



Notice of Port Ballina Taskforce Meeting

Notice is hereby given that a Port Ballina Taskforce Meeting will be held in the Ballina Shire Council Committee Room, Ballina on **Thursday 13 March 2014 at 2.00 pm**

Business

1. Attendance and Apologies
2. Welcome to New Members
3. Minutes from Port Ballina Taskforce meeting held 14 November 2013 (attached).
4. General Business
 - a) Meeting with Maritime Access and Infrastructure Council (MAIC)
 - b) Dredging of North Creek
 - c) Dredging – Ballina Boat Harbour
 - d) Dredging of the Ballina Bar
 - e) Better Boating Program – Grant Funding
 - f) North Wall
 - g) Fawcett Wharf – Sale of Fresh Seafood
 - h) State Government Media Release- Funding for Dredging
5. Business Without Notice
6. Next Meeting

Paul Hickey
General Manager

1. Attendance and Apologies

Greg Watt, Department of Premier and Cabinet – Apology
Cr Paul Worth - Apology

2. Welcome to New Members

Welcome to new members James Foster, Max Ryan and Michael Cocks.

3. Minutes from Port Ballina Taskforce Meeting held 14 November 2013

The Minutes from the meeting held 14 November 2013 are attached.

Recommendation

That the Taskforce confirms the Minutes of the Meeting held on Thursday 14 November 2013.

4. General Business

(a) Meeting with Maritime Access & Infrastructure Council (MAIC)

Information on the MAIC is attached and as per the attachment this group appear to be in a position to support and help drive State Government priorities for marine infrastructure in NSW.

The MAIC has agreed to attend our meeting and they will be arriving at 2.30pm

The items the MAIC wish to discuss with the Taskforce are as follows:

- North Creek / Prospect Bridge Dredging
- North Wall and the Ballina Bar
- Ballina Trawler Harbour – Boatharbour Road, Ballina and Ballina Fishermen's Co-operative.
- Fawcett Park Foreshore – RSL Club Wharf - Captain Cook Memorial Park

This is an excellent opportunity for the Taskforce to inform the MAIC of the issues facing Ballina and hopefully the MAIC is in a position to assist us in achieving our objectives.

For noting.

MARITIME ACCESS & INFRASTRUCTURE COUNCIL



The Boating Industry Association of NSW initiated the idea for the Maritime Access and Infrastructure Council and approached the Minister for Lands.

Subsequently, the inaugural meeting of the Maritime Access & Infrastructure Council was held in November 2006 to facilitate NSW Government, maritime industry and user group liaison and cooperation on boating access, maritime infrastructure and related issues.

The Land and Property Management Authority (LPMA) has the lead agency role within government for the support of the council and the promotion of its work within Government.

The NSW Government appreciates the importance of the boating industry to NSW in economic terms and for its contribution to the social and recreational values of the community.

LPMA is fully supportive of efforts to provide a coordinated response to the community's needs of maritime infrastructure.

Composition of MAIC

The council has 12 members.

1. Chairman John Murray -Former Speaker NSW Parliament.
2. Roy Privett -General Manager BIA.
3. Allan Barrett -Manager BIA Division.
4. Ian McAndrew -Consultant to Maritime Industry.
5. Craig Abbs → - Land and Property management Authority
6. Brett Moore → - NSW Maritime.
7. →Yolanda Stone → - Dept Planning
8. Bill Talbot → - Dept Primary Industries
9. Mark Hewitt → - Marina Association of NSW President
10. Michael O'Sullivan → - Dept State & Regional Development
11. Michael Chapman → - Boat Owners' Association President
12. Local Govt & Shires Association



Terms of reference

1. Facilitate NSW Government, maritime industry and user group liaison and cooperation on boating access, maritime infrastructure and related issues.
2. Promote the development of strategic plans at state, regional and local levels that provide for:
 - Maintenance, upgrading and adaptation of existing maritime assets.
 - Development of new maritime facilities (on and off water).
 - Boat storage and servicing.
 - Opportunities for viable marine-related industry.
 - Dredging necessary to ensure safe navigation.
 - The changing needs of waterway users, including fishing, tourism and aquatic sports.
3. Provide advice to Government, industry and stakeholders on sustainable frameworks for investment in maritime infrastructure by government and the private sector.
4. Contribute to the development of an effective planning regime that caters for appropriate maritime infrastructure.
5. Encourage the development of infrastructure that provides for enhanced public access and improves the ability of the community to enjoy our waterways.
6. Contribute to the development of best practice standards for planning, assessment, implementation and operation of maritime assets.
7. Assist in educational programs relating to recreational boating, boat manufacture and maintenance and use of maritime infrastructure.

Land and Property Management Authority

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(b) Dredging of North Creek

Council at the July 2013 Ordinary meeting resolved to formally request NSW Trade and Investment (Crown Lands Division) to commence an expression of interest (EOI) process for the dredging of North Creek from Missingham Bridge to just north of Prospect Bridge. . A location map for this indicative area is attached.

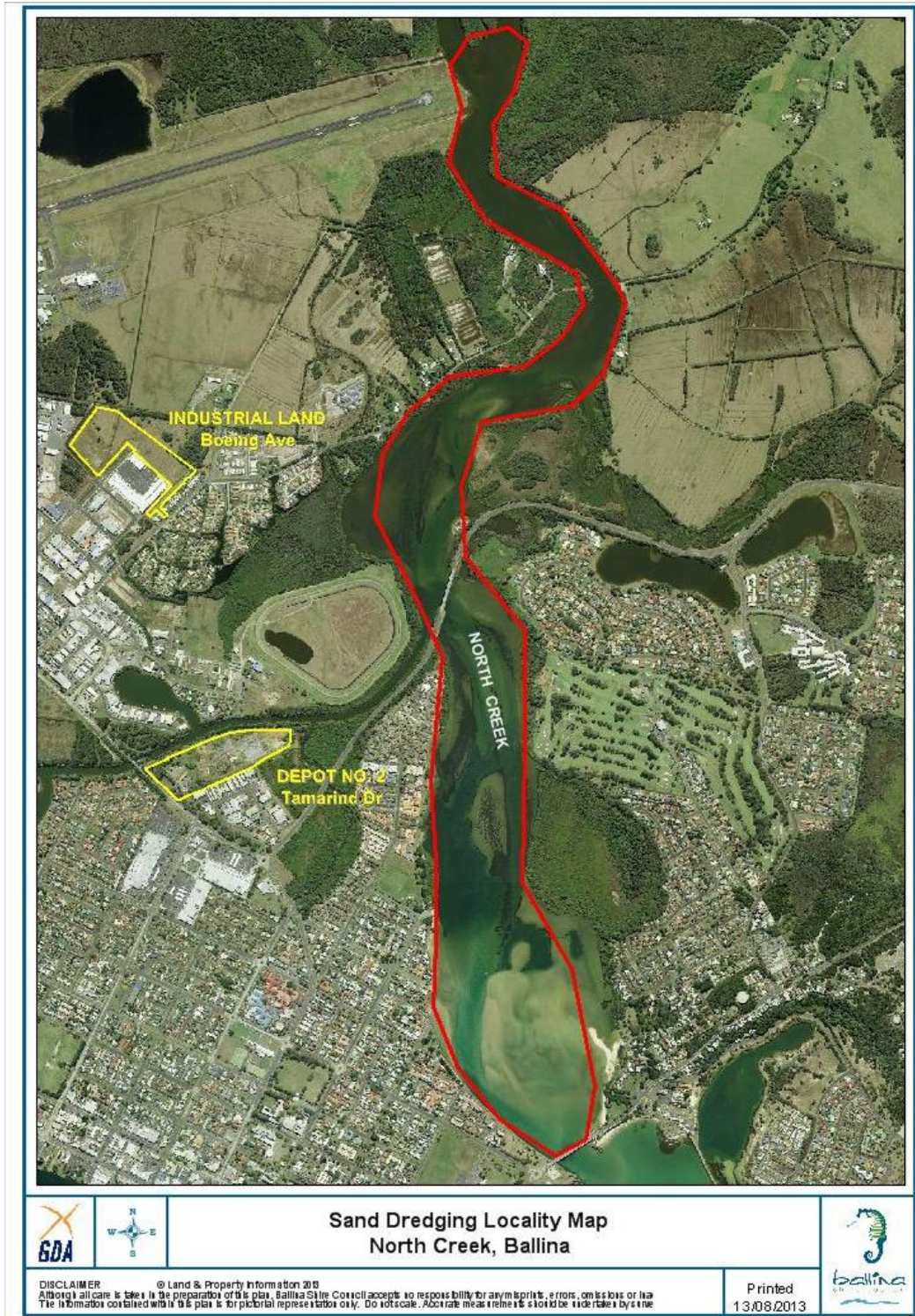
Council's objectives are to pursue sand for use as fill and to seek environmental benefits from the removal of silted areas in this location.

Crown Lands have agreed to support the EOI process and it is understood they are currently preparing the EOI documentation.

The EOI process will invite respondents to apply for a licence to dredge, which will also require the respondent to obtain all the necessary planning and environmental approvals. Obtaining these approvals will be difficult and expensive, and could potentially cost in the hundreds of thousands of dollars. A royalty will also be expected to be paid to the State Government for all sand removed.

The timeframe for when the State Government will commence the EOI remains uncertain.

For noting.



c) Dredging – Ballina Boat Harbour

A recent media article attached (7 February 2014 Northern Star) has indicated that the State Government has announced that expressions of interest will be called for dredging of the Ballina Boat Harbour.

Unfortunately, from reports to date, they are having difficulty obtaining competitive quotations for this work. The Ballina Fishermen's Co-op will be able to provide the latest update on this project.

For noting.

Northern Star

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Ballina's boat harbour will be dredged, says minister

Rebecca Lollback | 7th Feb 2014 11:27 AM



Plans are underway to dredge Ballina's boat harbour.
Jay Cronan

THE Ballina boat harbour will be dredged in the near future, with the State Government today announcing that it has called for expressions of interest to do the dredging work.

Ballina MP Don Page and deputy premier Andrew Stoner made in the announcement in Ballina this morning.

Mr Stoner said issuing expressions of interest was the first step in a two-stage procurement process for the works, which will include beneficial reuse of the dredged material, including sand.

"The EoI phase will indicate the interest of potential service providers who are capable of doing the job," he said.

"A shortlist of suitable applicants can then be invited to provide tenders or detailed proposals for the works.

"Pending the outcome of this process, dredging is expected to commence later this year."

The Ballina boat harbour is home to trawlers, the Marine Rescue vessel and other boats.

Mr Page said the harbour had been filling up with sediment "to the point where concerns have been raised about vessel access, manoeuvrability and the general amenity of harbour facilities".

"I am confident the proposed works will restore the harbour to its peak condition," he said.

Northern Star

(d) Dredging of the Ballina Bar

Crown Lands have provided more recent bed level contour drawings (based on hydrographic surveys) that highlight depths in the Richmond River entrance. The depths shown on the attached drawings are in Australian Height Datum (AHD). This means that the depths shown are below, approximately, mean sea level.

At the time of the 2011 survey, significant shoaling was evident with navigation depths of around 3.6m below AHD recorded across the entrance bar. However, across subsequent years to 2013 a general deepening of the bar has occurred in comparison to August 2011 conditions.

The recent 2013 surveys indicate depths of at least 5.0 metres or greater below AHD are generally prevailing through the entrance.

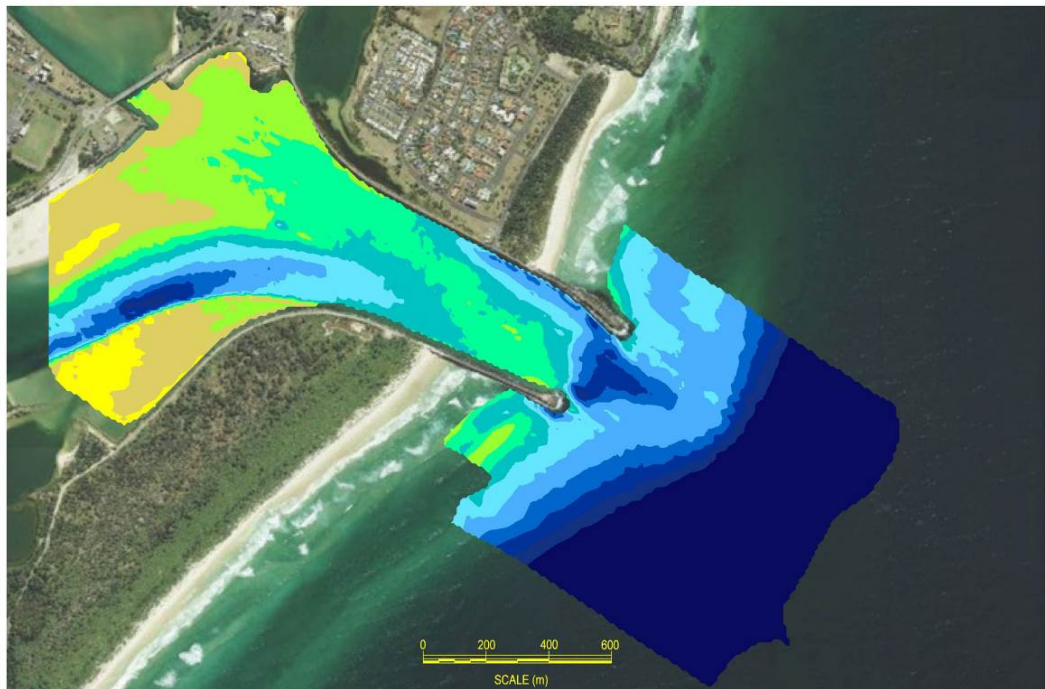
Nevertheless, these surveys provide only a snapshot of bed levels at that time, and that entrance bars are highly dynamic areas subject to change.

Crown Lands will continue to monitor and report (approximately every three months) on depths at the entrance.

No advice has been forthcoming from the State Government as to whether or not they will actually dredge the bar based on the feasibility assessment completed in 2012/13.

For noting.

Richmond River Entrance Survey 2005

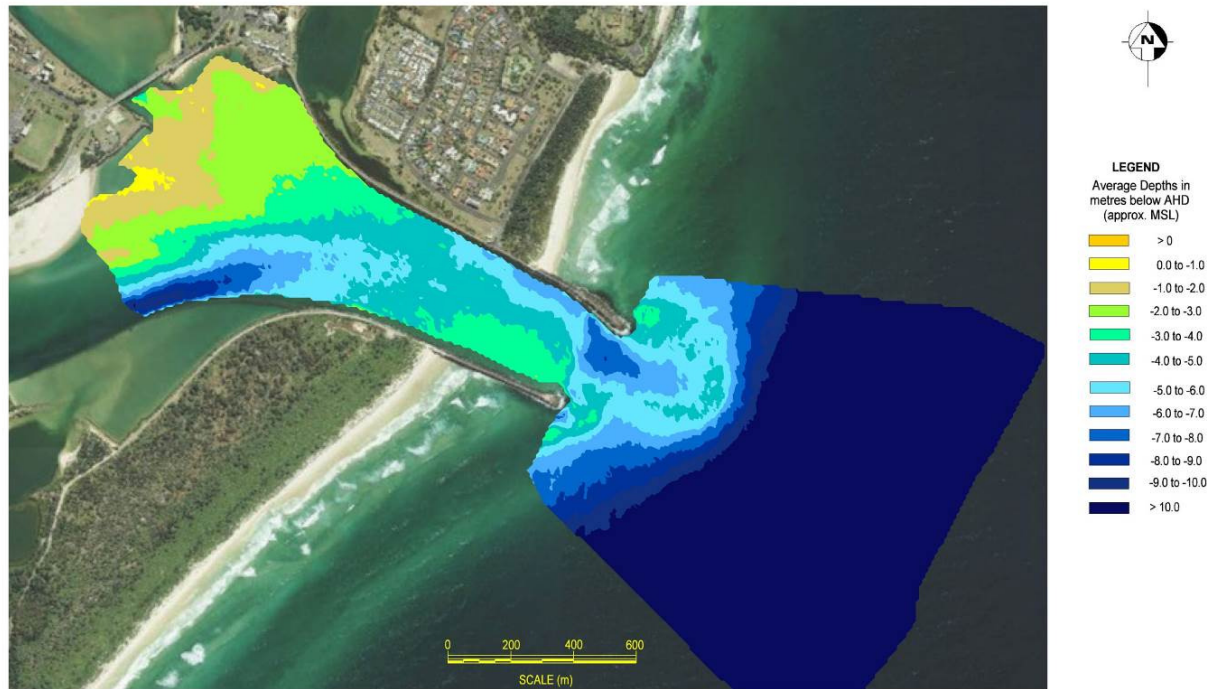


LEGEND
Average Depths in metres below AHD (approx. MSL)

- > 0
- 0.0 to -1.0
- 1.0 to -2.0
- 2.0 to -3.0
- 3.0 to -4.0
- 4.0 to -5.0
- 5.0 to -6.0
- 6.0 to -7.0
- 7.0 to -8.0
- 8.0 to -9.0
- 9.0 to -10.0
- < -10.0

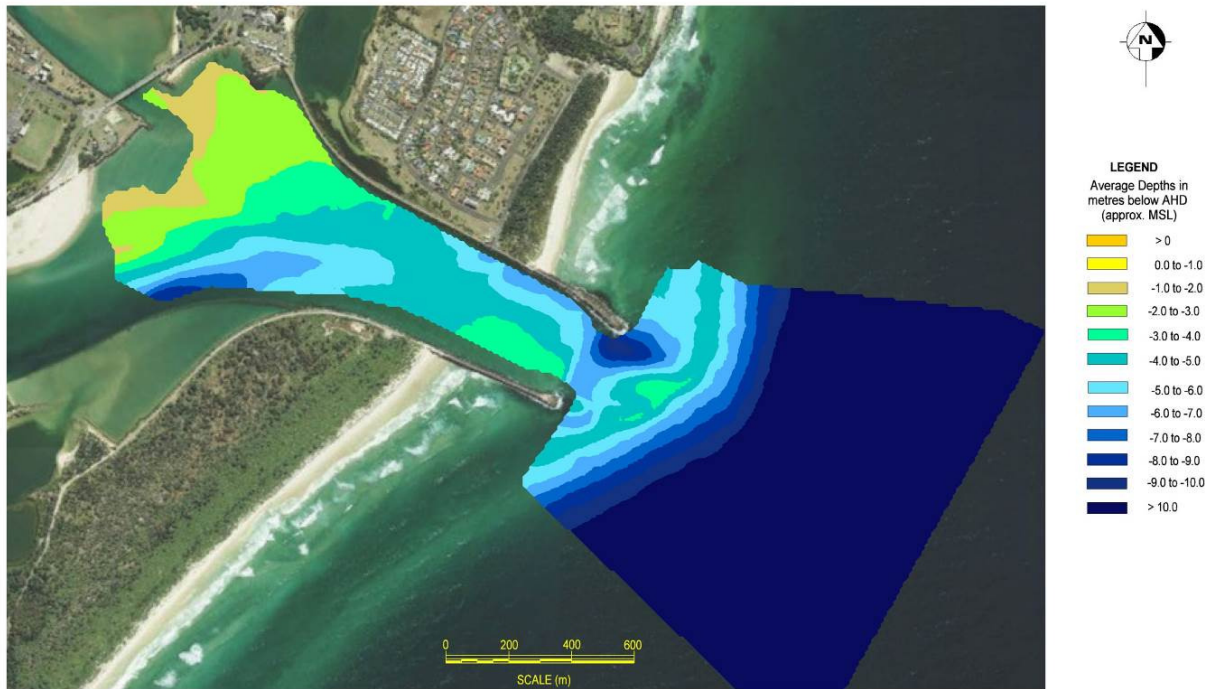
WARNING: Changes in bed and channel contours could occur rapidly due to waves and currents. Extreme caution should be used when navigating this entrance. Seabed contours show average depths in metres below Australian Heights Datum (AHD) (approximately Mean Sea Level (MSL)) not clearance depths. This survey is not to be used for navigational purposes.

Richmond River Entrance Survey as at 18 June 2010



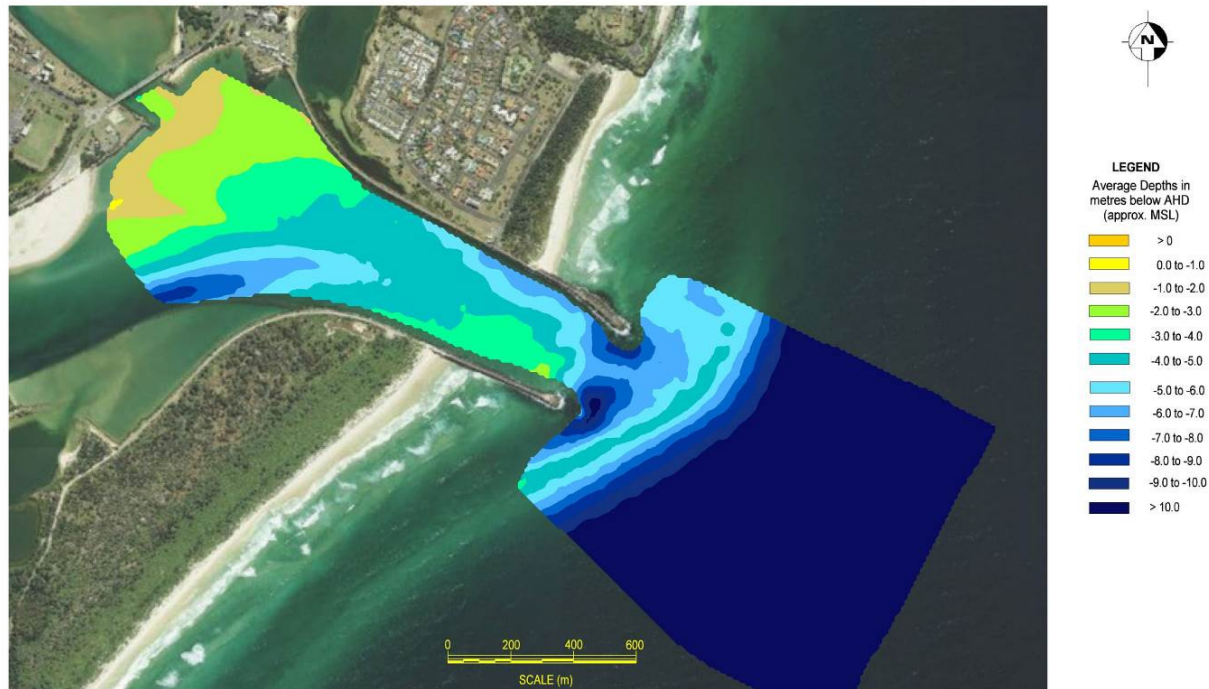
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Richmond River Entrance Survey as at 19 August 2011



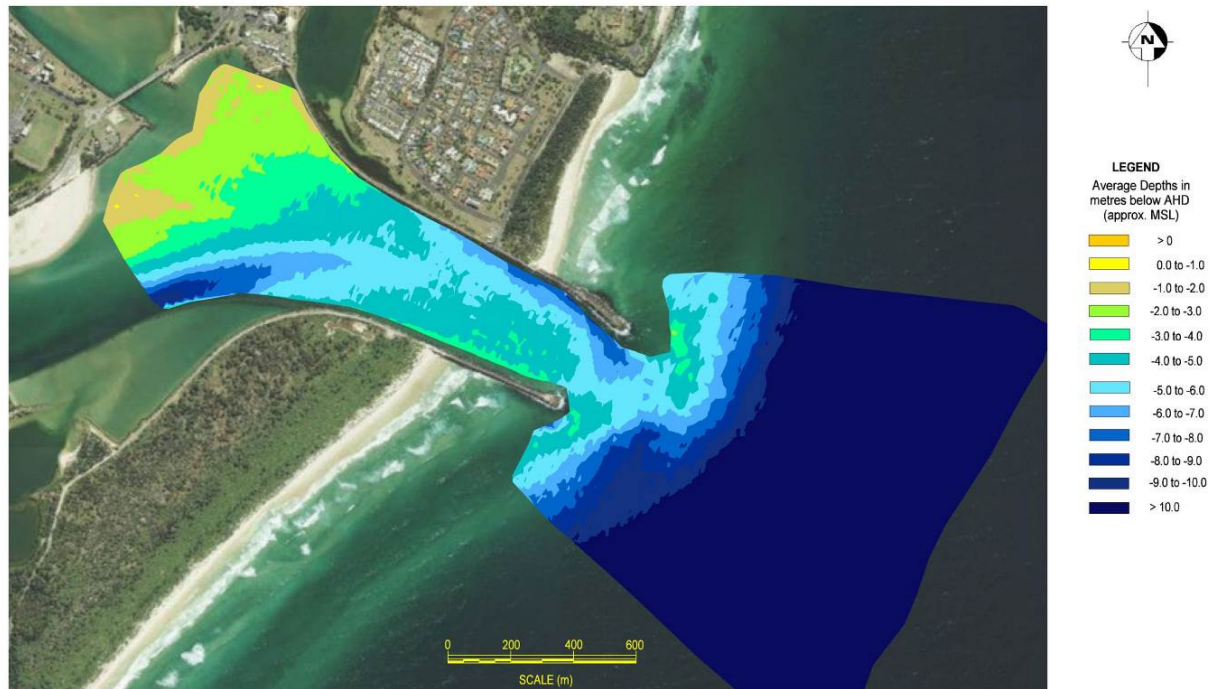
WARNING: Changes in bed and channel contours could occur rapidly due to waves and currents. Extreme caution should be used when navigating this entrance. Seabed contours show average depths in metres below Australian Heights Datum (AHD) (approximately Mean Sea Level (MSL)) not clearance depths. This survey is not to be used for navigational purposes.

Richmond River Entrance Survey as at 7 November 2012



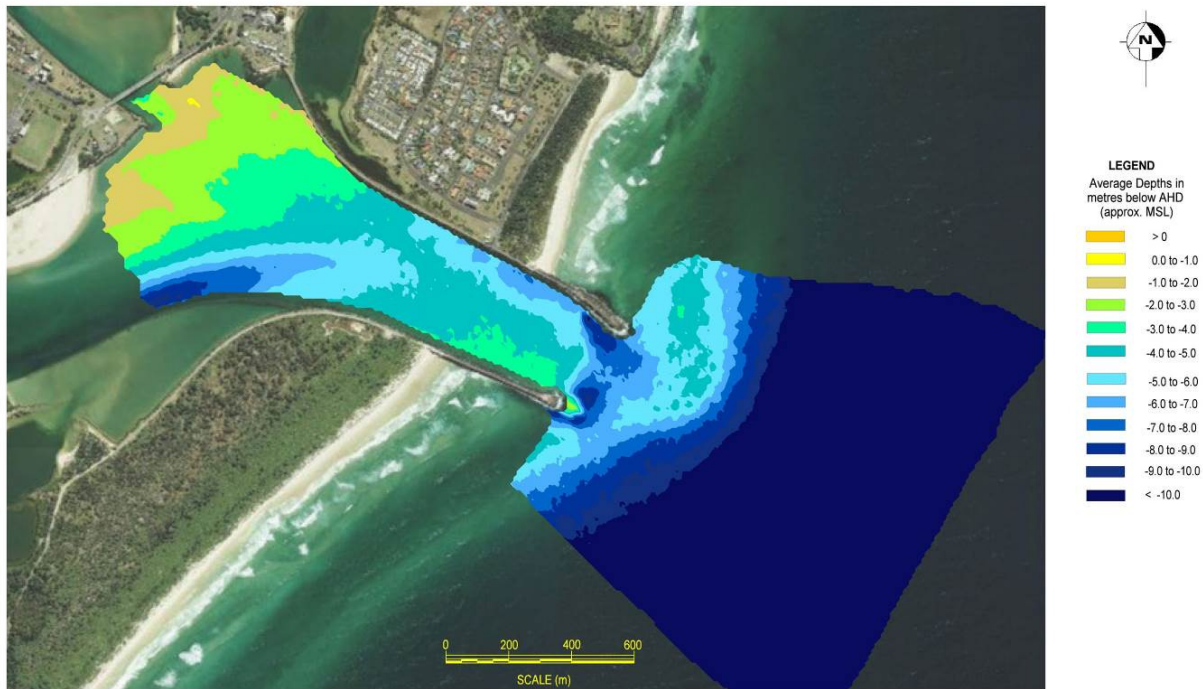
WARNING: Changes in bed and channel contours could occur rapidly due to waves and currents. Extreme caution should be used when navigating this entrance. Seabed contours show average depths in metres below Australian Heights Datum (AHD) (approximately Mean Sea Level (MSL)) not clearance depths. This survey is not to be used for navigational purposes.

Richmond River Entrance Survey as at 20 April 2013



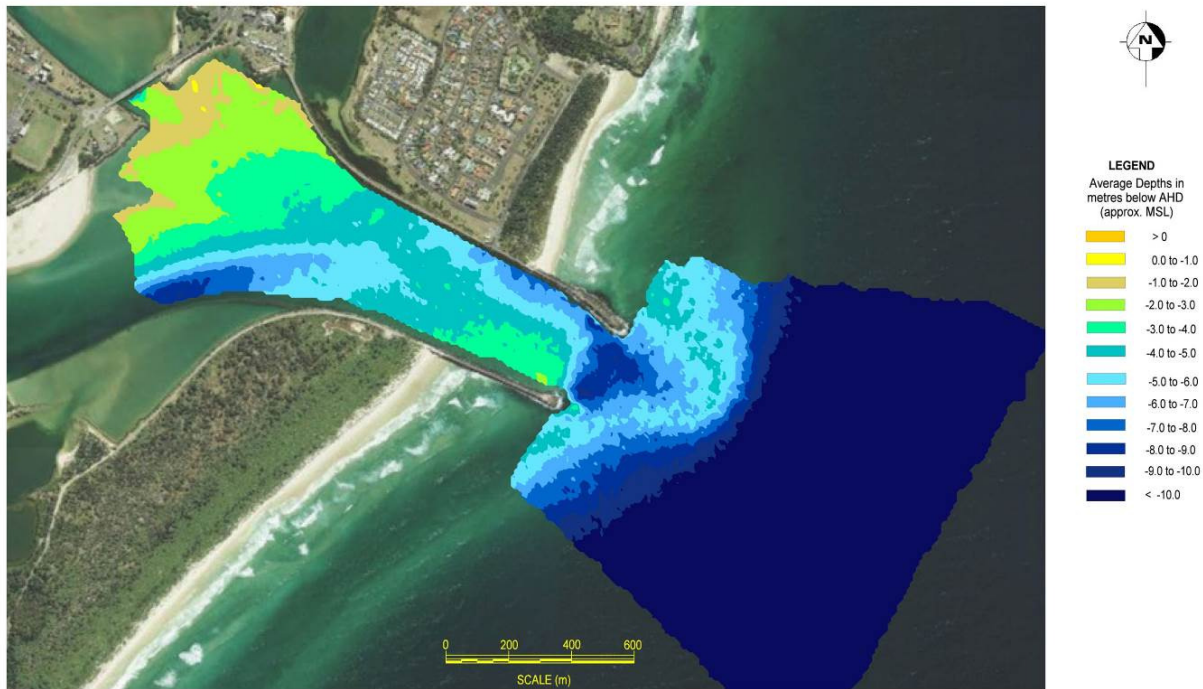
WARNING: Changes in bed and channel contours could occur rapidly due to waves and currents. Extreme caution should be used when navigating this entrance. Seabed contours show average depths in metres below Australian Heights Datum (AHD) (approximately Mean Sea Level (MSL)) not clearance depths. This survey is not to be used for navigational purposes.

Richmond River Entrance Survey as at August 2013



WARNING: Changes in bed and channel contours could occur rapidly due to waves and currents. Extreme caution should be used when navigating this entrance. Seabed contours show average depths in metres below Australian Heights Datum (AHD) (approximately Mean Sea Level (MSL)) not clearance depths. This survey is not to be used for navigational purposes.

Richmond River Entrance Survey as at December 2013



WARNING: Changes in bed and channel contours could occur rapidly due to waves and currents. Extreme caution should be used when navigating this entrance. Seabed contours show average depths in metres below Australian Heights Datum (AHD) (approximately Mean Sea Level (MSL)) not clearance depths. This survey is not to be used for navigational purposes.

(e) Better Boating Program - Grants

The Better Boating Program (BBP) is described on the State Government's website as follows (http://www.maritime.nsw.gov.au/mpd/infra_grants.html):

"The Better Boating Program (BBP) is a State Government grants program aimed at providing recreational boating infrastructure for the benefit of the boating community on New South Wales waterways. The BBP, which started in July 2009, consolidates the three grants programs previously run by Roads and Maritime Services (RMS).

RMS uses revenue raised from registration and licence fees to fund the grants program. Since the inception of infrastructure grant funding in 1998, the State Government has provided over \$45 million for over 750 boating infrastructure improvements across NSW.

Applications for funding under the 2013/14 BBP - Regional Infrastructure Grants, Sydney Harbour Boating Infrastructure Grants (formerly SSHAP) and Sydney Harbour Boat Ramp Grants closed on 2 August 2013 with successful applications announced on 12 December 2013. Information about the 2014/15 round of grants will be available towards the middle of 2014.

Under the BBP an amount of \$2.5 million is available annually for Regional Infrastructure Grants. The funding is provided based on the grants being matched by the recipient (i.e. 50 / 50 funding). Ballina Shire Council typically applies each year for funding and projects that have been successful in recent years include:

- East Wardell Boat Ramp and Car Park Upgrade (currently under construction) (\$148,750 grant - 2012/13 program)
- Emigrant Creek Boat Ramp Upgrade (\$34,500 grant - 2011/12 program)
- Carawarra Park Boat Ramp / Car Park Upgrade (\$27,500 grant - 2011/12 program)
- Ballina Yacht Club Boat Ramp Upgrade (\$17,310 grant - 2010/11 program)
- Emigrant Creek Boat Ramp (\$110,990 grant – 2010/11 program)
- Wardell Wharf (\$28,530 - 2009/10 program)

Council has been using our adopted corporate documents, such as the Ballina Foreshore Masterplan (2008) and the Richmond River Recreational Boating Study (2005) (both available on our website), to support the priorities for BBP grant applications, along with on-going assessments of existing infrastructure. For 2013/14, grant applications were submitted for the following three projects:

Martin Street Boatharbour Precinct – Development Concept Study

This project has a total cost of \$80,000 (grant of \$40,000). Due to its central location this precinct is one of the highest priorities for improved marine infrastructure and advice from organisations such as Crown Lands is that a more detailed master plan (i.e. concept study) is needed for this precinct to confirm how the locality should be developed over time. By having a master plan in place, Council will be in a stronger position to seek future grant funds.

Keith Hall Boat Ramp Facility

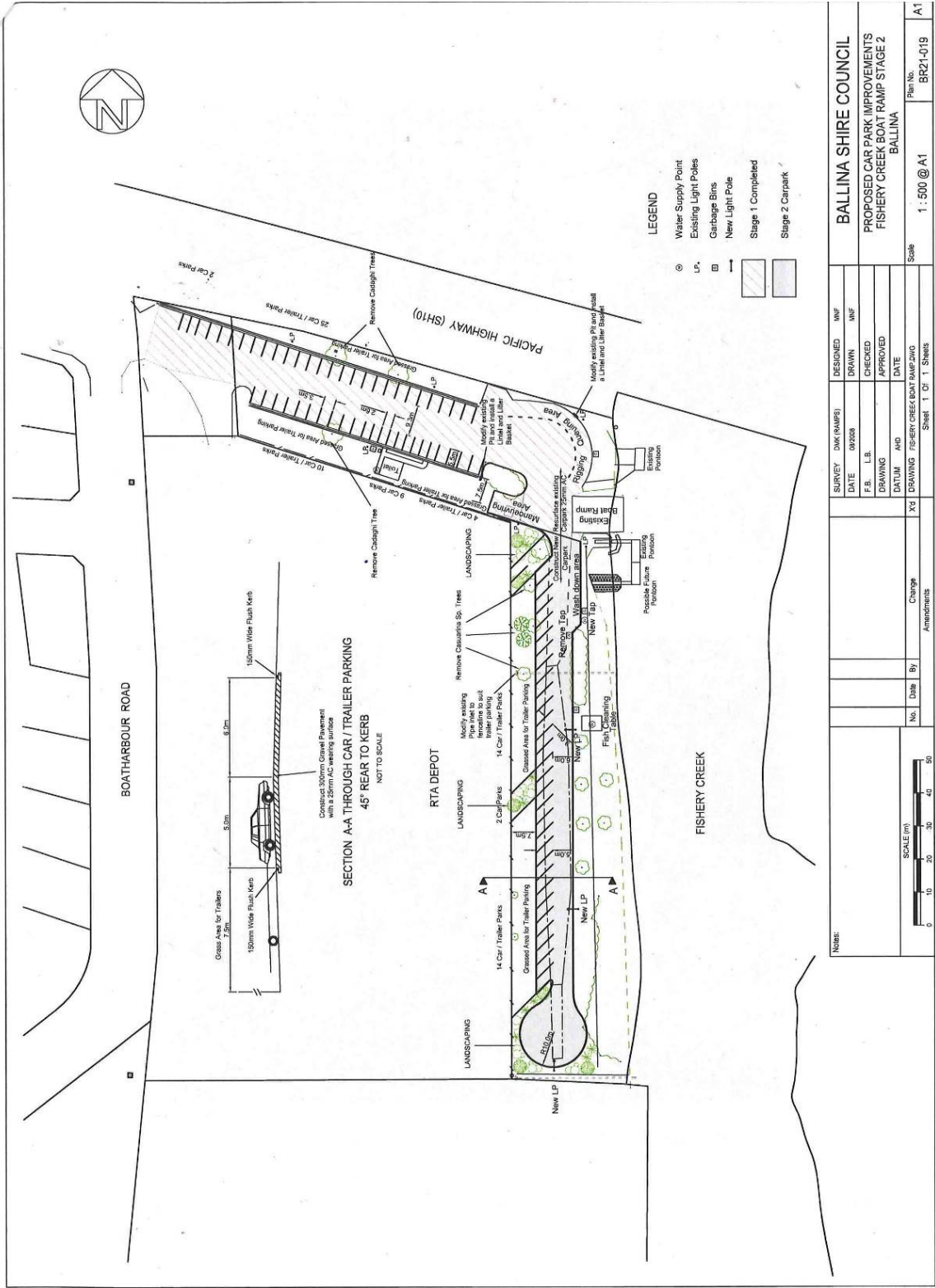
This project has a total cost of \$60,000 (grant of \$30,000). The lack of a boat ramp at South Ballina was identified in the Richmond River Recreational Boating Study and a preferred site has been determined at Keith Hall. The original study had identified an alternative site however further investigations identified Keith Hall as the optimum site for a boat ramp facility.

Fishery Creek Boat Ramp and Car Park Upgrade

This project has a total cost of \$315,500 (grant of \$157,750). The work involves the extension of the existing car park along the eastern side of the RMS site. This land is currently used as an informal car parking area and the funding would allow the site to be formalised. A concept map this project is included as an attachment to this report.

At the February 2014 Ordinary meeting Council resolved to accept these grant funds and provide the matching funding. Therefore these works will be delivered during the next 12 months.

For noting.



SURVEY		DESIGNED		DATE	
DATE	09/08	DRAWN	VMF	DATE	09/08
F.B.	L.B.	CHECKED	VMF	DATE	09/08
DRAWING	APPROVED	DRAWING	APPROVED	DATE	09/08
DRAWING	DATE	DRAWING	DATE	DRAWING	DATE
YX1	DRAWING	FISHERY CREEK BOAT RAMP 2/02	Scale	1:500 @ A1	BR21-019
Sheet 1 of 1 Sheets					

(f) North Wall

The NSW State Government has agreed to finance the provision of a raised pathway on North Wall to allow access to the view to be returned following the installation of the 285 concrete hanbars. A copy of Northern Star article on this is attached.

Council is unaware as to the exact date tenders will be called.

For noting.

Plans underway to improve ocean views at North Wall

Rebecca Lollback | 7th Feb 2014 12:31 PM



The State Government has announced plans to raise the end of North Wall at Ballina by up to 1.5 metres.

Tony Partridge

THE 285 concrete hanbars that were installed on Ballina's North Wall during the \$1.5 million remedial works last year have been called "ugly" and a "disgraceful eyesore", and they also blocked the beautiful ocean views from the end of the wall.

But the concerns of the community and Ballina Shire Council have been heard.

Today Ballina MP Don Page and deputy premier and Regional Infrastructure Minister Andrew Stoner announced a proposal to raise the end of the breakwall to improve coastal views.

Mr Stoner acknowledged the community's "disappointment" and said the NSW Government would seek to raise the end by up to 1.5 metres.

"Placing the hanbar concrete blocks along the breakwater was designed to reduce the likelihood of structural damage and the potential for wave overtopping," he said.

"However, this also blocked the view and while the breakwater's primary function is to provide safe navigation by ensuring a stable river entrance, the Government also understands it is popular with recreational walkers, tourists and fishermen.

"The proposed rock fill on the raised section of the breakwater will erode over time and will require ongoing inspection and minor maintenance of the crest,

which Ballina Shire Council has committed to doing."

A tender for the work will be issued soon.

Northern Star

(g) Fawcett Wharf – Sale of Fresh Seafood

Council has previously resolved to ask the Ballina Fishermen's Co-op to provide a trawler to sell fish from Fawcett Wharf to promote the overall fishing industry and encourage use of this location. This resolution followed a response from an individual trawler operator to provide this service.

To date the service has not been provided for a variety of reasons.

For noting.

(h) State Government Media Release – Funding for Dredging

Attached is a joint media release from the Hon Andrew Stoner, Deputy Premier and Hon Duncan Gay, Minister for Roads and Ports announcing Government funding of \$1.5 million for coastal dredging under the second phase of the Rescuing our Waterways program.

A report will be submitted to the elected Council to determine whether Council will submit an expression of interest for this funding. The magnitude of funding available is not sufficient for major projects such as the dredging of the Ballina bar however it may be relevant for the North Creek dredging proposal. Importantly this funding requires a matching contribution from Council.

For noting.



Andrew Stoner MP
Deputy Premier of NSW
Minister for Trade and Investment
Minister for Regional Infrastructure and Services

Duncan Gay MLC
Minister for Roads and Ports
Deputy Leader of the Government
in the Legislative Council

MEDIA RELEASE

Tuesday 4 March 2014

NSW GOVERNMENT COMMITS \$1.5 MILLION TO DREDGING

Deputy Premier Andrew Stoner and Minister for Roads and Ports Duncan Gay today announced NSW Government funding of up to \$1.5 million for coastal dredging under the second phase of the Rescuing our Waterways program.

Mr Stoner and Mr Gay said the program, part of the Government's Sustainable Dredging Strategy, provided a coordinated approach to improve the accessibility and health of our waterways.

"These waterways are the lifeblood of many communities and the NSW Liberal & Nationals Government is pleased to be able to provide additional funding for dredging in estuaries neglected by the former Labor Government," Mr Stoner said.

"Rescuing our Waterways will deliver enhanced recreational boating access and continued viability for commercial vessel operators and their support industries, while providing flow-on benefits for tourism and local economies.

"Under the first phase of the program, over \$1.5 million was committed for dredging projects including Wallis Lake, Lake Cathie and at the Myall River.

"The Government will provide up to 50 per cent of the funding for each project under phase two, with local councils providing the remaining funds or in partnership with stakeholders."

Mr Gay said funds would be made available for both preconstruction activities and implementation.

"Councils will be asked to submit detailed dredging proposals and take charge of all aspects of project planning and execution.

"Local stakeholders, including local businesses or chambers of commerce and commercial operators or boating clubs, are also invited to apply.

"Demand for the dredging funding is expected to be extremely competitive. Priority will be given to applications that address the assessment criteria and are compatible with the estuary management planning process of the local council."

Full details are available at www.crownland.nsw.gov.au and applications must be received by 5pm, Monday 14 April 2014.

Media: Deputy Premier (Blake Hardy 0413 378 770)
Minister Gay (Marie Scoutas 0467 739 976)

5. **Business Without Notice.**

6. **Next Meeting**

Thursday 8 May – 2.00 pm