

## Foreshore Access

The Hobart City Council is seeking community views on providing improved public access to the Battery Point foreshore.

Proposals for access to the foreshore around historic Battery Point, including a number of walkway options, have been discussed for decades. A walkway was documented in the 1995 Derwent River Management Plan. Since that time, a number of proposals have been put forward including various standard walkways, a cycle path and a number of possible routes, all of which have been examined.

## Consultation

Battery Point is a Hobart icon of great historical significance and Council is aware of a strong public desire to access the foreshore. At the same time, it is recognised that residents and other stakeholders will also have varying points of view.

While the Hobart City Council has not taken a position on the mode of access, in 2008, it was determined that a public consultation process should be undertaken to determine community views on the options available. The Council would like to know if the public wants improved foreshore access and what style and level this should be. It is encouraging residents, interest groups, other stakeholders and the community to have input.

## Three classes of track

While there is a range of options, they broadly fall into three classes of track within the Australian Standard for public access walking tracks. The final outcome could comprise components from all three classes of walking track.



### 1. Elevated boardwalk

An elevated boardwalk (min width 900mm, preferred between 1.5m and 2m) would be constructed above the high-water mark and would be generally accessible at all times. This option does not require major modification of the shoreline and the structure could be durable and long-lasting with a lifespan of up to 50 years. The existing jetties could be accommodated in the design. The boardwalk would be generally level and suited to walkers of most abilities, although not providing universal access. It would be visible, approximately two metres above the mean low-water mark at low tide.

### 3. Scramble track

This would involve only minor path works and the track, of 1.2m in width, would be suitable only to agile walkers mainly at low or medium tides. While it involves relatively low construction costs and would increase accessibility, the formed track would be inundated above the mid-tide range and be impassable at times on a daily basis. Ongoing frequent maintenance would be required.



### 2. Path on top of rock revetment

The path would be constructed on top of a rock retaining wall (revetment) above the high water mark, allowing access under all recorded tidal conditions, but requiring some widening of the foreshore.

The minimum track width would be 900 mm, with a preferred width of between 1.5m and 2m. It would be generally level without steps and while not providing universal access, would be suitable for most walkers. Crossings would need to be provided to allow access to private jetties and slipways.



# Battery Point Foreshore Access **Public Consultation**

## Have your say

You can have input to the consultation process.

Provide written comments by

17 April 2009 to:

Freepost 1600 GPO Hobart, Tas 7001,

or email to [rsvp@cctas.com.au](mailto:rsvp@cctas.com.au).

Comment via the website:

[www.hobartcity.com.au/batterypointconsultation](http://www.hobartcity.com.au/batterypointconsultation)

Telephone the consultation hotline 6210 5209

The Consultation is being conducted by

Corporate Communications (Tasmania) Pty Ltd

on behalf of the Hobart City Council.



The Hobart City Council  
seeks the community's views  
on providing improved  
public access to the  
Battery Point foreshore