

Skye McNamara

From: Tom Newton <10point60@gmail.com>
Sent: Thursday, 23 March 2017 9:57 AM
To: Marina MasterPlan
Subject: FW: Marina

From: Tom Newton [<mailto:10point60@gmail.com>]
Sent: Wednesday, March 22, 2017 9:23 AM
To: Skye McNamara (marinamasterplan@ballina.nsw.gov.au)
Subject: Marina

Hi Skye,

Thankyou for your letter advising progress on the marina.

I am delighted with the proposed development. It will be a huge step forward for Ballina.

Without being critical, my first impression was that there were too few berths. Obviously, this is a function of the small site.

My second impression was that the residential complex to the north of the marina harbour resembled a Russian low cost housing estate, with too many high density buildings, too close together.

Both these issues may be addressed by excavating a canal up the centre of the Russian housing estate, with private or public berths fronting residential or commercial properties, on either side.

For this marina to be successful, it must also provide lift out and repair facilities. These services in Ballina are currently provided by the Ballina Slipway, located about 3 mile upstream in Emigrant Creek. I would suggest that the marina development committee consult with the owners of the slipway and coordinate provision of this service, as current facilities at the slipway are in need of a capital injection.

I wish you luck in juggling all the conflicting issues and look forward to the eventual outcome.

Regards,
Tom Newton

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Skye McNamara

From: GREGORY UNWIN <greg.unwin@bigpond.com>
Sent: Monday, 27 March 2017 11:40 AM
To: Marina MasterPlan
Subject: Comments on Marina Master Plan

Skye McNamara,

I have read all the documentation and I strongly support the draft concept plan as outlined.

Kindest Regards

Dr. Greg Unwin

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Skye McNamara

From: Sandra Gibson <sandragibson@live.com.au>
Sent: Wednesday, 29 March 2017 2:48 PM
To: Marina MasterPlan
Subject: Ballina Marina

To Whom it May Concern,

What amazing news to hear that something is finally been done about a Marina for Ballina.

I personally don't own a boat but when my husband was alive he was very involved in fishing & we had our own pleasure vessel before his death. He always said that a Marina in that ,location would be so convenient.

It sure will be a huge asset to Ballina. It will also add to the beautification of Ballina & especially a facelift to West Ballina which seems to be forgotten. Thanks to the Council allowing Parkview Funerals to go ahead where it is located, would hate to think what may have been erected there. I sincerely hope this venture goes ahead.

Yours faithfully,

Sandra Gibson resident of West Ballina

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Skye McNamara

From: Ken Gall <kennethgall@bigpond.com>
Sent: Friday, 31 March 2017 10:05 AM
To: Marina MasterPlan
Subject: Marina Comment

Hello

As nearby residents we wish to applaud the Council's vision for an improved marina in Ballina. We look forward to strolling along the esplanade enjoying a coffee and maybe some local seafood.

Regards

Ken Gall and Kate Turner
62 Riverside Drive
West Ballina

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Virus-free. www.avg.com

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Skye McNamara

From: Marlene Lester <marlenelester@yahoo.com.au>
Sent: Friday, 31 March 2017 10:33 AM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan

Totally agree with the proposal. It is long overdue.

Greg Lester
3 Bayview Street
East Ballina 2478

Sent from Yahoo7 Mail on Android

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Skye McNamara

From: gordon forsyth <gordy.5904@hotmail.com>
Sent: Wednesday, 5 April 2017 11:04 PM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan

This plan shows councils true colours .. "MARINA DEVELOPMENT " read

MULTI STORY RESIDENTIAL DEVELOPMENT with marina extension tossed in to justify public land grab .

The marina itself is too small and not suitable for working trawlers , looks like designed same as supermarket car park

Not enough room to move .. boats don't have brakes !

Also there was obviously no consideration given to local residents ie.

Total loss of outlook from all houses on sunny bank dr

Two houses have driveways that exit onto roundabout (bloody stupid)

No provision for right turn onto river st so all traffic wanting to drive to Ballina cbd etc will drive through sunnybank dr to Brampton ave to turn right at river st ..looking at size of development that's a lot of extra traffic .

And envisaged height means nothing , what 2 , maybe 3 , maybe 6 .. set the max height at 2 no changes later

Try increasing marina area , putting a roundabout to river st , moving public area to sunny bank dr side to maintain locals outlook ,and realign road to retain access to existing houses and maybe you would be getting close .

But as proven already this council will completely ignore what residents want and do whatever they want , so I have no doubt this email will be ignored ..

Sent from Mail for Windows 10

Draft Ballina Marina Master Plan – Stakeholder consultations (Matt Wood Skye McNamara)

11:45am 6 April 2017






















Ballina Fishermen's Coop – Phil Hillyard and Mario Puglisi

- Rather expand the harbour in the north direction and utilise the existing pier (see diagram below). This will also remove the contaminated land that is believed to be in this section of the site.
- Concrete pier at the west end of the current trawler harbour is solid with very deep pylons and will be very expensive to remove if the harbour is to be expanded in this direction.
- If plan is to go ahead there will be a need for a temporary relocation of fishing trawler fleet whilst harbour is being expanded.
- Focal point is the river – use this for commercial sites. Prime commercial sites should be along the e water's edge.
- Road should go behind commercial buildings rather than in front. Vehicles and parking will create a conflict with pedestrians.
- Service vehicles should access the commercial buildings from the back.
- Lots of parking for trailer parking has been taken out along North Creek water front to make way for a park. This is much needed and this parking needs to be retained.
- Needs to be access for trucks to park near trawler fleet for loading and unloading goods. Trawlers need a work area near the rear of the boats to work on equipment ect. Currently this looks like a very public area and not secure, this could be dangerous to the public.
- A box located on the break wall on the west end is labelled sewage in the plan. This is actually a power box.
- Additional launching facilities could be included into North Creek for small vessels.
- Dry storage to far from commercial buildings needs to include office for this facility near the site.
- Fishermen's Coop located along water front at the west end of the break wall in a commercial 2 story space to accommodate shop outlet on lower floor and office space above.
- Plan need better pedestrian links with Ballina with a public walkway along the waterfront into Ballina link over North Creek by a bridge then floating walkways to Ballina.
- Need security fencing behind commercial fleet.
- Need work space behind commercial fleet.
- Good examples of working marinas include New Castle and Nelsen's Bay.

DRAFT BALLINA MARINA MASTER PLAN



LEGEND

-  residential development
-  dry storage for boats
-  commercial development
-  community building
-  community life 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
-  boat trailer parking
-  boat ramp
-  seafood sales and restaurant

Scale 1:2000

Ballina Marina Master Plan

Draft Ballina Marina Master Plan

Jockie Amos Landscape Architect + Kelley Hunter Town Planning + de Groot and Benson Consulting Engineers + Andrew Tremelling Perspective Artist



Skye McNamara

From: Stephen Bocking <stephenbocking66@gmail.com>
Sent: Saturday, 8 April 2017 11:47 AM
To: Marina MasterPlan
Subject: Comment - Marina master Plan

To whom it may concern

Thank you for this opportunity to comment upon the Ballina Marina Master Plan

On the whole I feel the Shire is in need of improved boating facilities, and that a modern marina would be a valuable asset. I will therefore limit my comments to broad topics without becoming entangled in specifics.

1. I feel that the West Ballina site has very limited potential as a tourist / commercial facility and would instead become over time a semi-industrial boat housing site more than a tourist facility. The only commercial concern that I can envisage succeeding on this site might be a chandlery but with Bunnings within walking distance, this too may struggle. The site is too isolated from the CBD to be a success as a tourist facility or draw card.
2. I cannot see an obvious linkage between the West Ballina site and the Ballina CBD. The walking distance is too great and the site would struggle as a tourist facility without the commercial support and services of the CBD.
3. The considered Martin Street location has obvious tourist and commercial potential and would seem a natural addition to the Ballina CBD. It is however limited in size but this seeming disadvantage could be turned into a positive if the location could be offered as a "premium" site for those wishing to spend a little more for a superior location.
4. I feel that the two sites could work in this way as "premium" and "economy" mooring options and as such be complimentary to each other.

On the whole the options expressed in the master plan and the rationale behind them seem sound, and I wish you well with the decisions in-front of you.

Thank you again for giving myself and the broader community an opportunity to express our desires in this regard

Regards

Stephen Bocking

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<BR

Skye McNamara

From: The Foxes <foxes_den@bigpond.com>
Sent: Saturday, 8 April 2017 8:27 AM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan

Thank you for the opportunity to comment on the Master plan.

My understanding of the master plan was to provide better boating facilities for the entire Ballina Community. However I was shocked to see that at Ballina's largest boat ramp a large proportion of parking has been removed to make way for a park.

Being a user of this ramp it at times is extremely busy with it being completely full in both the section labelled 1 and the section removed for park. A park is very good but I feel it will mainly benefit the residences on the extensive residential development proposed.

I understand there may be some commercial development required to HELP fund the project but the focus should remain on the greater boating community. Below are some dot point that may be considered.

- The Carpark labelled 1 maybe reduced by half when the Fishery Creek bridge is duplicated in the future
- The proposed dry storage area may only cater for the residential development proposed and not the greater community
- Ballina community is expanding and the provision for boat and trailer parking for the greater community should be expanded rather than reduced as this is Ballina's major boat launching facility.
- The layout and boating facilities should be designed by a specialist consultants dealing in marine infrastructure not a landscape architect.
- Residential development should be kept to a minimum so to provide the space for the greater community. Once this is developed it is gone from the community forever. The plan shows up to half the overall site residential. Remember this is a marina development not a residential development.
- No launching area proposed in the actual marina site
- Roads and turning paths seem narrow and should be considered at this stage to included trucks and vehicles with trailers as these will need to manoeuvre around the boat launching site, marina and commercial sites. And will affect the surrounding area and space for other uses. If not considered now it may give a false sense on available space

In general I do not consider this plan a good way forward for the greater community as it relies too much on the residential and commercial development and more detail needs to be placed on the boating facilities for all of the Ballina community into the future.

Regards

Malcolm Fox

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Skye McNamara

From: Elizabeth Gibbs <em.gibbs@bigpond.com>
Sent: Sunday, 9 April 2017 9:31 AM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan

To Whom it may Concern,
I believe that this project would be beneficial to the economy of the Ballina shire.
I support the council in this endeavour.
Please keep us informed of its progress.
Regards,
Monty Gibbs

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Skye McNamara

From: Debbie Wood <debbie6405@hotmail.com>
Sent: Monday, 10 April 2017 2:41 PM
To: Marina MasterPlan
Subject: Debbie Wood 1 Apsley St.

Hi, As a Neighboring Resident I really love all the new & exciting changes that are going to be put into place, but I would really love to see a Children's play area with Swing etc, as West Ballina don't have any parks out this end of town, I know it would be really appropriated.

Please Consider

Kind regards

Debbie Wood.

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Skye McNamara

From: Max Ryan <the2ryans@bigpond.com>
Sent: Monday, 10 April 2017 2:35 PM
To: Skye McNamara
Subject: Draft Ballina Marina Master Plan

Dear Sky,

You may recall my meeting with your team at the last discussion, when I made some relevant suggestions as a then member of the Port of Ballina Task Force, in regard to forming the parameters for the proposed Master Plan. I have not been able to attend the planning meeting, but I have outlined some of my concerns which I would like to direct to the completed Master Plan now on public exhibition.

1. The Feasibility Financial Results.

The input assumptions and design are really not commercially realistic, and will only serve to confuse both the public and the stakeholders. Apart from the actual dollar figures the quantities of the elements are not possible. For example, 351 Dwelling Units would have to be developed in high rise buildings to get that many units on the residual site after other uses and landscaping, not to mention the over 600 car parking spaces required on the site, plus the traffic generation problems created. There are over 100 open car spaces shown, so the other 400 odd cars for the residential must be underground, which on this site is going to be costly and difficult. This plan is unrealistic.

2. Marina Harbor.

The layout shows over 100 berths with no consideration for variable Length & Beam requirements, and access to the private berths is on the wrong side of the Harbor for car parking and access.

3. Public Maritime uses benefits.

The stated intention of developing this site is to provide the much needed improvements to the River users of the Shire, but it has now turned into a mass Residential Development with an unachievable density, and any residential should be of a low density nature with a Marina Berth included as a selling point. The Dry Storage for Boats should be much larger than shown, along with Marine Industry focus, including Fuel and pump out facilities. This site is not ideally suited to Residential Development, not only due to the low socioeconomic nature, but the actual site constraints of site cover for what should only be low rise development.

4. Crucial Salient Point – THE BAR

If the Government wishes to successfully sell this site and promote the Richmond River's safe use and Development, it should amalgamate the process by solving the huge marine safety problem of our River Bar. A case can be presented that until this is resolved there will not be any real Development Projects completed, and the facts are there to show what a safety problem we have had for over 100 years. The Technology and precedents now exist to solve this problem. When that is done, this site and many other aspects of River Development will create Ballina as a safe major Port of entry and attaching this aspect to the Trawler Harbor Development will be the Governments greatest contribution to the people of the whole District of Northern Rivers. Failure to resolve the Bar problem will inhibit any Marine development success on the river.

5. What Now?

Stated Aim: "The stated aim of the Master Plan is to encourage Government and private interest to consider the site for investment and redevelopment."

Firstly if the Government is not yet a seller, the Master Plan is a waste of time and money, so it should declare its intention before the whole matter is taken further forward. This has all been done some years ago, and was aborted when the Government decided not to sell after much time and money was wasted. History can repeat itself!

Secondly, the site only needs to be properly advertised and marketed for Tender to Developers to produce a Master Plan in the Tender, observing the Parameters set by the Council. Only then will the true value be known, and success achieved. We are now on the wrong track trying to present a Developers Master Plan which is unachievable. That is the role and object of a Tender.

I offer these comments from the viewpoint of a retired and very experienced Property Developer, and do hope that it will be of some value to the Council.

Max Ryan

P O Box 7017 Ballina 2478

Ph: 0419322956

Email: the2ryans@bigpond.com

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Skye McNamara

From: brenda jenkins <brenni17@hotmail.com>
Sent: Sunday, 16 April 2017 12:14 PM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan

Hi

Looks absolutely fantastic

Great to see this council thinking of the future of Ballina Will definitely attract more locals and tourist to the area
And increase the beauty of Ballina and its surrounds Happy to see my rates pay for something like this money well
spent .

Great job everyone

Regards

Brenda Jenkins

Sent from my iPad

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-----Original Message-----

From: garry tallis [mailto:garry.tallis@bigpond.com]

Sent: Tuesday, 18 April 2017 11:45 AM

To: Marina MasterPlan

Subject: Ballina Marina Master Plan (17/26691)

Attn: Skye McNamara

Hello Skye,

My name is Garry Tallis and I live at 20 Sunnybank Drive, West Ballina, adjacent to crown land reserve.

We have recently moved to this area and settled in this property 3rd November 2016.

When we were negotiating to purchase this property we asked our real estate agent and Ballina Shire Council about the adjoining reserve in regards to any future residential developments.

We were told that the area would never be used for any residential developments being housing or units as it is crown land but there is a possibility that the area or part thereof

was being considered for a marina complex and extension to boat harbour to facilitate marina activities.

We are in agreeance for a marina complex but not residential units as per marina master plan.

We purchased this property to look at boats and the river not to be looking at 3 to 4 storey blocks of units.

Any buildings built to the east of our property or to the west of the existing boat harbour would block out all of our morning sunlight and block out any views that we have now.

Please consider the residents of Sunnybank Drive to the west of the proposed roundabout on the masterplan as we will be objecting to the construction as will many other

residents in the area.

Yours Sincerely

Garry Tallis

0438 557 158

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19. 4. 2017

To: BALLINA · SHIRE
COUNCIL

PROJECT: BALLINA MARINA
MASTER PLAN

DEAR SIR OR MADAM,

1. FOR MANY YEARS,
NATIVE BIRDS HAVE
NESTED IN THE EXISTING
RIVER OAKS
2. 1 level in these
dwellings would not
"create a "city-like"
"CAR-SNAKE", PARKED
IN SUNNYBANK DRIVE.
(Now there are 2 to
3 Cars per household)
Considered that,
how many Cars would
move in and out,
foreward the Bridge
+ (!) the Boat-Trailer
Traffic?

RECORDS
SCANNED

21 APR 2017

Doc No.

Batch No.

3. TO MY UNDERSTANDING
ANY CONSIDERATION
OF MOBILITY WILL
IMPROVE NEGATIVE
AND STRESSED;
AND POLLUTED
HUMAN HABITAT.

4. MONETARY OUT-
LOOKS CAN BECOME
BIG ENVIRONMENTAL
COSTS FOR ANY SHIRE
WHEN THE RESULTS
OF CARELESS GUIDED
RULES.

I WELCOME A GOOD
DEVELOPMENT AND
HOPE YOUR KEY
ELEMENTS ARE NOT
NEGATIVE PLANED
CITY STRUCTURES.

FRIENDLY GREETINGS
Elfriede Eckert
OWNER-RESIDENT
1/17 SUNNYBANK DRIVE

Skye McNamara

From: Kylie Jordan <kylie.jordan20@gmail.com>
Sent: Wednesday, 19 April 2017 9:08 AM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan

Dear Skye,

As per our conversation as you know I have no issue with the expansion of the marina. The issue I do have is that apartment blocks could be built on land that was left to the community it was never to be sold off privately.

The positioning of these apartment would also block mine and everyone else's view and breeze. I have contacted neighbours in my street and they are also not happy.

I have not had a chance to visit the library in Alstonville or the Council chambers in Ballina to review the feasibility studies etc due to the long weekend. Therefore at the moment this is all the feedback I am able to give council.

Many thanks

Kylie Jordan.

Sent from my iPad

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Ballina Marina Master Plan – Stakeholder meeting – BIA representative- 20 April 2017

Ian Mc Andrew, Matt Wood, Skye McNamara

- Due to proximity of Ballina airport target market to include is regional NSW – western country NSW as well as Melbourne, Sydney , Brisbane and SE QLD
- Demand for wet berths and dry stack boat storage substantial
- To meet expected demand, increase number of wet berths. Construct 120 berths in the first phase but design for 300 as that will be the demand into the future
- Precinct to also focus on tourism – additional to charter boat industry i.e. hotel, conference facility, time share boats, bike hire, waterfront venues. Other facilities could include – boat cleaning services, charter boat timeshare boat office, resort hotel to cater for game fishing parties, friends and family of boat owners ect.
- Fishing Coop has tourism potential so make it a focus. Cluster trawlers and coop building, place these near to fleet for ease of loading. Include service pontoon in this section. Keep working section separated from the rest of the harbour so they can get in and out easily without too much disturbance to other boats or residences
- Staging Plan- better to build marina development first. Example Breakfast Creek Sydney where apartments were built first then occupants opposed development of the marina. Acquire the DA for the marina first and obtain a long term lease for the marina precinct once a DA for the development has been obtained
- A 'Ballina Waterfront Corporation' could be set up by Council who could then engage the right people for the job of designing and constructing the precinct and perhaps manage the precinct. Also Council may be eligible for government funding to assist with construction of the harbour development. Example of public/private partnership Newcastle Harbour development
- Example: Port Stephens
 - Year 1- 35% occupancy
 - Year2- 60% occupancy
 - Year 3- 90% occupancy
- Harbour design needs to take into account orientation, wind and water exposure, boat mix. This work is Ian's speciality and he is willing to donate his time to undertake this role for this development.
- Needs a marina office with a mix of retail, commercial and office (small shop/ice boat supply's, laundry, showers, toilets, ect)

BALLINA SHIRE COUNCIL – MEMORANDUM

MEMO TO: Skye McNamara
COPY:
MEMO FROM: David Kelly
DATE: 21 April 2017
SUBJECT: Ballina Marina Master Plan
Comments from Infrastructure Planning Section - Civil Services Group

Dear Skye,

Thank you for the opportunity to provide a response to the draft master plan.

There are some significant issues relating to car parking and road/bridge duplication works which, although mentioned in the report, require further clarification and emphasis.

Please note the following comments relating to the Master Plan below:

DRAFT BALLINA MARINA MASTER PLAN



Ballina Marina Master Plan

Draft Ballina Marina Master Plan

Jackie Amos Landscape Architect + Keley Hunter Town Planning + de Groot and Benson Consulting Engineers + Andrew Tremelling Perspective Artist



Scale 1:2000

44
March 2017

See note 1 on the plan for 'boat trailer parking':

1. This parking area will need to be moved southerly to ensure the road/bridge duplication works are not affected. If the boat trailer parking is to be located as shown on the plan, it is anticipated the northern row of parking spaces would be lost completely when the road duplication works are undertaken.
2. This plan shows approx. 30 boat trailer parking spaces are proposed. The existing situation provides approx. 60 boat trailer parking spaces and 10 car spaces. The report emphasises how this is the most popular boat ramp in Ballina, yet the parking facilities are being slashed by more than 50%. The proposed parking area should provide boat trailer parking to match the existing number of boat trailer parking spaces, as a minimum. The parking area will need to be enlarged to provide adequate boat trailer parking facilities and this change may impact on the proposed dry storage building and residential footprint.

Please note the following items which are referenced to the Draft Master Plan – March 2017 - Issue B:

1. Page 15, figure10 – The preferred western arterial road route has been amended with the adoption of the Ballina Shire Roads Contribution Plan, Version 4.0. The current proposed route is shown as '1a' on page 36 of the plan.
2. Page 17 – The 'Site Investigations – Services and Infrastructure' plan has identified the 'future bridge and highway duplication'. Please amend this to read 'future bridge and River Street' duplication. Although shown here, I believe the master plan has not set aside enough space for these works to occur. The impact on the proposed boat trailer parking area shown on the master plan will be impacted upon with the road and bridge works.
3. Page 19 – The 'Site Investigations – Flooding' diagram is ambiguous. I am not sure why these flood planning level (FPL) contours have been included in this diagram. The FPL levels appropriate for West Ballina (and Ballina Island) are the 2050 climate change scenario for the 100 year ARI rainfall event. The FPL contours just indicate the FPL level applicable at a location. It may be more appropriate to show that the land is flood affected and, being adjacent to the Richmond River, is in a flood hazard zone.

If the diagram is to stay, there is a typo in the key for the red line where '2010' should be '2100'.

4. Page 23 – Photograph H – I think the description should say looking 'south' along Boatharbour Road and east through the car park.

I am happy to discuss any of these matters further if you wish.

Regards

David Kelly
Manager Infrastructure Planning

Skye McNamara

From: Dave Dane <ddane@freespiritgroup.com.au>
Sent: Friday, 21 April 2017 1:42 PM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan

Re: BALLINA MARINA MASTER PLAN

The Ballina Marina Master Plan is a joke. More than that, its an embarrassment to Ratepayers that our money was spent to create a plan for this oversized, impractical development. It should never have left the Council Chambers as it is a bad reflection on the Planning Department and any Council employee who should have scrutinised the Plan before public release.

The development proposal for the RMS site of eight 5-6 story buildings, the height size of the Ramada and other apartment blocks in the CBD, all on Community Title, with no outside onsite parking allowed for is ludicrous. What were they thinking? A better idea for this site, if it is going to be redeveloped, would be with streets as wide as regular streets and with a two story height limit compatible with surrounding residences.

As well ,the Plan is for another 8 buildings of residential and commercial development, including a restaurant and parking, all on Crown Land.

Ballina Shire Council would better spend Ratepayers money on this site by taking away the bags of toxic dredging waste occupying most of the Crown land now sitting there as an eyesore for a year. A tidy up of the existing Harbour precinct (which is looking pretty tardy) providing toilets and waste removal facilities to help stop the Harbour pollution and returning the Crown Land to beautiful open space for the enjoyment of the residents of this rapidly growing town would seem to be a much better idea.

D Dane
19 Waterview Court
West Ballina

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Skye McNamara

From: Brian Weavers <bfweavers@fastmail.com.au>
Sent: Friday, 21 April 2017 1:54 PM
To: Marina MasterPlan
Subject: marina master plan

My Submission Suggestions,

1. Reserve an area for future Canoe/Outrigger/Rowing Club(s) Facilities.
2. Incorporate the completion of the shared boardwalk/footpath/bikepath from the RSL club to the Fishery Creek Roadbridge, as part of the Master Plan. Build a separate bike path adjacent to the existing footpath on the River Street Road Bridge over Fishery Creek.
3. Link the marina pathways to any existing pathways.
4. Promote the Marina as being 'Maritime Central Ballina', and easily accessible by foot, bike, scooter, wheelchair etc from the east west and north, and by watercraft from the south.

Yours faithfully
Brian Weavers
Ballina

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Skye McNamara

From: Jennie <jenniebord@hotmail.com>
Sent: Saturday, 22 April 2017 5:32 PM
To: Marina MasterPlan
Subject: Ballina Marina

To Whom it may concern

While I support the general idea of utilizing valuable land assets of Ballina, There is a few issues that I have noticed.

We are own a Fishing Vessel, in the plans there isn't a lot of car parking space for trailer boats and as the population of Ballina grows, so will the demand for access to this boat ramp. Not only for the Recreational boat users, but the Commercial fishers . An amenities block near the ramp is essential ,as is the fish cleaning station, with the area to flush out outboards as is currently provided .

My next observation is the Trawler harbour, this is currently a commercial area.

Ballina proposes a Marina for Residential use and the general public.

The Commercial operators need an area that they can do their shore work without the general public hindering their business. There are a few OH&S issues as well as noise. The commercial operators need to be able to work on their vessels , clean using gurneys, have mechanics attend their vessels, pull engines out or change gear without the public all having a say on how , when and where. Noise issues is always a problem for any commercial business near residential buildings.

Next issue,there is not commercial trailer space allocated for our over size service trailers. How do we get the Trailers with the over size boats to the Canal boat ramp when we need to service these boats out of the water ? , we currently have access from the boat harbour to the boat ramp. Will a service boat ramp be built at the marina mooring site ?

Where do we do shore work ?

We leave the harbour from 3am in the morning for the trap and line vessels and the trawlers come and go with the tides and of an evening. Most Boat harbours or Marinas with Commercial Vessels have a Co-operative and an allocated fenced off area that work can be done , privately away from the public for OH&S reasons. What considerations is there for the Commercial Fishers ?? We cant all take our vessels home and we fishers in Ballina, dont have a Co-operative that has the land available to do the shore work needed, that is currently done on the open land. eg the Trawl wires that need to be stretched or the traps and ropes. Trawl nets that need to be laid out to be repaired ecta

What about the noise issues with the residences . we need to leave port before daybreak , we cant wait until 7am week days before we start our engines , loading/ unloading the vessels ectas or 8am on Sundays. We work with nature and the weather, tides ecta, not to restricted times, schedules or holidays.

Where is the on water fuel to be obtained for the diesel vessels, Trawlers and outboard fuel boat operators ? Is a fuel station to be built similar to what we have now , with off loading dock for product from the commercial vessels and a parking facilities for Commercial Fishermen's vehicles. At each boat dock is enough parking spaces allocated for a skippers and deckhands, as well as service vehicles and trucks. The commercial fisher needs parking as close to their vessel as possible for loading and unloading . Is this in the plans ? Currently we have parking at each wharf , where our vessels are moored.

If these issues are not in the plans for the new Marina , what does the council plan for the Commercial Vessels?

Where can the Commercial Fishers go ? Smith Drive is unsuitable as the water depth is tidal and access to the slipway is only on high tide or a lot of deep draft Vessels. Therefore permanent mooring of vessels is unworkable not to mention the cost of traveling the extra distance not only in money but the time factor.

Will there be any consideration for the Commercial Fishermen of Ballina ?

Dose Ballina and its council support the supply of fresh local sustainable wild caught seafood ? Without port facilities for the commercial Fishermen , there is no Ballina seafood.

Yours Sincerely

G S & JJ Bordin
Ballina

66813837

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Mrs Jean GOLDIE

22/4/2017 NORTON ROSE

www.nortonrose.com

7/7 Florence Price Gardens Aged Care
Hatchett Lane
Ballina 2475

To Ballina Marina Master Plan
Dear Sus,

I have studied your master plan
on page 4, in Community Connect
& would like to make a few
suggestions: -

1. I live in a wheelchair
2. I am 93 years old & love the river.
3. I think your public esplanade picture on page 4 looks great but I would like the following if possible -
 - 1A. An additional cement path from the one pictured to the shelter shed picnic B'que area etc so that I am able to access the area & not get the wheels

P.T.O.

2.

www.nortonrose.com

NORTON ROSE

Stuck in the grass
especially if it is damp.
13. Also at the picnic table
could a space be made
for a wheelchair plus
wheelchair legs to sit
under the table easily.

Thank you
yours faithfully
Jean Goldie

P.S. Some of these suggestions
could apply to
wheelie walkers too.

Skye McNamara

From: pampasrock . <bigrick2478@gmail.com>
Sent: Saturday, 22 April 2017 3:24 PM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan

About proposed marina plan... do your people who designed it have the commercial fishing fleets needs in mind .. how about going down and speaking to some of the skippers about what they need to keep there business running safely.. like appropriate room to turn a vessel safely in weather in the new marina..

And these trawlers need somewhere to untwist bridle and mark there main wires .

Also many of the spannercrab fleet boats have yard trailers clearly not able to register and there boats too big to use on roads however these guys have been pulling there boats out of the water to work on them for decades at the harbour grounds ..

There yard trailers are stored at the boat harbour. As well as other fishing equipment such as fishtraps and crab gear and such..

And what about the extra movement of people in that area especially at night after hours..as a fisherman i know how bad it is to return from work to find my car window smashed and my belongings strewn everywhere and the costs involved replacing windows and stuff that was stolen..

Will there be more cameras and possibly a security company doing drive byes..

And also the area being used by the car parks at the boatramp near canal bridge if you remove the parking available to cars and boat trailers where are they going to go ? Any weekend with decent weather those car parks are maxed out.. same as when you have two or more fishing clubs having outings on the same weekends again parking with trailers then becomes a problem..

Why not speak to some fishing clubs also get some feed back on the parking issues before your plans make the issues much worse.. are there any plans to make diesel and petrol available as currently its difficult to get any fuels on the water front..it stops a lot of traveling boats from wanting to come into ballina.. the other thing is our dangerous shallow bar the travelling boats dont want to risk getting trapped in our port. i would love to see ballina with a decent marina but i also worry for the existing fisherman and there ability to work on there vessels to maintain safety and security of there belongings and equipment.

Finally parking at boatramp is the last issue..

We do need more boat ramps around ballina that would take more pressure off the canal boat ramp at west ballina

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<BR

SUBMISSION FOR BALLINA MARINE MASTER PLAN

Would you please present these comments for consideration by the review committee.

1. I am in favour of a marina precinct – however I feel some aspects of the concept plan can be improved for boat owners. The dry storage for boats will probably be a “rack and stack” system which will require a fork lift type vehicle to move boats to and from the water. It will need a separate launch area from the public ramp. So you will need to create a space in the plan for this. Also you will need to create an open yard dry storage area next to the rack and stack for sailing boats and trailer yachts to allow for the height of their masts.
2. Government agency boat mooring/trawler/commercial/tourist mooring will require “utility space” on the ground next to their mooring space.
3. Plans show it is not a serviced marina. Therefore boats requiring maintenance will need to travel to Emigrant Creek slipway. Because Emigrant Creek has silted up, larger vessel will find it difficult to access the slipway. This will annoy boat owners. To make this work Emigrant Creek will have to be dredged, so this will be an ongoing cost to council/government. Owners of large boats may choose to keep their boats at Yamba as they have a full service marina, also vessels transiting the East coast may choose Yamba for its better marina facilities. I think as a minimum a haul out area should be included in the plans where boats can be cleaned and anti fouled. It would be a “false economy” not to consider this option, as the proposed marina will not be attractive to a lot of boat owners due to the hassle to get minimum basic maintenance done.
4. Manoeuvrability - the plans show that space is tight with up to 110 marina berths. Consideration needs to be given to the different types of vessels (speed boats, motor launches, yachts, multihulls) all have degrees of manoeuvrability. I think more space between berth fingers is needed. I have seen many boats cause damage to others in difficult weather conditions. Also the entrance to the marina area is narrow and will cause a bottle neck. An earlier concept showed a second berth area cut into the creek this may help solve the issue.
5. Relating back to point 3 – because the marina has no service for boat maintenance, my experience has shown that on water mishaps will happen, such as boats sinking at their mooring, boats catching fire, propulsion failure etc. due to no readily available maintenance area. So an access road around the edge of the harbour will need to be included in the plan to give access to emergency services such as Fire Brigade, Ambulance and heavy transport like mobile cranes (to lift a sunken boat from its mooring berth).
6. It is great to see that a community building has been included. Also what appears to be a large pontoon for use by recreational boaters to call in and buy food from businesses, pickup friends etc. As a final comment the number of residential sites looks like overkill. A little more open space would make this a truly outstanding marine precinct.
7. Please contact me if you would like more information. Regards Rod Smith 0406 798 974 cross8@dodo.com.au

Skye McNamara

From: BBBA <bbba@iinet.net.au>
Sent: Sunday, 23 April 2017 3:20 PM
To: Marina MasterPlan
Subject: Ballina draft master Plan

I write on behalf of the members of Batemans Bay Boaters Association Inc see

<http://scanmail.trustwave.com/?c=4991&d=ybn82H63BTqI7pgrAppx3sleKzVeoHy4dZkQKz6ytw&u=http%3a%2f%2fwww%2ebbboaters%2ecom%2eau>

We have been involved in our local small ports/harbour/marina since it was owned and managed by Crown Lands and therefore belonged to the boating public. We have seen our asset degraded, poorly maintained and finally leased to some Sydney private company. It has now become the most expensive on-water berthing site on the coast of NSW and the facilities are sub-standard.

We saw how promises were made, claims floated and business cases discussed, why we had to take the road we were forced down and now almost at the end of that road we have got just 6 more berths than we had 15 years ago, prices have risen more than 260% and the boating environment is toxic. Boats are for sale, have left or some abandoned.

There are vacant berth throughout the marina.

It appears Ballina is going down the same path.

HillPDA report contains some very flawed assumptions namely: Boat number growth based on past statistic will be wrong and under an adjusted projectory because it does not take into consideration the current cost of on-water and off-water storage and the lack of available facilities for past and current boaters to store their yet to be acquired vessels.

Given the current state they opt not to purchase or choose a vessel they can leave in the street or on their front lawn.

The assumption regarding on-water swing moorings has not considered the advancement of new designs for moorings, efficiencies from better management through the use of more and different mooring systems thus the assumptions made in regard to this aspect is biased towards the expanded marina outcome. Furthermore to use Sydney harbour as an indicator is so incorrect for the move towards marinas. There are many more pressing factors to this question of not using a swing mooring in Sydney that the conclusion is incorrect.

Europe and the colder states of the USA use extensive off-water storage directly associated with the marina. The return to a piece of land associated with the increased concentration of boats per sq metre of space rivals that of accommodation. This option was not canvassed. It would completely skew a B/C analysis of - as you have done, placing accommodation on the site in place of boat storage. The site should be for boats and support facilities not to try to cash in on some housing bubble to sell to the rich.

The harbour site should remain in the hands of the public and should remain directly associated with boating. The management and price setting should be the ambit of the local boat owners on behalf of the public and tax payers. To sell off a boating asset is just wrong.

The exclusion of options and the narrowing of the one options without testing and asking for the public's input for all options is a self fulfilling outcome. The "consultants analysis state" is a common excuse to justify a foregone conclusion. Have worked as a consultant in the public sphere I have seen many of these analyses. They are flawed, narrow and self fulfilling. Even at this late stage the Ballina Master Plan should be rewritten to undertake a comprehensive analysis where ALL options are on the table not the process that is currently under way. If not I predict that Ballina will arrive at the end of the road with the same outcomes as we have reached here in Batemans Bay.

Regards

Harry Watson Smith

Batemans Bay Boaters Association Inc

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Skye McNamara

From: Marina MasterPlan
Subject: FW: Ballina Marina Master Plan

From: T Bowers [<mailto:tballina@gmail.com>]

Sent: Monday, 24 April 2017 10:17 PM

To: Marina MasterPlan

Cc: John & Margaret smith; Mark Newsham; Ray (&Cheryl) Smith; Councillor David Wright; Councillor Phil Meehan; Councillor Nathan Willis; Councillor Stephen McCarthy; Councillor Sharon Cadwallader; Councillor Jeff Johnson; Councillor Keith Williams; Councillor Eoin Johnston; Councillor Ben Smith; Councillor Sharon Parry; Scott Carriage; 'Scott Thew'; IPhone@B-E.BIZ

Subject: Ballina Marina Master Plan

Dear Ballina Shire Council Planning Team,

It is with incredulous dismay that I write regarding the proposed Masterplan for the Trawler Harbour area and would like to register my strong opposition to the plan as it is configured.

After giving feedback directly to both those on the Port Ballina Taskforce as well as with the consultants tasked with developing a comprehensive plan, the needs of the fishing and boating community have been ignored and the lifeblood of the marine industry in the area, the trailer boat access, is proposed to be decimated as per the new design.

Let's review the facts that every competent boater in this area knows to be true, there is only one suitable boat ramp in the Ballina Shire for the consistent launching and retrieval of ocean going trailer boats, and that is at the Fisheries Creek Boat Ramp.

1. It is protected from the wind and wave action of the other boat ramps,
2. It has suitable toilet facilities, built by the fishing community using matched funds from the recreational fishos salt water trust fund,
3. It has the best ergonomically designed, lit, food grade stainless steel, covered fish cleaning table in the world, again built by the recreational fishos with salt water trust funding,
4. The redesigned, renovated ramp is wide enough and long enough to handle boats that will not fit on other ramps. This too was funded by the Recreational Fishing Saltwater Trust Fund.
5. There is a suitable boat wash down area,
6. There is adequate parking for the 80+ boats that are there when we have tournaments on,
7. There is reasonable lighting in the parking lot,
8. The two pontoons with the promised extension of the South pontoon will provide marginally adequate access to the vast number of boats that launch and retrieve during peak times. Again, these pontoons were funded by the Recreational Fishing Salt Water Trust fund.
9. There is adequate area for the variety of local fishing clubs to use the boat ramp, retrieve their vessels, and conduct their weigh ins on the same day, building a sense of community and camaraderie.
10. Without this facility we will inevitably lose tournaments that are conducted here and stifle growth in our local marine community when that is one of the best attributes of the Ballina Shire.

If we want Ballina to be a vibrant hub of boating and fishing activity where regional recreational fishos literally spend millions of \$ per year enjoying their hobby, why would anyone consider restricting and downsizing access to this vital piece of local infrastructural built by local fishing clubs with the proceeds of their fishing licenses?

I strongly object to the plan as it stands and would encourage the Council to consult with the local fishing groups (and even involve local fishos in the marine infrastructure program) before proceeding with such an ill conceived plan.

Respectfully yours,

Thomas Bowers
Ballina, NSW

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Skye McNamara

From: Ozinet Performance Wear <info@ozinetperformancewear.com.au>
Sent: Tuesday, 25 April 2017 6:47 PM
To: Marina MasterPlan
Cc: info@ozinetperformancewear.com.au
Subject: Objection to Ballina Marina Master Plan proposal

Objection to Ballina Marina Master Plan proposal.

I wish to formally lodge my objection to the (so-called) Ballina Marina Master Plan.

It's not a fair dinkum Marina proposal at all - it's an inappropriate highrise residential development of unprecedented proportions on the Richmond River precinct, which is already under enough stress from poor planning and mismanagement.

Council has recently proposed our residential rates be increased to help pay for the restoration of the Richmond River, which makes this inappropriate housing development/Ballina Marina Master Plan seem like an oxymoron. Either that, or the Council thinks Ballina ratepayers *are* morons.

When I first came to Ballina on a small cruising yacht nearly thirty years ago, the river was full of fish and crabs. Ballina's pristine environment (no highrise) encouraged me to move here permanently and start a small manufacturing business, which I still run and which brings money into Ballina's economy from all over Australia and the Pacific. I know from years of experience that cruising yachties would love a Marina in Ballina, as I enjoyed when I first sailed here. The very thing that will make a marina attractive is Ballina is the very thing that does *not* exist in the next port of call, Southport on the Gold Coast, the Mecca of highrise residential development in Australia. If the new Ballina Marina looks like one of the Gold Coast yacht clubs, surrounded by overdevelopment, there's no reason for them to want to stay in Ballina.

The roundabout on the Plan is positioned in front of existing residences. How will these ratepayers access their driveways from a roundabout? So I will presume the roundabout is a furphy. Why do you propose to put a roundabout here on the Plan, when it can't possibly end up being positioned here? Where will the roundabout be? Will there even be a roundabout at all?

So please scrap the highrise plans altogether. Or is this yet another example of getting a proposterous plan accepted, by later supposedly eliminating the roundabout and half the highrise development as if you are conceding something to objectors, when the developer would be stoked if only half of the development is approved anyway? The lack of provision for adequate parking suggests that there is no sincere intention of a housing development for 351 units.

I am absolutely against any highrise development in Ballina outside the CBD. Please don't do it. How about building the marina first? Ballina needs a marina. We don't need any more highrise development.

I will remind Ballina Council that we *had* a marina in Ballina, but the owners were allowed to neglect their obligation to build a seawall and Council, in allowing this to go on, meant the marina was sold without the necessary requirement for it to remain a marina. The site was sold to a notorious local developer who turned it into waterfront housing.

Yours Sincerely,
Janet Lavis, East Ballina.
Ph 02 66864046

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Skye McNamara

From: ozinet2 <ozinet1@bigpond.com>
Sent: Tuesday, 25 April 2017 12:53 PM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan

Subject: Ballina Marina Master Plan.

I strongly disapprove of the planned Ballina Marina Master Plan. I am not against a marina being built but my concern is the residential high rise that is planned to accompany and dominate the marina.

My view and that of many others is that this is a big step in driving Ballina in the same direction as the Gold Coast. Most people I am sure were lured to the Ballina because of it's beautiful position along and around the mighty Richmond River. It would be a tragedy to see the river overshadowed by high rise development as proposed around the existing trawler harbour. May I add that the rot is already starting to spread with a new high rise development on the river at Kerr St.

I am sure that if you wanted to live in a high density environment you would have chosen to live on the Gold Coast.

Why impose a Gold Coast environment on to people who have chosen not to live in such an environment? By creating a high rise environment, you are attracting people who want to live in that environment and before you know it the demographic of the town is slowly transformed to support this new direction, leaving the rest of us wondering : how did we end up here?

Who's interests are we looking after - the people of Ballina or developers?

Bill Ramsay,
East Ballina



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Response to Ballina Marina Master Plan – April 2017

Written and prepared by:

Ross Moncrieff

2/53 Cedar Crescent
East Ballina, NSW 2478

mb: 0411 482 260

e-mail: rmoncrie@bigpond.net.au

Leadership is the key – everything else will follow.

2/53 Cedar Crescent
East Ballina, NSW 2478
26 April, 2017

Skye McNamara
Sustainability Planner
Strategic and Community Facility Group
Ballina Shire Council

Dear Skye

Re: Ballina Marina Master Plan

I appreciate the opportunity to review the subject plan. As a keen 'yachtie', I am very much in favour of developing a marina in Ballina.

I have reviewed the documents provided by Council on its website, and attach my detailed response in a separate file.

I have used marinas extensively up and down the NSW and Tasmanian coastline, and overseas in northern Europe, the UK and the Atlantic coast of Spain. Based on my experiences in these locations, as a private owner, charterer, and charter operator, I don't believe Ballina has been well informed by the consultants engaged on the Marina Master Plan (the Plan).

In particular, the proposed design in the Plan has none of the features I would expect in a marina. Instead, the Plan appears to be a housing in-fill plan, with an extended boat harbor offering very little in amenity to its users. Worse still, it does not provide additional marina berths for the public until some indeterminate time in the future.

The subject site is a good site for a marina because it offers protection from the debris floating down the Richmond River, and is located in close proximity to the CBD. As such, the proposed design needs to be much better than it is. To achieve a better design, I urge Council to recast the Plan, using advice from consultants who understand what users want from and need in a marina, as opposed to a property development.

There are numerous open housing estates within the Ballina LGA, but only one 'marina' masquerading as a boat harbour. Let's not make a mess of it!

Regards,

Ross Moncrieff



:cc Tamara Smith, Member for Ballina

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Overview

Throughout the Study and the Plan, the starting point is the desire for a marina, yet the outcome is a housing estate, with an enlarged boat harbour, devoid of any facilities other than pontoon moorings. The Plan does not provide a marina facility for the public, and as such, fails the Ballina community.

The reasons that the Plan does not succeed are:

- The various supporting papers are prepared by consultants specializing in fields other than marina development on a scale suited to the Ballina LGA
- The financial modeling is prepared to optimise return on investment, to the detriment of public amenity
- The design of the marina is an exercise in omitting facilities, crippling any chance it might have of operating successfully as a commercial entity
- The time scale for the development, and the priority given to housing ahead of marine facilities, is out of step with the needs of the Ballina LGA
- There is no way forward. The Plan is a passive vehicle waiting for an interested party to pick it up and show an interest.

To overcome these shortfalls, the Plan should be recast. In particular:

- A consultant and planner with proven experience in marina design on a scale relevant to the Ballina LGA should be engaged to develop a marina fit for purpose
- Zoning items which specifically prohibit marine related activities or facilities within the designated site should be extinguished so that any proposal is uninhibited by these restrictions

- The resulting plan should be based around a marina design which:
 - Provides all the facilities required of a modern day marina
 - Ensures the marina can operate as a successful commercial entity
 - Involves housing development as an adjunct, rather than the principle concern
- A leadership concept, such as a partnership between existing marine industry players, and led by one of these, should be established to ensure the finalised design becomes a reality.

Introduction

I am a 64 year old retiree, recently moved from Sydney to be with members of my family already resident here, and the owner of a 10 meter yacht, which sadly remains moored in Pittwater because there is no suitable marina facility in Ballina. As such, I would appear to fit the key growth demographic highlighted in the Feasibility and Demand Study (p23) produced by HillPDA, although I am reluctant to call myself 'elderly' – this better suits my 95 year old father who now resides in aged care in Ballina. Better still, my wife and I are the anonymous people behind the 'Sold(unknown)' moniker for unit 25 listed in Appendix A on page 66 of said document. We are enthusiastic about appropriate development.

My initial excitement at receiving an invitation to review the Ballina Marina Master Plan (the Plan) has been replaced by frustration and disappointment. The source of these negative emotions arise from the:

- Poor standard of the Feasibility and Demand Study (the Study) produced by HillPDA
- Focus of the Study on a housing development to the detriment of a marina development
- Inappropriateness of the financial modeling
- Lack of proposed facilities within the marina
- Inability to describe a way forward for the finished project.

On the positive side, at least Ballina has a plan, and I appreciate the opportunity to comment on it. The selected site is a good one for a marina, but deserves better than the proposed plan.

Discussion

1. Poor standard of the Feasibility and Demand Study

Although this document is stamped as a 'draft', it should be of better quality than the current version available for discussion, particularly when its recommendations appear to be already cemented in the final version of the Plan. Even the Quality Assurance page contains typos.

Beyond the myriad of spelling and grammatical errors, the document seems incapable of getting its argument across. For example, I fail to see how the employment numbers on page 24 lead one to the conclusion that '...there is potential for the marine industry to grow'. Rather, I think the numbers show that if the industry did grow, then there are locals who might have the skill and inclination to work locally in the marine industry. In turn, potential growth of the local marine industry is not likely to be hampered by the lack of available local skills. In the same vein on page 30, I fail to see how the numbers cited lead to the conclusion that 'there is potential for commercial fishing to increase within the LGA'. I posit that the only way this will happen is if fish stocks increase, and consumer demand rises in parallel.

Perhaps the examples above are too trivial to worry about in the scheme of the total proposal. However, on page 50, the content is closer to the core subject matter:

'For example currently residents are forced to carry jerry can (sic) to fill up their boats. This lack of adequate fuelling areas coupled with floating berth pontoon which would allow easy access to elderly resident (sic) has deterred many older residents from boat ownership.'

I think the authors want to argue that the lack of:

- a refueling facility, and
- floating pontoons

deter elderly residents from boat ownership, but who knows what is really meant? At least the authors did call them 'pontoons', as opposed to 'platoons' (see preceding paragraph on the same page).

Perhaps I am an elderly resident with too much time on his hands. None-the-less, the Study contains so many errors that it undermines its veracity as a legitimate input to the Plan. For example, the Study ultimately builds its case on a financial assessment, commonly referred to as NPV, or Net Present Value. The Study instead refers to this as RLV, or Residual Land Value (page 12), which they state is \$2.63 million – see table 3 on page 13), although it may be that they really do mean RLV, but have used the wrong figure (RLV = \$2.36 million – see the same table). The authors further undermine their credentials by referring to Gross Domestic Product (GDP) as GRP, or Glass Reinforced Plastic (pp7, 24). It is said that that a GDP of a small nation is required to keep a GRP boat afloat, so maybe this is where the confusion lies?

2. Focus on a housing development versus a marina development

Despite the project being labeled the 'Ballina Marina Master Plan', the Plan appears to be a housing plan, with a marina attached, because the Trawler Boat Harbour happens to be there. This is most likely because the existing zoning covering the various land parcels of the Plan area forces the outcome.

For example, the area occupied by the existing Depot is zoned R3 - Medium Density Residential, which permits (with consent) a range of housing options. In contrast, the Trawler harbor and surrounding unused areas are zoned IN1 - General Industrial, which prohibits mooring pens, moorings, and wharf or boating facilities. In other words, if the Trawler Boat Harbour wasn't in existence today, it could never be.

Consequently, the Study goes to some lengths to accommodate the objectives of the R3 – Medium Density Residential zoning, which include encouraging '...housing and infrastructure that supports the aging population'. It notes (p18) with some eloquence that the development would:

'Provide an opportunity for apartment style dwellings that would allow residents to down size while aging in place'.

...and age they surely will:-

The Study recommends staging the marina development across 5 phases. The second phase involves expanding the harbor, but only to accommodate existing commercial and government vessels. Only in phase 5 is there any scope for accommodating other vessels within a completed marina. Within the Study, the time lapse to reach the completion of the last phase is variously 5 years (p63) for releasing sales, 10 years (p64) for break even, or 20 years (p62) for a reality check.

In my case, I will not only be aged and elderly, I'll be dead before I can moor my yacht in the completed marina! Fortunately, the RE1 – Public Recreation zoning in the north east corner permits (with consent) cemeteries. Clearly I should just go to the end game, and buy a plot.

Evidently, there are two significant issues:

1. The staged approach favoured by the Study is out of step with the needs of the community. There are numerous housing opportunities already in place for new comers to Ballina, including an over 55's developments at Palm Lake Resort (North Creek Road) and Riverbend Village (Riverbend Drive), regular housing estates at Ferngrove and River Oaks (Tamarind Drive), and more exclusive enclaves at Ballina Heights. There is even a newly released parcel of subdivided land in West Ballina within walking distance of the Trawler Harbour. In contrast, there is no reasonable marina facility that provides basic amenities anywhere in the Ballina LGA. Surely this should be developed first and not last?
2. The Plan, as recommended by the Study, cannot be executed without severely contradicting the existing zoning across the various parcels of land making up the site.

To overcome these issues, the Plan should be recast without regard for the existing zoning, and once a satisfactory plan has been developed, the zoning should be re-aligned to make the Plan work. Clearly the project area needs to be rezoned so as to enable a marina to be developed – it is explicitly prohibited under the R3 Medium Density Residential zoning, making a mockery of the entire exercise.

3. Inappropriate approach to financial modeling

HillsPDA have used a modified version of a standard technique (Net Present Value - NPV) for assessing financial validity of the Plan. In a standard NPV assessment, all costs associated with a project through to completion are subtracted from the estimated revenue generated over the same period, and assuming this result is positive, the net total is compared to what might be earned by investing the same cost value in a safe investment, such as government bonds. If the difference is again positive (that is, if the project earns more than the investment in bonds), then the project is worth going ahead with, because it provides a better return on available funds.

The major variation of the NPV used by HillsPDA appears to be around determining '...if a project is viable to proceed, or whether an alternative land purchase price is required.' (p61). The project viability is determined by resetting the achieved NPV to zero, and examining the Internal Rate of Return (IRR), and the Development Margin (DM). According to HillsPDA (p64), IRR should be greater than 12% (to cover the risk of an extended project over 10 years), and DM greater than 20% (required by lenders of capital to ensure sufficient margin for risk).

The Financial Results obtained by HillsPDA state '... an RLV of \$2.63 million based on a 20% development margin' (p64). Actually, the table on page 65 shows an RLV of \$2.36 million., a shortfall of \$0.7million, but is probably not material in this case.

Notwithstanding this inaccuracy, what does it mean?

According to HillsPDA, this '... is the purchase price of the land whilst achieving a zero NPV' (p64). So one assumes that as long as the purchase price is under \$2.63 million, then a positive NPV is achievable.

So what is the price of the land? As Crown land, one assumes that it is not for sale, and that the financial modeling is actually being done for the Crown. It would seem to be, because the Land Purchase Price is entered as \$1 - a 'pepper corn rent'.

Assuming that the Crown is the developer, then are the hurdles (the self imposed values on the IRR and DM) appropriate? As a government agency, the Crown can obtain more favourable lending rates than private borrowers, hence the DM can probably be lowered significantly. Similarly, the IRR can be set lower, because the Crown owns the land, and is not at risk of losing it. Both reductions should improve the financial outcome significantly, meaning that revenue from sales of housing or commercial/retail space is not as critical.

Table 29 (pp 62, 63) lists a series of assumptions. The largest amongst these is \$10 million for the Boat Harbour extension. Where does this figure come from? The majority of the Study is dedicated to establishing numbers, costs and sales figures for marina spaces and housing, yet there is no explanation for the Boat Harbour extension figure.

This omission is compounded by the explanation given on pages 61 and 62 relating to the abandonment of one of two options that HillsPDA was asked to consider. The abandoned option would be less viable '...because of the size of the harbor to be excavated within the option and hence the capital investment required...would have reduced the viability of the option and hence the successful outcome of the project'. What is this cost, and how was it determined? Why not do the modeling anyway to prove it? Is the assumed outcome altered by lowering the hurdle rates? Does it matter that the outcome is less viable, provided it is still viable?

These questions are important, because the financial modeling does not demonstrate the viability of the marina as a standalone entity.

Once the houses are sold off, the marina would normally run as an ongoing business identity, as opposed to selling off the berths as outlined in the financial modeling. The size of the harbor, and hence the number of berths accommodated by the marina has a significant impact on the financial success of the marina. Background research within the Plan (p7) stated a preference for '...up to 400 berths'. Additionally, the Plan (p10) cites the Ballina Boat Harbour - Development Feasibility Overview of 2008, which recommended '... a 200 wet berth marina accommodating vessels 5 to 20 meters long'. The Study and Plan now offers 110 berths, of which 69 are set aside for recreational boat owners. Table 21 (p45) of the Study indicates a basic demand of 74 commercial marina berths through to 2026

(within the 10 year break even for the project), a short-coming of 5 berths. This is just local demand, and does not include demand from vessels visiting en route, or laid up for the winter/cyclone season as suggested on p11. Furthermore, the assumption that private jetties accommodate 1 vessel each (p37) is not validated by a physical review of existing jetties – the vast majority remain unused, meaning the vessels assumed to be moored on private jetties will actually be moored in the marina as well.

Furthermore, the schematic layout of the proposed marina does not show any allowance for boats of different lengths or width (for example catamarans). There does not appear to be a hard stand, fuel wharf, pump out facility, or provision for dry storage (rack and stack). Even the most basic requirement, a slip way for basic haul out is absent (they are there in the two marinas cited at Yamba and Coffs Harbour). Without any of these additional revenue generators, the financial outcome of the marina seems dead in the water before it is birthed.

It is self evident that a larger harbor will cost more to develop. It will also reduce the space for housing development, and hence reduce income from housing sales. However, if:

- a. a larger harbour is required to make the marina financially viable, and
- b. the outcome of the financial modeling is still positive, taking into account the opportunity to reduce the hurdles,

then this option should still be considered because it provides the Ballina LGA with an asset, and not a potential liability.

4. Lack of facilities in the marina

The Study provides a long list of desirable attributes for a marina, such as those found on page 11. This gives the impression that the final Plan will offer a veritable smorgasborg of amenities, currently unavailable to the Ballina LGA. On closer inspection though, the option offered up to be included in the Plan is actually devoid of most items on the list.

From the outset, the provision of a haul out facility is expressly omitted. The Study argues that a slipway is not suitable for the site because of '... the possible inclusion of a residential component in the

master plan...' (p49). Once again, the Study has reversed the priorities of the Plan, such that it is a housing plan first, and a marina plan second.

Without a haul out facility, it follows that there is no need for a hard stand. It is not possible to haul out a 10 metre yacht using a boat trailer, so there is no need for (say) a 100m² concrete slab taking up yet more residential space.

Without a haul out facility, and associated hard stand, it is not possible to attend to annual maintenance tasks, such as scrubbing down the hull, changing anodes, servicing the prop, rudder or thrusters. Anything below the water line is unserviceable.

Given there are no means for servicing below the water line, the skills and industries required to perform these tasks are not required, diminishing the very marine industry the Study and Plan is so keen to promote.

Then there are the basics. There is/are no:

- Toilets shown on the harbor plan, let alone showers and changing facilities. Perhaps this is to be housed in one of the commercial outlets, such as the building to the east of the proposed seafood sales and restaurant? This would then leave only one building to house any other commercial activities in the building to the west of the proposed seafood sales and restaurant building. This rapidly narrows down the amount of space available for developing '... boat sales, boating hire, marine equipment and marine apparel' (p11). It certainly does '...allow clustering of marine services which are currently dispersed though (sic) the town' (p11) because they'll be squeezed together like sardines.
- Indication of where the fuel stand or pump out facilities might be located. Perhaps these would be mounted on the wharf in front of the seafood sales and restaurant building? Presumably this is also the unloading wharf for the catch of the day, as envisaged on p48. No concerns here about mixing fuel, sewerage and foodstuffs? Where is the fuel storage for the fuel stand? Perhaps this is located amongst the residential

development that prohibits the construction of a slip way because it is '...too dirty and noisy' (p48)?

- Provision for the management of the marina. Unlike today's Trawler Harbour, where visitors amble up to Charlie on his trawler, Cheryl Anne, and ask if there is any chance of a berth, a genuine commercial facility requires a dedicated person to run it. Where is this person to operate from? I guess it's back there with the non-existent toilets and showers?
- Scale on the diagrams. By peering through the harbor water superimposed on the original harbor outline, it is possible to get some idea by comparing the proposed boat spaces (which are remarkable for all being the same size) with the outlines of existing boats, but it doesn't answer questions about access to various parts of the marina. For example, the wharf (home to the non-existent fuel stand, pump out and unloading areas) looks to be crowded in by the trawler/commercial/tourist boat moorings on either side. I guess it will provide entertainment for customers at the proposed seafood sales and restaurant as they watch some hapless boatie trying to moor alongside without incurring the wrath of one of the commercial operators.
- Storage facility for users of the marina. Not all equipment stays onboard a boat all the time. For example, boats of 10 meters or more require a tender (often a RIB or small rowing boat), together with a small outboard, anchoring equipment and fuel. If a boat uses davits to hang this off the stern, it effectively increases the length of the boat, meaning it moves into the next category for charging purposes. The alternative is to tow it behind, which is practical when under way, but impractical once in a marina. Hauling it on deck is about as practical as refueling with jerry cans. If no provision is made for off boat storage, the gear will end up on the walk ways of the marina.

The issue here is that the Study, and hence the Plan, does not have a specific section relating to the requirements of a marina in Section A, nor a specific design outcome from these requirements in Section B. Instead, the requirements and proposed design solutions are spread throughout the document. It is not possible to check that all

components are either listed or included. As discussed, most of them are missing or excluded.

The Appendix contains a list of facilities and services I believe are essential for a marina, based on my local and international experiences. The various community consultations don't seem to include individual boat owners, so here's my chance!

5. Inability to prescribe a way forward

The Study is one in a series of exercises contributing to the Plan. None envisage how the various projects might come to fruition. In the main, this is largely because the land belongs to the Crown, and any master plan is prepared to '...assist and encourage local and State Government as well as private interests to consider the site for investment and redevelopment' (p14).

Currently the major non-government organisation using the site is the Ballina Fishermens Cooperative (the Coop). According to Coop's website, the Coop leases the Trawler Boat Harbour from the crown, and in turn, rents out any boat space to private boat owners on request. According to the Ballina Foreshore Masterplan, the Coop '...sell(s) fuel from an onsite site facility and would like to retain this to keep fuel costs down to members' (p9 of the Plan). Further, the Coop stresses that '... business costs for professional fisherman (sic) must be kept under the control of the co-operatives members including the leasing costs and fuel sales if they are to remain a viable industry'.

The Coop's adamant position to retain operating control of the Trawler Boat Harbour now and in the future is reflected in the final option of the Study, which sets aside 17 berths for trawlers (pp 14,45), despite a site inspection showing '.... a current fleet of around six to eight fishing boats'. Phase two of the Plan also shows provision for an additional 14 trawler/commercial/tourist moorings, with not a single private mooring catered for until the project is completed at an unknown point in time. The option provides priority for commercial interests over public amenity.

Given that the Study and the Plan provide support for these organisations ahead of any other, these organisations ought to take

up the opportunity to develop the project already designed to their specification. Chief among these is the Coop. Given the figures on page 24 of the Study, where-in commercial fishing declined from 27 to 12 jobs between 2011 and 2016, a transition of the Coop's focus from trawler fishing first and marina operator as a bye product, to marina operator with a fishing arm may prove its salvation.

Lest this proposal seem too far-fetched, there is at least one precedent on the NSW South Coast at Bermagui. Here the Bermagui Fishermens Co-op (BFC) found themselves in a similar position, and took control of their declining fortunes. A partnership was formed between the BFC and members of the BFC. Funds were raised by the partnership from the BFC, participating members, and loans. The outcome is a modern marina facility with both a commercial and public component at the Bremagui Fishermen's Wharf. The Wharf is the centre-piece of the township, and its success is such that the relevant government department has decided to capture some of the extra boat traffic by building its own jetty.

Ballina may present differences to the physical and financial characteristics of Bermagui, but the principles remain. A successful collective approach to public amenity has been achieved in Ballina with construction of the new Marine Rescue tower at Shaws Bay. Amongst the key ingredients was a recognized driver – the Marine Rescue organization. Behind them, the combined resources of Council, State and Federal government enabled the construction of a facility that is the envy of all other LGAs. Council can leverage this success to encourage a similar partnership, substituting the Coop for the Marine Rescue organization. The Coop in turn can look to the Bermagui Fishermens Co-op for guidance, just as the local branch of Marine Rescue did within its parent organization.

Failing a lead from the Coop, Council should look to partner with (say) a commercial marina operator that knows the marine business, as opposed to a housing developer.

Conclusion

Throughout the Study and the Plan, the starting point is the desire for a marina, yet the outcome is a housing estate, with an enlarged boat harbor, devoid of any facilities other than pontoon moorings. The Plan does not provide a marina facility for the public, and as such, fails the Ballina community.

The reasons that the Plan does not succeed are:

- The various supporting papers are prepared by consultants specializing in fields other than marina development on a scale suited to the Ballina LGA
- The financial modeling is prepared to optimise return on investment, to the detriment of public amenity
- The design of the marina is an exercise in omitting facilities, crippling any chance it might have of operating successfully as a commercial entity
- The time scale for the development, and the priority given to housing ahead of marine facilities, is out of step with the needs of the Ballina LGA
- There is no way forward. The Plan is a passive vehicle waiting for an interested party to pick it up and show an interest.

To overcome these shortfalls, the Plan should be recast. In particular:

- A consultant and planner with proven experience in marina design on a scale relevant to the Ballina LGA should be engaged to develop a marina fit for purpose
- Zoning items which specifically prohibit marine related activities or facilities within the designated site should be extinguished so that any proposal is uninhibited by these restrictions

- The resulting plan should be based around a marina design which:
 - Provides all the facilities required of a modern day marina
 - Ensures the marina can operate as a successful commercial entity
 - Involves housing development as an adjunct, rather than as the principle concern
- A leadership concept, such as a partnership between existing marine industry players, and led by one of these, should be established to ensure the finalised design becomes a reality.

Appendix

The following list outlines the features and services I would like in a marina, based on my use of marinas along the NSW and Tasmanian coastlines, and in northern Europe, the UK and the Atlantic Coastline of Spain:

- Fuel dock, possibly operating 24/7
- Pump out facility
- Shower and toilet facilities
- State of the art berths (floating with power and water)
- Slipway, or at least a straddle for outhaul, plus hardstand
- General store and coffee shop
- Marine Service Repair and Shipwright
- Storage for light water craft (kayaks and SUPs)
- Visitor dock and dock assistance
- Onsite laundry, and possibly a dry cleaner
- Secure carpark
- Onsite ATM
- Rubbish and recycle facilities
- Internet access
- Digital TV to berths

Given the emphasis on the Ballina/Byron Gateway Airport in the Study, the following should be considered:

- Airport pick up and drop off service
- Complimentary courtesy car
- Complimentary use of bicycles
- Customer lounge / business centre
- Accommodation suites
- Beauty centre (hairdresser / nails)
- Shrink wrapping of boat or car
- Security camera access to boat.

The management of a modern day marina is subject to technology disruption, and should take advantage of apps that assist owners improve their experience, such as:

- Booking arrival assistance
- Ordering provisions.

BALLINA R.S.L. CLUB LTD. FISHING CLUB



President: Anna Ross 0474070070
Secretary: Colleen Carriage 0457641431
Treasurer: Anna Konya 6686 0484

All mail to: The Secretary
PO Box 449
Ballina NSW 2478

Ballina Marina Master Plan
Ballina Shire Council
PO Box 450
Ballina NSW 2478

22/4/17

To whom it may concern,

The Ballina RSL Fishing Club would like to express our concerns regarding the Marina Master Plan. Our fishing club and its members were instrumental in obtaining the grants and providing countless hours to build these facilities for the boating community.

According to the plans there is no fish cleaning facilities, boat wash down or toilet block near the public boat ramp area. There is also concern of the decrease in the amount of boat parking in this area. This area is generally well used in peak times, and when local competitions are held.

The Ballina RSL Fishing Club were the main force behind the toilet and fish cleaning tables being installed over the years. The enhancement of these facilities have made this area the best facility in the Shire.

A loss of these vital facilities would impact not only the local boating communities, but also potential tourists that visit the area.

In addition this will in turn affect the other users of the marina and residents. These include;

- Overflow parking blocking local streets.
 - Possibilities of more break-ins for these vehicles.
 - People using public spaces as a toilet.
 - Cleaning fish on open ground (Scales and guts left on grass areas).
 - Pollution to waterways and surrounds caused by rubbish, as there are currently no bins provided.
- To lose these community facilities will be a great loss for the boating community and a huge disappointment to our club members after all their efforts.

Yours Sincerely,

Colleen Carriage
Secretary.
On behalf of our members and the wider boating community.

Skye McNamara

From: noreply@ballina.nsw.gov.au
Sent: Wednesday, 26 April 2017 10:11 AM
Subject: Feedback Received Wednesday, April 26 2017 at 10:11:07 AM

My Feedback Is:

Reduction of green openspace.unsightly tall apartment building completely out of character with the area.further pollution of our river and riverside amenities.

My Contact Details

Name: Mr j smith
Email: Hmandjj@gmail.com
Phone: 66868814
Fax:
Address: 15 hayman st west ballina
Preferred Contact Method: Phone
Reason for Feedback

Compliment:
Suggestion:
Request:
Complaint:
Feedback Relates To the Council Service(s)

Building Services:
Cemeteries:
Companion Animals:
Council Staff:
Customer Service Centre:
Development Applications: on
Health Services:
Parks and Reserves:
Rates and Charges:
Roads or Traffic:
Sewerage Services:
Sporting Facilities:
Stormwater Services:
Town Planning:
Visitor Information:
Water Supply Services:
Web Site Content:
Other:

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Skye McNamara

From: Gavin Veenstra <gavin@webersouthpacific.com.au>
Sent: Wednesday, 26 April 2017 1:08 PM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan

Dear Sir/Madam,

Very good to see this proposed development. It has many advantages for the community and would have my full support.

Regards,

Gavin Veenstra BEng
Product Engineer

P (07) 3841 6899
E gavin@webersouthpacific.com.au
W www.webersouthpacific.com.au



Weber South Pacific Pty Ltd

P +61 (07) 3841 6899
F +61 (07) 3841 6877
A 18 McKechnie Drive
Brisbane Technology Park
Eight Mile Plains QLD 4113
Australia



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Skye McNamara

From: Vince Smith <vince-smith@hotmail.com>
Sent: Wednesday, 26 April 2017 9:45 AM
Subject: Proposed marina

I have studied the master plan for the proposed marina. I find it difficult to envisage the actual size of the actual marina, ie, where pleasure craft would berth. I envisaged this to be much larger. Overall I am very impressed by your proposal other than what I have outlined. Also is there a need for marine workshops to be located right on the marina? As a local property owner I am greatly concerned about the impact on the sea wall on our property with increased marine vessels creating more wave action impacting greatly on the wall causing damage. There was at one time a sign indicating speed limit on Fisheries creek however that was removed a few years back by either Council or Maritime Services. We have noticed the impact already on the sea wall with water craft now speeding up & down the creek. Overall congratulations Ballina Council on this proposed wonderful asset to Ballina. This needs to be completed sooner rather than later.

Regards

Vincent Smith
2/6 Norlyn Ave
Ballina

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Skye McNamara

From: JOHN RAMSAY <ramsay_john@exemail.com.au>
Sent: Thursday, 27 April 2017 10:12 AM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan Feedback

Strategic and Community Facilities Group

We wish to formally register our objection to the Ballina Marina Master Plan on the grounds that the proposal has morphed into a residential development of unprecedented proportions on land largely set aside for Marine Industrial use.

Let's put this in context, You are proposing EIGHT Ramada size (five story or even six story is mentioned in the feasibility study) apartment blocks on the RMS site in Boatharbour Road and FOUR blocks of three story apartments around the perimeter of the boat harbour reserve, comprising in total 351 units, with an average area of 175 square metres plus THREE commercial buildings. That's upwards of 700 people with probably 500 cars between them. This is not a Marina, it's a Residential Estate.

We will be told we need this "Land Grab" to pay for a much needed Marina. So "much needed" that we will have to wait until all the apartments are built and sold before the public berths are installed. If the planned timeline is adhered to, that's around 2027 at the earliest.

The most important feature of the Port of Ballina is the open river. Even though the northern bank is mostly rock retaining walls we should resist the tenancy to further hem in the river by building High Rise (over two stories) on the water front, especially on crown land set aside for marine development. The current Ballina Marina Master Plan is a blatant land grab and if allowed to proceed in its present form, will squander valuable waterfront land for short term profit. Once this land is surrendered to residential development there will be no room for future expansion. A more far sighted plan (if community investment is needed) would be to sell or long term lease marina berths to raise capital. This would allow expansion as demand increased.

The new marina has been compared to those at Evans Head, Yamba and Coffs Harbour but none of those have been paid for by selling off prime public waterfront land. If our Marina is so much needed, why can't it support itself without the gift of the residue of 9.2 hectares of our public waterfront to the developers?

Over all I feel this Master Plan is lacking in foresight and common sense, not worth the \$225,000 spent on its production and certainly not worth the cost to the community of our loss of open space and our North Coast ambiance.

J Ramsay and Ilga Sleja
Concerned Resident Ratepayers

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W.A.T.E.R.

WATER ACCESS TO ENCOURAGE RECREATION.

ADDRESS ALL CORRESPONDENCE TO: Denis Magnay President.

148 Tamar St. Ballina.2478.

Ballina Shire Council.

General Manager.

SUBMISSION.

Ballina Trawler Harbour Proposal.

We wish to advise that we are opposed to the Proposal to develop the Trawler Harbour & the Crown Land which surrounds it. In the fashion advertised.

We consider that improvements to the existing Trawler Harbour, including Boardwalks & minimal amount of spaces for Sailing Vessels would be acceptable.

Because the proposal is a major overdevelopment of the area we prefer the land be used for a Park for the People.

RECORDS
SCANNED

1 MAY 2017

Doc No.....

Batch No.....

Denis Magnay: President

27-4-17.

DMagnay

Skye McNamara

From: Amber Dalby <Amber.Dalby@ncahs.health.nsw.gov.au>
Sent: Friday, 28 April 2017 9:37 AM
To: Marina MasterPlan
Subject: Feedback on masterplan for Marina

To Whom It May Concern

I wish to provide feedback to council on the Marina masterplan as I have a few concerns regarding the proposed plan,

Firstly the reduction in available parking space near the boat ramp for vehicle and boat trailers,

Secondly I am concerned there is no proposed cleaning tables to be able to clean fish upon return from fishing in the river or outside, as per regulations we are required to clean our catch at a designated cleaning table which the new marina has none allocated which then means the nearest cleaning location is at the sailing club which I believe is inappropriate. The current cleaning tables are always busy and already you have to wait so I wish council would reconsider this for inclusion within the new marina

Thank you for taking the time to read my feedback and consider what the options are to address these concerns
Amber Dalby

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Skye McNamara

From: J Sharp <sharpdance1@gmail.com>
Sent: Friday, 28 April 2017 10:44 AM
To: Marina MasterPlan
Subject: Ballina Marina Plan

To the Ballina Shire Council,

My husband and I just want to express our excitement over your proposed Ballina Marina Plan. We live locally in West Ballina and love the idea of being able to walk down to the Marina and actually use that block of land and the facilities you propose that will be there. At the moment it's not really usable by the public and we fully endorse your proposal.

We have heard some negativity in regards to the proposed apartment buildings and that Ballina will turn into the Gold Coast, which truly is ridiculous. Majority of Ballina's business' rely on tourism and the more people that want to come and explore our town the better. Not to mention we personally have many interstate friends that typically would stay in the Ramada and some different accommodation options would be suitable to many- not everyone wants to stay in a caravan park.

Again we are excited about the Ballina Marina Plan and sincerely hope it goes ahead.

Kind Regards
Jessica and Adrian Treen

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<BR

Ballina Marina Master Plan

Ballina Shire Council

PO box 450 Ballina NSW 2478

To Whom it may concern,

I am writing to place my objection to the proposed development of the The Boat-Harbour Marina.

We have lived directly across from this proposal for the last 20 years. We realise that progress must continue in Ballina Shire but also must state the obvious. That this development will encroach on our views and peaceful lifestyle. Traffic at a minimum at Present.. This will all change dramatically. Morning and afternoon traffic entering the Highway is already Horrendous. Another 700 plus would mean absolute disaster. We do agree that we need a Marina and Parkland but Council and Government must get things RIGHT. It should serve the Residents who have paid their Rates and Taxes over the years as well as the Community and Future Tourism. As for 5 Story Development of proposed Units, our Home is already 2 Story and feel this is quite High enough to appreciate Views and Lifestyle of this Area.

Sincerely Carol Milne West Ballina x

Michael Baldwin
39 Martin St Ballina, email: mbal8580@outlook.com

I believe the Feasibility and Demand Study (F&DS) supporting the Draft Ballina Marina Master Plan is overly optimistic. Page 11 of the Ballina Draft Marina Master plan references the Worley Parsons 2011 update of the feasibility study for redevelopment of the Ballina Trawler Harbour; this study found the best financial outcome was maintaining the status quo. From the information provided in the draft Master Plan on exhibition this remains the case.

The F&DS for the Draft Ballina Marina Master Plan, page 29, makes reference to marine industry employment, and contribution to the local economy. However, currently there are 40 employees working out of the Ballina Roads and Maritime Services Depot, 68 % of those employed currently reside in Ballina Shire. There is no guarantee that if the depot were to be relocated those jobs would be retained in Ballina Shire. The potential loss to the Ballina economy has not been considered in the economic analysis supporting the Master Plan.

The F&DS supporting the Draft Master Plan has based marina birth demand on registration of vessels over 6 metres (page 34). This is likely to have the effect of over estimating demand. Boats to 7 m are trailer able, and are more likely to be stored on land at locations other than a marina. Including boats in the 6 -7 m range will have the likely effect of over estimating demand.

The cost of intersection improvements at the intersection of Boat Harbour Road and River Street has not been included in the F&DS calculation of costs associated with the project.

The Summary of projected returns on page 13 of the F&DS includes a land purchase price of 1 dollar, it is unlikely that the crown would not expect compensation for loss of its asset. Including land costs and compensation for loss of crown assets is likely to give a negative value for the net development profit calculation.

The master plan includes the loss of at least half the trailer parking spaces available at the existing fishery creek boat ramp. There has been no inclusion of costs associated with providing for that loss at another location or indeed if another location is available to cover the short fall in community amenity.

The F&DS is very subjective, for example the relevance of swing moorings at Pittwater to Ballina is unclear. The link to the three conclusions on page 30, i.e. the potential for marine related industry to grow, the potential for commercial fishing to increase and shipbuilding and repair services from outside the LGA and the data provided is tenuous. The correlation between population growth, aging population and large boat ownership (page 7) is not evidenced. There would be a more likely correlation with a higher percentage of large income earners and large boat ownership than population and ageing.

Two similar marina developments, i.e. residential, commercial and boat births, have been approved on the Tweed River in the last seventeen years, one at Barneys Point and the other at Chinderah, neither of these proposals has proceeded, the reasons definitely in the Chinderah case was that it wasn't economical viable. This is despite the Tweed River having 120 available sea days compared to Ballina's 60 days (page 49 F&DS).

Skye McNamara

From: ANDREA LEMS <remyandlarni@bigpond.com>
Sent: Friday, 28 April 2017 4:07 PM
To: Marina MasterPlan
Subject: Marina Masterplan

To whom it may concern,

I wish to state that I think that the Marina idea is a fantastic one. Finally something to beautify that ugly trawler area. Ballina needs something like this here. A huge tidy up, esplanade & a seafood outlet would be amazing!!! This whole area has been in need of an upgrade for ages & it will look amazing.

Kind regards, Andrea Lems.

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Skye McNamara

From: Patrick Sloan <patrick.sloan@outlook.com>
Sent: Friday, 28 April 2017 5:15 PM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan Concerns

Hi there,

I just wanted to briefly express my concerns regarding the proposed Ballina Marina Master Plan. Generally I am in support of the idea however I have some issues with the proposal being; the reduction in boat trailer parking area and removal of fish cleaning facilities and the toilet block. These are regularly used facilities and valued by a significant proportion of the community. This boat ramp is very popular in peak periods and I think that any reduction in parking facilities would be a mistake.

I trust that my concerns will be considered.

Best regards,

Patrick Sloan

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Skye McNamara

From: Bernie Nichols <nichobe@gmail.com>
Sent: Friday, 28 April 2017 6:28 PM
To: Marina MasterPlan
Subject: Loading/unloading heavy equipment onto the river.

Our comment is about the need for suitable facilities to enable the safe launching of equipment that is required to carry out works on the river.

Currently the majority of equipment required to carry out works on the river is usually trucked to Ballina and unloaded by crane at either the Trawler Harbour or Fisheries Creek public boat ramp.

We notice that Fisheries Creek ramp will remain in the new development, but it is unclear if trucks and cranes will be permitted and or able to negotiate easy access to the site. The only other suitable launch site would appear to be the public ramp at West Ballina adjacent to the caravan park. Operating heavy equipment on public ramps and car parks can be problematic. Deeper drafted vessels may also encounter difficulties accessing the river from Emigrant Creek.

We would like to thank Council for recognising the need to expand our marine infrastructure and facilities.

Kind Regards

--
Bernie Nichols
Ballina Slipway & Marine Services Pty Ltd

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<BR

Skye McNamara

From: Guy Russell <guy.russell@crowmland.nsw.gov.au>
Sent: Friday, 28 April 2017 3:19 PM
To: Marina MasterPlan
Cc: Andrew Dooley; Dennis Buttigieg; Marwan El-Chamy; Derek van Leest; Phillip Fogarty; Andrew Hartley; Garry Clarke
Subject: Ballina Marina Master Plan

Ballina Trawler Harbour / Marina Master Plan

Department of Industry Lands notes Council is engaging with the community on this project.

Council is also aware that Department of Industry – Lands is involved in a parallel process for strategic planning in relation to all its ports. Both consultations close on 28th April.

The findings of our on-line consultation will not be available until late May/early June so it is not possible to provide any input from this work to Council's master planning at this stage.

Department of Industry - Lands has some reservations about aspects of Council's apparent preferred option, the design development based on 'West Option 2'.

The Department's preference would be to discuss these with Council in the first instance, with a formal submission to follow.

We note however, the overall direction of the plan is consistent with the Department's strategic direction and we look forward to working with Council to refine the design in the next stage of technical and environmental planning.

Regards
Guy

Guy Russell | Manager Assets & Climate Change | Crown Lands

NSW Department of Industry – Lands

Level 4 | 437 Hunter Street, Newcastle |

NSW 2300 | PO Box 2185 | Dangar NSW 2309

T 02 49254148 | F 02 4925 3452 | M 0467 740 662

E guy.russell@lands.nsw.gov.au | www.crowmland.nsw.gov.au

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<BR

Skye McNamara

From: Keith Sloan <keith.sloan@bigpond.com>
Sent: Friday, 28 April 2017 12:46 PM
To: Marina MasterPlan
Cc: keith.capt@gmail.com
Subject: Ballina Marina Master Plan

Ballina Council Members,

I am writing to express considerable alarm at the implications of the Ballina Marina Master Plan for trailer boat owners in Ballina.

The proposed plan if implemented would significantly decrease boat launching facilities for trailer boat owners in Ballina, as the existing fisheries creek ramp is the only functional ramp (of 5 in the town) for boats larger than small dingies or tinnies. The two ramps leading straight into the Richmond river upstream from the RSL are too affected by wind, wave and river flow for safe launching and have no functional boat tie-up facility or pontoon for post launch and pre retrieval activities. The ramps in North Creek and at the Yacht Club are located in too shallow water for use by all but the smallest trailer boats. A quick inspection of the ramp parking areas on any weekend would quickly reveal that the Fisheries Creek Ramp is the only ramp used by the vast majority of local boat owners.

The draft plan is thus based on the false assumption that trailer boat owners are well catered for by the existing 5 ramps and adjacent parking facilities in Ballina.

The plan shows reduction in the boat trailer parking area and removal of toilets and fish cleaning facilities from the fisheries creek ramp proximity. This reduction in facilities is unacceptable. In peak holiday periods the existing parking area can fill up, the toilets are frequently used and the fish cleaning facilities are an important convenience for fishers.

The provision of dry boat storage and associated facilities at the fisheries creek ramp will lead to further congestion at an already stressed site.

The consultant report focuses on the likely growth in boats over 6 metres and expresses these growth rates in percentage terms. However, extrapolation from the report would show that projected growth in the absolute numbers of boats under 6 meters is likely to be of the order of at least three fold that of boats over 6 metres. This growth if realised will lead to excessive pressure on the fisheries creek boat ramp and parking area. Furthermore the report fails to recognise that a considerable proportion of boats over 6 meters, in the 6 – 7.5 meter range, in regional locations are more typically stored at the owners residence than in commercial facilities. Growth in these boat numbers (over 6 meters) will also put pressure on ramp facilities. Already in peak periods boaters face waiting times of half an hour or more to access the fisheries creek ramp.

Other councils up and down the coast have been pro-active in improving facilities for trailer-boat owners. This plan if adopted would indicate that Ballina council is pushing in the other direction, to further discourage use of our river by most boaters.

In social equity terms the proposed plan alienates lower and middle income residents of the shire and visitors (who can only afford smaller boats) in favour of rich tourists, rich visitors and developer/investors.

For the record I am a resident of Ballina, living at 6 Angels Court, East Ballina.

Sincerely

Dr Keith Sloan FCPA FWCI MAICD AFSIPMM

Mobile +61 418680099

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To whom it may concern,

I am writing to you in regards to the Marina Master Plans that have been published on the Ballina Shire Council website. As a resident who lives in close proximity to the current Trawler harbour site, I find it important to share my views, points of concern and ideas for improvement for you to consider when deciding whether or not to go ahead with the proposed plans.

I have lived close to the trawler harbour site for more than 20 years and have witnessed firsthand the need for a new harbour/marina to be constructed in the area. The plans you have published may look impressive, and this area would be useful for a new marina, however there are several things that you may need to consider before making any further decisions.

Looking at the draft plans it is clear that the Marina is not much different in size to the original harbour site. This to me does not make any sense as there are two very generous size blocks of land that can be utilised in the construction of the new marina. Instead the majority of the land is being proposed for residential and commercial buildings, most of which are not placed with much care. Is this really a Marina, or is it a residential development? You have enough land in this area to build something that will last and will not need to be upgraded in size in 20 to 30 years' time.

Possibly the most major point of concern I have for the proposed plans is that you have decided to place approximately 12 3-5 storey residential buildings all in the space of 1 block. Even with a booming property market, this does not seem like a good idea from any point of view other than that of those who are trying to make a profit. If Ballina is in need for so much more housing, why hasn't this been spread out over Ballina? For example; The New Quays Estate, Ballina Heights, Angels Beach Estate, Fern Grove Estate and River Oaks Estate of which comprise of single blocks of land and no apartment blocks what so ever. The Apartment blocks in River Street have not even been constructed and they are not even completely sold yet, so why do we need 12 monstrous apartment blocks in close proximity to each other?

I pose the question again: Is this meant to be a marina, or a land development?

I agree it would be nice to have a restaurant/café/co-op close to the new marina, however due to the sloppy placement of the residential buildings, the commercial buildings proposed in these plans look out of place and would only be an eyesore to those who live in close proximity. Perhaps the paddock currently on the right hand side of the plans where one small commercial building has been proposed could be used as a family area with a playground and covered eating area. This may be a more appropriate use of this space especially if the residential buildings are going to be approved.



In light of the recent storms another point for consideration is flooding. Having lived in this area for as long as I have I am aware of how soggy and flooded this area can become. In fact, the SES doorknocked our house in the recent weather event as they had fears that the river (Trawler site) would flood across the paddock up to the street line. With the new marina being proposed to sit so close to the existing residential buildings, what will be done to combat flooding if another major weather event should occur?

Due to the amount of apartment complexes you have placed in this proposal there are several important things that should be considered including the safety of all residents, both existing and those of the proposed developments. Having a large number of people cramped into the one space can/will cause safety concerns, how will these be combated? Traffic and parking will become a nightmare, especially with one single roundabout proposed in your plans. Will the roads be upgraded to compensate for the amount of traffic that will be created? Or will the residents in the surrounding area have to continue to dodge potholes and dips? Will a new bridge be built to compensate for the increased number of cars that will be on the roads, considering that the Fishery Creek Bridge is the only time effective way to get from West Ballina to Central Ballina.

The health of the river has been a major talking point with the community for some time now. It is clear that there are many steps needed to be taken in order to restore our river system to a healthy state for all to enjoy. However, by placing a large residential area and a larger area for boats, there is much thought needed as to whether our river can take the extra strain. Pollution from rubbish, chemicals and fuels will surely do more harm than good and the proposed development will not provide any relief, but will only make things worse.

If these plans for the new marina are to go ahead, there will be a need for proper toilet facilities made available to the public. Will these be provided? And who will maintain the cleanliness of these and the surrounding area?

While thinking about the current harbour site, I have become aware that the new marina will not allow space for the trawler workers to complete maintenance on their nets and cables, which up until the recent dredging of the harbour, have been carried out in the paddocks where there is available space. Where will these trawler men be able to complete works on their cables? And a better question again? Will there even be space for the trawlers, or will the council be more interested in grabbing money from the other docks?

The cost of this marina would be astronomical to the Ballina community. Will our rates be skyrocketed again like they were to refurbish the swimming pools? Or will this be covered by the government? Who will be responsible for paying for any maintenance to this area?

The last point of concern I have is the location of the diesel tanks that currently sit between the harbour and the RMS site. Will these stay in the same spot or will they be moved when the works start on the marina?

I understand that the council will do whatever they want with the land anyway, however can you please take into consideration the opinions and thoughts of the people who already occupy this area. Please consider the fact that we will have to stare at 12 ugly apartment buildings for years to come if these plans are confirmed. Please do what is right for our community and not what is right for the pockets of those who will benefit from the development of so many buildings. Not everything about the master plans are bad, but not a lot of it is useful to our community. If we need a new Marina let's get it right from the start.

Thank you for your attention and consideration.

Kind regards,

Residents of Sunnybank Drive.

To the Strategic & Community Facilities Group

Please find 5 sketched plans for the RMS &
Trawler harbour site

Bigger harbour

Most parking on the outer rim of site

More open public space

Residential & Commercial developments
access from Boatharbour Rd, Sunnybank Dr

& New road on western side of site

No need for a round-a-bout

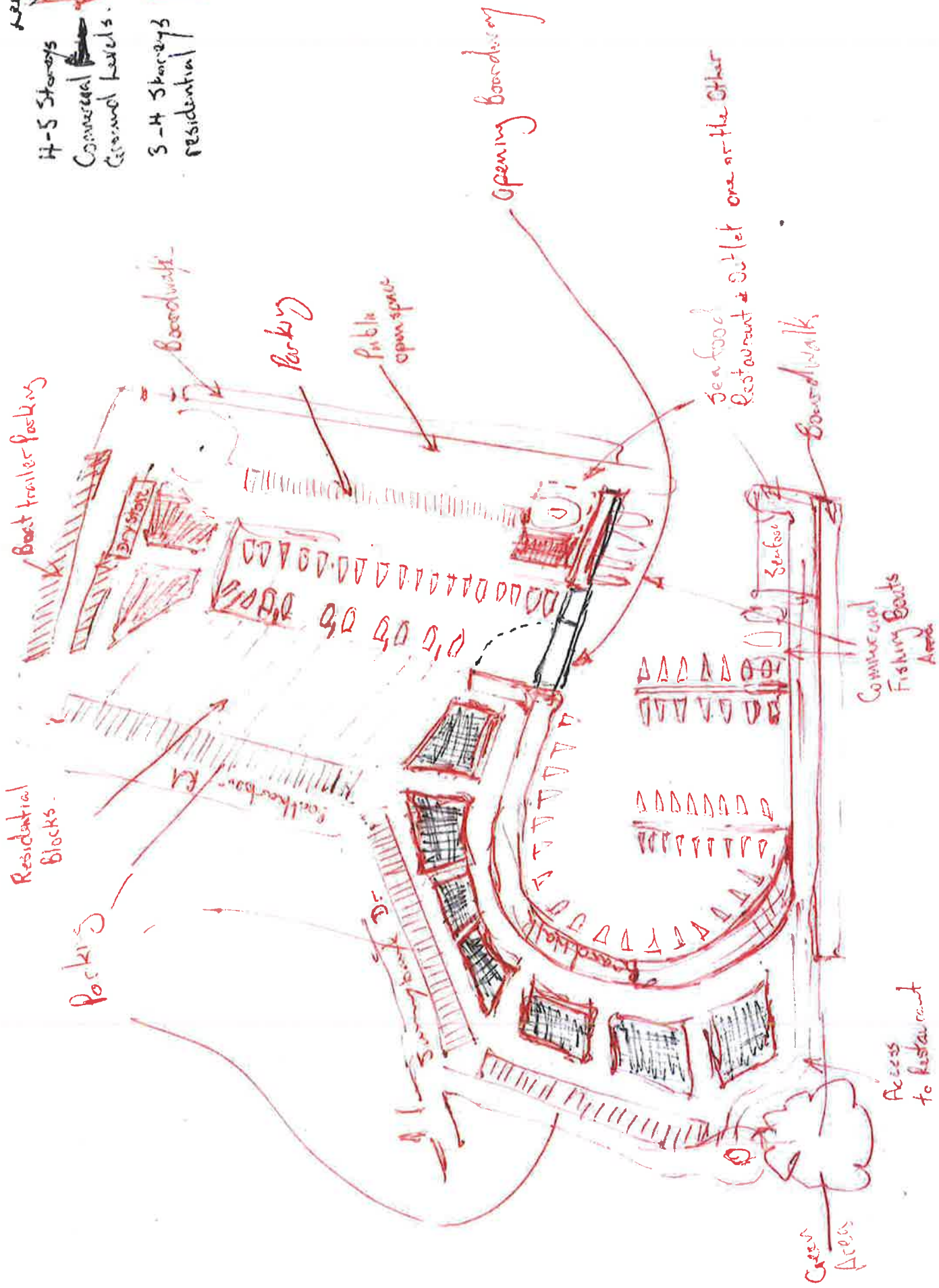
Please call me for more info

Douglas Lee

0418 477 755

RECORDS SCANNED
1 MAY 2017
Doc No.....
Batch No.....

- 4-5 Storeys Commercial levels
- 3-4 Storeys residential



Opening Boardway

0418 477 755 DOUGLAS LEE DESIGNS.

Ballina Environment Society Inc
PO Box 166 Ballina
NSW 2478 Australia
Email: BES2478@gmail.com
Ph: 0421-551-768



SUBMISSION ON DRAFT BALLINA MARINA MASTER PLAN

BES has three main points of contention with the master plan:

1. Building heights
2. Development density
3. Future requirements for a marina in Ballina

BES objects to a rezoning that allows further devolution of the two storey height limit in Ballina Shire by spot rezoning to increase height limits outside the CBD and permit 5 storey development in a residential zone, setting a dangerous precedent for future development applications.

BES questions how the over-development of this public land will provide for future expansion of Ballina's marina, without impinging on the river, given the proposal to develop the surrounding public land for five storey units.

If a marina is a commercial benefit to Ballina, why is public land being used for multi-storey development to fund this, when the development will hinder the future of the marina.

Although integrated development may appear beneficial for such a condensed development, do Ballina businesses need more competition outside the CBD.

The entry to Ballina should be treated with greater respect than to overdevelop public space with a plan that breaches development guidelines. Open space showcasing the marina and boat ramp would be a better use of the RMS site.

The size scale and bulk of this development is not in the public interest. Utilising public land for multi-storey development is inappropriate and BES recommends rejection of the marina plan as proposed.

Prepared by Fiona Folan

1 May, 2017

Skye McNamara

From: Marina MasterPlan
Subject: FW: Ballina Marina Master Plan - Feedback - Gaunson

From: Matthew Wood
Sent: Tuesday, 2 May 2017 2:37 PM
To: Skye McNamara
Subject: Ballina Marina Master Plan - Feedback - Gaunson

Skye,

I have spoken with Mr Graham Gaunson on the phone and he has provided the following feedback:

- Does not support the high rise residential development and prefers no residential development on the site.
- Supportive of commercial elements and facilities for boat users and site visitors (e.g. café, chandlery)
- Prefers to see more public spaces, fishing areas, walkways etc.

Mr Gaunson indicated he would like his feedback over the phone recorded for inclusion as a submission.

Matt.

Matthew Wood
Acting Group Manager



ballina.nsw.gov.au | discoverballina.com
p: (02) 6686 1289 | f: 02 6686 7035 | m: 0409 090 431

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Skye McNamara

From: Ros Z <roslynzem@gmail.com>
Sent: Tuesday, 2 May 2017 2:25 PM
To: Marina MasterPlan
Subject: Ballina Marina Master Plan

I don't agree with the redevelopment of the land at West Ballina known as the boat harbour. If there is going to be any redevelopment it should be just turned into parkland for public use, with perhaps toilets & seating. Water front land should always be kept for public use. We need a new bridge over Fisheries Creek, how can this happen with the proposed development? There will be a marked increase in traffic flow, so how is this going to be addressed? I love this little piece of untouched foreshore and use it regularly and don't want to see it changed. (except get rid of the eco-bags) I don't want to see Ballina turned into another Gold Coast.



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Skye McNamara

LATE

From: Marina MasterPlan
Subject: FW: Ballina 'Marina' Master Plan - Submission

From:
Sent: Thursday, 4 May 2017 11:33 AM
To: Marina MasterPlan
Subject: Ballina 'Marina' Master Plan - Submission

Hello,
Following is my submission.
I would like my name and address withheld from publication.
Thank you,

I object to the 'Marina' plan as it is more like a sell off of prime public waterfront land and Gold-Coastification of our beautiful area.

I also object to the increasing population from immigrants at a time when Australia and other developed countries should be setting an example by stabilising population growth and helping other nations to do the same.

Australia is not a big country like the United States. All of our rivers would fit into the Mississippi. We need to have a much smaller population and yet Australia has about the highest immigrant intake per capita of any developed country.

(See Sustainable Population Australia.org for the reasons why overpopulation is the cause of so many problems.)

A marina might be suitable but not this land grab. Other north coast marinas were built without selling off public land.

I cannot see how Ballina council would approve of something like not one but eight five-story Ramada monstrosities on the site plus four blocks of 3-story apartments and commercial buildings.

There are too many cars in Ballina as it is. Tourists don't want to come to another noisy suburb. Tourism is gained by preserving the high environmental values of this area, open space and country town feel. Perhaps a small scale marina would be suitable if it's in keeping with the quiet beauty of the area.

Population over a certain point reduces quality of life and we have reached that point. (p.s. Vote for the Sustainable Australia party.)

Thank you.

Skye McNamara

LATE

From: mzc curtain@optusnet.com.au
Sent: Friday, 5 May 2017 11:42 AM
To: Marina MasterPlan
Subject: Looks like everywhere else

Good Morning

Trawler Harbour this land is not owned by council so do the ratepayers pay for the lease.

I think the Master Plan is boring and expensive "it looks like everywhere else". Some of the plan lacks creative, intuitive, practical and use of commonsense

The purpose of Trawler Harbour is a working commercial area requires safe entry and exist, boat mooring and access for vehicles (trucks) and parking, a dry dock area for repairs, a shelter for working on equipment, toilets and showers

These requirements are basic to these business people, have you asked them. This area should be away from residents and visitors.

Government Agency Area should also have easy access, quick car parking facility, shelter and security.

Other boat mooring may require their own dry dock with a car park area allocated to them.

Ballina CBD should never exceed three (3) storeys above ground and have at least two (2) car parks per apartment, I do agree Ballina CBD has a major issue with public housing as it does with car parking.

Moving with the times the boat ramp could be designed for wheelchair access. With the redevelopment more people will use this area because it is safer tidal entry to the Richmond River for Recreational Fishing persons

therefore a bigger area for car and boat trailers would be advisable. The toilet facility in place is great.

An open space for picnics, a sheltered children's spectacular playground, barbeques, and toilets is great, remember it rains a lot.

Sorry seriously a restaurant we have restaurants in Ballina CBD which are empty and haunting with no car parking. Any commercial business like an ice cream/ lolly shop, a wine bar and a

Asian style café or children friendly burger shop might do the trick with car parking.

In my opinion the Council needs to concentrate on what they have on their plate and stop coming up with ideas to please their ego.

I am not on Council so I do appreciate your time and efforts, thank you

Mandy Z Curtain

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AUSTRALIAN MARINA MANAGEMENT PTY LIMITED



Ballina Marina Master Plan



BALLINA TRAWLER BOAT HARBOUR

INDUSTRY COMMENTARY

MAY 2017



AUSTRALIAN MARINA MANAGEMENT PTY LIMITED

BALLINA BOAT HARBOUR PROPOSED MASTER PLAN MARINA INDUSTRY COMMENTARY

INTRODUCTION

The Draft Ballina Marina Master Plan issued for discussion in March 2017 has been examined in detail with the view to providing input and comment from national marine industry bodies, Boating Industry Association and Marina Industries Association.

From a marina industry perspective, the following comments are submitted by Australian Marina Management Pty Limited and summarises discussions held with Department of Planning staff at Ballina Shire Council on 20th April 2017.

Plans for the redevelopment of the Martin Street Boat Harbour were noted. Whilst a small expansion to berthing of vessels is proposed in the options for the Martin Street facility, these berths, being relatively few in number, were not considered for the purpose of the commercial marina proposals for the Ballina Trawler Harbour redevelopment.





AUSTRALIAN MARINA MANAGEMENT PTY LIMITED

Ballina Marina Master Plan

INDUSTRY COMMENTARY

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APPENDIX 'A' – MARINA BERTH DEMAND

APPENDIX 'B' – DRY-STACK VESSEL STORAGE



1. MARINA BERTH DEMAND AND BOAT STORAGE

The draft Ballina Marina Master Plan has provided for a marina of only 100 berths of which 17 are intended for use by the local commercial fishing fleet vessels. This number of vessels seems totally inadequate and falls extremely short of meeting the demand which will be generated for modern marina berths for larger recreational vessels.

Attached to this commentary, at Appendix 'A', is a detailed commentary on the anticipated berth demand for the proposed redevelopment of the Ballina Trawler Harbour.

The conclusion of the commentary is that **the Ballina Trawler Harbour be redeveloped into a modern marina with 200 floating berths for recreational vessels and 20 berths for local and visiting fishing vessels.**

The demand rationale for the number of 200 marina berths for recreational vessels is set out in the Appendix.

2. HARBOUR DESIGN AND MARINA BOAT SIZE DISTRIBUTION

It is noted that the preferred overall design in the Draft Master Plan document is West Option 2.

Considering that a key focus of the proposed redevelopment of the Ballina Trawler Harbour was to develop an international standard modern marina to satisfy community demands for recreational vessel berthing, this option has not allowed for very much expansion of the existing basin and will provide for only a token increase in recreational vessel berthing.

The desk-top demand analysis in Appendix 'A' underlines the strong demand that exists in the Region for modern on-water storage for larger vessels above 8m in length. It recommends a marina facility for 200 vessels be adopted which is consistent with a previous study by GHD.

Arising from Appendix 'A' and Item 1 above, in order to accommodate a commercial marina of 200 vessels of varying sizes, plus a small commercial fishing fleet facility with up to 20 vessels, the draft harbour area will need to be much larger than that allowed for in the preferred draft plan.

Comments will be made about the overall draft Master Plan design later in this submission and this section will deal only with the marina design and marina layout.

The design for the marina pontoons shows that the access to the three arms of berths runs off the southern wall of the harbour. Accepting that this may just be artistic licence, it should nevertheless be noted that this location for the access to the marina pontoons is not suitable for the following reasons:-

- distance from marina management and security
- distance from carpark
- very restricted access for emergency services
- vast distance from commercial buildings which presumably will have retail outlets.



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2. HARBOUR DESIGN AND BOAT SIZE DISTRIBUTION (CONTINUED)

Another questionable aspect of the marina design, as shown in the draft Plan, are the vessels berthed or located around the public esplanade.

This is a very costly way of mooring vessels. Because of tidal variations these vessels will need individual access ramps and mooring piles. Once again security is a potential problem with the vessels open to the public esplanade 24/7. Individual security gates are expensive and detract from the visual pleasures of the waterway itself.

The design of the marina should also allow for the marina pontoons to be arranged in such a way that the berths are oriented for user friendly and safe navigation taking account of the prevailing winds such as the summer Nor' Easter.

This is not a major issue for discussion in this paper. When all the other ingredients are in place, the marina layout design can be finalized. The basic requirement is to have space for 220 vessels.

As a guide, for the commercial marina boat size distribution, it is recommended that the following number of vessels, by size, be adopted to satisfy the expected demand well into the future:-

<u>Size of Vessel</u>	<u>Number of Berths</u>
10m	48
12m	72
15m	56
18m	12
20m	8
24m	4
Total	200

Australian Marine Management will be pleased to assist the project architects with the harbour design and marina pontoon layout arrangement if desired.

The marina pontoons can also be designed to be constructed in stages such as, for example, 80 berths in Stage 1, 60 berths in Stage 2 and 60 berths in Stage 3.

3. DRY-STACK BOAT STORAGE

It is noted that in the draft master plan drawing, there is a small area in the vicinity of the existing boat ramp marked as 'dry storage for boats'. It would appear that the plan may not have seriously considered dry-stack storage for vessels as an additional economic generator to add to the overall viability of the recommended 200 berth floating marina.

It is recommended that consideration be given to incorporating a dry-stack boat storage facility with capacity for up to 120 vessels.



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3. DRY-STACK BOAT STORAGE (CONTINUED)

Ideally, for financial feasibility, any dry-stack storage facility should be linked with the marina in which it operates. This commands optimum revenues and ensures a quality client experience common with that for the marina's on-water boat owners.

There are various options for dry-stack vessel storage buildings. Today many have facades, architecturally designed, which are attractive and not industrial in appearance.

At Taraunga in New Zealand, there is one very modern dry-stack facility, Fort Nautilus, which has been incorporated into high-end expensive waterfront apartments.



FORT NAUTILUS APARTMENTS AND DRY-STACK VESSEL STORAGE

Attached at Appendix 'B' is a detailed outline of dry-stack (or rack and stack) vessel facilities with associated information.

4. CAR PARKING

The draft Ballina Marina Master Plan shows car-parking spaces around the public esplanade. It would be preferable for parking spaces to be allocated behind buildings away from the waterfront. Car parks are unattractive and the waterfront areas are for the visual pleasure and safe enjoyment of patrons and visitors to the marine precinct.

As to car park requirements, the Australian Standard AS3962-2001 *Guidelines for Design of Marinas* specifies marina and dry-stack parking requirements as:

Car parking for marina activities, as follows:

(i) Spaces to be provided per wet berth designed for boats 0.3–0.6.

(ii) Spaces to be provided per dry berth 0.2–0.4.



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4. CAR PARKING (CONTINUED)

To calculate car park spaces for the 200 marina berths and 120 dry-stack spaces it is recommended that .04 spaces per wet berths and .03 spaces per dry space be adopted. This equates to 80 spaces for the marina and 36 spaces for the dry-stack storage facility.

5. FISHERMANS CO-OP AND FISHING FLEET BERTHS:

Considering the various hours during which fishing trawlers operate, it is recommended that the harbour be designed to permit the pontoons for the 18 to 20 berths for the fishing fleet and other commercial vessels to be located as near to the harbour entrance as possible.

It is also recommended that the berths for the commercial fleet **be located on a special arm of pontoons separate from the recreational vessel berths**. This will avoid the potential for conflict of interests.

It is also considered appropriate that the lease for the fishing fleet berths should be vested in the Fisherman's Co-op and be separate from the marina water lease.

To address overall harbour environmental management requirements however, the Fisherman's Co-op should participate in a Ballina Harbour Management Committee with the responsibility for implementing and maintaining the Ballina Marina Environmental Management Plan.

It is understood that the Fisherman's Co-op supplies fuel to the fishing fleet vessels. For the proposed new marina, access to refueling for recreational vessels will need to be considered. It would be expensive, and not practical, to create a second tier of fuel services. Availability for the recreational vessels to obtain fuel from the Co-op should be explored.

6. TOURISM CHARTER VESSELS

The marina should be designed to ensure that charter vessels offering tourism activities are berthed in a location convenient to a general passenger boarding pontoon which can be suitably located in the vicinity of the marina offices or retail outlets and readily accessible to visitors.

7. MARINA OFFICE AND AMENITIES

Ideally the Marina Administration Office should be located in a position which gives it as much view of the harbour as possible and also the marina entrance.

Bathroom and shower amenities are essential as well as a laundrette with coin operated washing machines, drying machines and ironing facilities. These amenities may be located for example in a building associated with the marina offices.

In addition the marina office should have an ATM facility.



AUSTRALIAN MARINA MANAGEMENT PTY LIMITED

8. RETAIL AND COMMERCIAL OUTLETS

(a) Fisherman's Co-op

It is proposed that the Fisherman's Co-op will establish a building in which it will process the daily catches for retail and wholesale sales. This building should be located as close to the fishing fleet vessel berths as is possible.

The Co-op should be encouraged to incorporate a public observation platform to enable visitors to the marina to see, in safety, the fish handling operations.

The Co-op should also be encouraged to establish a retail shopfront on the marina for sales of fresh and cooked sea-foods.

(b) Retail Outlets – Other

Ballina Marina precinct can become a vibrant focal point for locals as well as visitors. Nelson Bay marina in Port Stephens is a good example of a vibrant waterfront precinct.

Considering the number of residential dwellings proposed for the marina precinct, and considering the needs of visiting vessel passengers, a small supermarket would seem very desirable such as an 'IGA with Liquor' operating from 7:00am to 9:00pm daily.

As additional features of the waterfront, to attract the wider community in Ballina and surrounds, two or perhaps three good restaurants offering daily lunch and dinner services would be desirable.

Other retail outlets which would be desirable in the marina precinct would be:

- Coffee Shop and Bakery – with Breakfasts
- Resort style clothing – mens and womens
- Pharmacy and Giftwares
- Newsagency and Tourism Information Centre
- Ice Creamery and Refreshments
- Fishing tackle with some chandlery
- Charter Boat Offices

In addition, public toilets, including disabled amenities, will need to be incorporated into the public spaces.

Depending upon the number of residential dwellings ultimately created and occupied in the marina precinct, it may be possible that health care professionals are attracted to the commercial properties as well as other professionals such as hair-dressers.



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9. TOURISM DEVELOPMENT

Of some concern is that the draft Master Plan has not identified, nor proposed, any major tourism development. It is uncertain from the documents if demand and feasibility studies for a tourism development have been undertaken with negative results. That seems unlikely.

With an attractive waterfront location, in a region renowned for its tourism attractions, it is considered tourist accommodation would be appropriate for the area under consideration and would help drive the economic viability of the precinct.

Ballina Airport now services Melbourne, Sydney and Newcastle. Brisbane is within a reasonable driving distance. Ballina is thus well placed as a tourism and conference destination.

Tourism properties are proven employers of younger people. For example, The Anchorage Port Stephens Resort and Marina opened in 1992 with 90 rooms and a conference centre. It created 62 permanent and 30 casual new jobs of which 80% were filled by persons under 25.

Similar to other areas in Australia, youth unemployment in the Richmond electorate at March 2016 was 17.4%. A new tourism development would to some degree help address this situation.

Marina patrons will certainly patronise the commercial businesses at the Ballina Marina precinct. However, they will usually only utilise their vessels at weekends. Thus the commercial businesses will be quite reliant on the local community for their sustainability. With tourism accommodation, guests from a hotel development in the precinct would provide added impetus to the economic and employment sustainability of these waterfront businesses.

10. MASTER PLAN STAGING OPTIONS

In so far as the marina development is concerned, the staging plan set out in the draft Master Plan to defer the main marina development until Stage 5, is quite unsatisfactory.

All of the studies preceding the HillPDA study, demonstrated a high demand for on-water berths for recreational vessels in Ballina with the potential to redevelop the existing Ballina trawler harbour into a modern floating marina facility.

The recommendation by GHD for a marina development of 200 berths seems to have been overlooked as a medium to longer term solution to boat storage demand.

The draft Ballina Marina Master Plan has now been presented with considerable focus on residential apartment development.

It appears that the primary, or original, intent of developing a modern marina boat harbour, as the key 'shop window' for a vibrant maritime precinct, has been relegated to Stage 5 and without any tourism development for support.



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10. MASTER PLAN STAGING OPTIONS (CONTINUED)

Whilst it is understood, from a financial perspective, that the development and sale of residential properties may provide funds for the marina excavation and construction, it is not acceptable that the main marina development is not proposed to happen until Stage 5. Given the right ingredients, the private sector will fund the marina and dry-stack development.

It is our view that the marina development needs to be fully brought forward to Stages 1 and 2 and alternative methods of funding for it explored – including with the private sector in which, as stated, given reasonable tenure for the marina and dry-stack property, there will be investors.

The real risk in leaving the main marina development until Stage 5 is that the marina development may NOT and possibly WILL NOT happen. Breakfast Point on Sydney's Parramatta River is a case in point.

At the prestigious Breakfast Point redevelopment, a marina was included in the development Master Plan. The developer proceeded with the construction of some residential apartment buildings and did not, at the time, pursue the Development Application for the marina being on Maritime lands. After two years of apartment construction and sales, the developer proceeded to lodge a DA for the marina – only to then be faced with a myriad of objections from the very same Breakfast Point residents to whom he had sold properties. After unsuccessful Land and Environment Court hearings the developer finally abandoned the marina proposal.

NSW Maritime, as landowner, were supportive of the Breakfast Point marina proposal and the developer would in fact have obtained development approval had he applied prior to the construction and sale of residential apartments.

In the Staging Plan of the draft Ballina Marina Master Plan, it is noted that by Stage 4, some nine (9) residential apartment developments are proposed to have been developed with the main marina development slated for Stage 5.

What the time frame is, in Ballina, to have nine residential apartment buildings developed, sold and occupied is not stated. The reality is that it will likely take some five to seven years to achieve the desired development and sales. In the meantime, despite evidence of strong community demand, the proposed marina development remains incomplete and community demands are unfulfilled.

Having regard to population and boat ownership statistics, in NSW, it is only around 5% of the population who participate in boating.

Thus with nine apartment buildings proposed for the Ballina Trawler Harbour area, there is the potential for a large number of objectors to the marina component of the Ballina Marina Master Plan.



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10. MASTER PLAN STAGING OPTIONS (CONTINUED)

It is strongly recommended that Ballina Council should arrange to lodge a development application for the complete marina proposal and have development consent in place BEFORE the first residents occupy the proposed Stage 1 waterfront apartments. Unless that can be achieved, then, there is real risk the marina development will NOT eventuate.

Finally, as has been stated earlier, it is again strongly recommended that the proposed complete marina development is brought forward into Stages 1 and 2 of the Staging Plan and not left to Stage 5.

With development consent for the marina proposal in place, some 'substantial commencement' works can be undertaken in Stage 1 with the marina development completed in Stage 2.

11. STRATEGIC PARTNERSHIP

To achieve the extent of development being proposed by the Ballina Marina Master Plan will require both financial and human resources in order for milestones to be achieved in the anticipated time frames. With this in mind, Ballina Shire Council may consider the value or otherwise of establishing of a specific Ballina Harbour development organisation in association with the NSW State Government.

Honeysuckle Development Corporation (HDC) offers an excellent example of a government-led organisation with the charter to concentrate on and achieve development objectives in association with local government and the local community.

Formed by the State Government in 1992 to transform 50 hectares of surplus government land, and initially funded from the Commonwealth/State Building Better Cities program, HDC (now Hunter Development Corporation) opened up Newcastle Harbour to the community and created quality residential, commercial, marina and recreational waterfront areas, unlocking lifestyle, economic and environmental benefits for the city.

Included in the achievements of HDC was the establishment of a commercial marina with the development of it being funded from the private sector by Newcastle Cruising Yacht Club. Prior to its ultimate development, in earlier years, HDC could not obtain any worthwhile expression of interest from intending investors. This was largely due to the reluctance of investors to fund expensive environmental impact statements and risk possible political development application refusal by the then Newcastle City Council which was in political disarray at the time.

To overcome this situation it was recommended that HDC itself should obtain development consent for the marina and then put the development opportunity out again to public expressions of interest with the DA in place. The response from the public sector was very strong and positive. The outcome was that HDC earned a premium of \$1 million from the successful bidder (Newcastle Cruising Yacht Club Consortium) and the marina was built.



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BALLINA BOAT HARBOUR PROPOSED MASTER PLAN MARINA INDUSTRY COMMENTARY

APPENDIX 'A' – MARINA BERTH DEMAND

One of the concerns about the draft Ballina Marina Master Plan is that it proposes a new floating marina for only 100 berths of which 17 berths would be reserved for the commercial fishing fleet.

It is considered that the forecast demand for on-water marina berths at Ballina, as set out in the March 2017 Draft Feasibility and Demand Study by HillPDA Consulting, is very conservative and worthy of review.

Ballina Shire Council will likely have only one opportunity to redevelop the Ballina Trawler boat harbour and the adjoining Government lands. As such, development proposals should address the long-term boat ownership demands, including the undoubted latent demands, which in turn will drive the demand for on-water boat storage of larger vessels in the range of 8.0m and above.

Over many years there have been a number of studies undertaken to estimate and forecast demand for on-water marina berths throughout NSW generally with some specifically undertaken for the NSW North Coast.

GHD Study – 2005:

In 2005, GHD completed a study for Ballina Shire Council entitled *Lower Richmond River Recreational Boating Study*.

Amongst other recommendations, this study recommended that, within a 5-10 year time frame from the 2005 report, a redevelopment could be undertaken of the Trawler Harbour and RTA Depot with the incorporation of up to 200 floating marina berths and commercial development components.

NSW Maritime Study - 2010

In July 2010, NSW Maritime, as it was then known, published a study entitled *NSW Boat Ownership and Storage: Growth Forecasts to 2026*.

Included in that study was a table which showed that, at June 2009, the NSW North Coast Region (Forster to Tweed Heads) had a total of 31,329 registered vessels. Of these 29,425 were recreational vessels, 655 were personal water-craft (jet-skis) and 1,249 were commercial vessels.

This study predicted boat ownership growths from 2009 to 2026 by two methods – linear growth and growth based on population forecasts. From the study, the growth predictions for the NSW North Coast Region are shown in the following table:-

REGIONAL BOAT OWNERSHIP PROJECTIONS
NSW NORTH COAST

Registered Vessels	Actual 2009	Forecast 2026	Increase
Linear Growth Projections	30,080	62,741	32,661
Population Growth Projections	30,080	43,867	13,787

NSW MARITIME BOAT OWNERSHIP AND STORAGE: GROWTH FORECASTS TO 2026 - JULY 2010

Based on the linear growth method from 1999 to 2009, this study projected that, in the NSW North Coast Region, ownership of recreational watercraft (including PWC's) would increase from 30,080 vessels in 2009 to 62,741 vessels in 2026 – a total of 32,661 registered vessels.

Based on the population growth method, the study projected that, in NSW North Coast Region, ownership of recreational watercraft (including PWC's) would increase from 30,080 vessels in 2009 to 43,867 vessels in 2026 – a total of 13,787 registered vessels.

The study further forecast growth by boat size distribution between vessels under and over 6.0m in length. The following tables show the growth predictions by size of vessel using two methods – the ratio at 2009 and the ratio based on historic growth over the 1999 to 2009 period:-

REGIONAL BOAT OWNERSHIP PROJECTIONS – 2026 BY SIZE
NSW NORTH COAST

Linear Growth Forecasts	Under 6.0m	Over 6.0m	17-Year Growth
Based on 2009 Ratio of Sizes	30,375	2,286	32,661
Based on Historic Growth	29,362	3,299	32,661

Population Growth Forecasts	Under 6.0m	Over 6.0m	17-Year Growth
Based on 2009 Ratio of Sizes	12,822	965	13,787
Based on Historic Growth	12,395	1,392	13,787

NSW MARITIME BOAT OWNERSHIP AND STORAGE: GROWTH FORECASTS TO 2026 - JULY 2010

Based on the historic growth methodology being the one most likely to be applicable for the ratio for boat size distribution, the above tables indicate that by 2029 the growth in ownership of vessels 6.0m and above in size, in NSW North Coast is forecast to be between 1,392 vessels and 3,299 vessels. This projected growth in ownership of larger vessels will substantially drive demand for on-water marina berths. Unless however some new on-water marina berths are created in the NSW North Coast during the forecast period, the projected growth in larger vessels is unlikely to be realised.

Comparisons of boat ownership of larger vessels between NSW North Coast and other NSW Regions are made later in this commentary.

Australian Marina Management Studies – 2009 and 2016

In 2009 Australian Marina Management conducted a range of studies about NSW boat ownership based upon boating registrations. These studies were updated in 2016.

Modern day commercial floating marinas now rarely provide berths for vessels less than 8.0m in size. With the continuing trend for ownership of larger vessels, marinas are designed today with the minimum berth size being for vessels of 10.0m in length.

Thus, for the purpose of predicting demand for on-water boat storage, the Australian Marina Management studies adopt the industry trend of measuring marina berth demand based on vessels above 8.0m in length. The NSW Maritime and HillPDA studies for marina berth demand are based on vessels above 6.0m in length.

With the trend towards dry-stack boat storage, vessels to 8.0m in length can be capably and safely stored at dry-stack facilities leaving valuable on-water space to meet the larger vessel demands.

To demonstrate the continuing demand for ownership of larger vessels, and thus the consequential demand for on-water marina berthing, the following table shows the total NSW boat registrations and the boat size distributions from 1983 to 2016.

It should be noted that the following two tables include personal watercraft (PWC) registrations.

NSW RECREATIONAL VESSEL REGISTRATIONS BOAT SIZE DISTRIBUTION COMPARISONS 1983 - 2003 - 2009 - 2016

VESSEL SIZES (M)	NSW 1983	% SIZE DIST'N	NSW 2003	% SIZE DIST'N	NSW 2009	% SIZE DIST'N	NSW 2016	% SIZE DIST'N
0 - 3.99	25,636	27.27	65,688	34.37	67,446	30.33	72,727	30.54
4 - 5.99	63,760	67.84	100,863	52.78	121,546	54.66	126,689	53.20
6 - 7.99	3,321	3.53	13,006	6.80	18,829	8.47	22,575	9.48
8 - 9.99	663	0.71	5,476	2.86	6,497	2.92	6,692	2.81
10 - 11.99	365	0.39	3,657	1.91	4,476	2.01	4,810	2.02
12 - 13.99	137	0.15	1,528	0.83	2,114	0.95	2,524	1.06
14 - 15.99	62	0.07	550	0.29	910	0.40	1,191	0.50
16 - 17.99	29	0.03	185	0.09	310	0.14	476	0.20
18 - 19.99	14	0.01	83	0.04	150	0.07	262	0.11
20M & >	5	0.00	53	0.03	105	0.05	191	0.08
TOTAL	93,992	100.00	191,089	100.00	222,383	100.00	238,137	100.00

NSW Maritime Recreational Vessel Registration Data 1983 - 2016

Australian Marina Management Pty Limited 2009 - 2016

The above table clearly shows that in the 20-year period from 1983 to 2013, vessels 8.0m and above in length, rose from 1.36% of total boat ownership in 1983 to 6.05% of total boat ownership in 2013. By 2016, ownership of these larger vessels had grown to 6.78% of the total fleet.

The ratio of smaller vessels (under 8.0m) to the total fleet reduced accordingly from 98.64% in 1983 to 93.22% in 2016.

The following table shows the 33-year trend for ownership of vessels 8.0m in length and above which are the sizes of vessels which drive the demand for modern on-water boat storage.

**NSW RECREATIONAL VESSEL REGISTRATIONS
BOAT SIZE DISTRIBUTION COMPARISONS
1983 - 2003 - 2009 – 2016**

VESSEL SIZES: 8.0m to 20m+

VESSEL SIZES (M)	NSW 1983	% SIZE DIST'N	NSW 2003	% SIZE DIST'N	NSW 2009	% SIZE DIST'N	NSW 2016	% SIZE DIST'N
8 - 9.99	663	52.00	5,476	47.49	6,497	44.62	6,692	41.45
10 - 11.99	365	28.63	3,657	31.71	4,476	30.74	4,810	29.79
12 - 13.99	137	10.75	1,528	13.25	2,114	14.51	2,524	15.63
14 - 15.99	62	4.86	550	4.77	910	6.25	1,191	7.38
16 - 17.99	29	2.27	185	1.60	310	2.13	476	2.95
18 - 19.99	14	1.10	83	0.72	150	1.03	262	1.62
20M & >	5	0.39	53	0.46	105	0.72	191	1.18
TOTAL	1,275	100.00	11,532	100.00	14,562	100.00	16,146	100.00

NSW Maritime Recreational Vessel Registration Data 1983 – 2016
Australian Marina Management Pty Limited 2009 – 2016

The foregoing table clearly demonstrates the trend towards ownership of larger vessels. In the 10 years from 1993 to 2003 there were a number of new marinas developed in NSW. These were mainly located in the Sydney Basin and Hunter Regions and predominantly provided berthing for vessels in the 8.0m to 12.0m size range with some berths in the 13m to 18m size range.

In subsequent periods however it can be seen from the above table that the demand for ownership of larger vessels increased substantially and brought with it a corresponding demand for new and appropriately sized modern marina facilities and services.

It is noted that, in 2003, vessels 12.0m and above in size accounted for 20.8% of all vessels over 8.0m. By 2016, vessels 12.0m and above accounted for 28.76% of all vessels over 8.0m. In this period, vessels 12.0m and above grew in number from 2,399 to 4,644 – an increase of 2,245 vessels.

It also became very evident that owners of larger and more expensive craft do not desire to have their vessels moored on swing moorings with risks of damage from weather and vandalism. These owners require secure berthing at modern floating marinas with appropriate services and providing ready and safe access to their vessels.

Clearly the above tables have demonstrated the continuing historical demand in NSW for recreational boat ownership and in particular the growth in demand for ownership of larger vessels which require on-water berthing. Boat ownership demand issues for the NSW North Coast Region, and Ballina in particular, will be dealt with in a subsequent section of this commentary.

Prior to doing so however, it is important to consider future growth trends and numbers in recreational vessel ownership. These were addressed in the 2010 NSW Maritime study *NSW Boat Ownership and Storage: Growth Forecasts to 2026* discussed earlier in this commentary.

The calculations and rationale in this study do not vary greatly from the study undertaken by Australian Marina Management in 2009 to calculate anticipated marina berth demand projections for NSW based on the growth in ownership of vessels 8.0m and above for the years 2020, 2030 and 2040.

With projection calculations – based on linear short term, medium term and long term growth methodologies – the following tables are extracted from the 2009 study by Australian Marina Management and show the anticipated vessel ownership by size at 2020, 2030 and 2040.

**NSW RECREATIONAL VESSEL REGISTRATIONS
ANTICIPATED BERTH DEMAND PROJECTIONS**

SHORT TERM- 2006 BASE USING AVERAGE 3-YEAR GROWTH PATTERN TO 2009

Vessel Sizes (m)	Vessels 2006	Vessels 2009	3-Year Growth	% Growth P/Annum	Anticipated Vessel Ownership		
					2020	2030	2040
8 - 9.99	6,151	6,497	346	1.88%	7,770	8,926	10,082
10 - 11.99	4,227	4,476	249	1.96%	5,387	6,217	7,047
12 - 13.99	1,899	2,114	215	3.77%	2,901	3,617	4,333
14 - 15.99	744	910	166	7.44%	1,518	2,072	2,626
16 - 17.99	240	310	70	9.72%	566	799	1,032
18 - 19.99	123	150	27	7.32%	249	339	429
20m & >	89	105	16	5.99%	163	216	269
TOTAL	13,473	14,562	1,089		18,554	22,186	25,818

MEDIUM TERM - 2003 BASE USING AVERAGE 6-YEAR GROWTH PATTERN TO 2009

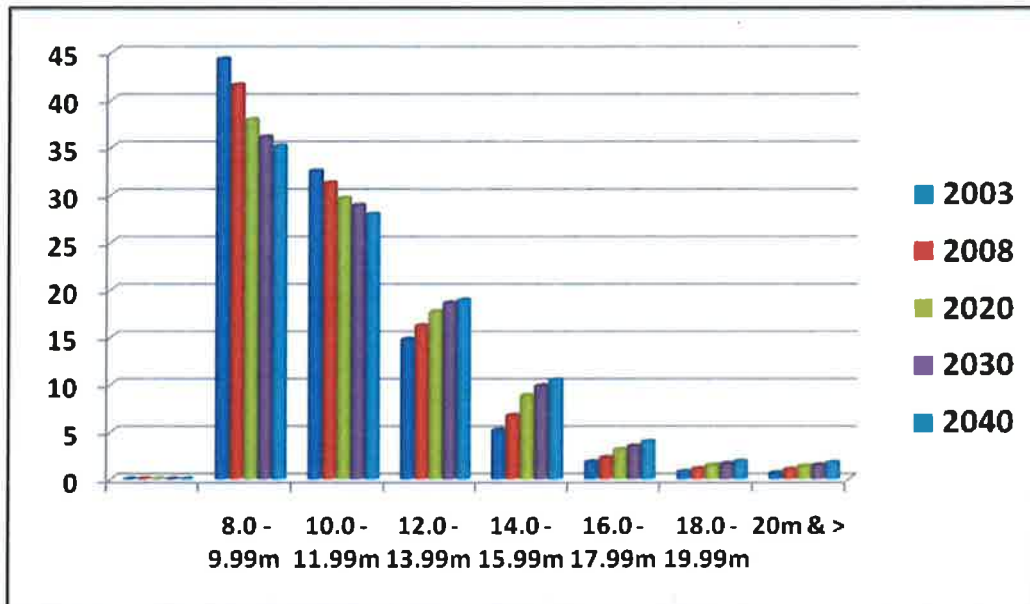
Vessel Sizes (m)	Vessels 2003	Vessels 2009	6-Year Growth	% Growth P/Annum	Anticipated Vessel Ownership		
					2020	2030	2040
8 - 9.99	5,476	6,497	1,021	3.11%	8,371	10,074	11,777
10 - 11.99	3,657	4,476	819	3.73%	5,976	7,340	8,704
12 - 13.99	1,528	2,114	586	6.39%	3,187	4,163	5,139
14 - 15.99	550	910	360	10.91%	1,570	2,170	2,770
16 - 17.99	185	310	125	11.26%	539	747	955
18 - 19.99	83	150	67	13.45%	273	385	497
20m & >	53	105	52	16.35%	201	288	375
TOTAL	11,532	14,562	3,030		20,117	25,167	30,217

LONG TERM - 1983 BASE USING AVERAGE 26-YEAR GROWTH PATTERN TO 2009

Vessel Sizes (m)	Vessels 1983	Vessels 2009	26-Year Growth	% Growth P/Annum	Anticipated Vessel Ownership		
					2020	2030	2040
8 - 9.99	663	6,497	5,834	33.84%	8,964	11,207	13,453
10 - 11.99	365	4,476	4,111	43.32%	6,215	7,796	9,377
12 - 13.99	137	2,114	1,977	55.50%	2,950	3,710	4,470
14 - 15.99	62	910	848	52.60%	1,269	1,595	1,921
16 - 17.99	29	310	281	37.27%	429	537	645
18 - 19.99	14	150	136	37.36%	207	259	312
20m & >	5	105	100	76.92%	148	186	235
TOTAL	1,275	14,562	13,287		20,182	25,290	30,413

Australian Marina Management Pty Limited – 2009

The foregoing tables not only reflect the growth in demand but also clearly show a continuing trend for ownership of larger vessels. This is more simply demonstrated by the following graph which shows the decline in overall ownership of vessels in the smaller size range with growth in the larger size range.



Australian Marina Management Pty Limited – September 2013

HillPDA Study – 2017

The March 2017 draft study by HillPDA shows a total forecast growth in boat ownership in the Ballina LGA, from 2016 to 2031, of 1,409 vessels. Of these, a total of 225 vessels are forecast to be above 6.0m in length. If vessels in the 6.0m – 7.99m sizes are notionally removed from the forecast 225 vessels, the result is a forecast growth, in 15 years, of only 96 vessels of 8.0m in length and larger and which would require on-water storage. Clearly when compared with other NSW Regions there is substantial latent or unsatisfied demand for ownership of larger vessels.

It will be demonstrated later in this commentary that, in the NSW North Coast Region, including the Ballina LGA, the growth in ownership of boats 8.0m and above in length has been very much stifled by the distinct lack of modern and secure on-water marina berths and storage facilities. Unless modern marina facilities become available, as they have in other NSW regions, then potential boat owners refrain from purchasing expensive vessels.

The HillPDA study also seems somewhat limited as it appears to have been based on RMS data relating to boat registrations, boat licensing and mooring licences within the Ballina LGA and not the wider Northern NSW, North Coast and lower Queensland areas.

Nelson Bay and Coffs Harbour marinas, for example, have vessels owned by clientele living well outside the Port Stephens and Coffs Harbour local government areas.

Thus it is considered reasonable that, for boating access and storage, Ballina would also have a much wider target market in those inland and other coastal areas well outside of the Ballina LGA.

Tenterfield, Moree, Inverell, Grafton and Tweed Heads are populous NSW areas within reasonable reach of Ballina. Goondiwindi, Warwick, Ipswich and the Gold Coast in Queensland, being within 2 hours drive from Ballina, are also areas from which berth demand may be generated.

Boat owners do not all necessarily require their vessels to be stored locally. Many owners, like caravan owners, choose an attractive location away from their residence and use their vessels as a week-ender for short and long breaks or for recreational pursuits such as offshore game fishing.

Clearly there will be considerable latent or unsatisfied demand for ownership of larger vessels in the Region. As evidenced elsewhere in NSW, a new modern marina in Ballina with associated services will release this unsatisfied demand for ownership of larger vessels.

It is respectively suggested that the HillPDA study has not fully addressed the Regional demand for boat ownership and, as a result, is very conservative in its projections.

Northern NSW Demand – Comparisons with Other Regions

The following Table compares the 2009 boat registrations for recreational vessels in the NSW North Coast Region with the NSW Hunter, Botany Bay/Port Hacking and NSW South Coast Regions:-

At June 2009, of the total vessels in the NSW North Coast Region, there were 764 vessels of a size 8.1m and above being the size of vessels which drive the demand for on-water marina berths.

The table also shows, by percentage, the ratios of larger vessels (8.1m and above) to total vessels for each area. It then 'notionally' adjusts the North Coast ratios to match the ratios of the regions being compared.

BOAT REGISTRATIONS - NSW NORTH COAST COMPARISONS (excludes PWC and Commercial Vessels)

JUNE 2009

NSW Regions	Up to 8.0m		8.1m & Over		Total	
Hunter & Inland	48,813	95.37%	2,370	4.63%	51,183	100.00%
North Coast Actual	28,661	97.40%	764	2.60%	29,425	100.00%
North Coast Adjusted	28,063	95.37%	1,362	4.63%	29,425	100.00%
Botany Bay/Port Hacking	20,872	92.84%	1,610	7.16%	22,482	100.00%
North Coast Actual	28,661	97.40%	764	2.60%	29,425	100.00%
North Coast Adjusted	27,318	92.84%	2,107	7.16%	29,425	100.00%
South Coast Actual	29,828	97.43%	788	2.57%	30,616	100.00%
North Coast Actual	28,661	97.40%	764	2.60%	29,425	100.00%

As can be seen in the above table, in the Hunter Region, in 2009, larger vessels represented 4.63% of total recreational vessels in the Region. If this ratio of 4.63% was applied to the North Coast Region's fleet, then it is reasonable to assume that the North Coast Region's ownership of larger vessels would be 1,362 in number thus suggesting a latent demand existed for some 600 more vessels than was owned at 2009.

Whilst similar in many ways to the NSW North Coast Region in characteristics, the Hunter Region possesses many modern floating marina facilities in Lake Macquarie, Newcastle and Port Stephens. Clearly these marinas have satisfied the evident demand for ownership of larger vessels.

By comparison, at June 2009, the North Coast Region only had few modern marinas with services, at Port Macquarie, Coffs Harbour and Yamba with other boat harbours in Forster/Tuncurry, Evans Head, Ballina, Brunswick Head and Tweed Heads offering basic on-water berthing without services. The capacity of these North Coast facilities would be unlikely to have exceeded 500 berths in 2009.

In the Botany Bay/Port Hacking Region there are also many modern club and commercial marinas. In 2009, whilst this Region had some 7,000 fewer registered vessels overall than in the NSW North Coast Region, it had approximately 850 more vessels than the North Coast in the size range requiring on-water storage.

The ratio in Botany Bay/Port Hacking of larger vessels to total vessels was 7.16%. If this ratio is applied to the total vessel fleet for the NSW North Coast Region, then, in 2009, vessel ownership in the size range over 8.0m would have numbered 2,107, some 1,350 vessels more than the actual ownership at that time

Finally, in the foregoing table, a comparison is made of boat ownership in the NSW North Coast Region with the NSW South Coast Region. As can be seen these two Regions have similar numbers and ratios of recreational boat ownership to each other.

What is evident in both Regions is that there are very few modern marinas with amenities and services and thus the demand for ownership of larger vessels is constrained by the lack of suitable facilities.

In 2017, in the North Coast Region, there are established serviced marina facilities at Port Macquarie, Coffs Harbour, Yamba and Tweed Heads offering around 400 floating marina berths. The South Coast Region currently only offers around 180 serviced marina berths at facilities at Batemans Bay and Bermagui. Unlike the North Coast however, work is well under way for the creation of new marina berths in the NSW South Coast Region.

Shell Cove Marina, with 260 modern berths and associated facilities, is currently in construction under a joint venture between Frasers Property and Shellharbour City Council. Batemans Bay Marina is currently finalising submissions for a progressive increase of 300 additional modern berths and plans are being finalised for the creation of a new modern marina with services in Eden for around 180 berths.

There are no similar modern marina developments nor expansion programmes currently being undertaken in NSW North Coast.

Based on the 2009 data contained in the foregoing table, it is arguable that, when compared to the Hunter and Botany Bay/Port Hacking Regions, there is a latent demand in the NSW North Coast Region for ownership of vessels above 8.0m in length of between 600 and 1,240 vessels which, in turn, would drive increased demand for modern marina berthing facilities.

In the NSW North Coast Region, the actual ownership of vessels, 8m and above, has grown from a total of 764 vessels in 2009 to a total 1,084 vessel in 2016. This is a growth in ownership of 320 vessels requiring on-water storage. From its 2009 base, this represents a growth of 41.88% in the 7 years to 2016, or an annual average growth of 5.98%.

Similar to the trends throughout NSW, ownership demand in the NSW North Coast Region is also for larger vessels. The following table shows the actual ownership of vessels, 8m and above, in number and size, in the NSW North Coast Region at 2009 compared with 2016.

**NSW NORTH COAST
GROWTH COMPARISON 2009 - 2016
VESSELS 8 METRES AND ABOVE**

VESSELS	2009	%	2016	%
8 - 10m	283	37.04	329	30.35
10 - 12m	260	34.03	350	32.29
12 - 14m	148	19.37	276	25.46
14.1m +	73	9.56	129	11.90
TOTAL	764	100.00	1,084	100.00

RMS Registration Data – 2009 and 2016

This table shows that, of the total fleet, in 2009, the demand for vessels 8m – 12m was around 71% and above 12m it was 29%. By 2016 the ratio of ownership demand saw vessels over 12m climbing from 29% to 37% with a corresponding drop in ownership of vessels 8m to 12m. These changing demographics need to be addressed when designing new marinas for the future.

Demand Conclusions:

Earlier in this section it was calculated that, at 2009, in the NSW North Coast Region, there was likely to be a latent or unfulfilled demand for the ownership of vessels (above 8m in length) of between 600 and 1,240 vessels. Owners were likely not acquiring these sized vessels as a consequence of the lack of modern storage facilities in the NSW North Coast Region.

Clearly however, demand does exist in the NSW North Coast for ownership of larger vessels as from 2009 to 2016 the increased ownership has been for 320 vessels as shown above.

Considering that there has not been any significant growth in the on-water storage facilities in the NSW North Coast Region in the 2009 – 2016 period, it may be very likely that many of the 320 new vessels are being berthed out of the Region, such as on the Gold Coast to the north or in Port Stephens to the south.

It is noted earlier that the actual growth of 320 vessels over 8m, from 2009 to 2016, represented a growth of 41.88% in the 7 years, or an average growth of 5.98% per annum.

For the purpose of forecasting the future fleet size of recreational vessels in the NSW North Coast Region of a size 8m and above, a nominal average growth rate of 2.5% per annum has been adopted. This is less than half of the actual 7-year average growth rate to 2016 shown above.

Applying this notional average growth rate of 2.5% per annum to the 1,084 vessels actually owned at 2016, the expected ownership of vessels 8m in length and above in the NSW North Coast Region is forecast to be:

- 2020: 1,196 vessels
- 2030 1,532 vessels
- 2040 1,960 vessels

These forecasts, based on actual growth, indicate a potential growth in the NSW North Coast Region of 112 vessels by 2020, or 448 vessels by 2030, or 876 vessels by 2040.

The NSW North Coast Region boat registration data takes in the Richmond-Tweed statistical area and the Mid North Coast statistical area. Population statistics for these areas show forecast population figures for 2021 as:

- Richmond-Tweed 266,000 44.11%
- Mid North Coast 337,000 55.89%

Using the conservative forecast growth in vessels, based on actual growth for 2020, 2030 and 2040, it could be expected that 44% of the growth would generate demand for berths in the Richmond-Tweed area. This then would indicate that the demand for larger boat ownership with resultant demand for new berths in the Richmond-Tweed area would be:-

- By 2020 50 berths (44% of 112)
- By 2030 197 berths (44% of 448)
- By 2040 386 berths (44% of 876)

A new marina facility in Ballina will also generate additional demand through the release of some of the latent demand which exists in the NSW North Coast Region for ownership of larger vessels.

Earlier it was calculated that in the NSW North Coast Region there is a likely latent or unsatisfied demand for ownership of vessels 8m and over in length of between 600 and 1,240 vessels.

Based on the foregoing population data, a marina in Ballina, in addition to historical growth numbers, would have the potential to create additional demand for marina berths by releasing latent demand for ownership of between 260 and 540 vessels requiring on-water storage.

There are no major marina developments being undertaken in the near future in the NSW North Coast Region. There will be some expansion in the longer term at Port Macquarie and some reconfiguration of berths at Coffs Harbour. In the Richmond-Tweed area, as an alternative to Ballina, there is potential for some future growth in the Yamba/Iluka area and Tweed Heads but proposals for these areas will not be enough to satisfy the total demand in the Region.

In conclusion, by 2030, it is conservatively forecast that there will be demand for modern marina facilities to accommodate more than 400 vessels.

The proposal to develop the Ballina Trawler Harbour into a modern marina facility is a great opportunity for Ballina to become an attractive marine-tourism destination on the NSW Coast.

To propose however a new marina limited to only 100 berths, with 83 for recreational vessels and 17 for commercial fishing vessels is a very short term option which disregards the real and latent demand in the region for boat ownership and modern marina berths.

It is recommended that the Ballina Trawler Harbour be redeveloped into a modern marina with 200 berths for recreational vessels and 20 berths for local and visiting fishing vessels.

The NSW waterways and coastline are for the benefit of the wider community of the State. As such, access to these State assets needs to be created for the whole NSW community and not restricted to those in the coastal communities in which they are situated.



AUSTRALIAN MARINA MANAGEMENT PTY LIMITED

**BALLINA BOAT HARBOUR
PROPOSED MASTER PLAN
MARINA INDUSTRY COMMENTARY**

APPENDIX 'B' – DRY-STACK VESSEL STORAGE

Dry-stack boat storage, which started in the USA in the eighties, has been well established for many years in Australia.

At the end of this Appendix is a table showing those marinas in Australia with rack and stack boat storage facilities.

Today dry-stack boat storage is common for vessels up to 10 metres long and offers many advantages to boat owners:-

- No trailering required with associated costs
- Avoidance of on-street trailer parking with associated risks
- No anti-fouling required thus economic and environmental benefits
- Avoidance of UV thus providing longer life for gel-coat
- No queuing at boat ramps and service stations
- Vessel launch, retrieve, wash-down, maintenance and fuelling services
- Security

Dry-stack storage is very attractive to those boat owners who live some distance from their boating destination. In addition to not needing to trailer sizable boats over lengthy distances, the boat owner does not need to handle the vessel which is launched by the marina dry-stack operatives to meet the owners' needs and then placed back into storage when returned.

Excluding commercial vessels and personal watercraft (PWC's/Jetskis) the NSW North Coast Region had 29,455 registered vessels under 8m in length in 2016. Of these vessels over 7,000 are registered to owners from Alstonville to Tweed Heads.

The only dry-stack vessel storage facilities north of Sydney are in Queensland's Gold Coast. Reference to the table of facilities at the end of this Appendix shows that there are three facilities on the Gold Coast offering storage for 770 vessels with an occupancy of 722 vessels or 93.8%.

Clearly there is opportunity in the Ballina Marina proposed redevelopment for the incorporation of a dry-stack facility.

The following pages offer some helpful information when considering requirements for dry-stack storage development.

Dry-Stack Building Design

Simple 'Rule of Thumb' Calculations for Layout & Boat Capacity for a Conventional Dry-stack Facility

The following charts will aid in calculating boat capacity and building size:-

DRY-STACK STORAGE FACILITY - BASIC CALCULATIONS FOR SIZING OF BUILDING

WIDTH:

Max Boat Length 1 (left side of aisle)	Aisle Width (see aisle chart)	Max Boat Length 2 (right side of aisle)	Required Width (internal)
9 metres	18 metres	9 metres	36 metres

LENGTH AND NUMBER OF BOATS

Length of Facility to nearest 3m	Boat Space per vessel	No of Rack Levels 4 - each side	Number of Boats (66 divide by 3 x 8)
eg: say : 66 metres	3 x 3 metres*	(total = 8)	176 boat capacity

*Boat Height space of 3m can be varied to accommodate higher vessels

AISLE CHART

Boat Lengths	Aisle Widths
Up to 9 metres	18 - 20 metres
10 - 11 metres	20 - 22metres
12 - 14 metres	22 - 23 metres

Assuming racked 4 high on two sides, a dry-stack facility for around 100 vessels would require a building 39 metres long by 39 meters wide and approximately 13m high.

If the racks are reduced to 3 levels, then, for around 100 vessel capacity, the building would need to be around 48 metres long by 39 metres wide and approximately 10m high.



The above facility, at Portside Marina in North Carolina in the USA, has 3 levels of racks on one side for larger vessels and four levels on the other.

Dry-stack Buildings:

Dry-stack buildings today are being built with attractive architecturally designed facades rather than the earlier structures with an industrial factory image.

Architectural designs go from the elaborate below:



DRY STACK FACILITY AT MARINA ONE – FLORIDA USA



DRY STACK FACILITY AT PORT SANIBEL MARINA – FLORIDA USA

- to the less elaborate, but nevertheless attractive and practical.



HOPE SPRINGS MARINA – VIRGINIA USA



HOPE SPRINGS MARINA – VIRGINIA USA

There has also been other innovation in dry-stack storage facilities. The ensuing pages show the New Zealand development at Tauranga where a developer has integrated quality apartments with a modern dry-stack storage facility.

FORT NAUTILUS APARTMENTS & DRY-STACK DEVELOPMENT - TAURANGA NZ



Nautilus is one of the few apartment complexes in the world with adjoining dry stack boat storage. Luxurious and contemporary, the Nautilus apartments, set right on the water's edge in the heart of Tauranga, offer spectacular unobstructed harbour views and the comforts of five-star living.

Designed to store 160 boats up to 12 metres long, the 3,000 sq.m Fort Nautilus dry-stack facility, located at Marine Park, at Sulphur Point on the edge of Tauranga Harbour is the only one of its kind in New Zealand outside of Auckland.

There are just twelve high quality apartments in the Nautilus development. The spacious three-bedroom luxury apartments all have spectacular harbour views and have three double bedrooms, generous decks for outdoor entertaining and tandem garaging.

Opened in June 2007 close to Tauranga downtown city shopping, cafes and restaurants, and harbour walkways, the Fort Nautilus development offers waterfront living at its best.



FORT NAUTILUS APARTMENTS & DRY-STACK DEVELOPMENT - TAURANGA NZ



PHOTO SHOWING RESTAURANT & RETAIL SHOPS PLUS 4 LEVELS OF APARTMENTS



PHOTO SHOWING DRY STACK AT REAR OF BUILDING AND BRIDGE OVERPASS FOR PUBLIC ACCESS TO FORESHORE & CAR PARK

FORT NAUTILUS APARTMENTS & DRY-STACK DEVELOPMENT - TAURANGA NZ



ENTRY CHANNEL, PONTOONS, PUBLIC ACCESS BRIDGE & GANGWAY TO RESTAURANT & RETAIL LEVEL



ENTRY CHANNEL, PONTOONS, PUBLIC ACCESS BRIDGE & GANGWAY TO RESTAURANT & RETAIL LEVEL

FORT NAUTILUS APARTMENTS & DRY-STACK DEVELOPMENT - TAURANGA NZ



PUBLIC BOARDWALK TO FORESHORE ACCESS BRIDGE

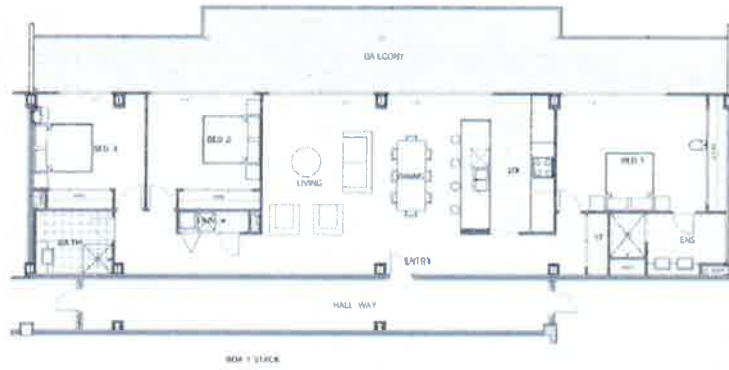


NORTH-WESTERN FAÇADE SHOWING APARTMENTS AND DRY STACK SECTIONS

FORT NAUTILUS APARTMENTS & DRY-STACK DEVELOPMENT - TAURANGA NZ



FORT NAUTILUS APARTMENTS & DRY-STACK DEVELOPMENT - TAURANGA NZ



Apartment: 102, 202, 302, 402
 Floor area: 115.00m²
 Building area: 140.00m²



Apartment: 101, 201, 301, 401
 Floor area: 118.00m²
 Building area: 140.00m²



FORT NAUTILUS APARTMENTS & DRY-STACK DEVELOPMENT - TAURANGA NZ



FORT NAUTILUS DRY-STACK STORAGE - 160 VESSELS

FORT NAUTILUS DRY-STACK VESSEL FACILITY - PRICING

Boat Size	Beam	Height	Yearly Charge	Monthly Charge
Up to 7 metres	2.5m	2.4m	\$5,500.00	\$458.00
Up to 8 metres	2.5m	2.7m	\$6,300.00	\$525.00
Up to 9 metres	2.75m	3.1m	\$7,200.00	\$600.00
Up to 10 metres	2.75m	3.4m	\$8,100.00	\$675.00
Up to 11 metres	3.4m	3.75m	\$9,000.00	\$750.00
Up to 12 metres	3.4m	3.75m	\$9,900.00	\$825.00

All Prices are plus 15% GST

**AUSTRALIAN DRY-STACK BOAT STORAGE FACILITIES
RACK AND STACK VESSEL FACILITIES SURVEY - 2016**

STATE	FACILITY	TOTAL SPACES	ANNUAL OCCUPANCY	SPACES USED	
QLD	Gold Coast City Marina	250	94.40%	236	
	Horizon Shores Marina	360	92.50%	333	
	Runaway Bay Marina	160	95.63%	153	
	East Coast Marina	120	91.67%	110	
	Spinnaker Sound Marina	66	89.39%	59	
	Total - Queensland Facilities	956	93.20%	891	
VIC	d'Albora Pier 35 Marina	300	94.67%	284	
	Patterson Lakes Marina	275	92.00%	253	
	Queenscliff Harbour	120	99.17%	119	
	St Kilda Marina	110	93.64%	103	
	Total - Victorian Facilities	805	94.28%	759	
NSW	d'Albora Marina Akuna Bay	165	93.33%	154	
	Sydney Boathouse *	320	53.13%	170	
	Total - New South Wales Facility	485	66.80%	324	
WA	Aquarama Marina East Fremantle	48	93.75%	45	
	Fremantle Boat Park	237	93.20%	221	
	Total - Western Australia Facilities	285	93.33%	266	
National Totals - Australia		13	2,531	88.50%	2,240

Australian Marina Management Pty Ltd - December 2016

* Sydney Boathouse facility opened in 2014