

## Sustainable tourism, change over time and selected area management issues

### Time, Continuity, and Change

**Given the information below there are a number of tasks that tourism students could undertake.**

- 1. Identify all the stakeholders and their conflicting needs.**
- 2. What are some of the serious issues to be dealt with if tourism to this destination is to increase?**
- 3. What recommendations would you make to the Dorset Council?**
- 4. Critically analyse the strategies required for sustainable tourism in this location**
- 5. Design a survey to ascertain stakeholders views.**

### *Discussion points*

- 6. Key Management Issues in Local Area Tourism**
- 7. A New and different road access to the town could totally alter the character of this location**

Setting the scene.

Bridport's history is similar to that of many small Tasmanian coastal settlements. Mapped by Bass and Flinders in 1798, settled in 1830 by Thomas Lewis with several Chinese tin miners following later, this small settlement in Anderson's Bay at the head of the Brid River (in the Dorset Council area) subsequently became a port for the timber industry, then a fishing village and is today a substantial mainly intrastate tourist destination. The resident population of the 1940's was approximately 200 some of whom had never attended school. The resident population today is now 1,350 (many of these are sea change retirees) swelling to almost 6000 in summer as additional tourists migrate for the holidays. Summer tourism and limited transport employment are the predominant occupations in the town. The Fish Cannery formerly the town's economic mainstay is now closed while its jetty provides a somewhat unsightly transport hub at the very entrance to the township.

During the 1940's along with several other families, my parents traversed the gravel roads from Scottsdale to Bridport (Tasmania) after first negotiating the windy Sidling to spend all of summer and many weekends at this beach settlement where they had acquired several half acre blocks of 'crown land' land, built holiday cottages (not shacks) and extended the phone connection to this destination. {Given that the telephone number then was 28 this was indicative of the number of telephones operating (by wind up handles) at the time}.

Set in bushland above the beach, this was a perfect retreat. A tennis court was established within walking distance with the beach directly in front of the house. The only intruder the occasional snake that crossed the short sloping path to the beach. (This was our beach {😊 see map} with our name – history now lost as the beach areas are being given new 'tourist friendly' names much to the concern of some of the older residents). To my mind then and even now this was and is the perfect location. Friendly possums peered through the windows at night and willingly took titbits from children. The bandicoot brigade gorged themselves beneath the ground on the home grown carrots while the human adults carefully tended the non-productive green tops above ground. Children were free to amuse themselves outside from dawn till dark (swimming, tennis, fishing, boat rowing, bike riding, hiking) – the only determinant being the 2M+ tide which dictated the best time to swim and dive from the granite outcrops.

Land that in the 1950's cost \$2.00 per half acre is now on the market for more than \$1,000,000. Little has been added to the town's infrastructure to account for this increasing value, but it has certainly excluded today's Tasmanian

families from acquiring a holiday shack and possibly increased the number who camp on the extensive 1.5km foreshore camping ground now equipped with tennis courts, boat ramps, children's play areas, skateboard ramp, 130+ powered sites, additional 150 camping areas, 3 showers blocks, 8 toilet blocks and 2 laundries rather than the two old ablution blocks of the past.



**Bridport**

**X Laiyds' Beach**

The obligatory wood and galvanised iron town hall, which stood opposite the hotel, recently burnt down and a modern medical centre now faces the main road. The new hall faces away from the beach and most activities despite its central site. The adjacent “village green” is an extensive grass paddock dominating the area directly opposite the main shops. The CWA hall still stands unchanged except for a new coat of paint. The two general stores and one milkbar that served the town and its surrounds well in past summers still stand and function in a kind of time warp, while the small ‘shop’ opposite Eastman’s beach that provided some additional sustenance for beachgoers no longer functions replaced by pre-packed eskies beach hampers and powered caravan sites. An additional church has been added to the town while two roundabouts attempt to control the increasing flow of summer traffic.

The hotel today provides an extensive alfresco area on some of what used to be vacant parking space (the vacant space unlined and unevenly surfaced remains) and an additional hotel/motel has been built. Its evening guests cluttering the narrow extension of the main because of the lack of parking space. Several ‘country retreats’ and a convention centre have been added to the town. While the old ‘golf course’ has been extended and updated and in the words of Steve Keipert, Australian Golf Digest ...

"Barnbougle is so jaw-droppingly spectacular that it will be love at first sight for even the most travelled golfer".

This course is ranked among the top 50 golf course in the world. The old airfield which occasionally accommodated our requests as children to ride on the small shark spotting planes (if we begged loudly enough) now accommodates the helicopters that fly in golfers from the Launceston and the mainland sometimes hovering low and loudly over the beach houses and esplanade.



The road from the town is sealed to now renamed Pier Beach formerly Murphy's Beach – from there the road remains unsealed and in extremely poor condition. The locals are happy as tourists are reluctant to travel further. The water supply has been upgraded a little (filtered rather than the brown river water of the past – the supply is a little erratic in summer and for those who harvest rainwater (including some of the resorts) the occasional power outages mean that no water can be pumped). The septic tanks have been converted to sewerage. The tennis court has had the lines repainted and the fence repaired but houses now crowd along the road where once there was only bush. At the entrance to the town stood the old fish cannery today overshadowed by a rusting hulk adjacent to the wharf. This is no longer a cannery but in the 1950's bags of claws and legs of crayfish were freely given to any child who requested these items. (Admittedly there weren't a lot of children holidaying there then). Now a sea freight and passenger service runs weekly from Bridport to Flinders, Lady Barron and Cape Barren Islands as well as Port Welshpool, Victoria. Two Roll On/Roll Off vessels, Matthew Flinders III and Southern Condor II are berthed at Bridport. Freight is delivered from Launceston with trucks, machinery, vehicles, livestock & fertilizer loaded from the old cannery site. Indeed if you followed Navman's (Navlady actually) instructions to reach the town you battle through log trucks and narrow back roads.

The jetty adjacent the old cannery was a location where if you crossed the road and sat quietly enough you could catch sight of platypus in the river. Here we as children once stared in amazement as one of the fishermen's houses built on solid granite (its only connection to terra firma being a small water pipe) came adrift. Deciding its time had come for further adventure, it sailed graciously down the slight incline, crossed the road and settled itself in the channel. Today this site is dominated by a convention centre, restaurant and holiday villa resort. Lawn bowls replaced the old croquet centre.

Laiyds' Beach, a beach of extensive rolling sand dunes in the national park is a ghost of its previous past. No attempt has been made to maintain the road to this beach – perhaps the authorities want to keep it 'hidden'. The gently sloping sand dunes have disappeared and there is simply a steep drop off to the sand below. Similar erosion unfamiliar in the past has taken place on 'our beach'. The little rock pools once full of sea anemones are devoid of life. Indeed I could only find two anemones in an area which used to be crowded with these. Locals I talked to said that the weather had changed. However my hike along the headland indicated that a large sewerage outlet pipe now projected into what had once been pristine sea water close to Laiyd's Beach. Could it be possible that eutrophication caused by this sewage outlet had destroyed all the sea grass and the waves were now much stronger?

One pleasing recent development that I noticed was an extensive history trail with an overview of earlier events, town history and photos of participants. In a touch of deja vu I was to find myself as a child featured in one of these historic photos. Environmental information on coastal ecosystems was however somewhat lacking.

Teacher notes and Points for discussion:

Key stakeholders include: land managers, community groups, residents and businesses as well as local and state government authorities and returning tourists.

### **Environmental protection Issues:**

1. Foreshore, wildflower reserve, skyline, beaches and granite outcrops need to be preserved .
2. Commercial shipping needs to be controlled – waste management and disposal at the port control of heavy vehicles accessing the jetty. (especially as this is the very entrance to the town)
3. Aesthetic maintenance of the foreshore area is essential – including re-vegetation of areas degraded during the summer camping season and removal of weeds.
4. Rubbish collection is essential
5. Dog walking areas need to developed – currently Laiyd’s beach is used for this.
6. Should all weather vehicle access to the beaches/foreshore be limited
7. Zoning for boating needs to be introduced
8. Re-cycling and collecting of rainwater needed
9. Solar or wind power to overcome power outages
10. The entrance to Bridport is unattractive with port activities aqua culture and cluttered street parking in the main street

### **Access Issues.**

1. There is only one bridge across the Brid river into the town if this is damaged then there is no access to the town
2. Pedestrians are forced to walk on the road in most areas
3. Roads in poor condition
4. Car parking facilities inadequate
5. Older residents have very limited bus service to Scottsdale for health services
6. Pedestrian crossings would be helpful in the crowded main streets in summer
7. Logging trucks use Emma Street
8. No bike tracks (although the narrow camper’s track – formerly the access route to the old burnt out jetty is used by both camper’s bikes and pedestrians)
9. Traffic management and signage inadequate – visitors entering the town at a T junction have no stop sign or any indication that they are entering a main road.

### **General infrastructure issues exacerbated in summer.**

1. Power outages – more frequent than in the past.
2. Limited water and sewerage capacity
3. Inadequate storm water drainage leading to mosquito infestations especially in areas around the many springs
4. Heritage issues need to be addressed

## **Economic Issues.**

### **Obviously seasonal issues impact**

1. Smaller business operators are having their businesses affected as large scale developers move in
2. There are few jobs in winter for younger people: (What is the potential for restaurants, bookshops, music, camping and fishing equipment suppliers internet café craft store hairdresser? Current Town facilities include supermarkets, hotel, chemist, baker, butcher, clothing store, golf courses, lawn bowls, sailing club, doctor's surgery, visitor's information centre, caravan park and several levels of accommodation from backpackers, bed and breakfast, to holiday resort.)
3. Golfers by pass the town going from the airfield to the course (Liz Aziz)

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