

THE DIRECTION FORWARD

The direction forward was discussed with Council and a framework was provided for the amendments that would be made to the draft Ballina Marina Master Plan based on the community’s input.

The following lists the changes made in response to the exhibition outcomes.

- A** Existing master plan amended to incorporate community input. Key changes include:
- mix up shape of residential buildings to reflect a variety of buildings with open space around;
 - include a marina office building, service dock and visitor dock;
 - maintain visual links to the Richmond River from Sunnybank Drive;
 - bring the retail space closer to the water front with parking behind;
 - note the potential for commerical buildings to include shop top housing;
 - include a swim platform, boardwalks or public jetty along Fishery Creek and the Richmond River as part of the public space;
 - extend pedestrian focused, but vehicle accessible, access around the harbour including on the break wall;
 - avoid dedicated road and parking on the water front area;
 - swap the configuration of the marina layout and note the marina design is subject to future specialised marina design;
 - highlight public access through the western portion of the reserve to the mangroves and the river;
 - include a ferry wharf as a water connection with the CBD and the Martin Street wharf;
 - include a pedestrian/cycle path link on the Fishery Creek bridge;
 - provide more space for the boat ramp and trailer parking;
 - remove the roundabout on Sunnybank Drive;
 - located the trawler fleet on the river side of the harbour;
 - indicate a shared zone along the riverfront wall that can be a work zone for the commercial fleet when required and a public access when not.

This has become Ballina Marina Master Plan Option One for the marina redevelopment.

- B** Addition of a sketch plan at a more detailed scale for the ‘boat ramp precinct’ at the northern extent of the site with an indication of the provision of trailer parking, associated facilities and public access.

- C** Preparation of an alternative master plan layout incorporating:
- expansion of the existing harbour north;
 - retention of the existing wharf;
 - a lower density of residential buildings;
 - a greater emphasis on marine infrastructure rather than residential development;
 - the inclusion of retail/commercial development around the western perimeter of the harbour;
 - the inclusion of a haul out facility and hard stand area for maintenance;
 - a larger dry boat storage area and office; and
 - a second launching facility for dry boat storage.

This alternative has become the Ballina Marina Master Plan Option Two for the marina redevelopment.

- D** Inclusion of an alternative staging based on redevelopment of the marina first, with the caveat that any such option would be dependent on funding, likely from the NSW State Government or Federal Government.
- E** Inclusion of a description of what may be the anticipated ‘next steps’ in the potential marina redevelopment.
- F** Discussion of how the linkage with the Martin Street marina could work and how the redevelopment of both could work in tandem.

- G** Inclusion of indicative photographs from other marinas showing what the retail/boardwalk/marina interface may look like.

- H** Finalisation of the master plan report.

The new and revised plans are shown in the following pages.

BALLINA MARINA MASTER PLAN - OPTION ONE

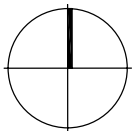


LEGEND

- multi-storey residential buildings with open space
- dry storage for boats
- commercial development
- shop top housing
- community building
- marina office
- community title open space
- public open space
- vehicular access to residential buildings
- commercial access
- public esplanade around harbour
- car parking
- boulevard with avenue
- pedestrian connections
- public boardwalk
- tree planting & green space
- existing mangroves retained
- riparian vegetation retained
- new harbour
- indicative berth - subject to specialised marina design (trawler fleet south side of harbour)

- 1 boat trailer parking
- 2 boat ramp
- 3 seafood sales and restaurant
- 4 marina office service/visitor dock
- 5 ferry wharf for connection with Martin Street wharf
- 6 public jetty with swim platform
- 7 pedestrian/cycle link
- 8 service dock with pump out, refuelling and haul out facilities

Scale 1:2000

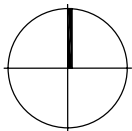


BOAT RAMP PRECINCT - OPTION ONE



- LEGEND
- minimum area required for bridge duplication
 - dry storage for boats (approx. 72 boats)
 - public open space
 - shade tree planting
 - pedestrian pathway
 - lighting
 - 1 entry landscape & sign for precinct
 - 2 car and trailer parking
 - 3 area for boat assemblage/crane out facilities
 - 4 existing boat ramp
 - 5 existing pontoon
 - 6 new pontoon
 - 7 fish cleaning facilities
 - 8 public toilets
 - 9 car parking
 - 10 picnic shelter and setting
 - 11 manoeuvring area (rigging wash down area)

Scale 1:800



BALLINA MARINA MASTER PLAN OPTION ONE - RATIONALE

(Note: tested but in context of original approach)

Harbour Expansion

- expand the existing marina north and west to an approximate size of 25 000m² in size. The actual extent and configuration of the harbour would need to be the subject of detailed marina design and may need to be larger depending on the number of required berths;
- 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 the potential to also separate the management of vessel types;
- provide for commercial vessels, particularly commercial fishing vessels, to be located in the southern part of the marina to avoid high use public areas;
- provide a shared zone along the south harbour wall that could be a work area for the commercial fleet when required and a public access when not;
- provide a new wharf for unloading of commercial vessels with an unloading facility and vehicular access to the potential seafood processing facility;
- locate “working” boats in an area accessible to the public as part of the visitor attraction to the marina;
- provide the potential for boat servicing facilities to be located at the marina;
- provide a marina office and associated visitor dock.

Marina as a Public Space

- create a physical and visual link to the marina along Boatharbour Road;
- provide public access around all sides of the marina;
- create a marina frontage with a pedestrian focus and avoid, where possible, road and parking on the water front area;
- 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 storey residential apartments;
- set development back along Boatharbour Road to create a wide, shaded esplanade that provides direct public access to the marina;
- integrate the development within a park like setting to maintain views to the creek and to create 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 a potential seafood outlet overlooking the marina and with a connection to the wharf;
- locate other potential commercial spaces close to the marina and car parking;
- provide for potential mixed use along the marina frontage with residential/commercial mixes;
- bring retail space close to the water frontage with parking behind;
- include potential shop top housing to waterfront commercial areas;
- 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;
- include public facilities with a focus on the river within the Richmond River foreshore park including a swim platform, public jetty and public boardwalks;
- provide public access through the foreshore park to the mangroves and the Richmond River.

Fishery Creek Boat Ramp Precinct

- relocate the boat ramp parking to the north of the site to maximise the function and amenity of public open space along Fishery Creek;
- continue to provide all facilities already associated with the ramp including public toilets, trailer parking, fish cleaning facilities, lighting, wash down areas and turn around capacity;
- maximise the development potential of the RMS site by providing waterfront views to new development;
- incorporate 600m² of dry boat storage (72 boats) within the precinct.

Vehicular Circulation and Access

- provide a pedestrian/cycle way connection on River Street to the Ballina CBD;
- provide a junction at the end of Boatharbour Road with access behind the marina and to the foreshore park;
- provide access into new development away from Boatharbour Road to maximise traffic flow along this road;
- provide car parking behind the marina buildings where possible to keep the marina pedestrian focused.

Connections to the Martin Street Marina

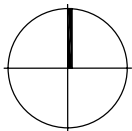
- provide for ‘water’ connections to the Martin Street Marina and the Ballina CBD with a public ferry wharf.

BALLINA MARINA MASTER PLAN - OPTION TWO

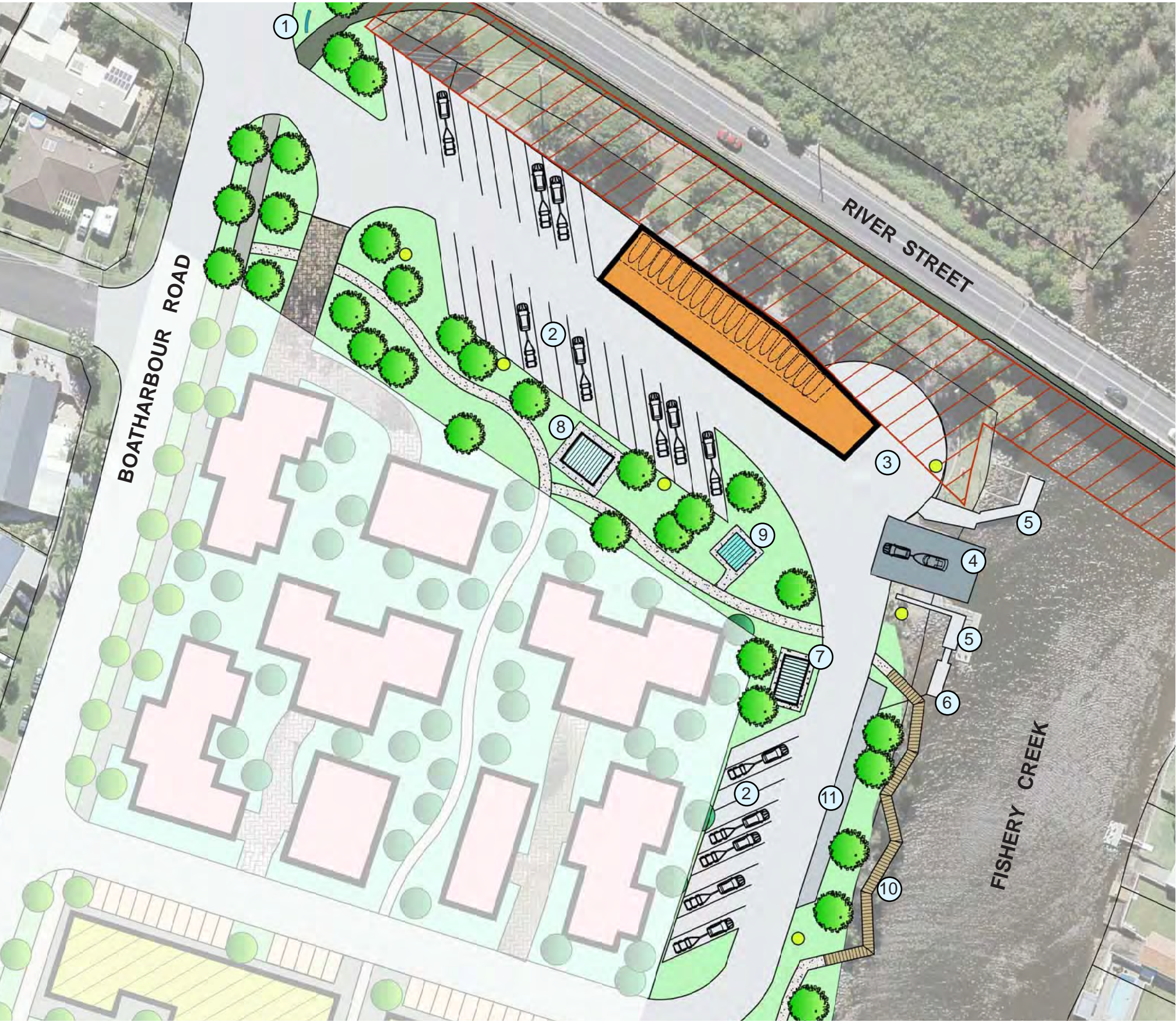


- LEGEND
- multi-storey residential buildings with open space
 - dry storage for boats
 - commercial development
 - shop top housing
 - community building
 - marina office
 - community title open space
 - public open space
 - vehicular access to residential buildings
 - commercial access
 - public esplanade around harbour
 - car parking
 - boulevard with avenue
 - pedestrian connections
 - public boardwalk
 - tree planting & green space
 - existing mangroves retained
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 - new harbour
 - indicative berth - subject to specialised marina design (trawler fleet south side of harbour)
 - 1 boat trailer parking
 - 2 boat ramp
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Scale 1:2000

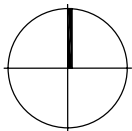


BOAT RAMP PRECINCT - OPTION TWO



- LEGEND
- minimum area required for bridge duplication
 - dry storage for boats (approx. 72 boats)
 - public open space
 - shade tree planting
 - pedestrian pathway
 - lighting
 - 1 entry landscape & sign for precinct
 - 2 car and trailer parking
 - 3 area for boat assemblage/crane out facilities
 - 4 existing boat ramp
 - 5 existing pontoon
 - 6 new pontoon
 - 7 fish cleaning facilities
 - 8 public toilets
 - 9 picnic shelter and setting
 - 10 public boardwalk
 - 11 washdown area

Scale 1:800



BALLINA MARINA MASTER PLAN OPTION TWO - RATIONALE

(Note: not tested in terms of feasibility)

Harbour Expansion

- expand the existing marina north to an approximate size of 31 000m². Actual extent and configuration of the marina would need to be the subject of detailed marina design and may need to be larger depending on the number of required berths;
- 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 with the potential to also separate management of these vessels;
- retain the existing wharf and provide a haul out facility and 100m² hard stand area for basic maintenance;
- provide for commercial vessels, particularly commercial fishing vessels, to be located in the south of the marina to avoid high use public areas;
- provide a shared zone on the southern harbour wall that could be a work area for the commercial fleet when required and a public access when not;
- site a commercial building close to the ‘working’ boats and wharf as a seafood processing and retail outlet;
- provide for an access connecting the commercial fleet directly with the potential seafood processing facility;
- ensure ‘working’ boats are visible and part of the visitor attraction to the marina;
- provide for boat servicing facilities at the marina;
- provide a marina office and associated visitor dock.

Marina as a Public Space

- extend Boatharbour Road to the marina and foreshore parkland to maximise public access;
- provide parking along the Boatharbour Road extension;
- create strong physical and visual links to the marina;
- provide public access around all sides of the marina;
- create a marina frontage with a pedestrian focus and avoid road and parking on the water front area;
- provide direct public access to the marina along Boatharbour Road along a tree lined boulevard;
- create a shaded public esplanade around the marina to maximise public access to the marina and the water;
- provide infrastructure to encourage visitors to the marina including parking, trees, seating and walkways;
- create a hub of activity around the marina with commercial areas, cafes and shop top housing.

Residential Development at RMS site

- redevelop the RMS depot site as 2-3 storey residential apartments set in landscaped gardens;
- set development back along Boatharbour Road to create a wide, shaded esplanade with direct public access to the marina;
- maintain views to Fishery Creek and provide a link from the boat ramp precinct to the marina;
- provide vehicular access around the development for access to the residential development, the commercial development to the south and Fishery Creek 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 from residences along Sunnybank Drive to the river;
- provide public access from Sunnybank Drive to the marina and the Richmond River.

Commercial Development/Office Space

- locate commercial facilities to the north and west of the harbour to maximise the potential for sunny orientations;
- locate a potential seafood outlet and seafood processing facility south of the existing wharf and provide parking and pedestrian links to this facility;
- consider the potential to include shop top housing or office spaces above commercial areas at the marina;
- integrate commercial areas with the marina esplanade with awnings and outdoor areas to create a vibrant esplanade with shop fronts opening out to the waterfront.

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;
- provide an east-west connection through the park with a public boardwalk at the mangroves;
- include public facilities with a focus on the river within the Richmond River foreshore park including a swim platform, public jetty and public boardwalks.

Fishery Creek Boat Ramp Precinct

- provide additional trailer parking north of the RMS site and reduce some parking along Fishery Creek to facilitate development;
- continue to provide all facilities already associated with the ramp including public toilets, trailer parking, fish cleaning facilities, lighting, wash down areas and turn around capacity;
- maximise the development potential of the RMS site by providing waterfront views to new development;
- incorporate 600m² of dry boat storage (72 boats) within the precinct.

Vehicular Circulation and Access

- provide a pedestrian/cycle way connection on River Street to the Ballina CBD;
- extend Boatharbour Road into the foreshore park to facilitate public access;
- provide a through road around the northern development;
- provide access into new development away from Boatharbour Road to maximise traffic flow along this road;
- provide car parking along Boatharbour Road and around the marina to facilitate access to the public areas.

Connections to the Martin Street Marina

- provide for ‘water’ connections to the Martin Street Marina and the Ballina CBD with a public ferry wharf.

MASTER PLAN STRATEGIES

Expanded Harbour

Master Plan Option One proposes expanding the existing harbour north and westwards. Master Plan Option Two proposes expanding the harbour northwards and retaining the existing wharf. Both proposals provide for additional berths and establish the harbour as the destination at the end of Boatharbour Road. Actual berth numbers and the marina configuration would be subject to specialised marina design to be undertaken in the future. This design could reconfigure the arrangement and size of berths to facilitate a greater number of berths.

The trawler harbour fleet would be sited along the south side of the harbour, adjacent to the Richmond River. Access along the south side of the harbour would be a shared zone that could be closed off to the public when needed so it could be utilised as a work zone for the commercial fleet. At other times, the access could be open to the public.

Both options retain the existing harbour entry to Fishery Creek 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, under both options, would provide for recreational vessels, working fishing vessels, other commercial boats and government agency vessels. Both master plan options provide for a visitor dock located relative to the proposed marina office. Option One provides a new wharf which would provide for servicing and unloading of commercial vessels. Option Two retains the existing wharf for these functions and provides a 100m² hardstand area close to the wharf for maintenance purposes.

The location of the road and car parking around the marina would facilitate the location of the relevant servicing facilities at the marina. Refuelling facility and waste disposal services could be located on the marina, but at sites 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.



Additional boat berths could be provided, under both options, through the provision of moorings within the Richmond River. This would require more detailed consideration.

Boatharbour Road Development

Master Plan Option One proposes that most of the RMS works depot becomes the focus of 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 should seek to create a neighbourhood and to facilitate a sense of 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.

Master Plan Option Two proposes that part of the RMS works depot is utilised for residential development. The northern extent would be public open space and the southern extent would be associated with the harbour extension and harbourside commercial development. Option Two proposes 2-3 storey residential buildings sited within landscaped open space. Pedestrian connections would be provided linking the public open space to the marina. Buildings would be designed and sited to maintain visual links from Boatharbour Road to Fishery Creek.



Boatharbour Road Boulevard

Both Master Plan Option One and Option Two propose that new development to Boatharbour Road 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. For Master Plan Option Two this boulevard would extend to the commercial development along the northern edge of the marina and would link it with a pedestrian connection along the western side of the marina and to the foreshore public open space. The Boatharbour Road 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

Both Master Plan Option One and Option Two identify Boatharbour Road as retained and enhanced as the marina access. Boatharbour Road would be a strong visual and physical connection to the marina and the Richmond river. Tree planting and the boulevard would define this as a route to a major Ballina destination.

Master Plan Option One indicates a junction and a road that provides access to parking and development around the marina. Master Plan Option Two identifies Boatharbour Road continuing west of the harbour and terminating at the foreshore open space. A second road provides a link around the residential development at the RMS depot site.

Both master plan options provide an opportunity to establish a landmark ‘announcing’ the arrival at the marina. For Option One, the opportunity is where Boatharbour Road terminates at the marina. For Option Two, an area of widened marina esplanade provides an opportunity to ‘celebrate’ the arrival at the marina.

Public art could be sited at either of these locations or along Boatharbour Road to reflect the significance of the location. A clear view along Boatharbour Road to yacht masts and boats, with the Richmond River as a backdrop, will create a landmark view and one that could become synonymous with Ballina.

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

The marina will be a destination with no available through road. To minimise traffic congestion and to maximise access to the marina, Master Plan Option One provides a road along the northern and western sides of the marina with turnaround capacity either end. Master Plan Option Two provides a road terminating on the foreshore with turnaround capacity. A through road is provided around the northern residential precinct.



Car Parking

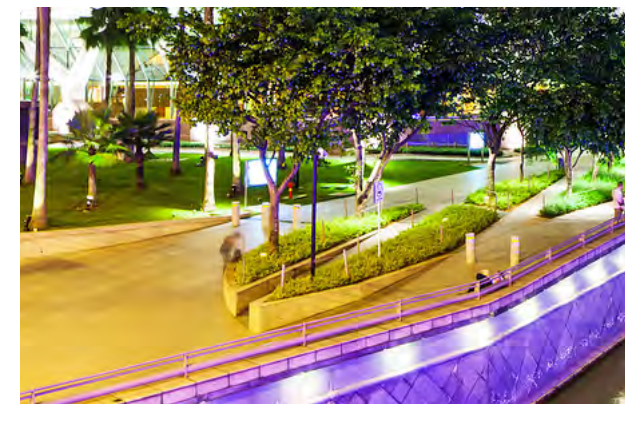
Car parking would be dispersed around the marina to maximise public access to the marina, the commercial precinct and the foreshore parkland. Parking would also be located for potential government agency office spaces. Both options seek to limit parking immediately on the waterfront and instead site carparking behind the commercial/residential areas fronting the marina. This will prioritise the marina edge for pedestrians. Both master plan options provide limited vehicular access to the southern side of the marina. It is intended this would be utilised as working access for the commercial fleet. It could also be used for the unloading of commercial vessels, particularly the commercial fishing fleet. Car parking areas would incorporate low planting and shade trees and would be linked to public areas with pathways.



Marina Esplanade

Both Master Plan Option One and Option Two provide a marina esplanade around the northern and western sides of the new marina. This esplanade provide a generous public space around the marina and maximises opportunities to enjoy the waterfront. Master Plan Option One locates commercial development along the northern side of the marina. It is anticipated this development would include cafes and shops that would front onto and maximise the use of the esplanade in this precinct. Master Plan Option Two includes commercial development along the northern and western sides of the marina. This development would also front and engage with the esplanade.

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

Master Plan Option One proposes residential development west of the marina and it is anticipated this would be 2 - 3 storey residential development. This option utilises a greater extent of the area west of the marina for residential development. Master Plan Option Two also proposes 2 - 3 storey residential development but limits the extent of this development and retains a greater area for public open space on the foreshore.

For both options, the aim is that 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

Master Plan Option One locates a commercial precinct 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 behind the commercial buildings and with wide pedestrian links through to the marina esplanade. 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.

Master Plan Option Two locates commercial precincts both along the northern and western sides of the marina. Both these areas, could incorporate shop top housing. Again potential uses could be retail, cafe and offices. A commercial building on the southwest corner of the marina could provide an opportunity as a seafood processing and retail outlet. Commercial and residential development along the western side of the harbour has the opportunity to maximise a sunny orientation overlooking the marina.

Both options provide a location for a marina office. Option One identifies a location north of the marina and Option Two a location in the western commercial precinct. Both are located relative to a service and visitor dock.



Boat Ramp Precinct and Fishery Creek Parkland

The popularity of the Fishery Creek boat ramp is recognised. The boat ramp and pontoons are retained but each Master Plan option reconfigures the existing trailer parking.

Master Plan Option One removes the existing trailer parking from the Fishery Creek frontage and relocates it north of the RMS site to maximise public open space along the creek. This allows the creek frontage to be dedicated as public foreshore space with a focus on pedestrians rather than vehicles. The new parking would be located south of the River Street road widening. The Fishery Creek park land would then incorporate toilets, fish cleaning facilities, picnic and seating facilities and pedestrian pathways to the creek and marina. This precinct would also include dry storage for smaller vessels. This could reduce the potential number of cars/trailers needing to access the precinct. Master Plan Option One allows for 600m² of dry boat storage, approximately 72 boats.

Master Plan Option Two retains some trailer parking along Fishery Creek and supplements it with additional parking north of the RMS site. Again this parking must be located beyond the River Street road widening. Public parkland south of the parking includes a public toilet, fish cleaning facilities and picnic and seating facilities. Dry storage for boats is also included and allows for 600m² of storage, approximately 72 boats.

Detail design for either option would need to consider the provision of a launching area for boats from dry storage.

Master Plan Option One provides extensive public parkland along Fishery Creek. Master Plan Option Two retains approximately the existing extent of parkland along the creek. Both options would include a pathway/cycle way providing a scenic link to the marina. Both options could incorporate a boardwalk walkway along the creek edge and both options could retain areas of the existing Casuarina vegetation along the creek edge. The Fishery Creek parkland could incorporate picnic and seating areas and new shade trees.

Master Plan Option One proposes an integrated interface between the new development and the park which would provide for natural surveillance of the park. Seating/picnic and BBQ areas would be sited to take in the creek views. The wider creek parkland, provided by option one, could include exercise facilities, interpretive signage and play areas.



Public Access

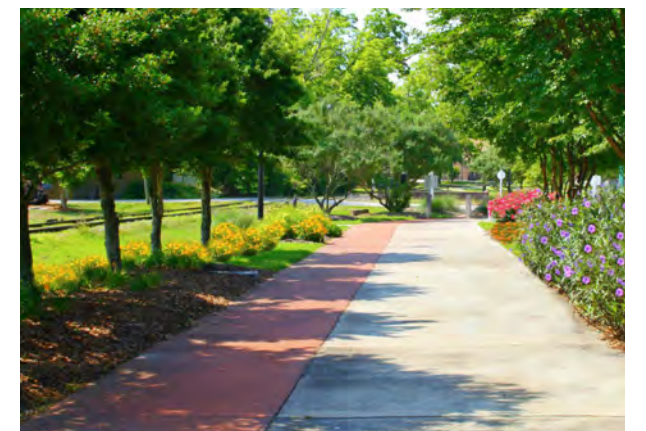
Community sentiment regarding the site expressed a need for improved maritime facilities and a desire for better public open space on the foreshore. There was mixed feelings about development at the site. It is recognised that the proposed development will be in contrast to the character of the surrounding 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.

Both options propose a pedestrian/cycle link from the site, along River Street to the CBD. Both options propose a pedestrian/cycle link along Boatharbour Road to the marina. Master plan options one and two provide a pedestrian/cycle link along Fishery Creek to the marina, a north-south link through the northern residential precinct and a link from Sunnybank Drive to the foreshore.

Pedestrian access is provided by both options around the marina. Pedestrian access along the south side of the harbour could be temporarily closed when this zone is a 'working zone' for the commercial fleet.

There is the potential within both master plan options to incorporate public boardwalks to provide variety in recreational facilities. Boardwalks could be located along Fishery Creek or within the mangroves in the southwest corner of the foreshore public open space.



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.

Master Plan Option One provides a connection to the foreshore open space from Sunnybank Drive and from the marina esplanade.

Master Plan Option Two extends the vehicular access and parking further into the foreshore park. A pedestrian connection continues along the extension of Boatharbour Road and links with a connection to Sunnybank Drive.

Both options include a pedestrian link to the south side of the marina. Both options incorporate public facilities on the riverfront such as a public jetty, a swim platform and boardwalks through the mangroves in the southwest corner of the site.



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 options indicate 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. Public boardwalks along Fishery Creek or at the mangroves on the Richmond River could also incorporate interpretive signage.



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.



Links to the Martin Street Marina

The Martin Street Marina Master Plan identified a range of ideas and opportunities for the Martin Street Boat Harbour Precinct including:

- an increase in the harbour capacity and moorings;
- the addition of new boating services;
- the potential expansion of the harbour;
- new commercial and recreational opportunities to increase visitor interest and vibrancy in the precinct;
- enhancement of the maritime museum;
- opportunities to interpret the site's maritime history;
- the provision of amenities for visiting boat owners;
- considering allowing RVs to use the large car park; and
- provisions to improve the public foreshore space.

The redevelopment of both the Martin Street Marina and the Ballina Marina represents an opportunity to establish Ballina as a maritime destination and one that provides facilities that will draw local and interstate visitors. The redevelopment of the marinas will also provide a range of recreational and social opportunities for Ballina locals.

The two marinas are distinctly different and will have the capacity to offer different facilities and experiences to users. The Martin Street Marina has historical significance and is in close proximity to the Ballina Maritime Museum. It is closer to the river entrance and is within walking distance of the Ballina CBD. The Martin Street Marina is close to existing hotels, restaurants and shops. Its proximity to the CBD and other tourist destinations, makes it ideal as a starting point for tourist vessels such as whale watching excursions, fishing trips and river cruises.

The Ballina Marina site is further from the CBD but has more extensive redevelopment potential. The marina has the potential to provide more berths and the capacity to continue to house the commercial fleet. In addition, the Ballina Marina site has the capacity for new development options including residential and commercial development. It has the capacity to provide necessary facilities such as fuel, waste management and support services for visiting vessels. As part of its redevelopment, the Ballina Marina could include a seafood processing facility and seafood outlet/restaurant. The proximity of Fishery Creek, the availability of open space and the potential to include community buildings and facilities also make this marina area more suitable for community groups focused on water based recreation.

Both marinas represent an opportunity to create destinations for not just locals, but for visitors to the region. Their attractions will be the maritime facilities they provide but also the commercial, social and recreational opportunities that could be incorporated at each facility.

Each marina will be different in the facilities, surrounding land uses and berthing options that it offers, however, there is the potential for strong linkages to exist between the two marinas. The marinas could co-exist and benefit from each other.

Both marinas represent an opportunity to be a collection and drop off point for water based tours, river cruises and fishing trips. The Ballina Marina will include a marina office and a ferry wharf has been identified close to the marina in Fishery Creek.

The Ballina Marina ferry wharf would also provide an opportunity to establish a regular service providing a water based taxi or ferry service for visitors to the marina who may want to reach the CBD. This ferry service could also provide a public transport option for residents wanting to reach the CBD. A regular ferry service could provide a tourist connection to attractions at the Martin Street Marina such as the maritime museum, the Missingham Spit, restaurants and the CBD shops. Residential development at Ballina Marina may also provide some residential accommodation for visitors using the Martin Street Marina and a ferry service would provide the opportunity for visitors to reach this accommodation.

Other opportunities for linkages between the marinas may include maritime based festivals that utilise both facilities, a connection in servicing for vessels where space at the Martin Street marina may not allow the provision of certain services and a ferry based link of foreshore public open space.



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

Project Staging (Private Funding)

The staging plan that formed part of the exhibition draft master plan (refer to page 46) was based on private development funding the redevelopment of the site. This was the staging approach considered under the feasibility analysis conducted as part of the project. This was done to determine whether the project could be delivered through private development interests as opposed to significant public funding.

The exhibition version of the plan has been adjusted to align with the revised Ballina Marina Master Plan Option One post exhibition. This plan remains based on a private funding model.

Project Staging (Initial Public Funding)

Having regard for the feedback received in response to the exhibition draft Ballina Marina Master Plan (refer to page 47), an alternative approach to staging of the development has been identified, also based on the Ballina Marina Master Plan Option One. This approach to the redevelopment of the site assumes the availability of public funding to initiate the project.

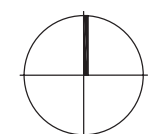
More specifically, this staging approach relies on public funding to meet the costs associated with the enlargement of the harbour water body and the provision of the public esplanade and open space in the vicinity of the harbour as well as the road network into the site and around the harbour. This contrasts with the initial staging plan prepared for the redevelopment which is based on private funding meeting the site development costs.

MASTER PLAN OPTION ONE - PROPOSED STAGING (private funding)



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
- commercial access
- public esplanade around harbour
- car parking

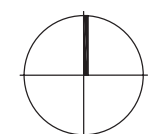


MASTER PLAN OPTION ONE - PROPOSED STAGING (initial public funding)



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
- commercial 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 generally 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.

SUMMARY AND NEXT STEPS

The preparation of a master plan for the Ballina Marina is intended to set overarching direction for future redevelopment of the West Ballina Trawler Harbour site. It is designed to enable and underpin further more detailed site investigations and planning as well as illustrate fundamental intentions and support decision making.

It is not expected that the site will be developed exactly as shown in the master plan material. Rather, the aim is to enable the establishment of a marina on the land over time, with the development including the core elements identified through the master planning process. That is, based on the master planning process, it is expected that the site will provide for increased boating berths through a larger wet area, a place for the local fishing fleet as well as private recreational boats and other commercially operating vessels, a mixture of commercial development outcomes, public open space including pathways around the marina and the site more generally, residential development, new road infrastructure, space for community uses, dry boat storage and boat launching facilities. It is also envisaged that the site will have connection with the Martin Street Harbour in the Ballina CBD.

The master planning for the site has considered two options for the configuration of an enlarged harbour, the aim being to demonstrate that there is likely to be more than one way to achieve the intended redevelopment outcomes. The precise nature of the redevelopment will continue to be refined over time, noting that any redevelopment of the site for a marina is likely to be a ten to 15 year project from beginning to end. The marina master plan should not be viewed as a static document but more as a starting point or platform to progress the provision of enhanced marina facilities in Ballina and more specifically on the site.

Importantly, the master plan should be viewed as a package of information that sets overarching direction and supports further and more detailed site planning. The key documents in terms of direction are master plan options one or two, being the overarching design plans resulting from the master planning process.

With respect to further advancing the marina project, there are a number of key steps necessary to further ready the site for redevelopment in line with the master plan. These steps include:

- Amending the local environmental plan to enable mixed use development of the site.
- Preparation of site specific development controls to guide the nature and form of development on the land over time.
- Detailed geotechnical and sediment assessments in relation to the enlargement of the harbour area.
- Detailed site contamination assessment and associated remediation works.
- Detailed marina design planning (including berthing infrastructure).
- Detailed design of internal road network and external road configurations to service the redevelopment.
- Further testing and assessment of development feasibility as more detailed information becomes available.
- Analysis of marina management models and options.
- Identification of an appropriate commercial development mix, including tourism and retail elements.
- Engagement with Department of Primary Industries - Lands and Roads and Maritime Services as key government agencies with interests in the land.
- Ongoing stakeholder and community engagement.

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