



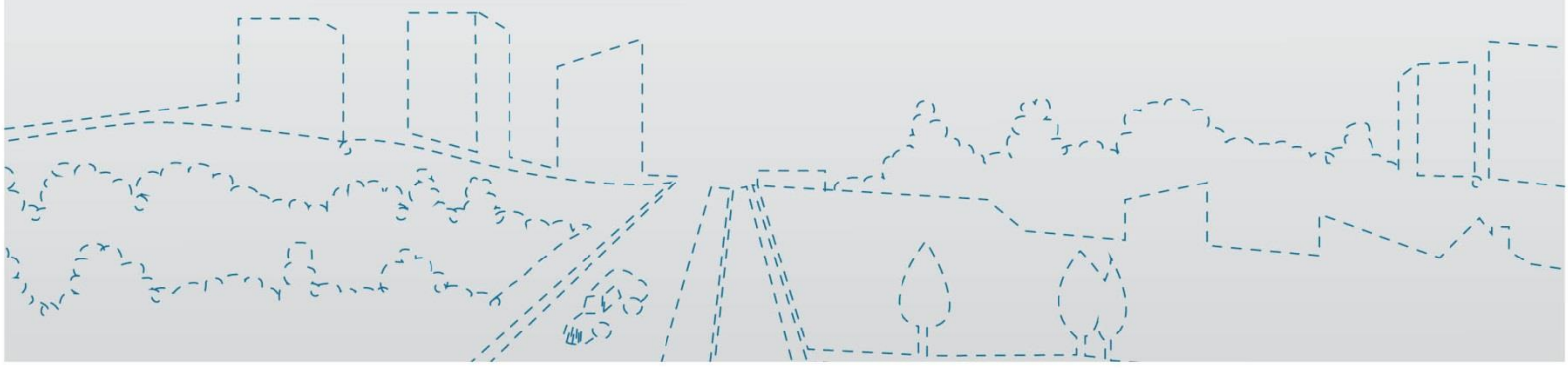
Strahan Waterfront Precinct Plan

West Coast Council

TasPorts

Department of State Growth

June 2015



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Appendix A: The Precinct Plan Maps

1. Introduction

The Strahan port is an integral part of the Strahan community and the west coast: socially, in providing a sense of place for the residents of Strahan and being a critical element in the historic fabric of Strahan, economically, through employment opportunities and the enhancement of tourist experience and aesthetically, through creating a picturesque back drop to the town. The relocation of the Tassal and Huon Aquaculture fish farm operations to Smiths Cove, together with the Community Assets Program initiative of TasPorts and the current condition of the waterfront area, has prompted West Coast Council, TasPorts and the Department of State Growth as key land managers to facilitate the development of this precinct plan. The objective of the plan has been to develop a vision for the Strahan Waterfront Precinct that ensures the long term economic, social and environmental sustainability incorporating the views and needs of existing users, asset owners, and the community and key stakeholders. Specific considerations to achieve this aim included:

- The placement of equipment and infrastructure in the port precinct.
- The identification and recommendation of commercial opportunities.
- The future land use possibilities and opportunities.
- Identification of areas for public space to improve visual amenity.
- Community needs and desires in the future development of the waterfront.
- The maintenance activities planned to be undertaken by Tasports.
- Maintaining adequate and safe separation of working port and tourism activities.



Figure 1: The Study Area

1.1 Spatial and Historical Context

Strahan is a relatively isolated coastal community, located on the West Coast of Tasmania, approximately 300km northwest from Hobart and approximately 40km southwest from Queenstown. The town was established in the late 1880's principally to provide services to the mines in the hinterland, however it also became a base for the timber getters – known as piners and for a substantial part of the nineteenth century and the early twentieth century was a port for regular shipping of passengers and cargo.

The town is in a picturesque setting of the west coast of Tasmania being located at the northern end of Macquarie Harbour and is an important port for boats that brave the west coast conditions. The port sits in a backdrop of steep hills to the northwest, north and to a lesser extent northeast. To the east of the port is Risby Cove and to the southeast is Regatta Point; both across the harbour.



Figure 2: Spatial Context

1.2 Stakeholder Consultation

Input from stakeholders has been considered an essential element to the success of the precinct plan. The stakeholders can largely be placed into three categories:

- People and organisations involved in the operations of the working port, such as Tasports, the West Coast Council, fishing vessel owners, fish farm operators and cruise boat owners;
- Visitor based operations, such as the visitors centre, RACT, and Wilderness Woodworks Strahan; and
- Residents of Strahan.

The consultation process is being undertaken over three stages. The first stage has occurred during the months of August and September 2014 where individual meetings were held with the first two stakeholder groups. Overwhelmingly, there has been significant support for the revitalisation of the waterfront precinct, providing new economic opportunities whilst ensuring protection of the existing uses including the fishing vessels, the woodwork activities, cruise boats and other working port activities such as the slipway.

The second stage of stakeholder consultation will occur when the draft precinct plan has been endorsed by the West Coast Council, Tasports and the Department of State Growth. The endorsed draft report together with the detailed precinct plans will be provided to the first two stakeholder groups for their feedback. This stage may result in some changes to the precinct plan. Once these changes are made and the final document is endorsed the final draft precinct plan will be placed on public exhibition for approximately 4 weeks to provide opportunity for the residents of Strahan to comment.

2. Background

2.1 Existing Facilities

The existing facilities within the study area are mapped in Figure 3 below.



Figure 3: Existing facilities

2.2 Demographic Profile

Over the 20 year period from 1986 to 2006 a population decrease of over 4,500 or 48% for the West Coast municipality occurred, with Strahan the only town recording a population increase over the 20 year period of 23.6%. According to the Australian Bureau of Statistics (ABS) 2011, Strahan has a population of 660 people. Strahan accounts for 14.1% of the West Coast population.

Both Strahan and the West Coast municipality have a higher proportion of male than female residents compared to Tasmania and Australia. The median age of the Strahan and the West Coast population closely reflects that of the Tasmanian population; a median age of 40 reflecting an overall older population in Tasmania than mainland Australia which has a median of 37 years. The percentage of couple families with children in Strahan (39.8%) is well below the national average (44.6%) but closely reflects that seen in both the West Coast municipality and Tasmania¹.

The median household income in Strahan was \$995 per week compared with a national median of \$1,234 in 2011. While the median income in Strahan is significantly lower than the national weekly income, it is close to – and even slightly higher – than that in both Tasmania and the West Coast municipality. The major industries of employment in Strahan include accommodation (21%), aquaculture (10.7%), metal ore mining (7.1%), scenic and sightseeing transport (4.4%) and pubs, taverns & bars (4.1%). Notably, there has been a significant decrease in the percentage of people working in the accommodation sector in Strahan, from 28% in 2006 to 21% in 2011 with the percentage of people working in the aquaculture and metal ore mining industries both increasing to that reported in 2006 from 7.6% and 4.1% respectively.²

2.3 Tourism Activity

As reflected in the main employment industries in the town, tourist related activity is a significant contributor to the economic sustainability of Strahan. It is largely recognised that the nature of tourism is changing in Tasmania. Visitors to the state are coming for shorter stays and are seeking a more cultural experience centred on luxury accommodation, food and the arts. As such, visitor numbers to Hobart are at their highest (756,137 visitors to Hobart April 2013 – March 2014³) where tourism numbers in the regional and harder to access areas are decreasing or not increasing at a similar magnitude. In the case of Strahan, the total number of visitors who stayed overnight from April 2010 – March 2011 was 113,362 with the numbers reduced to 88,798 by March 2013 (notably a 10% increase occurred the following year to 97,765 visitors)⁴. Furthermore, the total number of visitors to the West Coast was 212,169 which, steadily declined to 141,293 by 2013; a 33% decrease over a ten year period.⁵

The Strahan port has an incredibly rich and diverse history involving the mines in the hinterlands, the piners, the Franklin Dam, the fishing vessels, connections to Sarah Island, boat building operations and convicts. Currently, there is minimal opportunity to engage with this history unless on the cruise boats or in the visitors centre. In addition to this, the two main activities for Strahan are ‘must do’s’ on the west coast and provide an amazing experience. However, there is a lack of variety in commercial activities, especially ones catering to a broader age

¹ The demographics of the Strahan Community: West Coast Council. Internal report to Council prepared by RDS Partners Pty Ltd. April 2014.

² The demographics of the Strahan Community: West Coast Council. Internal report to Council prepared by RDS Partners Pty Ltd. April 2014

³ <http://www.tvsanalyser.com.au>

⁴ <http://www.tvsanalyser.com.au>

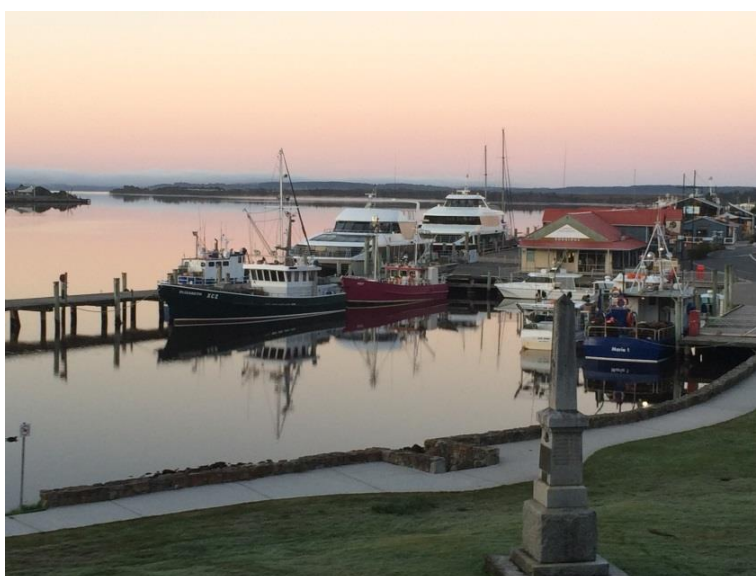
⁵ Regional Tourism Snapshot – Cradle Coast Tasmania Tourism Tasmania

group that are more budget friendly and accessible to the residents of Strahan. Previously, there have been some 14 separate activities such as jet boating, motor bike riding and sand boarding to participate in. Notably, the cost of the two main activities in Strahan is in the vicinity of \$300-\$500 for a family of four.

It is considered that there are investment opportunities given the minimal variety of commercial activities, the changing nature of tourism in Tasmania and Strahan's rich and diverse history. There is a significant opening to create a unique Strahan experience combining its history, its current industries and its geographical location.



Photograph 1: *Precinct photo*



Photograph 2: *Fishing vessels and cruise boats*

2.4 Fishing

The fishing vessels provide a picturesque backdrop to Strahan as well as an authenticity to the town and waterfront precinct. The loading and unloading of the fishing vessels is a genuine and unique Strahan experience for visitors, as evident in the number of tourists that flock to watch the boats' arrival and the loading of the bait and the unloading of the fish.

There are approximately 6 fishing vessels that use the Strahan port as their home base. It is noted that these fishing vessels berth at the finger pier as well as at Fisherman's Bend. It is recognised that Fisherman's Bend is not within the precinct plan for the Strahan Port, however, as it is an asset owned by Tasports, it is considered that further investment into Tasports facilities should be focussed into the upgrading of the subject port area including the provision of additional berths, improved vehicular access etc. rather than Fisherman's Bend. This is to ensure the Strahan Wharf area is kept activated; the convenience of berthing boats in the centre of town; and the cost effectiveness of building and maintaining a single area for infrastructure and amenities.

Fishing is largely dependent on the weather and where the fish are located; as such, it is often that all vessels are either in port or out fishing. Empirical evidence is that in recent years, consistently there are more visiting fishing vessels using the port. This increased pressure on the port is creating issues with the loading and unloading area and the restricted number of berths.

The loading and unloading area for the boats is restricted to providing for 2-3 boats to load and unload at one time; boats can therefore be waiting for a stretch of time in the harbour for 'their turn' to unload their catch, load the bait and fuel up, which is of particular concern in the Macquarie Harbour due to it being a freshwater port. Additionally, trawlers, which on occasion use the port, can take up the entire loading/unloading area.

The only vehicle access to the boats is at the loading and unloading areas, which creates an issue when maintenance is being undertaken on the boats that require heavy tools/machinery as once again the boat must be berthed at the loading and unloading area.

The trucks that the fish are loaded into park and manoeuvre in the area adjacent to the loading/unloading bay, which is also a key area utilised by visitors to the port. Any additional loading or unloading area's must be considered in the context of the overall working port activities whilst maintaining safety to locals and tourists alike.



Photograph 3: loading/unloading area



Photograph 4: Boats/ships are a part of the historical fabric of the town.

2.5 Huon Pine

The town of Strahan was established in the 1880's principally to provide services to the mines in the hinterland; however it also became a base for the timber getters – known as piners. The Huon pine was discovered to be one of the best boat building timbers in the world. As such, Huon pine and Strahan are intrinsically linked. For example, 131 vessels were built on Sarah Island in 12 years.

The shop fronts and opportunities to purchase woodwork are excellent and similarly the mill provides a unique and authentic Strahan experience. The mill appears to be in its original state and some improvements, consolidation of storage areas and maintenance are necessary. It is ideally located, and could be better utilised in providing a reason for visitors to Strahan to spend more time at the port. There is minimal interpretation of the unique link that Strahan has with Huon pine and the specialty timber industry in general.



Photograph 5: Wilderness Woodworks Strahan and Tas Specialty Timbers building **Photograph 6:** Morrisons Huon Pine Sawmill

2.6 Visitor Centre

The visitors centre is a building with architectural merit having won two awards, including one for civic buildings in Tasmania. Unfortunately though, the building over the years has been modified and the maintenance has been minimal. Subsequently, the building is quite different from its original form and is in need of significant maintenance. The visitor centre is well located, central to the port, creating a link between the cruise terminal and the Huon sub-precincts.

An assessment has recently been completed on the visitor information centres in the Cradle Coast Region⁶. The report documented that there is a move towards online visitor information solutions, and a growing preference by visitors to collect information in advance of visiting a region. A number of key trends were identified:

- Many visitors are now well experienced in using websites, mobile apps and other technology which they often access prior to entering a destination as well as when they are within the destination. As a result, the need to venture into a visitor information centre when in a destination is reducing for the majority of visitor markets;
- The increased ability to purchase accommodation online, which allows visitors to deal directly with the accommodation provider (and in advance of undertaking a trip), is noted as driving more online bookings than traditional over the counter bookings by visitor information centres; and

⁶ Visitor Service Centre Review for the Cradle Coast Region The Stafford Group August 2013. It is noted that as of the 12 June 2015 there is no consensus from West Coast Council agreeing with the report.

- Visitor use of visitor information centres continue to change, requiring them to continually adapt or risk being left behind as consumers gravitate more to online trip planning, booking and feedback mechanisms.

The report questioned Council's ability to be able to afford to offer full traditional visitor information centre services whilst keeping up with new online and technology enhancements that are demanded by the market place. The report did however note that there may be merit in providing a visitor information centre on the West Coast, in Devonport and in either Strahan or Queenstown (to enable them to become the primary points of entry to encourage visitor dispersal throughout the broader Cradle Coast region).



Photographs 7 & 8: Visitor Centre

2.7 The Ship that Never Was

The Ship that Never Was is a play by the Round Earth Company. The play has been shown at the amphitheatre between the Visitor Information Centre and the Esplanade for 21 years. The space sits approximately 160 people comfortably and the play attracts in the vicinity of 10,000 people per year.⁷ It is noted that the protection screens, walls and other measures, that provide for a semi enclosed space have been constructed due to the elements rather than to prevent people from observing the play that have not paid for a seat. The play is a more affordable activity (adult \$20) and provides activity into the evening time.

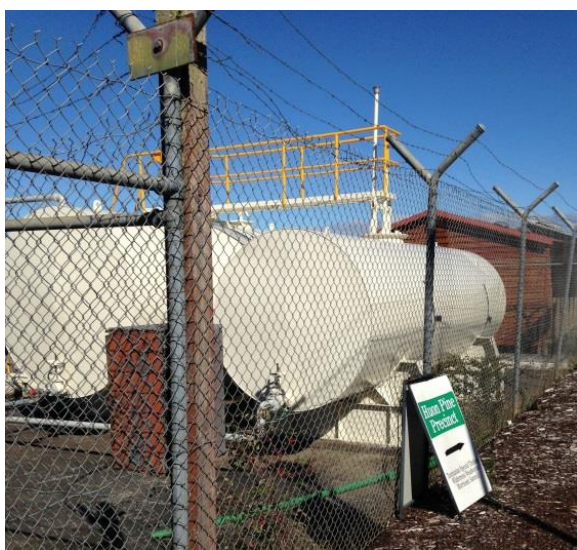
2.8 Infrastructure

Tasports are in the process of undertaking structural works to the Strahan port as part of their community assets program. As is evident, the port is used by a large variety of operators and people and much of the infrastructure and the surfaces of the port are rundown (such as the helipad and the boat ramp).

⁷ Pers Comm Kiah Davies Director Round Earth Company

The location of a number of key pieces of infrastructure are not ideally located such as the BP diesel tanks, which are located in the busiest area of the port in terms of tourists and fishing vessels. Furthermore, trucks and cars with a BP card also fuel up on the wharf. Similarly, vehicular entrances and areas available for car parking should be rationalised, such as the slab located adjacent to the visitors' centre, is used as a car park that results in cars blocking off the main access adjacent to the recently constructed public toilets utilised by the heavy vehicles drivers using the port (see figure 6).

Significantly, there is no dump point for the cruise boats, fishing vessels or visiting yachts. The cruise boats currently unload the sewerage through the Macquarie Heads. It is understood that this practice will be prohibited by June/July 2015.



Photograph 9: Diesel tanks and public toilets



Photograph 10: Slab located adjacent or visitors centre

2.9 Fish Farms

Approval was given in November 2013 for the expansion of the salmon industry in Macquarie Harbour as well as a hub for the three big salmon processing firms of Tassal, Huon Aquaculture and Petuna to join together at the site of Smiths Cove where Petuna currently operate. Tassal and Huon Aquaculture currently have their processing plants at the southern end of the Strahan port.

Huon Aquaculture has approximately 38 years of their 50 year lease from Crown Land Services remaining. Huon Aquaculture predicts that they will have completely left the Strahan precinct in 2-3 years. The office component of their operation will be the final component to move to the hub at Smiths Cove. The site has excellent access to the water for large vessels and is on a large site of 5,415sqm. The large site provides an opportunity for an anchor site at the southern end of the port and an opportunity for another 'must do' activity when in Strahan. Huon Aquaculture has indicated that they will consider moving earlier if an opportunity for their site arises.

The Tassal site which is directly adjacent to the slipyards, is much smaller at approximately 1,000sqm, is on a rollover lease and will move most operations to the hub in 2015. Tassal have stated that weather is a barrier due to the exposed nature of the allocated wharf area at the hub and plans are currently being investigated to work around this. As such, Tassal will retain the wharf access in Strahan which was significantly upgraded in 2012, as an emergency back-up in case of bad weather, and have indicated that they are interested in other uses for the site that are consistent with this.



Photograph 11 & 12: Fish farm operations

2.10 Customs House and Bond Store

Customs House is a significant element in the urban streetscape surrounding the Strahan port. The Tasmanian Heritage Register states that it is of heritage significance because of its ability to demonstrate the principal characteristics of a two storey brick Victorian Academic Classic administrative building and because of its townscape associations contributing to the community's sense of place. Furthermore, the 1992 World Heritage Area Management Plan refers to the conservation plan for the Customs House due to the upper level of the building being a key area where Franklin Dam protest planning meetings were held; notably there are 'No Dam' stencils on the floor. Evidently, the Customs House has a rich history and has been used by the various government authorities in Strahan's peak as the major shipping port for the west coast, a courthouse, customs office and the town board public works department.

The building currently accommodates Australia Post, the Parks and Wildlife Office and three flats used as residences for Parks and Wildlife staff. Australia Post in particular, is not considered to be consistent with either the operations of the port or an enhancement of the visitor experience. Customs House is considered to be an underutilised asset for the port precinct.

The Bond Store was constructed several years earlier than the Customs House and in contrast is a simple, humble, single storey brick building with a corrugated iron hip roof. Once used as Strahan's Bond Store, it has also been used as a community hall⁸. Currently, the Bond Store is in a state of disrepair and does not have a certificate of occupancy; requiring substantial investment to rectify the structural building issues. Notwithstanding, this building, similarly to the Customs House, is currently underutilised, being ideally located to provide an enhanced experience to visitors to the Strahan Port.



Photographs 13 & 14: Customs House and Bond Store

⁸ http://www.heritage.tas.gov.au/od_customhouse_bondstore.html

3. Guiding Principles

3.1 Strahan Precinct Plan Vision

The vision of the Strahan Waterfront Precinct Plan is:

To create an efficient, integrated working port that operates concurrently with residents of, and visitors to, Strahan.

People will be able to observe the operations of the port whilst relaxing in areas of public open space, immersed in the fabric and history of Strahan and the west coast through thematic interpretation, with a number of varied activities to experience and enjoy.

The vision will be achieved through two guiding principles:

- Maintain and enhance the operations of the working port; and
- Connecting people to place.

3.2 Guiding Principles

Guiding Principle 1: Maintain and enhance the operations of the working port

A sustainable future for the port will be achieved through the:

- Rationalisation of infrastructure, land assets and services to ensure improved efficiencies in port operations.
- Provision of additional berths for visiting vessels (fishing and recreation).
- Increasing the area for loading, unloading and maintaining fishing vessels.
- Clear delineation of areas for visitors when observing port operations.

Guiding Principle 2: Connecting people to place

Connecting people to place will be achieved through the consideration of the Strahan waterfront and its greater context resulting in the enhancement of the overall experience on the waterfront for tourists, visitors and community. The following strategies will be used:

- Identify new appropriate commercial development opportunities, experiences and uses.
- Increase activities and reasons to spend time on the port, which may include improved public open space areas, thematic interpretation and sheltered areas.
- Providing pedestrian connectivity within the port area and between the port and other activity areas.
- Ensuring that there is a visual and physical cohesiveness of the port, consistent with the character of the townscape of Strahan and the historical fabric of the west coast.
- Rationalising car parking on the port.

4. The Precinct Plan

4.1 The Sub Precincts

The spatial structure for the Strahan Waterfront will be based upon the three clear sub-precincts:

1. The fishing vessels/cruise boat sub-precinct;
2. The Huon pine sub-precinct and
3. The fish farm sub-precinct.

The fourth core component of the precinct plan will be connecting the precincts and the provision of public open space.

Currently, there is no immediate funding available for the implementation of the plan. As such, specific strategies have been identified in the following sections and prioritised as short, medium or long term in order to provide a clear pathway for the implementation of the plan and assist in obtaining and facilitating the necessary funds. These should be read in conjunction with the maps in **Appendix A**.

It is important to recognise that the successful execution of the precinct plan will involve implementation strategies such as: capital works programs by Council and State Government agencies for the provision of physical and community infrastructure; facilitation and capacity building by either State or local government; or public private development partnerships.

4.1.1 The Fishing Vessel/Cruise Boat Sub-precinct

The fishing vessel precinct is an integral part of the operations of the port containing the area for the unloading and loading of fishing vessels, the berthing area of the cruise boats (as well as the marshalling area), the BP fuel bowzers, public toilets, sea plane office and the cruise terminal. The area also includes a large area for the service vehicles for the fishing vessels and a disused hanger slab that is used informally as a car parking area. Additionally, this sub-precinct is a primary area for visitors to Strahan and more specifically the port. For this sub-precinct to be successful the operations of the port must work concurrently with the tourists and visitors to the port.

There are two key development areas within this sub-precinct (as shown in **Appendix A**). The first being the area where the seaplane offices, diesel tanks and public toilets are located, the second being the further development and extension of the cruise terminal. The planning scheme appropriately limits the height for buildings on the wharf to 8m and 6m respectively, it is noted, that these heights are unclear on the overlay maps of the West Coast Interim Planning Scheme 2013 and this needs to be rectified as soon as possible. The back of house operations occur between the building and the water's edge; this interface could be significantly improved activating the eastern façade of the building providing a more direct connection with the water. Additionally, the cruise boats when in berth create a 'wall' limiting views from the eastern façade of the terminal. As such, it is recommended that the berthing of the cruise boats is relocated (subject to infrastructure capabilities and appropriate funds). This will not only significantly improve the outlook, but will also provide for the additional space for the loading and unloading of fishing vessels. It is also considered, that there is an opportunity for additional private investment into the port via an additional story on the cruise terminal building (i.e. additional accommodation etc.).

Specific strategies are over page.

Strategy	Priority
1. Relocate the diesel tanks to the Tassal site.	Short term
2. Improve the separation of the loading and unloading of the fishing vessels and the tourists/visitors to the port by providing a clear area for people to stand/walk when observing the fishing vessels.	Short term
3. Cease vehicle movements within this sub-precinct at the western end of cruise terminal with a one way circulation system exiting at round-a-bout. Remove car parking from the waterfront and provide turning/pick up/drop off zone. Investigate additional on street parking.	Short term
4. Open the 'back of house' of the cruise terminal to the water's edge. Activate the edge of the building to the waterfront; include continuous weather protection.	Medium term
5. Investigate viability of providing additional berthing spaces in a staged process for fishing vessels and visiting vessels to Strahan by the construction of a new wharf in the vicinity of Norton's Jetty.	Medium term
6. Remove the boat ramp; retain the rocky outcrop.	Medium term
7. Facilitate private investment into the port; potential second level development opportunity above the existing cruise terminal (such as accommodation) and potential future development footprint where the diesel tanks, sea plane office and public toilets are currently located.	Medium term
8. Improve the interface of the cruise terminal with the water's edge and the protection from the inclement weather by constructing a purpose built finger pier perpendicular to the cruise terminal, which includes an integrated weather protection shelter from the cruise terminal to the guest access points on the cruise boats.	Long term

4.1.2 The Huon Pine Sub-precinct

The fundamentals of the Huon Pine Sub-precinct exist. The two key areas that would significantly improve the sub-precinct are the upgrading of the connections to and connections through the Huon pine sub-precinct (as shown in **Appendix A**), and the upgrading of the buildings of and access to the Huon Pine Sawmill. Notably, this access includes the increased opportunities for viewing the operations of the site in areas such as the disused tennis court.

Strategies for the Huon Pine Sub-Precinct

Strategy	Priority
1. Work with the owners of Morrisons Huon Sawmill on the development of a site development plan, which considers improved entrances to the site, improved visual accessibility onto the site, formalised pedestrian access ways through the site and the rationalisation of buildings and storage facilities.	Medium term
2. Provide for sea plane/helicopter area including the upgrading of the helipad, the establishment of plane berthing facilities, waterfront offices and fuel storage capabilities.	Medium term
3. Renovate existing toilet/shower facilities; architecturally improve.	Medium term
4. Plan for a continuous water front experience, including the provision of a boardwalk on the water's edge.	Ongoing

4.1.3 The Fish Farm Sub-precinct

With the relocation of the fish farm operations this southern end of the port provides significant opportunity for change and investment. An important element of any change of use or development to this area will be to ensure that it is in keeping with not only the operations of the port but the visitors and tourist experience to the port as well. The Huon Aquaculture site in particular due to its size provides an opportunity for a new experience and activity, which would draw visitors to this less frequented end of the port, and provide a bookend to the waterfront. Tassal's site is much smaller but is ideally located - being adjacent to the Slipways and wharf - to provide a servicing area to the port (such as a maintenance area for the fishing vessels, a dump point and a fuelling station); subject to appropriate buffers being provided. Rationalising these services to the one site would free up the loading and unloading area for the fishing vessels, whilst providing for an area where vessels can use the dump point and the fuelling depot simultaneously.

Under the *Land Use Planning and Approvals Act 1993* (s20), the existing use rights of the current industrial use will remain for a period of two years once operations cease on site. As such, it is important to note that even if a use was prohibited under the planning scheme an industrial use of a similar nature could still be allowable during this two year period. It is therefore necessary for any new lessee of the site to be clear as to the type of uses that are deemed appropriate, rather than being based on the existing use rights.

Specific strategies are over page.

Strategy	Priority
1. Relocate the diesel tanks to the Tassal site.	Short term
2. Provide dump point infrastructure for cruise boats, fishing and recreational vessels on the Tassal site.	Short term
3. Provide a formalised maintenance area for fishing vessels on the Tassal site.	Medium term
4. Create new service vehicle access to Tassal site.	Medium term
5. Provide a soft buffer from the slipyards and maintenance area.	Medium term
6. Provide lines on the car park to improve car parking efficiencies.	Medium term
7. Ensure that any use proposed under the Crown land leases is appropriate to the future of the wharf.	Ongoing
8. Investigate use and development opportunities for the Customs House and Bond Store together with the Parks and Wildlife Service.	Medium term
9. Remove the small playground and create a new play space at the central open space area (refer connecting sub-precincts). Provide seating and other passive amenities for users of the skate park.	Medium term
10. Place poles underground (4 poles).	Medium term
11. Facilitate private investment into the port; future development opportunity on the Huon Aquaculture site once operations move to Smiths Cove.	To be determined
12. Review current land tenure with possible 'land swap' and boundary adjustments (i.e. Tassal Site etc.)	To be determined

4.1.4 Connecting the Sub-precincts

The connections through and between the sub-precincts are considered to be fundamental to meeting the vision of the Strahan port. Currently, the waterfront lacks visual and physical cohesiveness; the spaces are disparate with no strong linking element such as a clear pathway within the port. The sealed pathway adjacent to the Esplanade is an excellent piece of infrastructure; however it largely skirts the edge of the port rather than bring people through it. Further, the connections through the port must provide for the opening up of the water's edge.

Connecting the sub-precincts also includes the provision of public open space areas that may include casual seating, playful sculptures and landscaping.

The visitors centre is an important link between the Huon Pine sub-precinct and the Fishing Vessel/Cruise Terminal sub-precinct; however the current vegetation provides a visual barrier between the two. As has been noted under section 2.5 the nature of visitor centres are changing as is the way people are obtaining information when visiting an area. It is therefore recommended that the building undergoes a significant renewal, improving the accessibility, permeability and connectivity to its surrounds. The responsible authority for the strategies have been identified as the West Coast Council, due to the Council being the operator of the visitors centre; however as council are not the owner of the land, a working partnership between themselves, Tasports and the Department of State Growth is considered critical.

There is an obvious lack of information and interpretation of Strahan's rich and diverse history on the port. Together with bringing the visitor centre services into the modern digital era, a thematic interpretation plan would enhance the experience of visitors to Strahan. Thematic interpretation involves theme-based communication presenting the history of Strahan in an interesting and engaging way that involves a method that increases the relevance of the theme to an audience, such as providing comparisons, analogies and stories that link unfamiliar things to the things an audience already understands and cares about. Empirical evidence shows that thematic interpretation is a much more effective tool than the current style of interpretation panels in the visitors centre.

Strategy	Priority
1. Upgrade the visitors centre into the digital age that includes the preparation and implementation of contemporary information services such as a smart 24/7 kiosk linked to website information, data and booking facilities. Further, the building requires renewal, improved accessibility, permeability and connectivity to its surrounds whilst still maintaining the home within the visitors centre for the play – ‘The Ship the Never Was’.	Medium term
2. Create public amenity areas and open space in the centre of the waterfront precinct. A central space for events and passive activities including picnics, bbq and place based play.	Medium term
3. Provide a boardwalk on the water’s edge to create a continuous waterfront experience – including improved access to the water (paddling, fishing).	Ongoing
4. Thematic interpretation on Strahan’s regional history; sawmilling, timber, Sarah Island and Hells Gates etc, through improved connectivity to the Morrisons Saw Mill and investigation into a large elevation gas flame signifier (a totem of Hell Gates).	Medium term
5. Provide a continuous and safe, shared trail connecting surrounding areas ‘to and through’ the waterfront.	Ongoing
6. Install soft land scaping areas, shrubs and trees through all precincts where shown.	Ongoing
7. Remove car parking from the waterfront. Increase car parking to street edge to service visitors all year round with designed large parking areas for peak season mass car parking.	Medium term
8. Enable one way vehicle circulation, layby and loading for ‘fishing and service vehicles’ to wharf edge that ceases at the western end of the cruise terminal.	Medium term

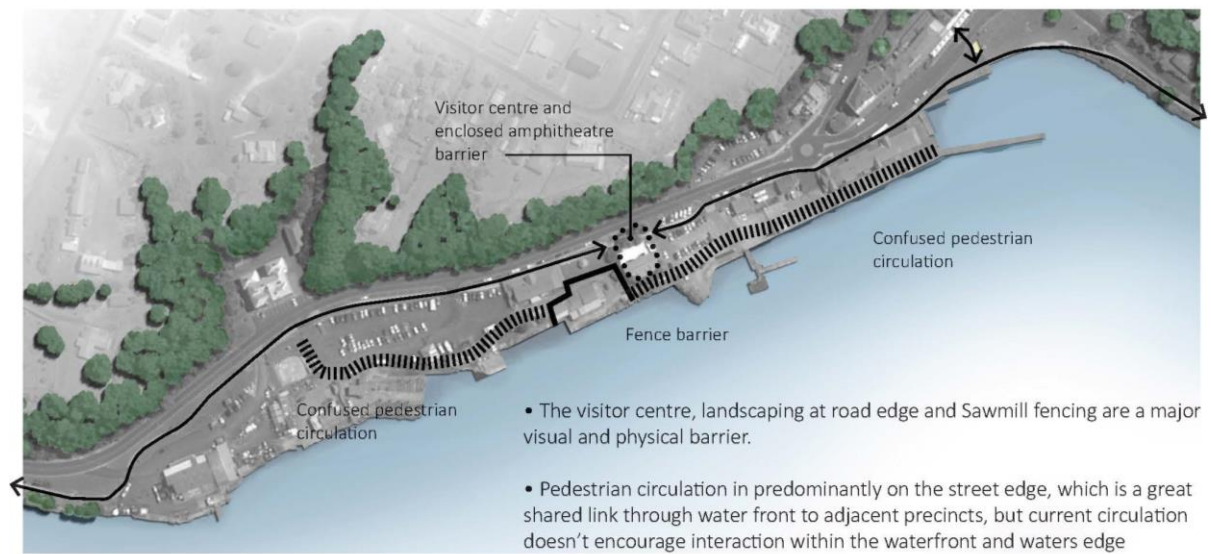


Figure 4: Existing pedestrian movements

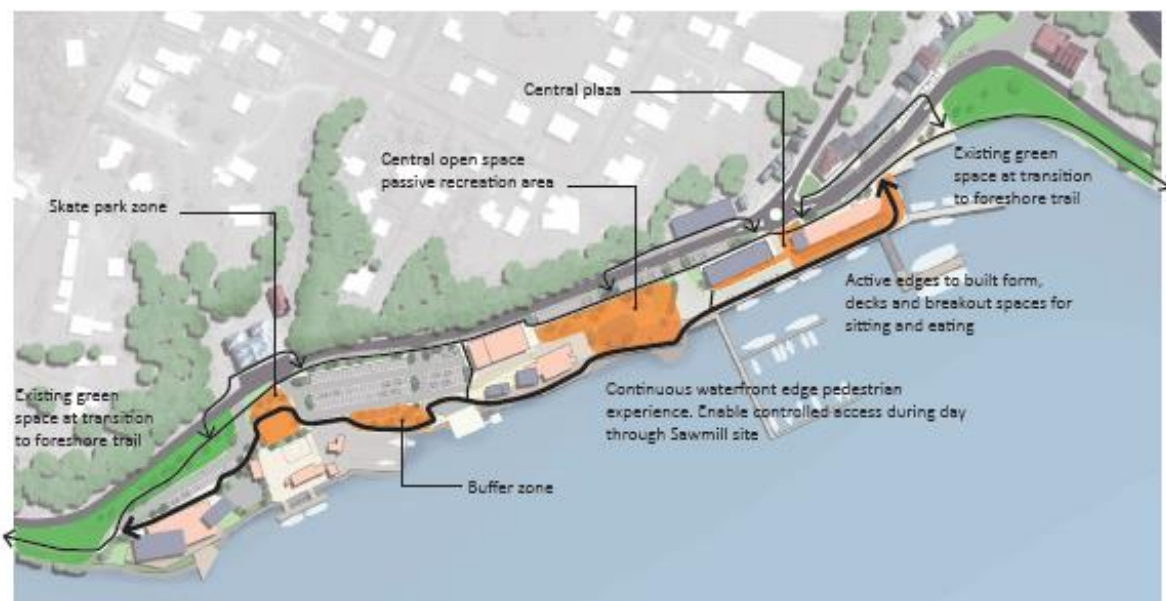


Figure 5: Proposed pedestrian movements and open space

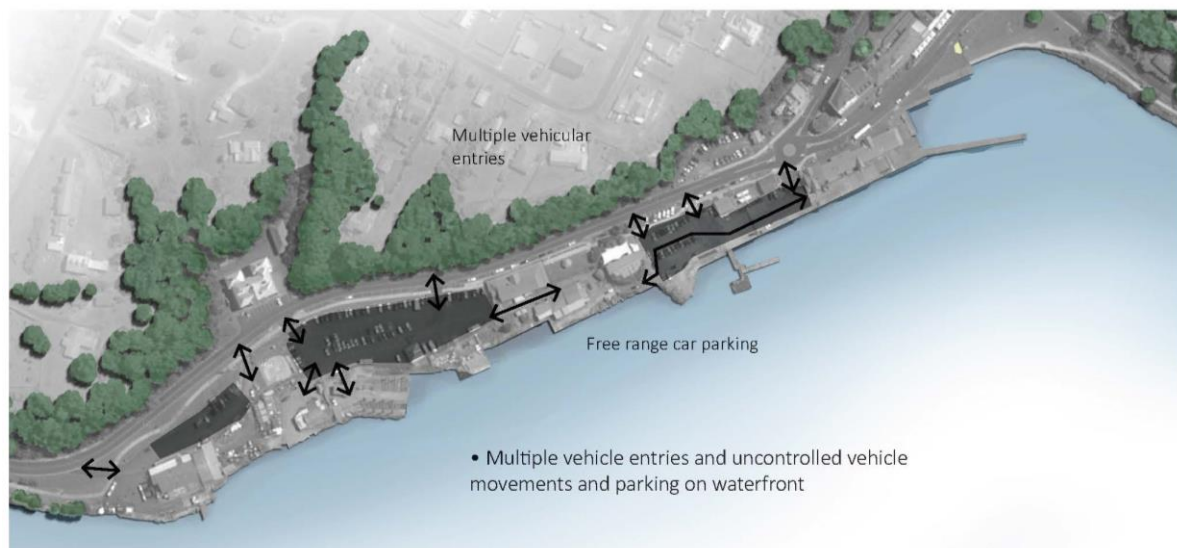


Figure 6: Existing vehicle movements and car parking



Figure 7: Proposed vehicle movements and car parking



Figure 8: Resultant view sheds from implementation of precinct plan

5. Conclusion

The implementation of the precinct plan will be a crucial part in the long term sustainability of the Strahan Port and Strahan in general. The project sponsors of West Coast Council, TasPorts and the Department of State Growth need to be instrumental in the facilitation of the strategies that have been identified. A maintained and appropriate network of community and physical infrastructure and spaces, is well recognised as a key driver of private investment. It becomes not only a stimulus for generating economic activity through visitation, but for private investors also. As such, establishing a working partnership between the public realm, local businesses and outside investors will be a critical element in the success of this precinct plan.

Appendix A

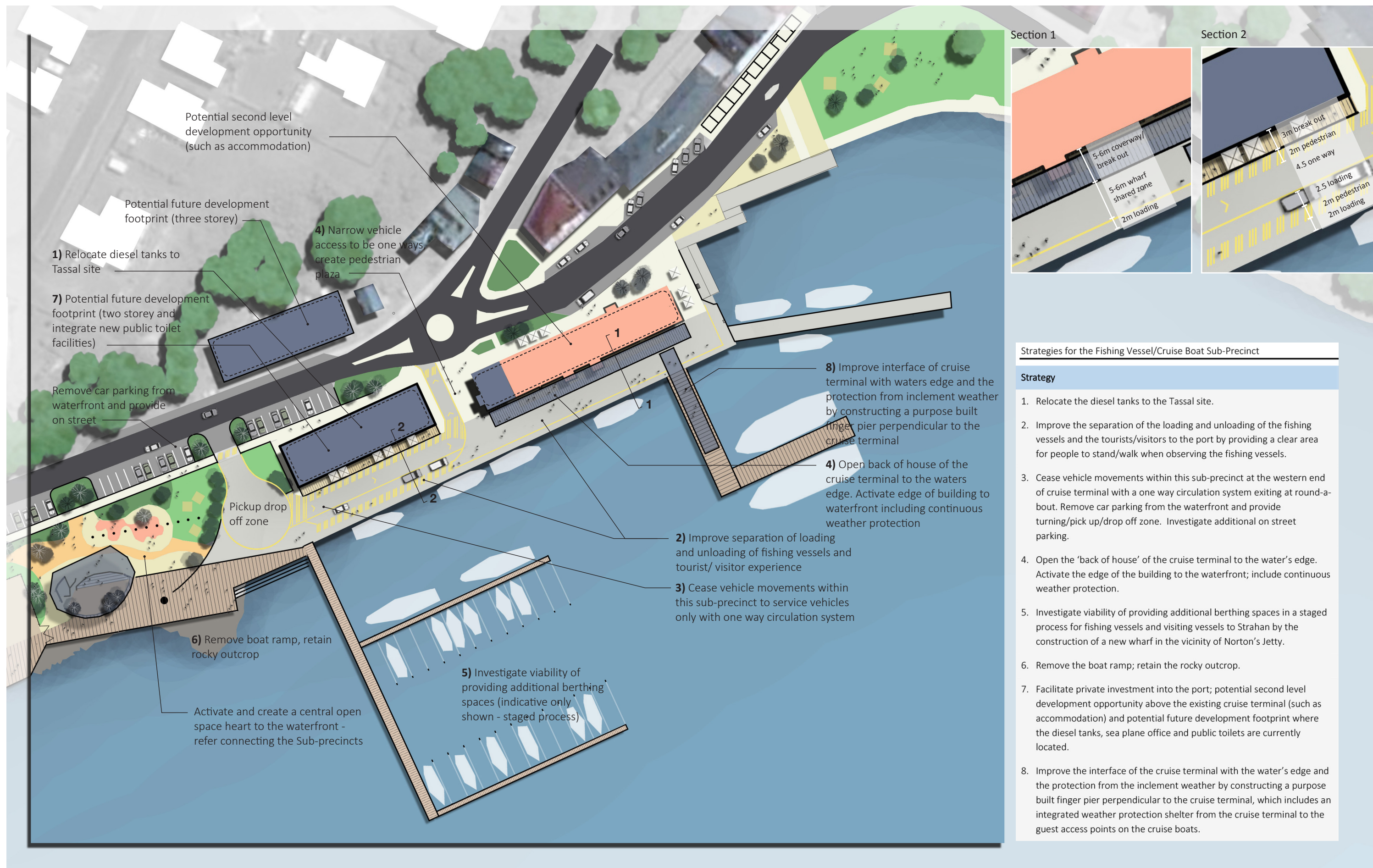
Sub-Precinct Maps



Strahan Waterfront Precinct Plan

North
JUNE 2015
1:1000@A3



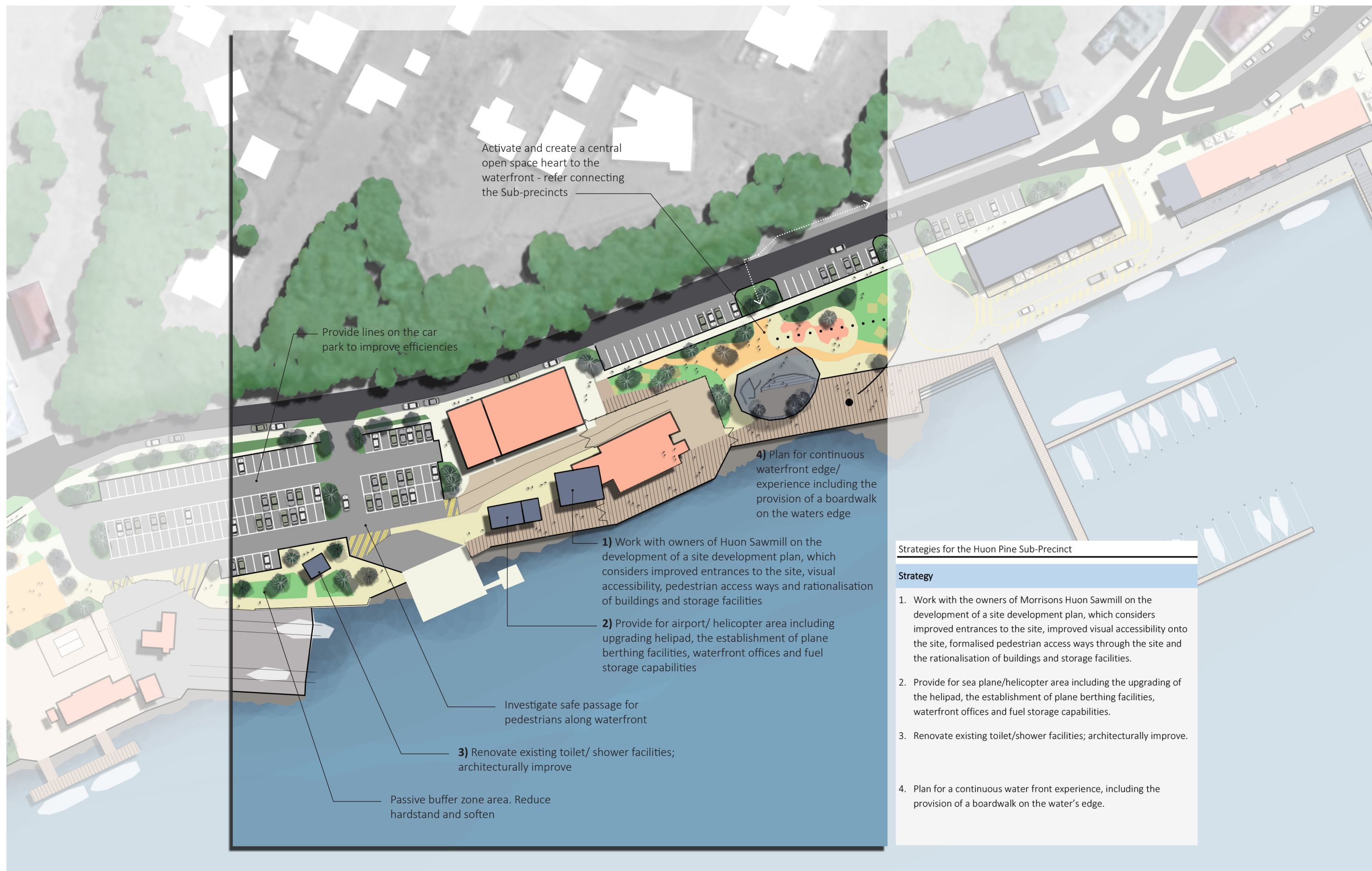


Strahan Waterfront Precinct Plan

1) The Fishing Vessel / Cruise Boat Sub-precinct

North
JUNE 2015
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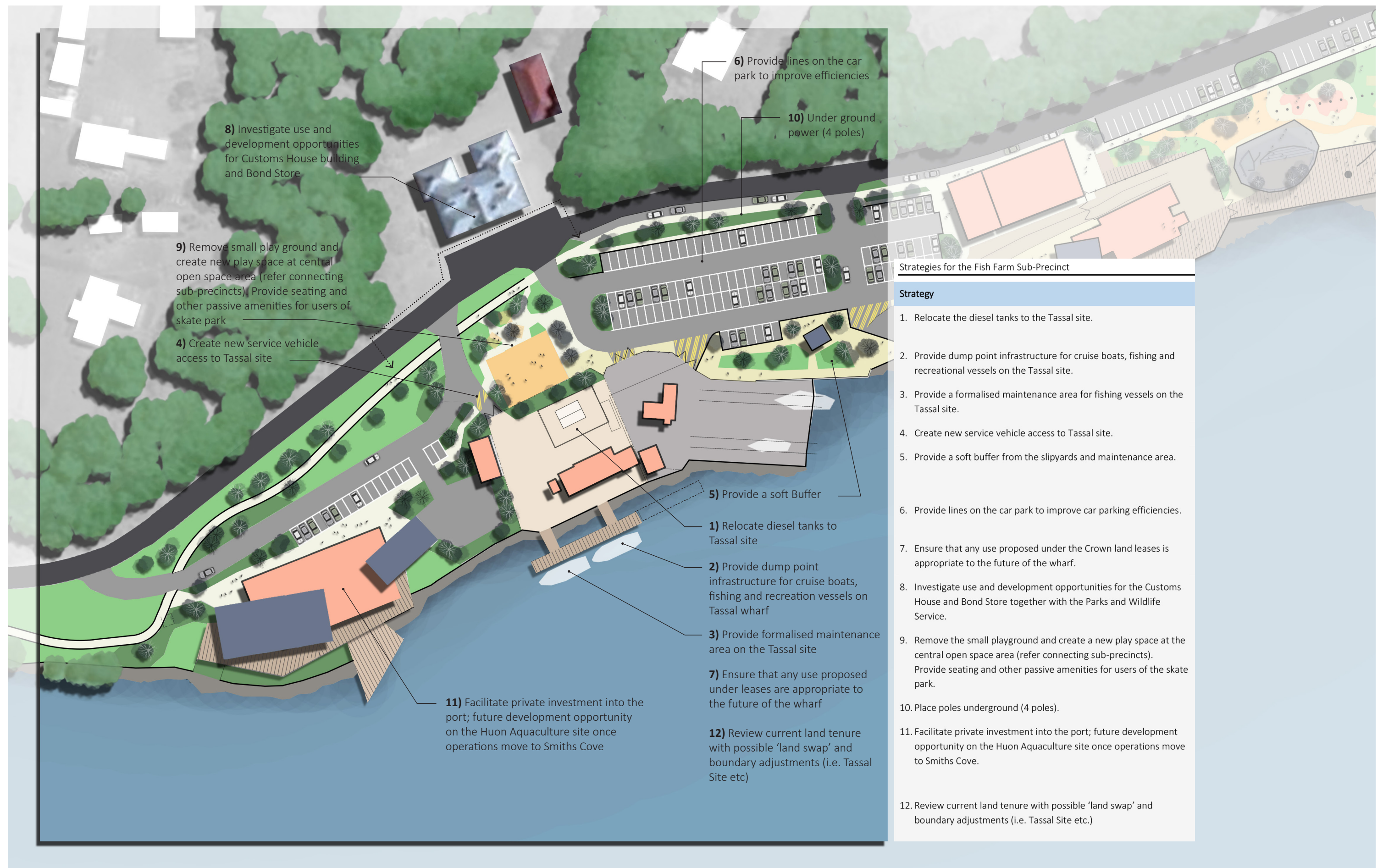


Strahan Waterfront Precinct Plan

2) The Huon Pine Sub-precinct

North
JUNE 2015
1:1000@A3





Strahan Waterfront Precinct Plan

3) The Fish Farm Sub-precinct

North
JUNE 2015
1:1000@A3



Connect people and place

Create one connected and integrated precinct

Strategy

1. Upgrade the visitors centre into the digital age that includes the preparation and implementation of contemporary information services such as a smart 24/7 kiosk linked to website information, data and booking facilities. Further, the building requires renewal, improved accessibility, permeability and connectivity to its surrounds whilst still maintaining the home within the visitors centre for the play – 'The Ship the Never Was'.
2. Create public amenity areas and open space in the centre of the waterfront precinct. A central space for events and passive activities including picnics, bbq and place based play.
3. Provide a boardwalk on the water's edge to create a continuous waterfront experience – including improved access to the water (paddling, fishing).
4. Thematic interpretation on Strahan's regional history; sawmilling, timber, Sarah Island and Hells Gates etc, through improved connectivity to the Morrisons Saw Mill and investigation into a large elevation gas flame signifier (a totem of Hell Gates).
5. Provide a continuous and safe, shared trail connecting surrounding areas 'to and through' the waterfront.
6. Install soft land scaping areas, shrubs and trees through all precincts where shown.
7. Remove car parking from the waterfront. Increase car parking to street edge to service visitors all year round with designed large parking areas for peak season mass car parking.
8. Enable one way vehicle circulation, layby and loading for 'fishing and service vehicles' to wharf edge that ceases at the western end of the cruise terminal.

Connect people and place

Achieving an efficient integrated working port that operates concurrently with visitors and residents will build a vibrant village precinct

Connect people and place

2) Create public amenity and open space in the centre of the waterfront precinct. A central space for events and passive activities including picnics, bbq and place based play

Connect people and place

7) Remove car parking from the waterfront. Increase car parking to street edge to service visitors all year round.

Connect people and place

1) Upgrade the visitors centre into the digital age that includes the preparation and implementation of contemporary information services such as a smart 24/7 kiosk linked to website information, data and booking facilities. Further, the building requires renewal, improved accessibility, permeability and connectivity to its surrounds whilst still maintaining the home within the visitors centre for the play – 'The Ship the Never Was'.

Connect people and place

Visitors + fishing boats through thematic interpretation and food experiences

Connect people and place

8) Visitors + fishing boats through thematic interpretation and food experiences

Connect people and place

3) Provide boardwalk on water's edge to create continuous waterfront experience – including improved access to the water (paddling, fishing)

Connect people and place

Visiting boats to Strahan waterfront

Connect people and place

4) Thematic interpretation on Strahan's regional history; sawmilling, timber, Sarah Island and Hells Gates etc, through improved connectivity to the Morrison's Saw Mill and investigation into a large elevation gas flame signifier (a totem of Hell Gates)

Connect people and place

Provide boardwalk on water's edge to create continuous waterfront experience

Connect people and place

Watch the slipyard operate

Connect people and place

6) Install soft landscaping areas, shrubs and trees through all precincts where shown

Connect people and place

Using the foreshore trail as a connecting element between the waterfront precinct and adjacent community areas

Connect people and place

5) Provide a continuous and safe, shared trail connecting surrounding areas 'to and through' the waterfront

Connect people and place

7) Large car parking area for peak season mass car parking

Strahan Waterfront Precinct Plan

4) Connecting the Sub-precincts - People and Place

North
JUNE 2015
1:2000@A3



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Document Status

Document: Strahan Waterfront Precinct Plan

Author: C. Hester

Reviewer: E. Riley

Version: Final Document