

# kanamaluka/Tamar Estuary Vision

Community Consultation on Future Priority 1:  
Creating a Cultural and Recreational Precinct



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kanamaluka/Tamar Estuary Vision  
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kanamaluka/Tamar Estuary Vision - Community Consultation on Future Priority 1

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"A world-class waterfront destination that attracts both locals and visitors"

- kanamaluka/Tamar Estuary Vision

## kanamaluka/Tamar Estuary Report Purpose

This report has been commissioned by the Tamar Estuary Management Taskforce to help inform the public consultation on the draft vision for the kanamaluka/Tamar Estuary.

This consultation report elaborates on the ideas and concepts for the proposed cultural and recreational precinct, taking into account the feedback from the first phase of public consultation.

## Vision

The kanamaluka/Tamar Estuary Vision seeks to reframe Launceston's relationship to the three waterways (kanamaluka/Tamar, North Esk, and South Esk) from that of a working port to a focal point for community events and recreation. Over recent decades this relationship has been shifting, but full potential has yet to be realised.

The Vision aims to make the estuary an inspiring public place that:

- brings people to the water's edge
- connects key areas of the city and region
- creates new cultural and recreational precincts
- educates users and visitors about environmental importance of the estuary
- enhances opportunities for businesses and tourism
- restores natural values at the water's edge.

Through establishing key developments, upgrades, and environmental restoration across seven interconnected precincts, the Vision will revitalise the waterfront and create connection along the water's edge, linking the city to the estuary.

Key strategies to achieve a revitalised waterfront, based on global trends of urban river revitalisation include:

- long-term sustainable management of the water quality and natural habitats, focussing on birdlife and threatened flora
- connect waterfront locations with river-based transport
- create continuous pedestrian and cycle links along the waters edge
- create increased public access to the waterways
- develop existing and new landscape projects along the waterfront featuring outdoor recreational infrastructure
- create independent interventions at key locations along the waterfront with a focus on cultural facilities.

# kanamaluka/Tamar Estuary

## History

The kanamaluka/Tamar Estuary is an iconic part of the landscape of lutruwita/Tasmania, playing an important part of the cultural and natural heritage.

The kanamaluka/Tamar Estuary is a significant cultural landscape for Aboriginal people. palanwina lurini kanamaluka (the town near the River Tamar) has been a meeting place for the Panninher people from the Norfolk Plains, the Tyerrenotepanner people from the Northern Midlands and the traditional owners of the country, the Letteremairrener people.

The estuary provided a rich food source of vegetation, eggs, waterfowl, fish and shellfish for Aboriginal people for over 40,000 years, and it continues to be an important cultural landscape today for the palawa/pakana.

European explorers Bass and Flinders first arrived in Northern Tasmania in 1798, landing in the lower reaches of the kanamaluka/Tamar Estuary in 1806. Lieutenant Colonel William Paterson arrived in 1804 to develop townships along the estuary. Two years later the town of Launceston was named in recognition of the birthplace of Governor King in Cornwall, England.

The third oldest city in Australia, Launceston is one of the most intact cityscapes in the country, with some buildings dating back to 1824.

The kanamaluka/Tamar Estuary is a 70-kilometre estuary formed by the confluence of the North Esk and South Esk rivers at Launceston. The tidal estuary flows north towards its mouth at Low Head.

By the 1850s the estuary was part of a key trade route with the Port of Launceston well established with exports of wool and cereals to the mainland colonies. To ensure a passable route through the muddy stretches of the estuary leadmen and dredges were constantly needed. In the 1870s Launceston benefited from the mining boom, becoming the hub of the railway system and the commercial capital of the island. In 1881 Launceston's exports exceeded those of the island's principal port in Hobart.

In 1895 Launceston became further reliant on the waterways. With the opening of the Duck Reach Power Station, it became Australia's first city to be lit by hydropower by utilising the water of the South Esk River.

The Launceston Marine Board engaged civil engineer Henry Hunter to provide a plan for the Port of Launceston, which was completed in 1912. Hunter recommended relocating the port from the North Esk River to the kanamaluka/Tamar at Home Reach, allowing for larger ships which needed deeper shipping. The construction of the new Kings Wharf began in 1915, along with major dredging of the port and cessation of discharge of sewage into the North Esk. Completed in 1917, the wharf became the centre for maritime cargo handling in Northern Tasmania and passenger terminal for ferries from the mainland, ceasing operation in the 1950s when the ferries were moved to Devonport.

In 1929, Launceston experienced a major flood disaster, which lasted several days, destroying two thousand homes and buildings as well as several bridges and roads. The floods rendered the wharves unusable with silt and debris taking weeks

to be cleared before rebuilding and repairs could begin. Occurring during a global recession the process of rebuilding was long with banks refusing to lend for the task. Between 1928 to 1933 the city's trade fell 29% and it took until the 1940s for Launceston to fully recover. The flood highlighted the need to protect the city from future floods, resulting in the construction of the flood levee system, completed in 1960s.

Burning down in 1979, only two buildings remain of Kings Wharf today. The Port of Launceston is still operational, with the entire length of the kanamaluka/Tamar Estuary from Low Head to Launceston defined as port waters, however the major port along the kanamaluka/Tamar is now located at Bell Bay closer to the estuary mouth.

The people of Launceston's relationship to the three waterways has shifted and changed over time. First as an important food source, location of hunting grounds, and settlement of the traditional owners as evidenced by remnants of camp-sites and tools uncovered along the edge. After Europeans arrived, the estuary became integral to their survival, through import trades and later a source of electricity. With the construction of the levee wall and the disuse of the wharves the city's relationship to the estuary and rivers has become disconnected.

The relationship has slowly been rebuilding over the last 20 years with developments such as the seaport, and various walking trails along the rivers edge. Further work is needed to connect the city of Launceston back to its waterways and make them again an integral part of people's lives.



kanamaluka/Tamar Navigation Map - 1833



Port of Launceston on North Esk River - Circa 1870

## Revitalised River Cities Background

Waterways play a fundamental role in the selection of a site for a new city and in the continued development of the urban fabric of the city after it is established. During an accelerated era of industrialisation and urbanisations many cities bent and reshaped their waterways to better serve the cityscape and the citizens. Urban waterways were turned into canals, serving as shipping channels, flood control, hydropower sources, and sinking grounds for urban waste. The waterways of Launceston are no exception to this pattern.

After decades of deterioration or neglect, urban waterways across the world are being rediscovered, repurposed, and rewilded. Deindustrialisation, grassroots activism, and environmental regulations all contributing to the reversal of widespread river quality decline. Global efforts are underway to restore the environmental quality of rivers, redevelop riverfronts, and reintegrate waterways into the urban landscape.

Following the decline of old harbour sites and industrial areas in many port cities around the world in the second half of the 20th century intense effort to redesign abandoned waterfronts has occurred. Beginning in the 1970s, one successful example is Baltimore's Inner Harbour Project. In Europe since the 1980s many

examples of varying scales exist including London's Docklands, Canute Wharf Southampton, Liverpool, Geneva, and Barcelona.

Expanding research in the fields of planning, public health, and environmental psychology into the social and health impacts on city dwellers of the creation of "blue space" have led to more proposals to create these kinds of waterway restoration projects. Waterfront redevelopments are a global trend with thousands of schemes being carried out world wide in large metro areas, medium cities, and small towns.

Early examples of historic waterfront redevelopments primarily focussed on leisure and retail uses, while more contemporary developments have incorporated cultural facilities as an important tool for waterfront regeneration. Vacant warehouses are being used for cultural events and amenities, making historic waterfronts more attractive for tourism and enhancing local vitality.

Waterfront developments in small cities with a population of less than 100,000, such as Launceston, face their own set of unique challenges. The success of such developments typically involve at least three factors. Firstly, a transformative new vision

for the water landscapes that resonates with local inhabitants must be established. Then, key players must be committed to the strategies long-term, promoting the strategies to their professional networks across multiple levels of government and business. Finally, financial support from multiple levels of government is required to move the revitalisation forward.

The waterfront revitalisation visions typically have several common strategies, including:

- restore river water quality and reduce polluting contributors
- provide public transport and connection along the river
- create connected pedestrian and cycle pathways along the waterside
- develop key landscape and public space projects along the river
- connect parts of the city via pedestrian and cycle bridges
- dedicate waterfront zoning to mixed-use residential, commercial, and cultural facilities, including associated public space
- create key cultural and art facilities along the waterfront
- increase access to water-based recreational activities.

## Revitalised River Cities Brisbane, Australia

In the late 1980s Brisbane was struggling with economic stagnation, urban decay, and crime which created an exodus of residents to the suburban fringe. In 1991 the city established the Urban Renewal Taskforce to revitalise derelict industrial suburbs.

Along with revitalising inner city suburbs, the Taskforce turned its attention to the Brisbane River. The river was polluted by industrial effluent and dredging from over 100 years of industrialisation of the city. Deindustrialisation and degradation of river quality from years of neglect lead to inhabitants of the city to undervalue Brisbane as a rivercity.

Historically since European arrival in 1825 the river has been used by people of the city, representing both a means of transport and an obstacle in connecting areas of the city. The river has featured ferries since the 1840s, along with a series of industrial and shipping wharves, floating baths, yachting and aquatic activities. The city has also endured periodic flooding from the river, with five catastrophic floods occurring between 1825 and 2011.

The Taskforce reframed Brisbane's identity, centring around a river that has been transformed into a cultural asset, focussing on tourism and residential development, a connecting spine for public spaces, a recreational asset, and a means of transportation. Key projects already achieved include:

- a continuous 14km riverwalk from north to south
- new public transport system of CityCats linking inner-city suburbs along the river
- new pedestrian green bridges connecting the north and south sides of the river
- establishing new waterfront parklands and public spaces
- creating waterfront cultural precincts
- renewal of heritage wharves through commercial and public amenities

Urban renewal of the Brisbane River is ongoing with projects and vision plans still to be implemented.



Howard Smith Wharves - Circa 1938



New Farm Riverwalk - Cox Architecture



Howard Smith Wharf Redevelopment - Woods Bagot



Southbank Coal Wharves - 1964



Southbank River Quay - Paddock Landscape Architects

## Revitalised River Cities Copenhagen, Denmark

Until the mid 1990s, the water in the Copenhagen Harbour was extremely polluted. A century of sewer outlets, oil waste, and industrial waste were the main cause of the pollution. To add to this, every time it rained the city's sewers became overloaded and sewerage and rainwater overflowed directly into the harbour.

After the southern part of the Port of Copenhagen saw the end of its heyday as an industrial port in the 1980s, new opportunities were created for making an attractive urban environment. The city rezoned the area from industrial to residential and commercial mixed use, creating dedicated spaces for recreational use. The political objective was to re-establish the aquatic environment of the port, making it possible to bathe, fish, and vary the animal and plant life in the area.

After sewer infrastructure upgrades the water is now so clean the residents can swim in it and they do - thanks to creative public space interventions.

The development of the city's waterfront was an integral strategy in regenerating public life along the waterfront. Key aspects of the long-term project can be defined in the following strategies:

- re-establish the aquatic environment with clean waterways suitable for swimming and fishing
- provide public transport along the river via water taxi and water bus
- develop key landscape projects along the waterfront
- create a connected water promenade
- construct new bridges to allow continuous pedestrian and cyclist movement
- create independent interventions at strategic points along the harbour front that add specific activities and visual landmarks linking citizens experience of the public space and site history.



Copenhagen Harbour - Late 19th Century



Gammel Strand Copenhagen - Late 19th Century



Copenhagen Harbour Baths - BIG + JDS



Port of Copenhagen - 1970



Ofelia Square + Royal Danish Theatre - Lungaard + Tranberg Arkitekter



Cirkelbroen Bridge - Studio Olafur Eliasson

## Revitalised River Cities Chicago, USA

From the early 1800s settlers along the Chicago River have influenced the river, dredging it, widening it, straightening it, and even reversing its flow in 1900.

The industrialisation of the city beginning in the 1830s saw the river become a polluted cesspool of industrial waste and sewerage, cementing riverside suburbs as the poorest neighbourhoods in the city. The installation of sanitation systems in the 1850s resulted in even more sewerage flowing into the river. The decision to reverse the river flow in the 1890 to protect Lake Michigan from the pollution and ensure fresh water, while somewhat successful, still saw pollution run into the lake in large rain events.

In 1998, the Chicago River Corridor Development Plan was established, setting out a framework for the revitalisation of the Chicago River after deindustrialisation of the city. The five goals of the plan are:

- create a connected greenway along the river, establishing a continuous multi-use path along at least one side
- increase public access to the river through creation of overlooks and public parks
- restore and protect landscaping and natural habitats along the river, particularly fish habitats
- develop the river as a recreational amenity, attracting tourists and enhancing Chicago's image as a desirable place to live, work, and visit
- encourage economic development compatible with the river as an environmental and recreational amenity.

Restoration projects of the river are still ongoing, with key projects being the Ping Tom Park, the Chicago Riverwalk, and Bridgeport Art Centre. The river continues to flow backwards to this day, and while stormwater and sewerage is funnelled through treatment plants before being released into the river, heavy rains continue to overflow the system. Construction works to rectify this began in 1975, but won't be completed until 2029.



Chicago River - 1871



Ping Tom Park - Johnson + Lee Architects



Chicago River - 1929



Chicago River - 1911



Chicago Riverwalk - Sasaki



Chicago Riverwalk - Sasaki

# Launceston Urban Waterfront Revitalisation

## Opportunities and Constraints

There are 4 primary physical constraints to achieving the Vision:

- Existing infrastructure disconnecting the city from the waterfront, such as highways and flood levee walls
- Large single use land areas disconnecting the city from the waterfront, such as the industrial precinct
- Pathways that are confusing to navigate or non-continuous, such as those from Kings Wharf to Riverbend Park and between Royal Park and West kanamaluka/Tamar Estuary Walk
- Flood risk for infrastructure within the floodplain

The Vision provides the opportunity to reconnect the city to the waterfront, revitalising Launceston's relationship to the estuary.

Each area within the Vision has its own specific opportunities and constraints, highlighted below.

### 1. Kings Wharf

- Opportunities
  - Proposed Cultural Hub
  - Connect to Glass Manifesto - artist run gallery and workshop
  - Opportunities for waterfront dining
- Constraints
  - Currently disconnected from visitors due to adjacent industrial precinct
  - Privately owned buildings on Kings Wharf
  - Required to be temporary or flood resistant
  - Heritage Listed

### 2. Riverbend Park

- Opportunities
  - Guests from Peppers Silos Hotel and Restaurant
  - Proposed Sculpture Park / Trail
  - Extend Boardwalk over water edge
- Constraints
  - Currently disconnected from visitors due to adjacent industrial precinct

### 3. Seaport Marina

- Opportunities
  - Enhance existing public space and boardwalk
  - Celebrate boat mooring and marina
  - Guests from Peppers Seaport Hotel
  - Established restaurants
- Constraints
  - Disconnected and turned away from city due to East Tamar Highway
  - Bridge crossing from Invermay shared with highway creates a harsh environment for pedestrians

### 4. Royal Park

- Opportunities
  - Established Estuary Walk
  - Established park with public amenity including: barbecue area, play space, skate park, sports fields, and outdoor exercise equipment
  - Large tiered seating along flood training wall
  - Large scale temporary events and concerts
- Constraints
  - Flood training wall disconnects waterfront from primary park facilities

### 5. Connections Between Royal Park & West kanamaluka/Tamar Estuary Walk

- Opportunities
  - Enhance existing connections and wayfinding
- Constraints
  - Difficult to navigate pathway / non-continuous pathway

### 6. Kings Park

- Opportunities
  - Established pathway, Richies Mill Walk
  - Established restaurants nearby (Stillwater)
- Constraints
  - Connection through to Cataract Gorge Zig Zag Track or West Tamar Walking Trail difficult to navigate

### 7. Kings Bridge

- Constraints
  - Shared pathway crossing requires give-way
  - Heritage Listed - cannot be widened
  - Memorial Park

### 8. Wetlands

- Opportunities
  - Connect existing pathway to waterfront through boardwalks and viewing platforms
  - Established natural wetland
  - Encourage birdwatching visitors
  - Create sculpture trail
- Constraints
  - Flooding / tidal changes
  - Unstable ground for construction
  - Protected plant species

### 9. kanamaluka/Tamar Estuary Viewing Platform

- Opportunities
  - Connect to existing viewing platform

### 10. Tailrace Park

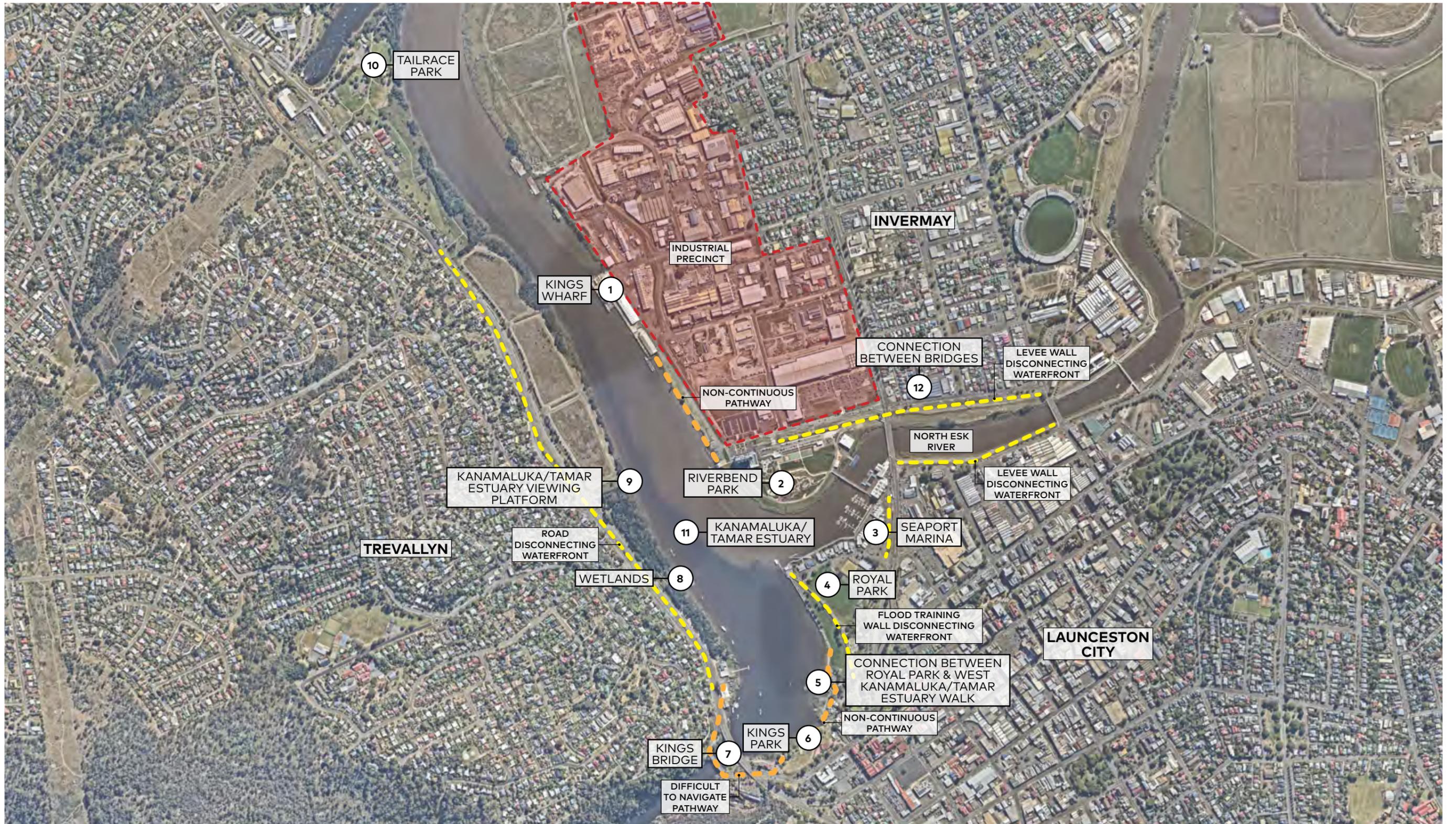
- Opportunities
  - Established park with public amenities including: barbecue area, picnic tables, play space, and boardwalk

### 11. kanamaluka/Tamar Estuary & North Esk

- Opportunities
  - Revitalise and change visitor and residents' connection to estuary
  - Rehabilitate wetlands and establish floating wetlands
  - Create water taxi journey
- Constraints
  - Flooding / tidal changes
  - Protected plant species and birdlife

### 12. Connection Between Bridges

- Opportunities
  - Established Pathway
  - Revitalise established pathway with viewing platforms, street furniture, and recreational infrastructure
- Constraints
  - Surrounding busy roads
  - Flooding / Flood levee wall disconnects waterfront
  - Unstable ground for construction with weight limits



Primary Constraints Plan  
Legend

- X Key Location
- Waterfront Disconnection
- Non-Continuous or Confusing Pathway
- Areas Disconnecting Waterfront



# Launceston Urban Waterfront Revitalisation

## Existing Conditions

The existing conditions of the waterfront vary, with different levels of amenity and public offering along the proposed vision plan precincts. The variety of conditions mean a varying level of intervention required for each precinct.

The established Riverbend Park needs only minor upgrades to connect users to the waterfront, while the neighbouring industrial area of Kings Wharf will require significant infrastructure upgrades.

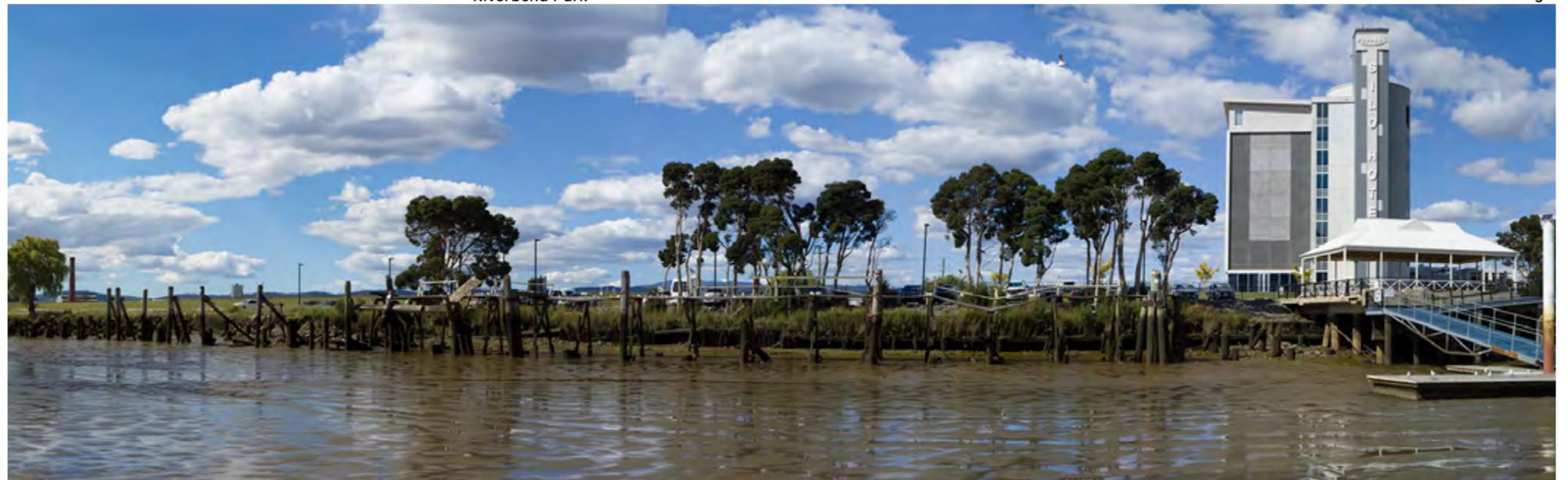
A focus of each area will be to revitalise the waterway edge and upgrade existing pathways some of which have been neglected and deteriorated over time.



Riverbend Park



Riverbank From Charles Street Bridge



Kings Wharf



Existing Pathway Along West kanamaluka/Tamar



Seaport From Above Riverbend Park



Existing Trees Along West kanamaluka/Tamar



Wetlands From River

# Launceston Urban Waterfront Revitalisation

## Masterplan Precincts

Seven key precincts have been identified in the The Vision:

- A. Kings Wharf Estuary Walk to Riverbend Park
- B. Connection Between Bridges Active Park
- C. Seaport Marina Public Realm
- D. Recreational Trail from Royal Park to West kanamaluka/Tamar Estuary Walk
- E. West kanamaluka/Tamar Wetlands Estuary Walk
- F. West kanamaluka/Tamar Walking Trail
- G. Tailrace Park Trail

Each precinct has then be identified as a cultural, recreational, commercial, or environmental precinct depending on the proposed use of the area and the types of facilities that are envisaged.

The proposed cultural and recreational precinct, Kings Wharf Estuary Walk to Riverbend Park could build on the establishment of Glass Manifesto with a planned Artist Hub in the area with studios available for hire. Through providing flexible infrastructure along King Wharf Road that can house pop-up markets and shops, the precinct could showcase local artisians of the region.

The proposed recreational precincts, Recreational Trail from Royal Park to West kanamaluka/Tamar Estuary Walk, and Tailrace Park Trail, focus mainly on delivering improved amenity and access to the water front and upgrades to existing trails to create a connected network of pathways for pedestrians and cyclists.

The proposed commercial precinct, Seaport Marina Public Realm focuses on providing an improved public realm to the already established commercial tenancies, revitalising the area and attracting more visitors.

The proposed environmental precincts, Connection Between Bridges Active Park, West kanamaluka/Tamar Wetlands Estuary Walk and West kanamaluka/Tamar Walking Trail will deliver environmental improvements to the precinct including revegetated water front and revitalised wetlands that can be accessed with improved pathways, estuary walk, and viewing platforms.

The masterplan precincts also provide a future opportunity to:

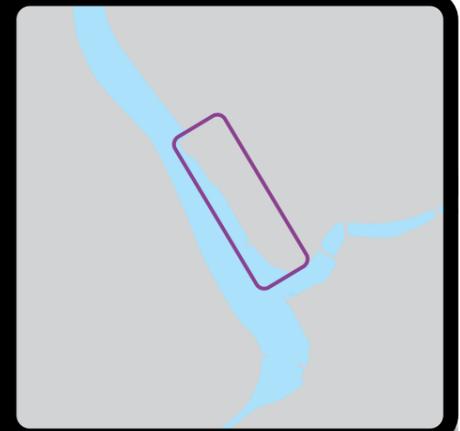
- celebrate the history, culture and environmental values of the estuary through interpretation trails, sculptures and/or public art
- identify new or innovative ways to get around the estuary, such as a water taxi service.



# Masterplan Precincts

## A. Kings Wharf Estuary Walk to Riverbend Park

The Kings Wharf Estuary Walk to Riverbend Park Precinct is identified as a cultural and recreational precinct. Building on the recently opened Glass Manifesto Artist Run Initiative, the area could be home to a proposed arts hub as well as a sculpture trail in Riverbend Park. New infrastructure includes an estuary walk along the Kings Wharf remnants, revegetated waters edge, new public realm incorporating accessible pathways with seating and shaded arbour structure that can be closed down during flooding featuring pop-up cultural, retail, and food and beverage offerings.



### Legend

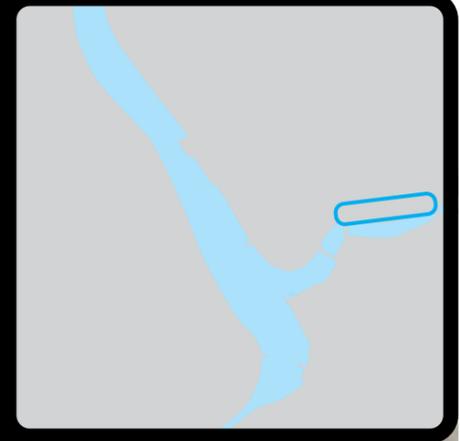
- New Estuary Walk
- Upgraded Land Path
- New Land Path
- Area Boundary



# Masterplan Precincts

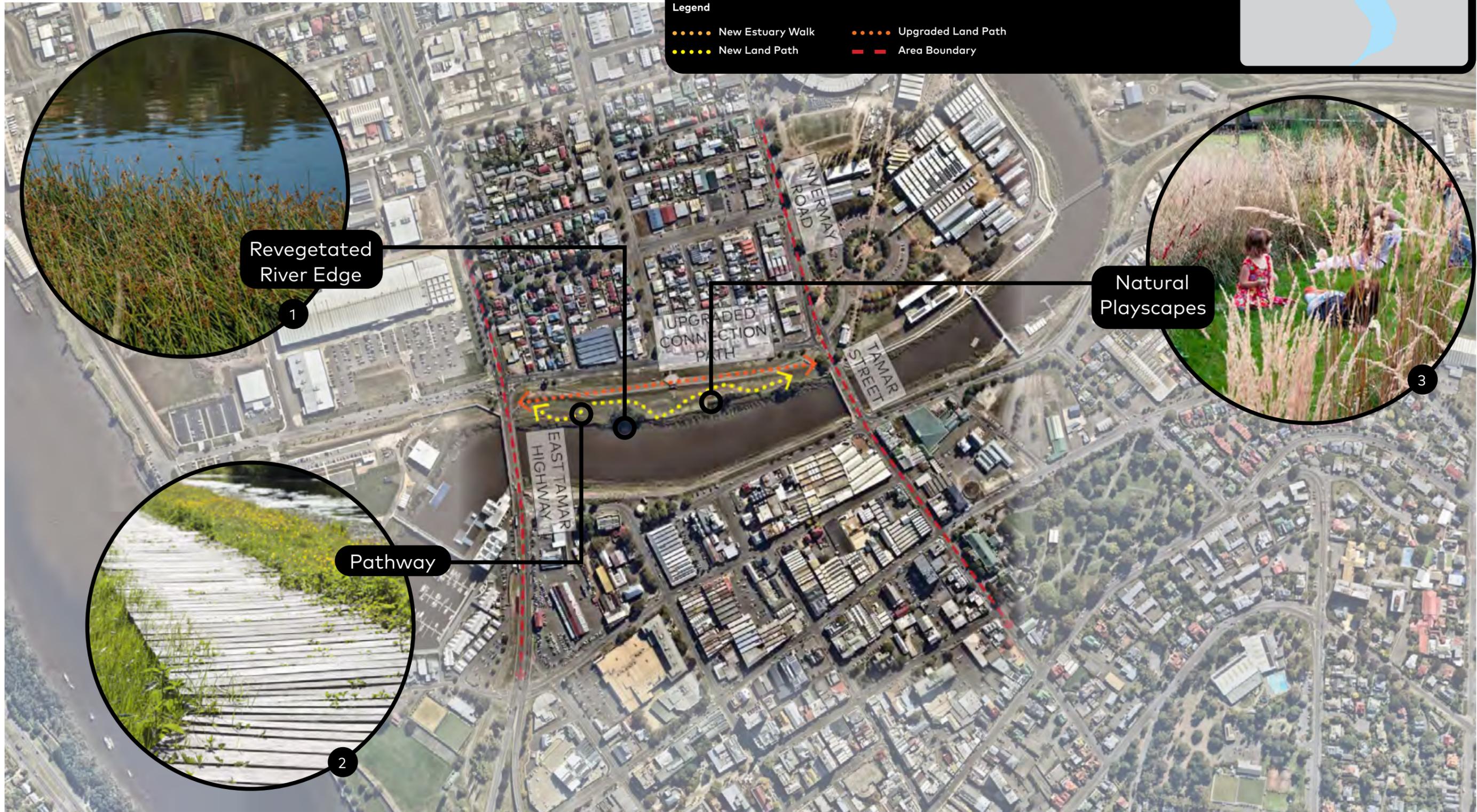
## B. Connection Between Bridges Active Park

The Connection Between Bridges Active Park Precinct has been identified as an environmental precinct. The disconnection to the rivers edge by the levee wall as well as flooding and structural limitations require minimal but effective interventions to revitalise the area. It is recognised that these would be sacrificial in a flood event. Proposed upgrades include revegetated river edge, bins to prevent littering and protect the environment, improved river access, meandering pathway along the 'wet side' of the levee, and natural playscapes for gathering.



### Legend

- ..... New Estuary Walk
- ..... Upgraded Land Path
- ..... New Land Path
- Area Boundary

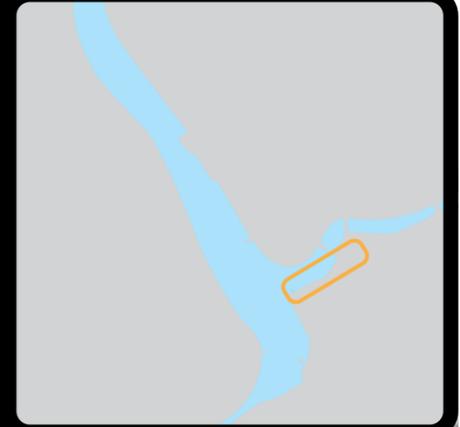


- 1. kanamaluka/Tamar Estuary
- 2. Nordes Wetlands - Territories Landscape Architects
- 3. Natural Playscape
- 4. Schinkel Islands - Buro Sant en Co

# Masterplan Precincts

## C. Seaport Marina Public Realm

The Seaport Marina Public Realm Precinct is identified as a commercial precinct. Building upon the restaurants, hotels, and marina already in this location, the development aims to enhance user experience of the by revitalising the public realm. The proposal includes, a widened public boardwalk area with parklets, revegetated river edge through floating wetlands, and reconfigured marina to encourage river recreation.



### Legend

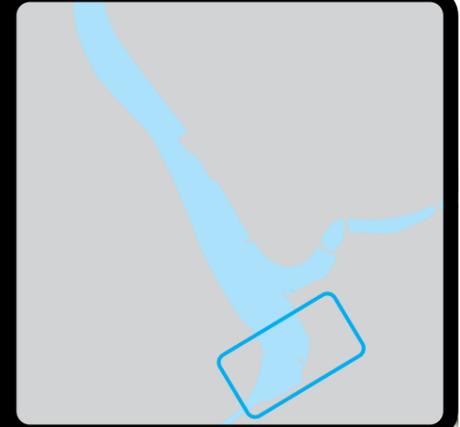
- New Estuary Walk
- Upgraded Land Path
- New Land Path
- Area Boundary



# Masterplan Precincts

## D. Recreational Trail from Royal Park to West kanamaluka/Tamar Estuary Walk

The Recreational Trail from Royal Park to West kanamaluka/Tamar Estuary Walk has been identified as a recreational precinct. While the current Kings Park Trail connects the two locations certain areas are difficult to navigate due to private land and road crossings. To improve public amenities new wayfinding for the trail will be implemented and future potential functions could include an active edge and events lawn to Royal Park.



### Legend

- New Estuary Walk
- Upgraded Land Path
- New Land Path
- Area Boundary

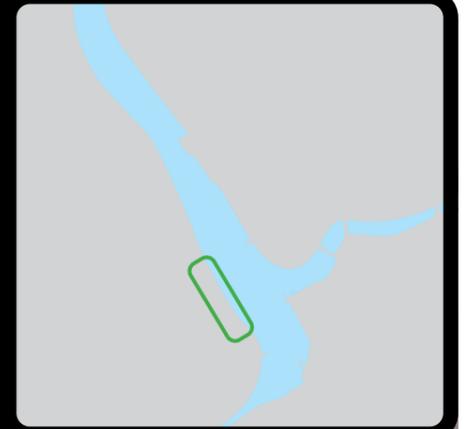


1. Caboolture to Wamuran Rail Trail - Dotdash  
 2. The Lawn on D - Sasaki  
 3. Mill River Park - The Olin Studio

# Masterplan Precincts

## E. West kanamaluka/Tamar Wetlands Estuary Walk

The West kanamaluka/Tamar Wetlands Estuary Walk Precinct has been identified as an environmental precinct. The water edge along this area is proposed to be revegetated and willows removed. The existing West Tamar Trail could be upgraded and connected to a new accessible estuary walk that features viewing platforms, with seating and bins, to connect users to the water. This area is identified as a flood risk area and the estuary walk is required to be designed to withstand floods and tidal changes.



### Legend

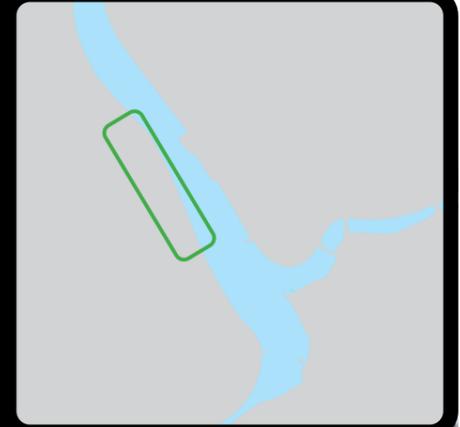
- New Estuary Walk
- Upgraded Land Path
- New Land Path
- Area Boundary



# Masterplan Precincts

## F. West kanamaluka/Tamar Walking Trail

The West kanamaluka/Tamar Walking Trail Precinct has been identified as an environmental precinct. The focus of this precinct is revitalisation of the rivers edge through a revegetation program and removal of willows within the area. The West Tamar Trail could also be upgraded as part of the project providing a shared pathway for pedestrians and cyclists.

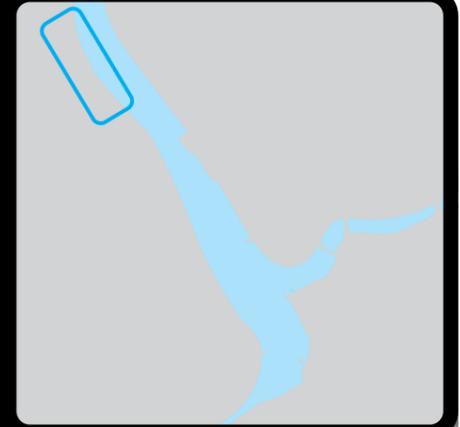


1. kanamaluka/Tamar Estuary  
2. Oaklands Park and Wetlands - TCL

# Masterplan Precincts

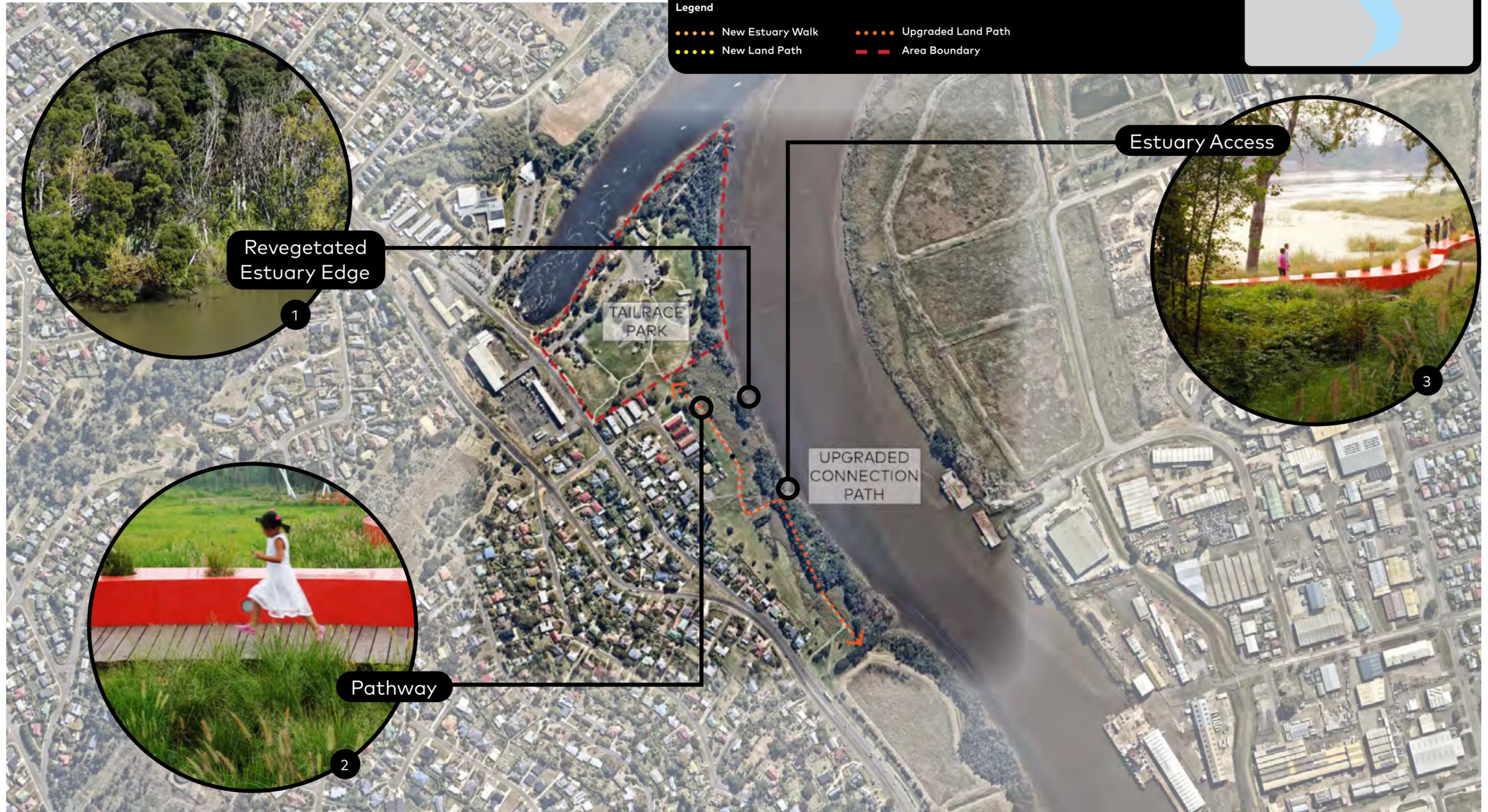
## G. Tailrace Park Trail

The Tail Race Park Trail has been identified as a recreational precinct. The vision for the precinct consists of upgrading the existing West Tamar Trail pathway, providing enhanced river access through new pathways and revegetation to the rivers edge including willow removal.



### Legend

- New Estuary Walk
- Upgraded Land Path
- New Land Path
- Area Boundary



# Estuary Revitalisation

## Estuary Edge Revitalisation

Restoring and revegetating the intertidal habitat in key parts of the upper kanamaluka/Tamar Estuary forms part of Vision.

These actions are intended have benefits for both the estuarine environment and the aesthetics of the upper estuary.

From an environmental perspective, restoration and revegetation is expected to increase habitats for wildlife, improve water quality and help to stabilise the mudflats.

From an aesthetic perspective, the revegetation and restoration will soften the interface between water, mudflat and foreshore at low tide.

Construction of pathways, estuary walks, and viewing platforms along the water edge will enhance user experience of the estuary and work to rebuild the city's relationship with the estuary.



Typical Estuary Walk Section

1:100 0 1 2 3



Revegetation Plan

Legend

- Water Edge Revegetation
- Water Edge Revegetation + Willow Removal



## Estuary Revitalisation Water Quality

There has been a long-held desire by the Launceston community to improve the health of the kanamaluka/ Tamar Estuary,

The health of the estuary has been impacted over many decades by water quality issues stemming from industrial and agricultural inputs from the catchment, the City's combined sewerage and stormwater system and ageing sewerage treatment infrastructure.

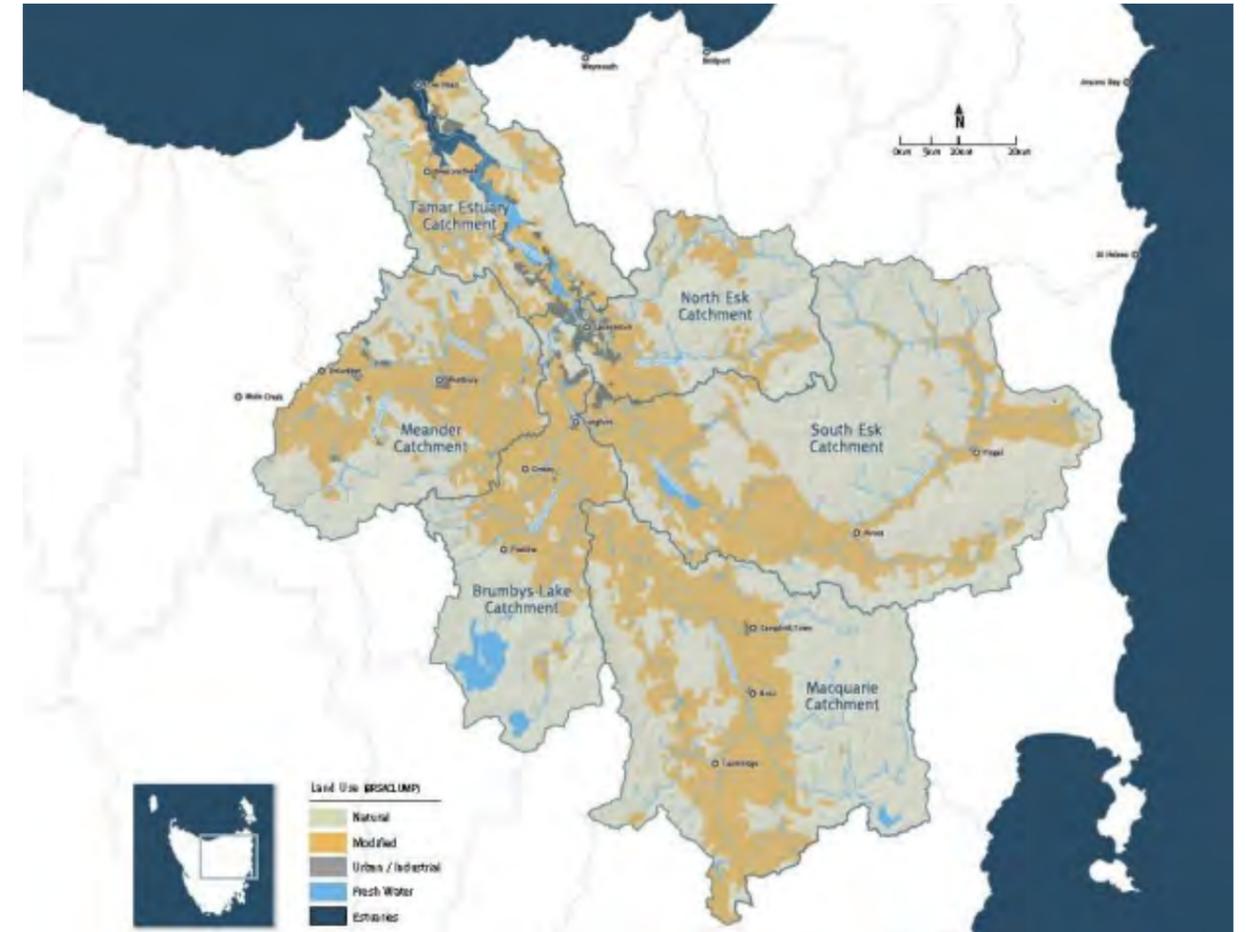
Managing waterway health requires many people to be involved, as the catchment that feeds the estuary is around 10,000km<sup>2</sup> in area encompassing several uses and activities. What happens as far away as Tunbridge, Fingal and Deloraine can impact on the estuary's health at Launceston or George Town.

The \$140.7 million River Health Action Plan, funded through the Launceston City Deal, is working to improve the long-term health of the estuary. This work consists of:

- delivering infrastructure upgrades to reduce overflows from Launceston's combined sewerage and stormwater system
- delivering improved catchment management actions across grazing, dairy and urban areas in the Estuary's catchment.



Current Estuary Conditions



Estuary Catchment Map



Tas Water Infrastructure



Estuary Catchment Land

