

Ballina Marina Masterplan Project Councillor Workshop with invited speakers

Facilitator's Report

Synopsis

Community engagement for the Ballina Marina Masterplan Project (BMMP) has included several stages:

- Phase 1: Face-to-face meetings; written survey or on-line survey.
- Phase 2: responses to the formal exhibition of the draft Ballina Marina Master Plan.
- Phase 3: responses to the revised design options developed in response to Phase 2 consultation.

Councillors requested a workshop to hear from people who had made a formal submission as part Phase 2. These people were contacted and invited to (a) respond via a short survey and /or (b) prepare a short presentation for a workshop with Councillors.

The feedback survey received 6 responses and 5 people elected to speak at the workshop. In addition, 5 people asked to attend the workshop but not give a presentation. Further, some additional attendees from the Port of Ballina Taskforce were invited at the request of Council. 13 people in addition to the speakers attended the workshop. Each speaker formally agreed to keep to the specified time available and to withhold questions and comments until after all speakers had finished.

The core issues raised during the workshop were consistent with those raised over the 3 phases of the project's community consultation about the potential re-development of the Trawler Harbour site. Detail and specific points are included in the discussion, below.

The workshop was held in Council Chambers, from 4.30pm to 6.30pm on Wednesday, 2nd August 2017. It was facilitated by an independent facilitator, Dr Elizabeth Baker, who has prepared this summary report.

Attendees

Councillors:

Cr Phillip Meehan
Cr Sharon Parry
Cr Eoin Johnston
Cr Nathan Willis
Cr Keith Williams
Cr Sharon Cadwallader
Cr Stephen McCarthy
[Apologies: Mayor David Wright, Cr Jeff Johnson. Absent: Cr Ben Smith]

Council staff:

Mr Stephen Barnier, Group Manager, Strategic and Community Facilities
Mr Matthew Wood, Manager, Strategic Planning
Ms Skye McNamara, Sustainability Planner

Speakers:

Dave Dane	West Ballina resident
Garry Tallis	Resident
Phil Hilliard	Ballina Fishermen's Cooperative Ltd.
Tom Bowers	Cherry Street Fishing Club & other recreational fishers
Denis Magnay	W.A.T.E.R

Attendee / observers:

John Smith	Cherry Street Fishing Club
Tom Newton	
Michael Cocks	Port of Ballina Taskforce Member
John Larson	Port of Ballina Taskforce Member
Ian Hush	Port Ballina Taskforce Member
Gary Hardy	RSL Fishing Club
Martin Corkery	Ballina Chamber of Commerce / Port of Ballina Taskforce Member
Jennifer Littler	Ballina Chamber of Commerce / Port of Ballina Taskforce Member
Darren Watson	NSW Roads and Maritime Services
June Tallis	West Ballina resident
Elfie Ecker	West Ballina resident
Ken Johnston	
James Foster	Env Solutions

Facilitator: Dr Elizabeth Baker

Agenda

1. 4.30 – 5.00 Manager Strategic Planning: Welcome and context
Facilitator: Agenda and process
Manager Strategic Planning: Overview
2. 5.00 – 5.45 Speakers' presentations (5 mins each)
Facilitator: summary of survey responses
3. 5.45 – 6.20 Questions and comments
4. 6.20 – 6.30 Wrap up and close of workshop.

Discussion

Council staff provided an overview of the process to date and summarised key elements of the Masterplan and how it had evolved in response to issues and suggestions raised through community consultation, discussions with State Government Agencies, and input from contributing reports (eg., feasibility study). Specific attention was drawn to the current ownership of the land in question – various NSW State Government Agencies; and to the current zonings, which variously allow residential and industrial development. It was emphasised that Ballina Shire Council does not own the land but was acting as a key stakeholder and working to facilitate delivery of enhanced marine infrastructure on the site.

Key points raised by speakers:

- The scale of development is inappropriate, and considered 'high density'. Both density, distribution and building heights were of concern. Residential development specifically opposed in the industrial zoned land around the current marina (western area). Unclear whether fill would be required and the additional height impact of filling height (AHD level required) with 5-6 storey buildings.
- Lack of clarity with respect to the level of demand for commercial / recreational harbour and associated marine infrastructure.
- The site should only include marine related development, not other commercial development, residential development or other accommodation.
- Queries around the use of Crown Land for residential / commercial purposes and lack of clarity about what is allowable on Crown Land.
- Impact of development on the current residents of West Ballina is considered to be substantial.
- Traffic impacts.
- The marina as it is meets current needs and just needs tidying up. Nearby residents currently enjoy the aspect provided by the largely undeveloped site.
- Marina should be re-developed and it is needed and timely.
- Aiming for a destination and improved / increased use of the river.
- Development has potential to provide more access to better marine-related facilities, including the availability of showers, pump out etc.
- Plans for redevelopment of Fishing Coop facilities have been underway and the Coop has been in negotiation with the site owner for some time. Coop currently hold a licence over the industrial zoned parts of the Crown Land site. Master planning has been well timed as it has provided a lot of additional information useful for the future planning of the Coop.
- Concern about conflict with / between people and industrial / commercial fishing uses, including public accessing work areas, increased car traffic interfering with service trucks and an increase of small boats using the creek; and people and recreational uses (eg., boats and swimming platform).
- Dry boat storage should reduce the need for trailer parking therefore there should be less area dedicated to trailer parking rather than more. Dry storage should also be relocated nearer to commercial operations on the site.

- Multi lane boat ramp inside harbour has merit. A bigger ramp is needed and located in the trawler harbour to reduce noise conflict with proposed and existing residential. This would also avoid the need for constant dredging of Fishery Creek.
- Fish cleaning table needs to be located near water as it is designed to wash fish offcuts directly into the creek.
- Both design options have limitations with respect to the trailer-parking areas. Designs problematic for both turning and parking: Option 1's trailer parking facilities with Option 2's through-road would work best in the public boat ramp area.
- Dredging of the bar necessary in association with the marina and must be part of this marina development at Stage 1 or DA stage.
- Impacts of site development on wildlife, especially in regard to ducks and plover nesting sites.
- Costs of berthing – impacts on users.
- Staff have done a good job in gathering community feedback on the site.

Comments and questions

1. Does Fishing Coop prefer industrial zones near river?
 - Desire for centralised services to do work then park separately and restrict public access. Commercial fishing activities should be located closer to the river edge to separate these activities from the public. Marina not the place to do substantial boat work.
2. Is the service area sufficient for the Coop's activities?
 - Coop advised some change of their practices probably necessary.
 - Acknowledgement of need to do more detailed design when the time comes.
3. Location of dry stack storage.
 - Location of boat stacking facilities needs to be reconsidered. For example, a forklift will be needed and not a good fit to the current boat ramp.
 - Noisy.
 - Boat dry storage a full-service area, eg mechanic.
 - Co-locate with the marina near commercial working part of harbor. This could offer a buffer between residents and marina and launch straight into Fishery Creek.
4. Very supportive of marina. But need more boats to come that are currently not coming because of the bar.
5. The Ballina Bar and dredging:
 - Bar doesn't necessarily restrict use of a marina – build marina and it will be used.
 - Availability of moorings and berths is what restricts numbers of boats visiting Ballina.
 - Dredging of the bar approved [Note: this was a comment from an attendee, not an official announcement]. This could be a one-off event.
 - Bar dredging and marina development tied.

6. Would development of this scale be permitted elsewhere in Ballina?
 - Development of buildings of a similar scale is permitted in the Ballina CBD area.
7. Can the site's zone and designations be changed?
 - Yes. There are processes that involve Council and the State Government that can be undertaken to change the planning and land management framework for the study area.
8. Key issue is residential development.
 - Proposed number of units unacceptable.
 - Has the feasibility been examined? [Note: feasibility has been examined as part of the project]
 - Preferred Option 2 but leave residential development out of current industrial zone around marina.
 - Questioned need for residential development to help pay for marina development. Public money if available might change the staging and the number and extent of residential development.
9. Viability of the marina. Have calculations been done for number of boats that can be accommodated?
 - Feasibility study completed and available.
 - Discussion regarding marina viability and paying its way, also construction costs and return on investment etc. Public money if available might change the staging of the development.
10. Purpose of the project - Identification of preferred approach to the provision of a marina.
 - Then the development of a prospectus to take to NSW State Government.
 - Need to get on the front foot and ensure other development does not occur on the site.
11. Marina noise – impacts on residents?
 - Construction standards and use of buffering to reduce noise impacts.
 - Trailer boats are noisy but relocation of the boat ramp (to within the harbour area) would also reduce noise impacts.
 - Move boat storage to within the marina harbour area to try to reduce noise.
12. Would be a shame to lose the current boat ramp
 - Widely used and any change would need to enable ongoing use.
13. Seeking certainty in the plans.

Summary

The workshop provided Councillors with an additional opportunity to hear from those community stakeholders who had taken the time to respond to the Draft Options, and it provided those people with an additional opportunity to air their concerns and opinions.

The core issues remain consistent over the 3 phases of the project's community consultation about the potential re-development of the Trawler Harbour site. No new issues or concerns were raised at the workshop. The core themes are:

- Support for the re-development of the marina and the improvement of marine infrastructure at the site, noting that this support is not necessarily inclusive of the associated residential development as shown in the exhibited Master Plan – see below.
- The impact or not of the condition of the Ballina Bar and whether or not dredging has or needs to take place.
- Concern about residential development, with a preference for minimal or no residential development. There is an underlying recognition that some will probably be necessary, in which case it is desired that it be kept to a minimum in terms of extent, number of units and location within the overall site.
- Management of the co-location of industrial (fishing), commercial, retail, residential (both existing in neighbouring areas and across Fishery Creek and on-site), recreational and public use. Issues include: noise, traffic, health and safety, public safety and amenity.
- Maintenance of the site as a public asset, with ongoing public use and amenity taken into consideration.

Ballina Marina Masterplan Project

Community engagement report

July 2016

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Key findings

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

Engagement overview

The community was invited and encouraged to have input into the BMMP project via an online survey as well as being able to call or email the project team. Major community stakeholders had the opportunity to participate in face-to-face meetings. Postcards were delivered to residents in the vicinity of the Trawler Harbour Marina and to community organisations alerting them to the study and inviting their input by way of the online survey or a written submission.

The project was also print and broadcast media (see Appendix 1: Media summary for details). It had a dedicated webpage within the Ballina Shire Council site.

As a result of these opportunities, this first phase of engagement has resulted in:

- 103 responses to the online survey (Appendix 2: Survey information and instrument)
- 5 face-to-face interviews with 8 individuals, either on their own behalf and/or affiliated with various organisations. (Appendix 3: Report from stakeholder meetings, 30-31 May 2016)
- 12 submissions (phone call, email or letter) (Appendix 4: Comments received)

The findings detailed below summarise the views expressed by these people. While there are some areas where there is widespread agreement, there are others where there are quite disparate views. The project team offers their sincere thanks to the community members who participated and provided input into this project.

Findings

The survey respondents and their participation in marine and boating activities

The majority of respondents to the survey were residents of Ballina Shire or surrounding districts (57%) or residents or home owner in the area around the trawler harbour at West Ballina (37%). Tourists or people with related business interests each made up 4.5% of the respondents. People with business interests made up the majority of those engaged in the face-to-face discussions.

The majority of respondents participated in boating or marine-based activities (83%). Of those, the majority (85%) went boating for recreation. Nearly 50% also indicated that they are a recreational fisher and mainly fish the estuary or along the coast (either from the shore or from a boat). 14% were recreational divers. Only 1.3% were commercial fishers.

Most commonly (43%) were out in a boat several times a month, however 26% were out a few times a week. Nearly 20% went out several times a year only. Comments were provided to the effect that participation was seasonal and could involve being on a boat for extended periods of time.

67% owned or operated a boat. The most commonly owned / operated boat was a motorboat (67%), with equal percentage using sailing or other craft, including kayaks, canoes, dragon-boats and rowing boats.

The majority of boats (67%) were stored at the respondent's house, out of the water. 6% are stored at a marina and another 6% at a river mooring. The other options listed are variations, including boat sheds (for kayaks, dragonboats and the like) and multiple sites for multiple boats.

Of those respondents who stored their boat at a marina, the marinas used were:

- Trawler harbour and Martin street boat harbour
- various on east coast, currently Scarborough
- various in southern Queensland
- Gold Coast.

Residents in the vicinity of the site

Within this group, 88% participate in marine / boating activities, the majority of which are recreational boating and recreational fishing. They are frequent boaters, going out at least several times a month. Nearly 70% own a boat, 70% of which are motor boats and 17% sailing boats. These vary in size from a kayak to 12metres. These craft are mostly stored at home, with only 2 respondents indicating their craft was at a marina, either at the Gold Coast or elsewhere in southern Queensland. 66% indicate that existing infrastructure is meeting their needs a little or somewhat, with 21% indicating 'not at all'.

'Big boost for Ballina economy and tourism in an under developed brown site that lacks interest and no charm - needing renewal. Great development for the community and social progress.'

Two-thirds of this group are using the existing site: using the boat ramp, going fishing and walking their dogs and general walking recreation are the dominant uses.

The majority of this group see the development of the marina as having benefits for them through providing additional recreational and social opportunities. 21% indicated that it meant they would be able to buy a boat if they could moor it there or would moor their existing boat there if there were facilities available. 15% indicated that it could have a negative impact on their amenity, as noted here: *'My only concern is if there are industrial, shops backing onto the street creating noise and ugly view. Also concerned if the river and canal are blocked off for walking.'*

"Living within walking distance of the Marina I am often asked by visitors 'why don't they do something with this space' & 'it's such a pity it is an eyesore' & 'you'd think they'd support the trawlers and industry more' 'what a shame the space is not utilised' and comparisons to other successful tourist & community marina sites."

Residents of Ballina and surrounding region

Within this group, 81% participate in marine / boating activities, the majority of which are recreational boating, with a smaller group also recreational fishing. They are frequent boaters, going out at least several times a month. Two-thirds own a boat, 62% of which are motor boats and 26% sailing boats. These vary in size from a kayak to a 15metres. These craft are mostly stored at home, with only 2 respondents indicating their craft was at a marina, either at the existing site or elsewhere along the east coast. 58% indicate that existing infrastructure is meeting their needs a little or somewhat, with 24% indicating 'not at all'.

A well designed marina would become a focal point for recreation in Ballina.

60% of this group do not use the existing site. The infrequent ones who do, mainly use the pontoons, the boat ramp or the site in general as part of their work activities.

The majority of this group see the development of the marina as having benefits for them through providing additional recreational and social opportunities. 39% indicated that it meant they would be able to buy a boat if they could moor it there or would moor their existing boat there if there were facilities available. 65% also noted improved employment and business opportunities. This group indicated they were more likely to use a redeveloped site for recreational purposes, including 66% indicating they would go there to watch the trawlers and 57% saying they would use the recreational facilities.

There are varying views within this group about residential / accommodation being part of the redevelopment. Issues of scale and 'putting the community' first are noted specifically.

Facilities for rowing boat storage and club facilities were mentioned in the survey and also in other submissions. It was noted in submissions that the reach adjacent to the Trawler marina site is better suited to rowed craft and to sailing than the reach where the sailing club is currently located.

Current use of the Trawler Harbour site

The Trawler Harbour site is currently used in a wide variety of ways and the site is also a working harbour for commercial fishers, including prawn trawlers, and the spanner crab fleet.

50% of the survey respondents use the site, with 20% being frequent users. The most common use is the boat ramp (67%), followed by the use of the pontoons in Fisheries Creek (42%) and fishing (33%). There is also a strong passive recreational use: walking dogs (24%) is common and the comments included using the area for walking in general.

Perceptions of existing marine infrastructure in Ballina

There was a clear and consistent message from the community that the existing marine infrastructure in Ballina is poor.

Survey respondents rated the availability of existing marine infrastructure in Ballina poorly: 60% saying it was very poor or inadequate, with an additional 21% indicating that it was patchy. Only 13% said it was either good or very good. That said, 34% indicated that the current infrastructure meet their needs somewhat. 30% said 'a little' and 21% said 'not at all'.

Desirability of features and facilities

There are some clear and some mixed messages from the community in regard to desirable features and facilities for a marina. The features for which there is clear and consistent support are: toilets and showers, a wharf or jetty, a public boat ramp, re-fuelling facilities, waste pump out facilities and public open space. The survey respondents' views are shown in Figure 1.

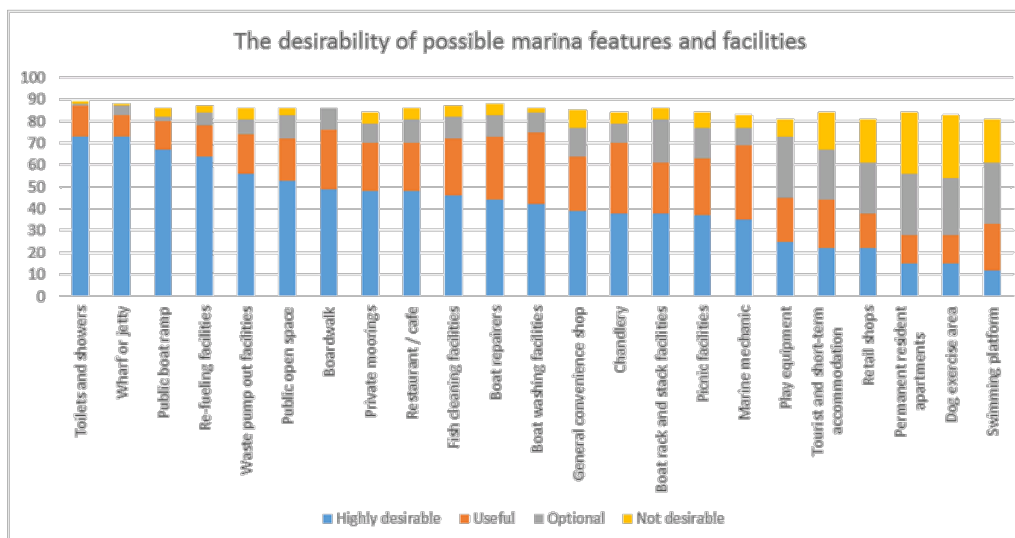


Figure 1: Desirability of specific features and facilities.

The most desirable features, where at least 50% of respondents indicated they were 'highly desirable' were:

- Toilets and showers
- Wharf or jetty
- Public boat ramp
- Re-fuelling facilities
- Waste pump out facilities
- Public open space.

When 'highly desirable' and 'useful' are taken together, the facilities supported by over 50% of respondents were:

• Toilets and showers	87%
• Wharf or jetty	83%
• Public boat ramp	80%
• Re-fuelling facilities	78%
• Boardwalk	76%
• Boat washing facilities	75%
• Waste pump out facilities	74%
• Boat repairers	73%
• Public open space	72%
• Fish cleaning facilities	72%
• Private moorings	70%
• Restaurant / cafe	70%
• Chandlery	70%
• Marine mechanic	69%
• General convenience shop	64%
• Picnic facilities	63%
• Boat rack and stack facilities	61%

These features and facilities were also promoted as desirable in other input from the community into the project.

The least desirable options, where at least 20% of respondents indicated 'not desirable' were also rated 'Highly desirable' by at least 20% of respondents:

- Retail shops
- Permanent resident apartments
- Dog exercise area
- Swimming platform

In addition, tourist and short-term accommodation was also somewhat ambiguously rated although more positive than not (44% desirable / 17% not desirable).

This ambiguity was reflected in other input into the project. For example, while accommodation was supported, there were differing views as to whether it should be short-term only, tourist only, or long-term residential (at least in part).

Perceived impact of marina development

The perceived impacts are overwhelmingly positive in nature. The opportunities afforded by the development are primarily recreational and not necessarily related to boating or marine activities.

The survey respondents' perception is that development of the marina will be positive for them. The benefits are recreational, social as well as employment related (Figure 2)

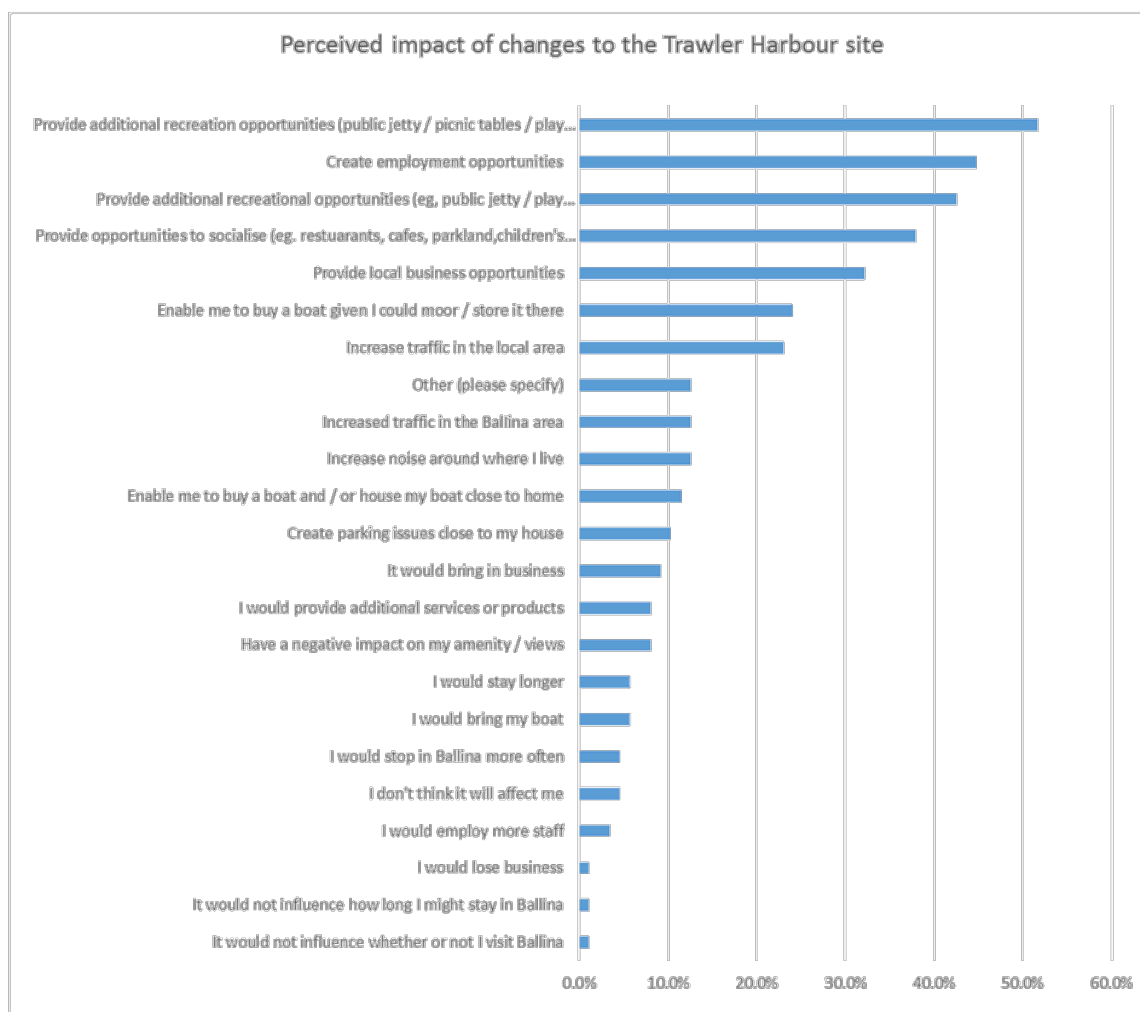


Figure 2: Perceptions of the impact of the development of the marina.

Similarly, respondents see the opportunities for them as positive, with a focus on additional recreational and social benefits (Figure 3).

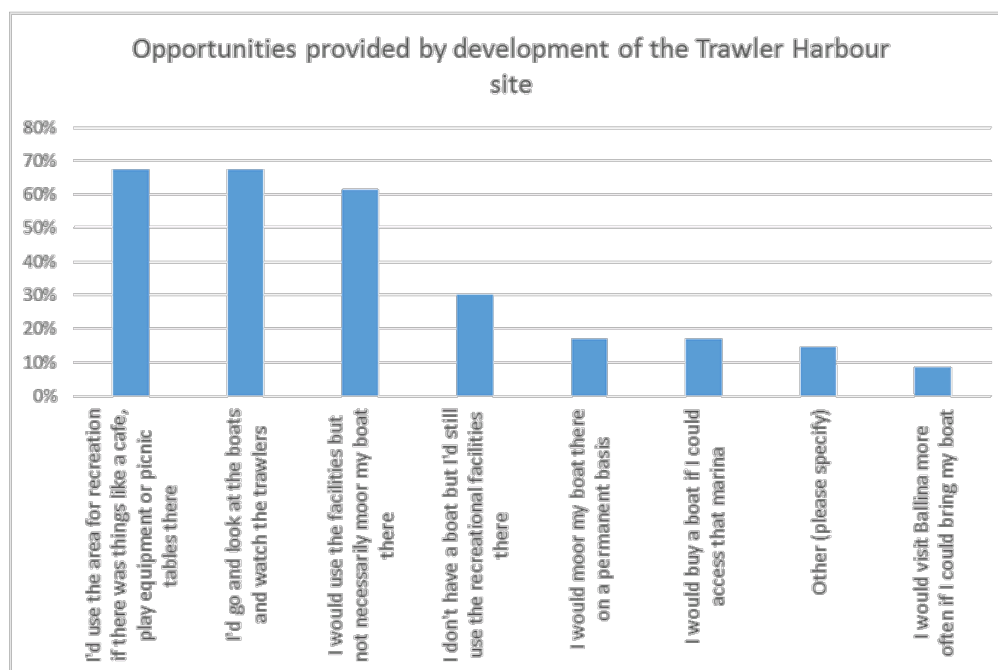


Figure 3: Opportunities arising from development at the Trawler Harbour site.

Issues and implications

The survey results, survey respondents' comments, submissions and the input provided at face-to-face stakeholder meetings highlights a range of issues which have implications for the development of the Trawler Harbour site. These can be grouped as follows:

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

ACCOMMODATION

There was strong support for and strong resistance to the inclusion of accommodation at the site. For some, accommodation was supported on a pragmatic basis: they would rather there not be accommodation, but considered development was unlikely to be viable without it. For others, provision of accommodation was seen as integral to the development and the appeal of the site. Similarly, there was a divergence regarding tourist / short-term / residential accommodation options, with arguments provided for and against each option. It was noted by several people that a working marina involves noise and activities at all hours and this needs to be taken into consideration. The point was made that it needs to primarily be a marina, and therefore any people staying or living there would have to accept this.

THE DEVELOPMENT ITSELF

It was felt by a range of different people that the development should be appropriate to Ballina and its community and not try to mimic big city development. The facilities should look and feel like they belong in Ballina. The orientation of the development was also noted as being important. The service areas for shops and workshops, for example, should not reduce the amenity of local residents, and the location of buildings should not restrict public access or open space.

COMMUNITY

The issue of the community losing access and open space was raised frequently. The majority of people saw the site as a place of recreation, even those who are boaties and would use the marina facilities. The primary benefit the community saw from the development related to improved access to recreational opportunities.

The community supports this development, and they can see how they could benefit from it, however they also ask that it adds to the Ballina community, in terms of amenity, open space, recreation and marine opportunities, rather than excludes it.

SERVICES AND FACILITIES

The development of the site also presents opportunities for other users and other uses. The community identified opportunities for increased use of the site by sailing and rowed / paddled craft if their needs were incorporated into the design. Primarily, these relate to access to the water and storage. Club facilities, perhaps shared between water-based user groups, were also raised as being desirable.

There was support for a café more than for a restaurant.

There was widespread support for marina businesses but not for heavy marina industries, such as hard tack, boat cleaning and such like.

Boat storage was supported but not high on people's list of features. It was noted that masted vessels require different storage facilities. Combined storage options for smaller craft, including rowboats, kayaks and dragonboats, was also raised as being feasible.

THE COMMERCIAL FLEET

The underlying assumption in the community was that the commercial fleet would remain and remain active at the Trawler Harbour site. The fleet is seen as integral to the site, part of its 'Ballina-flavour', and something that would provide a significant draw-card for visitors and locals. 'I'd go and look at the boats and watch the trawlers' was identified by many in the community as being a benefit and part of the recreational use of the site.

The potential to consolidate the operations of the commercial cooperative on the site was also raised. It was thought that having a retail outlet selling fresh fish, as well as a café or similar selling fish and chips, would be desirable.

THE BALLINA BAR

The issue of the safety of the Ballina Bar was raised by many. For some, it was seen as pivotal for the success of any marina development; for others, it was less of an issue but was noted. The issues associated with the Bar are the focus of the Port of Ballina Taskforce and dealing with them specifically is outside the scope of this project. It is, however, noted, that these issues are raised and likely to have some impact on the use and attractiveness of a re-developed marina at the Trawler Harbour site, especially in regard to those users who boat along the east coast.

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APPENDIX 1: MEDIA SUMMARY

Information about the project, an invitation to participate in the survey and a link to do so was provided in several ways at several times:

- 9 June: electronic postcard sent to organisations
- 15 June: print postcard hand delivered to residential properties in the vicinity of the Trawler Harbour site and to community facilities and shops (e.g., libraries, bait and tackle shops, Naval Museum, Visitor Information Centre).
- 15 June: electronic postcard sent to additional organisations
- 22 June: short item and link in the electronic Regional Development Australia newsletter
- 22 June: media release
- June edition: short article and link in 'Community Connect'
- 30 June: 1.5 mins news item on Prime News
- 6 July: short article and link in the 'Ballina Advocate'.

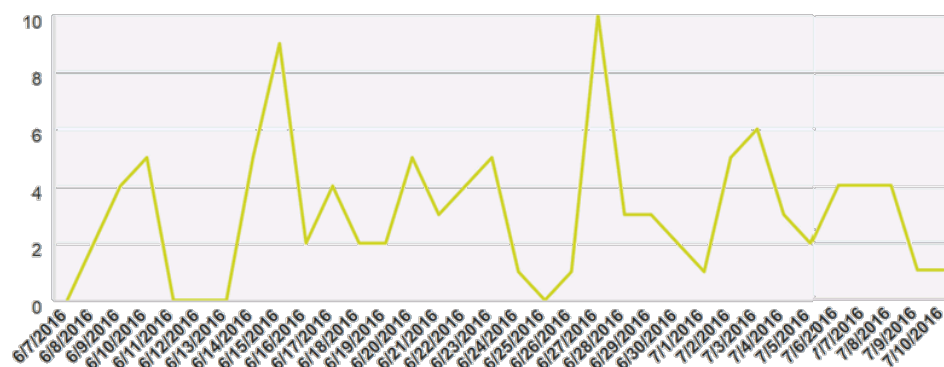
APPENDIX 2: SURVEY INFORMATION AND INSTRUMENT

Information

The survey was available online via SurveyMonkey™ via a dedicated URL. The link was available on the Ballina Shire Council webpage for the project. The survey opened on 6 June 2016 and closed at 5pm, 11 July 2016. 103 responses were collected.

Responses were collected anonymously and participation was deemed consent. Respondents were asked if they wanted to receive further information about the project and given the option to 'opt in' by going to a separate survey (URL unlinked to project survey) and providing their email address. At this point they were asked to confirm their consent to receive project information.

The timing of responses is indicated in the graph below.



Survey Instrument

APPENDIX 3: REPORT FROM STAKEHOLDER MEETINGS, 30-31 MAY 2016

Summary

Major stakeholders were invited to participate in face-to-face meetings with the project team to discuss the project. Participants in these meetings were affiliated with the development industry, Port of Ballina Taskforce, Ballina Fishermen's Coop, the boat building and servicing industry, recreational fishing, recreational boating, other commercial boating enterprises and the Ballina Chamber of Commerce.

Overall, there was a high level of support and enthusiasm for the redevelopment. There were broad areas of agreement about any redevelopment and a few points on which there were differences of opinion, but these were primarily in detail rather than broad principle. De-identified notes are included as Appendix 1.

Concepts and features that were supported and considered desirable:

- Expansion of marina area to accommodate more boats.
- Developed in conjunction with the Martin Street marina so that options and facilities complement each other.
- Use this site for the longer-term and day-to-day servicing of boats (refuelling, waste pump-out etc) and Martin Street for short-term stay (1 -2 nights) and tourist activities.
- Do not include hard-tack facilities for boat building and major servicing here – too dirty and noisy.
- Boat storage facilities, in particular 'rack and stack' and with or without trailers.
- Provision of safe and secure refuelling (diesel and ULP) and waste pumpout facilities.
- Maintenance of the marina entry from Fisheries Creek, although design and width should be reconsidered.
- Maintenance of the commercial fishing fleet at the site.
- Multiple use, including the commercial fishing fleet, recreational boating, access for recreational fishing, marine-focussed retail and servicing (eg marine mechanic), eateries, passive recreational access and opportunities, and accommodation.
- Provision of facilities for boat-based travellers, such as toilets, showers and laundry.
- Relocation of the Fishermen's Coop onsite to provide retail access to fresh fish and to enable people to watch the trawlers unloading.
- Upgrade of boat ramp and/or extension of southern pontoon in Fisheries Creek.
- Accommodation, with across the board support for short-term / tourist accommodation.
- Café and / restaurant.

- General recreation facilities, such as picnic tables, open space, swimmer access to the River.
- Public amenities: toilets, rubbish bins, fish cleaning areas.
- Effective security for the marina, boats, retail and commercial shops and accommodation areas.
- Maintenance of public access and amenity, especially to the riverfront.

Points of difference focussed on:

- Expansion of the marina
 - The three options advocated were to:
 - Expand and ‘tidy-up’ the existing marina footprint and use floating pontoons internally
 - Create a second, smaller marina on the northern side, with its own entrance into Fisheries Creek
 - Maintain the existing marina and utilise floating pontoons or other suitable infrastructure into the Richmond River.
- Accommodation: there were differences of opinion in relation to:
 - Whether or not permanent accommodation was included in the mix of accommodation options developed.
 - Height of accommodation buildings, ranging from 1 - 3 stories to up to 6 stories.

Site issues that were identified:

- potentially contaminated land, especially around the existing depot buildings.
- security, with gating desirable on at least some areas of a marina.
- vehicular access, with increased need for parking (tourists, recreational fishers), boat trailer parking and manoeuvring, and semi-trailer access for commercial purposes.
- noise, traffic and other impacts on the amenity of residents, including those on the northern bank of Fisheries Creek.
- connectivity with the Ballina CBD, including impact of the replication of Fisheries Creek bridge, cycleways, and vehicular access to and from River Street.
- Consideration of the tidal flow and flood flow of the Richmond River.

Notes from stakeholder meetings

Participant 1

Provided written material for consideration in the master planning process for the Ballina trawler harbour site as well as written material on the use of the Richmond River more generally.

- Site must have a marine focus – not just residential or resort development with very little marine facilities.

- Pervious study of the site undertaken by a very good developer who provided a proposal to Council for a marina at the Missingham park site. Should be consulted in this process.
- There are bar issues that influence the number of boats entering the river, need to be addressed. If a safe harbour is created, Ballina could be a major port.
- Marina should be expanded to include:
 - at least 100 wet berths – this would easily be filled based on current demand,
 - Pump out facilities
 - Fuelling depot
 - Rack and stack dry storage for boats up to 5 m. In area adjacent to boat ramp and access into the creek, not the river
- Current wall to river should be maintained as it provides protection from wind, tide and flood, entrance to marina should be off Fisheries Creek.
- Existing entrance can be a bit difficult and could be redesigned but still off the creek
- Perhaps two separate harbours with entrances off Fisheries Creek one for commercial trawlers and one for recreational boats
- marine should have multiple entry and should incorporate 'fingers'
- Avoid permanent residential for the site stick to tourist short term accommodation to retain marine focus. Permanent residents could erode this focus with issues relating to amenity, noise light etc.
- thinks tourist accommodation okay e.g. hotel/motel/time share but with a focus on 'marine tourism'
- BIA has provided a design for the trawler harbour previously and investigated number of berths it could accommodate.
- Design site to suit storage/ berthing mixed use i.e. commercial (trawlers, tourist boats fishing charters whale watching etc) and domestic boats.
- Use Martin Street Boat Harbour for tourist orientated boating marine activities.
- potential tourism activities from Martin Street Boat Harbour include daytrips up and down the river, fish charters, whale watching.
- believes there is enough demand for both harbours
- All berths, mooring etc currently full and there is a great demand for more. Limited income just for berthing fees and storage rental need other money making facilities on site.
- Marina areas and commercial facilities need to be gated for security
- Commercial and trawler areas need to be separate on the site from accommodation
- Need to maintain some public access areas
- Represents significant infrastructure for the district

- there is a need for a permanent channel at the river entry and a 'sand bypass' system should be considered. Such a system is in place at the Tweed River. He believes the cost would be approximately 40 million.
- he sees dry storage using access into water along Fishery Creek
- access into the marina is better to be off Fishery Creek rather than the Richmond River because the tide and currents can make it difficult to 'turn' off the river into a marina. The creek entry also gives protection from flood debris.
- suitable marina size would be 100 berths + dry storage+ whatever the co-op needs. The co-op may need bigger berths for their vessels.
- consolidate services at the marina e.g. sewage pump out, refuelling. Refuel service along Fishery Creek offers opportunity, in the event of a spill, to close off either end of the creek for containment.

Participant 2

- Currently Fishermen's Coop use whole of site – not just water for berthing trawlers. Open space areas used for drying nets and stretching wires.
- Industrial site currently - needs fencing to avoid any safety issues with others entering site. Current proposal with Crown Lands for fencing off the area to limit people driving on to site. Proposal to put bollards in along the southern boundary of the open area to prevent vehicles
- Alternative for dealing with nets and wires is reels. Or nets strung up on flagpoles
- Great demand for berths. Phil gets 3-4 calls per day requesting a mooring or berth. These are passing sail boats from Sydney or Gold Coast travelling up or down the coast, local boats who want water berths for the summer season.
- Ideally, separate water access for the commercial and recreational fleet – 2 marinas with 2 entrances. Include finger pontoons in the rec marina.
- Would like to move coop factory and shopfront back to the waterfront as current spot on the main road isn't working particularly well. With the co-op back on the waterfront, people can access fresh fish straight away. They currently feel that they 'miss' things happening on the water.
- To accommodate this on site would need small processing factory, unloading dock, retail space for fish shop and café also space for a semi-trailer to pick up fish products.
- People enjoy watching these fishing activities and being around it. Good educational value
- Need additional floating pontoon on the river side to accommodate recreational fishers, temporary boat tie up etc.
- Currently have 36 wet berths trawlers fill 15 of these.
- Need for additional dry storage for boats and trailers rack and stack style. Some of the storage use would be seasonal: out in winter, back in summer

- Trailer parking also required for day users.
- Need pump out facilities, toilets showers,
- Currently provide diesel fuel depot with credit card facilities for afterhour's access.
- current fuel storage is bundled
- Issue with fuel lines – safety stopcock distance away. Current negotiations with Crown to upgrade to improve safety and reduce spill risk
- Unleaded required as well as diesel fuel as lots of boats use ULP. ULP more flammable so needs a self-bunded tank.
- Net and wire drying reels would be preferable.
- Crane facilities for trawler motor repairs.
- Keep slipway at Smiths Drive, highly industrial very dirty.
- Separate access for commercial and recreational boats to avoid collisions and disturbance when trawlers leave port.
- Current boats include TAFE training boat – used for training in heavy machinery. Potential for other marine related educational opportunities.
- Could move Maritime and Fisheries offices on site
- Some current neighbourhood issues regarding light and noise especially from those straight across the creek. No complaints since street lights were put in which project light beam down. Still early morning talking noise that travels easily over water.
- No overnight stays allowed (RMS rule) unless on a travelling boat then one can stay one there boat in the harbour no longer than three nights.
- Currently charge a rental for staying in the berths - ??? Don't know how much.
- Creek entry preferred by boats no current, protected from wind.
- Others that may use site include RMS, DPI moved from martin street boat harbour to this site, tackle shop, chandlery, tavern, café.
- Temporary wharf for mooring boats required in river or creek.
- Commercial fleet consists of prawn trawlers, line-catch fishers and spanner crab fishers. Trawler fleet may expand if there were better facilities here; currently not a lot taking up the opportunity due to bar crossing however new fisheries may become viable. Currently 90% of NSW spanner crab catch come from Ballina –has future potential.
- Mangroves need to be retained.
- RMS, old RTA, site has contaminated land.
- RMS land swap has apparently been discussed and RMS moving to another spot to free up that area.
- the existing wharf is used to refuel, unload and for repairs such as lifting out engines. The existing concrete pad can take a 64 tonne crane. Lifting of boats out of the water happens at Smith Drive.

- suggested expanding harbour northwards and having 2 separate accesses for working and recreational vessels.
- could put larger recreational boats up northern end as they don't go out very often
- have shared fuel/sewage pump out facility for all boats but keep separate from boats for safety reasons
- use of the wharf is paid for separately. Members are entitled to use for 2 days. Non-members have to pay a fee.
- there is rubbish collection off the wharf, but sometimes there are piles of rubbish left around the harbour edge that comes off trawlers.
- chandlery is typically not a money making exercise as have to buy in large quantities but only sell the odd item here and there. Suggested having a fishing shop selling rods etc and having the chandlery as part of this outlet.
- need to have semi trailer access into the site.

Participant 3

- Don't destroy current Recreational fishers' facilities in place: boat ramp, pontoon, fish cleaning station (one of the best in the state) and the amenities block as they have been undertaken by a number of groups coming together to improve the area.
- Current wall between marina and river good for fishing need to retain or enhance this access for recreational fishing
- Boat ramp improved by extending jetty to the south of the existing one.
- Increase the number of ramps maybe two on this site other boat ramps in the area are not adequate – concrete walls not parking etc.
- 24hr access for toilet block – use of card fishing licence for access after hours
- Support economic activity
- Would like to see bar issues resolved
- Include opportunities for refuelling on the water, power available amenities
- Needs to complement Martin Street boat harbour site
- Increase recreational opportunities for the site – picnic tables, bins, BBQs, swimming pontoons
- Need to ensure rubbish bins are provided and emptied in line with use and demand
- Potential for charter boat industry, whale watching, dive boats, boat hire if increased to 100 berths
- Include stake and rack
- Build additional wet berths into the river and save the land
- Include provision for overnight short term stay on your boat eg \$40/ night & Yamba
- Include short term land based accommodation on site – long term permanent residences can have issues regarding amenity and other uses of site.

- Keep as long term leases rather than land sales to ensure the site remains in public ownership.
- Need for additional trailer parking – currently max of 70 currently often reaches capacity especially during fishing comp events.
- Lighting important for security
- Include complementary services ie mechanic, boat repairer etc
- Marina used to be on Burns Point ferry Rd but wasn't viable

Participant 4

- Small boat storage required as this is 90% of the local boats
- Introduce staged approach to increasing wet berths start with 50 increase to 100
- Expand current water area slightly and improve current entrance. Good design of floating pontoon will increase berth capacity of current footprint. No need to increase by extending into the river.
- Entry via creek, not river
- Boats come from Sydney, Gold Coast and Airlie Beach for repairs and work to be done as it is cheaper and less hectic than Sydney. Accommodation for over 5 m draught a problem
- Doesn't feel that the Bar is an issue if careful and sensible – isn't a deterrent for his customers
- Include permanent accommodation.
- Hard stand travel (slipway) not required here as it is very dirty.
- Include café laundromat, fuelling (credit card payment), waste pump out, amenities
- Stackable dry storage for boats up to 24 ft on RMS site could include 24-32 ft dry stackable storage but currently no demand – maybe staged process.
- Direct forklift into the marina from dry storage into water – no need for trailer – need a small space reserved in marina for this purpose.
- Separate area within marina for fuel and pump out facilities
- Move co op facilities on site or relocate to martin street as it would add a focus and character to that end of town
- Martin St for travelling short term stays that want to stay in Ramada or frequent restaurants, shopping, food stocking. Include RMS DPI Tourist boat pick up point etc. Not refuelling or pump-out at Martin St – use TH for this then come back up to MS
- Other services include sail repairer, mechanic, canvas upholstery
- Include an additional boat ramp on site
- Include overnight short term accommodation but not really needed as people will stay on their boat or in a motel in town
- 15 min allowed at Lance Ferris Wharf for pick up drop off so need other options for longer stay

- Big demand for airport service to fly back while work is being carried out here in Ballina.

Participants 6 - 9

- Confirmation that the site includes the RMS depot as this area was not included in previous proposals for this site as far as the chamber was aware.
- Interested in how the land swap arrangement between Crown and Council to shift the RMS depot out of this site impacts master planning. Although this may have been a discussion at some time in the past as far as Council staff present are aware it is not impacting on this process. Crown lands will determine what relocation arrangements are appropriate for the RMS depot once future investment in the site has been established.
- Relocate Coop to the site
- Expand footprint of current harbour but not two marinas adjacent
- Increase number of wet berths available
- Include short and permanent accommodation
- Permanent residents will ensure vibrancy even in non-holiday periods
- Move boat ramp to include with marina to max room at the back of the site for accommodation and other retail/commercial space
- Include provision for commercial boating activity whale watching etc ensure parking available for people using these services
- Include wharf facilities in all riverfront master planning processes to ensure lots of different options for water based activity fishing, boat mooring - long term, short term, medium term, pick up and drop off point for tourists.
- Include open space in reserve and maintain public access to water front. Include lifestyle oriented infrastructure exercise stations etc
- Look at connections between this site and CBD. Bike path might need upgrading. Roundabout to improve access from north and south. Some sort of shuttle bus – perhaps an opportunity for a business.
- Good seafood restaurant is missing in Ballina maybe include this here or at Martin Street
- Could establish a sailing yacht club on site
- Ballina could become a regional boating facility has river over Byron and Lismore shires
- Check for excursion notes made by Jane Lavery when she took Councillors up to the Coomera facility a number of years ago.
- Would be good to get input from owner of the pervious marina on Burns Point Ferry Road who still lives in the area. This marina had a slipway, chandlery and berths but closed about 10 years ago when the land was sold for residential.

- Would also be good to get input from potential investors to determine what could work on the site from an economic perspective.
- Include recognition of Aboriginal cultural heritage of the area
- Building height medium to high density
- Issues of potential contaminated land on areas of the site
- Support development by ensuring DA has been approved prior to investment to ensure plan is implemented.
- Council could look at land use planning controls for site to allow development that isn't currently considered in this zone.
- bridge duplication may affect existing boat ramp
- need to consider parking requirements for any marine tourism based activities
- commercial at marina should be hospitality based rather than providing for day to day activities e.g. grocer etc
- Martin Street harbour should be focus of 'higher end' restaurant. Trawler harbour should be more focussed on family visits, day use, use by boaties
- need to think about the increasing the number of people moving through the site and a day to day basis to provide catchment for commercial enterprises
- look at Coomera marina as example
- discussed building heights and felt that 3 or 6 stories was okay depending on what was needed to make financially viable
- opportunity for a shuttle service from harbour to CBD, airport etc

APPENDIX 4: COMMENTS RECEIVED

Comments provided under 'Other' in survey Q11: A marina can have a variety of facilities and features. Please indicate how desirable the following possible features are for a future marina development in Ballina.

- Environmental protection mitigation measures.
- Marine and coastal education and interpretation facility.
- It is imperative that the land remain open for future requirements for Ballina maritime expansion and marine industries.
- We definitely object to the inclusion of building residential blocks as a part of a Marina. It is not. The marina should keep the development relevant to the zoning as stands ie. Marine Industrial. Condominiums would downgrade the marina development for public use. The marina project should not be dependant on the finances obtained from the sale of the condominiums to finance the development and would hijack the amenity for an elitist few.
- Looking for a clean place to keep our boat with toilet and shower and properly managed rather than current setup
- Marina Berths & Slipway Dry dock.
- Definitely a restaurant and cafe / casual eating area maybe take away fish and chips for people to have the ability to sit beside the water and enjoy. A convenience store would also be useful for boating enthusiasts and the residents of west ballina who live up that end instead of having to walk down to the shopping centre as many residents in the area don't drive.
- I feel a restaurant in the area would be great as there are not any close by. I feel it would also get passing trade as this is the entrance to our town and we need to showcase it. At the moment this area looks ugly, not a good advertisement for people coming into Ballina. I feel totally redeveloping this area is a wonderful idea which also boost the economy and create jobs
- I also feel a walkway around the water's edge would be very beneficial for cyclists, walkers, joggers and prams.
- A rowing facility with access to the Richmond River on the south western extent of the marina area.
- High consideration to be taken in developing the Marina site with tourism growth in mind, with local community and family friendly activities and recreational areas encouraging recreational use of the river and water front.
- Consideration for current and future commercial use of the Marina in a clean, modern, well maintained and as much as possible, environmental & people friendly picturesque environment. Encourage local fishing/prawn industry with sale of fresh local produce outlets in the form of cafes & with fresh produce and seafood markets.
- Encourage employment and industry growth with marine related services

- Carefully consider the use. Make it easy for a LOT of trailer boats to come in, have a short queue to one of the ramps, offload and put the boat on a usable pontoon / jetty / wharf while the trailer rig is parked, then off they go. Make it just as easy to load up at day's end but at this point one needs a boat wash down area (where they can flush the motors) and an excellent fish cleaning table, such as the existing one. So we need a sufficient number of ramps, plenty of pontoon space, and secure trailer / rig parking. On water fuelling would be great as would overnight accommodation and mooring with water, power and waste provisions.
- No to Industrial facilities such as repair and boat storage which would detract from an atmosphere of public recreational use and enjoyment.
- Public access to river and canal front for walking.
- Rubbish bins
- Maintained gardens
- Cannot recommend rack and stack facility enough, especially for this area where the majority of boats are trailer-able size.
- I worked at d'Albora Marina Akuna Bay for 4 years with the largest rack and stack in Australia. Extremely popular facility.
- The price point would have to be right for this area though and the maintenance costs are high for a forklift.
- Facilities need to be accessible with enough parking, storage and manoeuvring area for trailers etc.

Comments provided under 'Other' in survey Q15: How might the development of a marina affect you?

- If the bar was dredged regularly, I would consider using it as a base as I reside at Lennox Head
- It would be an extremely backward step if the public boat ramp, parking and cleaning facilities which currently exist were negatively impacted.
- Make living in West Ballina more pleasant
- I actually don't think the position is a great idea & believe that the commercial opportunities would be diminished. As a long term resident, I would have thought that a marina closer to the River entrance would have more economic sense, noting that a natural sand bank occurs there & was the sight of the original jetty - if only we (as a shire) were brave enough to deal with the environmental issues. Best of luck with it, but a developed marina in West Ballina is hardly ideal.
- Provide economic, health and community benefits from a rowing club facility.
- Any Regional area with a River entrance needs boating infrastructure, the opportunity for maritime activities, business and visitors will increase enormously if decent facilities are provided and it will certainly increase the standing of Ballina as a

major tourist destination, look at Maloolaba QLD, Yamba and other river entrance towns or cities, Ballina is the only major port without such a facility

- Need to relocate at significant expense of tens of Millions
- Believe the increasing of traffic on the river will detract from the non-motorboat activities. Currently the amount of trawlers and their inability to see smaller non-motorised craft or sometimes their desire not to slow down can impact upon the smaller craft that also make use of the river. Increasing the amount of pleasure crafts and other vessels that will use the marina area will discourage and detract from the use of the non-motorised boats. The only solution to this would be to relocate such boating clubs as the sailing and rowing club down past where the current marina is in order to allow these crafts the safety of quieter waters where larger vessels and commercial crafts do not want to access.
- No to industrial facilities and boat storage which would have a negative impact on my property and views
- My only concern is if there are industrial, shops backing onto the street creating noise and ugly view. Also concerned if the river and canal are blocked off for walking.
- We could moor our boat at the marina and make life much easier when going boating in regards to fuelling, provisioning etc.

Comments provided under 'Other' in survey Q16: The trawler harbour redevelopment would provide some opportunities. Which, if any, of the following apply to you?

- I sold a previous trailer boat due to storage issues. Would certainly purchase a larger boat if there were adequate berthing or dry storage facilities.
- Fish
- I'm not keen on it.
- Opportunity for a recreational rowing club facility
- Have considered a larger boat but do not have anywhere to moor it. a larger marina would offer that ability
- Take my children to the park
- I don't own a boat but friends do and would love to moor it close to where I live & use the facilities and amenities as tourists and frequent visitors
- The availability of on water fuel is a positive
- I would enjoy the outlook of a marina instead of unkempt lawns and trucks and noise from the RTA
- Possibly buy a boat in the future IF I could live on it
- It's a place of business for me.
- We would use the fuel wharf.

Comments provided for survey Q17: Any other comments or suggestions?

- Ballina has the potential to be a major stop off point for cruising vessels. This includes potential growth in tourism and maritime business operations. Ballina has an amazing maritime history that can be reinvigorated.
- Big boost for Ballina economy and tourism in an under developed brown site that lacks interest and no charm _ needing renewal. Great development for the community and social progress.
- The development should primarily protect the open urban space with sensitivity to public use as recreational area.
- Ballina could be a popular destination for cruising boats especially if the bar crossing is improved. Recently told by authorities that we could not anchor in the river and no places available at trawler wharf so had to leave Ballina rather than a planned stay for several weeks
- Would be negative to put multi story accommodation on the site - make it unique to Ballina
- I often visit Yamba and see the benefits in having a marina.
- I think this would be a fantastic drawcard for both the residents and encouraging tourists to come to beautiful Ballina with its lovely waterways.
- The lack of marina facilities is holding back the development and utility of the natural resources of Ballina Shire
- The "Port of Ballina" concept has been floated for decades yet nothing has been done. Setting up a state of the art marina would attract visitors (in particular yachties) to our area which would inject funds into the local community. This would also require improvement to the Richmond River bar. A well designed marina would become a focal point for recreation in Ballina.
- The undeveloped land south of Sunnybank Drive as a river foreshore parcel of land is a rarity in Ballina and thought should be given to develop this for the community to use and enjoy.
- Many people (prior to dredging) use this area for picnics, fishing, walking etc. I believe with improved facilities and an attractive marina, it would increase public use and enjoyment of the area. It also allows for possible longterm future marina expansion if necessary.
- Thus selling off of this land for residential or holiday accommodation south of Sunnybank Drive is short-sighted and not in the best interests for the town.
- The land currently occupied by the Roads Traffic and marine Depot, would be better suited in an industrial area and that land may then be converted to a residential, and marine tourism precinct.
- Yacht Club

- The area around the boat harbour is presently very underdeveloped, untidy, overgrown, and not a very pleasant outlook - a thoughtfully planned and developed marina and facilities would be wonderful.
- A marina would create interest and provide opportunity to socialise, the development would add beauty to the area and provide local opportunities for work and business
- When I came to Ballina over 25 years ago, there were 18 trawlers in the harbour and there was a Marina down near the ferry. Now there is only 5 or 6 trawlers. The thing that impacts most on boating activity here is the notorious Richmond River bar.
- "Utilise the whole length into Fishery Creek, apart from existing boat ramp infrastructure in place, which is excellent by the way, for boat access and moorings. We will need plenty -
- Please don't underestimate the need. So many vessels
- Keep heading either up or down coast to other Marinas,
- We are extremely well positioned to capitalise on these passing vessels. Also, the people who choose to live on their vessels based in harbour. Couple entries off Fishery Creek
- Opening into larger areas. Keep recreational different from the
- Commercial "bays". Remember, this is ALL about BOATS, please
- Keep residential part to minimum, some tourist accommodation
- % ok, but site NOT being developed for residential.
- Don't let the area become a commercial tourist trap, keep it low key
- We need open recreational spaces not more congestion near homes. It all sounds money making when the river is becoming more silted. Look at the river first.
- A sustainable and small development will suit the needs of the community, and please make sure it's not a massive over-developed place only catering to the wealthy. Community first.
- It would be very pleasing if BSC and the State Government did what was necessary to get this project completed promptly even if that requires sensible commercial residential and retail development on site, and not let small interest groups stymie the whole project for decades as has occurred with so many other very important capital projects in the Shire.
- Development of this area should be for open public space/reserve for picnic, play areas, cafes and restaurants the foreshore of the river should remain open as an asset for public use at all times. No residential development.
- Can a large shed or smaller individual sheds be included where people could store boating equipment - we are looking for a space on the river where we could store a dragon-boat.
- Provide access for kayakers/canoeists/paddle boarders.

- I think a Marina in Ballina is a fantastic opportunity to highlight Ballina but i would prefer it being in the centre of town near the Ramada which to me has everything there already. Shops restaurants swimming pool supermarket. People don't want to moor their boat away from the main hub of town and have to catch a taxi to get groceries, go to the clubs/ restaurants. When there is an event at Missingham Bridge they can walk there. It is a more logical place in my opinion.
- A marina development would be very useful for tourism. Also, I personally have a small vessel for fishing but would consider purchasing a larger vessel for cruising the coastline if I had a good mooring in Ballina to come back to.
- Potential for many jobs to be lost by the relocation of RMS depot. Employees and families would need to move away from area for work and this has a wider impact on local business and community.
- RMS has good working relationship with local neighbours over decades with no impact. Trawler harbour and associated businesses would change the area from residential to business with the associated increase in traffic and need to upgrade intersections and roads and bridges across Fisheries Creek at more significant expense.
- I did buy a boat and the upgrades of the marina will certainly detract from my personal use of it. Upgrades will encourage use of the river but not necessarily from Ballina residents. It will encourage usage and damage from the constant use. Safety will be a huge issue for non-motorised craft. Currently the amount of amateur fishermen that don't abide by the water rules that are accessing the river/marina/boat ramp to access the sea detract from the non-motorised craft that are also attempting to enjoy the waterways. Increasing this amount seems to prioritise power crafts while disadvantaging other sporting groups.
- In order to make the marina more attractive, something would also need to happen with the bar, to make it less dangerous
- Think this could be a great asset to Ballina community. Could help lift the negative image of West Ballina and the greater community. Still need to keep some grass, and public space by the river. No shop backing onto residents houses. Please consider traffic along Boatharbour and Sunnybank Rd it can already be fast and there are many young children who walk/ride on these streets.
- Leave existing trees in place and open area.
- A major marina precinct in West Ballina is a must.
- Wants: A restaurant that was able to double as a function venue.
- House boat hire.
- Possibly a slipway facility but not a hardstand facility.
- Would like Ballina Bar made safer for crossings

Comments received in other submissions:

- Trade lockers (sheds) ie boat builders, anti-fowling, engineering stainless steel, electronics/solar, marine saddlery, marine engineering mechanics
- storage sheds
- ship lift/slipway
- fingers wharfs for marina
- club house/resturant/conference rooms/bar
- motel
- sailing school/engage education dept
- become a sister marina to other marinas
- income: club memberships, club house bar / restaurant / function rooms / weddings / businesses, rental for casual moored boats, rental for permanent moored boats, sell permanent mooring sites, rental trade sheds singular or multiple, storage space for rent, rent on ship lift for use
- motel have a holiday with your boat/holiday packages/overnight etc
- sailing school 1 & 2 man skifs
- sister marinas bring outside business non local.
- this is a perfect site for what could be a great marina for Ballina
- the condition of the bar as an issue liming tourist / visitor boating activity in the shire.
- see boats circle and have nowhere to moor, so think Ballina is losing valuable business.
- A dragon boat weighs 220kg and is 12m long so what we require is a secure storage space for the boat as well as our paddling equipment such as paddles and PFDs. The storage space could be an individual shed for our club only, or it could be a shared space within a larger shed. Recently I visited Docklands in Melbourne and the set up there is one large shed structure that houses a number of different water sport clubs. The building is a two storey one with the open storage shed on the ground and a meeting room, toilets and kitchenette on the first floor. At the front of the shed is a pontoon with easy access to the water. A structure like this would suit our needs perfectly. Of course we are also a very social group, so a coffee shop as part of the site would make it perfect for us.
- The marina and our sport would work well together to offer benefits to a large cross-section of the community, as this will bring a larger volume of people to the marina that may not necessary frequent this type of venue. Our club has also drawn members from areas outside Ballina shire, which will help promote the marina to a wider demographic of people.
- For our sport [dragon-boating] to grow, access to our beautiful Richmond River and surrounding waterways is our biggest stumbling block. To safely launch and retrieve

boats for our members is of utmost importance. Having a dedicated area in the new Marina for our club would be advantageous to council, community and our members. The advantages of our members regularly training in the area would be beneficial for all involved in deterring unwanted behaviour around the marina.

- Other marinas in NSW and QLD have integrated dragon boat clubs with success offering all the benefits as stated above.
- A preference for the Martin Street site as the place to invest in redevelopment.
- Ensure that a fishing table is provided and to recognise that the existing fishing table was provided by the RSL.
- An opportunity to establish a rowing club facility on the south western extent of the boat harbour/marina area with access to the Richmond River.
- The Richmond River Sailing and Rowing Club is already established on a site north of the swimming pool in Ballina. This site is excellent for sailing but largely unsuitable for rowing because of wind swells and wash from fishing boats, trawlers and other marine craft going to sea. Additionally the channel between the sailing club and RSL club is narrow and often inundated with motorised water craft and unsuitable to ever consider hosting rowing events. With rowing membership increasing and given the physical constraints of our current site our chance to expand is limited.
- The area on the river from the boat harbour/marina area to Faulks Reserve is generally protected from winds and chop and a much calmer stretch of water, thus much more suitable for rowing.
- Existing facilities mentioned [toilet block; fish cleaning table; jetty; pontoons] be retained or improved.
- Parking for cars and trailers be expanded.
- Open space with shade and BBQ facilities be provided
- Better lighting be installed.

Ballina Marina Masterplan Project

Community engagement Stage 2

May 2017

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Key findings

- The response to the potential re-development of the Trawler Harbour marina site remains positive.
- Dissatisfaction with the potential re-development focussed on the provision of residential / accommodation and the proposed height of the residential / accommodation buildings.
- Consistent concern over a perceived loss of public access and community facilities / open space.
- Significant layout / design issues were raised alongside potential solutions to resolve these issues.
- Staging and financing were raised, with alternative options suggested.
- There was strong support for Ballina Shire Council's ongoing involvement.

Engagement overview

The community was invited and encouraged to have input into Stage 2 of the Ballina Marina Masterplan Project (BMMP). A summary of media activities leading up to and over the period of public consultation of the Stage 2 is provided in Appendix 1. The project also had a dedicated webpage within the Ballina Shire Council site.

49 written submissions were received on the draft concept plans. The findings detailed below summarise the views expressed in these submissions.

The project team offers their sincere thanks to the community members who participated and provided input into this project.

Findings

THE DOMINANT THEMES:

- Support for the re-development of the Trawler Harbour marina
- Strong advocacy for a redevelopment focussed on boating and the needs of the boating industry
- Consistent theme to consider both the Trawler Harbour site and Martin Street marina in tandem and redevelop both sites with the coordination of facilities and use in mind
- Strong advocacy for the site to be a Ballina community asset, with open space and public facilities and utility at the forefront.
- Consistent concern over a perceived loss of public access and community facilities / open space.

Marina development

- Supported, with some specific comments made:
 - o Filling a recognised need and gap in marina provision for boaters along the east coast.
 - o Improving a site that needs it.
 - o Input into local economy.
- Linkages to Martin Street marina need to more clearly defined and the two marinas need to work in-tandem.
- Staging: staging of the re-development to focus on the re-build of the marina and its immediate surrounds first. This would demonstrate the point of the redevelopment is the marina and also ensure that any subsequent residential buy-in occurs with the marina in-place and functioning.
- Grant monies appear to be potentially available which would enable the marina development independent of revenue from residential sales
- Some of the assumptions underpinning the Feasibility and Demand Study are not as applicable to the Ballina site as they are to metropolitan sites.

Marina facilities

- "Utility space" needed on the ground next to mooring space.
- Boats requiring maintenance will need to travel to Emigrant Creek slipway.
- A haul out area should be included in the plans where boats can be cleaned, thereby enabling boat owners to get minimum basic maintenance done on site.
- Include an access road around the edge of the harbour to give access to emergency services such as Fire Brigade, Ambulance and heavy transport like mobile cranes.
- 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 Fishery Creek public boat ramp.
- Boardwalk around marina edge.
- The boardwalk area around the marina should be pedestrian only and link the marina and retail shops, including restaurants.
- Boat launching area needed at the marina itself.
- Utility sheds for tradesmen such as mechanics, riggers, painters etc.
- Disposal facilities for waste such as anti-fouling, oil and other products.

Marina design

- Needs to allow for more boats: design for 300 as that will be the future demand.
- Expansion north rather than west.
- Manoeuvrability - More space between berth fingers is needed. Space is tight with up to 110 marina berths and consideration needs to be given to the different types of vessels, all of which have degrees of manoeuvrability.
- Locate the trawler fleet on the river-side.
- Include a docking area for short term stopping (30 minutes) while people load gear into boats, buy from shops, offload people etc.

Trawler / commercial fishing fleet

- Fishing Coop has tourism potential so make it a focus. Cluster trawlers and the coop building, place near to boats for ease of loading keep working section separated from the rest of the harbour.
- Include service pontoon in this section.
- Place trawlers at the easterly end (river side) of the harbour so they can get in and out easily without too much disturbance to other boats or residences.
- Ensure the continued operations of the commercial fishers are not compromised by any residential development: there will be noise, for example, at all hours.
- Provide a work area adjacent to the commercial fleet moorings that can be fenced off or otherwise made safe in order to (1) maintain a safe working environment, (2) ensure public safety and (3) limit public access to gear while it is being cleaned / maintained / etc.

Off-water boat storage

- Boat accommodation would be a preferable outcome to residential or short-stay accommodation. Long-term, stable economic asset.
- Should be better considered:
 - o needed at current level of boat ownership;
 - o identified as desirable; and
 - o potentially providing a secure source of income for the site.
- 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.
- 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.
- Dry storage needs to be enough that can cater for existing and latent demand from Ballina and regional residents (noting that this is likely to increase if the marina is redeveloped). Dry storage should not give priority to on-site residents.

Residential / accommodation

- Preference for no residential development or very much reduced from what is in the draft concept design.
- Maximum height limits ranged from 2 storeys to 4 storeys.
- Orientation and positioning need to take into consideration the amenity and outlook of existing residences along Sunnybank Drive.
- It should be noted that the land is flood affected and, being adjacent to the Richmond River, is in a flood hazard zone.

Community facilities

- Support for the inclusion of a community building.
- Reserve an area for future Canoe/Outrigger/Rowing Club(s) Facilities - community groups may come into existence because of a new marina, such as a yacht club, fishing clubs, sea scouts, cruising club and other community groups.
- The provision of facilities for recreational fishers, including a fish cleaning table and toilet block, needs to be at least maintained if not upgraded. Existing facilities were provided by the community.
- Boardwalks along Fishery Creek and the River.
- Accessibility considerations: wheelchair access can be an issue on wooden boardwalks. The inclusion of a cement path would be idea, especially connecting the existing proposed cement / tarmac areas to the picnic shelter area. Having to cross grassed areas is not desirable for either wheelchairs or wheelie-walkers.
- Include an area of the picnic table such that a person in a wheelchair can sit comfortably at the table.
- Include a children's playground.

Open space

- More open space needed.
- Publicly accessible open space should be prioritised.
- Ensure public access from Sunnybank Drive through the western portion of the site through to the river.

Commercial / retail facilities

- Support for commercial and boat-related facilities.
- Needs a marina office.
- A mix of retail, commercial and office (small shop/ice boat supply's, laundry, showers, toilets, etc.
- A mix of retail shops in the marina operations area is good and should include a small chandlery, food take away shop, cafe and boat related shops.

- Retail opportunities to take advantage of the marina as a destination, eg bicycle riders, so consider orientation of retail – eg summer morning shade, winter morning sunshine, protection from southerly winds.

Roads, traffic and parking

- More parking:
 - o Concentrated around the outer rim of the site or north-western corner only.
 - o Car-parking can be provided under commercial and residential / accommodation buildings. These buildings can be built later.
- Trailer parking and parking for fishers needed close to the boat ramp:
 - o No reduction in what is available and likely more will be needed.
- Boat trailer parking area needs to be adequately lit.
- The siting of the trailer parking area needs to ensure the road/bridge duplication works anticipated for the future 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.
- Roads and turning paths seem narrow: consideration should be given to trucks and vehicles with trailers as these will need to manoeuvre around the boat launching site, marina and commercial sites.
- 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 Fishery Creek public boat ramp.
- Provision of golf carts or similar from concentrated parking area for people with mobility challenges and for boat-owners and residents to carry supplies (eg groceries).
- Traffic concerns raised:
 - o Increased traffic associated with residential development and impact on local residents.
 - o Located of driveways onto the roundabout.
 - o Increased volume entering River Street from the marina precinct.

Review of key points from Stage 1 engagement

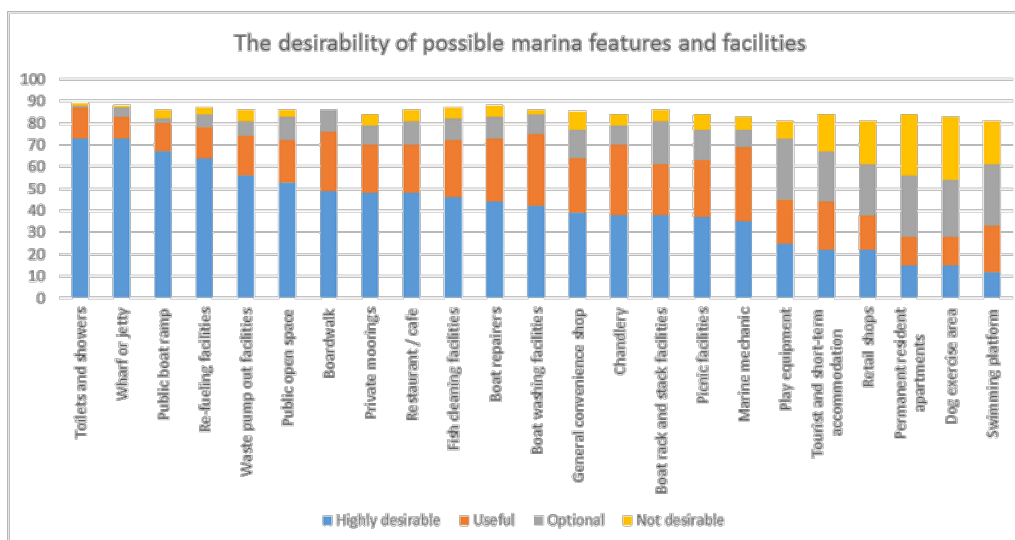
Key findings

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

Desirability of features and facilities

The features for which there is clear and consistent support are: toilets and showers, a wharf or jetty, a public boat ramp, re-fuelling facilities, waste pump out facilities and public open space. The survey respondents' views are shown in Figure 1.

Figure 1: Desirability of specific features and facilities.



The most desirable features, where at least 50% of respondents indicated they were 'highly desirable' were:

- Toilets and showers
- Wharf or jetty
- Public boat ramp
- Re-fuelling facilities
- Waste pump out facilities
- Public open space.

When 'highly desirable' and 'useful' are taken together, the facilities supported were:

• Toilets and showers	87%
• Wharf or jetty	83%
• Public boat ramp	80%
• Re-fuelling facilities	78%
• Boardwalk	76%
• Boat washing facilities	75%
• Waste pump out facilities	74%
• Boat repairers	73%
• Public open space	72%
• Fish cleaning facilities	72%
• Private moorings	70%
• Restaurant / cafe	70%
• Chandlery	70%
• Marine mechanic	69%
• General convenience shop	64%
• Picnic facilities	63%
• Boat rack and stack facilities	61%

Tourist and short-term accommodation was also somewhat ambiguously rated although more positive than not (44% desirable / 17% not desirable). This ambiguity was reflected in other input into the project. For example, while accommodation was supported, there were differing views as to whether it should be short-term only, tourist only, or long-term residential (at least in part).

Appendix 1: Media summary

Information about the progress of the project and an invitation to comment on the concept design and associated documentation was provided in several ways at several times.

Date published	Action
21/02/2017	Project webpage: https://www.ballina.nsw.gov.au/cp_themes/default/page.asp?p=DOC-JOA-42-36-07
15/3/2017	Letter - Community members that have previously indicated they wished to be contacted re. council projects
15/3/2017	Letter - notification to previous submitters to master plan preparation
15/3/2017	Letter - Marina Master Plan stakeholders (includes Port of Ballina Task Force)
17/03/2017	Factsheet – summary of project
20/03/2017	Media release - Ballina Marina – A Future Not Too Distant
21/03/2017	Advice of exhibition to Government Agency Working Group agencies and invitation to provide feedback
22/03/2017	Ballina Shire Advocate notice
22/03/2017	‘Community Connect’: short article and link
22/03/2017	Direct Mail Postcard to West Ballina Residents
22/3/2017	Letters – State and federal elected representatives
22/03/2017	Hardcopy material available at Community Access Points
24/03/2017	Councillor Bulletin Item
27-31/3/2017	Postcard delivery to relevant businesses and outlets
29/03/2017	Ballina Shire Advocate notice
11/04/2017	Regional Development Australia - In the Region: Local Council News
18/04/2017	Media Release – Angling for interest with Marina Master Plan
19/4/2017	News item – Local television news item – Prime Seven Local News
21/04/2017	Facebook posts – Corporate Site. 1300 people reached
28/4/2017	News item – Local radio news - Jenny Burgess 2LM ZZZ