



**HUON VALLEY  
COUNCIL**



# **Summary of Community Engagement**

## **Franklin Foreshore Rehabilitation and Development Plan**

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Franklin Foreshore Rehabilitation and Development Plan  
Summary of Community Engagement  
Publication Date: [Council Meeting Date]  
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## **1 EXECUTIVE SUMMARY**

This community engagement was conducted at the “Consult Level” in accordance with Council’s Community Engagement Framework.

For the purposes of the engagement, feedback on the proposed project was invited from the community for a period of three weeks (21 April 2020 to 10 May 2020).

Due to the current COVID-19 restrictions, Council was unable to provide hard copy surveys or have an on-site meeting, however signage and posters were displayed in the Franklin area.

Community received notification via email and the Council eNewsletter. A total of 1731 recipients received the eNewsletter over the three-week period.

This report summarises feedback received throughout the engagement period. A total of 57 responses to the request for feedback were received and 5 submissions were received via Council email. Copies of each of the responses received are included in Appendix 1 of this report.

## **2. BACKGROUND**

The Huon Valley Council 2018 State Election Strategy identified key areas in which the Council can work together with the State Government to achieve key priorities for the prosperity and amenity of the Huon Valley Region.

In 2018, Huon Valley Council were successful in securing a \$750,000 State election commitment for the rehabilitation and development of Franklin Foreshore.

Council at its ordinary meeting of 8 April 2020 resolved to undertake Community Engagement at the Consult Level on the proposed Franklin Foreshore Rehabilitation and Development Project (Master Plan).

The Council also resolved to request an amendment to the grant deed from the funding body to reflect the following approved purpose:

- Create pedestrian linkages between the existing walking trails to the north and south of the marina area
- Construct two pontoons
- Beautification of the Marina area

Community members were invited to share their thoughts about the proposed master plan, their use of the area, their age bracket and what other elements they would like to see in the future. The survey also provided community members with an opportunity to be kept ‘up-to-date’ on this project by including their email address.

Engagement Technique	Date	Reach
Huon Valley Council Website - Community Engagement 'Have Your Say' page	21 April 2020 – 10 May 2020	1,950 page views
Survey Monkey	21 April 2020 – 10 May 2020	57 online surveys completed
Facebook	21 April 2020 – 10 May 2020	7,950 People Reached 814 Engaged with post
Council eNewsletter	Emailed on: 24 April 2020 1 May 2020 8 May 2020	Emailed to: 583 567 581
Paid Advertisement	6 - 7 May 2020	
Huon FM Radio	Included in the Mayors weekly radio interview	

### 3. ENGAGEMENT FEEDBACK

Community members have volunteered considerable time to consider the project and provide feedback. It is acknowledged that due to opposing and diverse community views, there will be some community members who will disagree with the project design.

Several meetings were held with key stakeholder groups prior to the consultation process. Identified key stakeholders included the:

- **Living Boat Trust**  
The Living Boat Trust has approximately 120 financial members (some being interstate) and the trust occupies a section of Crown leased land at the foreshore.
- **Wooden Boat Centre**  
The Wooden Boat Centre the Centre employs 7 staff,
  - 37 volunteers
  - 58 members
  - 71 students per year
and occupies a section of Crown leased land at the foreshore.
- **Franklin Progress Association**  
The Progress Association consists of 9 financial members. These members were canvassed and collective submission was made to Council

Key themes and inclusion requests from these meeting, where possible, were included in the proposed Draft Franklin Foreshore Rehabilitation and Development Plan.

## Survey

The online consultation asked the following questions:

- Do you support the Draft Franklin Foreshore Rehabilitation and Development Plan?
  - Comments
- The draft plan includes the following elements. (Please rate 1 – 5 with 1 being the lowest and 5 being the highest)
  - Beautification/landscaping
  - Pontoon/s
  - Pedestrian walk/path
  - Public toilet
  - Signage (way finding)
  - Signage (history)
  - Seating and shelter
- Are there any other additional elements or changes you would like to see included in the Draft Franklin Foreshore Rehabilitation and Development Plan?
  - Comments
- Tell us about yourself, do you use the area for:
  - Water activities
  - Tourism purposes
  - Recreation purposes (i.e. bike riding, walking etc)
  - Dog exercise
  - Other (please specify)
- Age range.
  - Under 18
  - 18-45
  - 46-65
  - Over 65
- Are you a resident?
  - Yes – please supply suburb
  - No
- Are you a visitor?
  - Yes – please supply postcode
  - No
- If you would like to keep up to date with this project please complete your details.
  - Name
  - Email

As indicated in the Summary to this Report a total of 57 responses via the survey and 5 emailed submissions to the request for feedback were received during the engagement period. A copy of the survey responses is included as Appendix 1.

The following key themes were noted throughout the consultation:

### Location and design of toilet

The proposed public toilet design is a uni-sex accessible single toilet, aesthetically in keeping of the area i.e. vertical timber.

The location of the proposed toilet was only a suggested site on the draft plan. Concerns were raised several times in relation to the location. Alternative options have been explored

and a proposed new site which is unlicensed at this time, is included in the Revised Plan, however it will be recommended that the final site will be determined once approval has been received from the grant funding body of the Revised Plan and will be subject to further engagement with key stakeholders prior to progressing with development approvals.

#### Path location

Concern was noted that the proposed pathway would impact on the land used by Living Boat Trust. During the development of the Concept Plan, the location on the north or the south of the wall and the route of the path was discussed, no set location was determined. Following consultation with the Wooden Boat Centre, it is agreed the path will be moved to the north of the wall and has been adjusted in the Revised Plan (Attachment C).

The Wooden Boat Centre requested that the path does not follow the river behind the centre. It is noted this is a working waterfront and the area is very narrow, it has the potential to cause Work Health and Safety issues to pedestrians and public liability issues. The final proposed route of the path is included in the Revised Plan (Attachment C).

#### Landscaping and construction materials

Concerns were noted in relation to the materials and landscaping to be used. It is agreed consideration needs to be given to the materials and landscaping used in the implementation plan. It can be noted no hard surfaces will be used, with plantings to be in-keeping with the area.

#### Implementation Plan

An implementation plan will be developed if the concept plan is approved and the Grant Funding Body approve a grant deed variation.

The emailed submissions raised the following comments:

- Resident A

A submission was received from a local resident which raised a number of matters in relation to the public toilet location, impact on the Living Boat Trust, need for toilet and the cost. A copy is included as Appendix 2.

The proposed public toilet design is a uni-sex accessible single toilet, aesthetically in keeping of the area ie; vertical timber.

The location of the proposed toilet was only a suggested site on the draft plan. Concerns were raised a number of times in relation to the location. Alternative options have been explored and a proposed new site which is unlicensed at this time, is included in the Revised Plan, however it will be recommended that the final site will be determined once approval has been received from the grant funding body of the Revised Plan and will be subject to further engagement with key stakeholders prior to progressing with development approvals.

- Franklin Progress Association (FPA)

The Franklin Progress Association raised several matters with three specific options considered by the Association:

1. Present the current draft plan which is before Council to the grant body.
2. Modify the current draft plan to only include those elements supported by the stakeholders. i.e. the pathway, on water infrastructure, May Queen interpretation park and foreshore stabilisation to the grant body.
3. Modify the current draft plan to only include those elements supported by the stakeholders. i.e. the pathway and on water infrastructure, May Queen interpretation park and request the grant body quarantines any balance funds for future marine infrastructure works.

FPA raised several matters with the Association recommending that Council adopt Option 3 of their options listed above. A copy of their correspondence is included in the Attachments as Appendix 3.

Elements of this recommendation have been included in the Revised Plan which include the interpretive signage at location 13 and realignment of the pathway to the north of the wall.

It is noted the preferred location of the pathway included following the riverbank to the rear of the Wooden Boat Centre. This route is not supported, nor the Wooden Boat Centre, as the area is used as a working waterfront and is very narrow, it also has the potential to cause Work Health and Safety issues to pedestrians and public liability issues

FPA considered the need for Public Toilets in this location. FPA have included in their submission their strong view that the toilets component of the Draft Plan is not included within this grant process. This is not supported as the construction of a single unisex toilet would benefit the local area, but also support the vision of a public toilet facility in the area for the potential Shared Pathway from Franklin towards Huonville.

- Living Boat Trust (LBT)

The Living Boat Trust provided several observations and comments during the engagement process and are summarised below. A copy of their submission is included as Appendix 4.

1. Request for more detail on the costings

The proposed works associated with the Revised Plan included as Attachment C in the Attachments to the reports have been costed to be in accordance with the funding available. Each elements has been estimated. Once formal approval has been obtained from the funding body the formal procurement process will be completed.

- 2-7. Request for further information on the toilet location, need and design

The proposed public toilet design is a uni-sex accessible single toilet, aesthetically in keeping of the area ie; vertical timber.

The location of the proposed toilet was only a suggested site on the draft plan. Concerns were raised a number of times in relation to the location and have been considered. It will be recommended that the final site will be determined once approval has been received from the grant funding body of the Revised Plan and will be subject to further engagement with key stakeholders prior to progressing with development approvals.

8. Request for inclusion of improvement to right of way on the downstream side of the LBT shed used for pedestrian and vehicle access both to the waterfront path and the marina.

This request is noted and will consider this request in the development of the final costings and the engagement with key stakeholders once formal approval of the Revised Plan is confirmed.

9. Request for relocation of the path from the southern side of the rock wall to the northern side of the wall.

Following consultation with the Wooden Boat Centre, it is agreed the path will be moved to the north of the wall and has been adjusted in the Revised Plan (Attachment C).

In closing the Living Boat Trust does not support the proposal to build toilets as part of the North Franklin Foreshore Rehabilitation and Development Plan and does not support the proposal for a path towards the road on the Crown Land leased by the LBT downstream of the rock wall between LBT and WBC.

- Resident A

A submission was received from a local resident, and is included as Appendix 5, in relation to three topics:

1. The Public toilets

The author strongly opposes the siting of public toilets on the LBT licensed Crown land.

The location of the proposed toilet was only a suggested site on the draft plan. Concerns were raised a number of times in relation to the location. Alternative options have been explored and a proposed new site which is unlicensed at this time, is included in the Revised Plan, however it will be recommended that the final site will be determined once approval has been received from the grant funding body of the Revised Plan and will be subject to further engagement with key stakeholders prior to progressing with development approvals.

The toilets can also have a shared purpose of supporting the vision of a public toilet facility in the area for the potential future Shared Pathway from Franklin towards Huonville.

2. Pathway

The author strongly opposes the diversion of the path across the LBT's leased Crown land and the re-direction of the path from along the foreshore generally.

There are several comments in relation to the path location and route and an alternative route will be recommend as outlined in the Revised Plan included in the Attachments. This revised route includes the relocation of the path from the south side of the LBT leased land to the north side of the wall leased by the Wooden Boat Centre.

3. Reallocation of funds to an alternative project

The author suggested the surplus funds could be put to better use such as upgrading the toilets at Southport and developing the May Queen build site as a tourist attraction.

Interpretative Panels at the May Queen build site have been included as Item 13 as indicated on the Revised Plan. The reallocation of any surplus funds would be a consideration of the funding body.

- Wooden Boat Centre

The Wooden Boat Centre submission, as included as Appendix 6, supports the proposed Master Plan. The Centre agrees to an amendment to the path location to the north of the rock wall.

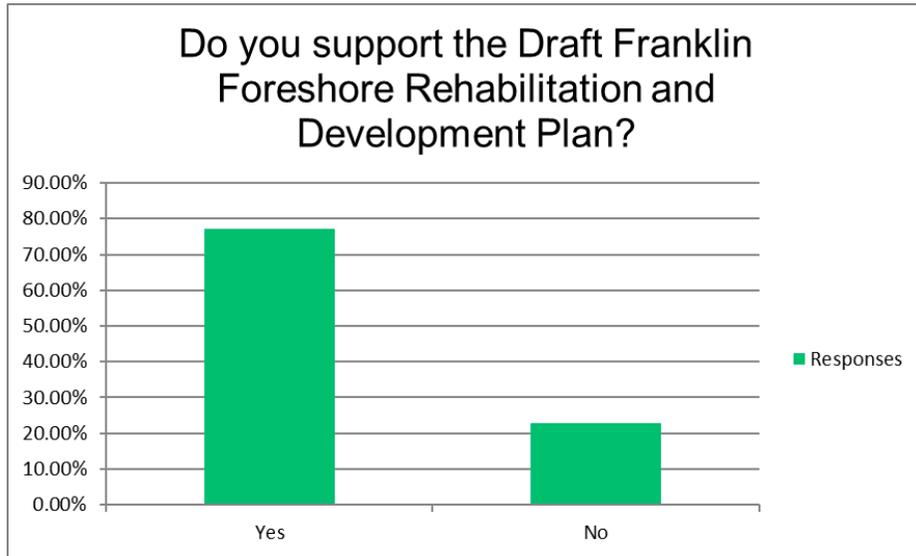
#### **4. RECOMMENDATION**

Based on the feedback and suggestions received, amendments have been made to the Draft Master Plan as follows:

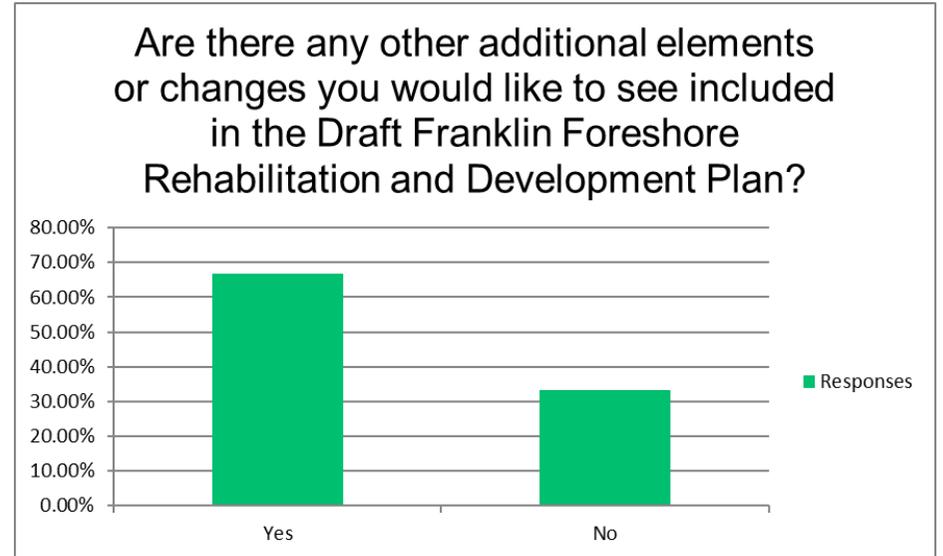
- Location of the path has been amended to reflect the feedback received
- Location of the public toilet has been amended to a new location subject to final engagement
- Inclusion of interpretive panels at location 13 on the Master Plan.

These amendments are detailed in the revised Plan marked as Attachment C and will be included in the Attachments to the Reports for endorsement.

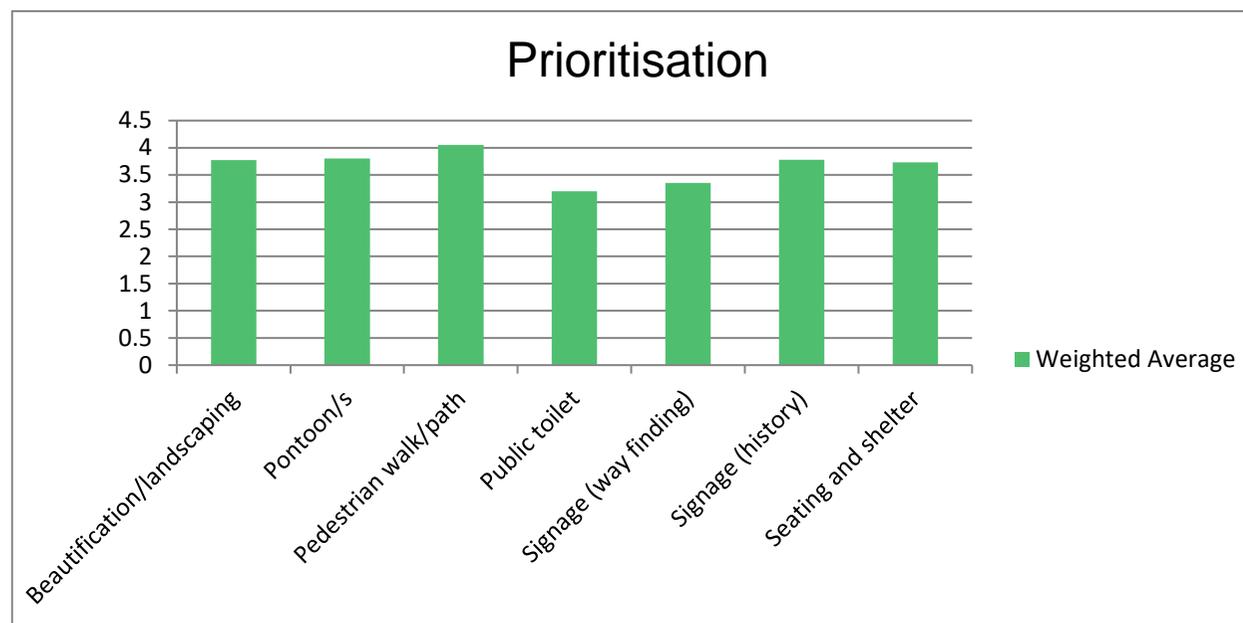
**Appendix 1 – Survey Results**



Answer Choices	Responses	
Yes	77.19%	44
No	22.81%	13
	<b>Answered</b>	<b>57</b>
	<b>Skipped</b>	<b>0</b>

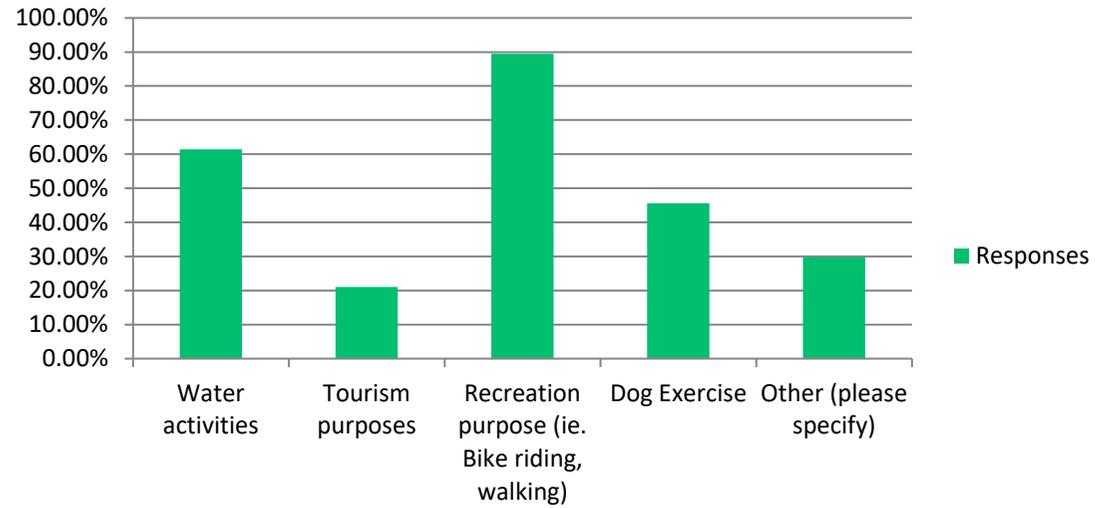


Answer Choices	Responses	
Yes	66.67%	38
No	33.33%	19
	<b>Answered</b>	<b>57</b>
	<b>Skipped</b>	<b>0</b>



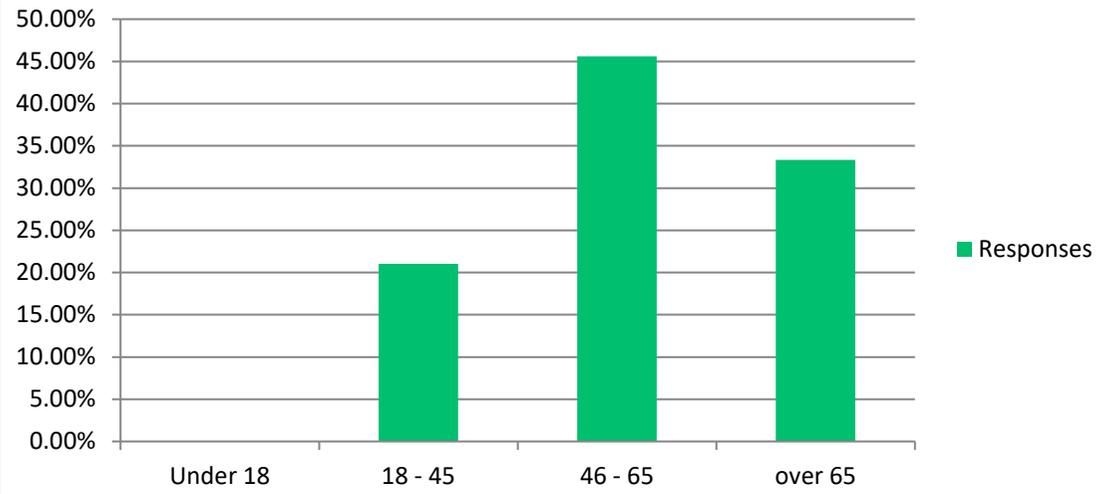
Element	Priority										Total	Weighted Average	Ranking
	1	2	3	4	5	1	2	3	4	5			
<b>Beautification/landscaping</b>	7.14%	4	12.50%	7	17.86%	10	21.43%	12	41.07%	23	56	3.77	5
<b>Pontoon/s</b>	3.92%	2	7.84%	4	29.41%	15	21.57%	11	37.25%	19	51	3.8	2
<b>Pedestrian walk/path</b>	7.27%	4	7.27%	4	12.73%	7	18.18%	10	54.55%	30	55	4.05	1
<b>Public toilet</b>	34.55%	19	5.45%	3	5.45%	3	14.55%	8	40.00%	22	55	3.2	7
<b>Signage (way finding)</b>	5.77%	3	15.38%	8	38.46%	20	19.23%	10	21.15%	11	52	3.35	6
<b>Signage (history)</b>	5.56%	3	5.56%	3	25.93%	14	31.48%	17	31.48%	17	54	3.78	3
<b>Seating and shelter</b>	8.93%	5	5.36%	3	25.00%	14	25.00%	14	35.71%	20	56	3.73	4

## What do you use the area for?



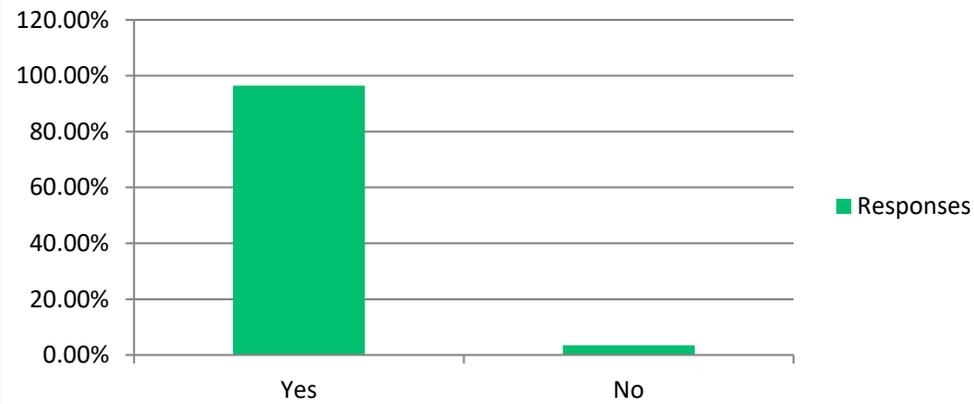
Answer Choices	Responses	
Water activities	61.40%	35
Tourism purposes	21.05%	12
Recreation purpose (ie. Bike riding, walking)	89.47%	51
Dog Exercise	45.61%	26
Other (please specify)	29.82%	17
	<b>Answered</b>	<b>57</b>
	<b>Skipped</b>	<b>0</b>

### What is your age?

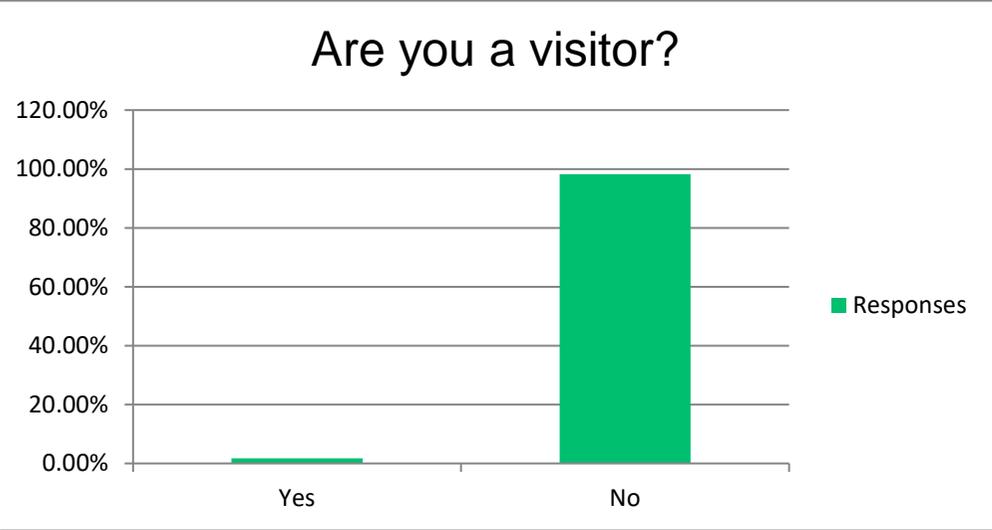


Answer Choices	Responses	
Under 18	0.00%	0
18 - 45	21.05%	12
46 - 65	45.61%	26
over 65	33.33%	19
	<b>Answered</b>	<b>57</b>
	<b>Skipped</b>	<b>0</b>

### Are you a resident?



Answer Choices	Responses	
Yes	96.49%	55
No	3.51%	2
	<b>Answered</b>	<b>57</b>
	<b>Skipped</b>	<b>0</b>



Answer Choices	Responses	
Yes	1.75%	1
No	98.25%	56
	<b>Answered</b>	<b>57</b>
	<b>Skipped</b>	<b>0</b>

## Appendix 2

**From:** Community Member A

**Received:** Email correspondence received Sunday 10 May 2020

We strongly oppose the siting of public toilets on the LBT licensed Crown land and state the following reasons:

- The toilets will not only be used by walkers and marine facilities users as they will be the first roadside toilets for anyone driving from Hobart. During peak periods there will be hundreds of cars daily stopping to use the facilities. This kind of infrastructure will require car park treatments to facilitate traffic and pedestrian separation, disabled and other parking, storm water removal and vehicle access from the Huon Highway.
- This will do significant harm to the activities of the LBT. This licensed land is used by the Living Boat Trust for events and activities, such as preparing equipment for multi-vessel expeditions, rigging visiting boats and storing trailers during boat expeditions. The proposed toilets mean parking and workspaces will be lost, access to the submerged saw logs will be compromised and movement around the LBT harmed.
- These toilets seem excessive and money would be better spent upgrading the toilets across the road from the Palais Theatre. In addition, visitors heading south who stop to use these toilets are less likely to stop again in Franklin at cafes and other businesses. Travellers and walkers can use the existing facilities in Franklin and the proposed toilets on the Huonville to Franklin shared pathway.
- From an aesthetic point of view, the traditional Tasmanian vertical board shed buildings of The Living Boat Trust and WBC, along with the jetty with historical wooden boats create a highly regarded historic maritime precinct aesthetic. It is difficult to see how public toilets could fit in with this aesthetic and be anything but detrimental to the stated aim of beautification.

In summary, we do not support the proposal to build toilets as part of the North Franklin Foreshore Rehabilitation and Development Plan. We would prefer that the focus for spending this grant money be on marine resources, as originally intended.

### Appendix 3

**From:** Franklin Progress Association

**Sent:** Sun, 10 May 2020

Dear Mayor and Councillors

In previous email correspondence I advised that the Franklin Progress Association would recommend to Council its preferred option in relation to the Draft Marine Precinct Plan for Franklin.

The re-scheduling of Council's March meeting has allowed the FPA to invite comments and voting from its wider membership as well as the Committee.

The options that were considered by the FPA were;

- 1 Present the current draft plan which is before Council to the grant body.
- 2 Modify the current draft plan to only include those elements supported by the stakeholders. i.e. the pathway, on water infrastructure, May Queen interpretation park and foreshore stabilisation to the grant body.
- 3 Modify the current draft plan to only include those elements supported by the stakeholders. i.e. the pathway and on water infrastructure, May Queen interpretation park and request the grant body quarantines any balance funds for future marine infrastructure works.

**Essentially, the FPA considered whether toilets ought to be included at this stage of the development of the draft plan. We also noted that the proposed path deviates from the foreshore at the Wooden Boat Centre and that Council have indicated that there will be NO further community consultation.**

To help us make a decision on the preferred option we also considered

- 1 the views of Ian Kuhl (Franklin Marine and Marina)
- 2 the position of the Living Boat Trust
- 3 a summary of the community consultation undertaken by the FPA in 2017 (attached). This included a detailed presentation from the Franklin Working Waterfront (Wooden Boat Centre).
  - the Draft Marine Precinct Concept plan
  - Council's response following the last stakeholder meeting.

**It is the strong view of the FPA that the toilets component of the Draft Plan not be included within this grant process and that Council should adopt Option 3 (above).**

The FPA agreed that the proposed Draft Plan is beyond the scope of what was approved by the community through the Foreshore Master Plan (2013) process and the community consultation undertaken in 2017. In our view, the inclusion of toilets ought to be subject to a fresh plan and a proper consultation.

The FPA is again ready to facilitate such a consultation should it become necessary and believe that this could be done in a timely manner.

Yours faithfully

President, FPA.

## Appendix 4

From: **Living Boat Trust**

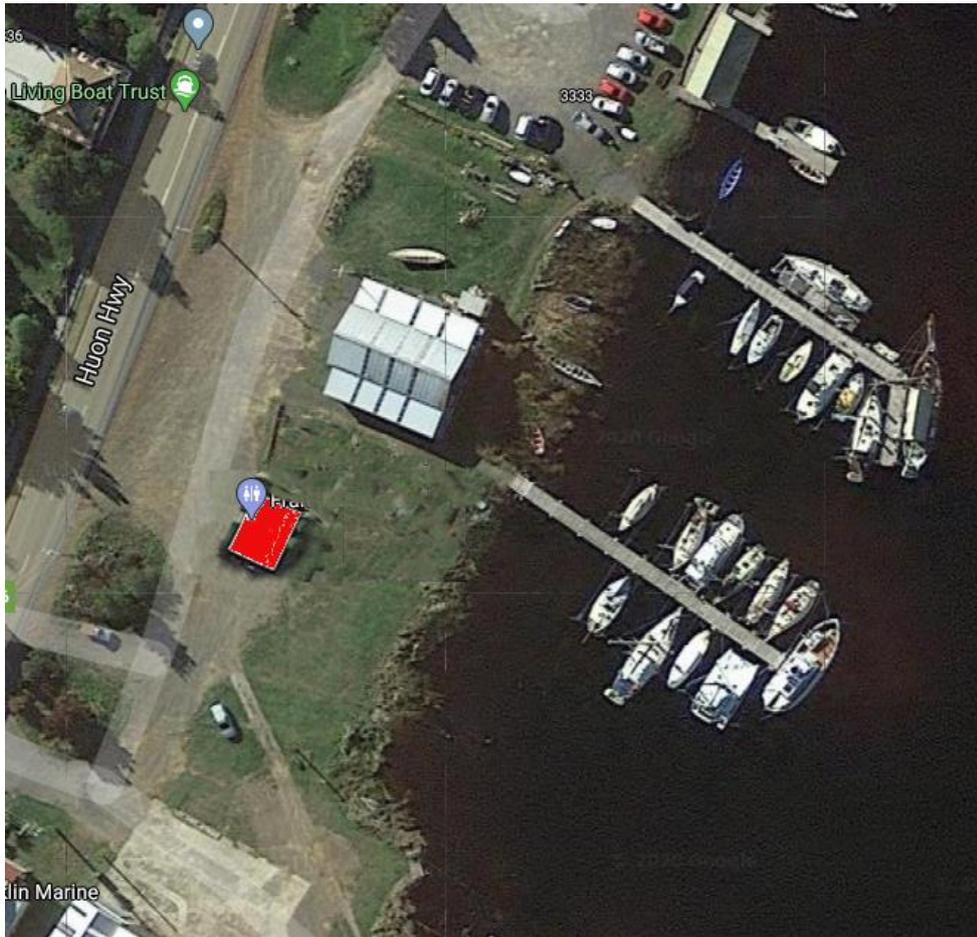
### *Franklin Foreshore Rehabilitation and Development*

The Living Boat Trust makes the following observations and comments regarding the plan for the 'Franklin Foreshore Rehabilitation and Development' plan.

1. It is difficult to see where the \$750k in the project budget will be spent, unless it is on item 3 'shore up the riverbank to allow public use of the area in future'. May we have more detail on this please?
2. There is now a public toilet proposed for the Crown Land licensed to the Living Boat Trust. Our view, as previously expressed to council, is that this is unnecessary and a waste of money: there are already public toilets, wheelchair accessible, maintained and in good condition approximately 400 metres away. These toilets are well located: opposite the Palais Theatre, next to the recreation oval and close to the foreshore, with good vehicle and pedestrian access, and tucked into a bank so that they are not an eyesore. All that is required is signage, and, if it was thought necessary, expansion.



3. If the council is committed to the idea of toilets should we understand that they will be on the same scale as those at South Franklin? If so then the footprint will be something like that shown below.



4. Whereabouts exactly is it intended that these toilets be located using the map shown below? The licence block under consideration is next to '3337'.



5. This licensed land is used by the Living Boat Trust for particular events and activities, such as preparing equipment for multi-vessel expeditions, rigging visiting boats and storing trailers during boat expeditions, and is also regarded by the community as 'common', and

has been used as such. For instance during rowing regattas it becomes a carpark.



This existing use is compatible with the stated purpose of the LBT license for this land: 'Storing and using maritime related items; and maintaining and using the area for the parking of motor vehicles'. Car park space is a valuable commodity in Franklin: business applications have been refused because of the lack of it. Will there be extra space required for footpaths etc around the toilets? If so then this would quite seriously affect the current 'common usage'.

6. The Living Boat Trust has very deliberately, and at some effort, built a traditional Tasmanian vertical board shed in order to fit in with and contribute to an 'historic maritime precinct' aesthetic.



It is difficult to see how public toilets could fit in with this aesthetic and be anything but detrimental to the stated aim of beautification. The blue shed which is currently on the site and which has similar dimensions to a toilet illustrates the problem.



This shed blocks, and adds nothing to, what was an open riverscape, just as a toilet would. It could be hidden by landscaping, as is perhaps suggested by the couple of trees on the plan, but this would involve using yet more of the open space for which this lease is intended, and further blocking of the riverscape.

7. Is it proposed that there be extra facilities included with these toilets, for instance showers, and/or shelter for visitors? If so, these would further impact on the existing use of this area by the Living Boat Trust and the wider community.

8. There is a right of way on the downstream side of the LBT shed used for pedestrian and vehicle access both to the waterfront path and the marina. It was suggested that enhancing the track which runs on this right of way would be an appropriate use of the funds. Could this enhancement be included please? See pic below.



9. The plan proposes that pedestrians be directed away from the foreshore in front of the Wooden Boat Centre (WBC) by way of a path that runs along the upstream boundary of the Crown Land leased by the Living Boat Trust and then across the carpark and onto the Landcare track.



The Living Boat Trust gains no benefit from this diversion of the existing path but stands to lose additional useful space if it is constructed as currently proposed. There is a rock wall along this boundary, and a drainage line that runs on the downstream side - grows reeds over the winter - where the planned path runs. We understand that the WBC are the advocates for diverting the path in front of their shed and it is our recollection that the WBC were happy for this path to be on the upstream (their) side of the wall. If it is decided that the path should be diverted as currently proposed, rather than following its existing course along the river, it is our strong preference that the diverted path should be on the north side of the wall. Apart from the drainage issues we use this wall as a place along which to stack timber for seasoning, rope, boats, trailers etc, instead of having them scattered around the block. There is a gravelled roadway which gives good all weather access to this area for us.

In summary, the Living Boat Trust does not support the proposal to build toilets as part of the North Franklin Foreshore Rehabilitation and Development Plan and does not support the proposal for a path towards the road on the Crown Land leased by the LBT downstream of the rock wall between LBT and WBC.

The LBT would prefer that the focus for spending this grant money be on marine resources, as originally intended. The LBT approves of the two pontoon locations.

## Appendix 5

**From:** Resident B  
**Received:** Thursday 30 Apr. 2020

### Draft Franklin Marine Precinct Plan

I am strongly opposed to the siting of public toilets on the LBT **licensed** Crown land, the diversion of the path across the LBT's leased Crown land and the re-direction of the path from along the foreshore generally.

#### Toilets

The toilets will not be for walkers and marine facilities users only. They will be accessible to all and it should be noted that they will be the first toilets in Franklin and the first roadside toilets for any highway traveller from Hobart. No impact assessment has been undertaken but it is my opinion that they will receive considerable use (taking use away from the toilets further south). I would expect that in summer there will be hundreds of cars daily stopping to use the facilities. Despite the call for the area to remain informal such infrastructure will require car park treatments to facilitate traffic and pedestrian separation, disabled and other parking, storm water removal and vehicle access from the Huon Highway.

It will, in my view, do significant harm to the activities of the LBT. Parking and work spaces will be lost, access to the submerged saw logs will be compromised and movement around the LBT harmed.

Travellers and walkers can use the existing facilities in Franklin and the proposed toilets on the Huonville to Franklin shared pathway. Visitors to the WBC can access their recently upgraded and grant funded toilet facilities and the LBT provides for its own members and visitors.

These toilets are simply not needed.

In addition, visitors heading south who stop to use these toilets are less likely to stop again in Franklin at cafes and other businesses.

A better outcome would be for Council to request quarantining surplus funds or splitting the grant to provide for usable toilets at Southport where there is significant need (this was suggested to me by Matt Wardell).

#### Pathway

The Tasmanian Listmap indicates that the LBT leasehold extends to the north of the stone wall. The path shown on the Draft plan traverses LBT leasehold to the south of the wall. The area to the immediate north of the LBT leasehold is unallocated Crown land. In my view, if the path is to deviate to the highway then it ought to do so along the unallocated land.

It would be far preferable if the WBC could be persuaded to allow the path to retain a route along the foreshore. This route is aesthetically far more pleasing, can be done safely so as to not interfere with WBC activity (the path and WBC have co-existed for 20+ years) and will provide an access to the site of the May Queen build which could be developed as an interpretation site. It would mean that all areas of the Franklin foreshore remain publicly accessible.

In summary, the toilets are not needed and will do more harm than good.

There are also real opportunities for Council. Surplus funds could be put to better use such as upgrading the toilets at Southport and developing the May Queen build site as a tourist attraction.

Regards

## Appendix 6

**Received** 15 March 2020

**From:** Wooden Boat Centre

Good evening all,

I have reviewed the latest plan that Council has proposed and am in favour of it as both an interested party (owner Franklin Marine and the Marina) and as Chair of the WBC/FWWA.

I have reviewed that plans that have been put up by the LBT and at this stage do not support infrastructure between the marina fingers or that to the north of the boat ramp. If I look at these on the plan that LBT have put up both would appear to have negative impacts on the use of the marina. It may be that they don't but the decision on these would be made by MAST and Crown Land and I suspect the work involved in getting these permissions, (engineering drawings, EPA approvals etc) would blow the budget and time frame at this stage. As for infrastructure on the WBC water lease I will let Paul speak to that.

As a local business owner I am in favour of public toilets being installed as soon as possible in the area. I am regularly asked where the closest toilet is and with the increased interest in visiting Franklin I feel that it is a must and should not fall to the local business to provide these facilities of which I currently do on a regular basis.

Lastly, I will note xxxxx spoke of the location of the proposed toilets being on an area that is currently licenced to 3rd party. With this in mind I will point out that the east and north of the WBC including the bridge and creek fall under a lease to the WBC/FWWA. There is no licence or right of way like there is between the LBT building and the foreshore. A Lease allows for exclusive possession of Crown Land and Licences do not give exclusive possession of Crown Land. The latest plan and the location of the track does reflect this.

Wooden Boat Centre/Franklin Marina

Appendix 6

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
1	Yes		No	No toilet block, waste of money as the foreshore has two blocks already.	Dog exercise	Comment Noted
2	Yes	I live in Franklin and walk along the foreshore every day. I fully support the proposed improvements to the walking track and will certainly continue using the facilities.	No		Recreation purpose (i.e. Bike riding, walking)	Comment Noted
3	No	I've said No as I support many, but not all aspects, and I want your data to better reflect my position as not 100% in agreement with the plan. 1. Bench seating - there appears to be 3 new benches proposed. I agree with the most southerly siting of the benches. I am less happy with the middle bench, as this is opposite an area traditionally used for mooring large vessels. I wouldn't want money spent on an item that would then cost more money to remove so that this area can be used for deep water mooring in the future. The most northerly proposed bench site is even more potentially problematic. It is sited between the existing deep-water mooring jetty, existing pontoons, and the proposed additional pontoon. I would not want a bench here, as it seems to be potentially in the middle of where boats, equipment, long things such as masts and wood, etc might be needed to be moved about. Also, may be where people need to move about with mooring ropes, etc. Again, I would not want public money spent on an item which hinders future use of this area, especially as it is already identified as part of the marina or public jetty areas. 2.Landscaping parallel to Evaporator shed – If the reason behind this planting to 'improve visual amenity', and this is meaning to hide this shed, then I don't agree with this. These sheds are a central part of the history of Franklin. Much of the 'working' and industrial buildings and character has already been removed and lost from the town. These buildings should be proudly enhanced. Perhaps planting fruit trees of fruits that were processed in the shed would be a better idea, so people can enjoy their blossom, and fruits in season. Perhaps move the proposed benches from the river's edge (where they may be in the way of marina activities), and site the alongside the shed, interspersed by small or espaliered fruit trees? However, the other thing to consider is that the walls of these sheds sit very close to the boundaries. Future development of the property would likely include some development of this eastern side. Thus any landscaping along this side would be vulnerable to building works. It would be irresponsible to spend public funds on landscaping that has a high probability of being damaged, and or removed in the future. This area was also one of the more sheltered areas	Yes	Any walkways, pathways or whatever should planned and constructed in a way such that they will be an asset to creating the shared pathway between Franklin and Huonville, and not cost money to demolish, realign, etc. in the future. The marina area does not need 'beautification'. It already attracts visitors, is widely photographed and loved by locals, as it is. Perhaps include bike parking into the planning.	Water activities  Tourism purposes  Recreation purpose (ie. Bike riding, walking)  Photography, bird and animal watching, for social gatherings, community building activities such as the book and jigsaw exchange, hosting outside community members and groups, such as former refugees now living in Hobart, etc. find it a therapeutic.	<ol style="list-style-type: none"> <li>1. Final location of seats will be included as part of the implementation stage.</li> <li>2. Fruit trees are a good suggestion and we will considered on finalisation of the landscape plan as part of the implementation stage.</li> <li>3. Would be sympathetic to the surrounding areas</li> <li>4. Pontoons will be assets owned and insured by the respective groups. Public Wharf as included in the State Election Strategy is not included in the plan due to limited funding (\$3.5m application received \$750k).</li> <li>5. Comment noted. Further investigation, concrete may be needed for stabilisation purposes</li> <li>6. Comment noted.</li> <li>7. Public toilet location to be finalised following approval of plan. This toilet location would support proposed Shared Pathway Huonville to Franklin.</li> <li>8. Comment noted. Consideration will be given of natural landscapes for the entire site.</li> <li>9. As above.</li> <li>10. Signage will be incorporated into the implementation plan</li> <li>11. Comment noted</li> <li>12. Pontoons will be owned and insured by WBC and LBT. Access by the public would be determined by the owners.</li> </ol>

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
		<p>informally used during the 2019 bushfires. Clear dual direction access between the rowing shed and the north east corner of the evaporators should be considered valuable in future planning. 3. I strongly agree with shoring up of the river bank, however would urge this works to encourage native vegetation, and not be dominated by 'hard scaping'. 4. And 12. I agree with construction of an anchor point and the creation of pontoons in sites 4 and 12, especially if this increases access by community groups such as the Living Boat Trust and Wooden Boat Centre, as well as the public. The PDF document amending the wording and scope of the grant, talks about new public jetty areas, but it also talks about marina areas for commercial vessels and tourist cruises. New pontoons and public jetty areas should be designed so they can also be used for launching kayaks, stand up paddle boards, etc. While there are other places for this to happen, the existing public jetty isn't always suitable due to tides. The 'rowing ways' are not available (or locals and visitors are much less welcome when there is training and regattas), so it would be good to facilitate multiple use facilities where possible. These facilities should be able to be used for the occasional times in the year by commercial operators, but should be constructed so that predominantly the use is by community groups, locals and visitors throughout the year. It should be noted that if these facilities become dominantly used by outside commercial operators, then facilities for commercial operations should be looked at (just like with fishing boats sharing public wharfs). So, overall, access to these pontoons built by public funds should both be able to be accessed by the public. This means the walkway/walking paths, signage, etc. should also facilitate this use. So, in Point #9, the pathway should include going at least to the pontoon in the north of the Wooden Boat Centre (currently the proposed plan does not include this access). Also see Point #12. 5. Remove discarded concrete – Definitely. As this would also improve the safety to people walking about, and watercraft near the shore. However would urge that this work to encourage native vegetation, and not be dominated by 'hard scaping' 6. Shelter over a picnic table– this is definitely needed up this end of the town, in an underused scenic site that is not likely to hinder boating activities. 7. New accessible public toilets – I don't think Franklin needs another block. The Cricket Changing Rooms toilets are public (they just need signage so locals and visitors know there are public toilets in that building), and the Palais toilets could also be considered being made more accessible to the public. Better signage around the town about where these toilets, and the southern toilet block adjacent to the camping and bbq area,</p>				

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
		<p>would make better use of these existing facilities around the town, all of which already have good adjacent parking facilities. The Living Boat Trust recently upgraded their toilets and do not need any more. In the past the Wooden Boat Centre said they were interested in having more toilets, including having public toilets sited adjacent to their building or car park. Users of the marina are private boat owners and a commercial cruise operator often need access to both toilet and shower facilities, so perhaps negotiations should happen with the chandlery who is paid to provide marina facilities. If there must be additional toilets, then not on this site please. This is a valuable level, useable, area of land – a scarce commodity in Franklin. Perhaps consider on the site of there the Evaporators' 'office' building used to be – closer to car parking, picnic shelter and walking pathways. Whatever the driver for the need for additional toilet facilities, the siting should not be in a way that decreases or divides up the amount of useable open space, especially in a way that affects existing long term users such as the Living Boat Trust, and might also negate the investment in upgrading the sand boat launching area by removing the area needed for car, boat and trailer turning, parking and storage. 8. Refurbish historic sand launching ramp – Definitely a needed piece of work. However would urge that this works to encourage native vegetation, and not be dominated by 'hard scaping'. 9. Formalise walking track – Yes, in a way that the defined edges and the overall look is unobtrusive. Also that the works encourage native vegetation, and not be dominated by 'hard scaping'. I question the siting of the pathway in the draft map to go between the river edge and the highway north of the Living Boat Trust shed, and south of the stone wall. For reasons of safety and logic it should be north of the stone wall. Then it would be directly accessible to people getting out of their cars, so minimise the numbers of people and time spent walking around and through the breadth of the car park to get onto the pathway. Is would also minimise people climbing over the wall to get to the pathway. A path on the north side would also benefit from the additional sunlight to keep it more dry and maintained. A path on the south side would reduce useable flat areas to work on trailers and boats. Moreover, the walkway should continue in its current path to the riverside of the Wooden Boat Centre to the jetties to the north. As mentioned in Point #4 and #12, if a publically funded pontoon is built north of the Wooden Boat Centre, then the pathway and signage should enable and encourage access and use of the pontoon. Furthermore, I don't recall any accidents happening with public access to this area in more than 20years, and safety issues can be managed. Many sites</p>				

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
		balance safety concerns with the drawback of being a working waterfront. E.g. the workshops in the Bristol old Dock area near MShed, etc. which has a shared pathway past industrial workspaces, cranes, slipways and dry docks in use, etc. Finally, this area is very special, especially where Prices Creek joins the Huon River – platypus and trout are seen there, and the vegetation and birdlife is also a highlight. 10. New entry signs – No. I don't think public funds should be used to sign private property. I do however support interpretive signage that gives the area historical and contemporary context, especially if it fits in with the Franklin History Walk signage and could be added to the booklet. Also useful is signage about nearby public facilities, such as directions to the nearest public toilet. Signs should be modest in size, construction and siting so they are appropriate to a historic town, without adding a 'falseness' or at risk of being a twee decoration. 11. Timber footbridge – A practical bridge does the job unobtrusively and does not have any additional decorative bits like the wooden bridge structure adjacent to the camping area in the south please. I've seen no one use that southern structure for anything more than as a bridge, yet I'm sure the additional overhead structure would have added considerably to its overall cost. 12. Additional pontoon north of the Wooden Boat Centre – see comments in #4 and #9 about making it a multi-use structure, publically accessible, and encourage use with signage and continuing to have a public pathway to it.				
4	No	I support some aspects such as better access to the water and the provision of benches along the waterfront, but not others such as the new public toilets. There is already sufficient toilet facilities in Franklin - it is only a small village. If there has to be more toilets they would be better placed nearer to where the picnic table is to be situated and not in the middle of a valuable open green space (it says in the proposal "Retain areas of established vegetation" - does this not include open green space?)	No		Water activities  Recreation purpose (ie. Bike riding, walking)	The proposed toilet will support the proposed Shared Pathway Huonville to Franklin and the current Landcare walking track.  The distance between the proposed toilet and the nearest toilet at the oval is greater than the distance from the oval to the "Petty Sessions" toilet block.  Final location to be determined.
5	Yes	I appreciate this opportunity to make comment. The pontoon at the Boat Centre is forward thinking and will certainly encourage usage by students, visitors, community groups and locals to this area. The public toilet is essential facility for all users and the siting of the toilet block is well thought out. The walking track is well positioned in front of the Boat Centre rather than behind and this includes the jetty behind the Centre building. Seats and landscaping and even art works will increase the appeal and attract users from all walks.	Yes	Encouraging art works that reflect the history of this area. This can be done gradually via art competitions. Perhaps even the seats can have mosaic art done by students as well as covered areas with a river bent.	Water activities  Tourism purposes  Recreation purpose (ie. Bike riding, walking)	Suggestions noted for final implementation of the plan.
6	No	"I support some aspects of the Plan but as the question forces me into a black and white response, my only option is to respond 'No'. A 'Yes' response	Yes	Benches - the foreshore to the east of the Evaporators have long been identified as the only suitable location for a deep-water jetty. The siting of benches in the vicinity	Water activities	Landscaping considerations to be included into implementation plan.

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
		could be wrongly interpreted as meaning I support the whole plan. 1.		should be carefully considered to ensure they not compromise future re-establishment of the deep-water jetty. 2.Landscaping – the Evaporators are a large rural industrial complex and are part of the character of the area – there is no need to try to hide them with landscaping. It is likely that any future commercial or tourism development of the Evaporators would open up the east wall to some extent to take advantage of the site adjacent to the river and would remove some or all of the proposed trees. It is very short sighted to spend public money on landscaping that is very likely to be removed in the foreseeable future. The east wall of the Evaporators is recognised by locals as an important ‘near-by safer place’ in case of bushfire as the building is close to the river and would provide protection from radiant heat from the forested hill to the north west. If trees are planted here they should be carefully chosen not to add to the bushfire risk or compromise this as a near-by safer place. 3.	Recreation purpose (ie. Bike riding, walking)	
7	No	The track and signage is okay, but I don't think Franklin needs another ugly toilet block, we already have two. Could the money be better spent on upgrading the existing toilets and make them look less ugly? Also the wooden boat centre and the LBT and surrounding foreshore are used for regattas and river activities, having that space given the hideous "Pitt and Sherry" treatment. ie. over-engineered ugly steel railings and tracks is really going to spoil the entire site. I just don't think Huon Valley Council has a good track record in designing public spaces....they are all ugly.	No		Water activities  Tourism purposes  Recreation purpose (ie. Bike riding, walking)	The proposed toilet will support the proposed Shared Pathway Huonville to Franklin and the current Landcare walking track.  The distance between the proposed toilet and the nearest toilet at the oval is greater than the distance from the oval to the "Petty Sessions" toilet block.  Final location to be determined.  Design of the toilets will be sensitive to the area.
8	Yes	Please limit new landscape planting to no more than 1 metre high near 3118 Franklin block so as not to block river views for residents opposite. The planting along the boardwalk planted years ago has grown thick and high, now blocking views.	No		Recreation purpose (ie. Bike riding, walking)	Comment noted.
9	Yes		No	History signage inclusive of Aboriginal knowledge, wildlife/ plants etc....not just colonial history	Water activities. Recreation purpose (ie. Bike riding, walking)	Comment noted for implementation plan
10	Yes	The area has been long neglected, and needs improvement to bring it to the standard of other local areas, such as the Esplanade at Huonville.	Yes	Local sculpture artists could be invited to place appropriate pieces at suitable points along the foreshore.		Comment noted for implementation plan
11	No	Additional public toilets on the Crown land between the Living Boat Trust & The Wooden Boat Centre are not required. There are existing dilapidated toilets at the Oval and also public toilets at the playground adjacent to Petty Sessions. Some of the funds could be used to upgrade the Oval toilets. The walkway should follow the foreshore in its entirety. The Wooden Boat Centre over time has co-opted the use of the land between the Centre and the river; there is no physical barrier but the lack of a formal path discourages use. It is recognised that the Centre requires access to the river but this should not preclude the public from access to this public land.	Yes	Foreshore stabilisation. Shade trees & seating.	Water activities  Recreation purpose (ie. Bike riding, walking)	The proposed toilet will support the proposed Shared Pathway Huonville to Franklin and the current Landcare walking track.  The distance between the proposed toilet and the nearest toilet at the oval is greater than the distance from the oval to the "Petty Sessions" toilet block.  Final location to be determined.  Design of the toilets will be sensitive to the area.  The area is a working waterfront, public safety was a major consideration in the direction of the pathway.

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
12	No	Toilets: Does Franklin really need a third set of public toilets that require ongoing cleaning and maintenance? In my opinion NO. Franklin already has public toilets to the south of Franklin near the caravan park and at the Oval. The Oval toilets are badly in need of refurbishment. The Living Boat Trust has upgraded their toilets along with the Wooden Boat Centre. Frank's Cider House has toilets as well as the Franklin Palais. When visiting these establishments, the public has access to the facilities. Placing additional new toilets on Crown Land at the entrance to Franklin will in my opinion reduce our public amenity. The money can be better spent where there is proven need for additional public toilets.	Yes	Beautification/Landscaping As a past member of the Franklin Progress Association for many years, I have lobbied for appropriate public tree plantings in Franklin. This has been achieved in other locations in the Huon, e.g. Geeveston. Landscaping that would frame views, give all important shade from our extreme summer UV levels and provide stability and erosion control to the Franklin foreshore. Most of the verge trees (Prunus Nigra) along the Huon H'way in Franklin have been removed, not maintained or vandalised. The recently built pathway and plantings to the South of Franklin have resulted in only 2 immature trees that are inappropriate for the site and are not maintained. The total area is now an unsightly weed infested mess and does not invite people to stop and linger. Seating has been put in with no provision for shade in summer. I believe we have a duty to future generations to plant trees. Franklin foreshore must be stabilized to mitigate against flooding and provide shelter with rising global temperatures. I watch the Living Boat Trust and Rowing Club put up marquees when they hold events and ponder why no-one has the foresight to plant trees to provide shade & shelter. It begs belief. Over the years, consultants have prepared numerous plans for the Franklin Foreshore. These plans have been endorsed by the Franklin Community and the Huon Council. Why are they now being changed to incorporate additional public toilets at a huge expense?	Recreation purpose (ie. Bike riding, walking)	The proposed toilet will support the proposed Shared Pathway Huonville to Franklin and the current Landcare walking track.  The distance between the proposed toilet and the nearest toilet at the oval is greater than the distance from the oval to the "Petty Sessions" toilet block.  Final location to be determined.  Design of the toilets will be sensitive to the area.  Grant funding cannot be used to upgrade the existing toilet block located at the Oval, these funds would need to come from Council's Asset Renewal Budget, when possible.  Franklin Foreshore M/Plan was developed in 2013 by Council. There was a second plan developed in xx This plan was not endorsed by Council nor did it have any broad community engagement. Elements of the "second plan" have been included into this plan where possible and through Stakeholder Engagement.
13	Yes		Yes	Remove the Cartela and the floating restaurant. Reseal the road between the evaporator shed and the rowing club. Fill in all the potholes and sunken areas around the Franklin boat ramp.	Recreation purpose (ie. Bike riding, walking)	Council is working with the Cartela Board to identify a solution.  Road comment noted.
14	Yes		No		Water activities  Tourism purposes  Recreation purpose (ie. Bike riding, walking)	
15	Yes		No		Water activities  Tourism purposes  Recreation purpose (ie. Bike riding, walking)	
16	No	The proposed plan - introduces unnecessary and expensive features such as the Toilet block - it routes the footpath in a way that reduces the amenity of the Living Boat Trust (LBT) land and adds significant danger for users crossing the busy Wooden Boat Centre (WBC) carpark entrance from the highway - it involves building a new bridge when the creek is already traversed by a bridge, downstream towards the rear of the WBC.	Yes	Reroute the path along the foreshore, behind the WoBC and across the existing bridge.	Water activities  Tourism purposes  Recreation purpose (ie. Bike riding, walking)	The proposed toilet will support the proposed Shared Pathway Huonville to Franklin and the current Landcare walking track.  The distance between the proposed toilet and the nearest toilet at the oval is greater than the distance from the oval to the "Petty Sessions" toilet block.  Final location to be determined.  Design of the toilets will be sensitive to the area.

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
						The area is a working waterfront, public safety was a major consideration in the direction of the pathway.
17	Yes	Yes but with the provisos below.	Yes	I agree with the comments made by Shane Johnson regarding the placement and indeed need for the public toilets. There are toilets located as part of the oval precinct as well as near Petty Sessions. The oval situated toilets could be upgraded at a lesser cost than a whole new block. 3 blocks of toilets within 750m in Franklin does seem excessive. Also they would look out of place and restrict parking at busy times such as regattas. The walkway does seem circuitous around the stone wall and I do not understand the logic of not continuing the path along the water edge which is far more picturesque, safer and a more obvious route.	Water activities Recreation purpose (ie. Bike riding, walking) Dog exercise	Design of the toilets will be sensitive to the area. Final location to be determined.
18	Yes		No		Dog exercise	
19	Yes	I support the plan as long as the area and all of the facilities are available for use by the general public and do not just end up under control of the community groups for their own benefit.	Yes	Remove the gates along the foreshore or leave them unlocked. So it is possible to drive from one end of the foreshore to the other. The foreshore is Franklin's best asset and should not be locked up	Water activities Recreation purpose (ie. Bike riding, walking)	The pathway and the toilet will be available to the public. The pontoons will be available to the community at the discretion of the owners. The gate restricts traffic movement for the safety of pedestrians.
20	Yes		Yes	More defined parking lot.	Water activities Tourism purposes Recreation purpose (ie. Bike riding, walking) Dog exercise	
21	Yes		No		Water activities Recreation purpose (ie. Bike riding, walking)	
22	Yes	I first saw the initial draft of this proposal way back in 2005. It needs completing.	No	If council can achieve what they plan to do, then that will represent a considerable boost to Franklin in general.	Recreation purpose (ie. Bike riding, walking) Dog exercise	Comment noted.

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
23	No	<p>The Living Boat Trust is very disappointed that this \$750,000 'commitment' is not directed to improving marine facilities at Franklin as described in the 'State Election Strategy' document. Of the initiatives that are proposed, we have serious concerns about the building of (yet another) public toilet and the siting of the public path. We approve of the pontoon locations. A detailed response to this proposal can be found at <a href="https://tinyurl.com/y7ryg7br">https://tinyurl.com/y7ryg7br</a>. This has been reviewed and endorsed by the LBT committee on behalf of its membership, to whom it has been presented. This document will be forwarded separately to council. Richard Forster, secretary, on behalf of the Living Boat Trust</p> <p>Further submissions found as appendix</p>	Yes	<p>There is a right of way on the downstream side of the LBT shed used for pedestrian and vehicle access both to the waterfront path and the marina. This could be upgraded. See our detailed response referred to above. Apart from this the LBT has presented numerous options to council to improve the waterfront during the consultation process - see previous correspondence.</p>	<p>Water activities</p> <p>Recreation purpose (ie. Bike riding, walking)</p>	<p>Funding from the \$750k is being provided to LBT &amp; WBC to construct privately owned marine facilities.</p> <p>The proposed toilet will support the proposed Shared Pathway Huonville to Franklin and the current Landcare walking track.</p> <p>The distance between the proposed toilet and the nearest toilet at the oval is greater than the distance from the oval to the "Petty Sessions" toilet block.</p> <p>Final location to be determined.</p> <p>Design of the toilets will be sensitive to the area.</p>
24	Yes	<p>The area is currently neglected and semi derelict and compares badly with the car park adjacent to the Petty Sessions building. This should be the model. The small boat ramp is increasingly used by kayakers and canoeists, thus toilets in this area would be extremely useful. The toilets near the sports oval are monopolised by sports groups at weekends and are therefore not the toilet block solution suggested by some.</p>	Yes	<p>More focus on retaining walls to reduce the high rate of bank erosion</p>	<p>Water activities</p>	<p>Comment noted</p> <p>Design will be sensitive to the area maintaining natural beauty and charm.</p>
25	No	<p>Not in the current format/presentation. Why? - because the project coordinator/s have obviously lost sight of the original project specifics: see below the cut &amp; pasted Project specifics from the original 2018 State Election Strategy ... "Project Specifics: This project will consist of <input type="checkbox"/> The construction of timber boardwalks on the banks of the Huon River, which will also assist in the prevention of any further erosion. <input type="checkbox"/> A link to the existing boardwalk north of the site <input type="checkbox"/> An opportunity for tourist cruise boats to embark <input type="checkbox"/> Attracting river cruises that may operate and visit this site transporting tourists from Hobart. The expansion of the marina will provide valuable moorings within the Huon River adjacent to the Wooden Boat Centre which provides another tourist visitation opportunity and enhances economic benefits and activities of the area." Further, I question the wording in the preamble of this survey – I have been lead to believe, by HVC officers, that the \$750,000 is the only first tranche of funding for the 2018 State Election Strategy Franklin Foreshore and Rehabilitation Development (FF&amp;RD) project, which has a stated estimated cost of \$3.5M. Is the HVC being loose with the truth by saying ..."In 2018, Huon Valley Council were successful in securing a \$750,000 State election commitment for the rehabilitation and development of Franklin Foreshore." or, has the state government decided that from hereon in, no more than \$750,000 will be spent on the NFMP?</p>	Yes	<p>Certainly - I would like to see the original 2018 State Election Strategy Franklin Foreshore and Rehabilitation Development (FF&amp;RD) project concept come to fruition. NFMP stakeholders have been told that the HVC requires the \$750,000 to result in one or more smaller but complete-able projects in the North Franklin Maritime Precinct (NFMP), projects that can have a pretty ribbon cut by some media-savvy politician, so both that MP and the HVC can look good at achieving results. Such a blatantly political focus flies in the face of community expectation, though it is not unexpected in the prevailing political climate - it's all about photo opportunities and nothing about achieving long-term sustainable, usable and promised infrastructure. I have no doubt that the failure of the Franklin Evaporators (FE) DA to progress is the main reason for not commencing works on ..."a new public jetty". The 2018 FF&amp;RD clearly depicts the new public jetty as being adjacent to the FE. Given the current and foreseeable economic climate, it makes sense that any individuals or entities interested in investing in the FE precinct would see that site as a much more attractive for investment with new berthing facilities on the adjacent waters edge, as opposed to the existing crumbling bank with all manner and ages of timber debris preventing safe tying up of watercraft. Some 10's of thousands of dollars must have been spent on the Pitt &amp; Sherry (P&amp;S) soils investigation, which was a good thing, to ensure the engineering and construction materials would be suitable for the soil profile of the site, in stark contrast to the 1990s</p>	<p>Water activities</p>	<p>Development of this plan has been based on the available funding \$750k (only) not the original election strategy concept \$3.5m.</p> <p>Considerable key stakeholder consultation has occurred and all elements of their needs have been incorporated where possible.</p>

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
				timber wharf fiasco. P&S subsequently proposed an albeit more expensive wharf construction option, to a total of some \$1.5M. The 2018 stated project cost is \$3.5M. So why not increase the initial funding to accommodate the P&S proposal? One has to wonder if both the state government and the HVC find Franklin unworthy of the original project as an outcome. What I find most unsettling about this now drawn out and side-tracked process is that the NFMP stakeholders are currently arguing amongst themselves about whether or not a public toilet should be built as part of the corrupted proposal. As Julius Caesar discovered - divide and conquer. How deeply disappointing.		
26	Yes	I appreciate the opportunity of supporting the foreshore rehabilitation and development plan. I have lived in Franklin since 2004 and have participated both as a full-time student and Tourism Volunteer at the Wooden Boat Centre. I have seen the local tourism development and expansion over the past years, and visiting students and families to the amenity to participate in courses. The participation at the "Wooden Boat Festival" of the Franklin "Marine Village" has further increased the important exposure of The Franklin Maritime stakeholders involved. The inclusion of a pontoon at the Boat Centre will increase the opportunity of tourism boats and visitors to the Huon Valley, including the annual season of weekly weekly visits from the Coral Explorer to the Boat Centre, carrying approximately 50 visitors at each trip, including local visits to Franklin businesses. The use of this pontoon by other community groups allows another benefit for the inclusion of the pontoon. It is a multi-use pontoon for public use and will encourage visitation to the area. The inclusion of a public toilet will encourage the growth of the marine precinct and provide an essential facility for visitors. During summer the local marine facility area will benefit for the public toilets. The siting of the toilet block is appropriate. The walking track starting north of the Boat Centre is well positioned and progressing in front of the Boat Centre is sensible. It is not possible to have the walking tract follow behind the Boat Centre, as this area is a working location for students including the jetty directly behind the Centre building, and would have many OH&S issues with the public if it was in fact the proposed walking track location. The inclusion of seats and appropriate landscaping along the walking track further increases the appeal of the project, and attract visitors.	Yes	The land immediately north of the Boat Centre running parallel with the river needs some beautification as you enter the town proper. Currently it looks somewhat uncared for, and does not project the image we are wanting to achieve. Consideration could also be given in the future to increase the "Information Provided" to tourists and visitors to the area. The Boat Centre car park, ease of parking caravans and available land makes it a desirable venue for Council to consider a tourism visitors Centre conducted by the Centre with Volunteers, it's a huge future opportunity to promote tourism, and relieve the pressure on running two Council operated Visitor centres. As a Tourism Volunteer at the Boat Centre, I see firsthand the increase of visitors, both in cars, with caravans and motorhomes, coaches and from the river on organised cruises. I also see the increased number of students attending the Boat Centre courses, and see how next years courses are filling. Introduced this year is a 12 month course with 9 students and their families settling in the area, a huge boost for the local business community and house rentals. This proposed Franklin Foreshore Rehabilitation and Development Plan will enhance the amenity, promote tourism, bring locals and visitors alike to the walking trail and the interest of this important marine precinct. I totally support the Council Plan as presented. Thank you again for the opportunity to submit my thoughts with great enthusiasm. Kelvin Aldred. Franklin.	Water activities  Tourism purposes  Recreation purpose (ie. Bike riding, walking)	Comment noted.  Consideration will be given to landscaping of this area, where possible. Private land is held to the north of WBC.
27	Yes		No		Water activities  Tourism purposes  Recreation purpose (ie. Bike riding, walking)	

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
					Photography. Nature appreciation	
28	Yes	There does need to be provision for ongoing maintenance of existing tracks and new tracks. There also needs to be provision for maintenance of plantings, as weeds are a big problem down at Franklin.	Yes	Community input into planting and maintenance alongside walking tracks is necessary, especially through the local Landcare groups. Also, removal of weeds is essential to improve the look of the new growth areas, to give new plants the chance to thrive. Council could instigate working bees (planting and weed removal) with the local groups and individuals, an idea which will assist to give "ownership" to those who will be using the areas and help to reduce vandalism.	Water activities Recreation purpose (ie. Bike riding, walking) Dog Exercise Taking visitors to the Foreshore to experience the local beauty	Engagement with Landcare will occur as part of the landscape plan.
29	Yes	Extra public toilets in Franklin is a great idea to cater for the number of visitors here each weekend. We love walking along the foreshore so extra walkways would be delightful. Any enhancement of this area is long overdue and hopefully the removal of the Boat Cafe and rusty Cartels will be part of the big plan.	Yes	Remove Boat Cafe and Cartels please!	Recreation purpose (ie. Bike riding, walking) Dog Exercise	Council is working with the Board on removal of the Cartela.
30	Yes	Although I am not sure why a 3rd public toilet block is needed in a stretch of road approximately 1 kilometre long. Maybe the money could be better spent upgrading the toilets at the oval. Not very happy that the walk way will not be keeping to the river edge behind the WBC it is my understanding this is crown land and Greg Guy wharf and the jetties on the northside of the centre should be available to anyone not exclusive to the WBC.	Yes	At least 2 garbage bins with dog poo bags attached in the north of the evaporators. That the gravel area from the WBC to Franklin Marine shop is levelled and maintained, there are numerous potholes and tyre ruts in this area which are very dangerous for walkers and bike riders alike. Surprised the council hasn't had multiply compensation claims. The trees on the corner opposite New Road need to be removed and more suitable trees/shrubs planted further back from the highway will not block the view of drivers and pedestrians. I live near this corner and use the road both as motorist and pedestrian regularly, I have also witnessed many close calls when accidents have almost happened due to the cars turning out of the side street need to edge forward to be able to see traffic. Access to the Greg Guy Wharf and the jetties north of the WBC is maintained.	Water activities Tourism purposes Recreation purpose (ie. Bike riding, walking) Dog Exercise We have a limited view of the river which for the last 9 months has been destroyed by the ugly blue fish and chip shop.	The proposed toilet will support the proposed Shared Pathway Huonville to Franklin and the current Landcare walking track.  The distance between the proposed toilet and the nearest toilet at the oval is greater than the distance from the oval to the "Petty Sessions" toilet block.  Final location to be determined.  Design of the toilets will be sensitive to the area.  Asset Renewal funds needed to upgrade existing toilet block.  Access to Greg Guy Wharf falls under the WBC lease of land and is therefore WBC responsibility.  Comment noted on trees, outside scope on this engagement. Relevant department to be notified.
31	Yes	better to arrange to spend the grant under amended conditions than to do nothing & lose the funding; public toilets at the northern end of Franklin would be very useful to a wide range of users	Yes	change the pedestrian path's route to go between the Wooden Boat Centre and the river's edge, rather than deviate from the river to go along next to the Huon Highway	Tourism purposes Recreation purpose (ie. Bike riding, walking)	Comments noted  The area is a working waterfront, public safety was a major consideration in the direction of the pathway.
32	Yes	With caveats. I don't accept it in its entirety.	Yes	The toilets are not needed and in fact problematic. There are already good facilities in south Franklin. I don't believe Franklin needs to put itself on the map as Tasmania's biggest dunny. The pathway jags inland between the LDT and the WBC. It should stay along the foreshore. That's where people are going to continue walking anyway. That's where they are walking now. Putting a path in an unused and zig-zag fashion/location will result in, well, nothing. People won't use it.	Water activities Tourism purposes Recreation purpose (ie. Bike riding, walking) Dog Exercise	The proposed toilet will support the proposed Shared Pathway Huonville to Franklin and the current Landcare walking track.  The distance between the proposed toilet and the nearest toilet at the oval is greater than the distance from the oval to the "Petty Sessions" toilet block.  Final location to be determined.  Design of the toilets will be sensitive to the area.

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
						The area is a working waterfront, public safety was a major consideration in the direction of the pathway.
33	No	I do not agree with the toilet block being placed on LBT managed land. I do not agree with the redirection of the walking trail along the wall on LBT managed land. The trail should continue along the foreshore past the Wooden Boat Centre as proposed in 2017. The trail would then offer a continuous walk along the foreshore, from Petty Sessions, past the Wooden Boat Centre (viewing the end of Price's Creek which is important to Franklin's history), to the Landcare Walkway. If the walkway is redirected inland it then has to cross a vehicular entrance and exit point at the WBC carpark which is more hazardous	Yes	An art statement is needed	Water activities Recreation purpose (ie. Bike riding, walking) Dog Exercise	The location of the toilet block will be determined in the implementation plan.  The area is a working waterfront, public safety was a major consideration in the direction of the pathway.
34	Yes		Yes	As a committee member of the Franklin Working Waterfront assn and Wooden Boat Centre I have been mowing the grassed area to the north of the WBC including the reserve for several years as it becomes overgrown and a fire hazard to the Centre in summer and is the first impression of Franklin visitors see ,I have limited public liability insurance and no authority to mow the reserve . If the walkway proceeds could the Council please add mowing of this reserve to the regular Franklin mowing program ?	Water activities Recreation purpose (ie. Bike riding, walking) Dog Exercise	Mowing is the responsibility of the lease holders. Grass area in question is partial private land.  Comment noted
35	No	I don't agree with the placement of the toilets. I don't see why we need more toilets in the town. They seem to be plonked right in the middle of our beautiful foreshore. Closer to the evaporator shed or even the wooden boat centre would be more suitable if absolutely necessary. They are right out the front of my house. I believe they will create an environment for free campers and over-nighters and hoons. Are they being built for the marina? if so put them near the chandler!	Yes	No public toilet in the middle of the foreshore!	Water activities Recreation purpose (ie. Bike riding, walking) Dog Exercise Work and community	The location of the toilet will be determined as part of the implementation plan.
36	Yes		Yes	Rubbish bins , at least one with dog poo bags, located along the walking track.	Recreation purpose (ie. Bike riding, walking) Dog Exercise	Comment noted for implementation plan
37	Yes		No		Recreation purpose (ie. Bike riding, walking) Dog Exercise	
38	Yes	I walk my dog along this area regularly and it is difficult due to boggy/wet areas in winter and lack of shade in summer. I think the plan addresses both problems.	Yes	I would like to see that eyesore/health hazard of a fish and chip shop removed as soon as possible.	Recreation purpose (ie. Bike riding, walking) Dog Exercise	Comment noted  DPIPWE will be calling for Tenders as soon as relevant COVID-19 restrictions are lifted.
39	No	Public toilet will harm the existing use of the area. It will divert much of the use from the other two public toilets in Franklin. Traffic calming and management will be required. The toilet is on land already licensed and in use to the Living Boat Trust. The additional traffic will be a significant burden to the LBT. The path should follow the foreshore and not deviate to the highway in front of the Wooden Boat Centre.	Yes	Access to the site of the May Queen build with interpretation panels and visual display.	Water activities Recreation purpose (ie. Bike riding, walking) Dog Exercise As a Living Boat Trust member I use the site almost daily.	The proposed toilet will support the proposed Shared Pathway Huonville to Franklin and the current Landcare walking track. The distance between the proposed toilet and the nearest toilet at the oval is greater than the distance from the oval to the "Petty Sessions" toilet block. Final location to be determined. Design of the toilets will be sensitive to the area. Comment regarding traffic management have been noted for the implementation plan.

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
40	Yes	As long as it is dog friendly on lead would be wonderful	No		Recreation purpose (ie. Bike riding, walking) Dog Exercise picnic with take away from aqua grill and other cafes in Franklin	Comment noted
41	Yes	This is a great plan, however wouldn't it be sensible to upgrade the carpark at the same time? Surely this will enhance the visual appeal and effort put into upgrading the area.	Yes	Upgrade to carpark area	Water activities Tourism purposes Recreation purpose (ie. Bike riding, walking) Dog Exercise	Council suggested sealing of the car park with key stakeholders but it was not support.
42	No	I don't support the inclusion of public toilets in the plan.	No		Water activities Recreation purpose (ie. Bike riding, walking)	The proposed toilet will support the proposed Shared Pathway Huonville to Franklin and the current Landcare walking track.  The distance between the proposed toilet and the nearest toilet at the oval is greater than the distance from the oval to the "Petty Sessions" toilet block.  Final location to be determined.  Design of the toilets will be sensitive to the area.
43	Yes		Yes	will the long term view include a walkway to Huonville and back? This would be such an asset for the area as it would make a very pleasant walk and would be a great help for those in Franklin who do not drive.	Recreation purpose (ie. Bike riding, walking) Dog Exercise	Comment noted.
44	Yes		Yes	A bubbler or water bottle refilling station would be an asset.	Recreation purpose (ie. Bike riding, walking) Car parking when sharing a lift to Hobart.	Comment noted
45	Yes	What a great idea. Really long overdue. Let's take more advantage of the beauty of the river.	Yes	Perhaps a BBQ, one or more under cover, similar to Apex Park in Huonville	Water activities Recreation purpose (ie. Bike riding, walking) Dog Exercise	Comment noted
46	Yes		Yes	Please equip one of the pontoons with an easy access kayak/canoe pontoon making it much easier to enter and exit the river. This is sure to be appreciated by our older generation that enjoy regularly getting out on the river. Please see this video for an example: <a href="https://www.lonelyplanet.com/video/kayaking-in-island-park-wildlife-sanctuary-michigan/v/vid/858">https://www.lonelyplanet.com/video/kayaking-in-island-park-wildlife-sanctuary-michigan/v/vid/858</a>	Water activities Recreation purpose (ie. Bike riding, walking)	Launching Beach identified for upgrade in the plan.
47	Yes	I think the costs are quite high but feel it would be beneficial to the area for visitors and locals. I use the foreshore 3 - 5 times per week.	Yes	Possibly a BBQ where the new undercover shelter/picnic table is as the nearest one is at the other end of Franklin.	Water activities Recreation purpose (ie. Bike riding, walking) Dog Exercise Using picnic areas.	Comments noted
48	Yes		No		Water activities Recreation purpose (ie. Bike riding, walking) Fishing	
49	Yes		Yes	It would be good for it to be bike friendly as well as dog friendly and include rubbish bins along the way. I would hate to see more pollution.	Recreation purpose (ie. Bike riding, walking) Dog Exercise	Comment noted for implementation plan

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
50	Yes		Yes	Confirmation that the walking track surface matches the pathway at the southern end of the foreshore A requirement that the Living Boat Trust improve the presentation of their building Development of facilities to enable increased access to the river by the general public, not JUST unnamed community groups A commitment from the Council that it has the capacity to maintain landscaping and other assets once built- unlike the landscaped area at the rear of the fire station which is poorly maintained	Water activities Recreation purpose (ie. Bike riding, walking)	Consultation with key stakeholders determined a gravel walking track, which was more sympathetic to the area.  Comment noted regarding existing landscaped area.
51	Yes	Is there any plan to re- surface the synthetic cricket pitch with a view to widening the same, also if the oval were to have a picket fence this would add to much needed lift to the facility.	Yes	As mentioned re curb of the sporting oval including the dressing rooms and canteen facility	Cricket	Comment noted for other Franklin Plan.
52	Yes	It has always been a pity that the landcare walking track is not easy to see as it is not connected to any walking tracks. The northern section of Franklin has turned into an industrial zone rather than a friendly tourist walking area as there is no walking track.	Yes	Landcare received a grant a few years ago and with the Wooden Boat Centre they built a wooden bridge to join the Wooden Boat Centre's private jetty to the land so that people could get to their walking track - this will not be used in this proposal which seems a waste. Building a bridge across the river right by the road when it is already possible to walk across this section right by the road seems a waste, however there is another gully if you are walking this way that requires a bridge. This new walking track goes around the front of the Wooden Boat Centre rather than behind it where we all walk. Following the river is much more picturesque and users are not likely to be flattened by road users turning into the Wooden Boat Centre (which is a very dangerous entry and needs to be changed). Are you building a jetty where the Cartela is currently docked as it has to remove the current structure? Not sure about giving the Wooden Boat Centre a pontoon on their private jetty without the walking track going past it - they are running more as a business than a community group and restrict use of their jetties for their own business, so this would not be for the community. Erosion control of the river bank should be a priority as it seems a waste of all the prior work when we are losing great sections of bank.	Water activities Recreation purpose (ie. Bike riding, walking)	This plan will link the Landcare Walking track to the Franklin Foreshore.  The area is a working waterfront, public safety was a major consideration in the direction of the pathway.  Council is working with the Board to remove the Cartela from the Foreshore.
53	Yes		No		Recreation purpose (ie. Bike riding, walking)	
54	Yes		No		Water activities Recreation purpose (ie. Bike riding, walking)	
55	Yes		Yes	The Southern Tigers Cricket club are in desperate need of functioning cricket nets for training for the senior and junior teams. Is there anyway to extend the the planning to offer assistance in that?	Recreation purpose (ie. Bike riding, walking) Cricket (Southern Tigers Cricket Club)	Comment noted for other Franklin Plan.
56	Yes	I'd like to see cricket nets added at the franklin cricket/football ground. It is currently the only club in the Huon that does not have a functioning set of nets to train in.	Yes	cricket nets and updated facilities for the southern tigers/Huonville lions women's home ground. Proper lighting in and around the ground.	Water activities Recreation purpose (ie. Bike riding, walking) Dog Exercise Play cricket with the southern tigers	Comment noted for other Franklin Plan.

No.	Support Yes/No	Comments	Additional Elements Yes/No	Comments	Use of Area	Project Team Comments
57	Yes		Yes	Just consider that the primary school is across the highway, for them to use the track please install a pedestrian crossing.	Recreation purpose (ie. Bike riding, walking)	Comment noted for other Franklin Plan.

# Appendix 7

## Social Media Post Performance

**Huon Valley Council**  
May 6 at 4:32 PM

The Franklin Foreshore Rehabilitation and Development Plan is open for consultation and closes this Sunday 10 May at 5pm.

We want to hear from you, complete our simple survey today.  
<https://www.huonvalley.tas.gov.au/.../franklin-foreshore-reh-.../>  
See More

HUONVALLEY.TAS.GOV.AU  
**Franklin Foreshore Rehabilitation and Development Plan - Huon Valley Council**

**2,060** People Reached      **111** Engagements      **Boost Post**

### Performance for Your Post

**2,060** People Reached

**11** Likes, Comments & Shares

**10** Likes      **10** On Post      **0** On Shares

**0** Comments      **0** On Post      **0** On Shares

**1** Shares      **1** On Post      **0** On Shares

**100** Post Clicks

**1** Photo Views      **92** Link Clicks      **7** Other Clicks

#### NEGATIVE FEEDBACK

**0** Hide Post      **0** Hide All Posts  
**0** Report as Spam      **0** Unlike Page

Reported stats may be delayed from what appears on posts

**Huon Valley Council**  
Published by Georgia Pauline Jordan [?] · 22 April at 14:51

**HAVE YOUR SAY**

In 2018, Huon Valley Council were successful in securing a \$750,000 State election commitment for the rehabilitation and development of Franklin Foreshore.

The purpose of the project is to:... See more

HUONVALLEY.TAS.GOV.AU  
**Franklin Foreshore Rehabilitation and Development Plan - Huon Valley Council**

**Get more likes, comments and shares**  
When you boost this post, you'll show it to more people.

**2,954** People reached      **570** Engagements      **Boost Post**

### Performance for your post

**2,954** People Reached

**111** Reactions, comments & shares

**49** Like      **22** On post      **27** On shares

**4** Love      **3** On post      **1** On shares

**1** Wow      **0** On post      **1** On shares

**46** Comments      **15** On Post      **31** On Shares

**11** Shares      **11** On Post      **0** On Shares

**459** Post Clicks

**0** Photo views      **226** Link clicks      **233** Other Clicks

#### NEGATIVE FEEDBACK

**0** Hide post      **1** Hide all posts  
**0** Report as spam      **0** Unlike Page

Reported stats may be delayed from what appears on posts

**Huon Valley Council**  
23 hrs · 🌐

Today is the last day to Have Your Say on the draft Franklin Foreshore Rehabilitation and Development Plan.

The purpose of the project is to:

🚶 Create pedestrian linkages between the existing walking trails to the north and south of the marina area... [See More](#)



HUONVALLEY.TAS.GOV.AU  
**Franklin Foreshore Rehabilitation and Development Plan - Huon Valley Council**

**439** People Reached      **16** Engagements      [Boost Post](#)

**Performance for Your Post**

**439** People Reached

**2** Likes, Comments & Shares <sup>?</sup>

**1** Likes      **0** On Post      **1** On Shares

**0** Comments      **0** On Post      **0** On Shares

**1** Shares      **1** On Post      **0** On Shares

**14** Post Clicks

**0** Photo Views      **12** Link Clicks      **2** Other Clicks <sup>?</sup>

**NEGATIVE FEEDBACK**

**0** Hide Post      **0** Hide All Posts  
**0** Report as Spam      **0** Unlike Page

Reported stats may be delayed from what appears on posts

**Huon Valley Council**  
Published by Renee Cordwell [?] · May 4 at 2:19 PM · 🌐

We want to hear from you!

The following projects are open for community consultation:

- Ranelagh Recreation Ground Master Plan
- Franklin Foreshore Rehabilitation and Development Plan
- Franklin Master Plan Stage 3 Sporting Precinct
- Stronger Together COVID-19 Community Issues and Ideas

For full project details and to make your feedback count visit our Have Your Say page:  
<https://www.huonvalley.tas.gov.au/se.../my-community/your-say/>

# Have Your Say

🟢 **Get More Likes, Comments and Shares**  
When you boost this post, you'll show it to more people.

**2,497** People Reached      **117** Engagements      [Boost Post](#)

👤 Lisa Plohl, Dave Condon and Colleen Wilson      10 Shares

👍 Like      💬 Comment      ➦ Share      🗄️

**Performance for Your Post**

**2,497** People Reached

**17** Likes, Comments & Shares <sup>?</sup>

**7** Likes      **3** On Post      **4** On Shares

**0** Comments      **0** On Post      **0** On Shares

**10** Shares      **10** On Post      **0** On Shares

**100** Post Clicks

**7** Photo Views      **29** Link Clicks      **64** Other Clicks <sup>?</sup>

**NEGATIVE FEEDBACK**

**1** Hide Post      **0** Hide All Posts  
**0** Report as Spam      **0** Unlike Page

Reported stats may be delayed from what appears on posts

## Appendix 8

### Huon Valley Council eNewsletter #4



# Have Your Say

Council is conducting Community Engagement on the following projects;

**Franklin Foreshore Rehabilitation and Development** - The Huon Valley Council 2018 State Election Strategy identified key areas in which the Council can work together with the State Government to achieve key priorities for the prosperity and amenity of the Huon Valley Region.

**Ranelagh Recreation Ground Master Plan** - The Ranelagh Recreation Ground Master Plan is designed to guide Council, stakeholders and the community in the future planning, development, use and management of the Ranelagh Recreation Ground. This will enable it to meet the changing needs of the community well into the future.

Visit **Have Your Say** to view these projects [www.huonvalley.tas.gov.au](http://www.huonvalley.tas.gov.au)

### Huon Valley Council eNewsletter #6



# Have Your Say

Council is conducting Community Engagement on the following projects;

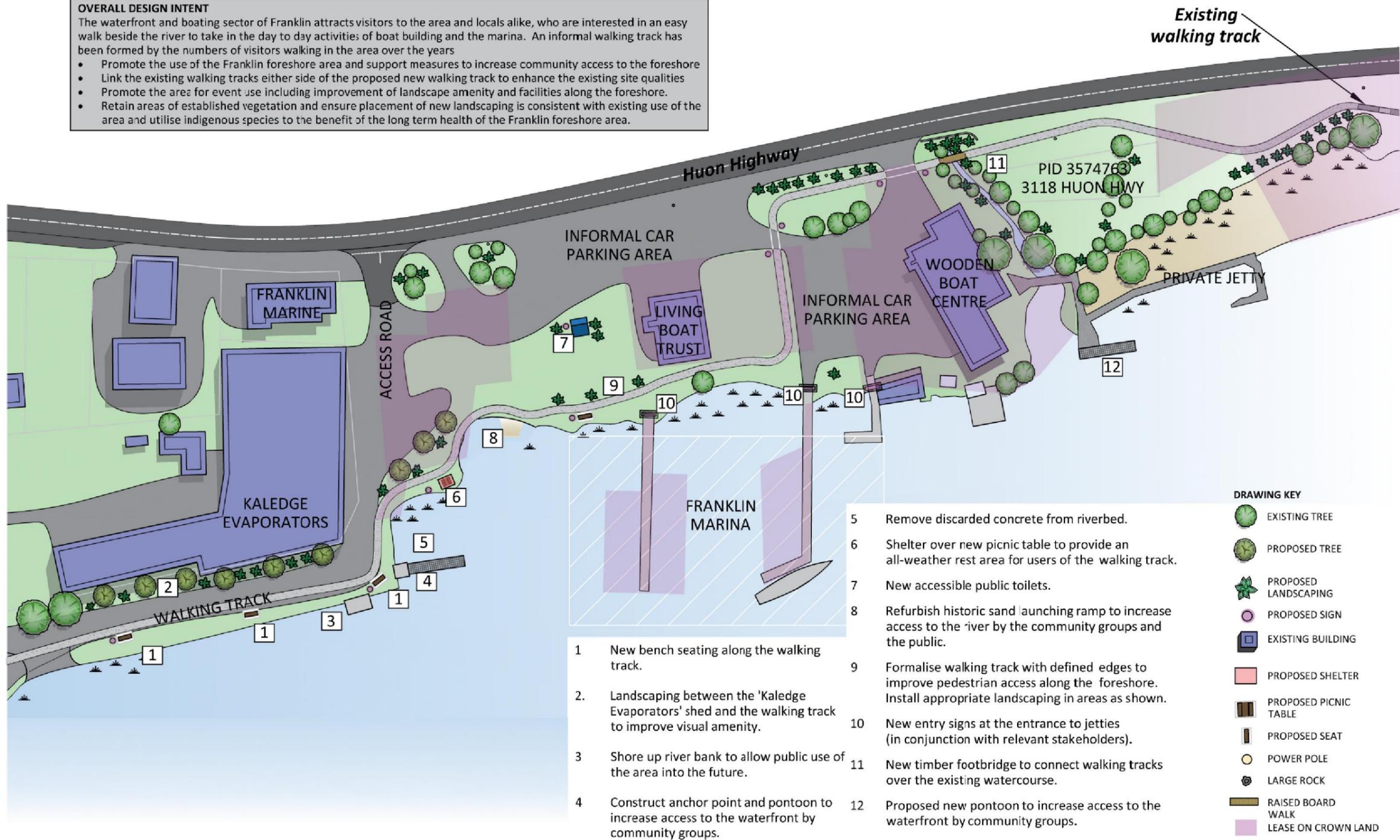
- [Franklin Foreshore Rehabilitation and Development Plan](#) - *closes Sunday 10 May*
- [Ranelagh Recreation Ground Master Plan](#) - *closes Sunday 10 May*
- [Franklin Master Plan Stage 3 - Sporting Precinct](#) - *closes Friday 22 May*
- [Stronger Together COVID-19 Community Issues and Ideas](#)

Visit **Have Your Say** to view these projects and all Council's projects [www.huonvalley.tas.gov.au](http://www.huonvalley.tas.gov.au)

**OVERALL DESIGN INTENT**

The waterfront and boating sector of Franklin attracts visitors to the area and locals alike, who are interested in an easy walk beside the river to take in the day to day activities of boat building and the marina. An informal walking track has been formed by the numbers of visitors walking in the area over the years

- Promote the use of the Franklin foreshore area and support measures to increase community access to the foreshore
- Link the existing walking tracks either side of the proposed new walking track to enhance the existing site qualities
- Promote the area for event use including improvement of landscape amenity and facilities along the foreshore.
- Retain areas of established vegetation and ensure placement of new landscaping is consistent with existing use of the area and utilise indigenous species to the benefit of the long term health of the Franklin foreshore area.



- 1 New bench seating along the walking track.
- 2 Landscaping between the 'Kaledge Evaporators' shed and the walking track to improve visual amenity.
- 3 Shore up river bank to allow public use of the area into the future.
- 4 Construct anchor point and pontoon to increase access to the waterfront by community groups.
- 5 Remove discarded concrete from riverbed.
- 6 Shelter over new picnic table to provide an all-weather rest area for users of the walking track.
- 7 New accessible public toilets.
- 8 Refurbish historic sand launching ramp to increase access to the river by the community groups and the public.
- 9 Formalise walking track with defined edges to improve pedestrian access along the foreshore. Install appropriate landscaping in areas as shown.
- 10 New entry signs at the entrance to jetties (in conjunction with relevant stakeholders).
- 11 New timber footbridge to connect walking tracks over the existing watercourse.
- 12 Proposed new pontoon to increase access to the waterfront by community groups.

- DRAWING KEY**
- EXISTING TREE
  - PROPOSED TREE
  - PROPOSED LANDSCAPING
  - PROPOSED SIGN
  - EXISTING BUILDING
  - PROPOSED SHELTER
  - PROPOSED PICNIC TABLE
  - PROPOSED SEAT
  - POWER POLE
  - LARGE ROCK
  - RAISED BOARD WALK
  - LEASE ON CROWN LAND

**DRAFT**  
FOR COMMENT

# Franklin Foreshore Rehabilitation and Development

**DRAFT**



April 2020  
Scale 1:1000 @ A3  
0 5 10 20 40m

Attachment C – plan with amendments

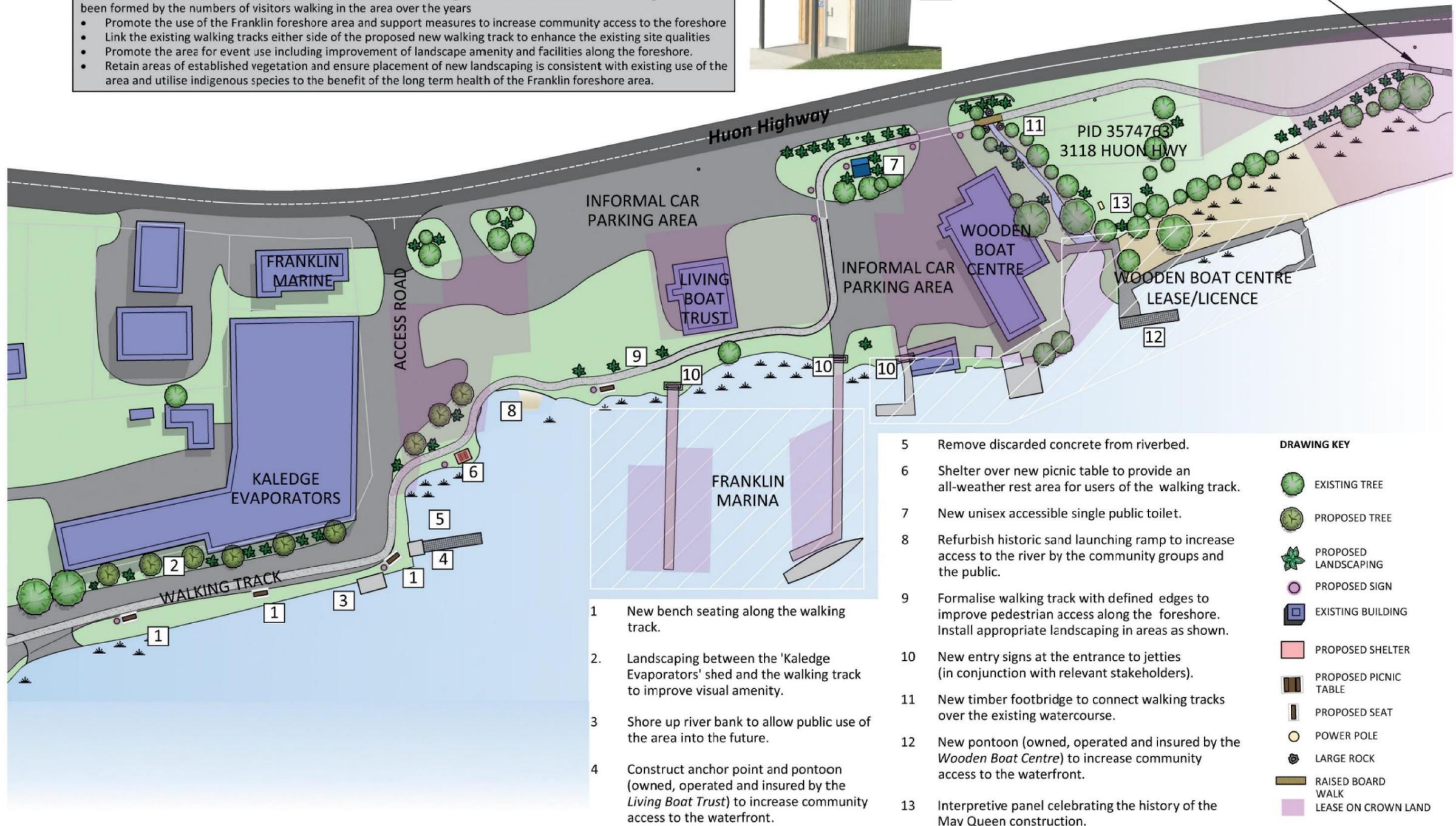
**OVERALL DESIGN INTENT**

The waterfront and boating sector of Franklin attracts visitors to the area and locals alike, who are interested in an easy walk beside the river to take in the day to day activities of boat building and the marina. An informal walking track has been formed by the numbers of visitors walking in the area over the years

- Promote the use of the Franklin foreshore area and support measures to increase community access to the foreshore
- Link the existing walking tracks either side of the proposed new walking track to enhance the existing site qualities
- Promote the area for event use including improvement of landscape amenity and facilities along the foreshore.
- Retain areas of established vegetation and ensure placement of new landscaping is consistent with existing use of the area and utilise indigenous species to the benefit of the long term health of the Franklin foreshore area.



Existing walking track



- 1 New bench seating along the walking track.
- 2 Landscaping between the 'Kaledge Evaporators' shed and the walking track to improve visual amenity.
- 3 Shore up river bank to allow public use of the area into the future.
- 4 Construct anchor point and pontoon (owned, operated and insured by the Living Boat Trust) to increase community access to the waterfront.

- 5 Remove discarded concrete from riverbed.
- 6 Shelter over new picnic table to provide an all-weather rest area for users of the walking track.
- 7 New unisex accessible single public toilet.
- 8 Refurbish historic sand launching ramp to increase access to the river by the community groups and the public.
- 9 Formalise walking track with defined edges to improve pedestrian access along the foreshore. Install appropriate landscaping in areas as shown.
- 10 New entry signs at the entrance to jetties (in conjunction with relevant stakeholders).
- 11 New timber footbridge to connect walking tracks over the existing watercourse.
- 12 New pontoon (owned, operated and insured by the Wooden Boat Centre) to increase community access to the waterfront.
- 13 Interpretive panel celebrating the history of the May Queen construction.

**DRAWING KEY**

- EXISTING TREE
- PROPOSED TREE
- PROPOSED LANDSCAPING
- PROPOSED SIGN
- EXISTING BUILDING
- PROPOSED SHELTER
- PROPOSED PICNIC TABLE
- PROPOSED SEAT
- POWER POLE
- LARGE ROCK
- RAISED BOARD WALK
- LEASE ON CROWN LAND

**REVISED PLAN  
FOLLOWING  
CONSULTATION**

# Franklin Foreshore Rehabilitation and Development

REV. 1



May 2020  
Scale 1:1000 @ A3

