

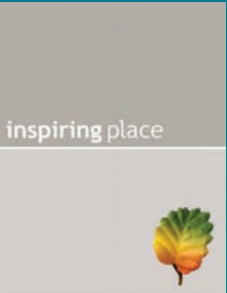
# SOUTH BURNIE FORESHORE

## STRATEGIC DESIGN AND MASTER PLAN



prepared for Burnie City Council

Adopted by Council on 13 Dec 2011, Item AO367-11  
Doc Code CD-WS-P-003





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**Adopted on 13<sup>th</sup> December 2011**



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# SECTION 1

## INTRODUCTION

### 1.1 BACKGROUND

The City of Burnie lies on the northwest coast of Tasmania. The City's *Strategic Plan* states that the vision of the City of Burnie is to strive to be a "progressive and vibrant community" and that its mission is to deliver on this vision through its leadership, services, programs and facilities. Important amongst the goals, outcomes and strategies supporting the vision and mission is the emphasis placed on "ensuring a healthy and sustainable environment where the community's social and physical well-being" are enhanced (Strategic Goal 3)<sup>1</sup>.

Amongst the many delivery mechanisms for achieving this goal are:

- promotion of sustainable management of the City's natural resources, in part, through the maintenance and enhancement of urban spaces;

- the care for the City's beaches, coastlines, waterways and cultural sites (including the visual values of the urban landscape);

- the protection of catchment areas;

- the maintenance and enhancement of open space and recreational facilities to meet community needs for active and passive recreation;

- development of a coordinated transport network for pedestrians and cyclists; and

- the implementation of asset management plans.

In recent years the Burnie City Council and the community have been engaged in a process of transforming the image, interpretation and infrastructure of the City – away from a perception of an industrial city to that of being a community of makers.

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<sup>1</sup> Burnie City Council *Strategic Plan 2006-2011*. See [http://www.burnie.net/html/Strategic-Plan-2006-2011\(1\).pdf](http://www.burnie.net/html/Strategic-Plan-2006-2011(1).pdf).

This change can be seen in many ways, including:

upgrading of the street and pedestrian facilities within the CBD including street furniture, paving, street crossings, new cinema and improved parking;

the major re-development of West Beach precinct to be a vibrant public space at the edge of the CBD;

the construction and operation of the Place Makers visitor centre, including relocation of Creative Paper and other attractions on the waterfront;

master plans for West Park<sup>2</sup>, Burnie Park<sup>3</sup>, the Fern Glade Reserve<sup>4</sup> and the Burnie Waterfront<sup>5</sup>;

upgrading of a number of major indoor and outdoor sporting facilities<sup>6</sup>;

relocation of the skate park to the western side of West Park including expansion of the area available for skating and improvements to the quality of the skating experience (2007);

implementation of an Open Space Strategy including:

- development of service level plans for the maintenance of open space areas under Council ownership or care,
- assessment of the safety of the playgrounds within the City<sup>7</sup>,
- the construction of the Burnie Coastal pathway around the South Burnie foreshore; and

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<sup>2</sup> Moore Consulting 2008. West Park Precinct Strategy and Master Plan, unpublished report to the Burnie City Council

<sup>3</sup> Inspiring Place Pty Ltd 2001. "Burnie Park Management Plan unpublished report to the Burnie City Council.

<sup>4</sup> Inspiring Place Pty Ltd 2006. "Fernglade Recreation and Conservation Reserve Management Plan" unpublished report to the Burnie City Council.

<sup>5</sup> Taylor Cullity Lethlean 2008. "Burnie Waterfront Development Planning Submission" unpublished report to the Burnie City Council

<sup>6</sup> See [http://www.burnie.net/html/20080829-Sports\\_funding.pdf](http://www.burnie.net/html/20080829-Sports_funding.pdf)

<sup>7</sup> Hutchinson, R. 2008. Untitled review of play equipment prepared for the Burnie City Council



the installation of a creative signage system using sculptural markers at the key entrances to the city, magnets to draw people to key locations and the use of memories to pass on messages to visitors<sup>8</sup>.

The Council considers South Burnie<sup>9</sup> to be another foreshore precinct where major enhancement can be achieved. It offers a mix of attractions and facilities including the City's working port, breakwater and regional boat launching facilities, the Burnie Yacht Club, beaches and facilities that attract both locals and visitor use, coastal shared pathway and the industrial heritage with the former APPM paper mill.

The project area includes the foreshore area bounded by and including the eastern bank of the Emu River extending to the Oakleigh Park Railway Crossing. Marine Terrace/Bass Highway forms the inland boundary. The project also includes links and infrastructure connections to outside the immediate foreshore area.

## **1.2 PURPOSE OF THE PROJECT**

The primary purpose of the project is to develop an agreed design direction for the creation of a dynamic, functional and integrated South Burnie Foreshore Area that reflects the aspirations and values of the local community, is consistent with environmental capacity, is affordable, achievable and sustainable, and which is highly valued and used by the local community and visitors to the area.

More specifically, the Brief indicated the need to:

establish an interconnecting trail network from the CBD to the eastern bank of Emu River;

provide quality public spaces;

allow existing uses of this area to continue;

encourage utilization by sections of the community for social and family recreation;

provide for new or an expansion of the diversity of recreational and leisure pursuits in the area;

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<sup>8</sup> Inspiring Place 2009 Burnie Open Space Development Strategy

<sup>9</sup> The foreshore area has been referred to as East Burnie and South Burnie in various maps but the local community indicated preference to refer to the area as South Burnie.

provide and enhance the natural coastal environment, history and character of the area;

enhance and celebrate the cultural heritage of the precinct;

improve the public safety, amenity and attractiveness of the area;

provide visual appeal for tourists and visitors using amenities, including campervans;

be innovative;

be sustainable in the long term;

identify infrastructure needs and standards of infrastructure to provide equal access for all users;

provide a practical and flexible framework to coordinate future public investment in the progressive achievement of the Master Plan for enhancement and growth; and

facilitate the preparation of a formal management plan to achieve the aims and objectives of the Master Plan.

### **1.3 APPROACH**

The approach to meeting the project requirements involved the following tasks:

preparing base maps for the foreshore area;

reviewing all existing reports, policies and information relevant to the project;

meetings with Council staff;

meetings/discussions with agencies including MAST, Tasports, Parks and Wildlife Service, Crown Land Services, Cradle Coast NRM and the Department of Defence<sup>10</sup>;

meetings with local user clubs including the Burnie Yacht Club and Cradle Coast Outriggers;

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<sup>10</sup> Discussions were held with the National Facilities Manager following initial contact with the TS Emu Australian Navy Cadet Unit. The Cadets have clubrooms located to the east of the Emu River (outside of the project area). The discussions considered the long term use of the current facilities and whether any relocation was planned.

running a public meeting and walk with the local community and users;

site analysis;

receiving public submissions;

preparing a draft strategic design and master plan for review by Council's project team;

preparing an exhibition for public review and comment on the draft strategic design and master plan; and

finalizing the strategic design and master plan based on public feedback.

#### **1.4 PROJECT MANAGEMENT**

The project was managed by a Council project team under Council's Director Community and Economic Development.



# SECTION 2

## CONTEXT

### 2.1 LAND TENURE AND MANAGEMENT RESPONSIBILITIES

Map 2.1 shows the current land tenure status along the South Burnie foreshore. The key features are:

Tasports owns and manages the foreshore land established for port and storage facilities at the western end of the study area although some smaller parts of the land area (including the breakwater) are owned by the Department of Primary Industries, Parks, Water and Environment;

Burnie City Council has management responsibility for Crown Land leases that extend from the Tasports land east to about 400m past the Burnie Yacht Club and including the jetty and boat ramp<sup>11</sup>;

a major part of the foreshore land extending further to the east to Emu River is in private ownership, as part of the Burnie Paper Mill but is effectively used as public recreation space;

the land on the eastern side of Emu River is Crown Land; and

the Bass Highway (Marine Terrace) is a national highway with road reserves managed by the State Government's Department of Infrastructure, Energy and Resources.

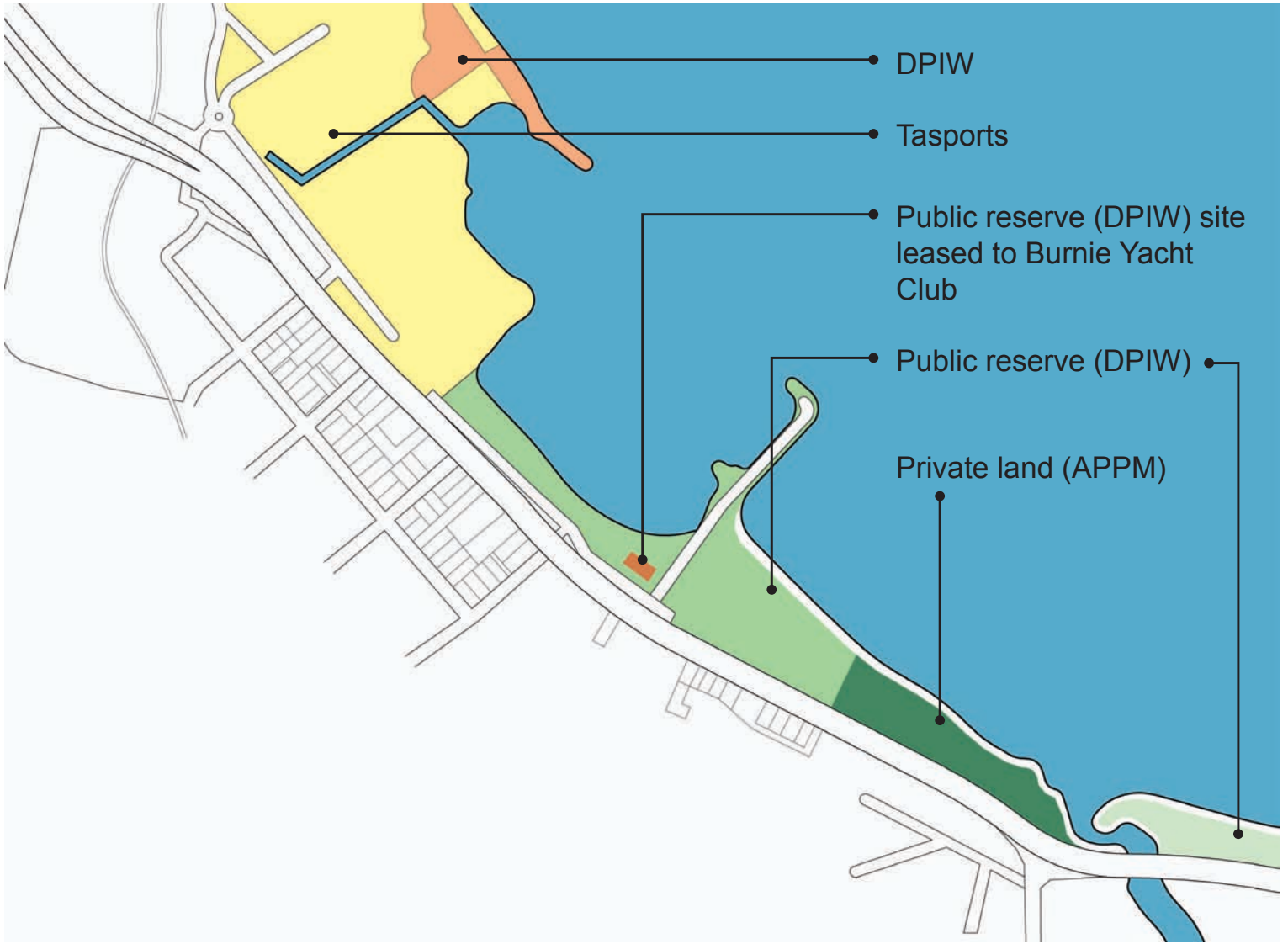
The Burnie port services Tasmania's major West Coast mines and handles most types of bulk shipping including, minerals, fuels, woodchips and logs, as well as containerised consumables. The export of forest products is an important operation of the port<sup>12</sup>.

The Burnie City Council manages and maintains the public toilets, car parks, coastal pathway, boat launching ramp and breakwater facilities.

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<sup>11</sup> The CLAC review has recommended that the crown land leased to Council remain reserved as Public Reserve under the Crown Lands Act 1976.

<sup>12</sup> [http://www.tasports.com.au/port\\_services/burnie\\_info.html](http://www.tasports.com.au/port_services/burnie_info.html)



**Map 2.1 Current Land Tenure**

The Burnie Yacht Club has a crown lease for the club house and facilities used by the Club. The Yacht Club constructed and owns the club house facilities and makes these facilities available for hire to other users.

## **2.2 CURRENT FACILITIES AND USE**

Map 2.2 shows the location of current facilities within the study area including the approximate location of the recently constructed coastal pathway.<sup>13</sup>

The foreshore area attracts a wide range of users including:

sailing associated with the activities and events of the Burnie Yacht Club;

outrigger paddling with the Cradle Coast Outriggers storing their boats on the foreshore;

boat launching facilities are important to catering for the needs of boating and fishing activity within the Burnie area;

recreational trail users on the coastal pathway including walkers, bike riders, joggers, prams, exercising dogs and skateboard riders;

general public use of the beach for swimming, surfing, play and other activities;

recreational walking along the beaches;

dogs on leashes and horseriders and on the beach to the east of the breakwater;

fishing off the jetties, beaches and Emu River;

occasional use by jet skiers; and

regular use by visitors of the public toilets, beach and picnic facilities.

Vehicle access to South Burnie Beach area is provided by turning off the Bass Highway opposite the traffic light intersection with Reeves Street. Westbound traffic can turn right on the Bass Highway to enter the Esplanade and onto South Burnie beach and facilities. Pedestrian access is available along the coastal pathway from the CBD or walking along the beach from the east. The

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<sup>13</sup> There are no recent aerial base maps that show the exact route but the location has been based on construction route plans and photographs taken during the site visits.

only pedestrian crossing points over the Bass Highway are at the Reeves Street, Edwardes Street and Old Surrey Road intersections. The distance between the Reeves Street crossing and Old Surrey Road crossing is 800m. At the western end of the study area, pedestrians and other trail users can cross the Bass Highway by way of footpaths through the underpass that allows access from the Bass Highway to reach the port facilities.

Dogs are permitted all year round on South Burnie Beach to the east of the breakwater with dogs only permitted between May to October on the beach to the west of the breakwater.

One of the major users of the marine waters between Tasports facilities and the breakwater is the movement and berthing of vessels associated with the working operations of the port.

### **2.3 PLANS AND POLICIES**

A cursory review of past reports, that support and guide development of open space within the City, has been undertaken as part of the current study. Such reports include broad regional and local area policy documents and site-specific plans and strategies. A review of the key aspects of these reports in relation to the South Burnie foreshore is provided below.

#### **BURNIE CITY COUNCIL STRATEGIC PLAN 2006-2011**

The Strategic Plan sets out the mission, core values, goals, outcomes and strategies for the city. This framework provides a sound basis for improving the South Burnie foreshore by recognizing the value of creating a vibrant community and lifestyle within a healthy and sustainable environment. For example a number of the objectives refer to:

supporting vibrant community programs and events that actively promote a healthy and positive lifestyle;



# South Burnie Foreshore

## Map 2.2 - Location of Existing Facilities



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managing Council facilities and services to better meet community needs;

ensuring a high level of awareness of the services and facilities that area available;

maintaining and enhancing sustainable open space and recreation facilities to meet community needs for active and passive recreation; and

developing a coordinated and well planned transport network for vehicle and pedestrians.

#### BURNIE SETTLEMENT AND INVESTMENT STRATEGY TO 2026, AEC GROUP

The Strategy provides a strategic vision and identifies a range of challenges/objectives for settlement and investment within the city. It provides planning principles and strategic actions to guide future settlement character and design in Burnie for the next 20 years. More specifically it provides policy guidance for land use including the key uses of the South Burnie foreshore - open space, coastal protection and ports. It also recognises the opportunity to create a network of walking trails within the City and the potential of the waterfront to provide valuable open space. It recognises the issue of rising sea levels for coastal use and development. It identifies that the Port of Burnie should have the capacity to meet increased demand into the future.

#### CRADLE COAST REGIONAL OPEN SPACE PLAN, 2009 @ LEISURE

This plan provides a planning framework and strategies to improve open space planning and provision for Councils within the region. It provides a locality analysis for Burnie, which identifies a general population and demographic profile and reviews of open space distribution, gaps in provision and opportunities. Importantly it identifies the opportunity to develop a trail along the coast/railway line, to improve access to the foreshore for residential areas and town centres and to protect and improve the recreation values and natural vegetation along the foreshore.

#### BURNIE OPEN SPACE DEVELOPMENT STRATEGY 2009, INSPIRING PLACE

This strategy reviews the City's the open space system, develops a management strategy and provides direction for the development of the City's open space system within the context of Council's capacities to deliver quality

outcomes. In doing so, it establishes a classification and hierarchy of open spaces within the City. The South Burnie foreshore is classified as foreshore where the purposes are:

- to protect and restore foreshore resources;
- to protect foreshore which contributes to ecosystem protection, stability and enhancement;
- to ensure compliance with State, national and international conservation agreements and covenants;
- to provide opportunities for residents and visitors to appreciate the foreshore;
- to contribute to scenic and amenity qualities;
- to provide opportunities for educational and scientific study and research;
- to provide resources for a wide array of recreational activities including swimming, fishing, sailing, boating, rowing, sunbathing, picnicking/ socialising, walking, nature study, photography and sightseeing;
- to provide opportunities for a range of economic benefits to be achieved through the commercial use of the resources for tourism, boating, shipping and fishing; and
- to support other open space categories, which are able to co-locate with, waterway and lake open space (e.g. Linear and Linkage, Conservation and Heritage, Landscape and Amenity, and Utilities and Services open spaces).

BURNIE COASTAL PATHWAY- LANDSCAPING,  
INFRASTRUCTURE AND INTERPRETATION PLAN : COOEE  
TO THE EMU RIVER 2009, INSPIRING PLACE

The concept of a coastal pathway connecting the towns and settlements of the North West coast, from Port Sorrell to Wynyard, has been gathering momentum over the last decade. The Council identified the need for a shared coastal pathway as an opportunity to provide a safe means of traversing the extent of the foreshore with linkages to key points of interest. It was also seen

as promoting passive recreational opportunities and improving pedestrian and cycling linkages to residential suburbs.

This document provides overall guidance for landscaping, infrastructure and interpretation for the entire length of the proposed coastal pathway, from the Cam River in the west, east to the Emu River. A concept plan was prepared for the Yacht Club and South Burnie Beach showing the options for locating the coastal pathway and the development of an interpretation node to the east of the carpark. The Council has since undertaken the recommended works.

CRADLE COAST LAND USE FRAMEWORK DISCUSSION  
DRAFT 2009, AURECON

This report was prepared to inform the process of developing a regional land use policy framework and the content of planning schemes for the Cradle Coast region. The report recommends implementation of the Cradle Coast Regional Open Space Plan. It recommends a number of broad policies for Burnie Port to:

continue to efficient operation;

provide for port expansion options;

ensure that other existing harbours and marine infrastructure continue to operate effectively and contribute positively to the amenity of the local and broader community; and

facilitate and encourage the establishment of public marine facilities.

BURNIE INTERPRETATION PLAN 2005, ANNA HOUSEGO

The plan sets the direction for development of the interpretation layer of the Burnie visitor experience consistent with the Tasmanian Experience Strategy. The South Burnie Beach area was identified as one of the key sites for interpretative potential and to communicate the theme of "Burnie's ability to transform the loss of its major industry into an opportunity to take charge of its own future is inspiring for other regional areas". A memory interpretative panel located on the foreshore near the Outriggers area will be relocated into the coastal pathway interpretation node located at the eastern end of the main car park.

CITY OF BURNIE RECREATION PLAN AND AQUATIC CENTRE FEASIBILITY STUDY, HM LEISURE PLANNING/INSPIRING PLACE/PRIOR AND CHENEY ARCHITECTS/DAVID POWICK AND ASSOCIATES 2003 -

This project provided extensive community consultation and reviewed the provision of leisure and recreation facilities within the City. It recommended that the breakwater be completed, rehabilitation of the foreshore vegetation, development of formal trails and improved parking in the South Burnie foreshore area.

## **2.4 AGENCIES, CLUB AND COMMUNITY VIEWS**

### **2.4.1 Agency Views**

Tasports indicated they will continued port operations and have the plans to expand the land storage capacity through the proposed reclamation of the bay located to the east of the woodchip stack. Tasports indicated they need to maintain an exclusion zone around their berthing space but that an extension of the existing breakwater by 20-30m would not create difficulties for port activities. The *Maritime Security Act 2003* precludes public access around port facilities for fishing or other purposes. Tasports indicated that in the future the road access off the Bass Highway by underpass may change depending on the proposed new layout for storage at the site.

Discussions with MAST indicated that the 'uncompleted' breakwater does not provide adequate protection for users of the 'low tide' boat ramp at times and the need to improve access to the existing timber jetty. The Burnie City Council have a tender process in place to extend the breakwater to provide better sea protection. Work has commenced on the construction of a walkway on the southern side of the existing jetty. The 40m walkway will provide safer access and egress for users to and from their boats given the height of the existing jetty above the water.

The Burnie City Council investigated the requirements for installing outdoor exercise equipment that was specifically aimed at teenagers and adults. Possible locations were considered along the coastal pathway at South Burnie Beach and in other appropriate public recreation areas managed by Council. The proposal for such equipment is consistent with Council's *Strategic Plan* and the *Burnie Open Space Development Strategy*. The proposal was referred to the consultant team for further consideration in the preparation of the master plan for the South Burnie foreshore.

Discussions with Parks and Wildlife service indicated that they no management responsibility for the South Burnie foreshore area given that

Council has responsibility for the management of the public reserves under the *Crown Land Act 1976*.

A site visit with Cradle Coast Natural Resource Management indicated the rehabilitation work that has occurred along the foreshore to the east of the Burnie Yacht Club and the biodiversity problems associated with weed invasion (e.g. sea spurge), rabbits and the impact of dogs.

### **2.4.2 Clubs Views**

Meetings were held with the two principal clubs that are major users of the South Burnie foreshore – the Burnie Yacht Club and the Cradle Coast Outriggers.

#### **BURNIE YACHT CLUB**

The Burnie Yacht Club has been a major player in the development of the South Burnie beach area. The clubhouse was constructed in 1960 at the time when there was major reclamation of the foreshore and the former Oakleigh Beach for the port facilities. The Club owns the clubhouse and has a lease with the Crown for the use of the site. The Club was active in pushing for the esplanade to be built and built the retaining walls, tiered steps to the beach and car park area.

The clubrooms have toilets, change rooms, bar and function room, a mother's room, kiosk, radio control room and some storage space. The clubrooms have been recently extended with a grant and loan from club members. A few Club boats and rescue boats are stored on site but all members have to trailer their boats to the club for use.

The Club is responsible for maintaining the clubroom facilities and is active in maintaining the general public open space area around its facilities. The Club has sailing races on Sundays and organizes a Wednesday evening sailing event for its members over the summer sailing season.

At times of sailing use, members use the grassed areas in front of the car park, clubhouse and side of clubhouse to rig their boats. The boats are then moved by hand or vehicle down the boat launching ramp onto the beach for launching.

The Club raised issues about the potential for over-use and some conflicts at busy times, given it is considered by the general community to be the safest beach in Burnie. Concerns were raised about sufficient car parking, conflict with other users over access to grassed areas for rigging, erosion of the steps

to the beach in front of the club and the limited maintenance being undertaken by Council on the public open space areas around the site.

#### CRADLE COAST OUTRIGGERS

The Cradle Coast Outriggers are the only outrigger club on the North West Coast and have a growing membership with an active junior program. Event days are attracting between 150-200 competitors on the North West Coast.

The Club currently store their outrigger boats on open racks off the main car park but are required to bring smaller boats and other equipment in by trailers for all training times and events. Training times are currently on weekends (Sunday afternoons) and Tuesday evenings. Despite the open location of the outrigger boats, there has been very limited vandalism to date.

The location at South Burnie foreshore is convenient to the Club and provides good access to the sea in all conditions. In times of big seas the Club can access the more protected waters behind the breakwater for training use.

The Club lacks access to:

- secure storage areas for their boats, equipment (e.g. paddles, life jackets, first aid gear) and rescue boats;

- change rooms and showers – particularly problematic given the regular use by members, school groups and also other outrigger clubs on event days held at South Burnie beach;

- water to washdown boats after use; and

- clubroom facilities for members.

Public toilets are located some 300m away and are generally not used by school groups given the distance and supervision required. The Club expected the members would significantly increase if change rooms and toilets were available on the site. The location of the public seat, lighting poles and curbing of the car park has created some difficulty for maneuvering of the trailers on the site.



### 2.4.3 Community Views

The following summary of community views are based on comments expressed to the consultant team:

at the open community forum held on Sunday 14<sup>th</sup> November 2010;

on a community walk with local residents;

by way of written submissions; and

from informal discussions directly with users of the foreshore during the site visit in November 2010.

The community considers the South Burnie Beach and foreshore to be an excellent asset for the City residents and visitors and expressed support for the quality of the recently constructed coastal pathway.

The key issues raised through the above consultation<sup>14</sup> were:

car parking conflicts between boat users and increased family visitors at the beach<sup>15</sup>;

no change rooms, public toilets and mothers room facilities close enough to the beach to be convenient and safe;

lack of signs and line markings on the coastal pathway to help users and limit user problems;

lack of dog poo bins in the beach area;

concern about the future flow of the Emu River as it may be affected by closure of APPM operations and erosion of the eastern wall that is occurring;

the need to eradicate the rabbits on a regular basis;

improving access to the foreshore at the western and eastern ends of the study area as this can be difficult at high tides (involves scrambling along and over the rocks used for the retaining walls);

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<sup>14</sup> These issues are not necessarily the views of all those attending the consultation but provide an indication of the range of issues discussed or presented to the consultant team.

<sup>15</sup> It was suggested that more people are using South Burnie beach as West Beach has become too busy and has metered car parking.

inadequate safety barriers for pedestrians on the Emu River bridge;

the need for shelter and interpretation along the coastal pathway;

increased use of the car park by overnight camper vans;

lack of a public kiosk (Club kiosk is only available to club members due to regulations) or temporary food outlet;

need to look at upgrading Cooee boat ramp facilities to take pressure off this site;

need for a safety fence or vegetation between the coastal pathway and road; and

desire for shelter and storage for the Outriggers Club.

Written submissions referred to issues involved with climate change, ensuring public access for all to the foreshore, ensuring public transport services allow convenient access to the site and that Norfolk Pines are suitable feature trees along the foreshore and should be retained.

A number of ideas for future improvements were also made including:

new toilet block;

naming and creating the "Hellyer-Mussen Trail" along the coast for 3.5kms between the Maker's Workshop at West Beach to Emu River mouth;

installing an adult fitness circuit;

having a graffiti wall for artists;

outdoor display area for artwork;

adequate space for events and festivals; and

interpretation of heritage stories along the coastal pathway.

A submission was presented for the proposed "Hellyer-Mussen Trail"<sup>16</sup>. The Hellyer name is well known and has been adopted for the Hellyer College, Hellyer Gorge and other places. Gerald Mussen is relatively lesser known yet

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<sup>16</sup> Preference should be given to the name being promoted as the Hellyer-Mussen Trail to reflect the shared use for bike riding and other activities.

was instrumental in finding the financial support to develop the APPM (Australian Pulp and Paper Mill) in Burnie in 1936. The mill lasted for 73 years and was the economic engine for the growth of Burnie. Mussen is also recognized for his commitment to pursuing good health, welfare and education for the mill employees and supported many community based initiatives within the City. A Mussen Memorial committee has been formed to progress the ideas. The proposal involves creating points of interpretation along the walk including a memorial located about 200m to the west of Emu River where Hellyer erected the first wooden but 'permanent' structure in the Burnie area.

## 2.5 KEY ISSUES

Map 2.3 shows the key issues affecting the future planning, development and management of the South Burnie Beach foreshore area.

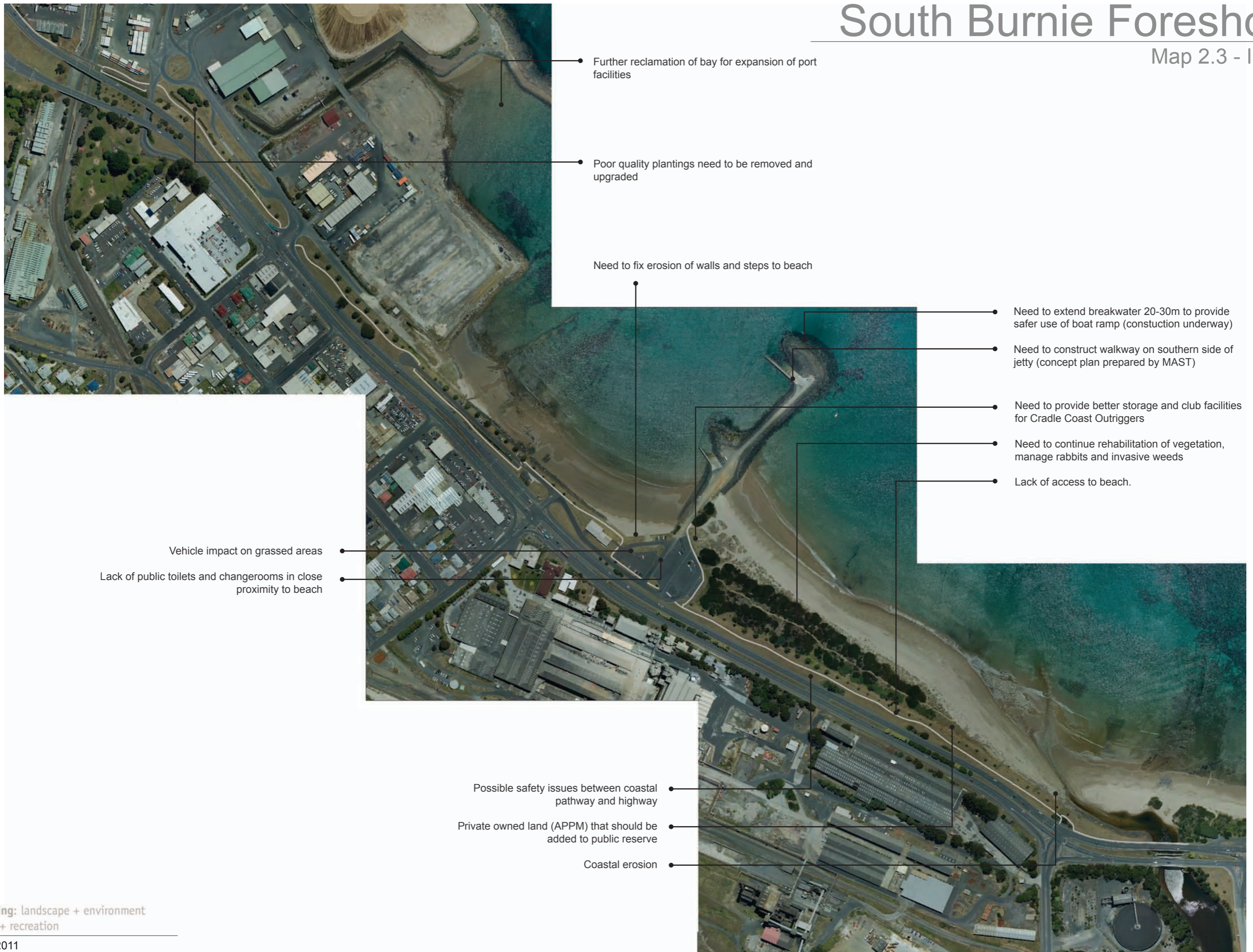
The following table provides a comment in response to each of the issues. The issues are listed starting with the western end of the study area.

Issue	Comment
Poor quality of plantings between the Bass Highway and Bollard Drive	The plantings in this area have been <i>ad hoc</i> and inappropriate for the landscape setting. The amenity and safety of this area and the experience on the coastal pathway would be improved through removal of the existing shrubs and a more considered planting program undertaken.
Further reclamation of the bay for expanded port facilities	Discussions with the Burnie Yacht Club and the Cradle Coast Outriggers indicated that the reclamation would not adversely affect the race course competition or training by the Clubs. The proposed reclamation is consistent with Tasports strategic plan for the port area.
Need to fix erosion of the walls and steps to the beach	The walls and steps have served a purpose for many years but are suffering from under-cutting by wave action. The steps have been repaired at times but will need major upgrading. The steps are located in front of the Burnie Yacht Club and provide direct access to the beach plus informal seating. Reconstruction offers a significant opportunity to enhance this area as a public space.
Vehicle impact on grassed areas	The grassed areas are highly used by the Burnie Yacht Club for rigging their yachts. The car park has been designed with roll-over kerbs into the grassed areas to allow vehicle access. The impacts are relatively minor and can be addressed through re-seeding of worn-out areas.

Issue	Comment
Concern about car parking capacity given growing use and range of activities	The current car park caters well for most times of use and it is not logical to increase capacity for the occasional peak use times. There is limited scope for expanding car parking near the high use areas given there is only one entry off the Bass Highway, local topography, high development costs and likely impacts on native vegetation. It would be appropriate to monitor levels of use and consider ways of managing use if required e.g. time restrictions, metering
Lack of public toilets and change rooms in close proximity to the beach	Existing public toilets and change rooms are not well located to suit beach users. It involves young children crossing roads and can be difficult for parent supervision. High tides also prevent access directly off the beach. The Burnie Yacht Club has its own facilities but the Outriggers and school groups do not have any facilities close to their area of use. The hiring of the Burnie Yacht Club toilet and change room facilities has not worked for the Outriggers due to the costs involved.
Need to expand the breakwater	Council is currently proceeding with a tender process for works to extend the breakwater by 20-30m. This will provide better protection for the boat ramp and jetty facilities in the future. Surfers indicated concern that the breakwater may impact on the quality of the surf waves reaching the beach.
Need for a walkway on the 'low tide' jetty	The height of the jetty above the water has made it difficult for people to safely access or egress boats on the southern side of the jetty. MAST has prepared a concept plan and a new walkway is under construction.
Need for better storage and club facilities for the Cradle Coast Outriggers Club	The location is ideal for the club needs but the lack of appropriate storage and facilities requires trailers to bring in all equipment and safety boats for all training and events.
Possible safety issues with open space between coastal pathway and highway	Not considered to be an issue that would require fencing or placement of other barriers given the adequate 'buffer' distance between the pathway and highway. Consider it important to retain the open views into the pathway to maintain passive surveillance and safety.
Rehabilitation of the foreshore vegetation and ongoing management	The work of Cradle Coast NRM in partnership with volunteers from schools and the community should be continued and supported. There is a continuing need to eradicate invasive weeds, control the rabbit population and rationalise the number of tracks through the foreshore.
Possible safety issues with river flows and changing course.	Signs could be installed to inform people of risks after high rainfall and the likelihood of altering river course. Promote public access along the formed paths to cross the river.

# South Burnie Foreshore

Map 2.3 - Issues



Further reclamation of bay for expansion of port facilities

Poor quality plantings need to be removed and upgraded

Need to fix erosion of walls and steps to beach

Need to extend breakwater 20-30m to provide safer use of boat ramp (construction underway)

Need to construct walkway on southern side of jetty (concept plan prepared by MAST)

Need to provide better storage and club facilities for Cradle Coast Outriggers

Need to continue rehabilitation of vegetation, manage rabbits and invasive weeds

Lack of access to beach.

Vehicle impact on grassed areas

Lack of public toilets and changerooms in close proximity to beach

Possible safety issues between coastal pathway and highway

Private owned land (APPM) that should be added to public reserve

Coastal erosion



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Issue	Comment
Need to consider pedestrian safety crossing over the Emu River bridge	There is a good handrail on the northern side of the narrow bridge footpath but only a low guard rail (~ 0.5m height) on the highway side. Any future extension of the coastal pathway eastwards over and beyond Emu River will require investigation for shared use between pedestrians, bike riders and others. It is likely to require demounting of cyclists on the footpath unless the footpath is widened. Any safety issues with the low guardrail should also be addressed in these investigations. Discussions with DIER indicated that the issues could be considered through a joint site visit between DIER and Burnie City Council, but in the longer term, a shared pedestrian bridge may be a better outcome.
Poor maintenance of the open space environs	It is expected that the master plan will identify the priorities for ongoing maintenance.





# SECTION 3

## SOUTH BURNIE FORESHORE MASTER PLAN

### 3.1 VISION AND GUIDING PRINCIPLES

#### 3.1.1 Vision

The following vision has been prepared based on the results of community consultation, as outlined in Section 2 of the report.

*The South Burnie Foreshore will be sustainably developed and managed as:*

one of the City's prominent foreshore areas where recreational, tourism, health and wellbeing opportunities are enhanced for both visitors and the local community; and  
an integrated port facilities for the City and region.

The term "sustainable" is defined in several ways:

the ability of the existing infrastructure and community facilities to continue to be available as a result of good maintenance, good management and, where relevant, with minimal or no detrimental impacts to the environment;

the ability of Council and the community to afford and maintain the opportunities which are provided (e.g. viability); and

to ensure that the opportunities made available continue to be relevant and attractive, and meet the needs of the community.

#### 3.1.2 Guiding Principles

Four principles underpin this vision for the South Burnie Foreshore, these are:

**Sustainability** – The South Burnie Foreshore will be sustainably designed, constructed, managed and promoted based on an understanding of sound environmental, economic and social management outcomes.

**Quality Experience** - The South Burnie Foreshore will ensure that users and visitors can safely and equably access, enjoy and participate in a diverse range of quality sporting, recreational and community opportunities.

**Capacity to Manage** – The South Burnie Foreshore will be developed and managed efficiently and effectively with regard to the resource capacity of the Burnie City Council, agencies, clubs and community.

**Benefits** - The development and management of the South Burnie Foreshore will facilitate environmental benefits, economic development and improvement in the community's lifestyle and wellbeing.

### 3.1.3 Urban Design Objectives

The key components of an urban design framework typically include a consideration of **movement** and **use** patterns and **built form**.

#### MOVEMENT PATTERNS

The movement patterns refer to pedestrian, vehicular, bicycle, vessels and transport routes.

The core infrastructure for movement patterns is already in place within the South Burnie foreshore area including:

approved vehicle access off the Bass Highway to the Esplanade Road with no opportunity for additional approval for access points required or likely to be approved;

the coastal pathway along the entire length of the foreshore catering for shared use e.g. walking, cycling, pushing prams, jogging, wheelchairs;

accessibility to the beach at several locations along the foreshore;

provision of boat ramps and beach launching access points for recreational users; and

docking facilities for Burnie port.

The objectives for improving existing movement patterns are to:

facilitate connections to the coastal pathway e.g. extension eastwards, linking to existing or future pathways;

extend the breakwater to improve functional use and safety of boat users;

upgrade the jetty infrastructure to better cater for the needs of boat users;

develop improved safety and access points from the foreshore to the beaches; and

provide improved directional signage to assist visitors and users to access the foreshore and facilities.

#### USE PATTERNS

Use patterns refer to land use, recreational activities, events and economic activities that occur within the foreshore. These patterns are influenced by the availability of land, accessibility, existing facilities, capacity of the natural environment to absorb impacts and the range of uses and interests of the community and clubs for use of the spaces within the foreshore without conflict.

It is recognized that there are limited opportunities for new development within the South Burnie foreshore due to:

the linear and relatively narrow area;

the need to protect natural and cultural values along the foreshore;

the limitations of the existing roads and car parking capacity;

the need for development to be consistent with the *Tasmanian Coastal Policy* and other statutory requirements; and

expressed community desire for the area to cater for current uses and to remain accessible to the public.

The exception to the above is the capacity for the on-ground storage areas for the Burnie Port to be extended through further reclamation works.

The objectives for improving use patterns are to:

recognise the history of past and current use of the foreshore and the community desire for these activities to continue to be maintained in the future;

ensure any new development is foreshore-dependent or strongly related to foreshore use and activities;

avoid any new development that would be in conflict with continued community use and activities;

foster multi-use of existing facilities where possible for events e.g. use of car parks and trails; and

allow the potential for temporary or mobile commercial uses and activities to service activities on the foreshore.

#### BUILT FORM

Built form refers to the development pattern, topography, views, building form, and the micro climatic effects, sunlight and shading effects associated with new development.

The objectives for built form are that any new building or facility should be to:

assist with retaining the 'natural' focus and experience of the foreshore ;

build at an appropriate scale for the foreshore, integrating forms and massing with the capacity of the site to absorb their visual impact;

use appropriate materials that help support the appreciation of the natural foreshore setting; and

achieve energy efficiency through appropriate site planning, design and operation.

### 3.2 KEY ELEMENTS OF THE MASTER PLAN

The proposed master plan for the South Burnie foreshore is broken into three sections – the western end, Burnie Yacht Club area and the eastern end.

The key outcomes of the master plan are to:

maintain and enhance current use and activities for the foreshore;

reduce public safety risks;

improve accessibility to the beaches and water whilst minimizing impacts of activities on the natural values;

improve the overall amenity and experience values of the foreshore; and

allow for planned expansion of the Burnie port facilities.

In doing so, the following **new ‘building’ elements** have been included within the overall master plan:

extension of the breakwater by 20-30 metres (currently in tender process);

construction of a new walkway on the southern side of the ‘low tide’ jetty (currently being installed);

construction of a new storage and facilities building for the Cradle Coast Outriggers adjacent to the Burnie Yacht Club and existing car park<sup>17</sup>; the cluster of these facilities was considered more appropriate than creating a new development site on the foreshore near the Club’s storage site

creation of a new public plaza space to the area around the Burnie Yacht Club through the construction of new public toilets and change rooms, replacement of the steps to the beach and better definition between the hard and soft landscaped areas;

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<sup>17</sup> The consolidation of these facilities at one site was considered more appropriate than creating a new development site on the foreshore such as near the existing Cradle Coast Outriggers boat storage site.

provision for an exercise equipment to be installed within the open space area on the eastern side of the car park;

further reclamation of the bay to allow for expansion of the port facilities; and

new steps from the foreshore to the beach located about 300m to the west of Emu River.

The following elements have been included to **improve the overall management** of the foreshore environs:

continued efforts to rehabilitate the foreshore vegetation (located to the east of the car park) with replanting of local species, weed and pest eradication and the rationalization of the existing access paths;

placing emphasis on the maintenance of the existing main track running through the foreshore vegetation with the closure of other minor tracks with the exception of defined access points;

promoting three main public access points to the beach east of the car park those being as marked on the master plan - two off car park and one associated with the proposed new steps at the eastern end;

more regular maintenance of the foreshore and grassed areas; and

continuation of the Norfolk Pine plantings along the entire foreshore and in particular as new plantings to the west of the Reeves Street – Bass Highway intersection towards the railway line.

In addition to the above new facilities and improved management, the following elements are proposed to **extend the quality of the visitor experience** at the South Burnie foreshore:

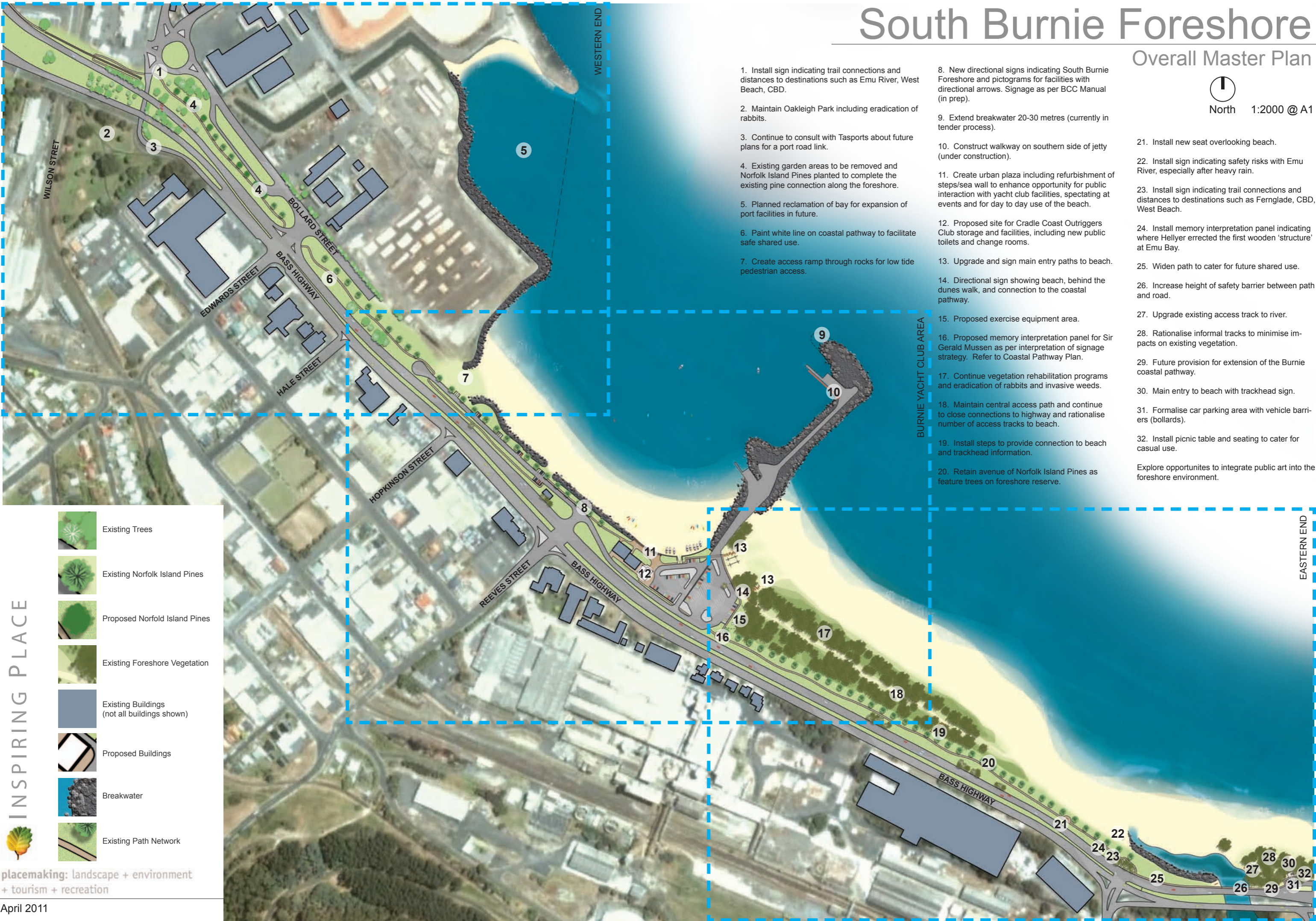
support the promotion of the Burnie coastal pathway within the City as the “Hellyer- Mussen Trail” given the strong association with the foreshore and history of the settlement and APPM;

# South Burnie Foreshore

## Overall Master Plan



North 1:2000 @ A1



1. Install sign indicating trail connections and distances to destinations such as Emu River, West Beach, CBD.
2. Maintain Oakleigh Park including eradication of rabbits.
3. Continue to consult with Tasports about future plans for a port road link.
4. Existing garden areas to be removed and Norfolk Island Pines planted to complete the existing pine connection along the foreshore.
5. Planned reclamation of bay for expansion of port facilities in future.
6. Paint white line on coastal pathway to facilitate safe shared use.
7. Create access ramp through rocks for low tide pedestrian access.

8. New directional signs indicating South Burnie Foreshore and pictograms for facilities with directional arrows. Signage as per BCC Manual (in prep).
9. Extend breakwater 20-30 metres (currently in tender process).
10. Construct walkway on southern side of jetty (under construction).
11. Create urban plaza including refurbishment of steps/sea wall to enhance opportunity for public interaction with yacht club facilities, spectating at events and for day to day use of the beach.
12. Proposed site for Cradle Coast Outriggers Club storage and facilities, including new public toilets and change rooms.
13. Upgrade and sign main entry paths to beach.
14. Directional sign showing beach, behind the dunes walk, and connection to the coastal pathway.
15. Proposed exercise equipment area.

16. Proposed memory interpretation panel for Sir Gerald Mussen as per interpretation of signage strategy. Refer to Coastal Pathway Plan.
17. Continue vegetation rehabilitation programs and eradication of rabbits and invasive weeds.
18. Maintain central access path and continue to close connections to highway and rationalise number of access tracks to beach.
19. Install steps to provide connection to beach and trackhead information.
20. Retain avenue of Norfolk Island Pines as feature trees on foreshore reserve.

21. Install new seat overlooking beach.
  22. Install sign indicating safety risks with Emu River, especially after heavy rain.
  23. Install sign indicating trail connections and distances to destinations such as Fernglade, CBD, West Beach.
  24. Install memory interpretation panel indicating where Hellyer erected the first wooden 'structure' at Emu Bay.
  25. Widen path to cater for future shared use.
  26. Increase height of safety barrier between path and road.
  27. Upgrade existing access track to river.
  28. Rationalise informal tracks to minimise impacts on existing vegetation.
  29. Future provision for extension of the Burnie coastal pathway.
  30. Main entry to beach with trackhead sign.
  31. Formalise car parking area with vehicle barriers (bollards).
  32. Install picnic table and seating to cater for casual use.
- Explore opportunities to integrate public art into the foreshore environment.

**INSPIRING PLACE**

- Existing Trees
- Existing Norfolk Island Pines
- Proposed Norfolk Island Pines
- Existing Foreshore Vegetation
- Existing Buildings (not all buildings shown)
- Proposed Buildings
- Breakwater
- Existing Path Network

placemaking: landscape + environment  
+ tourism + recreation

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# Master Plan 1









## Western End of South Burnie Foreshore

North 1:1000 @ A1

1. Install sign indicating trail connections and distances to destinations such as Emu River, West Beach, CBD.
  2. Maintain Oakleigh Park including eradication of rabbits.
  3. Existing garden areas to be removed and Norfolk Island Pines planted to complete the existing pine connection along the foreshore and to improve sightlines for safety.
  4. Continue to consult with Tasports about future plan for port road link.
  5. Paint white line on coastal pathway to facilitate safe shared use.
  6. Create access ramp through rocks for low tide pedestrian use.
  7. Planned reclamation of bay for expansion of port facilities in future.
- Explore opportunities to integrate public art into the foreshore environment.



INSPIRING PLACE

-  Existing Trees
-  Existing Norfolk Island Pines
-  Proposed Norfolk Island Pines
-  Existing Foreshore Vegetation
-  Existing Buildings (not all buildings shown)
-  Proposed Buildings
-  Breakwater
-  Existing Path Network

placemaking: landscape + environment  
+ tourism + recreation

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# Master Plan 2

## Burnie Yacht Club Area of South Burnie Foreshore

North 1:1000 @ A1

1. Create access ramp through rocks for low tide pedestrian use.
  2. New directional signs indicating South Burnie Foreshore and pictograms for facilities with directional arrows.
  3. Extend breakwater by 20-30 metres (currently in tender process).
  4. Construct walkway on southern side of jetty (under construction).
  5. Upgrade and sign main entry paths to beach.
  6. Directional sign showing beach, behind the dunes walk, and connection to coastal pathway.
  7. Proposed exercise equipment area.
  8. Proposed memory interpretation panel for Sir Gerald Mussen as per interpretation of signage strategy. Refer to Coastal Pathway Plan.
  9. Continue vegetation rehabilitation programs and eradication of rabbits and invasive weeds.
  10. Proposed site for Cradle Coast Outriggers Club storage and facilities, including new public toilets and change rooms.
  11. Create urban plaza including refurbishment of steps/sea wall to enhance opportunities for public interaction with Yacht Club facilities, spectating at events and for day to day use of the beach.
  12. Continue to allow vehicle access to the beach by commercial fisherman with access permits.
- Explore opportunities to integrate public art into the foreshore environment.



- Existing Trees
- Existing Norfolk Island Pines
- Proposed Norfolk Island Pines
- Existing Foreshore Vegetation
- Existing Buildings (not all buildings shown)
- Proposed Buildings
- Breakwater
- Existing Path Network

INSPIRING PLACE

placemaking: landscape + environment  
+ tourism + recreation

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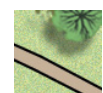
# Master Plan 3

## Eastern End of South Burnie Foreshore

North 1:1000 @ A1

1. Continue vegetation rehabilitation programs and eradication of rabbit and invasive weeds.
  2. Maintain central access path and continue to close connections to highway and rationalise number of access trails to beach.
  3. Install steps to provide connection to beach and install trackhead information.
  4. Retain avenue of Norfolk Island Pines as feature trees on foreshore reserve.
  5. Install new seat overlooking beach.
  6. Install sign indicating safety risks with Emu River especially after heavy rain.
  7. Install sign indicating trail connections and distances to destinations such as Fernglade, CBD, West Beach.
  8. Widen path to cater for shared use in future.
  9. Increase height of safety barrier between path and road.
  10. Install 'memory' interpretation panel indicating where Hellyer erected the first wooden 'structure' at Emu Bay. (about 200m west of Emu River)
  11. Upgrade existing access track to river.
  12. Rationalise informal tracks to minimise impacts on existing vegetation.
  13. Future provision for extension of the Burnie coastal pathway.
  14. Main entry to beach with trackhead sign.
  15. Formalise car parking area with vehicle barriers (bollards).
  16. Install picnic table and seating to cater for casual use.
- Explore opportunities to integrate public art into the foreshore environment.



-  Existing Trees
-  Existing Norfolk Island Pines
-  Proposed Norfolk Island Pines
-  Existing Foreshore Vegetation
-  Existing Buildings (not all buildings shown)
-  Proposed Buildings
-  Breakwater
-  Existing Path Network

INSPIRING PLACE

placemaking: landscape + environment  
+ tourism + recreation

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installing directional and distance signage on the coastal pathway near the Oakleigh over-bridge, at the car park and near Emu River consistent with the recommendations of the *Burnie Coastal Pathway Landscaping, Infrastructure and Interpretation Plan 2009*;

the inclusion of a “memory panel” at the recently constructed node on the path near the car park to tell the Sir Gerald Mussen story and that of APPM;

the inclusion of a new memory panel about 100m west of the Emu River to signify Hellyer’s first permanent structure at Emu Bay;

new directional signage at the entry to South Burnie foreshore that indicates the facilities and activities there using pictograms e.g. car park, boat ramp, walking trail, bike, exercise facilities, public toilets and change rooms, dog walking plus indication of the Burnie Yacht Club and Cradle Coast Outriggers;

new trailhead signs at the proposed main entry points to the beach east of the car park that indicate location, a map showing walk options and ways to assist with protecting flora and fauna; and

a new sign near the Emu River (junction of Old Surrey Road and the Bass Highway) that indicates the route to connect with Fernglade Reserve and the extension of the coastal pathway in future years.

The master plans **improves public safety** through such measures as:

extending the breakwater as this will make the boat ramp safer and more usable in all weather conditions;

constructing the walkway on the jetty will help reduce safety concerns with people gaining access and egress from boats;

having public toilets and change rooms located closer to the beach and high use area so that there is better surveillance by parents of children and no need to cross roads;

upgrading of the steps from the beach in front of the Burnie Yacht Club;

adding steps off the foreshore towards the eastern end of the beach so as to reduce the need for people to scramble down slopes;

improving access to the western end of the beach to encourage greater use at low tides;

investigating ways to reduce perceived public safety concerns with the low barrier on the Emu River bridge;

widening the path from the end of the coastal pathway to reach the Emu River;

painting a white line on the coastal pathway to facilitate safe shared use;

designating and promoting the main entry points to the beach east of the car park to reduce potential conflict with other users

### 3.3 DESIGN GUIDELINES FOR MATERIALS, VEGETATION AND FURNITURE

#### 3.3.1 Materials

The recommended materials are listed below.

Material Element	Recommended Material
Breakwater	Armour rock as existing
Seawall	Concrete wall construction
Steps	Concrete and designed to suit use both as steps and informal seating
Jetty walkway	Timber with fiberglass matting (as per MAST design)
Hard standing areas	Compacted gravel underneath furniture such as seating, bins, interpretation panels
Roads and parking	Burnie City Council standards
Buildings e.g. proposed public toilets, change rooms and Outriggers building	Public toilets and change rooms - brick consistent with with Burnie Yacht Club, existing facilities and general area. Outriggers building – lightweight construction that may involve steel, timber and sheeting given storage role and use of roller doors. All surfaces to be non reflective.



### 3.3.2 Vegetation

It is recognised that much of the South Burnie foreshore has been created through modifications for the highway, expansion of port development and construction of public and club facilities.

Sections of the North West coastline, including remnants within the Burnie area are characterised by hardy native coastal species, defined as 'Coastal Scrub' under the TASVEG ecological vegetation communities classification<sup>18</sup>. The Coastal Scrub (SSC) community is characterised by the following typical shrub species<sup>19</sup>:

*Banksia marginata*;

*Leucopogen parviflorus*;

*Leucopogen australis*;

*Leptospermum scoparium*;

*Leptospermum glaucesens*;

*Acacia verticillata*;

*Leptecophylla abietina*;

*Olearia lepidophylla*;

*Westringia brevifolia*.

Cyathodes, Westringia and Correa species may also be present. Whilst TASVEG mapping is not definitive, it does provide a starting point when considering the types of locally indigenous species suitable for a given area.

Other Tasmanian and/or Australian native coastal species may be appropriate in the other areas identified for landscaping. Tasmanian and Australian native species have been used for landscaping extensively within the Burnie area, including *Poa labillardieri* as well as *Lomandra longifolia*, and *Westringia spp.* Species selected in location and distribution should be salt and drought tolerant, hardy, adapted to salt-spray, maintenance rational, and generally with a low to mid growth habit.

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<sup>18</sup> <http://www.thelist.tas.gov.au/listmap>. Accessed on the 2<sup>nd</sup> of December 2009.

<sup>19</sup> Harris, S and Kithener, A. (Eds.) 2005, *From Forest to Fjaeldmark: Descriptions of Tasmania's Vegetation*, Department of Primary Industries, Water and Environment, 70-71.

The dominant tree planting within the foreshore adjacent to the Bass Highway has been the Norfolk Pine *Araucaria heterophylla*. It forms an avenue planting from near the entry into Tasports east to Emu River. The flax planting to the west of the site have no enduring feature or value and would be better replaced with Norfolk Pines to extend the visual role of the avenue plantings. The balance of the open space areas is generally grassed and should remain as such to reduce overall maintenance costs and retain use for outdoor activities. The Norfolk Pines have proven to be viable in seaside environments, provide year round canopy and shade, and allow for views between and below canopies.

### 3.3.3 Furniture

The proposed palette of materials for use in the South Burnie foreshore are shown in Figure 3.1 and listed below.

Furniture Element	Recommended
Seats	Park bench with the potential to use recycled plastics
Rubbish bins	Stainless steel consistent with <i>Burnie Coastal Pathway Landscaping, Infrastructure and Interpretation Plan 2009</i> or Burnie City Council standards
Public lighting	Near the public toilets and change rooms to be selected standard poles with feature lighting or Burnie City Council standards
Bollards	Timber or steel consistent with existing bollards being used to restrict vehicle access on the foreshore
Bike racks	Stainless steel

# SECTION 4

## ACTION PLAN

### 4.1 INTRODUCTION

This Section sets out the basis for implementation of the South Burnie Foreshore Master Plan over the next 5 years. The focus of the 5 Year Action Plan is to establish the priorities for achieving the overall vision however the availability of funding and support will be a prime determinant of the implementation, but that the priorities.

The implementation should be internally reviewed by Council on an annual basis with a new 5 year Action Plan drafted each 5 years.

The priority for implementation of each action is based on:

**High** – should be implemented within the next 2 years;

**Moderate** - should be implemented within the next 3 - 5 years;

**Longer Term** - should be implemented within the next 10 years; and

**Ongoing** – this action may be required on an ongoing basis.

It is expected that the Council will take the lead role in the implementation of the recommended actions but will seek the support and involvement of the partners - agencies, clubs and community groups where this is required to achieve a successful outcome.

The 5 Year Action Plan is considered a working tool that will provide a sense of the process and where resources should be allocated. It is recognised that the implementation process may vary over time in response to new opportunities to secure funding, the competing priorities in front of Council and the level of community support for the proposed recommendations.

### 4.2 ACTION PLAN

The Action Plan is set out in the following Table.

<b>HIGH PRIORITY (2011-2012)</b>	
<b>Actions</b>	<b>Responsibility</b>
1. Extension of the breakwater by 20-30m	Burnie City Council (tender for works underway)
2. Construction of a walkway along the southern side of the jetty	MAST (construction underway)
3. Assess the feasibility, funding support and approval process required for the proposed Cradle Coast Outrigger storage and facilities building to be located near the Burnie Yacht Club	Burnie City Council, Cradle Coast Outrigger Club, Sport and Recreation Tasmania, Crown Lands
4. Undertake detailed design for the proposed new public toilets and change rooms to be located near the Burnie Yacht Club	Burnie City Council
5. Adopt the Hellyer – Mussen Trail to promote and interpret the Burnie coastal pathway as a shared trail.	Burnie City Council
6. Prepare a detailed concept plan for the area around the Burnie Yacht Club	Burnie City Council
7. Reclamation of the bay to allow for expansion of Burnie Port facilities	Tasports
8. Install new steps from the foreshore to the beach, about 300m to the west of Emu River.	Burnie City Council
9. Continue programs to rehabilitate coastal vegetation including weed eradication, pest control and rationalizing of paths.	Burnie City Council with support of Cradle Coast NRM and community
10. Upgrade the main entry tracks to the beach east of the car park	Burnie City Council
11. Continue Norfolk Pine plantings along the foreshore to near the Oakleigh railway crossing with removal of existing poor quality landscaping	Burnie City Council
12. Review safety and user requirements on the Emu River bridge footpath when planning an extension of the coastal pathway beyond the Emu River.	Burnie City Council and Department of Infrastructure, Energy and Roads
13. Paint a white line on the Burnie coastal pathway to facilitate safe shared use.	Burnie City Council
14. Review the regulations limiting the capacity for the Burnie Yacht Club kiosk to cater for the general public	Burnie City Council and Burnie Yacht Club
15. Yearly review of progress on the implementation of the South Burnie Foreshore Master Plan	Burnie City Council

<b>MODERATE PRIORITY 2013 – 2015</b>	
<b>Actions</b>	<b>Responsibility</b>
1. Subject to approval and funding, construct the proposed Cradle Coast Outrigger storage and facilities building	Cradle Coast Outrigger Club
2. Subject to approval and funding, construct the proposed new public toilets, change rooms, new steps and other improvements near the Burnie Yacht Club	Burnie City Council
3. Install directional and distance signs on the proposed Hellyer – Mussen Trail including memory boards near the car park and near Emu River	Burnie City Council
4. Install directional signs and facility/activity pictograms at the entry to South Burnie foreshore	Burnie City Council
5. Install trackhead signs at the proposed main entry points to the beach east of the car park.	Burnie City Council
6. Review 5 year actions plan for South Burnie foreshore for next 5 years	Burnie City Council
<b>LONGER TERM PRIORITY -2015+</b>	
<b>Actions</b>	<b>Responsibility</b>
1. Install signs for developed trail connections to other destinations e.g. Fernglade Reserve, extension of the Burnie coastal pathway	Burnie City Council
2. Consult with Tasports regarding the future use options for the ports entry road	Burnie City Council and Tasports
3. Ongoing maintenance of the public open space and public facilities along the South Burnie foreshore	Burnie City Council

### **4.3 EVALUATION AGAINST THE PROJECT OBJECTIVES**

Table 4.1 provides a response to each of the specific objectives outlined in the Brief regarding the role and outcome of the master plan.

Objective (Brief)	Response in the Master Plan
Establish an interconnecting trail network from the CBD to the eastern bank of Emu River	The Burnie City Council has achieved this objective along South Burnie foreshore with the construction of the Burnie coastal pathway. Plans have been prepared for the connection to the CBD and West Beach precinct.
Provide quality public spaces	The master plan indicates opportunities for the enhancement of existing public spaces through improved access, upgrading of infrastructure, new public facilities and improved management of the open space values.
Allow existing uses of this area to continue	The master plan allows continued use for both structured and unstructured activities.
Encourage utilization by sections of the community for social and family recreation	The proposed improvements will extend the appeal to both locals and visitors and for both land based and water based activities. South Burnie beach and foreshore environs are already an attractive and popular place for family recreation. The new coastal pathway has added to this value. The proposed new public toilets and change rooms will address the most pressing issues affecting community use of this area.
Provide for new or an expansion of diversity of recreational and leisure pursuits in the area	The master plan recognizes the existing use of the Outriggers Club and the issues associated with lack of storage and facilities on-site. The proposed new public toilets and change rooms will enhance greater use by other recreational users.
Provide an enhance the natural coastal environment, history and character of the area	Emphasis is placed on the protection of natural values evident to the east of the car park.
Enhance and celebrate the cultural heritage of the precinct	The proposed Hellyer- Mussen Trail will promote a greater awareness of the history of settlement, pivotal role that these people played in the development of Burnie and the significance of the former APPM industry to the town and community.
Improve the public safety, amenity and attractiveness of the area	The master plan identifies several opportunities to improve public safety for users of the foreshore. These are principally along the pathways and entry points and include the provision of better directional signs.
Provide visual appeal for tourists and visitors using amenities, including campervans	The foreshore is adjacent to the Bass Highway and highly visible. The proposed improvements outlined within the master plan will strengthen the appeal and attractiveness of the foreshore to both locals and visitors. Whilst campervans use the area for some over-night stays it is not recommended that this use be promoted or specifically catered for in the future. There are other locations within the City to cater for this use with suitable facilities to deal with amenities, wastewater disposal and security.

Objective (Brief)	Response in the Master Plan
Be innovative	There are some real constraints as to the future development opportunities on the foreshore given land tenure, linear shape of the foreshore, restricted points of vehicle access, port development and need to protect natural and cultural values of the coastline. Accordingly the master plan is realistic to the needs of the community and realities of the site.
Be sustainable in the long term	This is a core component of the vision, guiding principles and outcomes of the master plan.
Identify infrastructure needs and standards of infrastructure to provide equal access for all users	A major part of the infrastructure is already in place (e.g. roads, car parks, public facilities, pathways, boat ramps, port facilities). The master plan identifies a number of opportunities to upgrade existing infrastructure and to add new facilities to improve public use and safety.
Provide a practical and flexible framework to coordinate future public investment in the progressive achievement of the Master Plan for enhancement and growth	The Action Plan sets out a 5 year plan that considers staged implementation will be required, depending on available funding.
Facilitate the preparation of a formal management plan to achieve the aims and objectives of the Master Plan	The master plan provides a framework to a management plan, if the need arises for such a plan to be prepared in the future.

**Table 4.1** Response to the Brief Objectives