PROJECT:

“Spring Bay Harbour Expansion & Maria Island Ferry Terminal”

CLIENT:

Glamorgan Spring Bay Council

DATE:

23 May 2018
Triabunna Port Master Plan – Review

- Present the Spring Bay Harbour Expansion
- 2018-2030 vision for the Triabunna Port
- Current status of development
- Proposed development plan
- Program and staging
- Investment scenario
- Stakeholder engagement to Development Implementation
Triabunna Port Development Plan: 2012-2018

- $4.5m investment
- Inner marina
- Boat ramp relocation
- Commercial berths
- Eastern marina
- Wharf extension
- Ferry berth
Triabunna Development – 2012-18 Plan

- 2012 development strategy incorporated expansion into MacLaines Inlet and adjacent to SBBC
- Initiated review in late 2017
Triabunna Port 2008 to 2018

- Increased growth and change from 2008 - 2018
- Strategy for 2018-2030?
Triabunna Port SWOT

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

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

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

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

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

Photo 2  Phase 2 Extents
Phase 2 - Ferry Terminal

- Commercial building area, 800m$^2$
- Ferry parking = 130 spaces (60, 40, 32)
- Bus parking = 3
- Ferry berths = 3
- Port parking (west) = 110
- Pedestrian pathway linkage
PHASE 3
Phase 3:
Dredge and reclaim
Vehicle and pedestrian access
Commercial wharf & berth
Commercial precinct buildings
Expanded recreational berths
Phase 4:
Outer harbour
Landside buildings
# Preliminary Staging & Budget

## Summary Project Budget

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<tr>
<th>Stage and Description</th>
<th>Total (Ex GST)</th>
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<td>1. Preliminaries - concept, investigations, approvals and business case</td>
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## Preliminary Program

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Immediate program

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

- General support to overall strategy
- GSBC seek lease on proposed area (for staged development)
- Reclamation land to allow for long term lease or freehold
- Sub lease areas registered as lots/titles:
  - East port landside reclaim area
  - Marine servicing reclaim area
  - New channel reclaim area
  - Roads and footpaths
  - Outer harbour landside, car parking and marina
  - Ferry terminal
- Approval process extension to previous works – dredging and reclaim consistent with previous port activities
- Relocation of marine servicing to eastern bank
- Ferry terminal integrated with tourist/visitor facilities
Navigator Inputs

- Support to Development Plan
- Framework and requirements around ferry terminal infrastructure
- Current and growth trends on passengers
- Bus and parking demand analysis
- Ferry vessels – current and future to suit marine infrastructure requirements
Priority inputs

- Presentation to GSBC
- Stakeholder inputs – 2 weeks
- Business case and studies June/July
- Final Development Plan 31 July
- Development Application August 2018
- End of 2018, approval for Stages 1-3 construction