

COMMUNITY CONSULTATION

Community and Stakeholder Consultation for the Ballina Harbour Master Plan was conducted as a sub-project by Dr Elizabeth Baker. The processes and outcomes of that consultation is included in the *Ballina Marina Master Plan Project - Community Engagement Report*, prepared in July 2016 by Dr Baker. The consultation process included face-to-face meetings with key stakeholder groups and representative of groups. Residents in the proximity to the harbour site were notified of the project via a postcard. These residents were invited to either send in a submission to Council or to respond to an on-line survey. The broader community was notified of the same survey via media outlets.

In total, five interviews were held with stakeholder groups, 12 submissions were received and 103 people responded to the on-line survey.

The key findings extracted from that report are:

- *There is overwhelming community support for the improvement of marine infrastructure and amenity at the Trawler Harbour Marina site.*
- *The community expressed clear dissatisfaction with the current provision of marine infrastructure and facilities available in Ballina.*
- *The highly desirable nature of facilities such as toilets and showers, a wharf or jetty, a public boat ramp, re-fuelling facilities, waste pump out facilities and public open space was indicated clearly.*
- *There are mixed feeling about other facilities and features that might be included in the redevelopment of the site.*
- *The community perceives that the impacts of changes to the site will be positive for them.*

(Dr Baker, p.3)

The majority of the survey respondents live in Ballina and 37% live around the harbour site. The stakeholders were mostly those with a business interest. Most of the respondents were involved in recreational boating. Only a small group were involved in commercial fishing. Over half of respondents owned a motor boat and this boat was usually stored at their home.

Many of those respondents who live within the harbour surrounds indicated they currently use the site for its boat ramp, for fishing

and walking. Members of this group expressed concerns that redevelopment of the site may negatively affect their amenity.

A large number of respondents from the broader Ballina area also enjoyed recreational boating. Again most of their craft were stored at home. 60% of that group do not currently use the harbour site, but the majority of the group saw that development at the site could have benefits for them in terms of providing additional recreational and social opportunities. This group expressed varying views about the potential nature of development at the site, indicating a need to ‘put the community first’. (Dr Baker, p.5)

There was an overall sentiment that existing marine infrastructure in Ballina is poor. The respondents clearly identified a desire for toilets and shower, a wharf or jetty, a public boat ramp, re-fuelling facilities, waste pump out facilities and public open space. A range of other facilities were also identified as being useful including a boardwalk, boat washing facilities, boat repairers, fish cleaning facilities, private moorings, restaurant/cafe, chandlery, marine mechanic, general convenience shop, picnic facilities and boat storage facilities.

The least desirable options were retail shops, permanent residential apartments, dog exercise area and a swimming platform. (Dr Baker p. 7). However, there was a small component of respondents who did express these as desirable.

Respondents identified potential positives associated with the harbour’s redevelopment as the provision of additional recreational opportunities, employment opportunities, opportunities to socialise, local business opportunities and potential moorings. Perceived negatives were an increase in traffic and an impact on amenity and views.

The consultation highlighted issues that have implications for planning for the future redevelopment of the site. Dr Baker groups these as:

- *the nature and extent of accommodation*
- *the style and feel of the development*
- *community access and use of the site*
- *the provision of services/facilities for a wide range of marine users*
- *the commercial fleet*
- *the Ballina Bar*

BOATING AND MARITIME DEMAND ANALYSIS

Hill PDA Planning Consultants prepared a *Boating and Maritime Demand Analysis* as a sub-project for the Ballina Marina Master Plan project. The analysis initially identified that the following be considered as part of the redevelopment of the harbour.

- there should be approximately 100 marina berths and this would be an increase of approximately 64 berths from the current harbour moorings;
- the harbour expansion should also allow for a possible additional future expansion of another 50 moorings;
- the redevelopment of the harbour should include public toilets and showers;
- typically the harbour office would also incorporate toilet/shower facilities for those using the moorings;
- incorporate 5 - 10 commercial suites within the redevelopment. These could provide marine equipment, retail outlets etc;
- the commercial spaces could be quite small e.g. approximately 60m² each;
- consider including an area for a commercial seafood outlet and this should be about 2000m² in floor space to allow for a cafe/restaurant outlet as well as a factory floor;
- consider the inclusion of a dry storage facilities for watercraft;
- one side of the harbour should be allocated for the mooring of working boats;
- a potential restaurant/cafe should overlook the working boat unloading area as this is a 'big drawcard' for the area;
- include refuelling facilities.

The Feasibility and Demand Analysis Report, subsequently produced by Hill PDA following more detailed analysis, is based on 110 marina berths. This is an increase of approximately 76 berths.



MASTER PLAN PRIORITIES

The Master Plan priorities have been collated based on the site investigations, background research, community consultation and input from the Boating and Maritime Demand Analysis. The Master Plan priorities are:

Access

- recognise the future expansion of River Street will have potential impacts on the project site;
- identify future planning for the redevelopment of the site must consider an appropriate access from River Street;
- allow for increased traffic movements including rigid bodied trucks;
- incorporate carparking to accommodate the increase in residents and visitors;
- locate roads to maximise access to facilities whilst keeping the foreshore and marina pedestrian friendly.

Respect the Community

- respect the community, their concerns for amenity loss and desire for views and access to the foreshore;
- propose viable development options that maintain and enhance public access to the Richmond River and Fishery Creek and provide new recreational opportunities for locals;
- create strong links between the neighbourhood and the marina to create a broader precinct that is integrated visually and physically;
- recognise the community has mixed feelings about potential development and propose a development character in keeping with the feel of Ballina;
- recognise Aboriginal cultural heritage.

Connection

- create strong physical and visual connections to the waterfront and marina;
- consider opportunities for connections to the CBD and to Ballina-Byron Gateway Airport.

Amenity

- create a vibrant precinct with a range of recreational opportunities where people can live, play, relax and socialise;
- create a hub of activity where there is natural ongoing surveillance of the site;
- note future planning must consider potential noise and light pollution associated with the marina.

Marina Expansion

- expand the existing marina to improve the availability and standard of boat mooring, storage and servicing facilities;
- consider 110 berths as the target goal for the marina expansion;
- note future planning must consider potential shoaling of the marina floor and safe access to the Richmond River;
- note future planning must consider potential flooding issues and potential site contamination;
- provide for a range of moorings to accommodate cruising yachts and boats, working trawlers and motor boats associated with government agencies;
- provide for both permanent and temporary moorings;
- retain and increase the number of available moorings for working trawlers;
- note that marina management needs to ensure business costs for professional fisherman are a key if they are to remain a viable industry;
- provide separation in the marina between the privately owned boats and commercial operators and trawlers;
- complement the expansion of the Martin Street Boat Harbour Precinct.

Marina Facilities

- provide facilities to support the function of the marina including boat refuelling, sewage pump out, waste removal, laundry, showers, toilets, reprovisioning and equipment requirements;
- provide access to the marina for users with appropriate vehicular and pedestrian access and parking;
- provide a secure location for patrons to moor boats;
- note that major boat repair and building facilities will be located at the Smith Drive marine industry precinct;
- provide a wharf for working boats relative to a desired unloading and processing area and to replace the existing facility.

Fishery Creek Facilities

- maintain a boat ramp facility that supports the popularity of this boat launch location inclusive of an enhanced boat ramp, pontoons and adequate car/boat trailer parking.

Commercial Opportunities and Development

- integrate development at the site as a means of financially facilitating the harbour expansion;
- consider a range of housing opportunities;
- consider opportunities for commercial development such as a chandlery, boat hire and laundry;
- consider the provision of dry storage options as part of the marine precinct and as a strategy to minimise car/boat trailer movements at the Fishery Creek boat ramp;
- incorporate between 5 to 10 commercial suites of approximately 60m² each within the redevelopment that could provide for marine related outlets;
- consider including an area for a seafood restaurant/cafe of approximately 2100m² in floor space to allow for a cafe/restaurant outlet as well as a factory floor;
- locate a restaurant/cafe overlooking the working boat unloading area as this is a ‘big drawcard’ for the area.

Public Space and Facilities

- support the community’s desire to have access to public facilities such as jetties, boat ramps, foreshore open space, toilets, showers and water front walkways;
- enhance public open space with appropriate facilities and infrastructure such as picnic tables, BBQ areas, play areas and areas for passive and active recreation;
- ensure the accessibility of public facilities, amenities and open space;
- enhance the shared pathway network for Ballina;
- encourage a healthy lifestyle with a distinctively ‘Ballina feel’ through access to Ballina’s waterways, a quality open space and vibrant marina;
- provide a range of opportunities for the community and visitors to spend time at and enjoy the marina;
- maximise potential access to the creek and river by the provision of foreshore public open space and walkways;
- incorporate opportunities to reflect upon the natural environment and the history of the site through public art works and interpretive signage.

Environment

- cluster marine-based industry to minimise environmental impacts;
- protect and enhance creek bank vegetation, mangroves and seagrass beds for its habitat value and as a natural features to the site;
- identify potential for environmental education at the site.

EXPLORATION OF OPTIONS

The master plan priorities were then explored in a series of eight sketch designs considering the redevelopment of the site. Each option sought to achieve the master plan priorities and in doing so, consideration was given to:

- different configurations of the marina expansion to achieve the 110 capacity identified as ideal by Hill PDA;
- the location of the boat ramp and the configuration of its supporting facilities;
- the relationship between the marina and the siting of supporting facilities;
- appropriate locations for residential/commercial development;
- different configurations of residential/commercial development;
- access to, and circulation around, the marina and new development;
- the relationship and connectivity between different land uses and types of spaces;
- the community preference for public open space, particularly, on the the foreshore;
- the relationships between the existing neighbourhood and the redevelopment;
- the interface between the redevelopment and the existing neighbourhood;
- the footprint and character of the development;
- the configuration of open space and strong connectivity between open spaces and public facilities; and
- the relationship between development and the harbour.

The proposals and layout to each sketch option is explained in a written rationale.

EXPLORATION OF OPTIONS



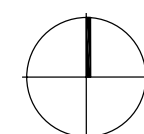
CONCEPTS

- ① precinct for boat ramp with parkland, parking and associated facilities
- ② residential apartments with green links to harbour and creek
- ③ public creekside parkland
- ④ seafood outlet and commercial premises
- ⑤ mixed used - commercial shopfronts with residential above
- ⑥ townhouse/villa style development with green space to maintain connections for existing residential precinct
- ⑦ public foreshore parkland
- ⑧ harbour extended west and into the Richmond River

rationale

- create a direct physical and visual link to the marina along Boatharbour Road
- maintain the northern extent of the harbour to increase development areas and push the harbour expansion west and into the Richmond River
- relocate the boat ramp and parking to the north of the site to allow multistorey development to have waterfront views and to provide public creekside parkland
- site 4-5 multistorey development along Boatharbour Road
- create communal green space around multi storey development for amenity
- set development back from Boatharbour Road and create a wide, shaded esplanade
- locate commercial facilities associated with the marina close to the harbour
- keep parking for the commercial area away from the marina
- incorporate 2 to 3 storey residential development close to marina
- provide public access around the marina and in the foreshore park on the river
- locate mixed use development (commercial/residential) close to the marina
- maintain 'green' links between new development for views to the water and for potential public access

Scale 1:2500



EXPLORATION OF OPTIONS



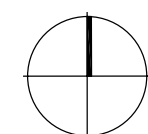
CONCEPTS

- 1 precinct for boat ramp with parkland, parking and associated facilities
- 2 residential apartments with green links to marina
- 3 marina extended along Fishery Creek creating increased opportunity for development with waterfront frontage
- 4 seafood outlet and commercial premises
- 5 plaza overlooking marina to create focal point on vista
- 6 public parkland providing connection to river and marina
- 7 apartment style development
- 8 marina extended west

rationale

- expand the existing marina predominantly westwards
- create a second marina area along the edge of Fishery Creek to provide marina frontage to multistorey residential development
- create a direct physical and visual link to the harbour along Boatharbour Road
- relocate the boat ramp and parking to the north of the site to allow multistorey development to have waterfront views
- site 4-5 multistorey development along Boatharbour Road
- set development back from Boatharbour Road and create a wide, shaded esplanade
- provide communal green space around the proposed multistorey residential development
- create a plaza at the end of Boatharbour Road
- locate commercial facilities and potential seafood outlet with direct access to the marina
- locate a multistorey residential building overlooking the western end of the marina
- create a green space around the end of the marina giving access to the foreshore and the marina
- keeping parking away from the marina
- provide public access around the marina

Scale 1:2000



EXPLORATION OF OPTIONS



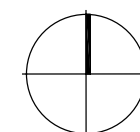
CONCEPTS

- ① precinct for boat ramp with parkland, parking and associated facilities
- ② dry storage for boats
- ③ residential apartments with green links to marina
- ④ marina extended along Fishery Creek creating increased opportunity for development with waterfront frontage
- ⑤ seafood outlet and commercial premises
- ⑥ plaza overlooking marina to create focal point on vista and public connection to marina
- ⑦ apartment style development
- ⑧ public foreshore parkland
- ⑨ marina extended west

rationale

- expand the existing marina predominantly westwards
- create a second marina area along the edge of Fishery Creek to provide marina frontage to multistorey residential development
- create a direct physical and visual link to the marina along Boatharbour Road
- relocate the boat ramp and parking to the north of the site to allow multistorey development to have waterfront views
- incorporate dry boat storage at the boat ramp facility
- site 4-5 multistorey development along Boatharbour Road
- set development back from Boatharbour Road and create a wide, shaded esplanade
- provide a large development footprint to maximise returns
- create a public esplanade around the marina to maximise public access to the marina and the water
- locate commercial facilities and potential seafood outlet overlooking the harbour and with a connection to the wharf
- locate 2-3 storey residential development west of the marina with a public green space linking the neighbourhood to the marina and foreshore park
- maximise access with carparking around the marina esplanade

Scale 1:2000



EXPLORATION OF OPTIONS



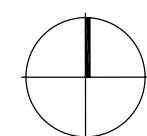
CONCEPTS

- ① retain and upgrade existing boat ramp and facilities
- ② residential apartments with green links to marina and creek
- ③ seafood outlet and commercial premises
- ④ marina facilities and commercial premises, opportunity for residential development above
- ⑤ public access to foreshore
- ⑥ marina extended to west

rationale

- expand the existing marina westwards
- create a direct physical and visual link to the marina along Boatharbour Road
- create an area of harbourside park at the end of Boatharbour Road as a focal point
- retaining the Fishery Creek boat ramp and parking in their current locations
- site 4-5 multistorey development along Boatharbour Road with communal green space between to maintain links to Fishery Creek
- set development back from Boatharbour Road and create a wide, shaded esplanade
- located a commercial seafood processor and outlet close to the marina with a link to the wharf
- locate commercial facilities and government agencies along the northern edge of the marina
- provide parking north of the commercial outlets
- provide marina side park and link along south wall of marina for public recreation
- provide limited vehicular access around the marina for access to boats

Scale 1:2000



EXPLORATION OF OPTIONS



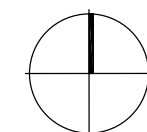
CONCEPTS

- ① precinct for boat ramp with parkland, parking and associated facilities
- ② dry storage for boats
- ③ residential apartments with green links to marina and creek
- ④ seafood outlet and commercial premises
- ⑤ mixed used with commercial premises and residential above
- ⑥ commercial premises and marina facilities
- ⑦ apartment style development
- ⑧ public foreshore parkland
- ⑨ marina extended west

rationale

- expand the existing marina north and west
- create a physical and visual link to the marina along Boatharbour Road
- provide a roundabout at the end of Boatharbour Road to facilitate better movement of traffic
- relocate the boat ramp and parking to the north of the site to allow multistorey development to have waterfront views and to allow for a park along Fishery Creek
- incorporate dry boat storage at the boat ramp facility
- set development back from Boatharbour Road and create a wide, shaded esplanade
- integrated the 4-5 multistorey development within a park like setting to maintain views to the creek and to create potential links to the creekside park and the marina
- create a shaded public esplanade around the marina to maximise public access to the marina and the water
- provide parking around the esplanade to maximise access to the commercial precinct and the marina
- locate commercial facilities and potential seafood outlet overlooking the marina and with a connection to the wharf
- locate 2-3 storey residential development west of the marina
- provide a foreshore parkland on the Richmond River

Scale 1:2000



EXPLORATION OF OPTIONS



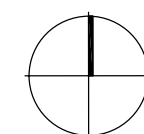
CONCEPTS

- ① retain and upgrade existing boat ramp and facilities
- ② residential apartments with green links to the marina
- ③ residential apartments with green links to foreshore and marina
- ④ seafood outlet, commercial premises and marina facilities
- ⑤ public foreshore parkland
- ⑥ marina extended to north

rationale

- expand the existing marina north
- locate commercial buildings including a seafood outlet/processing facility close to the existing marina wharf
- create a road link to new 2-3 storey development west of the marina
- site 4-5 multistorey development along Boatharbour Road with a central 'green' link providing a connection to the marina
- set development back from Boatharbour Road and create a wide, shaded esplanade
- integrated the 4-5 multistorey development within a park like setting to maintain views to the creek and to create potential links to Fishery Creek and the marina
- retain the existing Fishery Creek boat ramp and trailer parking
- provide for through vehicular circulation by connecting the Fishery Creek access with a road to the north of the marina
- provide a public green space to the north of the marina
- provide a public walkway to the foreshore and foreshore parkland on the Richmond River

Scale 1:2000



EXPLORATION OF OPTIONS



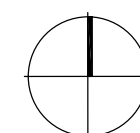
CONCEPTS

- ① retain and upgrade existing boat ramp and facilities
- ② residential apartments with green links to the marina
- ③ townhouse development overlooking the marina
- ④ dry storage for boats
- ⑤ plaza along marina edge
- ⑥ townhouse style development with green links for public access to foreshore and the marina
- ⑦ seafood outlet, commercial premises and marina facilities
- ⑧ public foreshore parkland
- ⑨ marina extended to north

rationale

- expand the existing marina north and west
- provide a roundabout at the end of Boatharbour Road to facilitate vehicle movement
- provide an esplanade at the edge of the marina as a focal point on Boatharbour Road
- retain the Fishery Creek boat ramp and parking
- create a through road using the Fishery Creek access
- site 4-5 multistorey development along Boatharbour Road with 'green' links providing connections to Fishery Creek and the marina
- establish a wide green link along the eastern side of Boatharbour Road to provide for public connection to the marina
- integrate the 4-5 multistorey development in a park like setting to maintain views to the creek and to create potential links to Fishery Creek and the marina
- locate commercial development and government agencies at the western extent of the marina close to a new wharf
- site 2-3 storey residential development to the west of the marina with a wide 'green' link to maintain neighbouring views to the marina and to provide a public link to the foreshore
- create a public foreshore park on the Richmond River
- locate 2 storey residential development and dry storage for boats on the northern edge of the marina
- locate parking away from the marina edge

Scale 1:2000



EXPLORATION OF OPTIONS



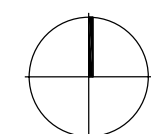
CONCEPTS

- ① retain and upgrade existing boat ramp and facilities
- ② residential apartments with green links to the marina
- ③ commercial premises and marina facilities
- ④ dry storage for boats
- ⑤ plaza along marina edge
- ⑥ apartment style development with green space
- ⑦ seafood outlet/cafe with links to parkland and marina
- ⑧ public foreshore parkland
- ⑨ marina extended to north

rationale

- expand the existing marina north
- create a visual and physical link between Boatharbour Road and the marina
- maximise the development potential and site 4-5 multistorey development along Boatharbour Road
- provide a 'green' edge to the new northern development with public link to Fishery Creek and the marina
- retain the Fishery Creek boat ramp and parking
- provide a through road between Boatharbour Road and Sunnybank Drive
- provide carparking for the marina along the through road
- site new 2-3 storey residential development on this through road and within a communal green space
- create a large public open space on the Richmond River
- locate a new commercial outlet for seafood retail and processing relative to the existing wharf
- locate other commercial outlets along the northern side of the marina
- create a public esplanade around the western and northern edges of the marina
- locate parking away from the marina edge

Scale 1:2000



REVIEW OF SKETCH OPTIONS

Process

The eight sketch options were reviewed by Ballina Shire Council. The sketch options were also reviewed by Hill PDA Consulting as part of the ongoing relationship between the master plan preparation and the feasibility analysis of the master plan. The sketch options were also reviewed internally by the project engineer, to provide input into suitable road widths, the location and size of the roundabout, carparking and appropriate development footprints.

Direction Forward

Ballina Shire Council indicated a preference for two of the sketch options, *Creek Option 2* and *West Option 2*. Council's preference for *West Option 2* noted this design allowed for the harbour expansion, maximised the potential for public access to the harbour, Fishery Creek and the Richmond River and provided good opportunities for both residential and commercial development. *Creek Option 2* was identified for further design development as it provided an alternative to the expansion of the single harbour, allowing for separate marinas for working and recreational boats and for its potential to maximise development opportunities with close proximity to a marina. Council requested as the design development continued the following be considered:

- a place be allocated as a community building for meetings and potential storage. The facility could be used by groups such as the dragon boats, yacht and sailing clubs and rowing clubs.
- providing facilities for government agencies including office spaces. This did not have to be within the commercial areas, but could be separate. These agencies did need access to the marina.
- the marina and boat ramp facility should be separate
- multi-storey development of 4 to 5 stories in relation to financial viability of the project subject to detailed financial analysis as part of the Feasibility Analysis.
- residential development of 2 to 3 stories west of the marina in relation to financial viability of the project and the adjacent residential areas subject to analysis in the Feasibility Analysis

Preferred Sketch Options



Creek Option 2



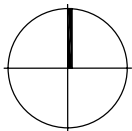
West Option 2

DESIGN DEVELOPMENT



- LEGEND
- residential development
 - dry storage for boats
 - commercial development
 - community building
 - community title open space
 - public open space
 - vehicular access to residential development
 - commercial access
 - public esplanade around harbour
 - car parking
 - boulevard with avenue
 - pedestrian connections
 - tree planting & green space
 - existing vegetation retained
 - new harbour
 - recreational boat mooring
 - government agency boat mooring
 - trawler/commercial/tourist boat mooring
 - 1 boat trailer parking
 - 2 boat ramp
 - 3 seafood sales and restaurant

Scale 1:2000



WEST OPTION 2 - RATIONALE

Harbour Expansion

- expand the existing marina north and west to allow for around 110 berths, potentially more, depending on the size of vessels accommodated;
- maintain the existing access to Fishery Creek as a safer option than direct access to the Richmond River;
- provide separation between recreational, commercial and government agency vessels;
- provide access from the working boats to an unloading facility and potential seafood processing facility;
- locate commercial berths in proximity to the potential seafood processing/retail facility;
- locate “working” boats in a highly visible location as part of the visitor attraction to the marina;
- provide the potential for boat servicing facilities to be located at the marina.

Marina as a Public Space

- create a physical and visual link to the marina along Boatharbour Road;
- provide direct public access to the marina along Boatharbour Road along a tree lined boulevard;
- establish the marina as a focal point and attraction at the end of Boatharbour Road;
- create a shaded public esplanade around the marina to maximise public access to the marina and the water;
- provide infrastructure to encourage visitation to the marina including car parking, shade trees, seating and walkways.

Residential Development at RMS site

- redevelop the RMS depot site as 4-5 multistorey residential apartments;
- set development back along Boatharbour Road to create a wide, shaded esplanade that provides direct public access to the marina;
- integrated the 4-5 multistorey development within a park like setting to maintain views to the creek and to create potential links to the creekside park and the marina;
- provide a public parkland along Fishery Creek to enhance views to the creek, to provide a public link to the marina and to provide public foreshore facilities.

Residential Development west of marina

- locate 2-3 storey residential development west of the marina;
- integrate this development in communal parkland to provide a park like setting and to retain views between buildings to the marina;
- provide public access from west of the marina to the marina and the surrounds.

Commercial Development/Office Space

- locate commercial facilities and a potential seafood outlet overlooking the marina and with a connection to the wharf;
- locate other potential commercial spaces close to the marina and carparking;
- provide for potential mixed use along the marina frontage with residential/commercial mixes;
- provide potential 2 storey office spaces for government agencies close to the water and related berths.

Public Open Space

- provide a public foreshore parkland on the Richmond River;
- provide a community building within the Richmond River foreshore park for meetings and storage for community groups;
- link all public areas so that there is a continuous network of public access to and around the marina, along the foreshore and along Fishery Creek.

Fishery Creek Boat Ramp Precinct

- relocate the boat ramp and parking to the north of the site to maximise the function and amenity of public open space along Fishery Creek;
- maximise the development potential of the RMS site by providing waterfront views to new development;
- incorporate dry boat storage within the boat ramp precinct to reduce potential car/trailer movements in the area.

Vehicular Circulation and Access

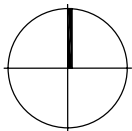
- provide a roundabout at the end of Boatharbour Road to facilitate better movement of traffic;
- provide access into new development away from Boatharbour Road to maximise traffic flow along this road;
- maximise car parking around the marina to facilitate access to the public open space and marina commercial areas.

DESIGN DEVELOPMENT



- LEGEND
- residential development
 - dry storage for boats
 - commercial development
 - community building
 - community title open space
 - public open space
 - vehicular access to residential development
 - public esplanade around harbour
 - car parking
 - boulevard with avenue
 - pedestrian connections
 - tree planting & green space
 - existing vegetation retained
 - new harbour
 - recreational boat mooring
 - government agency boat mooring
 - trawler/commercial/tourist boat mooring
 - 1 boat trailer parking
 - 2 boat ramp
 - 3 seafood sales and restaurant

Scale 1:2000



CREEK OPTION 2 - RATIONALE

Harbour Expansion

- expand the existing marina predominantly westwards to accommodate approximately 70 berths, potentially more, depending on the size of vessels accommodated;
- create a second marina area of approximately 40 berths along the edge of Fishery Creek to provide a broader marina frontage;
- maintain the existing access from the marinas to Fishery Creek as a safer option than direct access to the Richmond River;
- provide separation between recreational, commercial and government agency vessels;
- provide access from the working boats to an unloading facility and potential seafood processing facility;
- locate commercial berths in proximity to the potential seafood processing/retail facility;
- locate “working” boats in a highly visible location as part of the visitor attraction to the marina;
- provide the potential for boat servicing facilities to be located at the marina.

Marina as a Public Space

- create a physical and visual link to the marina along Boatharbour Road;
- provide direct public access to the marina along Boatharbour Road along a tree lined boulevard;
- establish the main marina as a focal point and attraction at the end of Boatharbour Road;
- create a shaded public esplanade around the main marina to maximise public access to the marina and the water;
- provide a public connection to and along the creekside marina;
- provide infrastructure to both marinas to encourage visitation including car parking, shade trees, seating and walkways;
- incorporate the marinas as part of a broader public network of walkways and open spaces.

Residential Development at RMS site

- redevelop the RMS depot site as 4-5 multistorey residential apartments with east facing units having marina/waterfront views;
- consider the potential for links between use of the marina and use of tourist apartments in this development;
- set development along Boatharbour Road to create a wide, shaded esplanade that provides direct public access to the marina;
- integrated the 4-5 multistorey development within a park like setting;
- provide a public west/east link from Boatharbour Road to the Fishery Creek marina;
- provide public access and marina esplanade along the Fishery Creek marina.

Residential Development west of harbour

- locate 2-3 storey residential development west of the marina;
- integrate this development in communal parkland to provide a park like setting and to retain views between buildings to the marina;
- provide public access from west of the marina to the marina and surrounds.

Commercial Development/Office Space

- locate a 2 storey commercial precinct north of the marina and close to Boatharbour Road;
- consider including a potential seafood outlet within the commercial precinct overlooking the marina and with a connection to the wharf;
- locate potential office spaces northeast of the marina and with a direct link to government agency berths within the marina.

Public Open Space

- provide a public foreshore parkland on the Richmond River with links to the marina esplanade, the existing neighbourhood and along the southern marina wall;
- provide a community building with car parking at the end of Boatharbour Road for meetings and storage for community groups;
- link all public areas so that there is a continuous network of public access to and around the marinas, along Boatharbour Road and along the foreshore.

Fishery Creek Boat Ramp Precinct

- relocate the boat ramp and parking to the north of the site to allow for the Fishery Creek marina;
- maximise the development potential of the RMS site by providing marina views to new development;
- incorporate dry boat storage within the boat ramp precinct to reduce potential car/trailer movements in the area;
- provide a public link from the Fishery Creek boat ramp precinct, along the Fishery Creek marina to the main marina and foreshore parkland.

Vehicular Circulation and Access

- provide a roundabout at the end of Boatharbour Road to facilitate better movement of traffic;
- provide access into new development away from Boatharbour Road to maximise traffic flow along this road;
- maximise car parking around the marina to facilitate access to the public open space and marina commercial areas;
- provide vehicular access to both marinas to maximise public access to these areas;
- ensure ‘working’ boats are accessible.

DESIGN DEVELOPMENT REVIEW

Government Agency Working Group Meeting

The two preferred options, *Creek Option 2* and *West Option 2* were explored in more detail taking into account feedback from Ballina Shire Council, Hill PDA Consulting and the project engineer, de Groot and Benson Consulting Engineers. On the completion of the plans, Council held a Government Agency Working Group meeting in December 2016. Participants were:

- Ballina Shire Council;
- Roads and Maritime Services;
- Roads and Maritime Services;
- Industry NSW;
- Transport for NSW;
- DPI - Lands;
- Industry NSW;
- Project Consultant.

The purpose of the meeting was to provide an update on the progress of the project and to provide an overview of the community engagement, master planning and feasibility analysis undertaken. Ballina Shire Council provided participants with an update on the progress of the project outlining the process undertaken to reach the two preferred design development options and the status of the Feasibility Analysis and a site contamination assessment. Ballina Shire Council provided an overview of the community engagement and input.

Ballina Shire Council provided an overview of the two redevelopment designs. This included an overview of key design elements being open space and boulevard entry, harbour-side esplanade, enlargement of the harbour area, provision for commercial and residential development and retention of the boat ramp in the northern part of the site.

West Option 2 was identified as being most likely to be viable based on the initial feasibility analysis undertaken. Creek Option 2 arose in relation to stakeholder feedback.

An overview of the feasibility assessment undertaken to date was provided including the following key points:

- Expansion of the existing harbour area is the approach to a bigger wet area mostly likely to be feasible on the site;
- A redevelopment is most likely to be feasible based

- on a staged release of super lots tied to gradual public domain improvements;
- Expansion of the wet area is most likely to be feasible in stages (nominally two stages of 50 berths).

A number of issues arose in relation to the discussion of the design options and feasibility analysis including:

- the interface with existing housing at West Ballina (implications for both existing residents and future harbour development). It was noted there was opportunity to discuss the interface with Housing NSW given the volume of public housing in the area;
- the mixture of berths within the harbour, including consideration of commercial berths (fishing and other enterprise), Government berths and private berths (including potential for berths to be linked to residential accommodation);
- alternative uses to residential accommodation, including potential for tourist accommodation uses;
- provision for government office space;
- recognition that the potential for government involvement and funding would be informed by availability of cost benefit information;
- recognition of impact on RMS (both financially and operationally) in the event that the RMS depot requires relocation.

Ballina Shire Council indicated that the the next project steps would be to refine the design development options and to complete the Feasibility Analysis. The master plan would be reported to Council in February 2017 to enable public exhibition shortly after. The project was targeted for completion at the end of June 2017.

Feasibility Analysis and Direction Forward

Council's original project brief was to develop two preferred master plan options for the harbour's redevelopment. In response, two design development options were initially pursued. As the Feasibility Analysis into the financial viability of each options progressed, it became apparent that the *Creek Option 2* did not represent a viable option from a financial feasibility perspective. Given this, Council made a decision to pursue more detailed exploration of *West Option 2*.



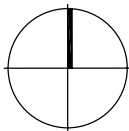
West Option 2

DRAFT BALLINA MARINA MASTER PLAN



- LEGEND
- residential development
 - dry storage for boats
 - commercial development
 - community building
 - community title open space
 - public open space
 - vehicular access to residential development
 - commercial access
 - public esplanade around harbour
 - car parking
 - boulevard with avenue
 - pedestrian connections
 - tree planting & green space
 - existing vegetation retained
 - new harbour
 - recreational boat mooring
 - government agency boat mooring
 - trawler/commercial/tourist boat mooring
 - 1 boat trailer parking
 - 2 boat ramp
 - 3 seafood sales and restaurant

Scale 1:2000



MASTER PLAN STRATEGIES

Expanded Harbour

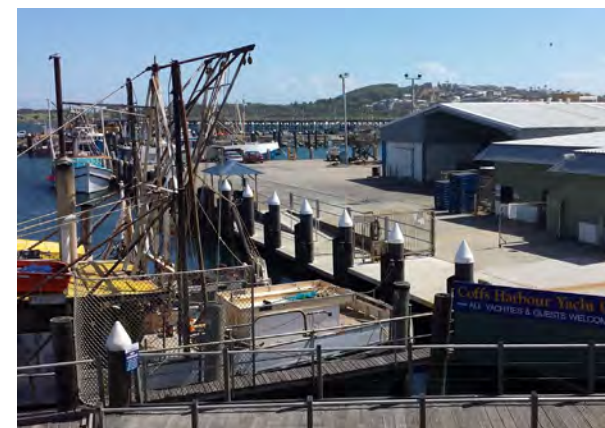
The Master Plan proposes expanding the existing harbour north and westwards. By expanding the harbour westwards, it not only provides additional berths but establishes the harbour as the destination at the end of Boatharbour Road. The Master Plan shows the new marina as providing around 110 berths, however, berths have been shown for large boats and detail design could reconfigure the arrangement and size of berths to facilitate a greater number of berths.

The existing harbour entry to Fishery Creek is retained as stakeholder input indicated that direct access to the Richmond River could result in greater conflict with tides and flood debris. Further design will need to consider issues associated with the build up of silt on the harbour floor.

The expanded marina provides distinct areas for recreational vessels, working trawlers and government agency vessels. Berths for the government agencies are located relative to potential marina-side office spaces. Berths for 'working' vessels are located relative to a new wharf/jetty and unloading dock for seafood. 'Working' vessels have also been located along the marina esplanade as visual interest to visitors to the marina.

The location of the road and car parking around the marina would facilitate the location of the relevant servicing facilities at the marina. Potentially a refuelling facility and waste disposal service could be located in the northeast corner of the marina away from the public focus. The new marina would include other supporting services including showers and toilets for marina users, public toilets and a laundry.

The marina would include the latest infrastructure in terms of accessing, loading and unloading boats. Floating walkways would provide access to berths. Vessels could have access to power and water. The marina would provide for both long term and visiting vessels. The marina management could be located in office space to the north of the marina.



Boatharbour Road Development

It is proposed the RMS works depot becomes the focus on redevelopment as 4 - 5 storey residential development. The development could include a mix of apartment sizes and could also potentially include a mix of residential and tourist accommodation. Residential accommodation would ensure that the neighbourhood is a 'home' with a community that is 'attached' to the place and the marina.

Apartment buildings could be distributed across the site and set within a park like setting. The surrounds could be a combination of communal spaces for the residences as well as public land set aside to establish connections between the existing neighbourhood and the new public spaces.

The new buildings should have awnings and verandahs that address Boatharbour Road, Fishery Creek park and the green setting. The intention is to create an 'integrated' interface between residences and the surrounds where buildings embrace their setting and there is the potential for interaction between residents, visitors and activity at the site. The residential development is intended to contribute to the liveliness and hub of activity at the new marina.

Proposed residential development would be sited within a park like setting. This green space could provide a range of opportunities for outdoor recreation for residents as well as providing locations for public links across to the Fishery Creek park and the marina. This open space could include path/cycle ways, seating and BBQ areas, play spaces as well as planting of a scale and extent appropriate to the development footprint.



Boatharbour Road Boulevard

The new development would have a generous setback from the road to allow for a boulevard with a pedestrian focus along the eastern side of the road. This could incorporate an avenue, seating locations, awnings and landscaped entries to the residential buildings. This boulevard is to encourage public access to the marina and the intention is that it would be a hub of activity with pedestrians, people meeting and even potential commercial outlets, at ground level, closer to the marina.



Access

Boatharbour Road is retained and enhanced as the access to the marina. Boatharbour Road would be a strong visual and physical connection to the marina and the Richmond river. Tree planting, the boulevard and other infrastructure could define this as a route to a major Ballina destination.

A new roundabout provides access to Sunnybank Drive, the new residential development and the marina. The roundabout would also provide an opportunity to create a visual landmark ‘announcing’ the arrival at the marina.

Public art may be sited along Boatharbour Road or within the roundabout to reflect the significance of the location. Visual clues along the route could reference the marina. A clear view along Boatharbour Road to yacht masts and potential working vessels, with the Richmond River as a backdrop, will create a landmark view and one that could become synonymous with Ballina.

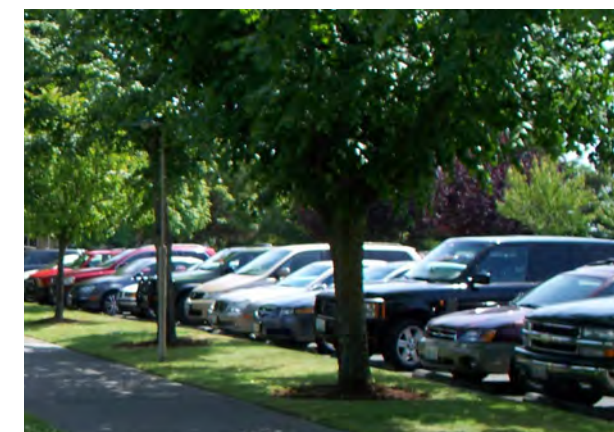
Access into the new residential precinct at the RMS site would be either from a road to the south or to the north of the site. The intention would be to minimise direct access from this development onto Boatharbour Road.

It is recognised the marina is a destination and there is no available through road. To minimise traffic congestion and to maximise public access to the marina, a road is provided along the northern and western sides of the marina with turnaround capacity either end.



Car Parking

Car parking would be dispersed around the marina to maximise public access to the marina, the commercial precinct and the foreshore parkland. Parking would also be located for potential government agency office spaces. It is anticipated that access would also need to be provided so that unloading could happen at commercial vessels. Car parking areas would incorporate low planting and shade trees in keeping with the marina esplanade.



Marina Esplanade

The marina esplanade would provide a generous public space around the northern and western sides of the new marina. This esplanade would be highly visible on arriving at the marina. The esplanade would be the key public space for the marina with a wide pavement, shade trees and a range of contemporary urban furniture for the passive enjoyment of the marina. The esplanade would be the hub of social activity at the marina, giving public access to the marina and to the commercial precinct. The marina esplanade should be a landmark public space for Ballina.



Marina Residential Development

Residential development west of the marina is proposed as 2 - 3 storey residential development. Buildings would be sited in this area to retain some views through to the marina and river for existing residences. It is recognised that this development would represent a dramatic change in the landscape from the existing vacant land. The design of this development should be sympathetic to this and result in buildings of a suitable style, mass and materials. The new development could be sited in communal gardens with public access retained through to the marina and the foreshore parkland. New buildings should be of an appropriate setback to existing residences.



Commercial Precinct

A commercial precinct is located to the north of the marina. This could incorporate a seafood processing and retail outlet, retail opportunities such as a general store, chandlery and cafe. The commercial precinct may include 1-2 storey buildings and may be an opportunity for mixed uses with commercial at ground level and residences above. The commercial precinct will be easily accessible with plenty of parking along the marina esplanade. The road around the marina should be pedestrian focused so that there is easy movement between the esplanade and the commercial precinct. Retail and dining areas should embrace the marina with outdoor dining, broad awnings and glass shop fronts. The commercial precinct could also incorporate office spaces for the relevant government agencies. At this location these agencies would have direct access to the marina. Marina management may be located in such an office space.



Boat Ramp Precinct and Fishery Creek Parkland

The popularity of the Fishery Creek boat ramp is recognised. The boat ramp and pontoons are retained with the associated car/trailer parking relocated north of the RMS site. This allows the creek frontage to be dedicated as public foreshore space with a focus on pedestrians rather than vehicles. The boat ramp precinct would include new parking, fish cleaning facilities and public toilets. It would also include a link to the Fishery Creek park and walkway. The precinct could include dry storage for smaller vessels. This could reduce the potential number of cars/trailers needing to access the precinct.

Fishery Creek parkland would include a path/cycle way providing a scenic link to the marina. The park would incorporate existing Casuarina vegetation in addition to new shade trees. An integrated interface between the new development and the park would provide for natural surveillance of the park. Seating/picnic and BBQ areas would be sited to take in the creek views. Other facilities could include exercise facilities, interpretive signage and play areas.

Public Access

Community sentiment regarding the site expressed a need for improved maritime facilities and a desire for better public open space on the foreshore. There was mixed feelings about development at the site. It is recognised that the proposed development will be in contrast to the character of the surrounding neighbourhood. Residential development has been proposed for the site to financially facilitate the harbour expansion. The development type and extent also needs to be viable in terms of providing funds to allow for the harbour expansion and improved public facilities.

The master plan seeks to achieve a balance between providing appropriate development options to the site, retaining foreshore areas as public open space, providing public access to the marina and providing public connections across and throughout the site. Proposed residential buildings are set within a park like setting and are spaced to maintain views across to Fishery Creek, the marina and the Richmond River. Detail design could consider establishing west/east public accesses that link the residential area to the west of the site to the creek and the marina.



Richmond River Foreshore Park

A large area of foreshore public open space would be established on the Richmond River. The park would be linked to all parts of the broader precinct with public walkways and by the marina esplanade. A foreshore walkway would extend from the park along the southern wall of the marina and there is the potential to also link this pathway to the west with a boardwalk through the area of remnant mangroves. The park design should maximise views and access to the river and could include a variety of recreational infrastructure. Facilities could include play areas for children, picnic and BBQ facilities, seating areas, shade structures and spaces for groups to gather. A community building at the northern extent of the park will provide an opportunity for groups to meet and store equipment.



Existing Vegetation

The existing site vegetation includes a stand of mangroves on the Richmond River in the southwest corner of the site, Casuarina stands along Fishery Creek and scattered planted trees across the balance of the site. Previous studies have identified seagrass within Fishery Creek. Any detailed proposals for the site would need to consider the existing site vegetation. At a minimum the mangroves and seagrass communities and Casuarina stands should be protected and enhanced as part of any redevelopment.

The Master Plan indicates a public walkway along Fishery Creek and to the public foreshore park on Richmond River. There is the opportunity to reflect upon the remnant indigenous vegetation as part of this walkway, both through revegetation and enhancement strategies and interpretive signage to convey its significance.



New Plantings

New planting to the development should consider the site setting, the function of the space and the overall character of the redevelopment. The marina has the potential to be a significant maritime facility and open space for Ballina. Tree planting to the marina should add amenity, provide shade, enhance marina views and suit the climatic conditions of the riverside setting. Planting within public open spaces should provide shaded areas for play and passive recreation.

Tree planting along Boatharbour Road should establish this as the main connection to the marina. The boulevard planting should ensure this major public link is shaded and attractive with plenty of locations to sit, meet and relax.

The surrounds to the new residential development should incorporate a variety of species with a focus on indigenous species. The intention is to create an outdoor setting that encourages a healthy lifestyle and outdoor recreation. Tree planting needs to be of a scale and extent that reflects the scale of the new development.

Tree planting across the redevelopment site should establish a landmark 'green' precinct. Repetition of species and the use of signature species will help to create a distinct visual character to the new marina and to establish the marina as a Ballina landmark.



MARINA ESPLANADE



Artist's perspective showing the marina esplanade area looking west

FISHERY CREEK PARK



Artist's perspective showing residential and open space areas looking south along Fishery Creek

PROPOSED STAGING

Based on the outcomes of the feasibility analysis, the marina is considered to be most viable under a staged development approach. This most likely involves a progressive redevelopment of the site through the release of super lots for urban uses in association with public domain enhancements and marina works. This might be supported through the application of a voluntary planning agreement to tie public works to each stage of the overall development. The following table and plan outlines the key elements of each planned stage. The staging plan and table align with assumptions made in the Hill PDA feasibility analysis.

Staging Table

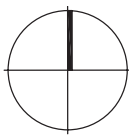
Stage	Key Aspects
1	Residential development along Sunnybank Drive (2-3 storeys), roundabout and road access, car parking, community building and public parkland (south west of the site).
2	Commercial development, road and car parking infrastructure, dry boat storage facility, marina esplanade, public parkland (Fishery Creek area) and marina wet area expansion (northward and westward).
3	Residential development adjacent to commercial area and Fishery Creek (4-5 storeys).
4	Residential development expanding northward of commercial area and along Fishery Creek (4-5 storeys).
5	Residential development expanding northward of commercial area and along Fishery Creek (4-5 storeys) and expansion of marina (boat berthing areas).

PROPOSED STAGING



LEGEND

- 2 - 3 storeys residential development
- 4 - 5 storeys residential development
- dry storage for boats
- commercial development
- community building
- community title open space
- public open space
- vehicular access to residential development
- commerical access
- public esplanade around harbour
- car parking



FUTURE PLANNING

Future Planning Framework

Future development within the site in accordance with the Ballina Marina Master Plan will be subject to relevant Environmental Planning Instruments (EPIs) including State Environmental Planning Policies (SEPPs), the Ballina Local Environmental Plan (BLEP) 2012 and the Ballina Development Control Plan (BDCP) 2012.

The Ballina Marina Master Plan study area is presently zoned RE1 Public Recreation, R3 Medium Density Residential and IN1 General Industrial. The present zonings are not entirely compatible with the land uses proposed under the Ballina Marina Master Plan.

The mix of land uses proposed under the master plan includes:

- Commercial premises
- Marinas
- Public recreation areas
- Environmental facilities
- Shop top housing
- Residential flat buildings
- Multi dwelling housing

The **B4 Mixed Use zone** could be a suitable zone in terms of meeting the zone objectives and land use compatibility.

The objectives of the B4 zone are:

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To maintain a distinct retail hierarchy as identified in Council's strategic planning framework.
- To enable residential and tourist development that is compatible with the commercial nature of activities in the zone.
- To ensure a safe and accessible built environment.
- To encourage development that recognises natural, cultural and built heritage.
- To encourage development that achieves the efficient use of resources such as energy and water.

The Ballina Marina Master Plan proposal to integrate waterfront

and marina activities with a medium density residential neighbourhood meets the B4 zone objectives.

“**Boat building and repair facilities**” and “**Jetties**” are prohibited in the B4 zone. It is noted in the ‘list of priorities’ for the marina area, that major boat repair and building facilities will be located at the Smith Drive industrial precinct, therefore, it is not considered necessary to include this as a permissible land use. Council may consider including “jetties” as a land use that is permissible with development consent in the B4 zone under a future LEP amendment.

Alternatively, Council may consider a mixture of existing and new zonings. This could include retaining the strip of RE1 Public Recreation zoned land located along the north-eastern corner of the study area adjacent to Fishery Creek and the River Street frontage.

Rezoning of the site or other use of special planning policies to accommodate the Ballina Marina Master Plan land uses will involve the preparation of a Planning Proposal and an amendment to the BLEP 2012.

Council may also consider preparing a chapter of the Ballina Development Control Plan 2012 that will provide site specific controls and a Precinct Map for the master plan area.

Part 6 of the BLEP 2012 provides for **Urban release areas** and requires that certain development cannot be undertaken within an urban release area unless adequate arrangements for essential public utility infrastructure are in place and a development control plan has been prepared to manage development staging, environmental controls, transport movement, higher density living, urban design and the like.

Other provisions of the BLEP 2012 that are relevant to future development within the study area are:

Clause 4.1 Minimum Lot Size – consideration should be given to nominating a minimum lot size for the B4 zoned area of the precinct that would discourage land holding fragmentation through Torrens Title subdivision. The exception to this is the western residential precinct located between the harbour and Sunnybank Drive. This area may be suitable for attached dwellings or semi-detached dwellings and Torrens Title subdivision.

Clause 4.3 Height of Buildings - The Master Plan indicates buildings of up to five storeys. Mixed use buildings (2 x 3.6 m retail/commercial + 3 x 3m residential) can be accommodated within an 18 m to 19 m height limit. Presently the maximum Height of Buildings for this precinct is 8.5 m, therefore an LEP amendment will be necessary to increase the permissible building height to achieve the master plan objectives.

There may be other suitable zone mixes that will accommodate the mix of land uses identified in the Ballina Marina Master Plan. In this regard, the alternative approach is to allocate areas of the site for the following zones:

- R3 Medium Density
- R4 High Density
- RE1 Public Recreation
- B4 Mixed Use

The preferred approach, however, is to provide a flexible and ‘open’ zone, such as the B4 Mixed Use zone, across the site. This will provide for flexibility in the eventual location of the various land use elements that have been identified as suitable within the marina precinct.

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