

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

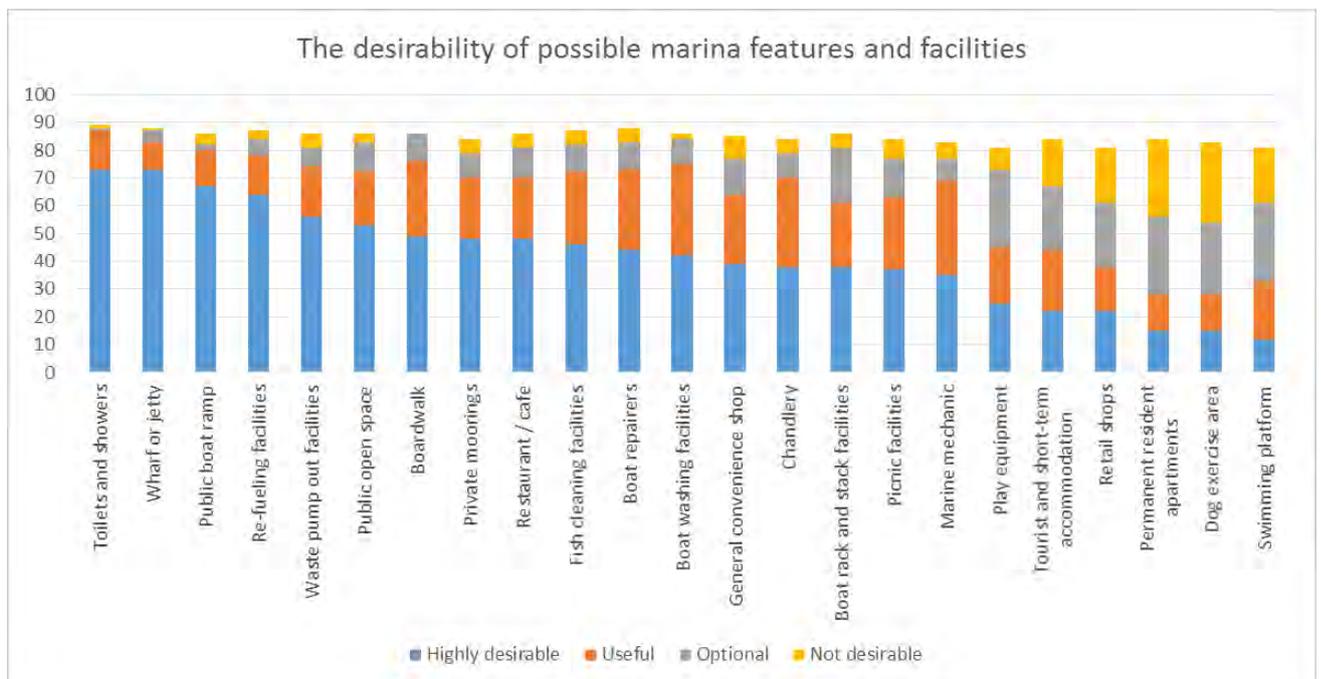
Key findings

- 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