given the nature of coastal developments along the NSW and Southern Victorian foreshores over the past 10 years. The internationally-recognised Barnbougle golf development is seen as the necessary economic 'driver' for further tourism-related investment and economic growth.

The future economic and social development of Bridport requires investment in all 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 intrastate and 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. Bridport is clearly a place that will be attractive to people seeking a lifestyle change and /or a retirement location. Hence, an integrated Local/State/Commonwealth funding strategy should be pursued by Dorset Council to improve the infrastructure assets they have. In order to

do this the focus must be on assessing these assets through a considered economic analysis.

7.6 Economic Appraisal of Key Infrastructure Assets

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

- Western Road Access: \$4.5 million;
- "Wellness" Health Centre: \$3.5 million
- Water supply capacity expansion: \$5.85 million
- Sewerage treatment capacity expansion: \$3.65 million

Total investment is estimated at \$17.5 million. This estimate is exclusive of GST and includes contingencies (± 30%). 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.

In order to justify the investment of local/state/Federal funds in the proposed water and sewerage 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 and a range of investment criteria has been estimated to reflect on the likely economic viability of the proposed investments. These criteria include:

- Economic internal rate of return (EIRR);
- Net present value (NPV); and
- Benefit-cost ratio (BCR).

A discount rate of 6 per cent has been used to derive the criteria.

For the proposed investment 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).

The detailed economic analysis is presented in Appendix F and a summary of the assessments is provided below.

7.6.1 Western Road Access

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:

- 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;
- Savings in vehicle operating cost from reduced travel distances for both passenger vehicles and freight vehicles;
- Savings in travel time costs for business vehicles to/from Bridport to Launceston and other centres, with more direct access; and
- 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.

7.6.2 Wellness Centre

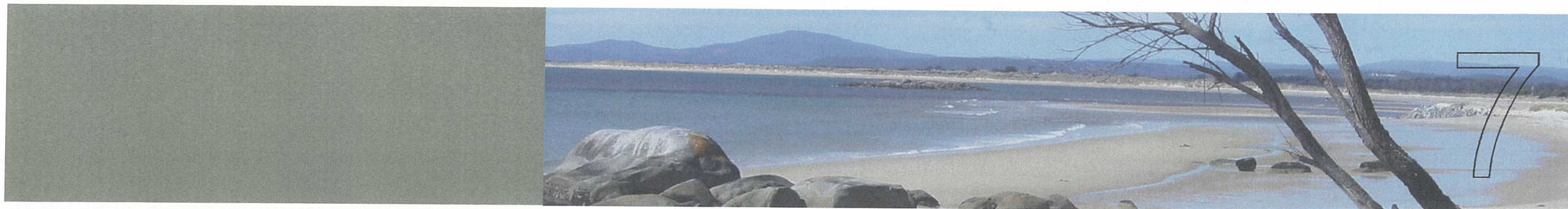
Bridport's residential community is retirement-based. Lifestyle changes for many Tasmanian and mainland residents, to relocate on the northern coast of Tasmania in general, and to Bridport in particular, is a driver for appropriate leisure facilities. During winter months, outdoor recreation activities 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:

- 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);

- ▶ Avoided costs of residents visits to doctors, including savings on medication;
- ▶ Avoided costs by residents in treatment at massage clinics;
- ▶ Residents staying for longer periods in the winter months, with increased spending on food/services in Bridport;
- ▶ Holding of special events at the Centre, including in conjunction with other tourism activities; and
- ▶ 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.

7.6.3 Water Supply Upgrading

There may be a number of water supply augmentation options for Bridport, including construction of new storages fed from the Brid River, and new supplies obtained from other rivers close by. For the purposes of this Strategy, it is considered that the most realistic option, and one that could be managed directly by Dorset Council, is the construction of a gravity main from Scottsdale to Bridport to take advantage of surplus water supply in Scottsdale. The following economic assessment is therefore based on this option. However, the introduction of improved water efficiency measures and restrictions during peak periods should also be implemented as part of a water management program for Bridport.

In summary, a number of scenarios were developed for the 'most likely' future demand for water, covering existing residential use, new residential users, tourism growth, and demand for intensive irrigation agriculture/horticulture.

- ▶ Scenario 1 produced an EIRR of 6.5% and a BCR of 1.13. The economic benefits were 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.
- ▶ Scenario 2 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.
- ▶ Scenario 3 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.

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

7.6.4 Sewerage System Upgrading

It is considered that a new sewerage treatment plant will need to be constructed to provide the capacity and treatment outcomes required to meet State Government guidelines and to achieve good environmental performance. The following economic assessment is based on the construction of a Sequential Batch Reactor treatment process facility which is ideal where flow variations are significant due to holidays and peak periods. The key components of the proposed plant are as follows:

- ▶ Expected flow range: 350 – 1400 kL/d (existing) and 700 – 1700 kL/d (future);
- ▶ Required effluent quality: Class B with BOD 10mg/L and Thermotolerant coliforms <1000 orgs/100mL;
- ▶ Proposed Process Train:
 - Inlet works with preliminary treatment
 - AquaSBR biological treatment process with 2No AquaSBR tanks
 - Post Equalisation tank
 - Aerobic sludge digestion
 - Chlorination contact tank
 - Small building housing blowers, MCC & controls room, amenities, laboratory

- Hypochlorite storage tank & dosing plant c/w bund, etc»
- The main mechanical equipment would include:
 - Package screen/grit removal/collection system c/w 5mm fine screen,
 - 3No Blowers for SBR tanks - 2 duty, 1 standby,
 - Retrievable fine bubble diffuser racks,
 - 1No Blower for Aerobic Digester – using common standby with SBRs,
 - 2No AquaDDM mixers – one in each SBR tank,
 - 2No Aqua Decanters – one in each SBR tank, and
 - Hypochlorite dosing skid.

The economic appraisal of a proposed sewerage system upgrading identified a number of benefits. Three key benefit streams were identified. These were:

- Increased sewerage revenues based on a forecast increase in connections;
- Savings in investment (in the 'do-nothing' case) in septic tanks for all new housing and commercial developments; and
- 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.

7.7 Impact of Relocation of Shipping Activities

An important historic business activity on the foreshore of Bridport is the shipping base of Southern Shipping. This business is both a short-sea link to the islands in Bass Strait for consumables/groceries, fuel and building materials. The home porting of the island(s) service vessels also involves ship repair and small craft construction.

The possible relocation of Southern Shipping activities to the Tamar Estuary represents both positive and negative impacts for the Bridport local and regional economy. The extent of the economic loss of economic activity is dependent on whether (or not) the work force relocates from Bridport and the

sale of the housing involved introduces new families with similar disposable incomes.

The net level of economic loss to the economy of Bridport, assuming the worst scenario of all the workforce being relocated to Bell Bay, would be \$700,000-\$800,000 per annum.

Positive Aspects

- Provides opportunities for alternative tourism/eco-friendly development opportunities on the existing site;
- Opportunities now exist to improve the aesthetic/visual image of the immediate precinct; and
- Limiting any future environmental risks associated with accidental fuel/chemical discharges to the foreshore.

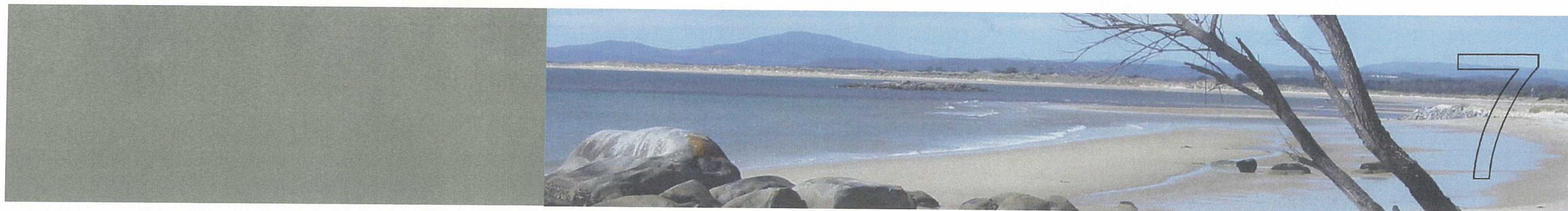
Negative Aspects

- With the relocation, local businesses will not be involved in the provisioning of the Bass Strait islands. Trade revenues will be lost in the servicing activities.
- Bridport's skills associated with ship repair/ship construction, particularly welding, paint blasting, steel coating, etc., will be lost to the agricultural sector, which often requires such skills/materials.
- The rate revenue base for Bridport (Dorset Council) will be diminished, unless an alternative array of business activities are attracted to the site.

Future planning for the foreshore should consider future tourism-compatible uses for the site. Council should actively seek to attract new investors to the site which will foster further sustainable long-term coastal resource management. Furthermore, Tourism Tasmania should be advised as to the future site availability and be encouraged to offer the site to potential tourism/hotel/resort interests.

7.8 Marina Development

A review was made of the concepts for the reclamation of Trent Water and for the potential development of a marina complex with landside real estate/housing. A range of significant public sector/public interest difficulties were identified, relating to how Crown land could or should be transferred to private development use, and the potential adverse environmental impacts associated with breakwater development on Barnbougle beach. A number of



environmental studies have earlier rejected the concept of marina/breakwater development.

The economic/financial benefits associated with a marina complex were also examined. Given the limited level of ownership of yachts which would require mooring, the low level of ocean-going yacht activity which would utilize the marina on an 'ad hoc'/casual basis and the preference for Launceston/Bridport/Scottsdale residents to utilise 'trailer/sailor/ yachts, the economic/financial viability of a marina was considered to be highly risky over the next 5-10 years. Hence, the Development Strategy for Bridport is to reject the concept of marina development and related breakwater, land reclamation and housing/residential growth along the adjacent foreshore.

7.9 Opportunities for the Fish Farm Site

The existing fish farm is considered an eyesore by many locals and visitors, particularly as it is located at the entrance to the town. If in the long term the farm has to be relocated, this offers some good opportunities to redevelop the site for tourism/accommodation uses, restaurants/cafes and public open space/promenades.

It is likely that a private developer would need to have some surety over the land tenure, requiring the Crown to offer a long-term lease. However, in return the Crown and Council could ensure that any proposed development was in keeping with the principles of foreshore protection and development under the Planning Scheme, State Coastal Policy and this strategy. A concept for the Bridport Gateway encompassing the fish farm site is presented in Section 9.

7.10 Golf Tourism

Bridport has already developed a reputation as a destination for serious golfers. While this market segment is small, it will continue to grow and the town is beginning to reap the benefits of this high spending group. A significant prospect has been identified in what could be termed "family" golfers or recreational players. These people will often bring their families who will make use of the town's services and attractions. It is this group that needs to be encouraged if the town is to reap the benefits of the Barnbougle phenomenon.

Numerous opportunities exist for greater connection between golfing activities and the township. As the reputation of Barnbougle continues to grow, Bridport can gain greater leverage for tourist development by initiating the following:

- Shuttle bus service to and from the courses;
- Offering packages for use of services/facilities in the town (such as the proposed wellness centre) by family members; and
- Tour packages to local wineries/attractions.

7.11 Bridport Airport/Air Access

Bridport's current aircraft/airline access is limited by the length of the runway, lighting and navigational aids. It is understood the runway cannot be extended because of local topography. However, it does serve as a focal point for day tourism/regional population access. The Barnbougle resort is seeking to provide direct air access for its golfers/visitor parties. An alternative site at Clovelly has been suggested, but this will need to be investigated in more detail.

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

7.12 Economic Development Funding Sources and Opportunities

A number of Australian Government grant programs would potentially be available as possible sources of funds to assist Dorset Council, local community groups and businesses in implementing elements of this Strategy and generally with developing new economic opportunities and/or adding to existing operations. A number of current grant programs are identified in Appendix G. Other funding sources may be available from State and regional agencies. It is recommended that Council remains up to date with available funding opportunities into the future.

The development of, and support for, the proposed Action plan to identify timelines and immediate/short term/long term priorities will better define the opportunities for grant assistance.