

Community consultation on the north Franklin Foreshore

7pm on Thursday 16 November 2017 at the Palais Franklin.

Overall purpose of the meeting

To gauge whether there is broad community agreement and support for a master plan for the north Franklin Foreshore and to provide an opportunity to address any concerns raised.

The role of the Franklin Progress Association (FPA)

The FPA offered to facilitate the community consultation process consistent with the objectives of the FPA's constitution which include "take any measures considered advisable for the betterment of Franklin" and "avoid matters party political or sectarian in nature". The FPA as an organisation does not own, lease or manage any land on the foreshore.

Participation and invitations

Invitations to participate in the consultation were extended to all members of the Franklin community through an article in the Huon Valley News, flyers at key locations in the township and using social media. Politicians representing Franklin and the Huon were invited individually. Lara Giddings was represented by Alison Standen. Apologies from others were received and noted. Huon Valley Council Commissioner, Adriana Taylor was accompanied by General Manager, Emilio Reale. The following organisations were invited to present:

- Martin and Judy Krynen from Kaledge Evaporators
- Huon Rowing Club
- Franklin Marine and Franklin Marina
- Bowmont Antiques
- Living Boat Trust
- Wooden Boat Centre/FWWF
- Frank's Cider Bar and Cafe
- Franklin Landcare
- Huon Regional Care

An invitation to speak was extended to John Young in recognition of the role he and Ruth Young had in establishing the north Franklin foreshore as a nationally significant centre for wooden boats.

Background to the Draft Franklin Crown Land Foreshore Master Plan

Kaledge Evaporators, owners of Franklin Evaporators Shed, engaged consultants *Inspiring Place* to develop a plan on behalf of the Franklin Community and in March 2017 released a *Draft Franklin Crown Land Foreshore Master Plan*. Organisations with interests in the area had the opportunity to participate in the development of the draft master plan and provide feedback. Kaledge provided the meeting with a revised plan which takes in to account feedback already received. This meeting was intended to address the following recommendation of the draft master plan:

"Undertake further stakeholder and local community consultation to develop a broad agreement and written support for the foreshore master plan".

Outline of the meeting process

Organisations with interests in the north Franklin foreshore were given 5-8 minutes to speak about their priorities and to introduce any plans/maps showing how they would like to see the foreshore in future. After each presentation there was an opportunity for questions from the floor.

When all invited speakers had presented there was an invitation for further brief presentations from the floor. This was followed by an opportunity for general questions – particularly those that draw attention to interactions across organisations and interest groups. Organisations were then invited to stand by their ‘stations’ (tables, display panels etc) showing plans/maps etc and make themselves available for one-on-one feedback from the community and other organisations.

Directions given to speakers

Organisations were invited to focus on their priorities for the foreshore – including structures, functionality, flexibility, shared use of space, traffic flows, general appearance and aesthetics etc and, recognising that it is easy to focus only on what needs to be changed, identify both:

- What they like and wish to **keep**
- Future **changes** - improvements and enhancements

Speakers were asked to focus on the external space on the foreshore from the road to the river including shared space, not on internal changes within current buildings if they are not directly relevant to the foreshore, and to assume the community is familiar with their organisation.

Record of the meeting

The record of the meeting is provided as a series of attachments. These consist of all written feedback received from the community; copies of speakers’ notes, plans or maps provided by the Living Boat Trust, the Wooden Boat Centre and John Young; and notes taken by the FPA rapporteur.

The Cartela Trust did not receive an invitation due to an oversight by the FPA. The next day Ross James of the Trust was briefed on the background and outcomes and provided a response which is included with the attachments. Huon Rowing Club extended an apology on the night and has since provided a response which is included with the attachments. Responses from the Cartela Trust and Huon Rowing Club were not presented to the community and therefore were not endorsed under the resolution of the meeting.

Resolution of the participants at the community consultation

After all presentations and questions, the following resolution was proposed:

“Those present approve the Franklin North Foreshore Plan understanding that it is a concept plan with further work to be done for it to be finalised, and taking into account the community’s and organisations’ priorities”.

The resolution was carried on a show of hands. The facilitator noted one negative, a small number of abstentions and all others, representing a large majority, supporting the resolution.

Summary

There is broad community support for the Franklin North Foreshore Plan as a concept plan for new infrastructure and landscaping. Community feedback identified that residents are interested in the details of how the plan will be realised and that in general enhancements should be done in a way that respects and is consistent with the existing character of this part of Franklin.

Attachments

- Attachment 1 – Community feedback
- Attachment 2 – Living Boat Trust presentation
- Attachment 3 – Wooden Boat Centre presentation
- Attachment 4 – John Young presentation
- Attachment 5 – Record transcribed by FPA rapporteur
- Attachment 6 – Cartela Steamboat Trust – late submission
- Attachment 7 – Huon Rowing Club – late submission

Attachment 1 – Community Feedback

Community members were invited to provide written feedback on which aspects of the existing foreshore or the Foreshore Plan they would like to see retained and which aspects they would like changed. All responses are presented here as received so that all aspects of community sentiment can be gauged.

Which aspects of the existing foreshore or the Foreshore Plan should be retained?

- Keep heritage look to town/front
- Keep road way into Boat Centre and no buildings close to the road, i.e. toilet block
- Keep the area largely free of fixed infrastructure so it can still be used flexibly as needed by different groups
- Keep street edge free of buildings
- Keep road access to WBC open
- Keep current access to WBC – if tourists go past they won't go back
- Keep tourists out
- Keep some of the wildness of the riverfront – old logs and ducks
- Keep the existing wetland vegetation wherever possible while still allowing boats to be pulled ashore
- Keep gravel and soft edged carparks in the majority of areas – we don't want to become a 'shopping centre' [style of] carpark with lots of kerbs and bitumen
- Keep rammed earth/gravel parking areas and entrance ways
- Keep and enhance the existing small boat launching beach south of LBT
- Keep some soft edges (used by swans too)
- Retain some roadside car parking – this will calm traffic
- Keep car parking informal
- Retain the ability for cars with long boat trailers to park and manoeuvre
- Keep heritage features of buildings

Which aspects of the existing foreshore or Foreshore Plan should be changed?

- Toilet blocks should be away from the road
- Toilet closer to WBC (between LBT and WBC)
- Change toilet position and consider closing toilets at night to deter free campers
- Toilet block between LBT and WBC
- Public toilets closer to WBC for shared use by WBC tourists, Franklin community and passers-by
- Add outdoor gym and exercise machines south of Huon Rowing Club
- No concrete paths like at south Franklin
- Scope for larger trees in final designs (green spaces, framed vista views, foreshore shaded areas)
- More wharfage for access to small boats
- No bitumen, no kerbs – use spoon drains
- No bitumen please, keep to gravel and landscaping
- No bitumen
- Soft road edges, soft path edges. Not 'supermarket' kerbing as per 'Petty Session' adjacent parking
- More shade trees
- Foreshore wooden piles; remediation; wash causing damage
- Add places for bikes to ride off the road and to park safely
- Include accessibility into planning land and on-water facilities for people with less mobility or other senses/abilities
- More shade trees
- Landscaping

- Sustainability of buildings e.g. solar panels
- Have a creative art statement
- Supply a full amenities block at the camp ground i.e. shower and laundry
- Reinstate Prices Creek hydro scheme
- Change – walking along roadside to Landcare walking track – this area is uneven and wet. WBC proposal for pedestrian bridge is great
- Include St Johns Church and cemetery in the plan before it is sold into private hands. Keep it in the community
- Cartela – the elephant in the room it seems to have been dumped in Franklin without a clear restoration and/or removal. Needs to be considered.

Attachment 2 – Presentation from Living Boat Trust

The Living Boat Trust and the foreshore plan: in summary - Complimentary Contradictions.

Which bit we care about most:



This is where we store and launch our boats, have our land based activities. There is an existing right of way to marina next to the LBT shed. At downstream end we hope to moor pontoon. At upstream end dinghies stored in shed, and our pontoon is moored to the WBC wharf. Note the overlap in our interest with our neighbours: we are not isolated.

General response to the Foreshore Plan is supportive. It identifies that we need to deal with the road frontage. We like the wharves fronting the evaporator sheds. It should be a real opportunity to expand maritime activities. Currently there is no public wharf or jetty in north Franklin. It leaves 'well enough alone': not too fussy, plenty of access.

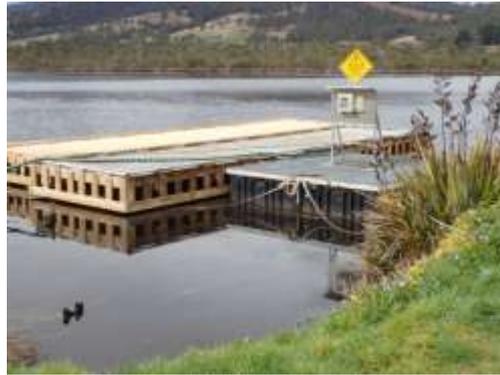
The foreshore: What we value most:

- Space to carry out our activities - on land those activities including boat building and repair, social events, some storage.
- Flexible access from the land, and to the water - for getting both people and boats onto it and off it
- Interaction with the wider community: compatible organisations around us - we work with our immediate neighbours: the Wooden Boat Centre, the Marina, the Chandlery, Yukon Tours, and would be greatly diminished if we couldn't do that. We also have a constant stream of visitors from the general community interested in our work.
- A beautiful place to enjoy - we just enjoy the place the way it is

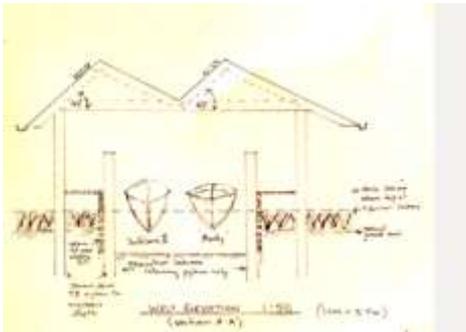
Current Plans: Need more space for our boats and plan to deploy pontoons and shelters to moor and store them. We have just added an extra workshop to the shed and don't have plans for further expansion on land in the immediate future.



Short term, get our pontoons deployed. Plan to have one of the large pontoons sticking straight out from the bank pointing upstream so that it can take vessels either side, more or less an extension of the existing wharf on which Cartela is moored.



Longer term - More shelter for our dinghies. Something to keep the boats out of the weather. Still looking at different designs. Priorities will be utility, flexibility, cost, and making them visually low impact and integrated into existing wharves and piers. The current dinghy shed is a visual asset - the subject of tens of thousands of photographs – and we hope any future sheds will be equally well received.



The small bay in front of the evaporators is one of the most sheltered bits of water on the river, and would be an ideal place for a small boat harbour if it was cleaned up and the edge hardened.

It is easy to forget how much work has been done and how much progress has been made in developing the existing

waterfront. Two pictures were used illustrate this - the first picture, taken in 1995 and looking towards the Evaporator sheds from somewhere slightly upstream of the Marina shows 4 boats on the water, and empty space where the second photo, taken very recently, shows a waterfront bursting at the seams. Coincidentally an aerial photo was also taken in 1995, and confirms those same three boats. Back then the Wooden Boat School was a fraction of its current size, and there was no Living Boat Trust. What is heartening is that many of the improvements foreseen in plans drawn up in 1995 have come to fruition. But the actual growth has been incremental, taking advantage of opportunities as they arose, with plenty of the inevitable mis-steps and learning from the experience of those missteps.

The Living Boat Trust sees itself as building on all this good work that has been done, not ignoring it and pretending that it somehow magically appeared, or wanting a revolution that would throw it all away. We want to participate in and contribute to a process that has been going for more than twenty years. The next step is deploy our pontoons.

At the same time we recognise that the development of the evaporator sheds and the foreshore plan signals a big change. We want to be part of that and be able to react in a positive way so that what we do is integrated into the new waterfront, and that new waterfront helps us achieve our aims.

Tidy Town v Working Town: we care about having a tidy town. As an example we put quite an effort into renovating old windows and cladding the walls of the new workshop extension with vertical hardwood so that it would quickly blend in with the rest of the waterfront as a classic Tasmanian shed. At the same time we want the 'Working' in Working Waterfront to be real: we don't want to be a theme park. That inevitably means a certain amount of mess and clutter. We are a community organisation which means work takes longer, and we need to store things whilst they get done. Not everything can fit in the shed. We are happy to contribute to a tidy town BUT we also need to make a mess. AND people want to sniff the sawdust. We want to retain our light industrial zoning.

Visual vs practical amenity - we've done much to improve how we look - things like install our flagpole at the front, add decoration to the front of the shed, put in a sheltering shrubbery bed (thanks to Landcare), but there is still more to be done, as the Foreshore Plan suggests. What we would not want to see is the open, practical access that we currently enjoy impeded. We can have both; we just need to watch it. An example of what not to do is install a boardwalk along the foreshore, which would impede water access from the land.



Sharing versus Independence - in a small community we need to share our facilities. Judy and Martin Krynen organised to transfer the license for the open land between the evaporators and the Living Boat Trust to the Trust. That gives direct access to the water, and we are really grateful for that. Licensed land cannot be built on and is open to the public, so this block will continue to be shared and used for projects as they arise, for storage,

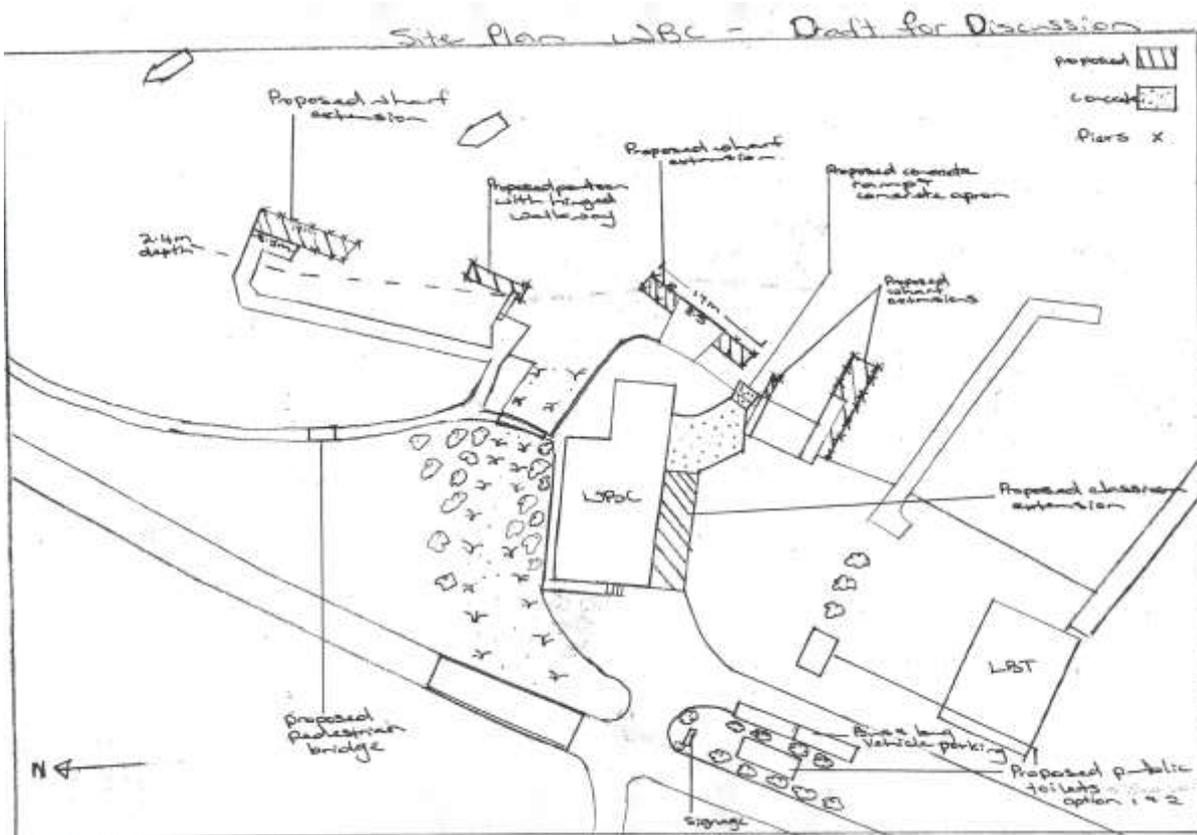
parking, or projects such as the building of a large boat.

At the same time as needing to share with neighbours, and being happy to, the LBT does need control over its core assets: the shed, the grassy lawn between it and the Wooden Boat Centre, somewhere on the water to store boats. At present this mix seems to be working well: we don't see why that shouldn't fit in with the new foreshore plan.

Attachment 3 – Presentation from Wooden Boat Centre

- The proposed site plan represents what we wish to do at/on the Wooden Boat Centre (WBC) section of the foreshore for the next three years;
- Our current planned changes will have outcomes that consider current use by the LBT; other foreshore based businesses (eg. Yukon tours) and the wider community;
- Any planned changes at the WBC will assist us to deliver recreational and accredited boat building and associated marine training;
- Will be sympathetic to or develop the light industrial ‘Working Waterfront’;
- Foreshore works should assist or be sympathetic to upgrade and identified scheduled maintenance of existing and shared use of wharfs and the Grebe boat shed;
- The Evaporators accommodation and tourism development is anticipated to be mutually beneficial to especially the tourism arm of the WBC business;
- We wish to keep open our existing vehicular access and maintain the ability to have occasional large truck and crane access to the workshop;
- We would like to have closer access to public toilets for passers-by and larger groups that is mutually beneficial for larger WBC and LBT foreshore events and mariner visitors;

We support the proposed Foreshore plan concept and would like further input to a final plan when funding for the project is successfully sought.



Attachment 4 – Presentation from John Young

I hope that you may have read, or will read, the special edition of The Garboard Strake No 14 , in the LBT News. It talks about Franklin as a template for sustainable prosperity. The garboard strake, as you know is the first plank you put on a boat, and therefore a good name for a new magazine. The LBT, the Wooden Boat Centre, and Franklin Working Waterfront have gone a very long way since 2014, but Pete Laidlaw reminded us, a few weeks ago: that In May 1587, when Sir Francis Drake was about to sack Cadiz he said a famous prayer, "Grant us, O Lord, also to know, that it is not the beginning of any great enterprise, but the continuing of the same until it be thoroughly finished, that yieldeth the true glory".

The first constitutional purpose of the Franklin Working waterfront Association is the building of a Merchant Schooner, Based in Franklin, Designed by Adrian Dean, to carry weekly cargoes of Local Produce, Tourists, and goodies like Leatherwood Honey, and craftwork, from the Huon and channel to the Salamanca market, And annually, Across Bass Strait to Williamstown, Sydney, and Port Adelaide with cargo, with people training to become crew members of tall ships, and passengers.

A Half model was made. Lines and construction plans were drawn. Valuable, selected, blue gum logs were put in the river for preservation. A business plan was written by Michele Durbin and Ellen Witte, in the light of interstate experience, and of the growing Australian fleet of Tall ships, such as Dufkyn, Failie, One and All, Alma Doepel, Enterprise, Endeavour, Bounty, Windward Bound, Leeuwin, James Craig and Lady Nelson. It's a fleet that continues to flourish. Our schooner is designed with an overall length of 80 feet, with accommodation for 25 day passengers, ten overnight passengers and a crew of five.

It was then, though, that the wooden boat school came on the market, and community energy was diverted to buying it to save it for Franklin. Soon after that the schooner lost her bearings in a fog of disbelief, and she was put on the shelf. Absences, and Deaths of Key people, have erased the idea from many of our memories. But I'd like to think that Greg Guy's last public words in his extraordinary speech at the WBC, very shortly before he died carries weight in this gathering. In any case, the fog has now begun to lift.

Our other worry, the Franklin Evaporators, could not have fallen into better hands, in the interests of this community. And Thanks to Martin and Judy Krynen, the licence to crown land just south of the LBT is now leased to the LBT. There is no better place than a gently sloping riverside, next to a well-equipped workshop, in the public view, and a few yards from a ship chandler, for the construction of this kind of vessel. Building One and All, between 1982 and 1986 near Port Adelaide attracted huge crowds, which contributed enormously to her financial needs.

Since Garboard strake first came out, we have had a decade of dedicated volunteer maintenance, of our heritage fleet of wooden boats, worth many thousands of dollars. The Tuesday and Thursday men of the Living Boat Trust have become a very skilled and capable team, and thanks to them a big range of small boats, will soon be available as a hire fleet, and will become a financial power house.

A combination of internal funding, to start with, an extension of existing labour market programs, and then Government grants, in that order, is the tried and true financial strategy that has built Australia's fleet of tall ships, and a lot of lives, careers, and families, as well.

The building site also makes it possible to use a temporary, traditional, gravitation slipway like those that were set up on river banks and sheltered beaches all over Tasmania, and especially in the Huon valley.

We are fortunate that we still have people in our community who are able to pass on the technology before it is forgotten, and before they die.

We are also lucky that the local political landscape has changed dramatically since the days when we might wake up in Franklin at 6 in the morning to the noise of an excavator demolishing the club house on the oval. Tas water and Council once wanted to block up the canal. Other authorities wanted to get the wrecker's ball to do away with the Palais Theatre, and refused for a while to extend the speed limit for the sake of shortening the log truck journey to Triabunna by 12 seconds.

We now have a Council that is calling for public proposals that will, like this one, bring social, economic and cultural benefits to the Huon Bio-region. We have a high school that has won an international prize for work on renewable energy, and we have community organisations like the "Circular Economy" group of Cygnet that thinks in the intellectual context of ecological reality.

The Schooner, as well as Nancy, will need a waterfront power outlet they can use to charge their batteries, for electric motors, thus setting a good example of using locally produced renewable energy, and of inter-generational educational co-operation. We can cover our vast roof areas with solar panels. We can re-create the mini hydro scheme of Price's creek, ensuring our energy sources are locally controlled. Both Huonville High school and the Huon valley trade centre are ready to co-operate.

I have been told that the best way forward will be to form a group of like-minded people, who can work in a constitutional relationship with the LBT, similar to that of the St Ayle's Skiff fraternity,

Then to start planning. And then to lay a keel and then to get on with the job; Until she be thoroughly finished.

Attachment 5 – Record of presentations, questions and responses as transcribed by FPA

Kaledge presentation

Martin Krynen advised that a working waterfront can be achieved with the hotel development as an example of this type is already in Hobart.

Living Boat Trust (Powerpoint presentation provided)

Richard Forster, supported by Peter Laidlaw expressed the features that the LBT would like to see.

- more public wharfs
- plenty of access to the foreshore
- space to carry out activity – boat building, social events, storage
- accessibility to water with flexibility
- work with neighbours
- constant stream of community
- enjoy the place the way it is
- pontoons – we have four now
- several shelters for their boats
- not much work on the land because they have a shed
- Nancy and Whaler to be on a pontoons
- Dinghy Harbour – Charles Zubar design

There has been historical growth on north franklin foreshore – great opportunity now – growth in the next 20 years.

What was planned in 1995 has actually happened and we are building on the good work that has already been done.

The LBT does not think the current plan throws these principals away. Although we don't want to lose the old, we want to act in a positive way to what it offers us.

One of the biggest challenges we see is 'tidy town versus working town'. Richard referred to the pedestrian ramp as 'a bit of clutter' and that it was important to keep the working in the waterfront – tourists want to smell the wood shavings, signalling with his hands scooping up the shavings off the ground.

The LBT does not want a perfect playground like the southern end of town.

He agreed that it is not pretty at the moment, referring to the streetscape around the LBT. We need open practical access to get large vehicles and boat in and out. We know that we can have both; we just need to watch it with growth and development.

We need to share but also keep our independence and identity.

Richard said, “thanks to the Krynen’s who transferred the Crown licence to LBT to give them more access to the foreshore”. It is more like a common land – used by rowers for regattas and others who are using Franklin to launch their kayaks.

The LBT see nothing contradictory in the foreshore plan for using the land immediate to the northern side of the LBT.

Use of hard surfaces for accessibility.

We don’t see a need for a slipway as we support Port Huon by using their slipway.

Question:

An attendee said it would be nice to have space for children – sandpit.

Another member said that they felt it was important that ‘working’ remained in the waterfront and that tidy and work could work well if done the right way.

Wooden Boat Centre – Anne Holst (site plan)

Anne Holst provided a Powerpoint presentation that featured a site plan. Anne advised that their goal was to keep the ‘working’ in the waterfront.

Features of the site plan:

- extend a wharf which is the main access point.
- Coral Expeditions come and land guests and do tours at the WBC and are looking at doubling their capacity in 2018. 76 people land on the only wharf they can at the moment.
- boat shelter has been in place for about 20 years – will need some maintenance work in future
- change to add a ramp for better access – close access for taking boats from the centre to the water
- future extension, storage, amenities and concrete apron would be used for truck deliveries, crane for boat movement – car park area needs to be capable of handling a crane truck
- proposed more extensions to wharf for better access to having boat repairs
- mobile pontoon
- not many places you can pull your boat up and do repairs on water
- need bitumen for safe access from highway to WBC carpark, but otherwise gravel is adequate for carpark
- two proposed areas for public toilets – better located near the WBC not the other side of the LBT
- mobility issues for tourists – bus parking near the WBC, including RVs and caravans
- reduce or remove the wall between the WBC and the LBT and replace partly with trees
- people are coming to see the working – light industrial area – goes very well with tourism – no contradiction between the hotel, bit of mess and a bit of noise during the day – goes with working
- walkway around the WBC that joins to the Landcare walk – would be nice to put a little jetty over the river from behind the WBC to join it all up

Questions

- people have right of way along the foreshore of Franklin unless activities were occurring and signage would be in place
- Disability access to boats – consideration to making some accessibility in this area. The Nancy operators had to turn away prospective passengers because they experienced mobility issues and were unable to board.

- What can be done to prevent the reed beds to stop getting muddy? National Parks control a lot of the land where the reeds are located but this is something that could be looked into
- The reed beds are highly disturbed in this part of the foreshore – in principal the National Park is supportive of the LBT working in this area.

Frank's Cider (Naomi Clarke-Porte)

Land directly opposite the car park is owned by Frank's Cider. Naomi has an idea of creating a Lady Jane Franklin Secret Garden, perhaps a low picket fence along the roadside and she is looking for feedback and ideas from the community.

Friends of St Johns (Naomi Clarke-Porte)

Ownership of former church. Only relevance is relation to parking. Overflow needs to fall into the parking area identified tonight.

Franklin Landcare (Loris Patman)

A member of this group said, "It would be lovely to be better connected to the WBC area".

History Group (Alan Cato)

Alan understood that the History Group will benefit from the activity drawing people to the Evaporator development.

Huon Valley Council (Adriana Taylor)

- Council has an interest in this area
- Acknowledges that residents live here so this is a really important project to them
- Excited to see so many residents here tonight
- Council wants to look after the waterfront as they do with all infrastructure in the Valley
- Council wants to work with the community
- Council is looking for a consensus that the community support developing this area of the foreshore
- Acknowledged that most groups appear to be comfortable with the concept plan as a tourism hub and working waterfront
- Council believes it is important that this area of the foreshore remains a working waterfront
- Council recognises that community need to maintain access to the waterfront to launch boats
- Council will need to know what you want
- Council believes that all of these things can coexist
- Council advised that it is really important that we do something now as there is a State Gov election approaching us
- State Government want to know what is important to communities and local government in Tasmania
- Council has said to State Gov what they want and are looking for 'tri' support for the foreshore development
- We need politicians to say they want to invest in Franklin
- Council need to give a community endorsed project to the State
- In principal, Council does endorse the development of the foreshore in Franklin.

John Young

John spoke about Tasmanian timbers, use of technology, low carbon timber stock, building a schooner as a tourism attraction, including when operational would deliver produce. Talked about funding for the project. John suggested a gravitational slipway as part of the project.

John talked about David Hume who would be starting a business for hiring the fleet of Grebes.

John spoke about the social and culture economic focus by Council with this development.

John Hepper (Inspiring Places)

John advised that the plans are conceptual plans only with no design costs included.

The plans were designed to put a pitch on an election to say this is what we visualise.

John expressed that it was important to get the funds now and support Council in putting the plans in front of the politicians – let them know your intentions.

John said the development would cost \$1.5-\$2 million and suggested, “You need to pitch your case strongly and now”.

John’s parting words were, “Don’t wait too long”, or another community may benefit instead.

Open question time

- Bitumen cark parks – not good
- Franklin growing with too much development
- Had to turn away people boarding the Nancy due to mobility issues.

Attachment 6 – Statement from Cartela Trust

Provided by Ross James on 17 November 2017.

Fund raising for the Cartela restoration is progressing in a staged way as planned and a number of sites for continuing the restoration are being considered.

Work on the hull is planned to be done with the ship on a floating barge. For this reason, from the Trust's perspective nothing in the proposed foreshore Master Plan would prevent the restoration being done in Franklin. One possible option would be for the barge to be moored near the Wooden Boat Centre. Although there could be mutual benefits to co-locating the restoration work with the existing shipwright expertise in Franklin, the Cartela Trust is considering alternative high-profile and attractive sites other than in Franklin and as yet the Wooden Boat Centre has made no commitment to the project.

Attachment 7 – Perspective from Huon Rowing Club

Provided by Tim Brown on 3 December 2017.

Additional low-profile floating ways (pontoons) would be advantageous at times for rowing regattas. Providing the design of and access to and from them from land is as presently exists.

Little or no further intrusion into the river by moorings, jetties, ramps or floating pontoons particularly in the vicinity of the existing and proposed additional ways is also very important for safe access to and from the rowing ways. Wind, river current and tidal flows can make launching and retrieving larger rowing shells challenging. This could also become more hazardous to property and to person if additional obstacles need to be navigated around on approach to or departure from the ways.

Retention of the informal boat launching ramp ("the beach") is an imperative for our Club and all Regatta operations.

Retention of the maximum amount of open, accessible and uncluttered space around the HRC shed and between the two existing foreshore gates is also an imperative for regatta operations. These open areas of clear hardstand are needed for trailer parking and boat racking/storage on the regatta days at Franklin. Currently this number of days is seven or eight. Provisions to lock or unlock these gates by HRC would also be advantageous.

Retention of the Finish box (500 metres further south) is also an imperative for Regatta operations.