

# BRIDGEWATER WATERFRONT

*"A new mixed-use precinct where  
Community and water unite"*



## Acknowledgment

Brighton Council acknowledges the palawa community (Tasmanian Aboriginal community) as the original owners and continuing custodians of this island lutruwita (lu tru wee tah) Tasmania. The palawa have a distinctive and age-old connection with their ancestral lands and waters. Brighton Council respects and recognises the palawa's survival and continual connection with their country spanning more than 60,000 years.

We commit to imagining and realising a vision for the future of Bridgewater together.

The Precinct sits on the bend of timtumili minanya (River Derwent) and provides a great opportunity for Bridgewater to understand itself within/on Country and provide an urban community setting where communities can connect with and understand themselves within Country. For this reason, the Masterplan will be considered through Country and takes lead from the palawa aspirations for caring for the Country and helps build greater understanding of Country for a shared future.

The Masterplan establishes a commitment to collaborating with Aboriginal people as we imagine and realise new places that hold space for these stories, connect with ancient landscapes, and allow Aboriginal people to realise their aspirations and continued connection with Country.

# BRIDGEWATER WATERFRONT

## BRIDGEWATER BRIDGE NORTHERN INTERCHANGE PRECINCT MASTERPLAN

BRIGHTON COUNCIL

January 2023

PREPARED FOR



CONSULTANT TEAM

REALMstudios  
SGS Economics

## Interpretation of this document:

This proposed Masterplan has been prepared on behalf of Brighton Council. The Masterplan is a high-level, long-term framework, intended to guide the physical transformation of the Waterfront and Interchange Precinct and achieve the vision, principles, and structuring ideas.

The exact locations and designs related to built form, open space, and other aspects of the plan are approximate and will be studied further through future design planning.

As development progresses, all parties involved in implementation will be encouraged to build on the recommendations and directions within this Masterplan to contribute to the creation of great new places and spaces that are welcoming to all.



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# Executive Summary

The Bridgewater Bridge Northern Interchange Precinct Masterplan represents a unique opportunity to leverage the Bridgewater Bridge construction to the benefit of the Bridgewater community. The need to drastically improve community uses and accessibility provides the potential to reconsider the precinct. Strategically located at the junction of residential, industrial and commercial uses, multiple transport modes, and land and water, the precinct becomes a destination in a growing region. Brighton Council has worked to develop a comprehensive Masterplan for the precinct, referred to as the 'Bridgewater Waterfront' within the Masterplan document. To ensure the Masterplan serves the current and future communities of Bridgewater, Council has engaged extensively with stakeholders to develop and refine this initial, proposed Masterplan.

This Masterplan is a product of many needs and aspirations. It is driven by the priorities of the local community, Council, State Government and stakeholders. The Masterplan is a high-level visionary document that re-imagines the precinct as a place where the community can thrive. To realise this vision, the Masterplan is guided by six over-arching principles:

1. Celebrating the water's edge
2. Connecting thriving open spaces for people and nature
3. Encouraging safe movement and transport access
4. Revealing the Bridgewater community cultural stories
5. Designing a distinctive public realm that harnesses the local character
6. Supporting and generating a mixed-use centre

These guiding principles set the intent for implementing a mixed-use development area, new open space, enhanced water access, reconfigured streets, a new transport interchange and a range of community amenities.

The concepts outlined in this Masterplan require significant investment. The Masterplan will inform the investigation and feasibility analysis of appropriate ownership and delivery models, including public-private partnerships. This will be an essential step in ensuring that the shared vision for the precinct can continue to evolve. Brighton Council will continue to develop these plans over many years, in collaboration with the palawa community, on-site stakeholders, residents, and region-wide stakeholders.



# An Unique Opportunity

## Maximising the benefits of regional infrastructure for community benefit

The population of Brighton's Local Government Area (LGA) is projected to grow to 24,121 by 2042, an annual growth of 1.18%<sup>1</sup>. This growth makes Brighton the fastest-growing LGA in Tasmania by the State Government projections.

Brighton's projected level of growth will cause the region to change with increasing greenfield and infill developments to support the population demand. With this change, there is a need to consider opportunities for consolidating economic activities, mixed uses and diversity of service provisions. This Masterplan seeks to consider these factors within the multi-layered context of heritage, culture, ecology, community and regional economy.

The Masterplan scope is the area immediately surrounding the existing and future Bridgewater Bridge sites. The precinct is situated on the Derwent River foreshore,

stretching northeast towards Brighton Industrial Precinct. This Masterplan identifies how the precinct's development potential is linked to its transport connections to Greater Hobart and proximity to natural and recreational amenities.

The planning and redevelopment of the precinct creates a unique opportunity to leverage the size and strategic location to accommodate the changing needs of the growing community. This includes a projected increase in retail floorspace demand, dwelling demand and the need for services, including doctors and educational facilities. The Masterplan considers these requirements and provides an opportunity to place the community's needs and services at a burgeoning activity centre. The realisation of this opportunity will position the Council as a civic-focused urban development leader.

1. 2019 Population Projections Tasmania Department of Treasury and Finance



Image: Bridgewater Bridge Scope

## Council Wide Objectives

This Masterplan is nested within an existing strategic context that informs the site from the federal to local level. This includes the Brighton Council Strategy 2023-2033, the Annual Plan 2022-2023, the Brighton Council 2050 Vision, the Southern Tasmania Regional Land Use Strategy (STRLUS) and the Greater Hobart Transport Vision which is linked to the Hobart City Deal.

The Masterplan delivers across a number of Council Strategies including S1.2 Create Housing / Employment / Play / Education, S1.3 Provide Public Facilities, S1.5 Build a Resilient Community and Environmentally Sustainable Future<sup>2</sup>.

## Market Demand

The Brighton Council has a target to achieve 30% growth with optimisation of council land for community benefit<sup>2</sup>.

The Bridgewater Waterfront is well positioned to serve the growing population needs and industries of Brighton. Brighton's economy is anticipated to continue to be grown through transport, postal and warehousing and social assistance industries<sup>3</sup>. The precinct has the potential to service this growth through the allocation of space for increased retail and commercial floorspace and residential dwellings.

## Delivering Multi-Modal Connectivity

The Masterplan builds on work undertaken through the Greater Hobart Transport Vision and Hobart City Deal of which the Bridgewater Bridge redevelopment is a key part. The precinct will incorporate a bus stop, river side share paths and connections for walking and cycling and opportunities for ferry connections. The Masterplan shares the focus of Greater Hobart Transport Vision by prioritising active and public transport connections and interchanges.

## Working Locally, Thinking Globally

A project of this size and strategic significance comes with economic, environmental and social responsibility. The Masterplan aims to achieve ambitious outcomes that respond to a changing climate, growing population, and post-pandemic context. This is achieved through an increased understanding that community design has an impact on public health outcomes and quality of life.

This Masterplan aims to position the Bridgewater Waterfront at the forefront of a global movement towards environmentally responsible planning and design.

2. Brighton Council Annual Plan 2022 - 2023

3. Brighton Council 2050 Vision Full Report

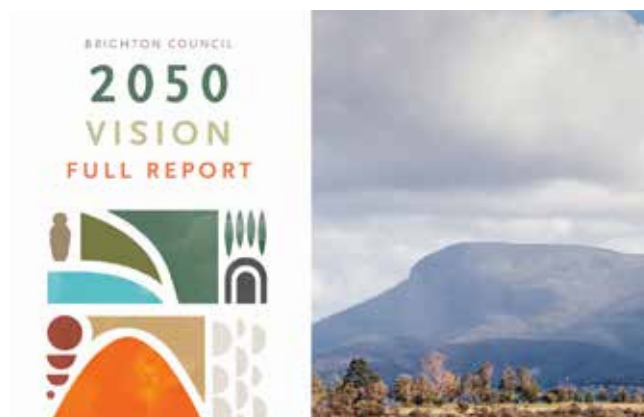


Image: Brighton 2050 Vision Report



Image: Brighton new IGA concept image, 2021

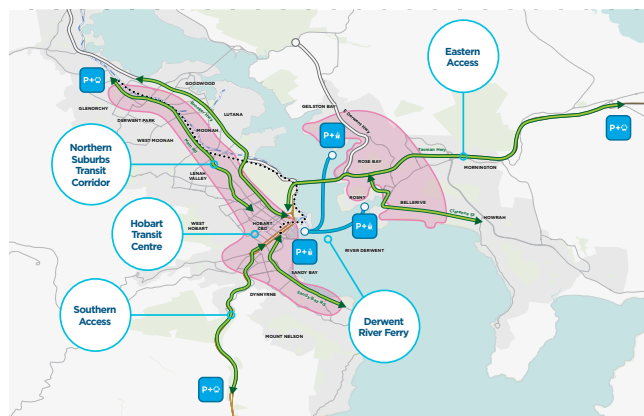


Image: Greater Hobart Transport Vision included in the Hobart City Deal, 2019



Image: Norreport Station

# The Masterplan Planning Process

This Masterplan was developed with input from many different perspectives.

This Masterplan was developed and refined over several months and has been profoundly shaped by stakeholder input.

The masterplanning process was designed to make sure that the future of the precinct is shaped by its community, landowners and stakeholders. The Masterplan is also rooted in an understanding that the precinct has always been — and continues to be — an important place for many different communities, businesses, and cultures.

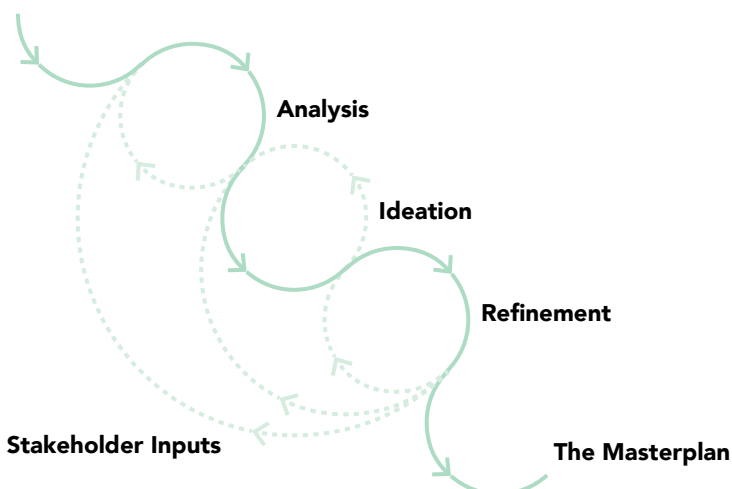
## Stakeholders Engaged

- Brighton Council Staff and Councillors
- Local Residents
- Taswater
- Tasnetworks
- Heritage Tasmania
- Tasmanian Fire Service
- Department of State Growth
- Bridgewater Anglers' Association
- Inland Fisheries Service
- BirdLife Tasmania
- Derwent Catchment
- The Veterans Memorial Centre
- Derwent Tavern
- McDonalds
- Centacare

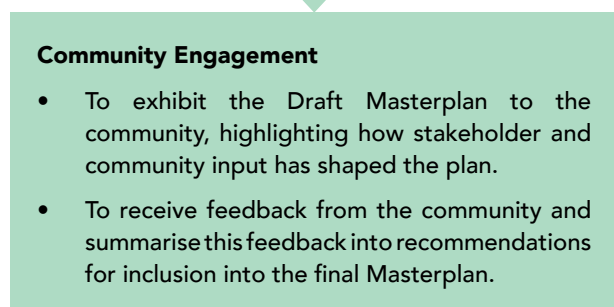
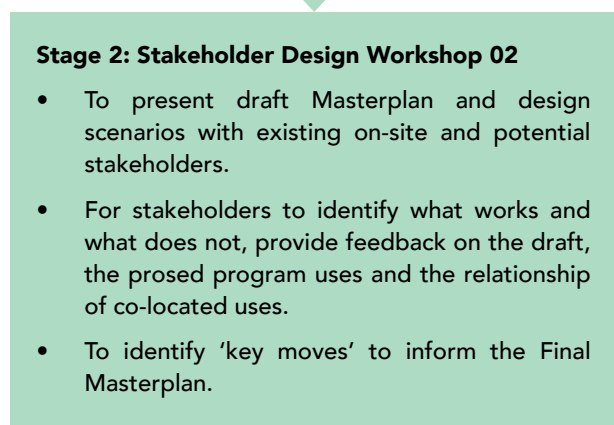
## Community & Stakeholder Priorities

To make sure that this proposal serves the needs and desires of its current and future users, Council has committed to a meaningful engagement process. This includes engaging with the local community, existing on-site and surrounding stakeholders and the First Nations community.

Between October and December 2022 Council hosted two engagement workshops. Design scenarios were developed and tested in these workshops. The engagement process and feedback received are summarised opposite.



## Approach



## Results

### Completed 7th October 2022

- Stakeholders helped to fill in the gaps that existed in the available research and investigation. This uncovered many insights into how the project vision should evolve.
- Stakeholders were prompted to share their specialised technical and local knowledge. This gave us more detailed knowledge of the precinct and its users.
- Key considerations were heard around the program of uses for the site to best deliver on the stakeholders' needs - including overall desire for better access to the water, recreation amenities and the prioritisation of natural values.

### Completed 7th February 2023

- Stakeholders provided critical feedback on the draft Masterplan opportunities and design concepts.
- Stakeholders were able to help identify priority areas for re-consideration or areas that worked well.
- Opinions and ideas were heard around how the draft Masterplan addressed the access to the water, and boating recreation amenities that were identified as a priority in the previous workshop.

### Public Exhibition TBC



Image: Existing Bridgewater Bridge



1.0

# The Site Today

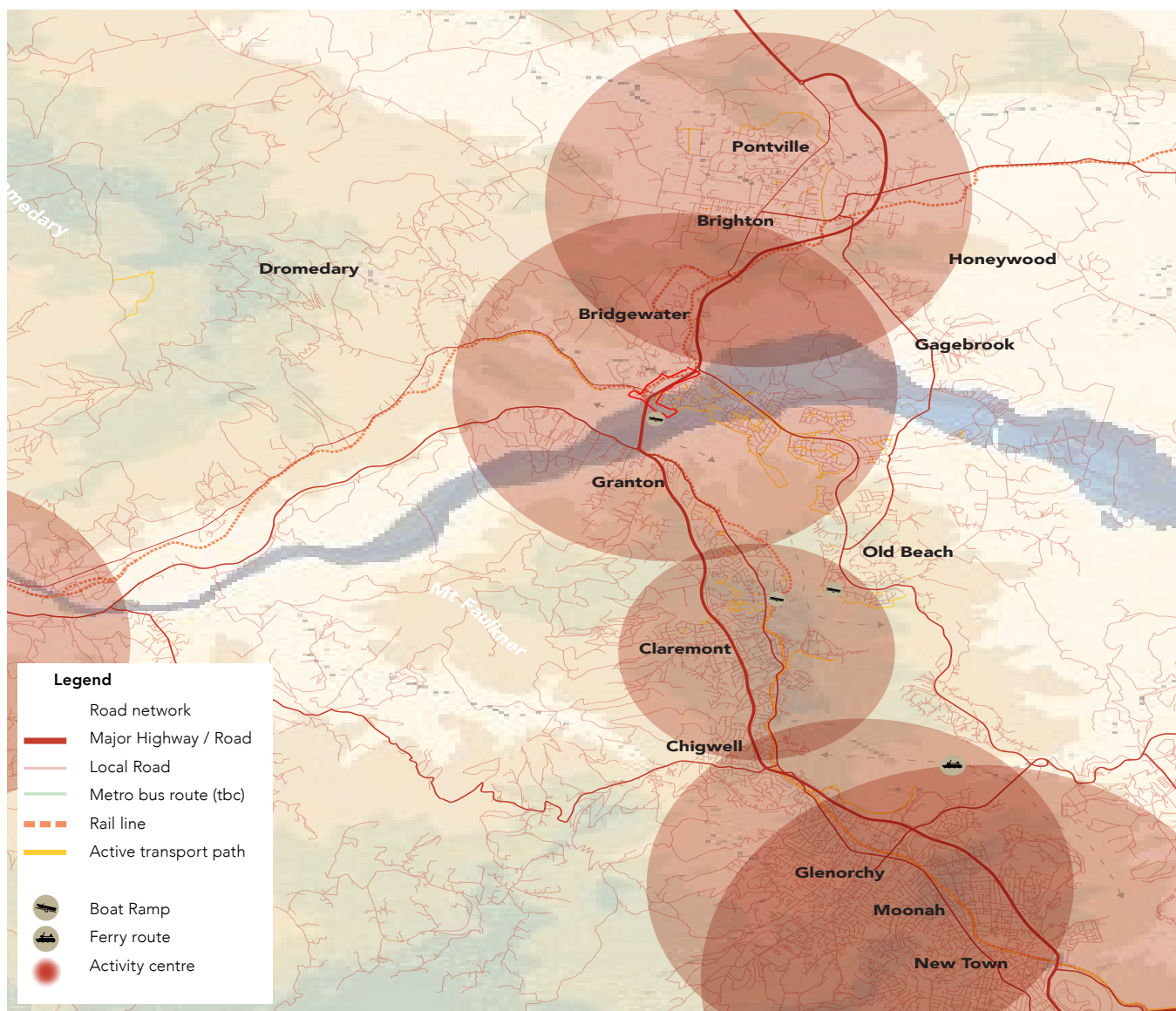
# Regional Context

The Bridgewater Waterfront of Brighton is a key meeting point for regional transport and local community

The geographical positioning of Bridgewater informs the regional strategic importance of the site. Bridgewater is located on the northern bank of the River Derwent, in the Jordan River Valley. This fertile valley runs north, between the Meehan Ranges, Mount Dromedary, and the Mangalore Tier. The location of the valley and its proximity to Hobart has supported agriculture, industry, and communities to thrive in the region.

This Masterplan understands the strategic importance of the site from three key areas: ecology, land use and development, and transport. Bridgewater is a key confluence for these areas where existing ecologies of grasslands and forest meet agricultural, industry and growing residential development needs.

This Masterplan will inform how the Bridgewater centre will evolve in response to the population growth and infrastructure developments that will be brought about by the New Bridgewater Bridge project.



## Ecology

This Masterplan acknowledges the impact of human settlements and development on the natural environment. There is a social responsibility linked to a project of this scale to aim to provide a net benefit to the ecological health of the site. Key to this is the protection and enhancement of the ecology of the site and surrounding areas. Healthy ecologies are linked to ecosystem services which are benefits provided to humans through the natural environment. These services can include clean air, fresh water and environments for recreation and living. The ability to have ecosystem services from the environment depends on how well the ecological systems are cared for, and the minimisation of negative development impacts.

## Land Use and Development

With recent population growth and forecasted population growth projections for greater Hobart, Bridgewater, and the neighbouring towns of Brighton and Pontville are some of the fastest growing areas in Tasmania. With this growth comes a need for considered planning of land use and development. Key to this planning is the sustainable use of land, which balances the need for public and private space, the protection of local ecologies and economic development. Considering the opportunity for Bridgewater to be a highly connected local centre, this Masterplan considers how residential density and connected open spaces might be used as a tool to foster a vibrant, safe, and active community in Bridgewater.

## Transport

The location of Bridgewater and the Bridgewater bridge has been important in the regional context of Hobart and southern Tasmania. It has been a key crossing point of the River Derwent since before the colonial founding of Hobart. Today Bridgewater is the primary point where the Midland Highway, the main transport route to the north of Tasmania enters Hobart. This means that Bridgewater is a key point for the movement of people, freight, and resources in Tasmania. With the Masterplan, the transport infrastructure of Bridgewater will be enhanced. People who live in Brighton will have access to a multi-modal transport network that accommodates a variety of modes and needs. This will allow for more movement through the region and within Greater Hobart.

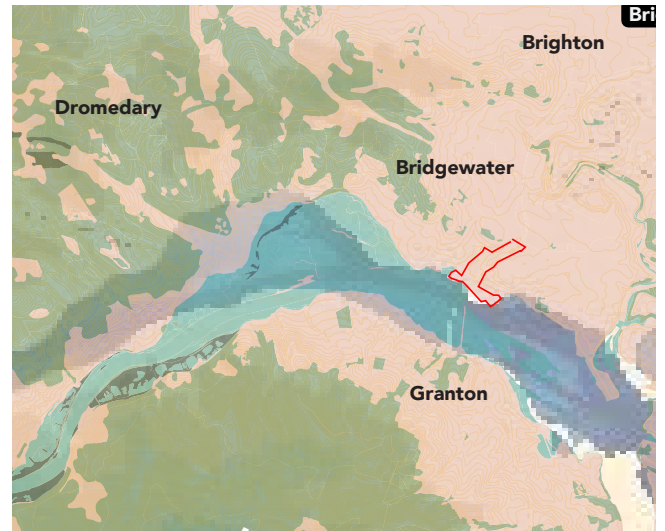


Image: Regional ecologies include dry and wet eucalypt forest, and modified agricultural land



Image: Benefits of green infrastructure at the city level, 2016



Image: Derwent Ferry Service, 2021

# Honoring Bridgewater's Diverse History

The Bridgewater Waterfront of Brighton has long supported community activities and connection.

The location of Brighton is significant in both indigenous and colonial heritage. Brighton is situated on the unceded land of the Mumirimina people of the Oyster Bay Nation and the clans of the Big River Nation.

For the traditional owners, the area held importance as a key place of occupation and activity. The area was an important confluence for seasonal travel, hunting and trading that occurred between the indigenous clans of the Big River Nation, the South East Nation, and Oyster Bay Nation. It was part of a corridor that gave access to the kangaroo hunting grounds and the rich shellfish and lagoon areas of the Derwent River, Jordan River, Coal River and Pitt Water to the east.

Close to the early settlement at Hobart, the Oyster Bay and Big River people were affected almost immediately by colonisation. Because of the fertile soils and proximity to Hobart, their dispossession from the Brighton valley and surrounding areas was rapid and extensive. Food shortages in the early colonial settlement led Europeans to exploit key food sources for the Aborigines, such as kangaroo.

A campaign of resistance against colonial expansion escalated with conflict that ultimately led to the places where the palawa people lived for centuries being repossessed for European settlements and agriculture.

The Masterplan seeks opportunities to recognise the long history of these lands by making Aboriginal history and identity more visible in the urban landscape. While

## lutruwita 42,000BP - ongoing

As traditional custodians, the palawa people valued the area where the Bridgewater Waterfront lies today. The precinct was on a key travel route and important hunting grounds. Physical evidence continues to tell the story of long occupation and a multiplicity of activities. Hearths, shell middens, rockshelters, campsites, quarries, and tool-making areas form an interconnected network within the cultural landscape.



Image: Nation boundaries and clans, L. Ryan, 2012

## Colonial settlement 1804-1856

The grasslands around Brighton were fertile and rich in plants and animals, useful to the palawa and colonial settlers. The area was part of early land grants of Van Diemen's Land. The Big River and Oyster Bay tribes fiercely defended their country from the encroaching settlers. However martial law from 1828 and the Black Line of 1830 helped to drive out the palawa from their lands.



Image: River Jordan Tasmania c. 1835 / John Glover

Under European settlement, the area grew from a military post to a country centre. Primary industry included sheep farming and agriculture. The river crossing between Bridgewater and Granton tells of the colonial settlement. The convict-built causeway began construction in 1830, and the first bridge connecting to Bridgewater opened in 1848. It remained the primary crossing of the Derwent until 1943.



Image: View of the causeway from south c. 1840





also recognising the site's more recent history as a place of industry and agriculture. Over the coming years, the Bridgewater Waterfront is set to change further. Including the new Bridgewater Bridge, residential intensification and industrial developments. These projects, in singularity, may diminish and disconnect the waterfront, requiring planning and vision to connect and re-establish the precinct as a coherent place that is within Country.

When the site is redeveloped, the Bridgewater Waterfront will take on a new life and deliver to Brighton the opportunity to recognise and celebrate the legacy of the site, its community, cultural heritage and natural landscape.

The 'Bridgewater Jerry' is a fog which occasionally affects the Bridgewater-Hobart area. It is an iconic natural feature of Bridgewater. In the cooler months, cold air at night drains down the mountains of southern Tasmania as katabatic winds and collects in the Derwent Valley. Fog will form if this invading air is moist and cool enough. It drains out of the valley in the mornings, blowing the fog with it.

The most likely explanation of the term 'jerry' is that it came with convicts from London, where it was thieves' slang for 'fog' or 'mist'. In 1821 Governor Macquarie, staying at Austins Ferry, could not leave for Hobart until 12.30 pm due to thick fog – probably the first recorded Bridgewater Jerry.

There is opportunity to continue the recognition of this feature through artwork and interpretative signage.

#### Colonial period 1856-1901

As a key link in the route from Hobart to Launceston, the colonial period was one of steady growth in the rural area of Brighton, culminating in the area becoming a municipality in 1864. The second and third Bridgewater bridges were built in 1874 and 1893. A ferry service also ran up the river. The railway was connected to Brighton in the 1870s. A tram service to Hobart was started in 1893.



Image: Hobart to New Norfolk Ferry c.1880's.

#### Current Bridgewater Bridge 1946

The existing Bridgewater Bridge was built in 1946 and is the fourth bridge at this site. The lifting span enables ships to pass through the channel. Rail continued to use the bridge until 2014 when a transport hub opened in Brighton. In the 1970's public housing was built in the area leading to further growth, particularly of residential developments.



Image: Bridgewater housing estate, 1976

#### New Bridgewater Bridge 2010 - Ongoing

Concept designs and project objectives for a new Bridgewater Bridge developed in 2010. The new Bridgewater Bridge will be a fixed structure with a minimum 45 metre-wide and 16.2 metre (AHD) high clearance over the navigation channel. This will provide seamless travel for vehicles over the bridge and boats under the bridge. However it is still to be determined how rail may be re-introduced to the crossing.



Image: Render of new Bridgewater Bridge, 2021

# The Precinct Today

The Bridgewater Waterfront Precinct offers multiple opportunities for improvement and reinvigoration.

The precinct is home to a mix of land uses, services and heritage features, including:

## **A Old Main Road**

Old Main Road was the historical Main Road of Bridgewater that linked to the original causeway and bridge of the 1800's. Over time, as the highway and subsequent bridges changed alignment Old Main Road experienced a decline in use and amenity. There are several vacant lots along the street and a variance in uses. The northern end of the street is mainly used for residential houses and has a high proportion of vacant land. The growing population of the area, position of the road to the waterfront and transport options offers an opportunity to creatively re-vision Old Main Road as a new local activity centre. This is an opportunity to ensure the area can cater to its residents' daily needs, provide amenities, and contribute to making Bridgewater and Brighton desirable places to live.

## **B Bridgewater Bridge and heritage ruins**

Convict heritage is on display at the waters edge with the old bridge abutments and sandstone wall still visible to the public. However, these features are not easily accessible or provided with signage. The post-industrial relics of the disused railway line and bridge towers of the current Bridgewater Bridge also tell the story of the history of the crossing and its importance as a key point along the river Derwent. There is opportunity to highlight and increase the appreciation of these features through creative reuse of the current Bridge infrastructure and increased interpretative signage to draw attention to the convict heritage.

## **C Bridgewater Memorial Reserve**

The Reserve is a small war memorial consisting of a gate and arch, flag poles and shrubs. The current location of the Reserve is impacted by the construction of the new Bridgewater Bridge. Because of this impact, there is opportunity to find a new location for the Memorial within the updated foreshore public spaces.

## **D Nielsen Esplanade Park**

The park includes a small playground with views and waterfrontage on the River Derwent. There is opportunity with the new bridge construction to connect the park to a waterfront precinct with walking trails and improve the play facilities.

## **E St Mary's Church**

The heritage listed church is in a prominent position on Old Main Road. The church was built in 1862 has been well preserved and includes a small cemetery in its garden. The use and ownership of the building is currently unknown. However there is development potential for the site which considers the important heritage features.

## **F Derwent Tavern**

The site of the Derwent Tavern has been the location of an Inn or Hotel since the 1800s. Early maps indicate the site as a Railway Hotel in 1872 and in 1910. The Tavern, in its current form, is a key point in Bridgewater, and for the community. It is one of only two restaurants within a 1km radius. However, despite its prominence on Old Main Road, the tavern has little public realm interface or interaction with the street. The Tavern would benefit from an increased mix of uses along Old Main Road and would form a key corner on the re-invigorated main street.

## **G Residential areas**

The residential areas to the southeast of the existing bridge are made up of mainly single dwelling lots on 800m2 blocks. Infill developments of multi-residential units have started to occur over the last decade in the area, adding to the increasing population and need for amenities. By linking the residential areas on either side of the bridge with a new foreshore precinct, there is opportunity for more active amenities and connectivity between the areas.

## **H The Rail Line**

The rail line runs across the Derwent from Granton and through Bridgewater. The line was originally constructed in the 1870's and is a key piece of Bridgewater's heritage. While it is disused, there is long-term opportunity for the rail line to become operational for freight or passenger purposes. Therefore, the retention of the rail lines is a consideration for the site.

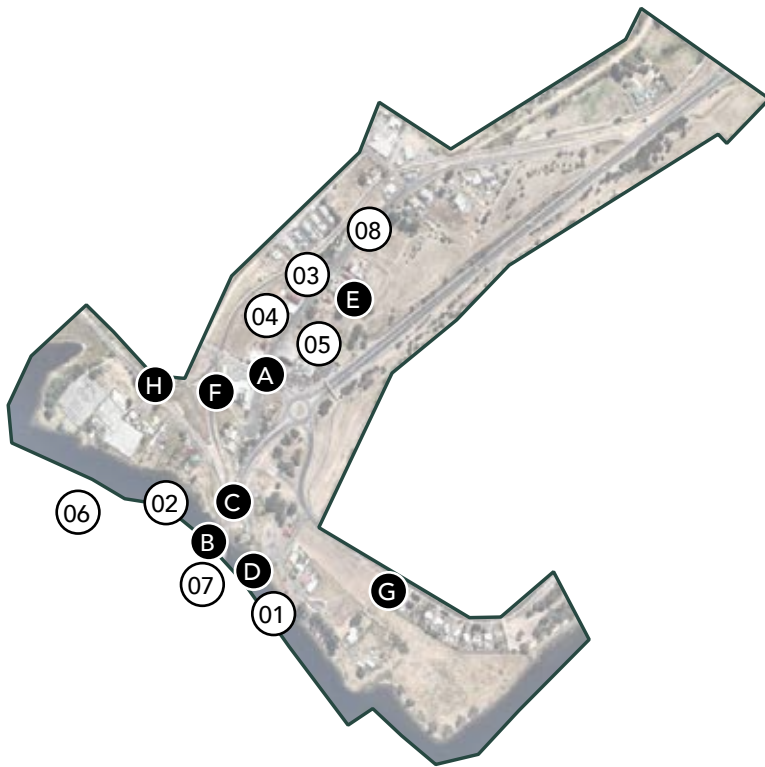


Image: Precinct aerial image



04 Image: The Derwent Tavern



05 Image: View of Old Main Road, facing north



01 Image: View from Nielsen Esplanade foreshore to the north



06 Image: View of the Derwent River and surrounding mountains



02 Image: View of former bridge abutments and convict heritage



07 Image: View from the existing Bridgewater Bridge and disused rail line



03 Image: St Marys Church Bridgewater



08 Image: View from Old Main Rd facing south







2.0

# The Masterplan

# The Bridgewater Waterfront will be...

A community precinct that supports the liveability and prosperity of Bridgewater. The Masterplan will build on the delivery of the new bridge. It will harness investment towards the creation of a thriving waterfront precinct that is an accessible, vibrant, and diverse network of spaces and places.

The precinct will support a variety of uses, including a commercial centre, community facilities, adaptive light industrial uses, and a growing residential population.

Accessible green spaces, cultural resources, and recreational amenities will stitch the precinct together. These facilities will serve multiple functions for the community and the environment. Including, the protection of the foreshore ecosystems, increased access to the water, safe places to walk and cycle, and access to public transport.

Increased walking, cycling and public transport connections will better connect the precinct to the surrounding areas. It will also help realise the potential of Bridgewater as a place of recreation and high amenity. The revitalisation of the precinct will talk to its rich past, and future potential while fostering a strong connection to Country.



## Revealing the Bridgewater communities cultural stories

The precinct will celebrate Bridgewater by showing a priority for community facilities, services and public spaces. The visibility of cultural narratives and artistic flair will highlight the pride and character of the Bridgewater community.



## Encouraging safe movement and transport access

Visitors will be encouraged to use public and active transport modes as Bridgewater will be a multi-modal interchange for the regional and local transport network. Best practice street design will make sure that safe arrival, movement, and connection is prioritised for all.





## Celebrating the waters edge

Celebrating the precinct's unique location on the water's edge will harness its greatest natural attribute. Access to the water's edge, onto the water and across the water will create a diverse mix of experiences for the community to enjoy.



## Supporting and generating a local mixed-use centre

Economic diversity will be encouraged through strategic land use supported by community services and urban design excellence guidelines. The mixed-use nature of the precinct will allow more businesses and jobs to be located within the precinct.



## Connecting thriving open spaces for people and nature

Protecting and enhancing the natural landscape the precinct will create a diverse network of open spaces for the community to recreate, relax and socialise. Safe access and multi-generation design will provide spaces and places for the enjoyment of the community and visitors alike.



## Designing a distinctive public realm that harness the local character

Buildings and public spaces will respond to the natural landscape, landform and history of the area. Flexibility will be built into the design allowing for the identity of the precinct to evolve into the future.

# Guiding Principles

# The Masterplan

The Masterplan is organised into separable layers:

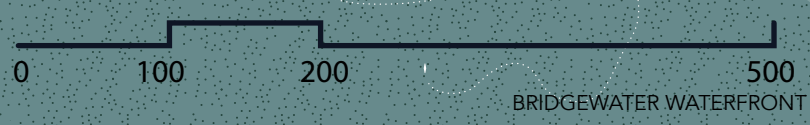
- Land Use
- Movement and Access
- Public Realm
- Green Space
- Water, and
- Community

Each of these layers comes together to create the physical foundation to achieve the Masterplan's vision and guiding principles.





This concept plan has been prepared for demonstration purposes only. It is only meant to convey the vision and structuring elements of the Masterplan. The detailed design of streets, open spaces, and buildings are not within the scope of the Masterplan. These details will be secured through future planning processes.





# Land Use



Supporting and generating a local mixed-use centre

## Action 1

The area of Rural Living Zone to the west of the precinct will be converted to General Residential Zone. This will encourage density supported by the mixed use precinct of Old Main Road.

## Action 2

Redundant land zoned Utilities is converted into Open Space to create a connected open space along the rivers edge.

## Action 3

Land which is zoned Utilities is converted to Urban Mixed Use. This will support the creation of a commercial high street and medium density residential development.

## Action 4

The Council depot which is zoned Light Industrial is re-zoned to Community Purpose Use. It will unlock land for future community services.

## Action 5

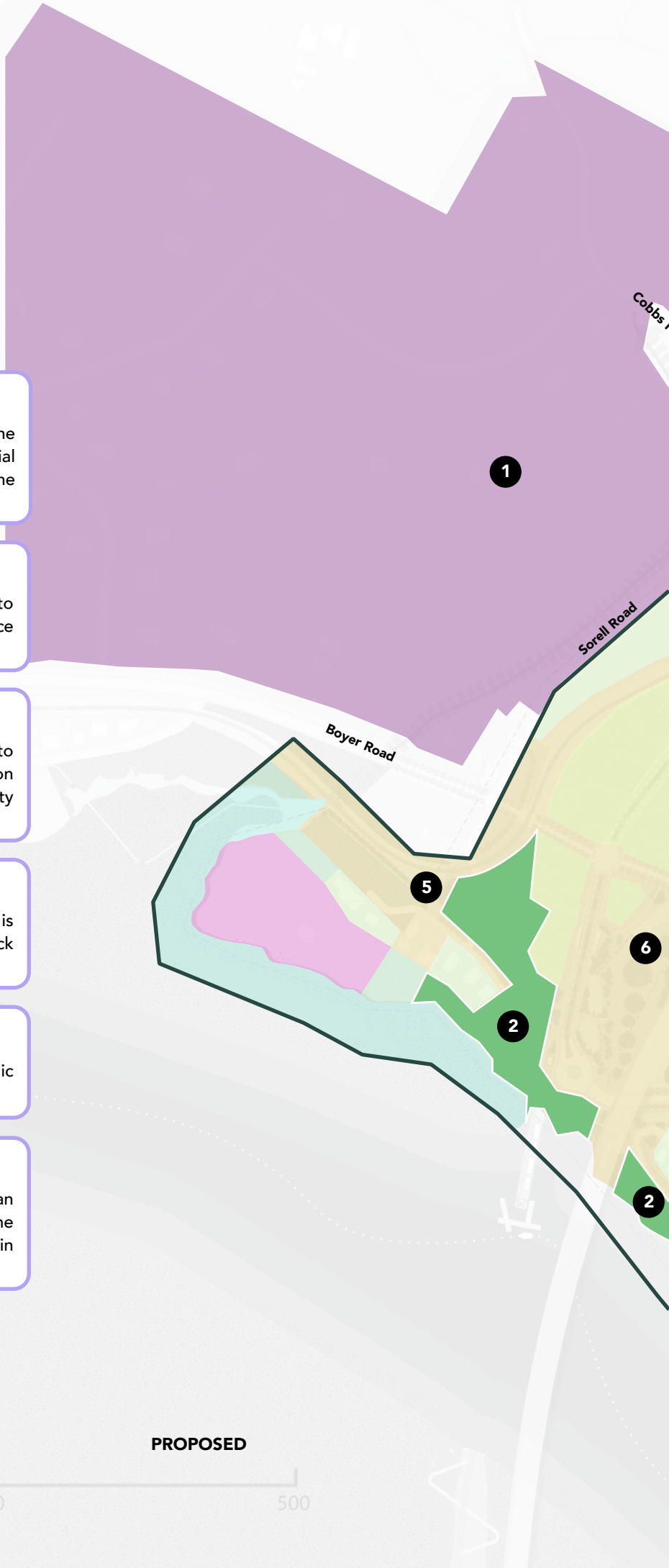
Investigate re-zoning of Utilities land for public open space to support future community needs.

## Action 6

Investigate the creation of a Specific Area Plan within the study area which implements the precincts urban design elements and land use in accordance with the Masterplan.




PROPOSED

0 100 200 500





**LEGEND**

-  Open Space (Proposed)
-  General Residential Zone (Proposed)
-  Urban Mixed Use (Proposed)

# Buildings that promote Local Character

Buildings will be sustainable and of a scale that supports local activity and a growing population around the transport interchange.

The Bridgewater Waterfront will be made up of existing and new buildings. The retention of the Church, cemetery, Coronation Hall and old bridge structure will retain heritage and character within the precinct. New buildings will strengthen the local character.

## Building Height and Mass

The Masterplan identifies the following building principles based on the planning scheme and site context:

- Medium-density mixed-use buildings (over 3 storeys) taking into consideration:
  - Complementary uses;
  - Where they will cast less shadows on outdoor spaces or adjacent buildings; and
  - The use of design accents in unique places and at key intersections.

- Make sure that the relationships between buildings, streets, and public spaces are human-scale and consider urban design principles such as active edges and passive surveillance;
- Use urban design principles to create comfortable micro-climates between buildings that allow for sunlight, shade, and reduced wind; and
- Buildings that work with the existing topography, views, and landscape.
- For landscape works, the use of native plants that are sourced from the surrounding landscape.

It is noted that a more detailed building design will be determined later.

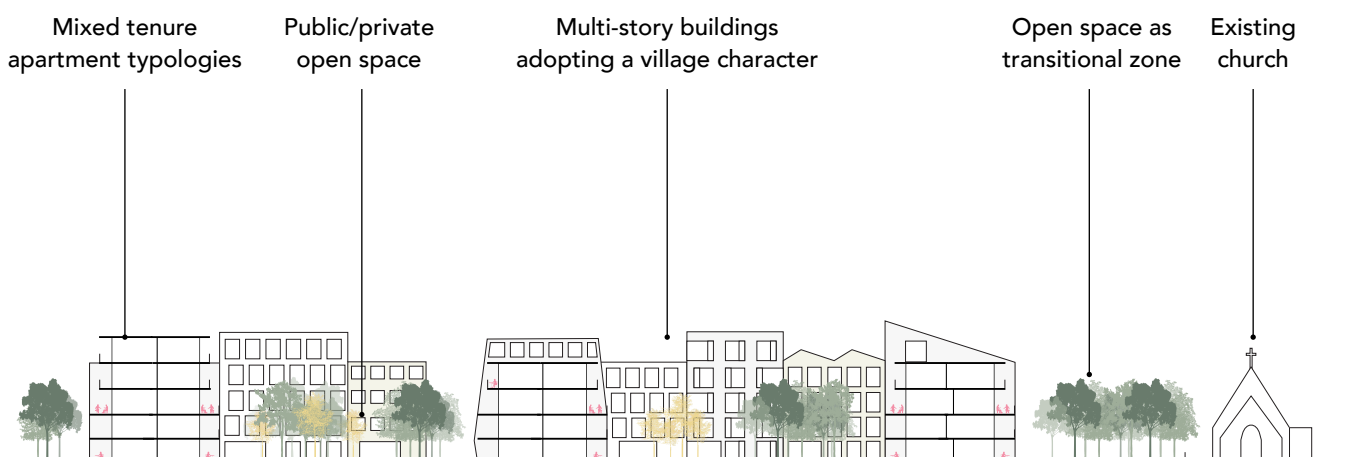
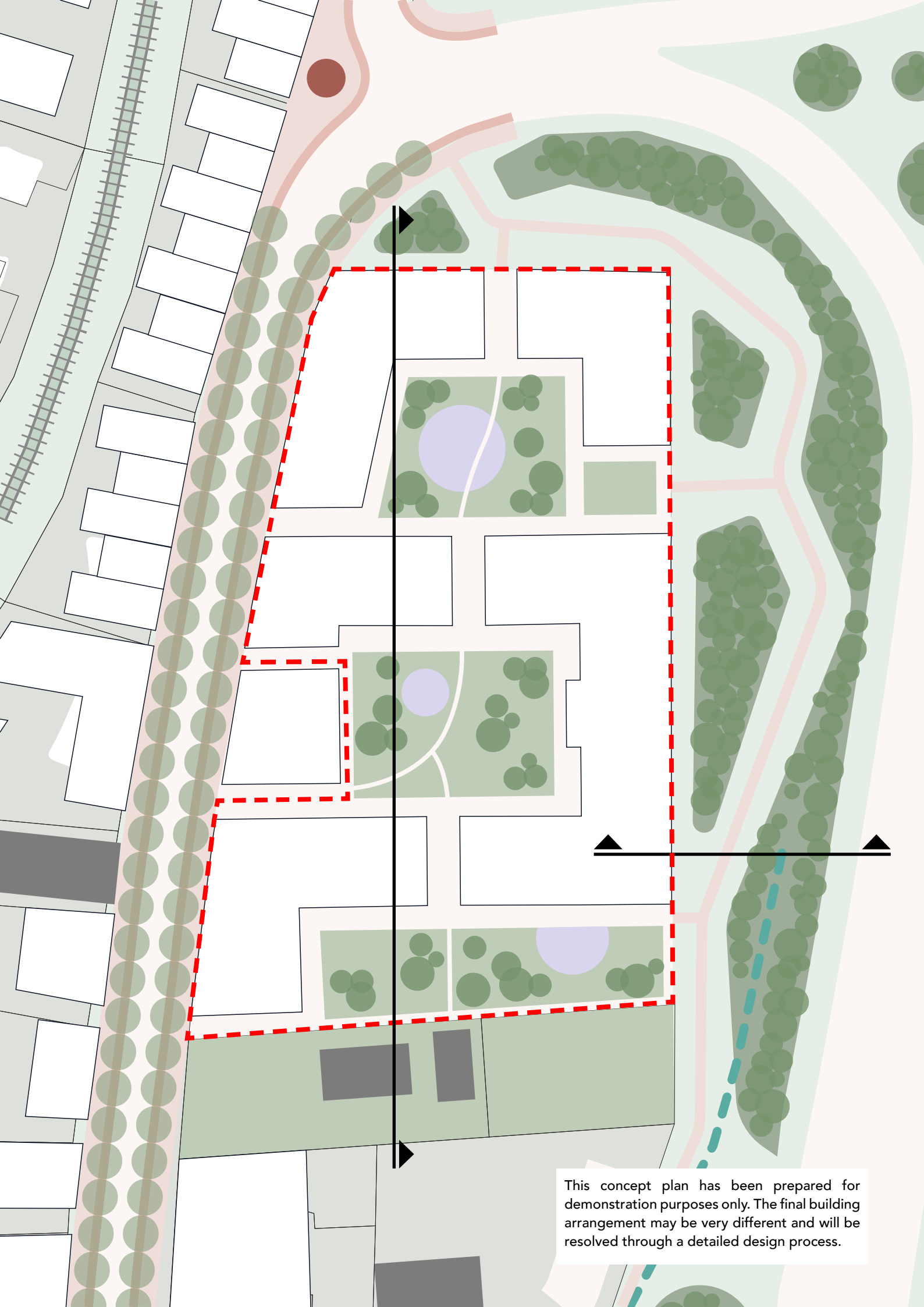


Image: Mixed-use major development area - indicative section only





This concept plan has been prepared for demonstration purposes only. The final building arrangement may be very different and will be resolved through a detailed design process.

## Design Excellence

Design excellence will be important to the creation of the Bridgewater Waterfront's character. Considerations include:

- A diversity of building forms, typologies and architectural language, within a cohesive framework. Within the major development area, the use of multiple design practices working together can assist in achieving this outcome;
- Upper level projections or recesses such as balconies, adjustable screens, windows and cornices to add life to outdoor spaces and promote surveillance from upper levels;
- High quality, visually rich details in the lower levels;
- Materials that are natural, tactile and visually interesting;
- Depth and articulation in ground-level interfaces to avoid long expanses of floor to ceiling glazing; and
- Continuous weather protection along streets.



Image: A diverse mixed-use development, Nightingale

Design consideration to mitigate vehicular noise

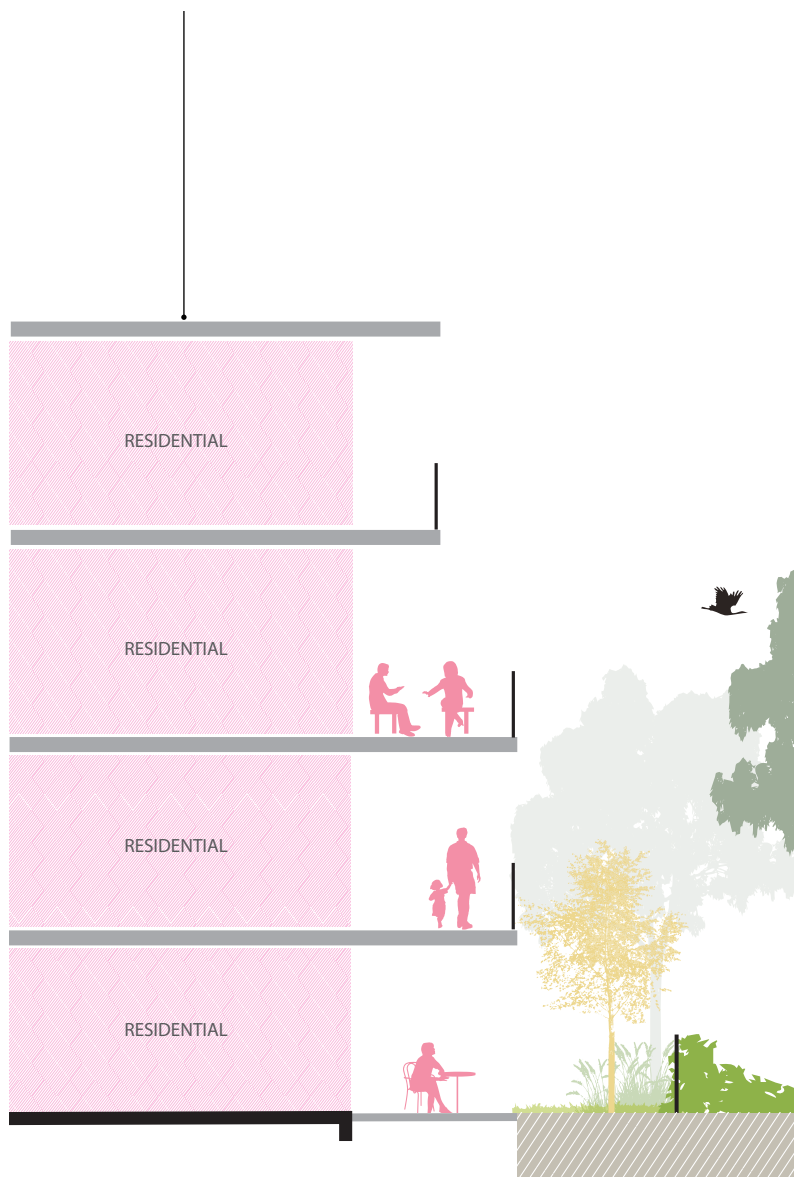
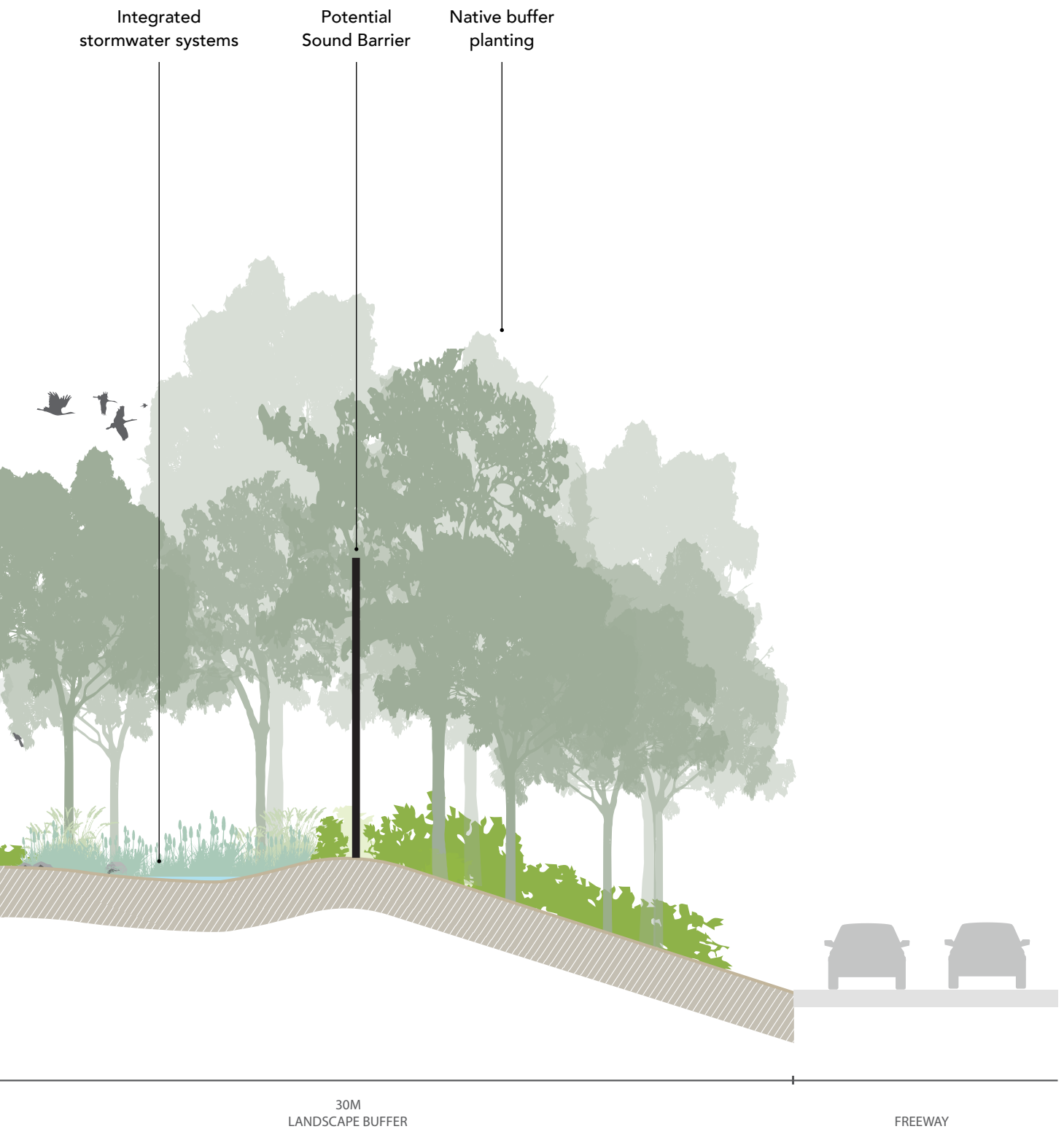


Image: Providing a set back from the Midland Highway to support uses



# A Commitment to Mixed-Use Development

A mix of uses in the precinct such as residential, commercial, retail, and community use will foster a high-amenity and sustainable community.

The Masterplan envisions the creation of a defined precinct in Bridgewater — it will be made up of attractive, memorable, and healthy places to live, work, and play. This long-term vision aims to build on the features that define Bridgewater, such as the water, the views, and the history. These features will form the scaffolding of a dynamic local centre informed by exemplary global precedents and built-in flexibility so that future neighbourhoods can evolve organically over time.

## **Mixed-use = Diverse use**

This Masterplan identifies that diversity of uses and amenities is critical to a place's long-term resilience and social sustainability. The mixed-use precinct will:

- Encourage and support a mix of uses. Commercial and retail anchor tenancies will be part of a mixed-use precinct that activates the streets and ground level day and night. These businesses will provide a range of employment opportunities for residents. Tenancies should also be varied to accommodate office space, creative industry spaces, and food and beverage offerings.
- Foster an appropriate density of residents and businesses. Over time, the precinct will encourage a high enough density of residents and visitors. This will support local businesses and create amenities, employment, and housing opportunities.
- Have standards for high-performance medium-density buildings that complement the public realm, are liveable and sustainable. Design guidance will ensure ongoing development is sympathetic to the site and the vision for the precinct.
- Plan for diverse housing stock. Attracting a diverse mix of residents requires housing typologies that can support different housing needs and budgets. This should include different sizes of homes that can cater for different stages of life, including students, couples, and young families.
- Activate the waterfront. The waterfront is a key asset of the Precinct. A new parkland trail will attract residents and visitors to the water. Private development may be encouraged at the waterfront which is sensitive to the setting and needs of the community.



Image: Maitland Levee, a declining High Street precinct re-invigorated using temporary strategies



Image: Burwood Brickworks mixed-use development on former industrial brickworks site



# Creating a Diverse Range of Housing Options

Thriving communities include homes for everyone, regardless of age, income, or household size.

Brighton's population is growing. The size and location of the precinct mean that land will accommodate some of this growth. The Masterplan will unlock land for residential development close to public transport. There is also an opportunity to provide a mix of housing options to cater for the community's needs. Strategies for ensuring a diversity of housing options include:

- Zoning and building guidelines that generate a diversity of building typologies;
- Density bonuses or reduced parking requirements which incentivise more density. This can be in exchange for providing affordable housing;
- Partnerships with non-profit community organisations for developing appropriate housing where it is needed.

To attract a diverse mix of residents, the precinct will need various housing types for different needs and budgets. This should include different sizes of homes that can cater for different stages of life, including:

- Family housing that is appropriate for young and growing families
- Housing for seniors to support aging in place;
- Housing for single-person households where individuals feel part of a community; and
- Housing that is DDA accessible and supports independent living.

## A Spectrum of Affordability

We know that housing affordability is one of the issues facing Tasmanian's today. New developments within the precinct should offer a % of affordable and social housing options.

Partnerships with Housing Tasmania will be explored to provide housing opportunities. So that many families and individuals can call Bridgewater home.



Image: Nightingale Ballarat, The Nightingale Model is an apartment development model which focuses on the triple bottom line to deliver housing that is socially, environmentally, and financially sustainable.



Image: Queens Walk for Housing Choices Tasmania

# Movement & Access



Encouraging safe movement and transport access

## Action 1

Investigate option for a river cruise and commuter ferry terminal. Utilise infrastructure of the old bridge and new bridge where practical.

## Action 2

Old Main Road is improved with separated bike lanes, trees for shade, on-street parking, and reduced road lane widths. Taking into consideration the need to accommodate heavy vehicles.

## Action 3

The bus stop is safe and comfortable for all with crossing points, signage and timetables, seating, and shelter if practical.

## Action 4

Old Main Road and Welly Park Road are reconnected as one street. Make the northern end of Old Main Road a local access road only.

## Action 5

Connection of the river trail to the east and west.

## Action 6

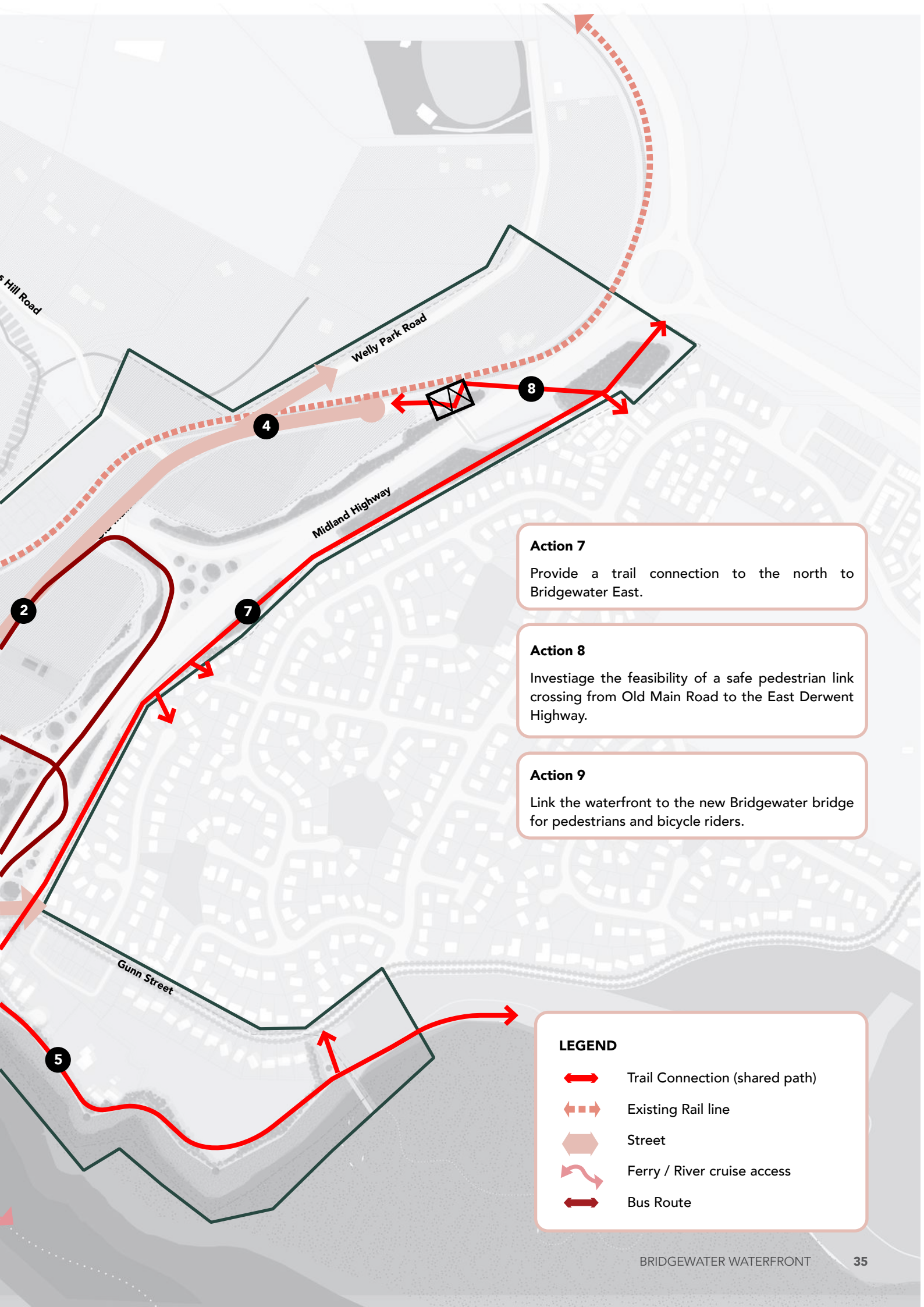
Activate the rail lines into a pedestrian and cycling path. Retain the rail lines for potential future use and location of passenger railway station if rail is re-introduced in the future.



PROPOSED

0 100 200 500





#### Action 7

Provide a trail connection to the north to Bridgewater East.






#### Action 8

Investigate the feasibility of a safe pedestrian link crossing from Old Main Road to the East Derwent Highway.

#### Action 9

Link the waterfront to the new Bridgewater bridge for pedestrians and bicycle riders.

#### LEGEND

-  Trail Connection (shared path)
-  Existing Rail line
-  Street
-  Ferry / River cruise access
-  Bus Route

# An Active High Street for an Active Community

## Converting Old Main Road back into a street for movement and people.

Old Main Road, at one time, would have supported Bridgewater's local centre. The position of the Midland Highway and Bridgewater Bridge re-directed traffic from the centre. This led to the decline of Old Main Road.

The Masterplan aims to revitalise Old Main Road as a local community centre.

An essential part of this process is to make Old Main Road safe and accessible to all. To do this, the streets will be retrofitted to provide connections for many modes of transport. Landscaping will improve the appearance of the place, increase greenery, and manage stormwater. The streets will have wide footpaths that support ground-floor businesses and outdoor dining.

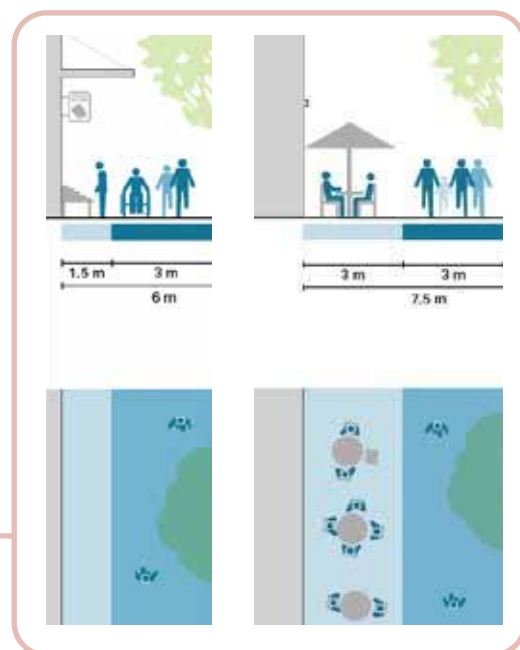


Image: Footpath geometry - Global Street Design Guidelines.

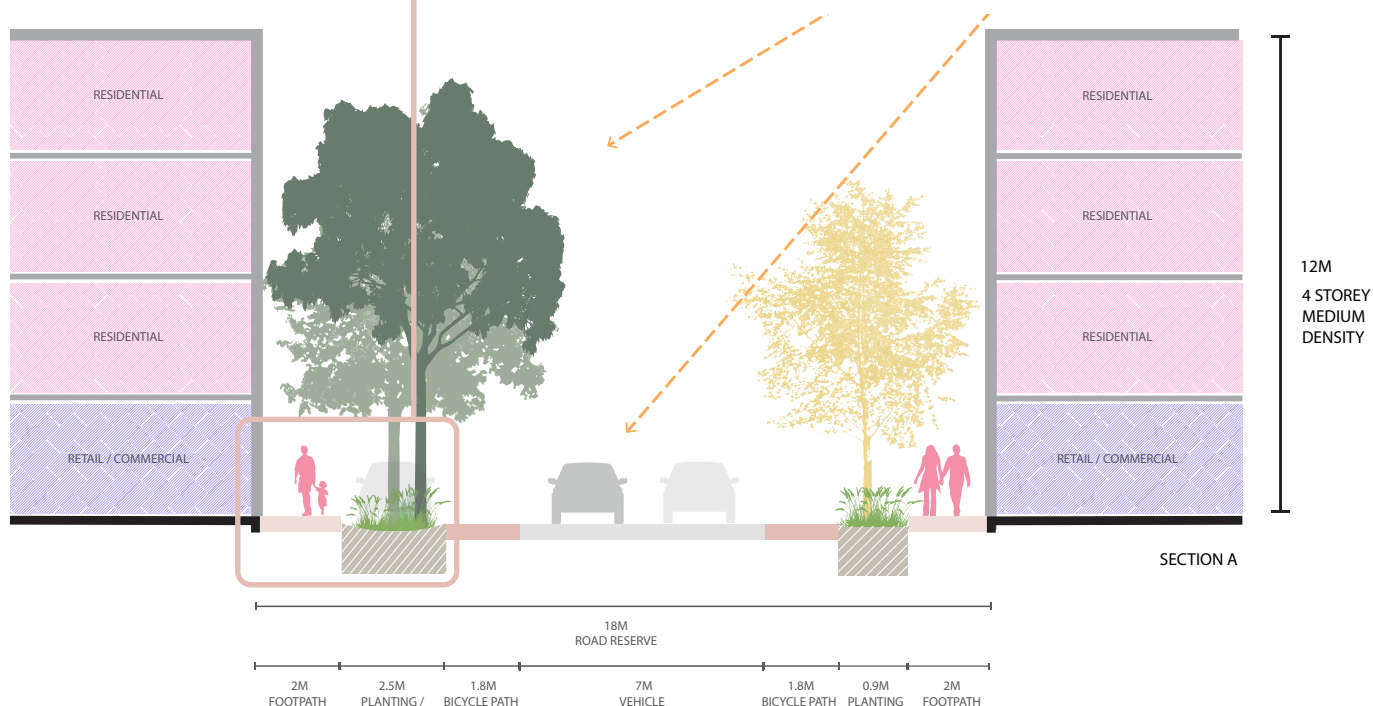


Image: Proposed Street Section - Option 1



## Bicycle Routes

Direct and safe bicycle riding and micromobility links will accommodate cyclists of all ages, abilities, and confidence levels. The network will include:

- A dedicated bicycle lane on Old Main Road;
- A shared trail along the rivers edge, and;
- Bike facilities and secure parking near the ferry and bus stop.

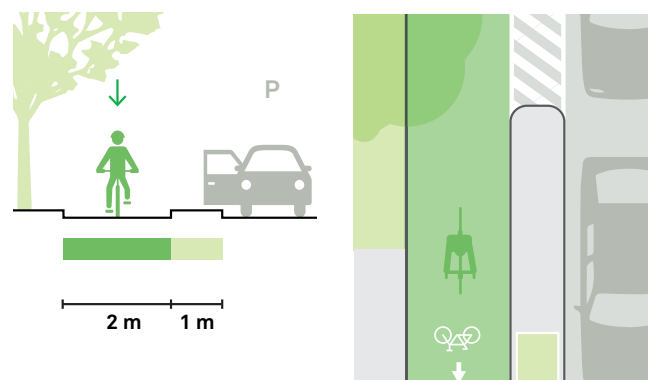


Image: Bicycle lane geometry - Global Street Design Guidelines.

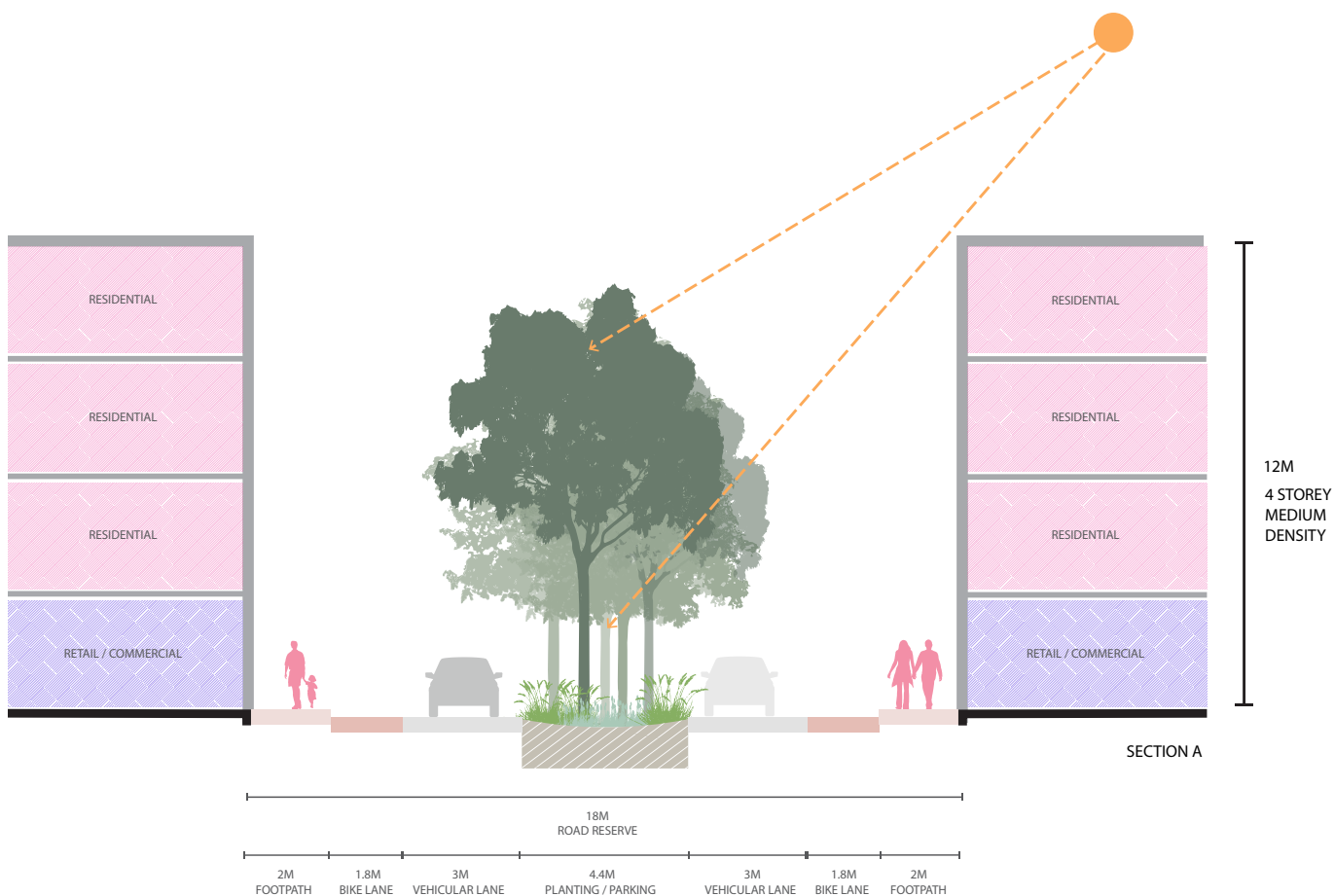


Image: Proposed Street Section - Option 2

# Connecting a Waterfront Trail network

The Bridgewater Waterfront will create a variety of ways for pedestrians to get around or enjoy the water.

The improved pedestrian network will promote Bridgewater as a healthy place to live. New walking trails and footpaths will allow people to move along the Waterfront and connect with surrounding areas. The waterfront is also an important ecological corridor. The corridor will accommodate cyclists, pedestrians and wildlife, and protect the edge of the water. Paths will:

- Connect to transport hubs and the broader cycling and pedestrian networks;
- Be easy to navigate, attractive and well-lit;
- Feel safe and free of dead ends;



Image: Karrum Karrum Bridge



Image: Nodes providing opportunity for interpretation, shelter and lookout

- Separated with reduced vehicular/pedestrian crossings to create safe routes; and
- Feel comfortable in winter and summer with shade trees, benches for rest, street furnishings, and landscaping.

Opportunities identified to create a dynamic waterfront precinct through the Masterplan include:

1. The development of a connected network of shared walking and cycling trails that enable people to walk along the river;
2. Safe walking and cycling paths integrated with the road network, to connect people to the places they need to go within Bridgewater.
3. The promotion of active recreation, including kayaking on the Derwent;
4. The creation of a 30-meter-wide waterfront corridor for both people and wildlife. The corridor will extend from the water's edge to the road. It will provide a habitat for local flora and fauna while allowing access to the water;
5. The creation of interpretation points that tell of the importance of the environment and describe some of the species that inhabit the river;
6. The creation of spots along the waterfront to sit and enjoy the scenery, and bird-watch.

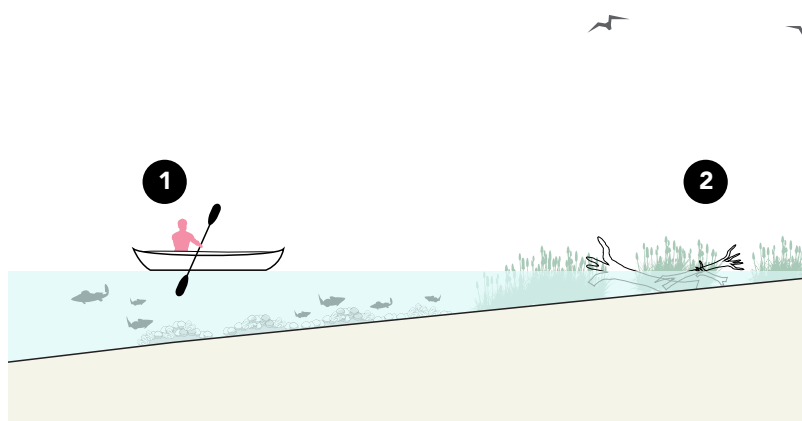


Image: Waterfront open space and trail corridor - indicative layout only

# A Multi-modal Interchange

The Bridgewater Waterfront will become an interchange for bus, ferry, bicycle and walking.

## Bus Stop

The new bus stop will connect the precinct to the broader region and provide a way for more people to visit, live and work in Bridgewater.

Old Main Road will accommodate the bus stops on both sides of the street. Provision will be made for signage, timetables, seating, passive surveillance, and lighting.



Image: Prototype bus stop

## Ferry Terminal

As Hobart grows, the creation of a ferry stop at Bridgewater may be possible. This Masterplan explores the idea of a future ferry terminal or river cruise stop. This could be part of the re-use of the structure of the existing Bridge. A terminal and floating pontoon



Image: Brisbane Ferry Terminal





# Public Realm



Designing a distinctive public realm that harness the local character

## Action 1

Explore options to re-use the existing bridge to create a community pier. Detailed feasibility study to be conducted by State Growth.

## Action 2

Provide boat ramp and vehicle access under the new Bridgewater Bridge. Detailed feasibility study to be conducted by State Growth.

## Action 3

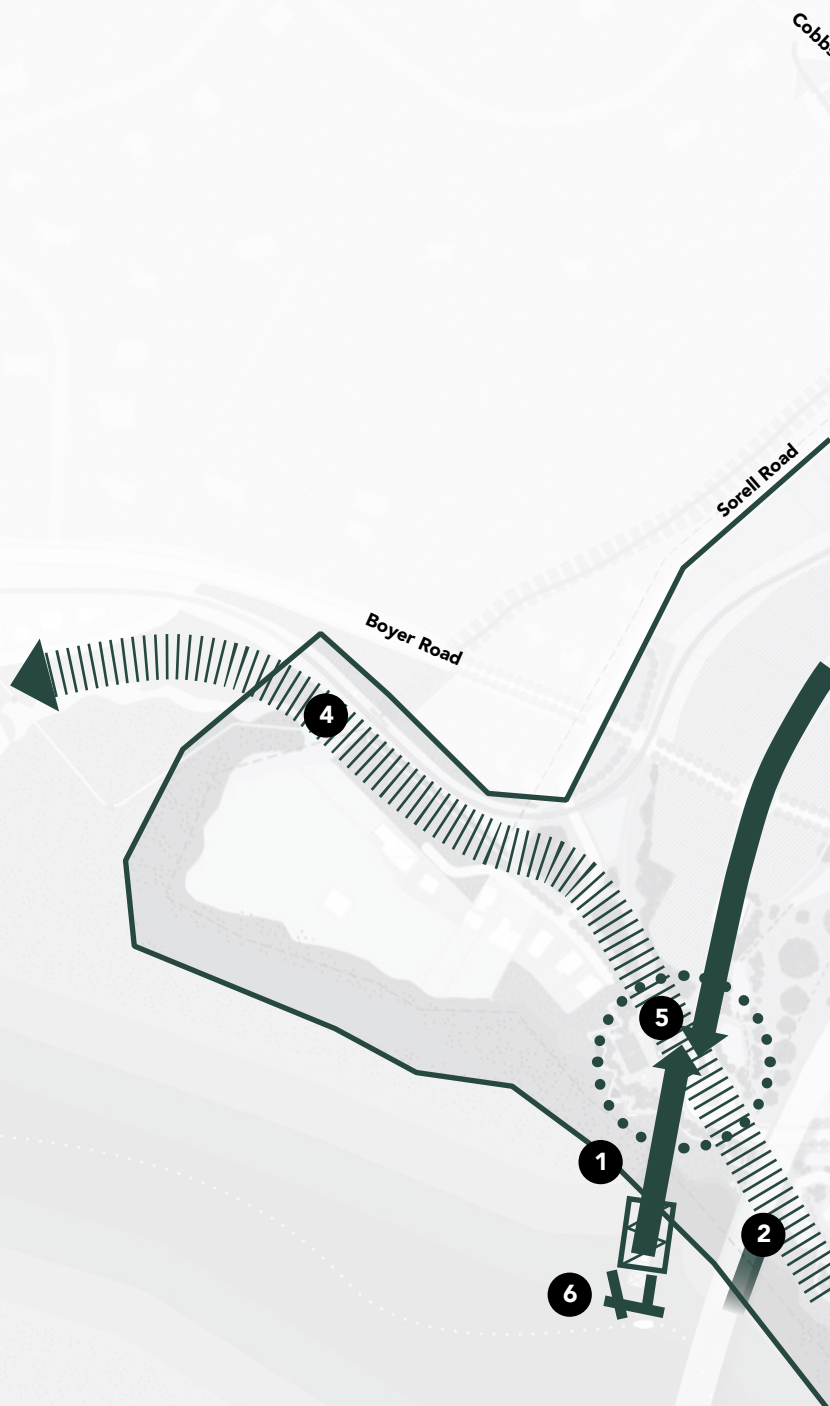
Establish Old Main Road as the central Village Spine of Bridgewater.

## Action 4

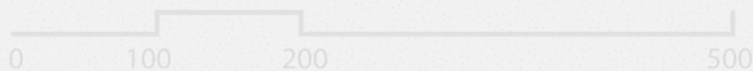
Creation of a 30 meter wide waterfront corridor for both people and wildlife where practical.

## Action 5

At the meeting point of the Village Spine and Waterfront corridor a public open space will be created for community gathering and activation.



PROPOSED







#### Action 6

Investigate feasibility for a ferry and river cruise stop integrated onto the existing bridge or a new pontoon structure.






#### Action 7

Design and develop a kayak launching pontoon and vehicle parking access off Gunn St.

#### Action 8

Investigate the re-use of the southern tower of the old bridge as part of a pedestrian overpass on the Midland Highway

#### LEGEND

-  Waterfront Corridor
-  Village Spine
-  Pontoon
-  Old bridge tower
-  Boat ramp

# The Re-use of the Old Bridge

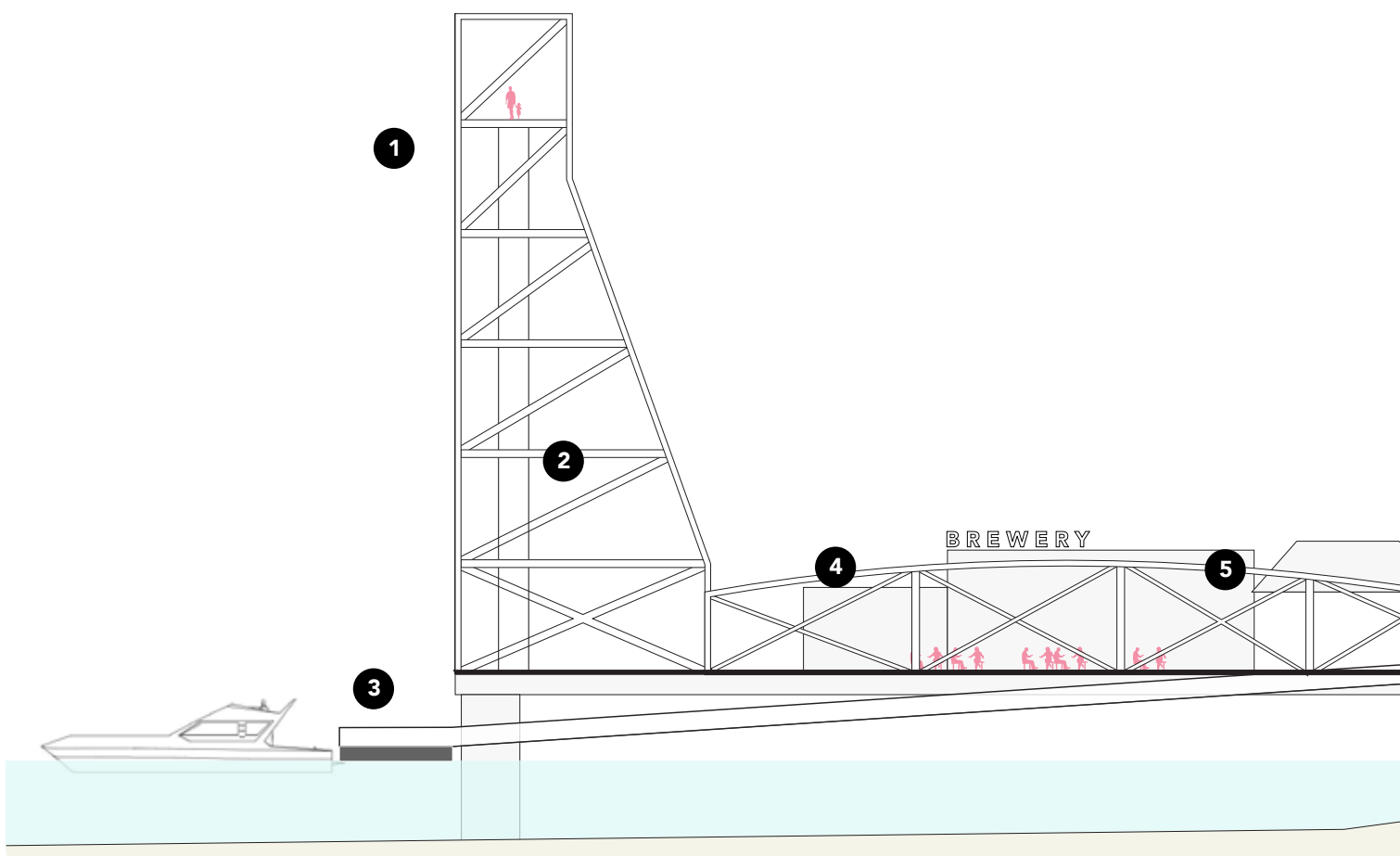
There are opportunities for the creative re-use of the old bridge where feasible, for public amenities.

We have heard how the community loves the old bridge structure. It is an iconic symbol of Bridgewater's industrial heritage. The following pages provide indicative sections and opportunities for the retention and re-use of elements of the bridge. These ideas are aspirational and subject to detailed feasibility investigation of factors including the ongoing maintenance cost of the towers.

## Option A:

One opportunity is to transform the northern span and tower caisson into a community pier. This will form part of a linear village spine that aligns with Old Main Road. The spine and pier will become a place for community celebrations, gatherings, and events.

The other big move is to re-use and relocate the southern tower of the old bridge as a feature of the waterfront parklands. This would position it on the waterfront, as a point that reflects the retained northern tower. It could become a landmark feature, be integrated with artwork or public amenities that service the water from the parklands.



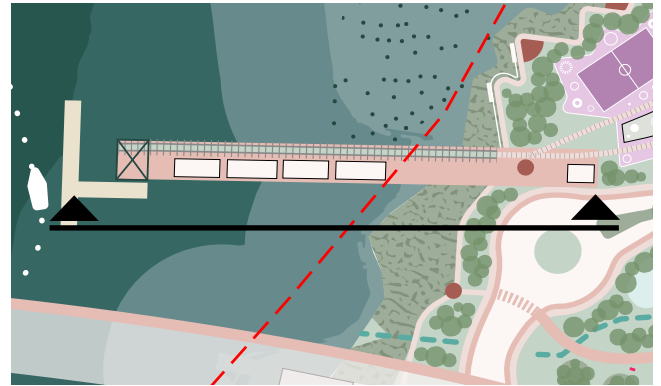
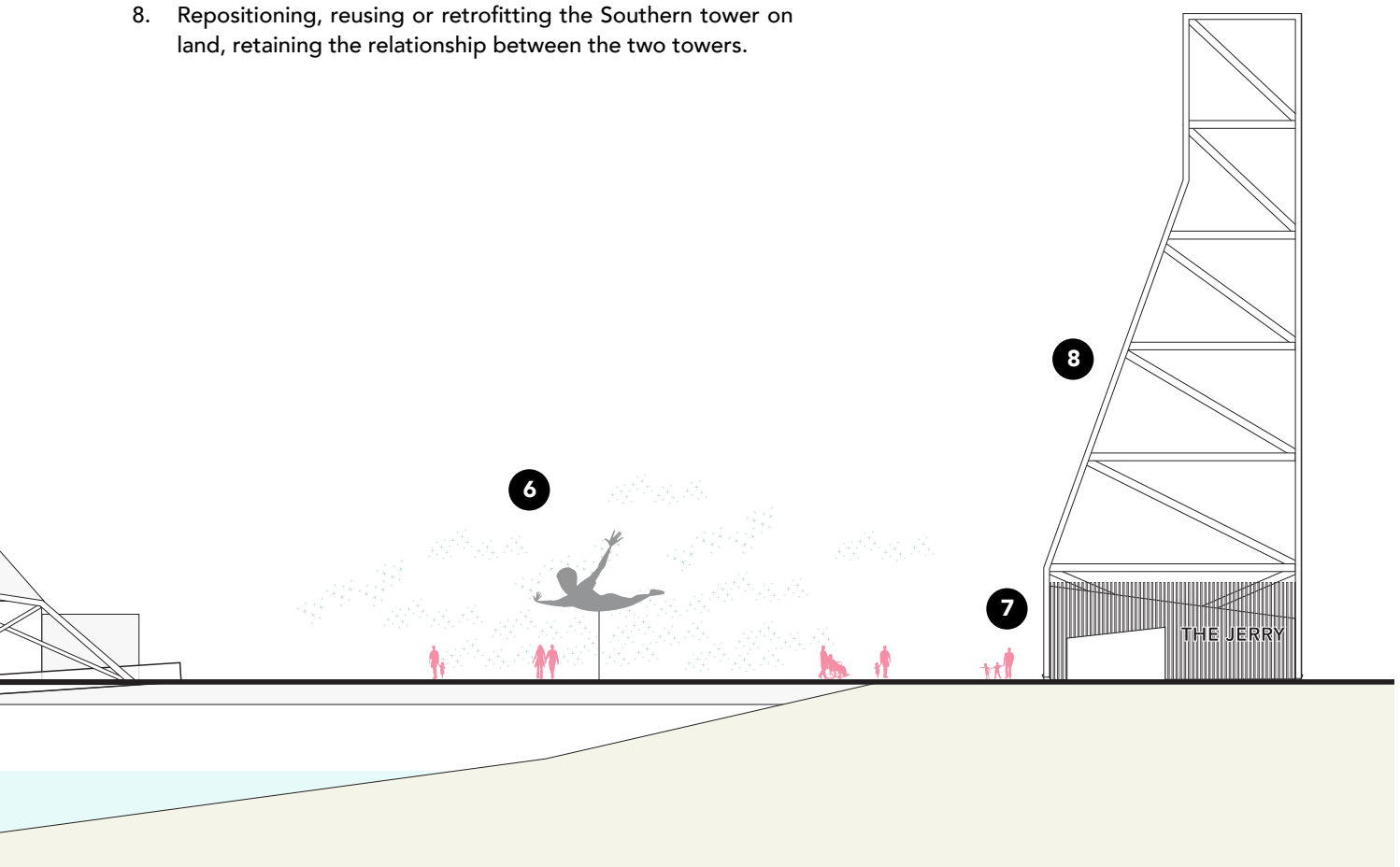


Image: Option A section location

Opportunities are identified for:

1. The northern tower caisson becomes a public lookout tower with views across the Derwent valley and over the Bridgewater Jerry.
2. Integrated lighting or artwork into the existing bridge structure.
3. A ferry and river cruise terminal with DDA access
4. A long-term lease opportunity for a waterside anchor business.
5. Creative reuse of the 'floating' control box building.
6. Large-scale public art celebrating local stories and characters.
7. Architectural public toilets - 'The Jerry'.
8. Repositioning, reusing or retrofitting the Southern tower on land, retaining the relationship between the two towers.

**Re-use and relocate the southern tower of the old bridge as a feature of the waterfront parklands.**



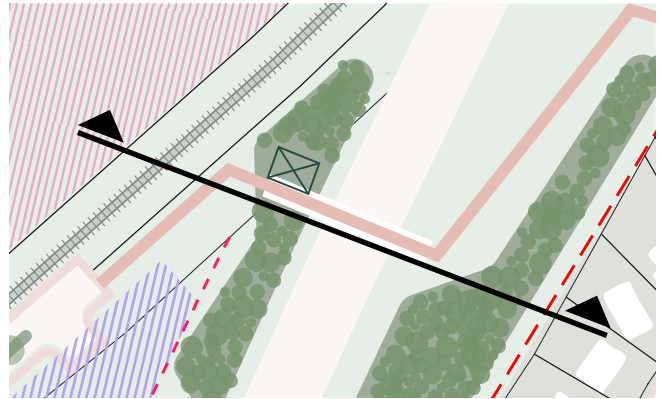


Image: Option B section location

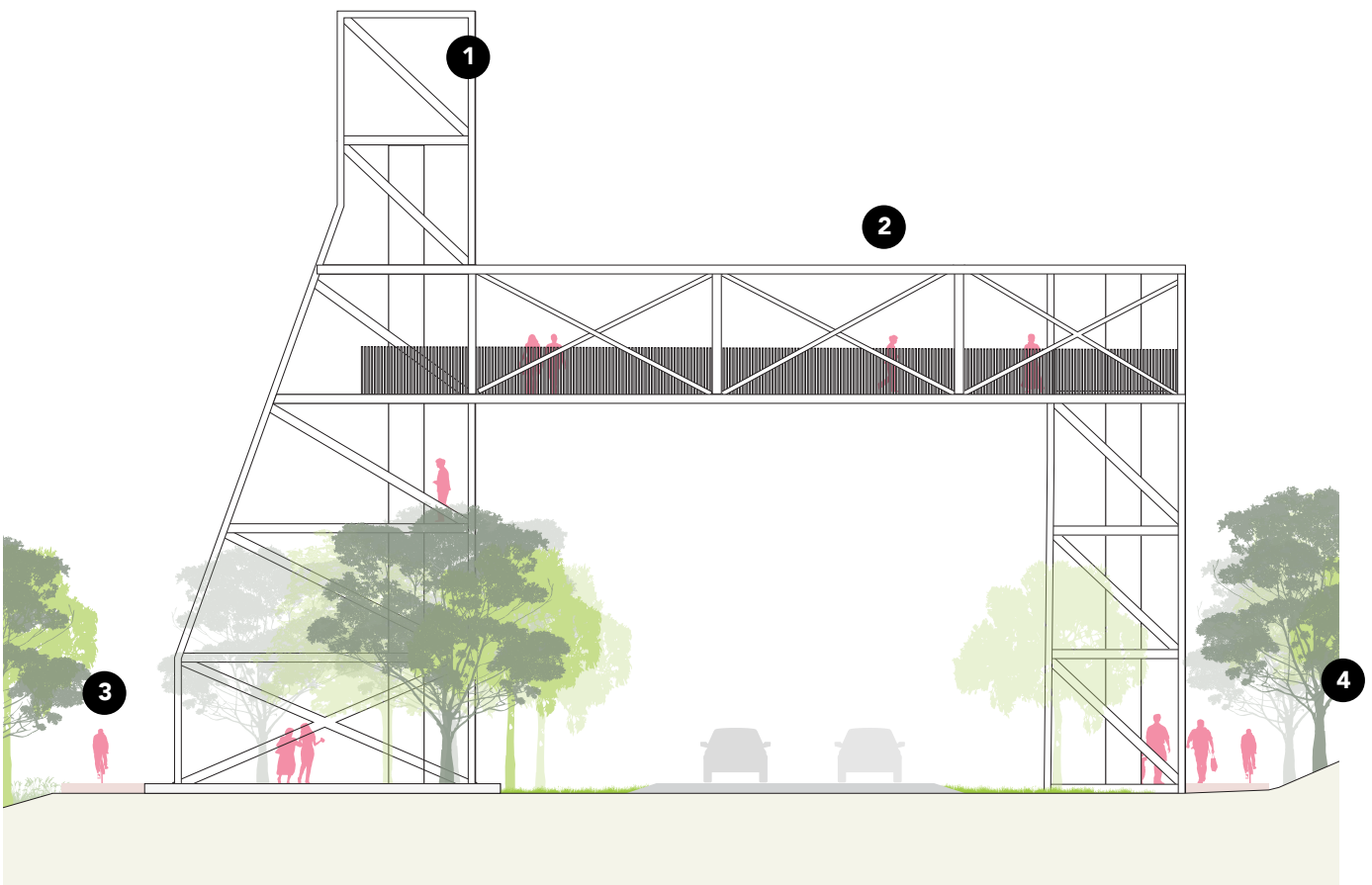
### Option B:

Another identified opportunity is to keep the southern tower caisson of the old bridge and move it near the intersection of Old Main Road and Welly Park Road. This move would reinforce the idea of Old Main Road as a Village Spine, framed by the relics of its industrial past.

**Re-use and relocate the southern tower of the old bridge as part of a pedestrian overpass on the Midland Highway**

Opportunities include:

1. The southern tower caisson is relocated (in full or in part) to the intersection of Welly Park Road and Old Main Road.
2. Construction of a pedestrian overpass and look-out over the Midland Highway.
3. Pedestrian and cycling connection from Old Main Road to the waterfron precinct
4. Pedestrian and cycling connection from the new overpass to the existing residential area and footpath along East Derwent Highway





### Option C:

If however, a suitable financial model can not be found to support the on-going maintenance of the existing bridge and its two tower caisson's, they will need to be demolished. This provides a third option to creatively re-use the material to create elements such as large scale public artworks, park furniture, structures, way finding and signage.



Image: Retained structures reused as public art works



Image: Re-used steel beams used to make unique seating structures



Image: Recycled steel used for signage and way finding



Image: Re-used steel beams to frame a new public space



# Green Space



Connecting thriving open spaces for people and nature

## Action 1

Create interpretation points along the river that allow the community to connect with nature and learn about the landscape features.

## Action 2

Make Bridgewater more green and comfortable with tree and understorey planting. Aim for 40% tree canopy and 25% understorey cover targets.

## Action 3

Use native vegetation to screen and provide a natural sound buffer from highway traffic.

## Action 4

Protect and enhance the habitat values of the rivers edge for wildlife and people.

## Action 5

Maintain public access to the old cemetery.



PROPOSED

0 100 200 500



#### LEGEND



Street Greening



Waterfront corridor



Native planting buffer



Interpretation points



# Ecology

The precinct will protect and enhance the estuary and foreshore ecology for the benefit of people and wildlife.

The precinct lies in a highly modified area that has been changed over time due to pressures of European settlement, industry, and agriculture. However, the waterfront location and topography inform actions that will help to improve how the site connects with the ecological systems that persist around the site. It will also seek to protect and enhance the ecosystem services that are provided by the environment through clean air, amenities and water purification.

The foreshore location is important for the ecological character. Now largely cleared, the foreshore was once home to stands of tea trees and acacia scrub. Towering eucalypts linked to the remnant forests on the surrounding hillsides.

The wetlands adjacent to the precinct are nationally important and support a range of bird and aquatic life. Shellfish reefs also once lined the upper estuary<sup>1</sup>. They provided ecosystem services by cleaning the water and managing nutrient loads. These reefs were harvested to extinction by European Settlers.

There is a key opportunity to protect, restore and enhance the ecologies of the site through:

- Partnership with conservation groups for the restoration projects for shellfish reefs to improve water quality, remove particulates, and provide a substrate for fauna habitat and macroalgae growth.
- Landscaping to the waterfront corridor will use a palette of native plants to support local wildlife, including native waterbird and insect species.
- Increase the tree canopy with native species. These will provide biodiversity connections to the surrounding areas of threatened *Eucalyptus globulus*, *Eucalyptus risdonii*, *Eucalyptus tenuiramis*, and *Eucalyptus amygdalina* forest.
- Work with community groups to provide interpretation points along the corridor which provide educational information of the surrounding habitat.

<sup>1</sup>State of the Derwent Estuary, 2020



Image: Queenstown Bay Park creek restoration, Queenstown NZ



Image: Sydney foreshore walk, Barangaroo



Image: Shellfish reef restoration, The Nature Conservancy



# Tree Canopy Targets

Bridgewater will set and meet targets for tree canopy planting that increase the amenity and ecological value of the precinct.

Trees provide many environmental, economic and community benefits such as benefits to public health through greening and shading. However due to historic settlement and development patterns in Bridgewater, there is a limited number of trees in the precinct on public land.

By setting a target for increasing the tree canopy to 40% (in line with the target set by the City of Hobart), the Masterplan will link into relevant municipal plans including Greening Brighton 2016-2021 and the Brighton Council Street Tree Strategy, 2019.

There are a range of planting considerations that will need to be addressed, such as species selection, understorey planting selection, and planting locations.

## **Planting a tree canopy does not just mean planting trees.**

For trees to be healthy and support life, they need to be supported by their family groups, from fungal threads, roots, herb layers, grasses, shrubs and trees. They are all intrinsically linked through carbon, water, nutrients, and hormones. Each element plays an essential role in maintaining the health of the tree family.

Increasing the tree canopy will also mean developing a understorey planting palette that further serves to support the ecologies of the site.



Single Tree  
Business as Usual Approach



Tree Family  
Healthy Country Approach

# Water



Celebrating the  
waters edge

## Action 1

Conduct detailed investigation for the replacement of the boat ramp under the new bridge with use of reclaimed land for parking amenities.

## Action 2

Promote Bridgewater as a point of access for kayaking. Provide facilities for launching, storage and rental of kayaks. Provide vehicle access and parking from Gunn Street.

## Action 3

Explore options to re-use the existing bridge as a ferry and river cruise terminal or provide a new pontoon facility.

## Action 4

Improve points of connection with the waters edge for people to sit, view, and recreate.

## Action 5

Protect the Derwent estuary from the risk of excess nutrients and sediment run-off through stormwater and landscaping interventions in conjunction with the new bridge design.

PROPOSED

0 100 200 500







#### LEGEND

- WSUD stormwater and landscaping
- Boat ramp
- Point to connect with the water

# Connection to the Water

The recreation potential of the waterfront site will be explored for the enjoyment of residents and the wider community.

The Masterplan seeks to improve the connection to the water's edge for residents and visitors of the precinct. This connection will enhance the liveability of Bridgewater and generate activity along the foreshore.

The plan will explore opportunities for passive and active connection to the waterfront that is complementary to the site and setting.

## Kayaking

Kayaking is a popular recreational activity and a great form of exercise to support cardiovascular and mental health. It is also a way to experience the diverse natural landscape features, rivers, and aquatic habitats. There is an opportunity to provide amenities to make Bridgewater a launching point for kayaks, and to connect into existing kayaking trails. This includes the popular Clarence City Kayak Trail which has a launch point in Risdon. Amenities for kayaking can be multipurpose and include accessibility features for launching to make kayaking fun and accessible.

## Trails and viewing points

Walking trails along the riverfront will enable people to interact more with the Derwent River and its ecosystems. Creating a trail connection along the waterfront links the existing trails on the estuary's banks to the northwest and southeast. Trails will be accessible and have points for lingering and learning. These will include benches and places to enjoy key views of the water and mountains. By designing trails to be accessible and safe for all ages, the waterfront will be an inclusive space.

## Bridgewater Boat Ramp

The Bridgewater boat ramp is a crucial point of connection for the community to the water. It has been a well-loved asset for the community and region. However with the construction of the new bridge in the location of the existing ramp, the amount of suitable sites for boat launching are reduced.

The Masterplan includes an action to preserve the boat ramp at Bridgewater and provide parking and amenities for boat ramp users.



Image: Grorudparken on the Alna River Oslo

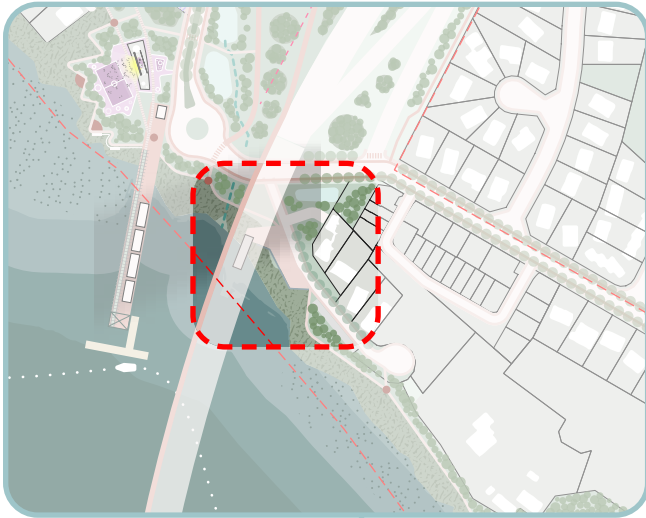


Image: The floating kayak club



Image: Newells Paddock





### Boat Ramp Option: Under the New Bridge

An option is to locate the boat ramp underneath the new Bridgewater Bridge. This location has been investigated as the optimal site within the precinct due to space and topographic constraints. The ramp will be positioned directly under the new bridge and in-between two structural pylons. The location will be able to support space for the parking of 12 boat trailers.



# Community



Revealing the Bridgewater communities cultural stories

## Action 1

Investigate with TasRail possible options to re-purpose the non-operational rail land for public open space and community use. The use of the non-operational railway line is dependent on approval under Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016.

TasRail operational infrastructure located within the precinct would need to be relocated in order for the action to be delivered.

## Action 2

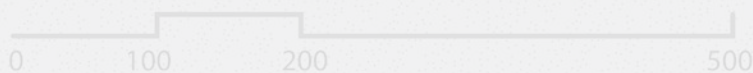
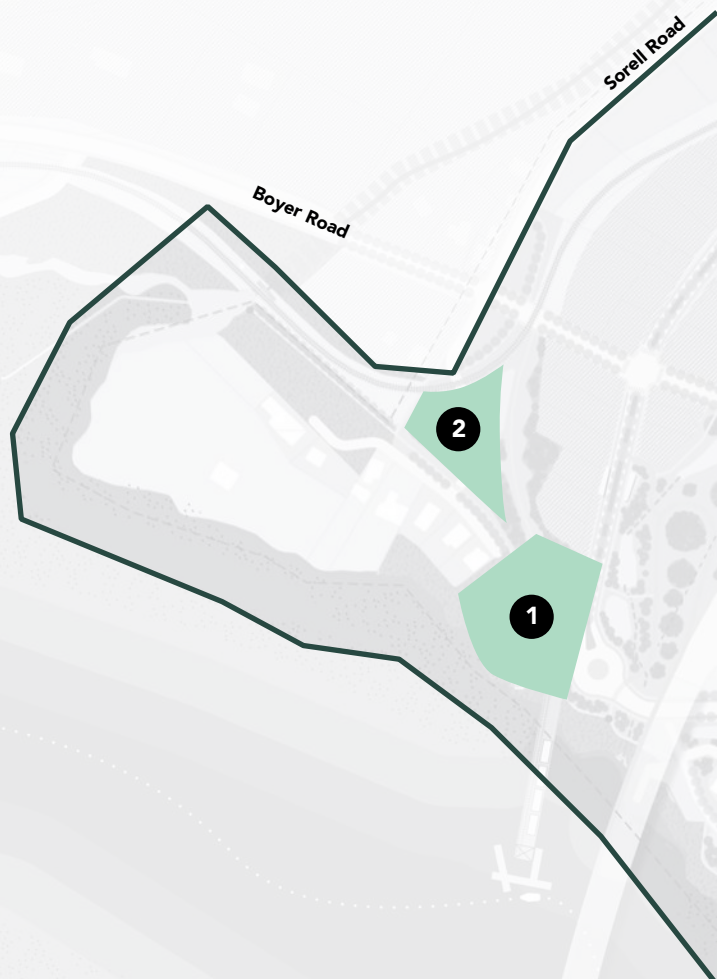
Investigate with TasRail possible options to activate rail land for community uses. This Masterplan acknowledges that this area is adjacent to an active railway line. Uses will need to be compatible with the operational heavy freight corridor providing suitable buffer zones and safety barriers.

## Action 3

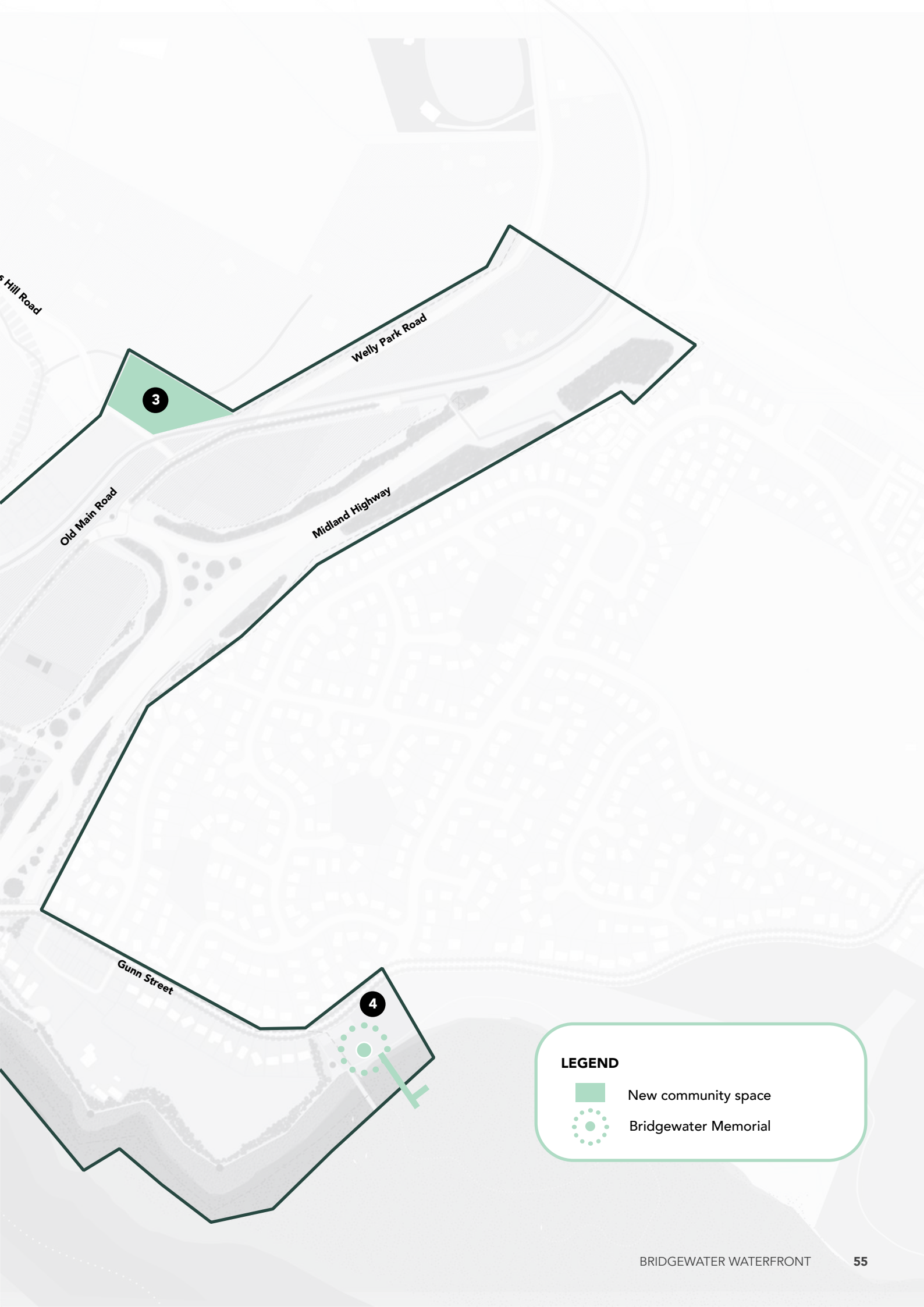
The land of the Council depot is unlocked for community infrastructure needs. This may include facilities that are needed by the growing community and support a healthy and vibrant local centre.

## Action 4

Bridgewater Memorial repositioned as a key node on the waterfront.







**LEGEND**



New community space

Bridgewater Memorial

# Inclusive Community Facilities

Community facilities strengthen the social fabric of the precinct and offer places to learn, grow, and play together.

Social infrastructure will support community health, cohesion, and resilience. Investment in community facilities can lead to more liveable, sustainable, and healthy cities for all to enjoy. The social infrastructure and associated benefits provided in the Masterplan will include:

- Investment in local community facilities. The precinct provides the opportunities to co-locate and consolidate these around a focused Village Spine and waterfront precinct. Facilities may include childcare centres, allied health, recreation facilities and community spaces. Space will also be created that allows for gathering and meeting at the waterfront. These spaces can serve as essential places for socializing and promoting community;
- Provision of public open space by incorporating sports courts, rebound wall and skate/bmx elements. Areas for active recreation can help promote physical activity and healthy lifestyles;
- Investment in local cultural opportunities. Space in the precinct will be provided for public art displays that the public is able to interact and engage with. Such spaces can be constant or temporal and allow for the community to participate in the identity shaping of Bridgewater as it grows;
- Other facilities and services provided by non-profit organisations, institutions, or philanthropic groups will contribute to social infrastructure and support community, including, but not limited to: senior service centres, food growing, and cultural institutions.



Image: Space for temporary events and gathering, M-Pavillion Melbourne



Image: Community garden and youth workshops, 24 Carrot Project



Image: Wunggurrwil Dhurrung Community Centre - Melbourne



# A Precinct with a Co-Created Identity

Community identity is sustained through thoughtful collaboration that supports social cohesion and a shared future.

Brighton is home to a diverse community of people from different backgrounds and demographics. The Masterplan recognises the diversity of Brighton as a strength that must be embraced and supported. The Bridgewater Waterfront will represent the community's needs and the needs of workers and visitors who will share in the experience of the place. Opportunities in the Masterplan process will be explored for the community to connect to Country.

## Connection to Country

The Masterplan will be implemented with Aboriginal people, knowledge holders and cultural practitioners to ensure that the Bridgewater Waterfront is defined as a place in, and on Country. This may include:

- Interpretation of Country to inform architecture, landscape, artworks and way-finding design and material choices;
- Collaborate with Aboriginal people to incorporate sustainable practices and systems;
- Truth-telling through the interpretation of ancestral and contemporary stories;
- Provide space for Aboriginal people to share stories and histories; and
- Provide culturally appropriate space for the Aboriginal Community to engage with and enjoy the precinct.

## Art and Culture

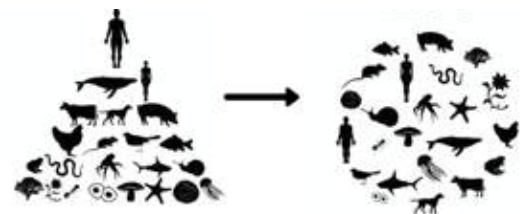
Cultural programming and participation in the arts can activate a space and increase the sense of community. The Masterplan draws on Brighton's vibrant arts sector.

## Naming

The naming of the spaces that are created through this Masterplan will emerge through engagement with residents and the Aboriginal community.

## Designing with Country

A sustainable Bridgewater Waterfront requires the reintegration of nature and people. There is no better model for human civilisation in balance with nature than that of Australia's First Peoples. Aboriginal people know that all things are connected. This interconnected system is known as Country.



Designing with Country, bringing Indigenous knowledge and thinkers into the process and consulting deeply with local Indigenous Communities will be at the heart of the Bridgewater Waterfront.

There are ways of honouring these connections with Country through careful design choices and the inclusion of Aboriginal people. This can uncover hidden histories, positioning the stories, knowledge and culture of Aboriginal people as visible interwoven parts of the Bridgewater Waterfront.



Image: Casino Aboriginal Medical Centre – Casino NSW

# A Park that Provides a Place for Everyone

Bridgewater will have an active waterfront community park with vibrant uses and public amenities.

The waterfront park and open space created through the Masterplan will provide opportunities to integrate public and civic facilities in a shared space. Over 10,000m<sup>2</sup> of public open space will be unlocked for community benefit.

As the land may be used for a future railway station if trains are ever reintroduced. This space will be temporary, and need to fit into future plans for rail infrastructure.

Key users of the space will include residents and community members of Bridgewater. It will also be a place for workers and visitors to enjoy. A focus on community outdoor recreation will provide a range of different spaces. These spaces will also accommodate public and community events.

Strategies to make the Bridgewater waterfront an inclusive and accessible place will include:

- The incorporation of accessible design features such as wheelchair ramps, tactile paving, and braille signage to ensure accessibility for people with different ranges of mobility and ability;
- The provision of seating options, including benches and picnic tables, to accommodate different needs and preferences;
- Playground equipment that is inclusive and accessible to children of all abilities;
- Provision of shaded and sheltered areas to protect visitors from the rain, sun, and heat.



Image: Scale comparison Geelong Community Recreation Park - 6100sqm



Image: Play space based around Aboriginal seasons, Royal Park Melbourne



Image: Adaptive re-use of local materials, Leichardt Pockets Park

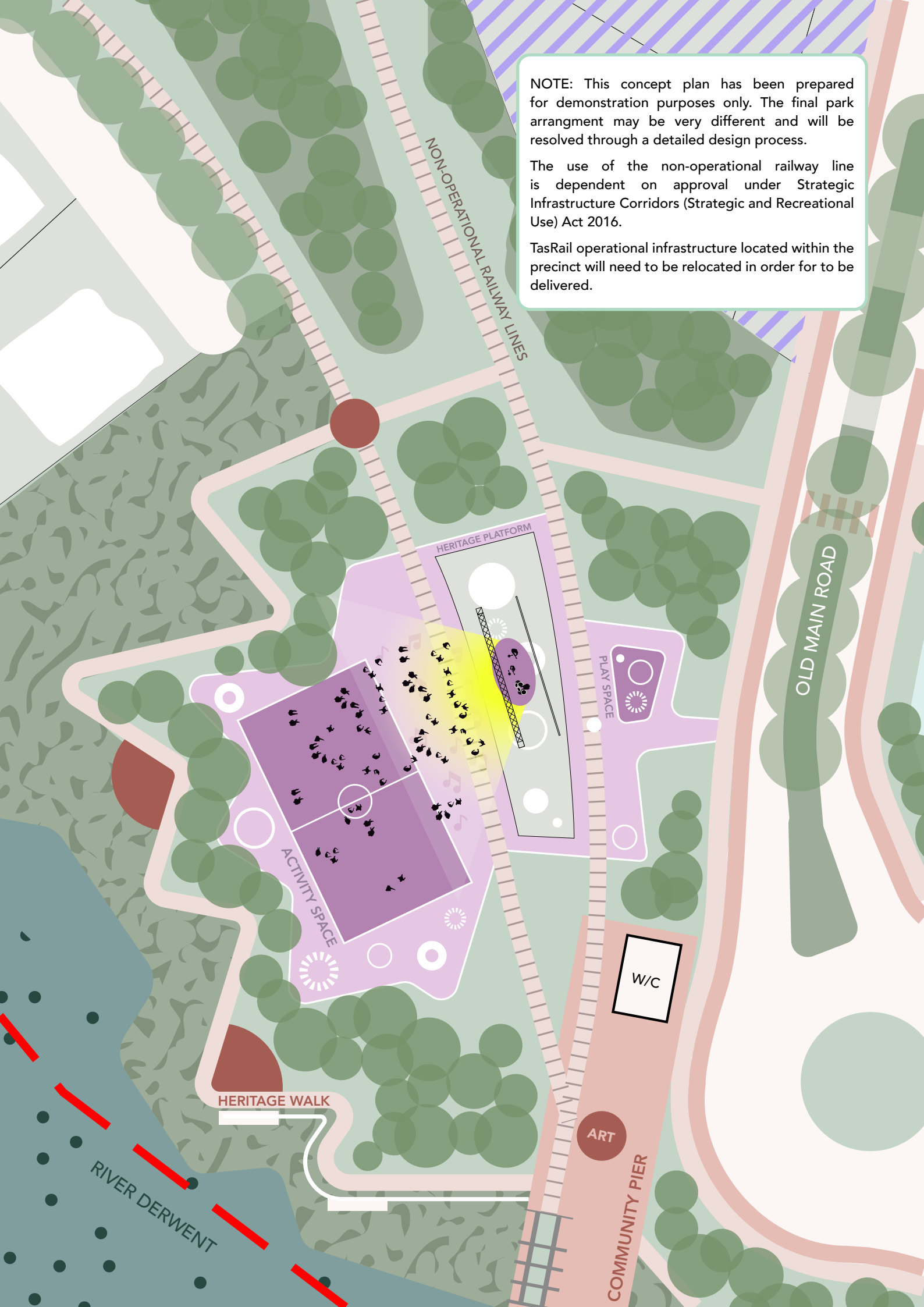


Image: Songzhuang micro community space

NOTE: This concept plan has been prepared for demonstration purposes only. The final park arrangement may be very different and will be resolved through a detailed design process.

The use of the non-operational railway line is dependent on approval under Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016.

TasRail operational infrastructure located within the precinct will need to be relocated in order for to be delivered.





Brighton  
*going places*