

inspiring place



ESPLANADE PRECINCT CONCEPT PLAN

Prepared for Derwent Valley Council

MAY 2017

CONCEPT PLAN THE ESPLANADE PRECINCT

prepared for Derwent Valley Council

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TABLE OF CONTENTS

SECTION 1 INTRODUCTION	1
1.1 Background.....	1
1.2 Purpose	2
1.3 Process.....	3
1.4 Acknowledgements.....	5
SECTION 2 CONTEXT	7
2.1 Existing Facilities and Use.....	7
2.2 Planning Framework.....	12
2.2.1 Interim Planning Scheme.....	12
2.2.2 Past Reports	13
2.2.3 Summary.....	16
2.3 Stakeholder and Community Views.....	17
SECTION 3 ESPLANADE PRECINCT CONCEPT PLAN.....	21
3.1 Vision	21
3.2 Esplanade Precinct Concept Plan	21
3.2.1 Improving Access, Parking and Safety	22
3.2.2 Upgrading Infrastructure and Facilities	29
3.2.3 Enhancing Public Amenity	36
3.3 Potential Benefits	37
3.3.1 Social Benefits	37
3.3.2 Economic Benefits	38
3.3.3 Environmental Benefits	39
SECTION 4 IMPLEMENTATION	41
4.1 10 Year Action Plan.....	41
4.2 Using the Concept Plan.....	44
4.2.1 Decision Making.....	44
4.2.2 Long Term Budget	44
4.2.3 Resource Assistance	45
4.2.4 Cost Estimates and Staging of Works	45
4.2.5 Consultation	46

Attachment A Relocation of the Rowing Club

Attachment B Order of Cost Estimates

SECTION 1

INTRODUCTION

1.1 BACKGROUND

The town of New Norfolk is situated 35 kilometres upstream from Hobart in the Derwent Valley. With a population of 5200 the town acts as an important service hub for residents, surrounding rural living areas, farms and small towns further up the valley. The importance of the town as a regional centre is evidenced by its full range of facilities including picnic and play areas, open spaces, town gardens, shops, restaurants, antique shops, accommodation, historic buildings and various festivals and events.

New Norfolk has a range of attractions including historic cottages, oast houses and hop fields and the strategic advantage of being on the touring routes to Mount Field National Park and the Western Tasmania Wilderness World Heritage Area.

Close proximity to Hobart and the lifestyle appeal of the Derwent Valley, coupled with comparatively low housing prices, has resulted in a significant number of new residents choosing to live in the area. This, in turn, has boosted the local economy. Recent establishment of new commercial enterprises has further contributed to the vibrancy of the town.

Within the town, the Esplanade is an important public recreational precinct. The Esplanade provides the main access to the river frontage along the Derwent River. The Esplanade has traditionally been a hub for activities and events including walking, play, picnic, sightseeing, angling, dog exercise and training, informal games and sport such as lawn bowls. The precinct also contains a campground, facilities for youth and community groups and the town swimming pool. Every year, the Derwent Valley Autumn Festival utilises the whole of the Esplanade precinct attracting around 15,000 people to the site for food and festivities.

A well-constructed walking track connects the Esplanade downstream to Millbrook Rise where there is a high quality boat launching ramp and toilet facilities. The foreshore track also links to a track along the Lachlan River. Together these tracks and the footpaths in the town, creates multiple loop walking opportunities for visitors and residents.

The Derwent Valley Council and community have long recognised the importance of the Esplanade precinct to the town's lifestyle. A number of prior studies¹ have recommended improvements to enhance the use of the Esplanade. Each of these projects has benefited from community consultation.

Recently Council applied for funding to support the *Derwent Valley Waterfront Revitalisation* project. In September 2016, the Honourable Fiona Nash, Minister for Regional Development advised the Derwent Valley Council of the Australian Government's commitment to provide up to \$600,000 to deliver the project as part of its Community Development Grants programme. The former member for Lyons, Eric Hutchinson supported the project.

A requirement for approval of the funding was that Council provide further information in support of its proposal and that the project should involve the community in its development.

The Council has also received a grant from the State Government to build floating pontoon structures.

The Council is also considering making a submission to the State Government Community Infrastructure Fund aimed supporting community infrastructure initiatives throughout Tasmania. The Esplanade provides an ideal opportunity to enhance the liveability and cohesion of local community. The grant allows for minor (less than \$50,000) and major grants (greater than \$50,000) with matching funding from the State Government.

In response, Council engaged Inspiring Place to prepare a Concept Plan for the Esplanade Precinct to consolidate the ideas proposed for the Derwent Valley Waterfront Revitalisation project and give direction to its implementation.

1.2 PURPOSE

The purpose of the Esplanade Precinct Concept Plan is to assist the Derwent Valley Council in securing funding support for the upgrading of the infrastructure and facilities envisaged in the Derwent Valley Waterfront Revitalisation proposal. The implementation of the Esplanade Precinct Concept Plan will provide long-term social and economic improvements for the community.

¹ These reports include a *Master Plan 1989*, *New Norfolk Spatial Plan 2006* and the *New Norfolk Structure Plan 2016*. These reports are reviewed in Section 2.2 of this report.

The Project Area extends from the New Norfolk Bridge to the Millbrook Rise boat ramp, but with a more detailed focus on the Esplanade Precinct between the bridge and caravan park. Map 1.1 shows the extent of the Project Area and the Esplanade Precinct.

The Esplanade is made up of multiple land titles and is largely owned by the Crown but leased to the Council.

1 . 3 P R O C E S S

The preparation of the Esplanade Precinct Concept Plan has involved:

- an initial briefing with Council staff;
- a review all relevant background reports and information pertinent to the project;
- workshop discussions with the Councillors;
- site meetings with the primary stakeholders groups² that currently utilise the precinct;
- development of an initial draft Esplanade Precinct Concept Plan;
- review of the draft Esplanade Precinct Concept Plan by Council staff;
- a community ‘walk and talk’ at the Esplanade to discuss the initial draft Precinct Concept Plan;
- preparation of a cost estimate for proposed works;
- a 42 day period to allow community review and comment on the draft Esplanade Precinct Concept Plan;
- revision of the draft Esplanade Precinct Concept Plan following community and Council staff feedback; and

² The primary stakeholders group included the New Norfolk Rowing Club, New Norfolk Bowls Club, German Shepherd Club of Tasmania, Derwent Valley Autumn Festival Committee, Esplanade Special Committee, New Norfolk Swimming Pool Special Committee, New Norfolk Licensed Anglers Association, Derwent Valley Youth Advisory Committee (D'Fat) and the owners of the Devil Jet facility.



1.4 ACKNOWLEDGEMENTS

Inspiring Place acknowledges the assistance and input made by the community, interest groups and Council staff to the development of the Esplanade Precinct Concept Plan.

SECTION 2

CONTEXT

2.1 EXISTING FACILITIES AND USE

The Esplanade Precinct (hereinafter referred to as the Esplanade) is an attractive open space area that attracts regular recreational use by the local community and daily visits by passing visitors.

Map 2.1 highlights the main facilities within the Esplanade Precinct. These facilities attract a diverse range of uses and user groups including:

community use of the Esplanade open space for informal recreational and social activities including walking, play, fitness, meeting/gathering, dog walking/play and access to the river etc;

use of the New Norfolk swimming pool for leisure, competition swimming, swim classes/education, school events and training;

the use of the Esplanade for various events including the Derwent Valley Autumn Festival , Australia Day celebrations, motorcade show events, dog showing events, Derwent Valley angling events days etc;

sports training and fire training exercises;

a gravel surfaced walking path extends along parts³ of the foreshore used for recreational walking, bike riding and running;

picnic and barbecue shelters (one located near the swimming pool car park and the other near the Bowls Club) and various picnic tables located along the foreshore;

³ Some parts of the foreshore path require users to shared space used also for car parking and vehicle movement, albeit at low traffic speeds.

a small building regularly used by D'Fat for youth activities (previously used for indoor gym/martial arts) and temporarily used during the Derwent Valley Autumn Festival and Australia Day events;

public toilets (which are supplemented by portable toilets during the Derwent Valley Autumn Festival);

a building leased by the German Shepherd Club of Tasmania for training classes, hosting events and Club storage (but also utilised as a kiosk during the Derwent Valley Autumn Festival);

a local dog obedience group uses the Esplanade on Sunday mornings;

general use of the Esplanade for dog exercising off –leash ;

a concrete pier/deck designed to allow access by people with access disabilities to fish;

the former Regatta building which was used for the Devil Jet Boat operations and remains in private ownership and yet to be re-used (although the owners are considering future use options);

New Norfolk Bowls Club used for competitions, training and social events;

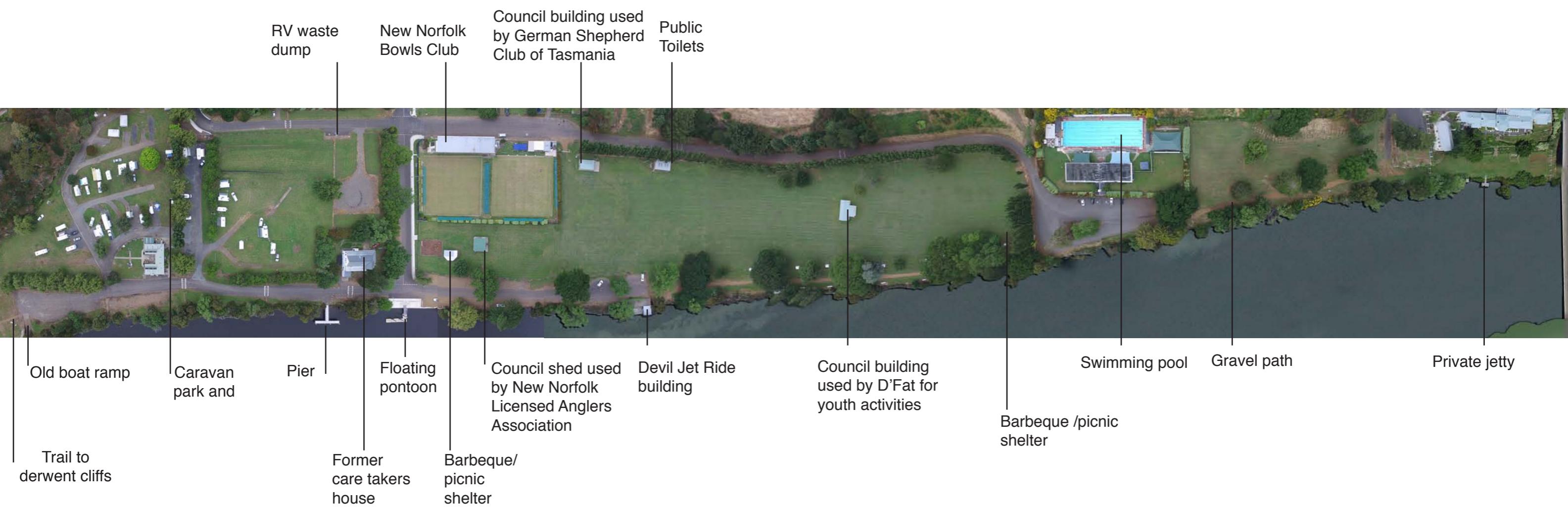
a small play facility;

a small building leased by the New Norfolk Licensed Anglers Association for storage and use as a weigh-in station during 3-4 angling competitions held annually in Derwent Valley (but also utilised during the Derwent Valley Autumn Festival);

a floating pontoon at the end of Ferry Road that attracts boating, fishing and access to the river for swimming;

a pier located downstream of the floating pontoon for mooring boats;

the former caretakers house for the caravan park that is no longer being used for public purposes;



MAP 2.1

EXISTING FACILITIES

INSPIRING PLACE

North

Scale 1:2000@A3
February 2017



the caravan park and camping ground are externally managed; and

a redundant boat ramp.

Of these events, the Derwent Valley Autumn Festival is the largest, attracting around 15,000 visitors each year and having operated over the past 17 years. The Festival occupies the majority of the precinct as shown in Photograph 2.1.



Photograph 2.1 Aerial Image of the Derwent Valley Autumn Festival using the Esplanade in 2016

A walking track connects from the Esplanade through Derwent Cliffs State Reserve⁴ to Tynwald Park and then further onto the Millbrook Rise boat ramp. This track also links to a track along the Lachlan River that connects to Willow Court.

The New Norfolk Rowing Club makes active use of the river for regular training of club crews and hosting of rowing events including masters and the Annual Aly Cashion Long Distance Eights Regatta. A 500m race course is used between the bridge and the existing rowing club with capacity for six 'lanes'. The river is recognised as providing some of the best sheltered waters in Tasmania and has attracted use by rowing clubs, individual rowers and groups from outside the town.

The section of the river near the Esplanade is also attractive to other boating users including fishing, kayakers, recreational boating, leisure craft and dragon boats.

⁴ In November 2015 the State Government approved a proclamation that revoked the status of State Reserve covering part of the caravan park and camping ground.

Day visitors (interstate, international and intrastate) generally access the Esplanade Precinct by vehicle from Ferry Road typically undertaking sightseeing, short walks, picnics, play or make use of the public toilets. Visitors staying overnight in the town or staying with family and friends may access the Esplanade by the connecting footpaths from Bridge Street, Ferry Street and Montagu Street.

2.2 PLANNING FRAMEWORK

2.2.1 Interim Planning Scheme

The Council owned land within the Esplanade is zoned Open Space in the *Derwent Valley Interim Planning Scheme 2015*.

The Zone Purpose Statement is

To provide land for open space purposes including for passive recreation and natural or landscape amenity.

To encourage open space networks that are linked through the provision of walking and cycle trails.

There are no Local Area Objectives or Desired Future Character Statement for the Open Space Zone.

As regards use within the Zone:

no permit required for the use classes of passive recreation, natural and cultural values management and utilities (if minor and underground);

there are no permitted use classes;

the discretionary use classes include community meeting and entertainment, domestic animal training, emergency services, food services, pleasure boat facility (only if operated by Council), sport and recreation, tourism operation (only if operated by Council), visitor accommodation (only if camping and caravan park or overnight camping area), utilities and vehicle parking; and

other use classes are prohibited.

The Esplanade has a number of overlays that link to specific planning controls listed as Codes within the planning scheme. The major ones are:

the entirety of the Esplanade being designated within a defined Flood Risk Area to which the provisions of E15 Inundation Prone Areas Code applies; and

the entirety of the Esplanade being listed under the Tasmanian Heritage Register to which the provisions of E13 Historic Heritage Code apply.

The private owned land on the southern side of Page Avenue is designated as being a Landslip Hazard Area to which the provisions of E3 Landslip Code applies.

2.2.2 Past Reports

Esplanade Master Plan 1989

The master plan, prepared by Jerry de Gryse Pty Ltd, sought to reflect the historic nature of the Esplanade by recommending appropriate expansion of facilities, new developments, landscape treatments to enhance the use of the site and to address river edge access for pedestrians, boating and swimming.

Council did not implement the recommendations other than closing off a road section to allow safer river edge access for pedestrians and other users.

New Norfolk Spatial Plan 2006

Inspiring Place Pty Ltd was engaged by the Spatial Planning Committee of the Derwent Valley Economic Renewal Group to develop a spatial plan and implementation strategy that integrates prior planning for the Esplanade, High Street and Willow Court into a unified whole.

The key recommendations for the Esplanade were:

improve access and signage;

investigate the possibility of relocating the New Norfolk Rowing Club to the Esplanade, with the option of including commercial (e.g. cafe) and community uses (e.g. meeting rooms, association with aquatic centre);

provide egress from the Esplanade via Bridge Street, during major events;

resolve ownership issues and prepare master plan and business case for the caravan park;

investigate the feasibility of upgrading the aquatic facilities, with the inclusion of health, indoor gym and sports medicine facilities;

improve access and amenity of the Esplanade, including a riverside promenade, small pavilions and concrete steps to access to the river;

upgrade the existing jetty and investigate the possibility for a second jetty for day use;

develop a unique, regionally significant children and toddlers playground; and

investigate the possibility for well-designed private apartments to be built on the vacant, steep slope adjacent to the Esplanade with the funds being used to upgrade the Esplanade.

Whilst there was widespread agreement about the importance of the Esplanade and high desire for improvements, views about how this was to be achieved and the priorities for some recommendations varied.

Only the construction of the floating pontoon proceeded. None of the other recommendations were implemented. However Council has since upgraded the power supply outlets on the northern side of the Esplanade to better cater for events and assisted with further investigations into the expansion of marina/berthing infrastructure and the possible relocation of the New Norfolk Rowing Club.

In 2011 Council established the Spatial Plan Review Committee to review the *New Norfolk Spatial Plan 2006*, and in particular the Implementation Plan. Some of the key points from the review were to:

place high priority on the installation of new toilets, development of an all access playground and refurbishment of the barbecue areas;

reduce the priority for relocation of the New Norfolk Rowing Club (unless instigated by the Club), resolve the caravan park and preparing a master plan and improving access and egress from Bridge Street;

provide additional access to the river whilst recognising there were safety concerns surrounding such access including flood flows, tidal changes and snags; and

ensure all future developments involved community consultation.

New Norfolk Structure Plan 2016

The *New Norfolk Structure Plan 2016* was prepared by Emma Riley & Associates Pty Ltd in conjunction with Playstreet Pty Ltd and Knight Frank Tasmania. The Plan includes a number of recommendations for the Esplanade including:

provision of access to the river for small boats;

investigation of the relocation of the New Norfolk Rowing Club to the Esplanade;

an upgrade of access from Burnett Street potentially using ramped structure/path;

improvements to the playgrounds/play area with design and features to distinguish it from those already in place at Tynwald Park;

consideration of licensing food vans to provide basic amenities for visitors, particularly on weekends and during special events;

improvements to barbecue and picnic facilities; and

investigation of the re-use of the jet boat building for other organized river based recreational activity.

The Plan envisages the Esplanade as being connected to a Spine (The Avenue) along Burnett Street to High Street and to Willow Court. The majority of recommendations and the proposed link were previously outlined in the *New Norfolk Spatial Plan 2006*.

2.2.3 Summary

Whilst there have been numerous plans and extensive community engagement over the past 25 years about how to improve the Esplanade few improvements have been made. This can be attributed to the lack of funding available to Council to instigate new works and mixed views within the community about priorities for implementation.

Fundamental issues identified in all of the plans are yet to be addressed and remain problematic. These include:

- safety risks along the river edge trail where pedestrians continue to share road space with moving vehicles;
- ageing and redundant facilities, no longer fit for purpose and no longer meeting visitor/user expectations for quality public facilities;
- site impacts arising from un-restrained or poorly planned car parking;
- lack of directional and informative signage;
- regular flood inundation affecting access and use of buildings and facilities (there were three flooding occasions of the Esplanade during 2016);
- on-going operational and maintenance costs for Council;
- failure to meet current access standards to facilities under the *Disability Discrimination Act (DDA) 1992*;
- lack of infrastructure to attract increased visitors and users including growth of the community events; and
- limited funding commitment from Council for improvements.

Funding support under the Derwent Valley Waterfront Revitalisation Project, and potentially from other grants, provides the impetus for Council to make budget commitments that have the capacity to provide long-term social and economic improvements for the community.

2.3 STAKEHOLDER AND COMMUNITY VIEWS

Site meetings and/or discussions were held with Councillors and representatives from a range of key stakeholder groups utilising the Esplanade Precinct. The over-whelming view expressed by these groups is that the Esplanade Precinct is a valuable open space asset which needs further upgrading if it is to better cater for local and visitor use. All groups raised the necessity for Council to show leadership in initiating improvements to the Esplanade and expressed their frustration that so little works have been undertaken in the past despite there being so many good plans.

Detail about the response of each group is set out in Table 2.1.

Stakeholder	Comments
Workshop with elected Councillors	<ul style="list-style-type: none"> • Consider lighting of the walkway from the Bridge through to Millbrook Rise • Possibility of a water sculpture feature off the Bridge • Consider the opportunity for steps to provide access to the river edge for activities • Need better and more accessible toilets • Need better access for people with disabilities from Bridge Street to the Esplanade • Upgrade the walkway and investigate the potential for the track to traverse the Derwent Cliffs • Re-use of the former Devil Jet Rides building as a café or restaurant • Relocation of the rowing club • New sporting activities e.g. archery, bungey jumping
New Norfolk Bowls Club	<ul style="list-style-type: none"> • Site subject to flooding and increased costs for pumping of water off the site • Busy days for competition are Saturdays between October to March, mid week competitions and Friday evenings for barefoot bowling • Important to keep informal parking for members along Ferry Street

Table 2.1 Stakeholder Views

Stakeholder	Comments
New Norfolk Rowing Club	<ul style="list-style-type: none"> • Club has prepared a business case for the relocation of the club to the Esplanade including the existing site problems, development solution, costs, initial design layout, potential benefits and supporting letters from the Council, Rowing Tasmania, many Tasmanian rowing clubs and the MoCo Dragon Boat Club • The need for relocation of the rowing club has been clearly identified in past reports including the <i>New Norfolk Spatial Plan 2006</i> and the <i>New Norfolk Structure Plan 2016</i>. The current club site has significant issues including safety concerns (requires road crossing to access the river), club facilities and ways facilities are all dated and the lack of universal access to facilities. As a consequence other Clubs, schools and water based users are unable to utilise the town for regular training or event purposes. • The proposal is to establish a Derwent Valley Centre as a vibrant hub for water based activities in the Derwent Valley region including rowing, canoeing, kayaking, dragon boats, swimming and community based events • Total cost estimate in the order of \$2M with Club requiring assistance from Council (e.g. provision of land) and funding grant support from the State and Federal Governments
German Shepherd Club of Tasmania	<ul style="list-style-type: none"> • Lease building for Club training and hosting show events e.g. Club events, Tas Canine Association, Royal Association Grand Finale show • Attract up to 100 participants in some shows • Training on Saturday mornings in a 40m x 40m space and do not require fencing off within the Esplanade • Currently have 63 members • Flooding causes damage to the internal walls and furniture • Do not want to see loss of open space or poplar trees
Derwent Valley Autumn Festival Committee	<ul style="list-style-type: none"> • Popularity of event growing over the last 17 years • Toilets are old and not functioning well – need replacing • Poor electrical supply on the southern side of the Esplanade – often fails during the event • Access to some of the older switchboards on the northern side is unsafe – requires ladders to access • Having a safe electricity supply is a major issue for functioning of the event – upgrade would improve capacity for the events and other event users • Park and bus ride services from Tynwald Park work well for the event

Table 2.1 Stakeholder Views (continued)

Stakeholder	Comments
Esplanade Special Committee and New Norfolk Swimming Pool Special Committee	<ul style="list-style-type: none"> • Esplanade Special Committee has not met for some time and is inactive • Pool leased out to operator and running good range of programs for learn to swim, fitness etc • Car park recently sealed • Some issues with parking in the root zone under trees in the centre of the car park, lack of designated car parking spaces and some overnight campers
New Norfolk Licensed Anglers Association	<ul style="list-style-type: none"> • Use the small building near the play facility to store equipment and as a weigh-in station for Derwent Valley angling events • Currently 30-40 members
Derwent Valley Youth Advisory Committee (D'Fat)	<ul style="list-style-type: none"> • Active involvement in the Derwent Valley Autumn Festival and Australia Day events • Currently utilise an existing building for youth activities • Esplanade is popular for youth to meet and undertake activities • Provides some access to the river e.g. floating pontoon, old boat ramp
Owners of the former Devil Jet building	<ul style="list-style-type: none"> • Own the building and have lease with Crown • Invested in upgrading of the jetty for the Devil Jet Rides • Planning approval and appeal hearings for the Devil Jet Rides was a significant cost to the business • Considering future use options for the building – did receive approval from Council 5 years ago for café/restaurant • Receives some vandalism and damage

Table 2.1 Stakeholder Views (continued)

The discussions indicated that the key stakeholders consider there is merit in:

retaining the openness of the Esplanade and the existing tree plantings;

retaining the flexibility and freedom of use of the open space for informal and formal activities;

making the river edge walkway safer through the separation of pedestrians and vehicles;

adding lighting along the walkway to make it safer to use in the evenings;

providing a new toilet, closer to the play and picnic area, to caters for all users ;

- upgrading basic infrastructure (e.g. electricity supply, play facilities) to better support community events;
- improving directional signage to the Esplanade;
- relocating the rowing club to the Esplanade in an area near the caravan park);
- extending the berthing capacity to allow more boats to journey to the town; and
- improving the access connections to Bridge Street and town centre.

The Esplanade Precinct Concept Plan will be discussed on a community ‘walk and talk’ to be arranged following Council approval in principle for the Plan.

SECTION 3

ESPLANADE PRECINCT CONCEPT PLAN

3.1 VISION

There is a consensus in the community that the Esplanade should be an outstanding waterside venue that maximises the opportunities arising from the use of a large scale, handsomely landscaped open space with an extensive river frontage and a range of recreational facilities.

To achieve this vision, a number of objectives need to be met including the need to:

manage the natural and cultural values on a sustainable basis;

enhance public access to and within the Esplanade and linkages to integrate the town's main precincts - the Esplanade to High Street to Willow Court;

improve infrastructure and public space to heighten the use of the riverfront as a premium recreational and social hub for informal activities and community events for both residents and visitors;

upgrade and consolidate facilities within the Esplanade to activate areas and encourage higher visitor and local use of the Esplanade; and

enrich the visual amenity and quality of visitor experiences within the Esplanade.

3.2 ESPLANADE PRECINCT CONCEPT PLAN

Map 3.1 shows the Concept Plan for the Esplanade Precinct. Map 3.2 shows more detail near the swimming pool and Maps 3.3 and 3.4 shows the proposed relocation options of the rowing club.

3.2.1 Improving Access, Parking and Safety

Rationale

DIRECTIONAL SIGNAGE

There is a lack of good directional signage leading visitors to the Esplanade. New signage should include pictograms to indicate the range of facilities and activities that can be undertaken at the Esplanade. The pictograms could indicate a park, heritage site, caravan park, camping site, public toilets, walking track, picnic/barbeque area, play facilities, swimming pool, bowls club, fishing, historic bridge and motor-home dump station that are available along the Esplanade. A pictogram depicting rowing could be added once the New Norfolk Rowing Club is relocated to the Esplanade.

Directional signage from the Lyell Highway (Montagu Street) to the Esplanade for those in vehicles is best located at Alfred Street directing visitors to Ferry Street where there is a car parking area close to the shared pathway, public toilet, play and picnic facilities. Directional signage for pedestrian access should be located on Montagu Street at Bridge Street and Burnett Street.

CARAVAN PARK ACCESS

The Concept Plan (refer to Section 3.2.2) shows re-opening the former entry to the caravan park and camping area off Alfred Street. The new entry was recommended in the *New Norfolk Spatial Plan 2006*. The new entry will provide a direct access to the caravan park as opposed to the current indirect route, which is immediately adjacent to the foreshore and in conflict with pedestrians there. The new entry will also facilitate relocation of the rowing club to the Esplanade close to where the existing access to the caravan park is located.

PARKING

There is sufficient car parking at the Esplanade to cater for the level of day-to-day use to which it is put. At peak times, such as during the Derwent Valley Autumn Festival, alternative arrangements are required. The event organisers recognise the parking constraints at the site and provide a bus shuttle service from Tynwald Park on the day. Residents are also prepared to park and walk or bike ride to the Esplanade from nearby locations at such times.

**F O R E S H O R E P R O M E N A D E – A S H A R E D T R A I L
S E P A R A T I N G P E D E S T R I A N S , C Y C L I S T S A N D V E H I C L E S**

At present, pedestrians, cyclists and vehicles share the road and car parking space in front of the swimming pool and from the former Devil Jet Ride building to the eastern end of the Esplanade beyond the caravan park. Conflicts arise where this occurs reducing the appeal of the trail, especially for families with young children and those with mobility difficulties. Safety is also an issue in such a shared environment and is of particular concern in the area of the swimming pool where large groups of children gather.

Unrestrained vehicle movement near the pool also threatens the health and vigour of the mature trees at the centre of the gravel parking area. The spread of the gravel surface over the years and the sediment-laden run-off from it are also unwanted environmental impacts.

The concept plan envisages the establishment of a continuous, 3m wide gravel promenade along the entire Esplanade from Bridge Street through to the end of the caravan park. This is to be achieved through the rationalisation of vehicle movements and parking spaces. The 3m width and separation from vehicles will enable the trail to be comfortably and safely shared by pedestrians and cyclists and allow for service vehicle access when required.

Separation of vehicles from other users will enhance the use and enjoyment of the foreshore, enable safer, more ready access to facilities and result in better environmental outcomes.

The concept plan shows how the shared trail and environmental improvements can be achieved by:

- rationalising the layout of the car parking area at the swimming pool;
- installing bollards to direct vehicles into designated car parking areas;
- retaining ‘informal’ car parking area along Ferry Street and Page Avenue as overflow for events; and
- creating a new parking area off Ferry Street to cater for the proposed relocation of the rowing club and for general public use (refer to Section 3.2.2).

Night lighting of the promenade would further enhance user safety and encourage greater use (see Section 3.2.4).

ACCESS FROM THE TOWN CENTRE

Upgrading of the existing walking path from Montagu Street via Burnett Street to Page Street near the swimming pool is desirable for public use. This route currently traverses the car park at the Bush Inn and from there down a very steep set of uneven steps leading onto the roadway below.

Enhancement of this entry to the Esplanade was previously recommended and remains a desirable outcome. Whilst improvements can be made, achievement of all-abilities access compliant with the *Disabilities Discrimination Act* (the DDA) at this location is unrealistic. The fall, top to bottom of the steps, is roughly 20 metres which would require 400 metres of ramp at 1:20 (with landings every 20 metres but requires no handrails) or 280 metres of ramp at 1:14 the legally permissible ramp access (requires landings every 14 metres and handrails both sides). There are mechanical alternatives such as an inclinator but the cost is high and the demand for such a facility is low⁵.

Fortunately, there is vehicle access to the Esplanade and disabilities parking spots at key locations. New toilets proposed herein would be required to meet all-abilities standards.

WALKING CONNECTIONS

The walking track from the Esplanade via Derwent Cliffs to Tynwald Park and then on to Millbrook Rise is well established. The user experience could be enhanced by:

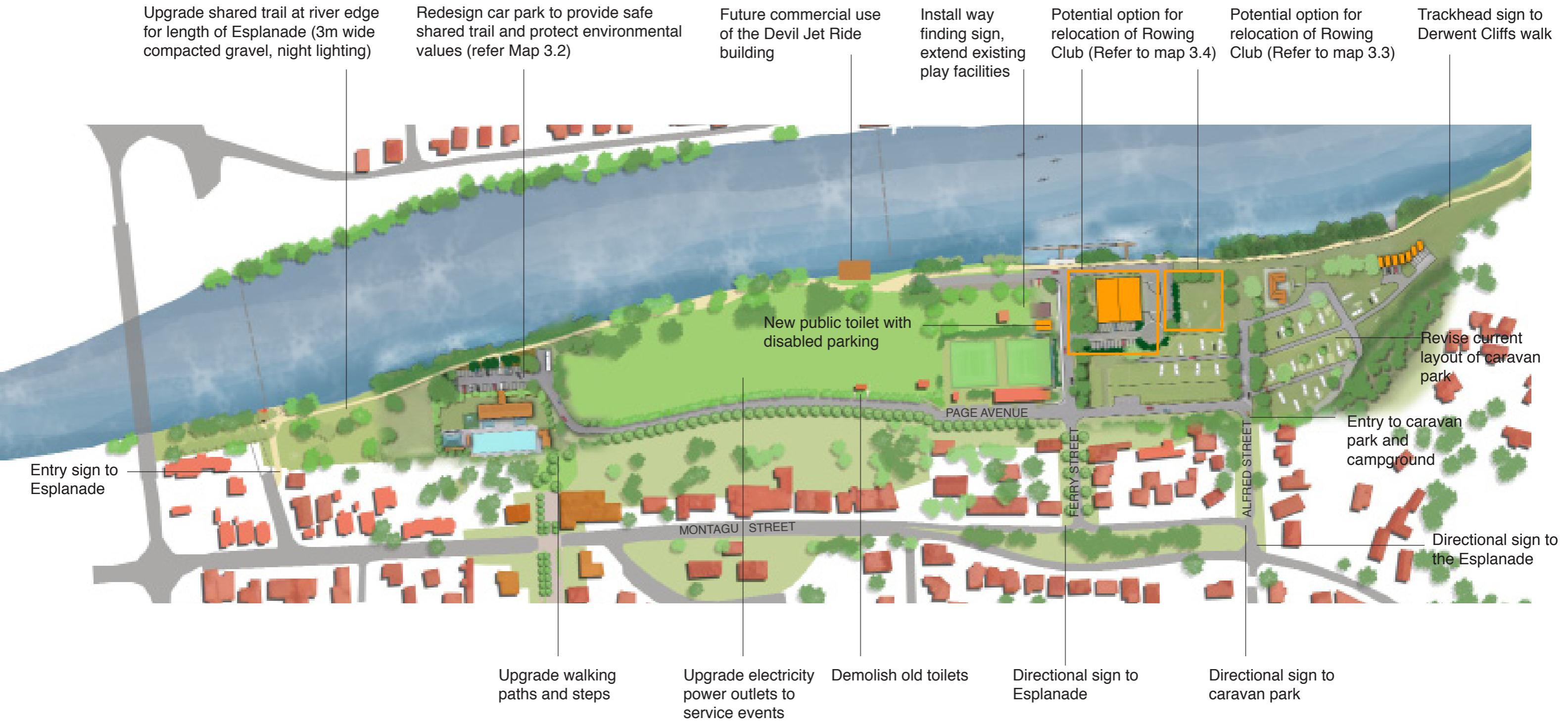
referring to the walk on all visitor wayfinding signs, particularly at the parking area at the end of Ferry Street;

installing a trackhead sign at the eastern end of the Esplanade advising people of the walk, features of interest distance, gradient, return time and connections (e.g. Lachlan River, Millbrook Rise);

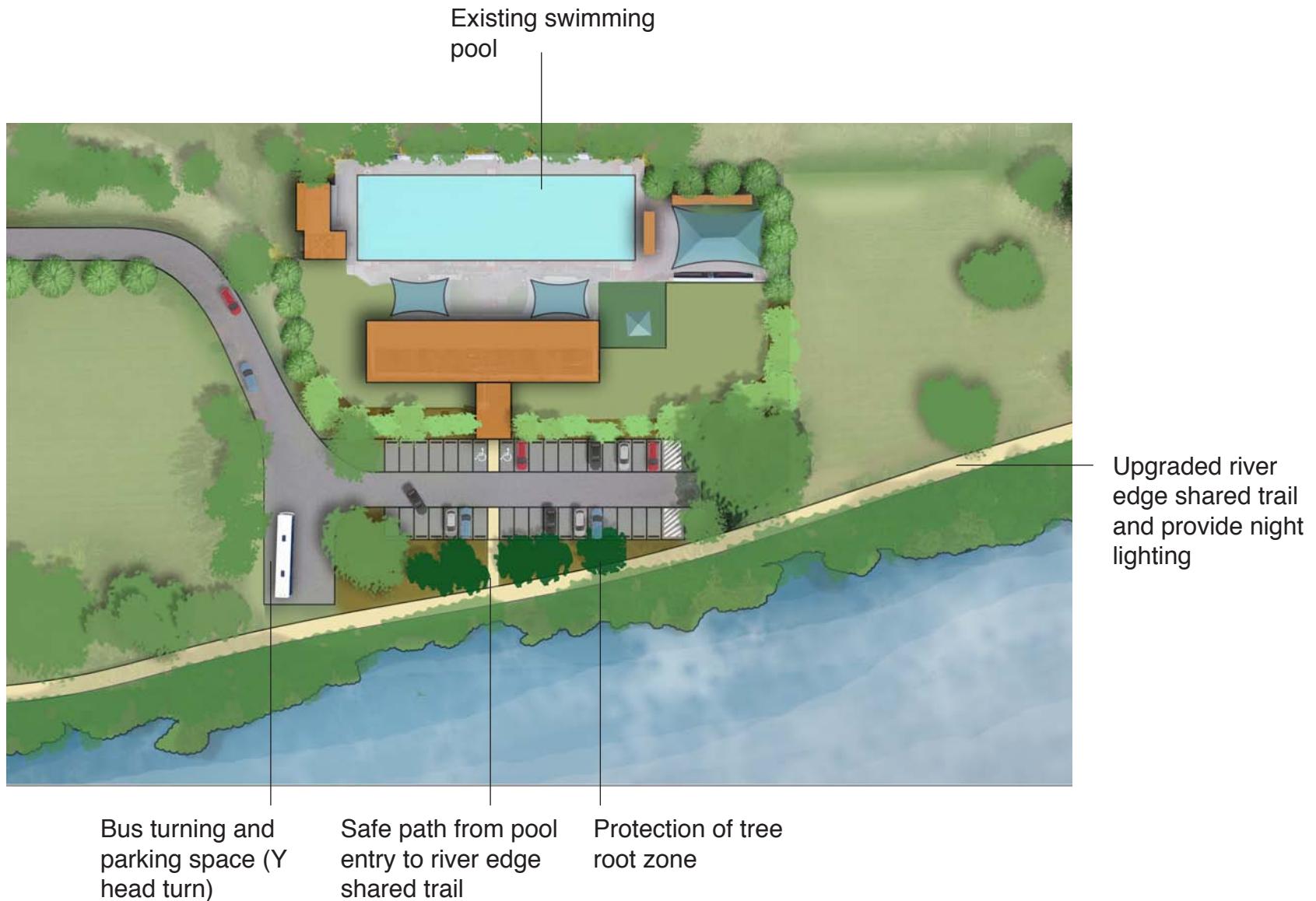
installing trackhead signs for the walk at both Tynwald Park and the Millbrook Rise boat ramp;

providing directional markers and reassurance signs as may be required along the walk (mainly intersections with other tracks); and

⁵ Such a facility has been created at the Cataract Gorge where there are over a quarter of a million visitors a year at a cost in the order of \$250,000.



Back page to A3



MAP 3.2

ESPLANADE PRECINCT CONCEPT PLAN

Swimming Pool Carpark

INSPIRING PLACE

North

Scale 1:1000@A4
February 2017



investigating alternative route options to avoid the narrow track entry through the rock faces at the start of the track from the Esplanade.

One suggestion made during the community engagement process involved redirecting the track onto an elevated boardwalk around the Derwent Cliffs to enhance the walk experience. The cliffs are part of the Derwent Cliffs State Reserve owned by the Crown and managed by Tasmania Parks and Wildlife Service (TPWS). Any walkway proposal would require their approval to proceed to a feasibility assessment. Such an assessment would include detailed planning and background assessments to ensure protection of natural and cultural values. Creation of a boardwalk in this location would come at a high cost and visitor numbers may not warrant the expense. For this reason, the proposition is considered a very long-term proposition and is not included in the 10 Year Action Plan for the Esplanade.

Recommendations

1. Install new directional signage with the use of pictograms to improve and promote access to the Esplanade from Montagu Street.
2. Achieve a continuous shared path (3m wide compacted gravel surface) along the river edge from Bridge Street to Derwent Cliffs that is separated from all road movement and car parking.
3. Install a wayfinding sign for the Esplanade at the end of Ferry Street in proximity to the proposed toilet.
4. Install a trackhead sign for the Derwent Cliffs walk at the eastern end of the Esplanade, Tynwald and Millbrook Rise.
5. Provide directional trail marker and reassurance signs along the Derwent Cliffs walk.

3.2.2 Upgrading Infrastructure and Facilities

Rationale

The Concept Plan illustrates the potential for a number of infrastructure projects including:

upgrading the berthing facilities to encourage New Norfolk to be a more popular destination for boat cruising;

relocating the New Norfolk Rowing Club to the Esplanade;

installing a new public toilet;

expanding the play facilities;

upgrading and extending the electrical supply to the main lawn area to cater for the Derwent Valley Autumn Festival and other major events; and

providing the opportunity for cabins at the caravan park.

N E W B E R T H I N G F A C I L I T I E S

There has been widespread support in the community to enhance facilities to attract greater use of the Esplanade for recreational cruising vessels, as a day and overnight destination.

Council commissioned Burbury Consulting to assess the feasibility of three options for locating a marina at the Esplanade: below Bridge Street, near the swimming pool and at the end of Ferry Street (existing floating pontoon).

The assessment identified the location at the end of Ferry Street as the preferred site. The site's advantages included:

available pedestrian and vehicle access, including disabilities access at the existing pontoon in this location;

the potential to attach to and extend the existing pontoon;

the site's close proximity to public amenities, waste disposal and car parking;

its accessibility for maintenance;

good connectivity with the existing shared path;

cost savings due to the ability to use the existing abutment, gangway and pontoons; and

its location in a slight shadow of the bend in the river and the resulting lessening of exposure during small flood events.

An initial concept proposed:

extending the existing floating pontoon by 41m upstream with a new gangway installed;

extending the existing floating pontoon by 15m downstream utilising the existing gangway for access;

allowing a floating low freeboard landing for rowing, kayaks/canoes on the inside of the floating pontoon (however this requires paddling under the gangways and would not be suitable for rowing sculls);

providing power and water supply to the site;

installing a fire hydrant on land and fire hose reels on the pontoons); and

installing security cameras.

The initial design was later revised to:

connect the existing floating pontoon to the existing jetty (32m) with new gangways – this would allow a low freeboard landing for rowing, kayaks/canoes on the outside of the floating pontoon; and

extend the existing floating pontoon upstream by 20-25m.

The cost estimate for the works for the initial concept was in the range of \$330,000-\$335,000 and the revised option was \$346,000 (including GST).

RELOCATION OF THE ROWING CLUB

The need for relocation of the rowing club has been clearly identified in past reports including the *New Norfolk Spatial Plan 2006* and the *New Norfolk Structure Plan 2016*. However at the time, the proposed site was located near the swimming pool. Further investigations indicate that a far better location is towards the eastern end of the Esplanade near the caravan park.

As previously mentioned, at the time the Esplanade Precinct Concept Plan being prepared there were two alternative plans prepared for the provision of a marina/floating pontoons/piers at the Esplanade. Accordingly two options are presented in the Concept Plan (Map 3.3 and Map 3.4) for the relocation of the rowing club that respond to alternative proposals for positioning of the proposed marina/floating pontoons.

A more detailed outline of the two options, issues and requirements is provided in Attachment B.

NEW PUBLIC TOILETS

The existing toilets located off Page Avenue are poorly sited, aged, subject to failure and do not cater for access by people with mobility difficulties.

Consultation with all key stakeholders and the community recognised the need to replace the public toilets and to locate them closer to where most people access the Esplanade. Council are also aware that some event organisers are deterred from using the Esplanade due to the cost of having to bring in portable toilets and other services.

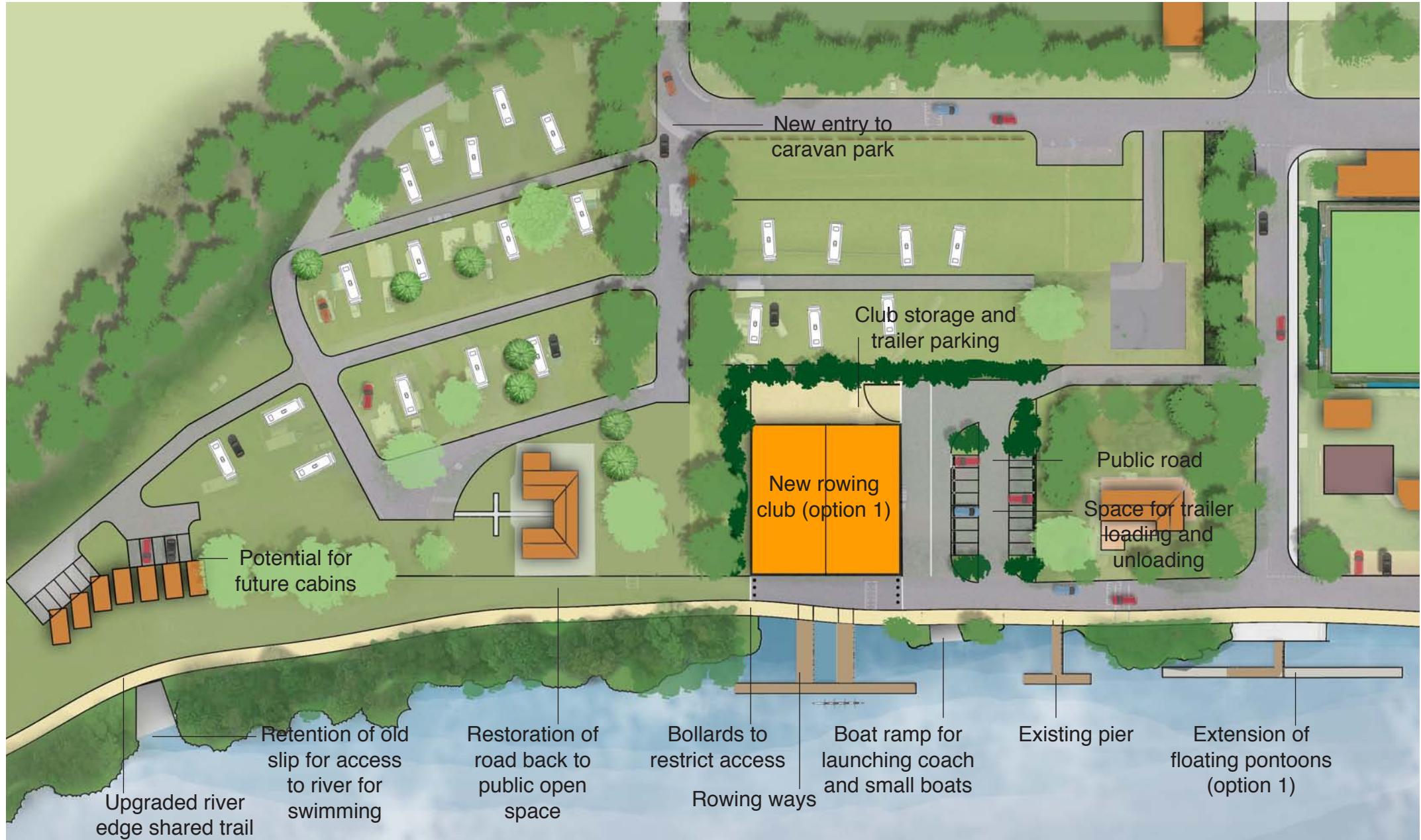
New toilets are shown on the concept plan on Ferry Street just past the New Norfolk Bowls Club. This location was chosen because it is central to the Esplanade and in close proximity to parking, the principal play and picnic facilities and the proposed shared trail and pontoon.

As a new Class 1 building under the Building Code of Australia (the BCA) the facility will need to address the requirements of the Disability Discrimination Act. The proposed toilets, therefore, include one unisex access toilet and one unisex ambulant toilet with outside washbasins and safety lighting.

EXTEND THE PLAY FACILITIES

The existing play area at the end of Ferry Street contains a single slide and climbing structure. Whilst this play equipment is relatively new and in good condition, there is sufficient space to add further play equipment to make it more attractive to a wider range of younger age groups including toddlers.

The Lions Club of New Norfolk have indicated their interest to the Council in contributing towards a children's playground, barbecue and toilet upgrade.



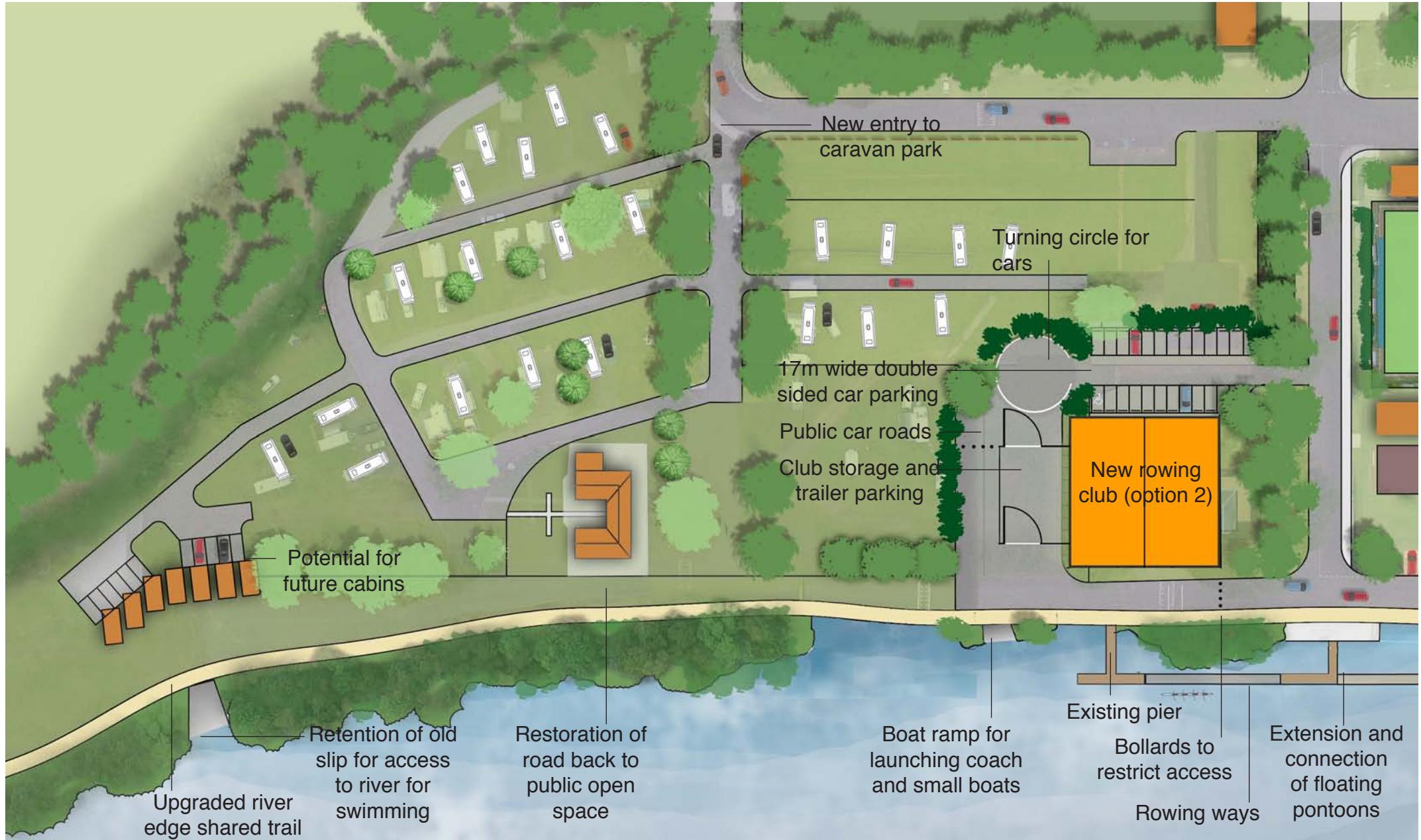
MAP 3.3 ESPLANADE PRECINCT CONCEPT PLAN
Relocation of Rowing Club (Option 1)

INSPIRING PLACE

North

Scale 1:1000@A4
February 2017





MAP 3.4

ESPLANADE PRECINCT CONCEPT PLAN

Relocation of Rowing Club (Option 2)

INSPIRING PLACE

North

Scale 1:1000@A4
February 2017



U P G R A D E T H E P O W E R O U T L E T S

The provision of electricity to the Esplanade for events such as the Derwent Valley Autumn Festival is problematic. Council has upgraded the supply boxes at the western end but the supply to the remainder of the event space requires upgrading. The electrical supply on the southern side of the Esplanade often fails during the event and access to some of the older switchboards on the northern side is unsafe, as it requires ladders to make power supply connections.

Having a safe electricity supply is a major issue for functioning of the Derwent Valley Autumn Festival and other events. The proposed upgrade would also improve the capacity for the Esplanade to host new events in the future. The costs will be significant for underground supply of mains power and installing new switchboards for existing facilities and sites.

C A B I N A C C O M M O D A T I O N I N T H E C A R A V A N P A R K

The *New Norfolk Spatial Plan* 2006 identified the potential to make access and egress into the caravan park more direct on Alfred Street rather than requiring all vehicles and caravans to access the site via Page Avenue, Ferry Street and the Esplanade.

The Plan also proposed adding some park cabins onto the site for overnight accommodation. A number of caravan parks have in recent years added cabins into the mix of accommodation choices available to visitors to stay overnight. The addition of cabins has made a significant contribution to the revenue of the caravan parks, being a premium product with a higher price.

The cabins could be developed to allow river views (possibly some being two storey with car parking below given flood inundation risks) whilst also being setback sufficient distance (minimum of 10m) from the shared trail.

Both of the options for the relocation of the rowing club to the Esplanade (refer to Map 3.3 and Map 3.4) will require re-use of some of the existing caravan park and camping area. Both Maps show the opportunity to revise the overall layout of the caravan park and camping area if the rowing club was relocated to the Esplanade. The key features are:

re-establishing direct entry off Alfred Street;

relocating the caravan reception van to the entry off Alfred Street;

ensuring the internal roads are looped;

adding a new internal road for more organised caravan/camping sites to the west of the entry;

adding new cabins into the site as shown with views towards the river with adequate buffer distance from the shared trail;

closing some un-required internal roads and creating alternative uses of the spaces for camping or open space; and

retaining the existing dump station.

Recommendations

1. Proceed with the feasibility assessment and design options for extending the floating pontoon structure located at the end of Ferry Street.
2. Support the relocation of the New Norfolk Rowing Club to the Esplanade with further feasibility assessment of the best site option.
3. Continue to facilitate the potential for the future re-use of the former caretakers house and site, either for public or commercial activities.
4. Build new public toilets in the Esplanade off Ferry Street.
5. Extend the existing play facilities near Ferry Street to cater for a wider range of younger age groups.
6. Upgrade the power supply outlets within the Esplanade to better cater for the needs of the Derwent Valley Autumn Festival and other community events.
7. Revise the current layout of the caravan park and camping area including reinstating the main entry off Alfred Street, improving the internal road layout and realising the potential to add new overnight cabin accommodation within the site.

3.2.3 Enhancing Public Amenity

Rationale

The Esplanade is one of the town's more attractive and larger open space areas but it suffers from the limited financial resources available to Council to upgrade the infrastructure and achieve a high level of maintenance. The signs of being 'under loved' are the:

- poor arrival experience into the Esplanade area with lack of directional signage, wayfinding signs and the inconvenience for most visitors in accessing the public toilets;
- *ad hoc* layout of public facilities and aging infrastructure (e.g. buildings, power supply) that is no longer fit for purpose;
- poor quality of finishes and furniture including the trail surface, the use of treated pine barrier fencing, continuing erosion of the riverbank and environmental impacts associated with *ad hoc* parking arrangements and the spread of gravel;
- lack of a considered or consistent landscape treatments to define and articulate the Esplanade as a singular precinct; and
- presence of weeds amongst the river edge vegetation.

The public amenity of the Esplanade can be improved through the implementation of the range of recommended actions listed in the Concept Plan including the:

addition of directional and wayfinding signage in key locations;

construction of new public toilets in a centrally located and accessible place for visitors and users of the Esplanade;

removal of aging electrical pylon boxes and upgrading of electrical infrastructure generally to support the scale of events which are occurring there;

creation of a defined and well constructed gravel shared promenade along the entire length of the Esplanade;

removal of the treated pine barrier fences and their replacement with new bollards (this will also help reduce the ongoing maintenance costs of the open space areas by Council staff);

creation of designated car parking areas to prevent environmental impacts on the foreshore environs;

introducing pedestrian scale night lighting along the Esplanade trail to encourage greater use and improve safety for users;

removing weeds; and

adopting a tree planting and landscaping framework for the Esplanade Precinct including a future replacement strategy for replacement trees when required.

Recommendations

1. Consider the potential to add pedestrian scale night lighting along the Esplanade trail to encourage greater use and improve safety for users.
2. Prepare a tree planting and landscaping framework for the Esplanade Precinct.

3.3 P O T E N T I A L B E N E F I T S

The potential social, economic and environmental benefits resulting from the implementation of the Esplanade Precinct Concept Plan are listed below.

3.3.1 Social Benefits

The social benefits of implementing the Esplanade Precinct Plan include:

being strategically located in the town to allow convenient access and use by the local community;

providing affordable opportunities for physical activity within the Derwent Valley, a region recognised as having a lower socio-economic profile and overall poorer health;

improving the grounds and facilities to better cater for community events and informal activities;

continuing and encouraging new participation in sports, recreational and community activities;

connecting into the overall trail network within the town and promoting active participation in recreational walking, running, bike riding and dog exercising;

providing access for people with disabilities to the open spaces and facilities;

improving community pride in its public open spaces and facilities; and

meeting contemporary standards for public health and safety.

3.3.2 Economic Benefits

The economic benefits of implementing the Esplanade Precinct Plan include:

improving the longevity of the facilities to meet the expectations and needs of the community and visitors over the future;

creating a more attractive destination that will help increase visitor numbers, length of stay and spend within the town;

increasing day visits and overnight stays by leisure boats on the Derwent River;

increasing recognition of New Norfolk as providing safe access, quality facilities and ideal rowing conditions that foster growth in club participation, training by outside schools/clubs/individuals, and the capacity to host events;

increasing opportunities to host additional events, festivals and carnivals at the Esplanade that will attract visitors to the community;

promoting evening walks along the river edge as a night time activity for both visitors and locals;

increasing the revenue stream opportunities at the caravan park and camping ground;

contributing to lowering health care costs through promoting opportunities for an active lifestyle;

reducing ongoing maintenance costs and vandalism for the Council through the upgrading of facilities and increased passive surveillance with increased use of the Esplanade; and

potentially boosting the local economy during the design and construction phase of infrastructure works.

3.3.3 Environmental Benefits

The environmental benefits of implementing the Esplanade Precinct Plan include:

reducing site impacts caused by un-regulated vehicle movement and parking;

reduced sediment run-off from un-paved roads and parking areas;

encouraging more efficient vehicle movements within the Esplanade Precinct; and

continuing the removal of weeds.

SECTION 4

IMPLEMENTATION

4.1 10 YEAR ACTION PLAN

The Action Plan lists the recommended actions, the responsibility for taking action, priority and suggested timing for implementation over the next 10 years.

The priority is indicated as being high, moderate or low.

The timing refers to:

Short term – start and complete within 2 years;

Moderate term – start and complete within 5 years; and

Long term – start and complete within 10 years.

It is recognised that the Council has limited resources and that the implementation of infrastructure works and other improvement opportunities is just one of its many capital works process. Whilst there is a list of possible actions, Council will need to choose those actions, which are achievable given time, resources and commitment to the implementation program in relation to other imperatives for Council.

The Action Plan will require Council seeking the funding support of the Federal Government and State Government to fully implement.

The Action Plan should not be seen as a fixed document but rather a tool that can be updated on a regular basis as new information or resources become available.

A preliminary order of cost estimates for the proposed works is provided in Attachment B.

No	Recommendation	Responsibility	Priority	Timing
1	Install new directional signage with the use of pictograms to improve and promote access to the Esplanade from Montagu Street.	Council	High	Short term
2	Achieve a continuous shared path (3m wide compacted gravel surface) along the river edge from Bridge Street to Derwent Cliffs that is separated from all road movement and car parking.	Council	High	Short term
3	Install a wayfinding sign for the Esplanade at the end of Ferry Street in proximity to the proposed toilet.	Council	High	Short term
4	Build new public toilets in the Esplanade off Ferry Street.	Council	High	Short term
5	Upgrade the power supply outlets within the Esplanade Precinct to better cater for the needs of the Derwent Valley Autumn Festival and other community events.	Council	High	Short term
6	Proceed with the feasibility assessment and design options for extending the floating pontoon structure located at the end of Ferry Street.	Council	High - Moderate	Short – medium term
7	Support the relocation of the New Norfolk Rowing Club to the Esplanade with further feasibility assessment of the best site option.	New Norfolk Rowing Club with support of the Council, State Government and Federal Government	High - Moderate	Short – medium term
8	Consider the potential to add pedestrian scale night lighting along the Esplanade trail to encourage greater use and improve safety for users.	Council	High - Moderate	Short – medium term

No	Recommendation	Responsibility	Priority	Timing
9	Revise the current layout of the caravan park and camping area including reinstating the main entry off Alfred Street, improving the internal road layout and realising the potential to add new overnight cabin accommodation within the site.	Council	Moderate	Medium term
10	Install a trackhead sign for the Derwent Cliffs walk at the eastern end of the Esplanade, Tynwald and Millbrook Rise.	Council and Parks Wildlife Service	Moderate	Medium term
11	Provide directional marker signs along the Derwent Cliffs walk.	Council and Parks Wildlife Service	Moderate	Medium term
12	Extend the existing play facilities near Ferry Street to cater for a wider range of younger age groups.	Council and New Norfolk Lions Club	Moderate	Medium term
13	Prepare a tree planting and landscaping framework for the Esplanade Precinct.	Council	Moderate	Medium term
14	Continue to facilitate the potential for re-use of the former caretakers house and site in the future, either for public or commercial activities.	Council	Low	Ongoing
15	Undertake a minor review of the Concept Plan every two years and a major review in 10 years.	Council	Low	Ongoing

4.2 USING THE CONCEPT PLAN

Once approved by Council, the Concept Plan will provide a framework for guiding on-going decision making about the Esplanade precinct and for future negotiations with community Clubs and groups. Having an agreed Concept Plan will enable Council to:

- assess proposals for future development and/or key management decisions about the Esplanade;
- formulate a long term budget to upgrade and improve the Esplanade;
- seek resource and funding assistance to instigate the recommended actions; and
- consult with key stakeholders and the community about the future planning, development and management of the Esplanade precinct.

4.2.1 Decision Making

Once the Concept Plan is reviewed by the wider community and adopted by the Council, it provides a guide for future development and management within the Esplanade precinct.

Council should also assess whether the proposed development or management action will impact, either positively or negatively, on the achievement of the other recommended actions for the Esplanade.

Council should ensure that any proposed development or major management action does not conflict with the long-term vision. A thorough appraisal with community consultation should take place if any proposed development and/or major management action provides scope for conflict with the long term vision or achievement of the other recommended actions.

4.2.2 Long Term Budget

The Concept Plan allows the Council to prepare a long term budget for the upgrading of facilities and improving the management of the Esplanade. This could be undertaken through the preparation of a 5 Year Works Plan.

Whilst funds need to be distributed across many Council functions, the Esplanade is a premier open space asset for the municipality and consistent investment of resources over a long time frame will provide a range of

environmental, economic and social benefits to the community beyond the dollar value involved. Investment will also reinforce the potential of the Esplanade precinct to better cater for a range of recreational, social and health needs within the community.

4.2.3 Resource Assistance

The Concept Plan is a vehicle to support submissions for funding assistance under programs managed by the Commonwealth and State Governments. As the Concept Plan covers a wide range of interests – sport, recreation, community open space, health, social events, access etc – there may be opportunities to use the Concept Plan to target available funds. The Concept Plan may also be used as a guide for engaging and guiding the support of community and Service Clubs for improving facilities for the community.

4.2.4 Cost Estimates and Staging of Works

Cost estimates for implementation of the Esplanade Precinct Concept Plan are provided in Attachment A.

Initial discussions with Council indicate that the allocation of funds from the Australian Government's Community Development Grants programme may be used to commence works for:

- establishing a safe shared trail (3m wide compacted gravel surface) along the river edge including installing of bollards to designate vehicle parking areas and inclusion of night lighting;

- construction of the new public toilet; and

- upgrading the electricity power to better cater for the Derwent Valley Autumn Festival and future community events.

The current State Government funding grant would allow works on the initial stage of the floating pontoons/berthing/ways facilities.

Any matching funds from the State Government's Community Infrastructure Fund may be used for:

- installing new directional signage;

- installing wayfinding signage; and

partnering with the Lions Club to extend the play facilities.

4.2.5 Consultation

The Concept Plan is a useful mechanism for communicating with stakeholders interested in the development and management of the Esplanade precinct. In particular, stakeholders can provide advice about priorities for action and which aspects of the Plan may need to altered during any review process.

It is recommended that Council undertake 'minor' reviews of the Concept Plan every second year. A 'major' review of the Concept Plan should occur every 10 years, with significant involvement of the local community and other stakeholders.

ATTACHMENT A

RELOCATION OF THE ROWING CLUB

The need for relocation of the rowing club from Back River Road to the Esplanade has been well documented by the New Norfolk Rowing Club.

The club is currently located on the northern side of the Rocks Road (sub-B10 arterial road), which separates its facilities from the river edge. Crossing Rocks Road is a major safety risk during training and rowing events, and deters other Clubs, schools and individual rowers from utilising the ideal rowing waters opposite the Club site. In addition the clubhouse, services and ways are old, inadequate and require ongoing maintenance costs. The Club and facilities are not accessible to rowers or the wider community with mobility difficulties.

The need for relocation of the rowing club has been clearly identified in past reports including the *New Norfolk Spatial Plan 2006* and the *New Norfolk Structure Plan 2016*. However at the time, the proposed site was located near the swimming pool. Further investigations indicate that a far better location is towards the eastern end of the Esplanade near the caravan park.

The Club has also proposed that the new club building could be developed as a Derwent Valley Aquatic Centre as a vibrant hub for water based activities in the Derwent Valley region including rowing, canoeing, kayaking, dragon boats, swimming and community based events. It would incorporate a multi-use function room with a commercial kitchen to cater for other user groups.

The Club has prepared a business case for the relocation of the club to the Esplanade that outlines the existing site problems, development solution, costs, initial design layout and potential benefits. The business case contains supporting letters from various organisations including Rowing Tasmania, individual Tasmanian rowing clubs and the MoCo Dragon Boat Club.

An estimate in the business case shows the cost of relocation to be in the order of \$2M.

As previously mentioned in Section 3.2.2, at the time the Esplanade Precinct Concept Plan was prepared there were two alternative plans prepared for the provision of a marina/floating pontoons/piers at the Esplanade. Accordingly two options are presented in the Concept Plan (Refer to Map 3.3 and Map 3.4)

for the relocation of the rowing club that respond to alternative proposals for positioning of the proposed marina/floating pontoons.

Option 1 – Extensions to the Existing Floating Pontoon

The initial plan (extension of the floating pontoons both upstream and downstream) would not allow for use by rowers. The proposed gangways and floating pontoon would not allow rowing boats to be launched or retrieved from the pontoon. A separate rowing ways/pontoon would be required to allow this, however, the available river edge space would be reduced to 17m between the floating pontoon and jetty. The rowing club requires a width of 32-36m and additional space (5m) for the launching of coach boats.

Ideally the rowing ways would be directly in front of the rowing shed to reduce the distance that younger age groups have to carry the boats to and from the water. Implementation of Option 1 would not make the re-development of the former caretakers house a suitable site for the relocation of the rowing club.

An alternative solution would be to relocate the rowing club downstream of the existing jetty where it would have direct access to the river. The Concept Plan shows how this could be achieved by:

using part of the caravan park and camping ground located to the east of the former caretakers house;

establishing the rowing ways and boat launching ramp directly opposite the rowing club (the boat ramp could also be used by the public but only for small dinghy boats);

closing the road in front of the rowing club to all vehicles (although lockable bollards would allow access by the rowing club, other approved users or for emergency vehicles); and

creating a through road to allow unloading of boats adjacent to the shed, access to public car parking (20 spaces) and to allow egress back onto Ferry Street.

The proposed layout would cater adequately for club training days and allow sufficient space for rowing events for informal trailer parking, unloading of boats and temporary storage of boats on trestles. The general public would have access to the road (other than in front of the rowing club), parking spaces and the ways (other than during times of rowing use). During rowing events

there is sufficient capacity for rowers and spectators to park and walk to the rowing club within the Esplanade.

Options for future use of the former caretakers house should be retained until a higher and better use can be found. The location of the house in the flood zone and its age and condition present limitations and costs for future use. Unless a future use can be found, the building may need to be demolished to open the site for public use or commercial activities. The proposed development of the marina berthing and the relocation of the rowing club facilities may enhance the potential for new uses e.g. accommodation, café, hire riverboat operations. Alternatively the space could be converted into public open space and contribute towards the overall benefit of the Esplanade Precinct.

Option 2 – Connect the Existing Floating Pontoon to the Jetty

This option would allow rowing use with a 32m low level floating pontoon but would require a number of aspects to be addressed during the detailed design stage for the pontoon to be fit for rowing purposes. These aspects include:

the location of the proposed gangways need to be closer together (~5m) to allow carrying of rowing boats (especially fours, quads and eights) to the pontoon;

provision would need to be made for the launching and retrieval of coach boats on trailers without causing damage to the pontoon or to the boats;

not having any permanent fixtures on the floating pontoons that would potentially damage rowing shells with riggers and oars when landing;

there is no provision for the launching of dragon boats;

the navigation and management mechanisms that need to apply to allow safe and convenient access by motorised and non motorised vessels to the floating pontoon; and

the management mechanisms to ensure the floating pontoons are not used for berthing of vessels at times of use by rowing, kayaking and dragon boats (training and events).

This option potentially allows the use of the former caretakers house site by the rowing club. However, the house has no building or structural merit for

conversion into a rowing club and would require demolition rather than costly investment to retrofit the building.

Map 3.4 shows a concept for the relocation. The concept involves:

- demolition of the caretakers house and construction of new rowing club/sheds;
- retention of the substantial trees along Ferry Street;
- restriction of vehicle access (lockable bollards from Ferry Street) other than by the Club with trailers and general access;
- addition of a fenced compound area for storage/trailer parking on the eastern edge of the building with gates at either end to allow drive thru into the rear car parking area and back onto Ferry Street;
- addition of land to the east of the compound to cater for trailer parking space and boats on trestles on events days and general use with some tree plantings to screen this from the caravan park;
- establishment of a double sided car park with a turning circle at the rear of the Club with access and egress onto Ferry Street; and
- retention of the land behind the car park for overflow parking and possibly school camps (training) at times.

ATTACHMENT B

ORDER OF COST ESTIMATES

This Section provides an Order of Cost Estimate for the implementation of the works recommended in the Esplanade Precinct Concept Plan.

The rates shown are considered to be within ±25% of the actual rate, and are based on discussions with suppliers and the consultants' experience of similar projects.

A number of exclusions to the rates shown apply, including:

- the purchase of any land parcels;
- servicing connections (e.g. connection of proposed toilet to new reticulated sewerage system); and
- works on private land or land managed by State agencies.

The cost estimates indicate a total cost of \$0.93 - \$0.94M for all the listed public works and improvements shown in Map 3.1 and 3.2.

The costs estimates for the options of a new floating pontoon and relocation of the rowing club are provided. Option 1 (refer to Map 3.3) has a cost estimate of \$2.35M and Option 2 (refer to Map 3.4) at \$2.59M.

The construction of the floating pontoons/ways and the relocation of the rowing club building and associated works (e.g. public car park, roading, landscaping) will require funding support of the Federal Government and State Government to be fully implemented.

Esplanade Precinct Concept Plan - Order of Cost Estimates (+/- 25%)

Works	Amount	Unit	Unit \$	Cost
Map 3.1 Concept Plan				
entry sign to Esplanade (Bridge Street)	1	item	\$ 200.00	\$ 200.00
3m wide compacted gravel path at river edge without edging to path	2940	sqm	\$ 35.00	\$ 102,900.00
install bollards to separate river edge path from road and parking	50	item	\$ 150.00	\$ 7,500.00
install night lighting poles (p4 standard, solar Vertaic pole, WE-EF light at 50m spacings)	20	item	\$ 7,500.00	\$ 150,000.00
upgrade walking path and steps from Bridge Inn	1	item	\$ 50,000.00	\$ 50,000.00
upgrade electricity power outlets to events (based on quotes received by Council electrical works for underground mains, pole replacement and new switchboards)			\$ 140,000.00	\$ 140,000.00
demolish public toilets or temporary repair work (for events use)	1		\$ 5,000.00	\$ 5,000.00
construct new toilets (1 unisex access and 1 unisex ambulant)	1	item	\$ 250,000.00	\$ 250,000.00
install wayfinding sign		item	\$ 2,000.00	\$ 2,000.00
extend play facilities (additional equipment)		item	\$ 20,000.00	\$ 20,000.00
directional signs from Montagu Street leading to Esplanade	3	item	\$ 4,000.00	\$ 4,000.00
entry to caravan park and camp ground	1		\$ 5,000.00	\$ 5,000.00
rehabilitation of road to north of caravan park	900	sqm	\$ 50.00	\$ 45,000.00
trackhead sign to Derwent Cliffs walk	1		\$ 1,000.00	\$ 1,000.00
install directional marker signs on Derwent Cliffs walk to Tynwald Park and Millbrook Rise	6	item	\$ 600.00	\$ 600.00
Map 3.2 Swimming Pool Car Park				
line markings for designated car parking spaces			\$ 3,000.00	\$ 3,000.00
path connection from pool to river edge path	52	sqm	\$ 35.00	\$ 1,820.00
rehabilitate unrequired asphalt area back to open space	200	sqm	\$ 50.00	\$ 10,000.00
Total Costs Above				\$ 798,020.00
Allowance for site preparation and demolition works of 5% of total costs				\$ 39,901.00
Allowance for fees and preliminaries of 12% of total costs				\$ 95,762.40
TOTAL COSTS				\$ 933,683.40

Works	Amount	Unit	Unit \$	Cost
Map 3.3 Rowing Club Relocation (Option 1)				
extension of floating pontoon and includes site preparation, fees and contingencies (as per cost estimate by Burbury Consulting P/L)*	1		\$ 304,000.00	\$ 304,000.00
rowing club building that includes fees, site preparation and contingencies but excludes rowing ways (as per cost estimate from NNRC 20/11/15)	1		\$ 1,825,000.00	\$ 1,825,000.00
access road and sealing of car parking area, line marking	1440	sqm	\$ 125.00	\$ 180,000.00
boat ramp for coach boats/dragon boats/public use	50	sqm	\$ 750.00	\$ 37,500.00
road bollards to restrict vehicle access	6	item	\$ 300.00	\$ 1,800.00
Total Cost (Option 1)				\$ 2,348,300.00

Works	Amount	Unit	Unit \$	Cost
Map 3.4 Rowing Club Relocation (Option 2)				
connection of floating pontoon to pier and includes site preparation, fees and contingencies (as per cost estimate by Burbury Consulting P/L)	1		\$ 364,000.00	\$ 364,000.00
demolition of caretakers house	1		\$ 20,000.00	\$ 20,000.00
rowing club building that includes fees, site preparation and contingencies but excludes rowing ways (as per cost estimate from NNRC 20/11/15)	1		\$ 1,980,400.00	\$ 1,980,400.00
access road, sealing of car parking and line marking	1500	sqm	\$ 125.00	\$ 187,500.00
boat ramp for coach boats/dragon boats/public use	50	sqm	\$ 750.00	\$ 37,500.00
road bollards to restrict vehicle access	12	item	\$ 300.00	\$ 3,600.00
Total Cost (Option 2)				\$ 2,593,000.00

The above cost estimates do not include works within the caravan park and camp ground (other than creating the new entry), planning or application fees. The cost estimates for the floating pontoons and relocation of the rowing club have included costs for site preparation and contingencies.

* The original design would not adequately cater for rowing needs (refer to Attachment A) and thus a separate rowing ways would need to be constructed. This may mean that 50% of the State Government grant for marina/floating pontoon would be allocated to extending the existing floating pontoon (but with a reduced overall length than envisaged) and the other 50% for construction of the rowing ways.

