

CIVIL | STRUCTURAL | MARITIME



PROJECT:

“Spring Bay Harbour
Expansion & Maria Island
Ferry Terminal”

CLIENT:

Glamorgan Spring Bay Council

DATE:

23 May 2018



GLAMORGAN
SPRING BAY
COUNCIL

Burbury Consulting Pty Ltd
Engineering & Project Management
ABN 75 146 719 959

2/2 Gore Street, South Hobart, 7004
PO Box 354, South Hobart, 7004
Tel 03 6223 8007

BURBURYCONSULTING

Triabunna Port Master Plan – Review

- * Present the Spring Bay Harbour Expansion
- * 2018-2030 vision for the Triabunna Port
- * Current status of port development & existing plan
- * Proposed development plan
- * Program and staging
- * Investment scenario
- * Stakeholder engagement to Development Implementation

Triabunna Port Development Plan: 2012-2018



- \$4.5m investment
- Inner marina
- Boat ramp relocation
- Commercial berths
- Eastern marina
- Wharf extension
- Ferry berth

Triabunna Development – 2012-18 Plan

- 2012 development strategy incorporated expansion into MacLaines Inlet and adjacent to SBBC
- Initiated review with key inputs on port parking, ferry terminal and VIC funding



Triabunna Port 2008 to 2018

TRIABUNNA PORT
2008



TRIABUNNA PORT
2018



- * Increased growth and change from 2008 - 2018
- * Review the strategy for 2018-2030

Triabunna Port SWOT

Strengths & Opportunities:

- Protected harbour & access to east coast waterways
- Strong demand – commercial and recreational sectors
- Infrastructure to support landside development
- Linkage to Maria Island visitation
- Core economic base with expansion relative to growth in commercial, servicing, maintenance, visitation, maritime access



Limitations/weaknesses:

- Parking
- Congestion at wharf
- Berth capacity at loading wharf
- Congestion in channel at ramp, wharf face and ferry berth
- Vessel draft limitations
- Capacity to support large vessels
- Entrance channel & navigation
- Capacity for demand on commercial berths
- Demand on recreational berths
- Ferry berth “temporary”
- Landside integration & visitor facilities

Triabunna Port – Short Term Parking



- Ex. parking = 100
- New parking = 68
- Total parking = 168

Development Plan

- Staged development plan with 3 key phases
- New ferry terminal and parking
- New marine maintenance and servicing
- Expanded and consolidated commercial wharf
- Designated loading and unloading and commercial berthing
- Expanded marina capacity and marine business opportunities
- Provision for connected land and building development





LOCALITY PLAN
NTS

OUTER ZOOM - PROPOSED GENERAL ARRANGEMENT
1:5000 (1:10000 ZOOM)

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS	Rev No	Revision	Date	Checked	Approved
A	1	ISSUED FOR COMMENT	06/04/18	JB	JH
B	2	REVISED FOR DISCUSSION	11/04/18	JB	JB
C	3	REVISED FOR DISCUSSION	20/07/18	JB	JB



ABN 75 116 716 000
P.O. BOX 350
30071 "GLEN", TAS 7204
T: (051) 8223 8007
F: (011) 8223 1143
E: info@birbyconsulting.com.au

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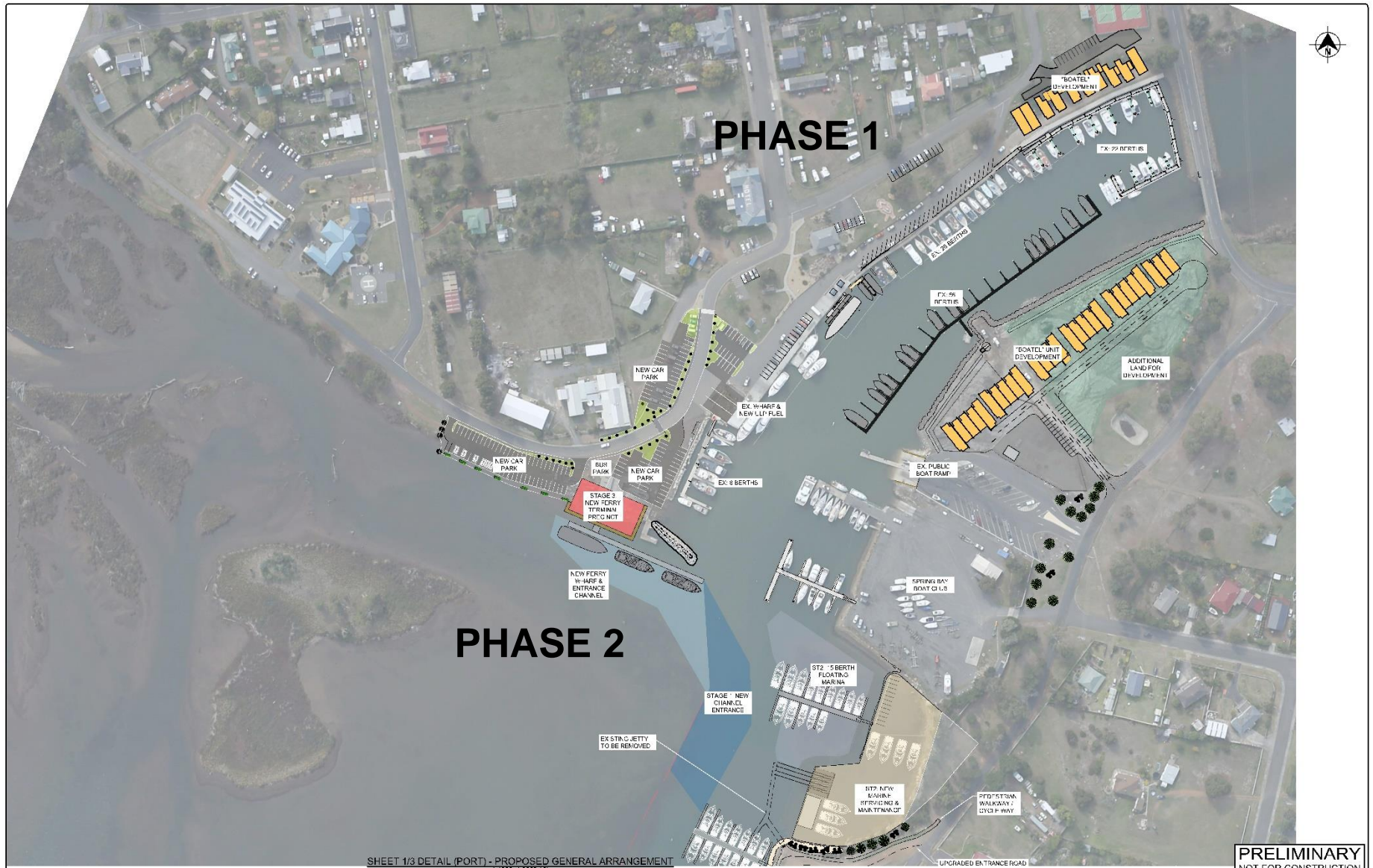
Drawn by	R. PARKER	Scale	2500:1
Checked by	J.B. BERRY	Date	20/07/18
Reviewed by		Date	

Client	GLAMORGAN SPRING BAY COUNCIL
Project	SPRING BAY HARBOUR EXPANSION & MARIA ISLAND FERRY TERMINAL
Title	OUTER ZOOM - GENERAL ARRANGEMENT
Scale	NTS
Sheet No	A1
Sheet No	1535 - 8K01
Rev	C

Phases

- Phase 1 – port & marina completed 2018
- Phase 2 – new port entrance, marine servicing and ferry terminal: 2018-19 (\$4.5m)
- Phase 3 – commercial precinct, wharf, berths & reclaim 2019-25 (\$10m)
- Phase 4 – outer harbour, 2022-25 (\$5.5m)





PRELIMINARY
NOT FOR CONSTRUCTION

Revision	Drawings title	Date	Checked	Approved	By	For
A	REBUILT FERRY COASTWAY'S	14/03/06	J.B.	J.B.		
B	R/S/142/F016/28048 ON	11/04/06	J.B.	J.B.		
C	R/S/142/F016/28048 ON	20/04/06	J.B.	J.B.		



BORUS KPC CONSULTANTS
INCORPORATED IN SINGAPORE
100-01573-2007

ASIN 75 196 715 959
P.O. BOX 544
DUBLIN 10 IRELAND Tel: 7094
F: 00353 1 6222 3007
P: 1534 6222 1145
E: admin@boruskpcconsultants.com

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Drawn: J. PARKER
Scale: 1:1000
Project No: 2005/016
Sheet No: 3/4

10/11 GLAMORGAN SPRING BAY COUNCIL

11/1 SPRING BAY HARBOUR EXPANSION & MARIA ISLAND FERRY TERMINAL

11/2 1/3 DETAIL (PORT) - PROPOSED GENERAL ARRANGEMENT

Drawn: J. PARKER
Scale: 1:1000
Project No: 2005/016
Sheet No: 3/4

- **Phase 2 – Port Entrance:**

- Stage 1 – Dredging realignment of port entrance to improve safe access for commercial and ferry vessels into port including realignment of the channel and widening;
- Stage 2 – Relocation of marine servicing and slipway including formation of new hardstand and reclamation of dredge material, new marine servicing slip facility and buildings;
- Stage 3 – New Maria Island ferry terminal including expanded port car parking, dedicated ferry terminal and visitor centre, ferry wharf, port pedestrian pathways and bus lane parking;

Photo 2 Phase 2 Extents



Phase 2 - Ferry Terminal & Marine Servicing



- Commercial building area, 800m²
- Ferry parking = 132 spaces
(60, 40, 32)
- Bus parking = 3
- Ferry berths = 3
- Port parking (west) = 110
- Pedestrian pathway linkage
- Marine servicing & hardstand added area = 5,200 sq.m
(Spencer Marine 1,350sq.m)
- * Option for additional berths extending south



PHASE 3

SHEET 2/3 DETAIL (PORT) - PROPOSED GENERAL ARRANGEMENT
1:1000 (1:2500 AS)

PEDESTRIAN ACCESS

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS	Rev No	Revision	Date	Checked	Approved
A	1	ISSUED FOR COMMENTS	16/06/18	JH	JH
B	2	REVISED CIVIL STUDIOS	17/06/18	JH	JH
C	3	REVISED PORT STUDIOS	26/06/18	JH	JH

 BENTLEY ENGINEERING CONSULTING Sustainable. Smart. Forward.	Approved by: 16/07/2018 M.D. HODGSON SOUTH HEBURN, TAS 7204 P: (05) 9225 0007 F: (05) 9225 1942 E: admin@bentleyengineering.com.au	CONSENT This document is and shall remain the property of Bentley Engineering Pty Ltd. The document may only be used for the purposes for which it was commissioned and its use is subject to the terms of engagement for the commission. Unauthorised use of this document in any way is prohibited.	Design: R. PARKER Drawn: D. BURGESS Checked: J. HODGSON Approved: J. HODGSON	Date: 26/06/18 Scale: 1:1000	Drawn: J. HODGSON Scale: 1:1000	Drawn: J. HODGSON Scale: 1:1000
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GLAMORGAN SPRING BAY COUNCIL
SPRING BAY HARBOUR EXPANSION & MARIA ISLAND FERRY TERMINAL
2/3 DETAIL (PORT) - PROPOSED GENERAL ARRANGEMENT

PHASE 3 to new commercial wharf

PHASE 4 – outer harbour

STAGE 1: NEW CHANNEL ENTRANCE

STAGE 3: NEW 70 BERTH COMMERCIAL BERTH MARINA

STAGE 5: NEW 100M COMMERCIAL WHARF

SEAFOOD PROCESSING / FRESH SEAFOOD MARKET

VIEWING PLATFORM & PUBLIC OPTIC SPACE

NEW CHANNEL ENTRANCE



SHEET 3/3 DETAIL (PORT) - PROPOSED GENERAL ARRANGEMENT

1:1000 (1:2500 A3)



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Phase 3:

Stage 4: Dredge and reclaim

Stage 5: Vehicle and pedestrian access

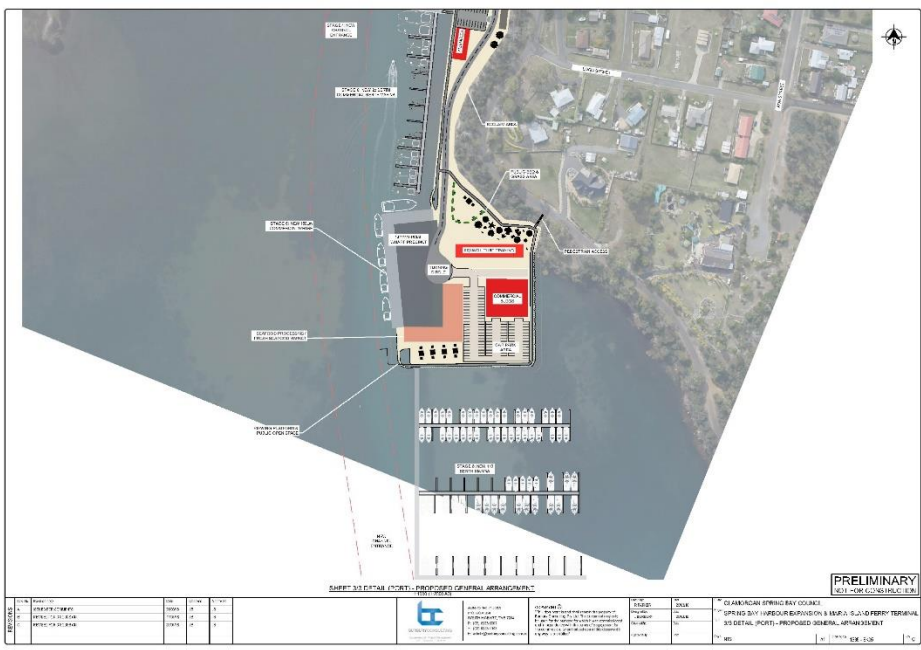
Road access to commercial wharf

Stage 6: Commercial wharf

Stage 7: Expanded recreational berths

Included: fuel, heavy load apron for trucks, boat shed storage, amenities buildings, seafood processing or similar building opportunities, parking, open space rec areas, etc.



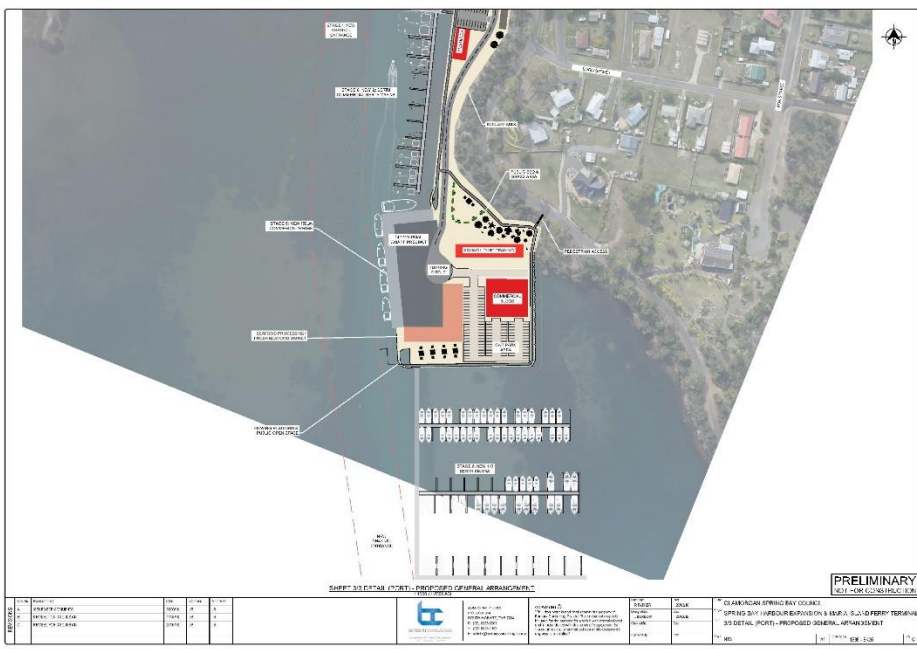


Phase 4:

The reclamation allows for extended growth on demand or as private development through:

- Outer harbour marina berths
- Landside buildings
- Extended into navigable waterways





Wharf Area:

Entrance focus

Similar wharf to port

Larger hardstand & truck turning areas

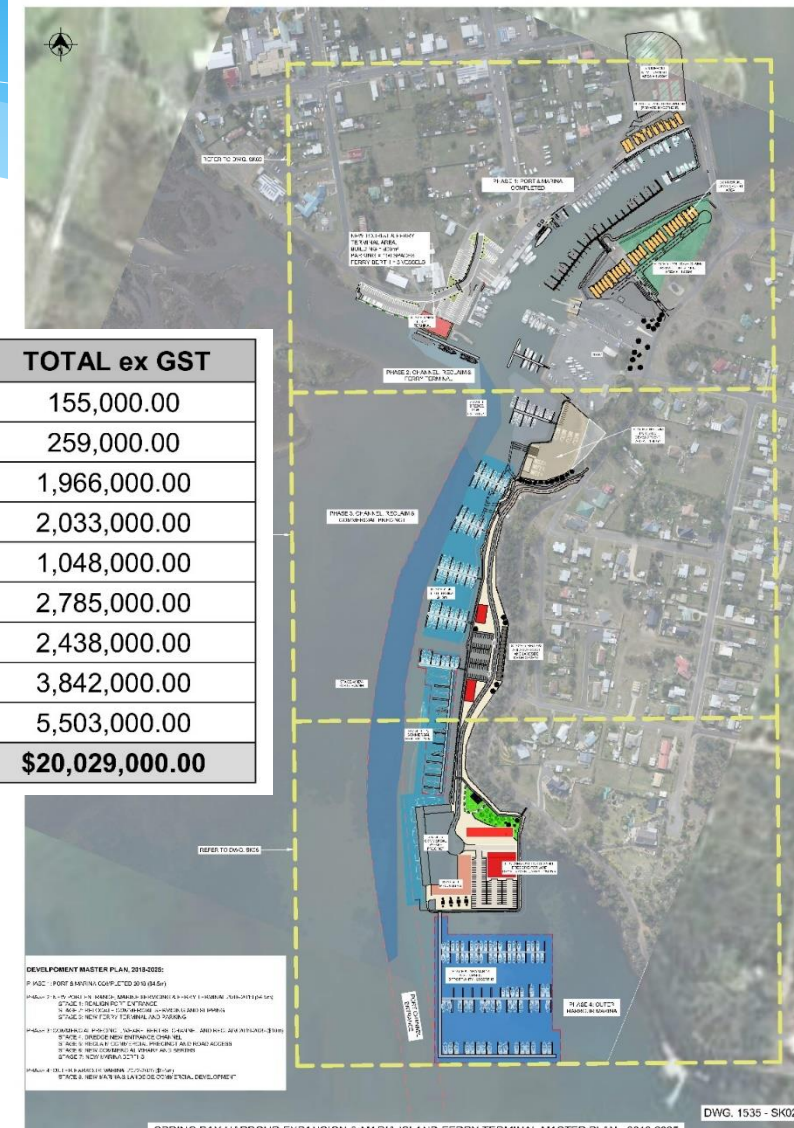
Temporary and long term berthing

Fuel, loading & unloading areas

Still access to existing port

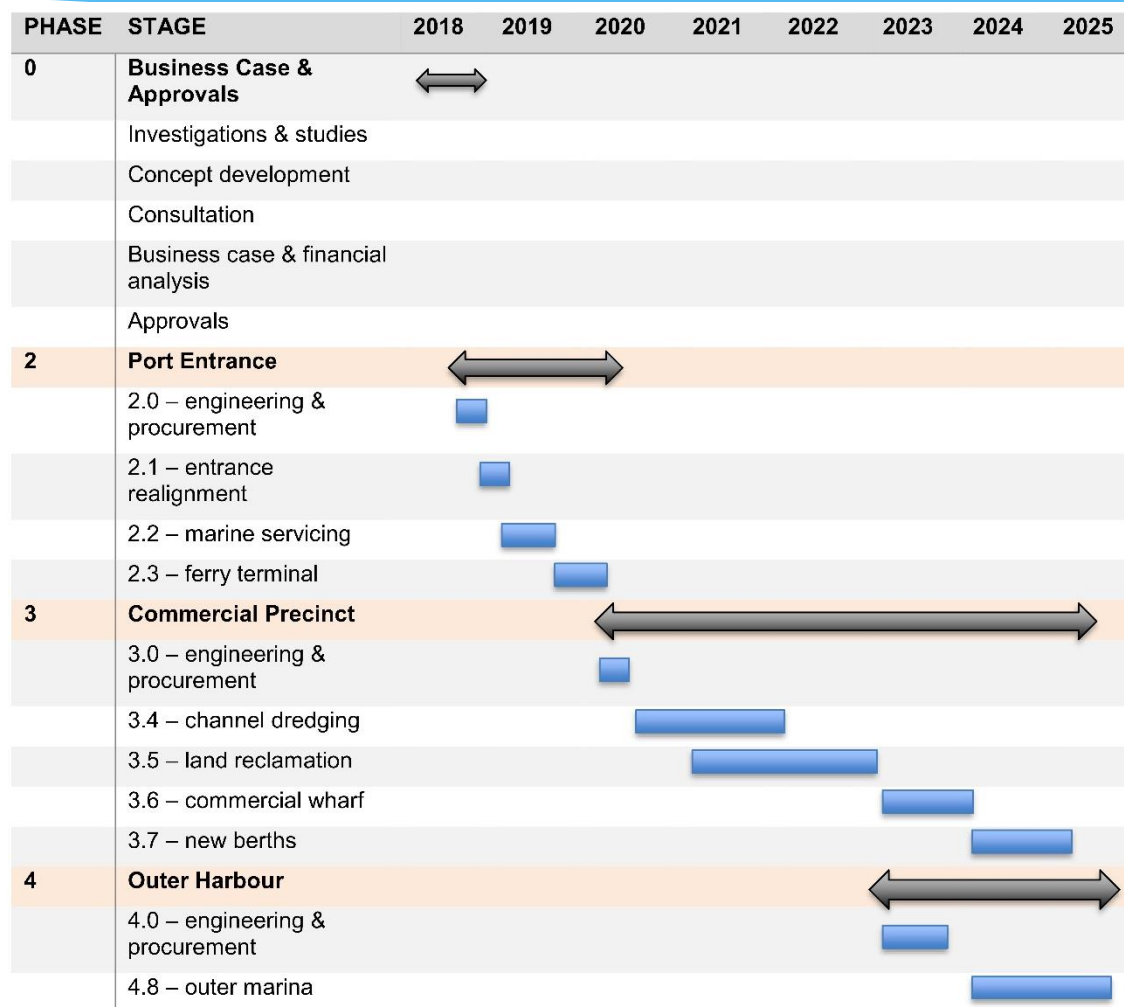


Preliminary staging & budget



SUMMARY PROJECT BUDGET	TOTAL ex GST
1. Preliminaries - concept, investigations, approvals and business case	155,000.00
2. Stage 1 - channel entrance	259,000.00
3. Stage 2 - reclamation zone & marine services	1,966,000.00
4. Stage 3 - ferry terminal	2,033,000.00
5. Stage 4 - channel dredging	1,048,000.00
6. Stage 5 - reclamation, road and base formation	2,785,000.00
7. Stage 6 - commercial wharf precinct	2,438,000.00
8. Stage 7 - commercial & recreational berths	3,842,000.00
9. Stage 8 - private marina and landside buildings	5,503,000.00
TOTAL PROJECT COSTS (ex GST)	\$20,029,000.00

Preliminary program



Immediate program

- Review of master plan through stakeholder inputs and business case & feasibility analysis
- Stakeholder engagement
 - PWS/CLS, Spencer Marine, Navigators, SBBC, GSBC MIC, MAST, commercial fishing, etc.
 - Broader endorsement and support
 - Development on the extent & detail
 - Facility inputs
- Council endorsement of master plan
- Funding & procurement
- Development Application

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