

JANGAARD DOCK TACOMA BERTH LINCOLN COVE MARINA

Prepared by the **TACOMA PRESERVATION SOCIETY**

MAY, 2016



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PORT LINCOLN CITY COUNCIL

PROJECT OFFICER

ROB DONALDSON

Design Brief

The intent of this REPORT is to provide a long-term berth for the Historic tuna clipper TACOMA and to suggest design solutions for the integration of a working fishing port, recreational boating and an internationally recognised tourism access within the Port Lincoln Harbour



KEY DESIGN CONSIDERATIONS

- Working wharf
- Safe movement of passengers and crew
- Enjoyable and memorable visitor experience of Port Lincoln
- Improvements to wharf amenities for visitors and local residents
- Opportunities for value-adding to tourism
- Integration with the foreshore precinct – Fishermans Memorial
- Robust and durable materials for coastal location
- Coastal/maritime/industrial theming
- Building on the existing assets and maritime ‘artefacts’
- Opportunities to improve appearance of existing infrastructure – Fishermans wall
- Flexible layout to adapt to changes in operations at marina
- Safety – from working harbour and water’s edge

Objective and Scope

This report investigates the potential for the establishment A LONGTERM BERTH facilities in the Lincoln Cove Marina for MFV TACOMA

THE REPORT:

- Reviews existing facilities,
- Undertakes an analysis of potential sites,
- Recommends specific sites for MFV TACOMA

Service Area



Background

Since the development of Stage One of the Lincoln Cove Marina, 1986 the precinct has undergone and continues to undergo expansion. With Stage 2 and now Stage 3 under construction. The original facilities were designed to handle a fleet of half the size of the current commercial fleet. Now some 350 vessels call the marina home with an additional numbers bolstered by visitors during summer. Events like the Adelaide to Lincoln yacht race and Lincoln week sailing regatta plus various recreational power vessels fishing events. At that time of the original Stage 1 tuna farming, kingfish farming and mussels farming were not on the drawing board. The shark and seal diving tours with load numbers near 10,000 people per year were only planning dreams.

Alongside this there has been equivalent expansion of the recreational fleet both in numbers and size of displacement vessels. These activities now create the opportunity to upgrade existing infrastructure to benefit all users. And separate the two sectors

TIME TO UPGRADE

Existing facilities are poorly designed to handle the size and type of vessel that now seek access to loading and unloading a multitude of cargos, from oil survey vessels and island barges, to interstate transport carrying boats, the service vessels for the aquaculture industries of tuna, mussels, kingfish, from small vessels to large.

As part of this upgrade, there has been an identified need for greater separation of the fishing sector and tourism sector.

UPGRADE in BRIEF

The study investigated a wide range of sites within the Port Lincoln Harbour that could meet the needs of the MFV TACOMA and industry sectors

It recommends that the most cost effective and efficient site is the underutilised area adjacent to the current service wharf in Lincoln Cove.

The JANGAARD DOCK site offers opportunities for development of the site and offers the fishing industry, charter tourism sector and the recreational sector a much needed upgrade of the existing facilities. If they wish to add on to the TPS proposed new infrastructure .



The following development plan have included

- Port Lincoln City Development plan 2013
- The Strategic Context and Policy Directions SA
- Eyre Peninsula Destination Action Plan 2012-2015
- *MFV TACOMA* Vessel Management Plan 2013/18

CONSULTATION

The planning and research into this document has involved the following community engagement, including:

- presentation on two occasions to Port Lincoln City Council
- presentation to the Regional Development Board
- negotiations with the Sarin Group, Axel Stenross Museum, Transport SA, the Dragon Boat rowers, charter boat operators and the fishing industry
- Discussions with CYC Adelaide, Lincoln Marine Science Centre, Flinders University, SARDI
- Discussions with former Minister for Transport, Patrick Conlon

- Discussions with former Minister of Transport, Tom Koutsantonis
- State Member of Parliament, Peter Treloar
- Shadow minister of Fisheries, David Ridgeway
- Leader of the Opposition, Steven Marshall
- South Australia Maritime Museum
- Individual Port Lincoln City Council members
- LUKIN Corp
- Pacific Pontoons
- Boating Fund, Andrew Haynes
- R Marine South Australia
- Cruising Yacht Club of South Australia
- Port Lincoln City Council Rob Donaldson: 5 meetings
- Tonkin Engineering, Jeff Tyler
- Tuna, Prawn and Sardine Industries
- JANGAARD FAMILY USA

Background to Tacoma

Over the 10 year period of the Tacoma project, research into suitable sites for off and on water storage has been undertaken.

A HOME FOR TACOMA

MFV Tacoma is one of the states' historic registered vessels



YELTA



OSCA W



MARION



INDUSTRY



ATCHIE BADANOCK



TACOMA

The Tacoma Tuna Clipper project was developed by a group of marine enthusiasts in Port Lincoln, with the aim of preserving a piece of Australia maritime/fishing /tuna industry history. The TACOMA PRESERVATION SOCIETY is a registered cultural organisation under the Commonwealth Government Program. All the river vessels are owned by their respective local councils and the two Port Adelaide vessels by the State Government and South Australian Maritime Museum.

Since 2003 a wide range of plans and possible methods of preserving and presenting Tacoma have been investigated.

Some \$250,000 and many thousands of volunteer hours have been spent in the restoration and preservation of Tacoma. The vessels' current condition could be described as good for a 60 year old vessel. Tacoma's preservation is undertaken and guided by a Vessel Management Plan (VMP), prepared with the assistance of the Australian National Maritime Museum, Sydney.

CONDITIONS OF USE:

Tacoma is managed under the guidance of its Vessel Management Plan 2013/18 and this plan complies with the public pontoon concept.

5.2 Fit out and interpretation of the Vessel & Artefacts

It is recommended that MFV TACOMA remain on display in the water. It should be fitted out with equipment and gear appropriate to its eventual configuration, as a Tuna poling vessel used in the Southern Blue fin Tuna industry in the 1950's. It should be open at various times as appropriate, for special events or purposes.

Tacoma is currently berthed in a private marina pontoon in Stage 2 of the Lincoln Cove Marina, at no cost to the society; effectively a gift of some \$12,000 per year.

This location is not long term and will be unavailable when the land is sold – the land is currently on the market.

Sites investigated for the JANGAARD DOCK

TACOMA PROJECT



Sites considered for berthing TACOMA:

1 LINCOLN COVE MARINA STAGE THREE

STAGE 1 2 3

2 THE TOWN JETTY

3 FLINDERS PORT

4 AXEL STENROSS

5 LUKIN BHP SITE BILLYLIGHTS POINT

6 LINCOLN HOTEL FORESHORE

7 PORT ADELAIDE

8 COMERCIAL BERTH

5 – Sites' details and considerations

LINCOLN COVE MARINA - The Lincoln Cove Marina development was a South Australian Government (\$12.0m) and private shareholders project, built in 1986. It was designed as a fishing and tourism hub, surrounded by residential development.

STAGE 1

PRAWN BERTH SOUTH QUAY - Tacoma is difficult to berth (no bow thrusters)

ROCK LOBSTER BERTH – limited to 15m length

TUNA BERTH NORTH QUAY - this has depth but berths are difficult to operate from (we have tested these berths). Parts of channel are below Australian Standards.

ENTRANCE CHANNEL opposite marina hotel adjacent to easement - this has depth but berths are difficult to operate from residential adjoining properties and because of the potential of limited the width of the navigational channel.

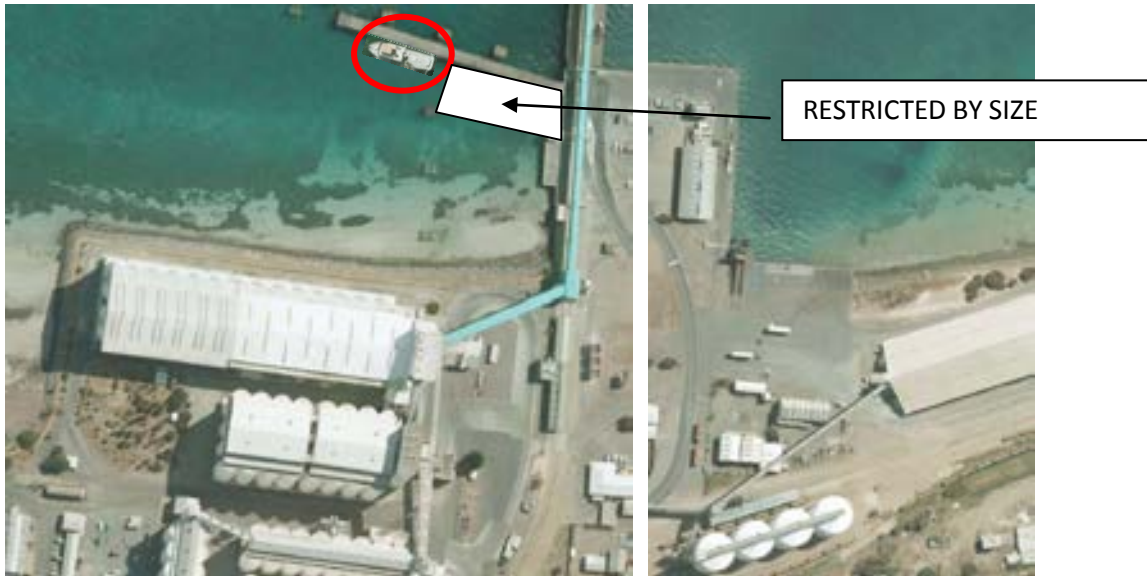
RECREATIONAL BERTH - the outside berths have sufficient depth but the location is isolated and not in a prominent position.



STAGE 2 - In Stage 2, the channel is too shallow at all tides to allow Tacoma to operate, when ballasted to Transport SA survey requirements. Below .4 m

The Port Lincoln Town jetty (Port Lincoln City Council) - too exposed and structurally unsound for a permanent berth. Recent Port Lincoln City Council advice is that the jetty can no longer be used by larger vessels, including TACOMA. A Town Jetty option would need to include a breakwater estimated cost of breakwater \$20000 per meter @100meters no funding source

Flinders Port (Flinders Ports) - Currently not a 24 hour safe harbour for wooden vessels. There may be the opportunity on the southern side of the proposed cruise ship berth. This location is also confined at the eastern end and Tacoma would require to be mid jetty. Also, this site would have dust and vermin issues that would require mitigating. There would also be a need for some form of storm protection. \$1,000,000 no funding source

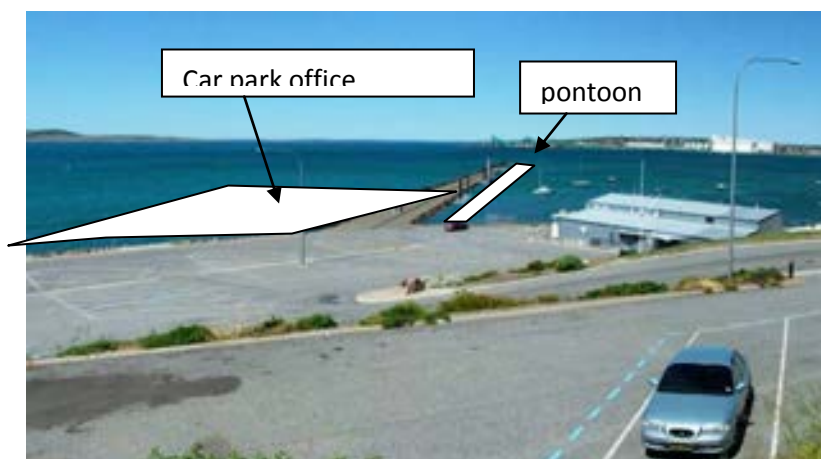


Axel Stenross - A facility at the museum presents two options:

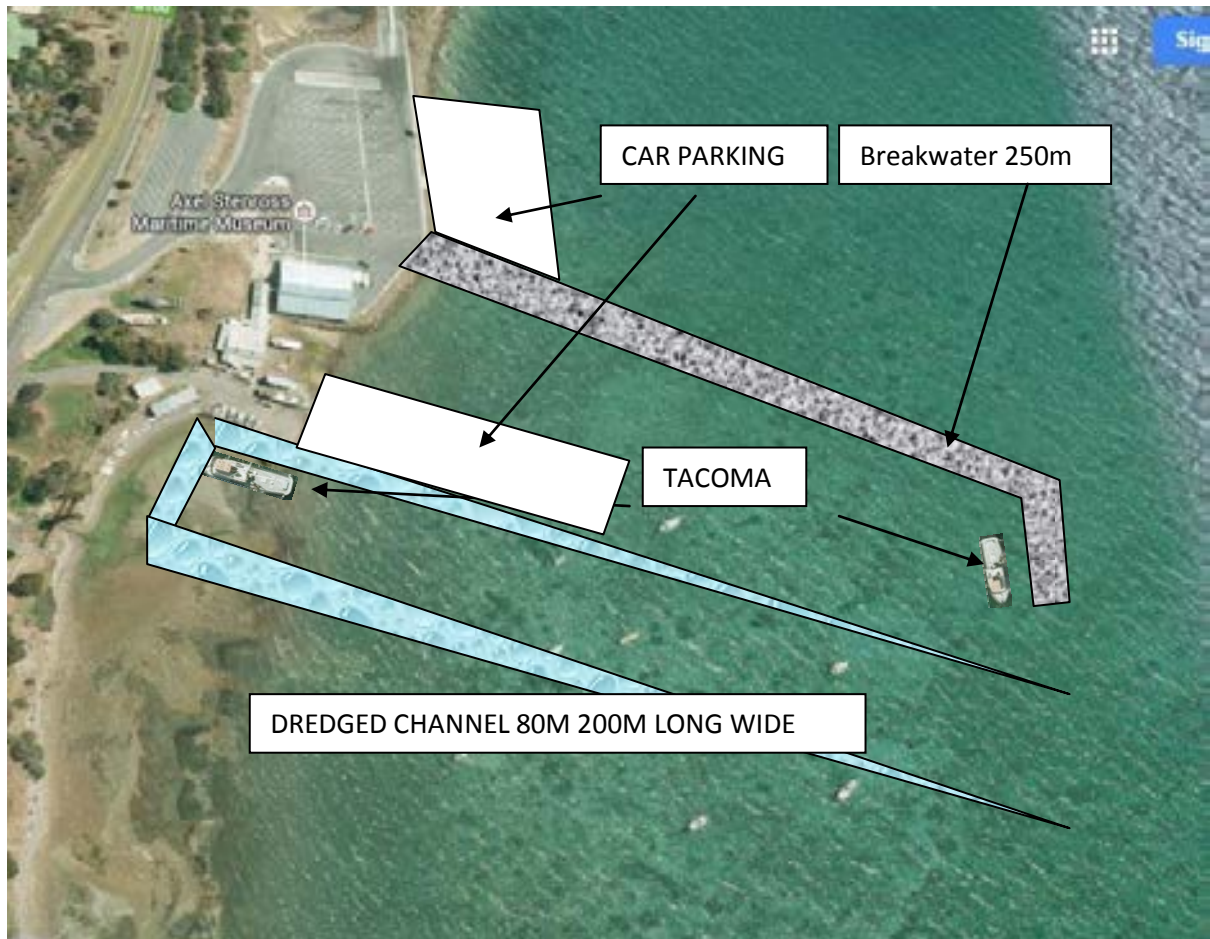
- 1) an offshore breakwater
- 2) a dredged sheltered harbour with breakwater

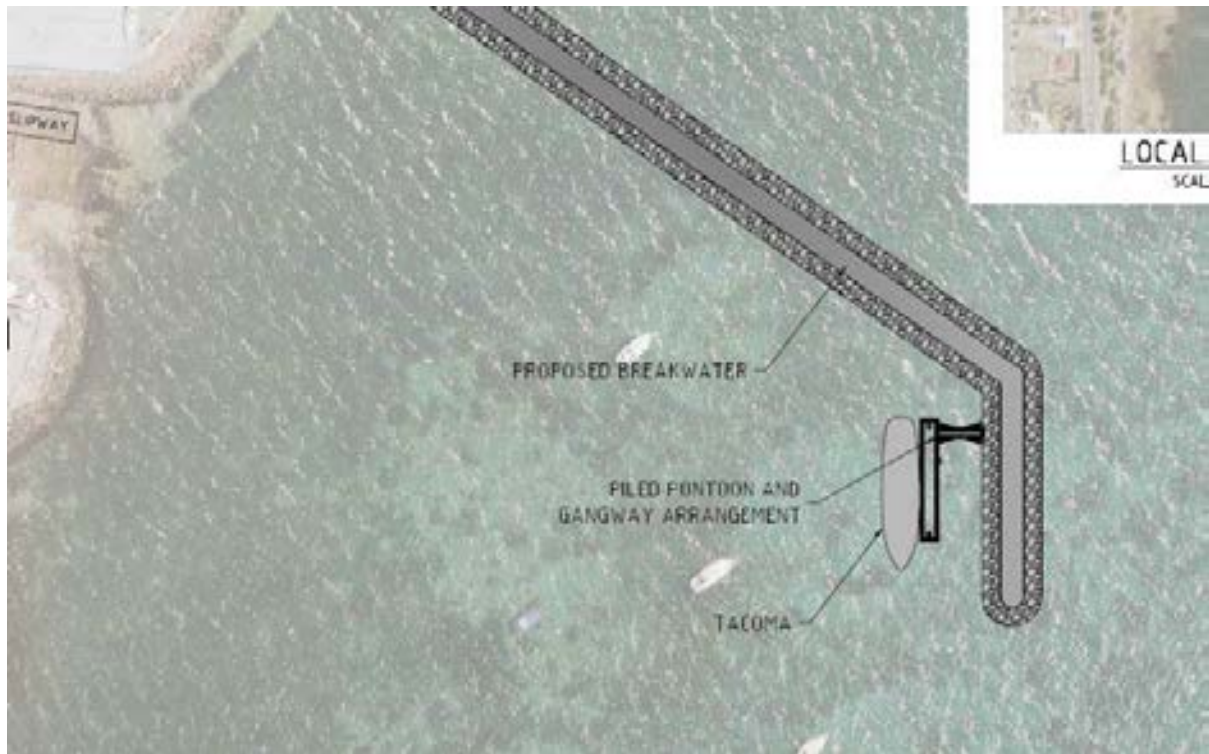
The site offers connections with maritime history and good connections to the tourism trails. The breakwater would need to be at least car width. The channel would need to be at least 80m width to allow for safe navigation. And 250 m seaward. If the local charter fleet is re-housed in the same location, additional wharf pontoon facilities of 150 m would be required, plus 75 extra car parks, as well as charter offices for three operators, public toilets, loading & unloading goods, passengers, etc

Estimated cost \$4,000,000



Breakwater - 150 m breakwater





PROPOSED PLAN OPTIONS

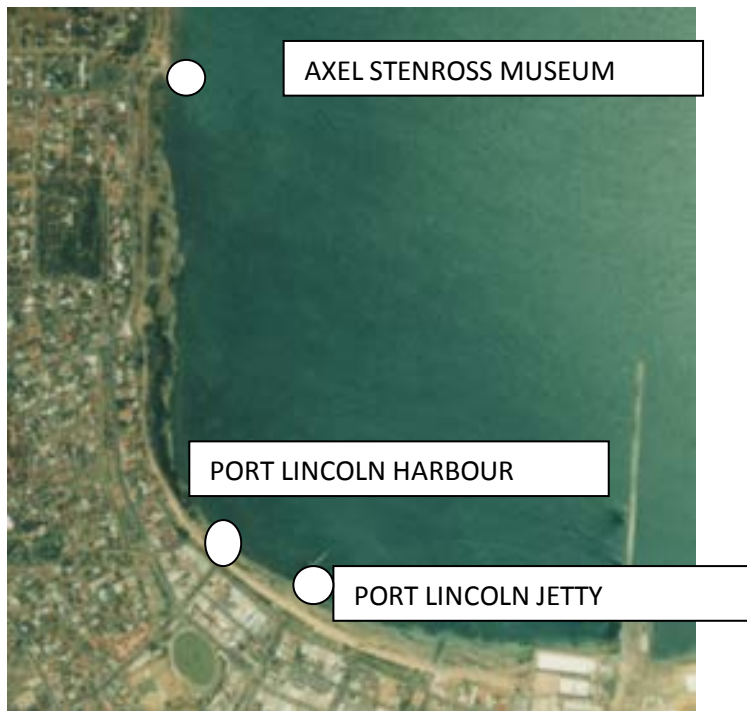
TONKIN REPORT TO SHALLOW

Lukin Bhp Site (Lukin Corp) - The Tacoma Preservation Society (TPS) has had discussions with the Lukin Corp re two sites; one a facility within Porter Bay next to the Billylights Points boat ramp and the other in the industrial precinct in Proper Bay. The TPS consider both locations potentially too costly and lacking connection with the community.

Port Lincoln Hotel Site (Dept of Transport) - A \$55 million development was presented to council in 2005. It included a \$6 million storage display facility to dry display the Tacoma and a major harbour development scheme.



A more modest proposal using the same infrastructure required for the Axel Stenross proposal would provide a Port facility to the main business and tourism hub of Port Lincoln.



PROPOSED TOWN JETTY OPTION

Port Adelaide - The TPS have recently been approached by the Australian Maritime & Fishing Academy to locate the vessel alongside its facilities in Port Adelaide.



One and All Port Adelaide

Tacoma arriving in Port Adelaide, 1951

This option provides no connection to local (Port Lincoln) tourism and history, and takes a local historic icon out of the city of Port Lincoln.

Commercial Berth (Sarin And Others) - Current commercial rates of berthing within the Lincoln Cove Marina prohibit this option. Also, there is limited public access in a commercial situation. Cost could run to \$100,000.

Lincoln Cove, Fishermen's Memorial Site - The TPS believe that the FISHERMEN'S MEMORIAL SITE offers the best solution to the commercial fishing industry, the charter /tourism sector to add on to the Tacoma Preservation societies proposed facility

- Accessibility
- Visuals
- Safety
- Cost saving to the fishing industry

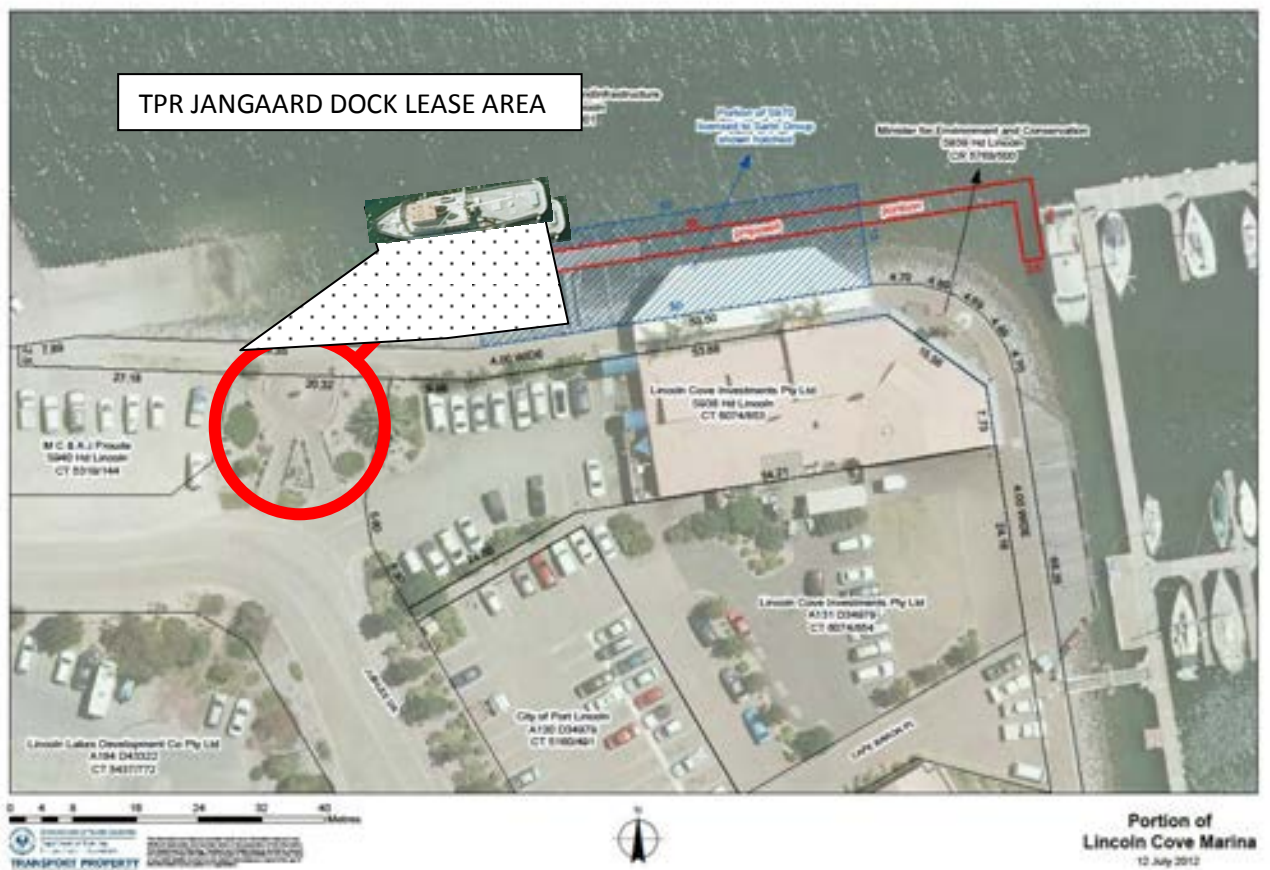
The site offers an ideal solution to locating Tacoma and creating a safe environment for tourist.

HISTORIC VALUES

in 2016 it was 50 years since the two American Norwegian brothers Chris and Sverre Jangaard visited port Lincoln to kick start the south Australian tuna industry .

The Tacoma Preservation Society have in recognition of their contribution to the stated maritime history agreed to name its proposed new facility JANGAARD DOCK .

The Lincoln Cove Marina current leased area has an 20m/10 Ton limit, timber decked pontoon within a lease area, with a lease till August 2016 from the Dept of Transport, This area abuts a footpath lease from the Department of Environment and Conservation, adjacent to the Fisherman's Memorial site. Graphical details of these Licences are available (see below).



Plan 1 Transport Licence & Environment and Conservation area

PHOTO 1 - Location of Jangaard Dock

The proposal is to gain a new lease from the western face of the current pontoon walk way toward the ramp by 25 m , if required this will leave area to the east for the sarin group to add-on a pontoon up to 100 m . The additional length will allow charter boat public boating. To unload in safety.



Tacoma current site proposed new Jangaard dock

TOURISM LINCOLN COVE MARINA - MFV TACOMA

The original plans for the marina contained four basic economic drivers to justify the States' investment of some \$12.6m

- The fishing industry
- Housing
- Tourism
- Recreational boating

Joint use

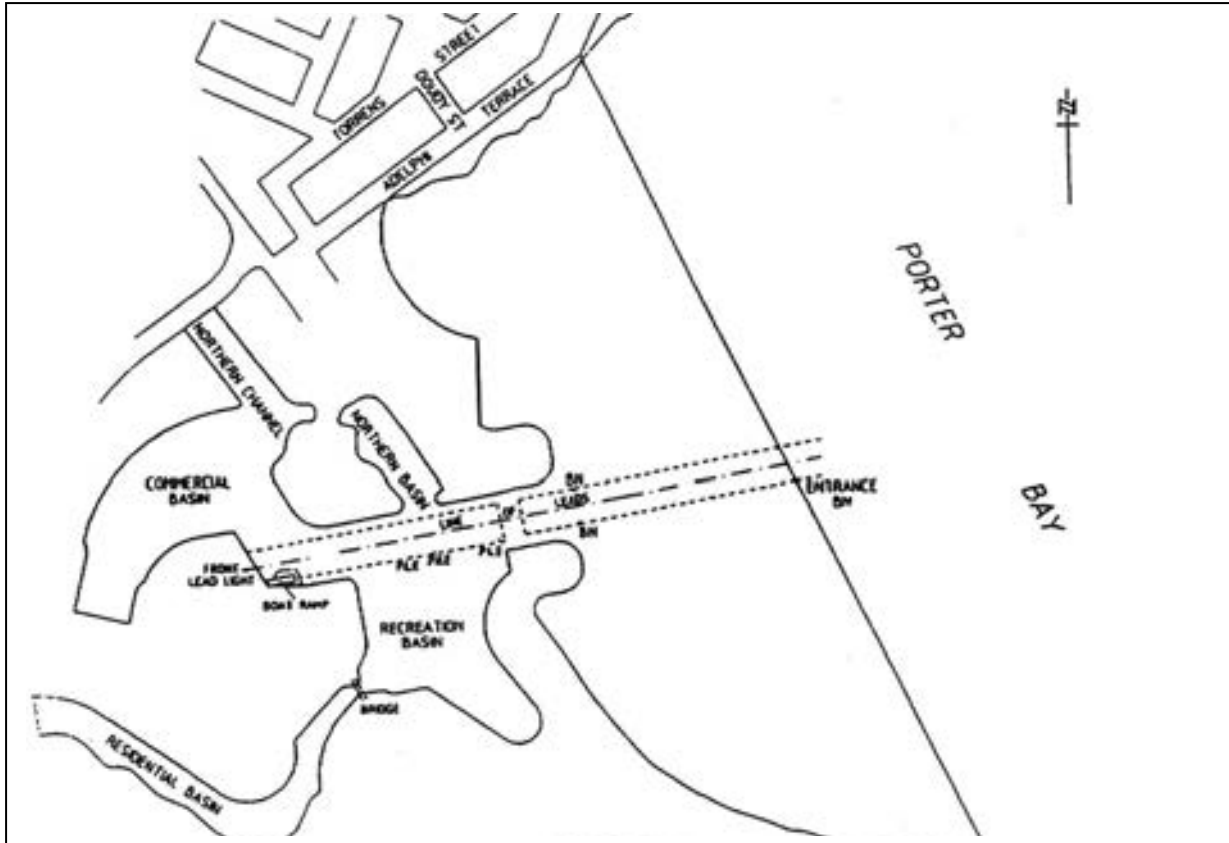
With the increase in recreational activity, the possibility exists to use a NEW public pontoon for joint usage from group raft up to the display of visiting vessels, Lincoln Week Regatta, fishing tournaments, the Jangaard dock will be designed in such a way as to facilitate the addition on either end for public facilities .



MyState
AUSTRALIAN
WOODEN BOAT
FESTIVAL
8-11 FEBRUARY 2013 HOBART







Plan 2 - Plan of marina showing restricted area under section 5 plus blue lead lights

PLANNED STAGES OF SERVICE WHARF PROJECT

Stage 1

- Dept of Transport, Planning & Infrastructure
- Port Lincoln City Council - 2013 Planning Review of Marina precinct
- Port Lincoln City Council - 2013 /14 budget **\$7000 UNSPENT**
- Port Lincoln City Council - 2014/15 budget **\$7000 UNSPENT**
- Port Lincoln city council – 2015/16 Tonkin Report **\$20000 SPENT**
- PORT LINCOLN CITY COUNCIL STAKE HOLDER MEETING
- TACOMA PRESERVATION SOCIETY DA APPLICATION FEB

2 APPROVAL FOR ACCESS TO WATERWAY

- Establish ownership, lease and maintenance arrangements for pontoon and berth with Department of Transport and Department of Environment and Conservation.
- Consult with adjacent land holders including the Sarin Group, the Fishermans Memorial Friends and Amanda Proud Real Estate.
- SUBMIT Development application
- Gain licence for water area. Dept TRANSPORT august

3 APPROVAL FOR INSTALLATION OF PONTOON

- submit final structural development application
- gain Port Lincoln City Council Approval
- gain final Transport SA Maritime Safety Approval

4 TENDER ACCURATE COST.

3m wide with 4 piles and 1 ramps

5 FUNDING PROPOSALS AND FUND RAISING

- Fully funded by TPS

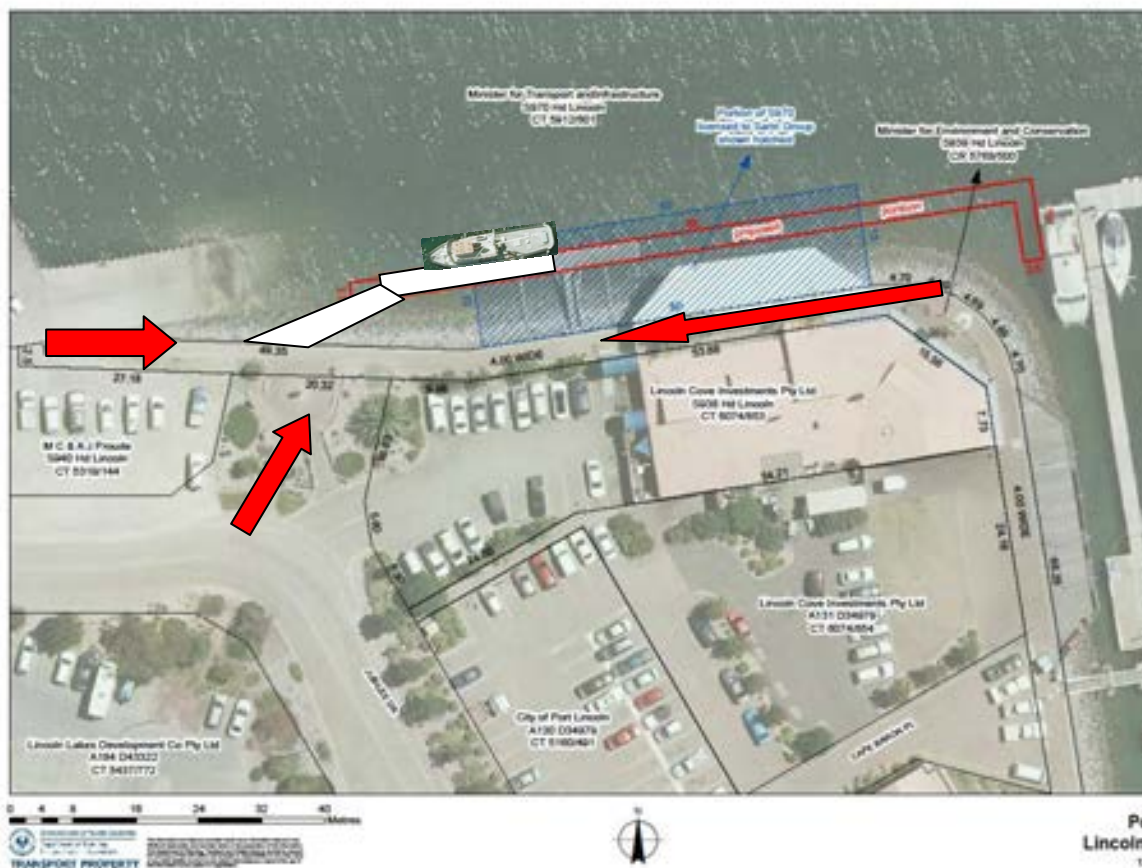
6 CONSTRUCT and MAINTENNANCE AGREEMENT

SITE DESIGN

25m pontoon

4 PILES

PUBLIC ACCESS



Appendix 1

AUSTRALIAN STANDARDS

Boat ramp

The proposed pontoon will be constructed to the current Australian Standards. 3962-2001 'Guidelines for the design of marinas'.

PRINCIPLES OF DEVELOPMENT CONTROL

1. Marina development should include one or more of the following:
 - (a) wet and dry berthing of boats
 - (b) launching and retrieval of recreational boats and associated trailer and car parking areas

- (c) access ramps, landings, storage and other structures associated with a marina
- (d) clubrooms for maritime organisations.
- 2. The design of marinas, berths, channels, fairways, gangways and floating structures should comply with:
 - (a) *Australian Standard AS 3962: Guidelines for Design of Marinas*
 - (b) *Australian Standard AS 4997: Guidelines for the Design of Maritime Structures.*
- 3. Development should not obstruct or impair:
 - (a) navigation and access channels
 - (b) maintenance activities of marine infrastructure including revetment walls
 - (c) the operation of wharves.
- 4. Safe public access should be provided or maintained to:
 - (a) the waterfront
 - (b) known diving areas
 - (c) jetties, wharves and associated activities.
- 5 Marinas should be designed to:
 - (a) facilitate water circulation and exchange
 - (b) maximise the penetration of sunlight into the water.

Some of the problems with the current boat ramp include:

Australian Standard Requirements	Lacking
No vehicle parking on the boat ramp structure	The ramp is sometimes used as a vessel service ramp which blocks one lane
Holding area, capable of accommodating boats, designed to allow boats to queue to pick up and off load passengers while waiting to use the ramp	Not provided

Appendix 2

THE STRATEGIC CONTEXT AND POLICY DIRECTIONS - Consistency with South Australia's Strategic Plan

The following lists the key targets of the State Strategic Plan (as amended 2007) which will be addressed;

ECONOMIC ENVIRONMENT

- Economic Growth: exceed the national economic growth rate by 2014.

EXPORTS

- Tourism industry: increase visitor expenditure in South Australia tourism industry from \$3.7 billion in 2002 to \$6.3 billion by 2014.

IMPROVING WELLBEING

- Healthy weight: increase the proportion of South Australians, 18 and over, with healthy weight by 10 percentage points by 2014.
- Sport and recreation: exceed the Australian average for participation in sport and physical activity by 2014.
- Healthy South Australians: increase the healthy life expectancy of South Australians by 5% for males and 3% for females by 2014.

BUILDING COMMUNITIES

- Regional population levels: maintain regional South Australia's share of the state's population
- The most pertinent strategies in the *Planning Strategy for Regional South Australia* (January 2003, amended at December 2007) are addressed by the proposed public berth

Economic activity

- Align land use planning with regional economic development priorities for key industry sectors.
- Encourage sustainable tourism development.
- *Align land use planning with specialty tourism development priorities.*
- *Improve the appeal of destinations by encouraging the development of attractions.*
- *Develop appropriate infrastructure and facilities for visitors.*
- *Ensure the interpretation of features of interest and understanding of tourist attractions.*
- Promote a business environment conducive to private investment and capital attraction.

Environment and Resources

- Promote ecologically sustainable development principles and apply them in all aspects of development and revitalisation.
- Ensure the sustainable management of natural resources.
- Protect visually important areas from inappropriate development.
- Protect and manage coastal, marine and estuarine resources.
- Base land use planning and location decisions relating to development on coasts, rivers, streams and lakes on performance-based policies.
- Minimise the impact of natural hazards.

People, Towns and Housing

- Promote good design in public spaces.
- When investigating the potential growth of towns and cities consider the effect of regional growth issues.
- Establish environmentally responsible practices in urban development through joint ventures and other development activities.
- *Integrate the planning and management of urban infrastructure in an efficient manner*
- Conveniently locate facilities and to create an attractive, safe, inclusive and enjoyable place to live.

Infrastructure

- Facilitate the development of road transport with minimal impacts on the natural environment and townships.
- Ensure the road transport system supports tourism.
- Ensure that sea transport is accessible and provides for consistent and reliable travel reduces transport disadvantage and supports tourism.
-

Eyre Peninsula Planning and Development Area

Economic Activity Strategies

- *Promote expansion of the tourist industry based on the natural and cultural assets of the area.*
- *Upgrade visitor facilities and infrastructure at key tourist locations and improve visitor access to tourist attractions.*

Environment and Resources Strategies

- Protect and enhance biodiversity and essential ecological processes.

- Manage coastal and marine environments in a sustainable way to meet multiple objectives.

People, Towns and Housing Strategies

- Encourage the further development of Port Lincoln as a main regional service centre for the lower and western parts of the area.
- Provide opportunities for young people in education, employment and recreation.

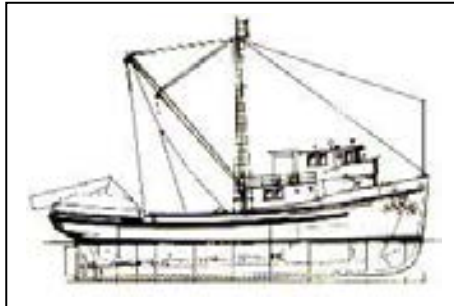
Appendix 3

TACOMA PRESERVATION SOCIETIES' ACTIVITIES

The Tacoma Preservation Society is a registered Cultural Organisation under the Commonwealth (Designated Gift Recipient) facilitating the organisations tax deductibility for gifts received. Tacoma is one of 7 vessels in the State that are recognised and registered under the Australian National Maritime Museum, Sydney (ANMM) Historic Vessel Registrar and is one of only two vessels in the State that are sea going.

PORT LINCOLN – Australia's seafood capital

www.tacoma.org.au



MFV TACOMA

TUNA CLIPPER

Vessel Management Plan 2013/18

THE TACOMA PRESERVATION SOCIETY

THIS DOCUMENT HAS BEEN PREPARED WITH THE ASSISTANCE OF THE AUSTRALIAN NATIONAL MARITIME MUSEUM ANMM

CONDITIONS OF USE:

- This is a addition to the 202007-2012 original plan I VMP for MFV TACOMA.2012 2017
- Copyright remains with the TACOMA PRESERVATION SOCIETY; this VMP must not be copied for any other purpose unless permission is given by thetas.
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Tacoma is managed under the guidance of its Vessel Management Plan and this plan complies with the community berth concept.

5.2 Fit out and interpretation of the Vessel & Artefacts

It is recommended that *MFV TACOMA* remain on display in the water. It should be fitted out with equipment and gear appropriate to its eventual configuration, as a Tuna Poling vessel used in the Southern Blue Fin Tuna industry in the 1950's. It should be open at various times as appropriate, for special events or purposes.

The history of the vessel and its changing fishing from Tuna, Salmon through to Prawns should be explored in interpretative programs and products, which can be centred on the vessel - events, activities, publications, and demonstrations. The current recommendation is that the interpretation on board should reflect the Tuna industry of the early period of *MFV TACOMA*'s life. This will provide a basis to explore other related areas.

Further interpretation can be provided by interactive facilities potentially positioned alongside the vessel. These can explore the tuna industry incorporating film, photographs and oral history. Volunteer guide programs on the vessel can augment all programs.

If practical, it is recommended that the *MFV TACOMA* be berthed next to other working vessels involved in fishing industries, allowing the interpretation to be conducted in conjunction with related vessels. The TACOMA Preservation Society is working towards a berth alongside the Fishermans Memorial in the LINCON COVE MARINA.

There are focus areas which can be directly applied to *MFV TACOMA*, and this should be the subject of future interpretation and research.

5.3 Making Links between the Vessel and the Shore

Exhibitions linking *MFV TACOMA* with an onshore facility needs to be developed, since tuna fishing was one of South Australia's most dynamic maritime industries and crucial to the economic growth of South Australia. Exhibitions rich in objects and images can expand the stories of poling to ship-living away from the home port for up to 5 months, life on board, the development of the tuna industry from canning to sashimi, and the modifications to vessels which were brought about by changing conditions and techniques - all of which will already be outlined in the vessel's interpretation. The Axel Stenross Museum has in place the beginnings of a collection that could be expanded and housed within the slipway precinct.

'Old time' poling experiences could be provided, with activities such as spotting, chumming and the long night watch included. The housing of a spotter plane may add to the experience of spotting for tuna over the expanse of the Southern Ocean.

5.4 Public programs

MFV TACOMA can be used for a variety of general visitor programs with Tuna fishing activities alongside at the berthing location, or on board for special programs as resources permit.

5.5 Education resources

MFV TACOMA is also a valuable education resource tied to education curricula by comparative analysis. Appendix B details curriculum areas where *MFV TACOMA* can directly relate to the specific education program. Further research is recommended in this area to integrate potential areas of study through the educational systems of, for instance, Flinders University, Adelaide University, Spencer TAFE Institute and the secondary schools sector. Special attention should be given to the Kirton Point Primary School because of its use of *TACOMA* as its school emblem.

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5.6 Outreach and Internet

The regular monthly operation of *MFV TACOMA* is necessary for maintenance and to inhibit marine growth on the hull. This also provides an opportunity to increase the profile of *MFV TACOMA*, and also promotes awareness of the tuna industry and the onshore display generally on the harbour. The potential to associate operations on the harbour with maritime archaeology programs subject to operational procedures and guidelines, may also be explored through institutions such as the Lincoln Marine Science Centre and Flinders University.

It would be possible to install a travelling exhibition and take *MFV TACOMA* on a tour of old tuna ports of Eden, its birthplace of Port Fairy, and possibly Sydney, its farthest East fishing port. This would allow increased publicity and exposure for the ANMM. The trip could take on a number of different aspects, such as visits to maritime museums at the various locations. Alternatively, the group could develop, in conjunction with the ANMM, a travelling exhibition on the history of tuna in Australia.

A large film archive exists from the early 1950's to today's tuna farming, with the National Geographic Society and both Thalassa and Japanese television channels featuring individual productions of the tuna story. Interest also lies in Colin Thiele's children's book "Blue Fin". There is also the South Australian Film Corporation's production "*Bluefin*". This format could also look at the historical role of the Japanese in the tuna industry across southern oceans from Cape Town, South Africa to Hobart, Australia. The telling of the Japanese story would appeal to the Japanese tourists visiting the ANMM (14% of international visitors to Australia are from Japan). The Japanese

Appendix 6

1 Planning

The City of Port Lincoln is required to have a Development Plan to guide development in accordance with the Development Act and Regulations. The Development Plan seeks to promote the provisions of the planning strategy for the state.

The Development Plan has three parts; Introduction, General Section and a Zone Section.

The general section of the Development Plan sets out the objectives and principles of development control, and the final section sets out the policies of particular zones

2 Port Lincoln City Council Development Plan, March 2011

OBJECTIVE

- The provision, in appropriate locations, of marinas, pontoons, jetties, piers, wharves and boat moorings that cater for vessels and that:
 - (a) maintain public access to the waterfront

(b) do not compromise public safety

(c) preserve the structural integrity of the marine infrastructure

- minimise adverse impacts on the natural environment.
- Upgrade visitor facilities and infrastructure at key tourist locations and improve visitor access to tourist attractions.
- Integrate the planning and management of urban infrastructure in an efficient manner
- Align land use planning with specialty tourism development priorities.
- Improve the appeal of destinations by encouraging the development of attractions.
- Develop appropriate infrastructure and facilities for visitors.
- Ensure the interpretation of features of interest and understanding of tourist attractions.