

BALLINA MARINA MASTER PLAN

BENETEAU





REGIONAL CONTEXT

Ballina is located on the Richmond River along the coast, centrally within the Northern Rivers of New South Wales.

Ballina is a developing major regional centre within close proximity to South East Queensland, Byron Bay and Lismore.

KEY SITE ATTRIBUTES

- 9.2 hectares of Crown and State Government owned land.
- 1.5km from the heart of the Ballina CBD and close to other regional commercial services.
- Site of an existing working harbour.
- Directly adjacent to the Richmond River and Fishery Creek.
- Large areas of undeveloped land adjoining the harbour.
- Existing industrial and residential zoning applicable to the majority of the site.
- Urban services including roads, electricity, water and sewer available to the land.
- Access via River Street, being an arterial road connecting Ballina to the Pacific Highway.
- Convenient access to the Ballina Byron Gateway Airport.

MASTER PLAN BACKGROUND AND PURPOSE

The purpose of the Ballina Marina Master Plan is to encourage and facilitate redevelopment of the West Ballina Trawler Harbour site, inclusive of enhanced marine infrastructure.

Ballina Shire Council has had a long standing interest in the redevelopment of the Ballina Trawler Harbour site into a larger and more diverse marina. Council's interest in this project arises from the potential local and regional economic benefits that could be derived from expanded marine infrastructure in the shire as well as consistently expressed interest from the Ballina community in the availability of a greater extent and diversity of marine infrastructure in the Ballina locality.

As Council is not a land owner within the study area, the intention of the master plan is to provide a package of material to assist Government and private interests to consider the site for investment and redevelopment.

The master plan was prepared for Council by Jackie Amos Landscape Architect in conjunction with Keiley Hunter Town Planning, de Groot and Benson Consulting Engineers, Hill PDA, Tim Fitzroy & Associates and Andrew Tremelling Perspective Artist.

The master plan was prepared with funding support from Transport for NSW under the NSW Boating Now program. State Government agency representatives also contributed to the project through an agency working group.



COUNCIL ADOPTION AND SUMMARY

Ballina Shire Council adopted the Ballina Marina Master Plan at its Ordinary Meeting held on 28 September 2017. Council adopted the plan as a package of information that provides for an overarching but flexible direction for potential redevelopment of the Trawler Harbour site and allows interested parties to consider advancing the next steps in the marina project. The package includes two master plan options and considers staging and funding models for redevelopment of the site. The master plan package is also supported by a demand and feasibility study.

The master planning identifies mixed use development outcomes as the basis for the redevelopment of the site and ultimately delivery of an enhanced marina and associated marine infrastructure in Ballina. The master plan includes marina, public esplanade and open space, commercial, residential and boating infrastructure elements. The master plan also incorporates residential development options with buildings up to 3, 4 and 5 storeys in height. Although the potential for buildings of up to 5 storeys as part of a marina redevelopment is recognised in the master plan package, in adopting the master plan material the elected Council expressed a preference that future development on the site should comply with the existing 8.5m building height standard that applies to the land under the Ballina Local Environmental Plan 2012.

The Ballina Marina Master Plan demonstrates that it is both practical and economically feasible to develop a marina at the West Ballina Trawler Harbour site. The master plan shows Council's intent to pursue and promote a marina development on the land and establishes a platform as the basis for further planning and progress to support implementation over time.

SUPPORTING PROJECTS

The preparation of the master plan included completion of a number of supporting projects and research:

Ballina Marina Master Plan Demand and Feasibility Study (Hill PDA 2017)

Assessment of boating demand including physical requirements for harbour redevelopment such as mooring numbers and servicing requirements.

Assessment of the feasibility of a marina development within the master plan area including consideration of residual land value, internal rate of return and development margin in relation to project viability.

Preliminary Site Contamination Assessment (Tim Fitzroy & Associates 2016)

Preliminary assessment of the study area to identify site contamination issues that may require further consideration as part of the master plan and ultimate redevelopment of the site.

Native Title

The Department of Primary Industries Crown Lands provided information addressing Native Title in relation to the study area.

Further information regarding each of the above items is available within the adopted Ballina Marina Master Plan and from Council's project website www.ballina.nsw.gov.au

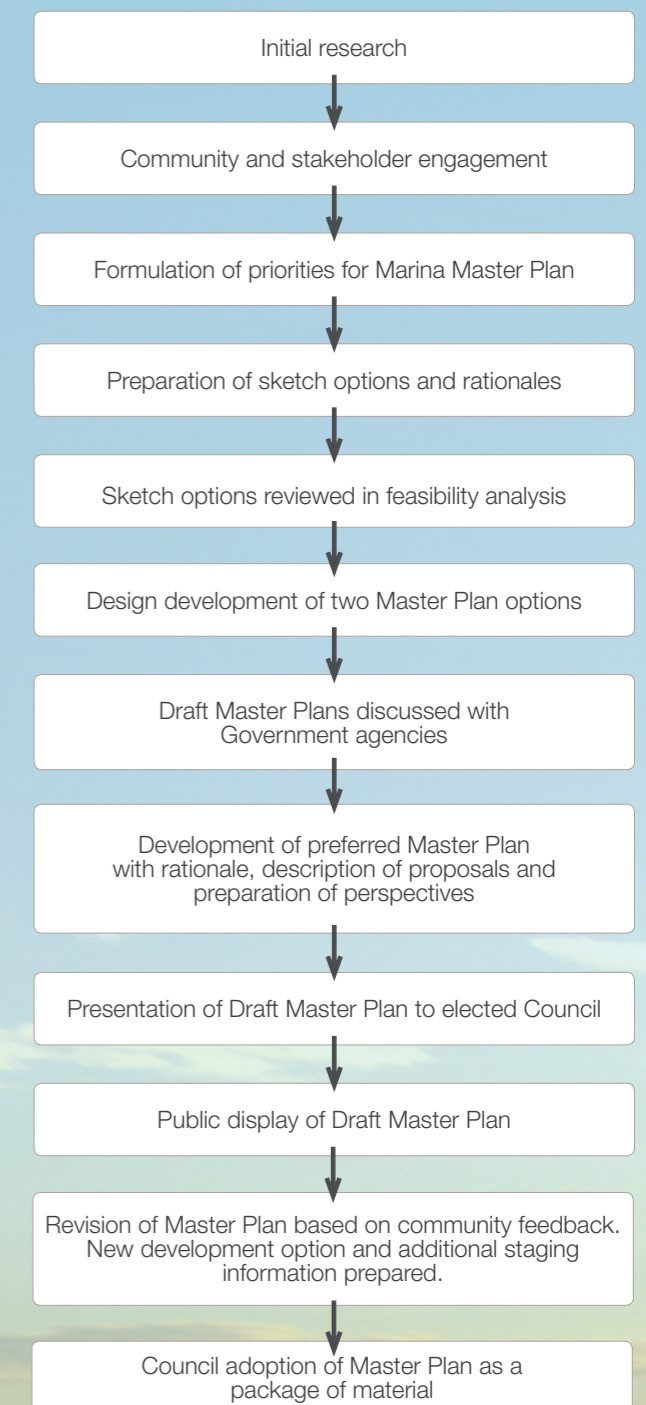
COMMUNITY ENGAGEMENT

The project involved four phases of community engagement as follows:

- Pre master plan preparation stakeholder engagement (individual marine industry stakeholder meetings and an online survey).
- Pre feasibility analysis stakeholder engagement (discussion with marine industry stakeholders and real estate agents).
- Public exhibition (stakeholder and community submissions).
- Stakeholder workshop post exhibition (stakeholder presentations and discussion).

The community engagement identified several site specific matters requiring further consideration. The feedback received demonstrated continued broad level community and stakeholder interest in the provision of a marina in Ballina. The feedback also showed that the West Ballina Trawler Harbour site is seen as a suitable area for redevelopment, although the scale and composition of the development was subject to variable viewpoints.

WHAT'S BEEN DONE SO FAR?



BALLINA MARINA MASTER PLAN - OPTION ONE



BALLINA MARINA MASTER PLAN - OPTION TWO



LEGEND

- multi-storey residential buildings with open space
- dry storage for boats
- commercial development
- shop top housing
- community building
- marina office
- community title open space
- public open space
- vehicular access to residential buildings
- commercial access
- public esplanade around harbour
- car parking
- boulevard with avenue
- pedestrian connections
- public boardwalk
- tree planting & green space
- existing mangroves retained
- riparian vegetation retained
- new harbour
- indicative berth - subject to specialised marina design (trawler fleet south side of harbour)
- 1 boat trailer parking
- 2 boat ramp
- 3 seafood sales and restaurant
- 4 marina office service/visitor dock
- 5 ferry wharf for connection with Martin Street wharf
- 6 public jetty with swim platform
- 7 pedestrian/cycle link
- 8 service dock with pump out, refuelling and haul out facilities

Scale 1:2000

KEY ELEMENTS OF THE MASTER PLAN



Provision of an enlarged wet area for boat berths.



Provision of berths for a mixture of private, commercial and government agency vessels of varying sizes.



Provision for residential development in the form of apartment buildings varying between two to three stories and four to five stories.

Different scenarios are shown under the two master plan options with master plan option 2 showing a reduced scale of residential development.



Establishment of enhanced public spaces including foreshore open space and a boulevard area around the marina.



Provision for commercial retail outlets, including a seafood outlet.



Provision for dry storage for boats.



Provision for a community building.



Retention of the existing boat ramp.



Establishment of an enhanced site entry as well as car parking.



Artist's perspective showing residential and open space areas looking south along Fishery Creek



Artist's perspective showing the marina esplanade area looking west

EMPLOYMENT AND ECONOMIC BENEFITS

DURING CONSTRUCTION

\$170 million estimated project value

\$215 million production induced effects

\$160 million consumption induced effects

\$546 million in total economic activity

400 job years generated in construction

1,579 direct and indirect jobs

\$920,000 construction worker retail expenditure

POST CONSTRUCTION

+ 66 new jobs

+ \$4.5 million in additional salaries

+ \$8.1 million contribution to GRP

+ \$7.8 million in retail expenditure

+ \$85 million in Government revenue.

* Potential benefits based on Master Plan Option 1.

MASTER PLAN STAGING

Two approaches to staging the delivery of the master plan have been documented. The first is based on the development being completed by private enterprise and the other based on the application of public funding to part of the project.

Under the private funding model, the staging shows residential development occurring early in the project as a basis for generating funding for the public works components of the project. The public funding approach involves the completion of the public works elements of the project up front with commercial and residential aspects of the development to follow.

MARTIN STREET BOAT HARBOUR

Council adopted the Martin Street Boat Harbour Precinct Plan in 2016. This plan relates to the redevelopment of a boutique harbour area on Crown land within the Ballina CBD. This plan in combination with the Ballina Marina Master Plan presents an opportunity for a combined marine infrastructure project over two sites. This offers potential to specifically purpose the two harbour areas and accommodate a mix of commercial, tourism, private and Government vessels of varying sizes with a level of flexibility not necessarily available through a single site. There are two redevelopment options reflected in the Council adopted plan.



Further information about this plan is available on Council's website www.ballina.nsw.gov.au

STRATEGIC CONTEXT

The provision of a marina and enhanced marine infrastructure in Ballina more broadly is consistent with a variety of local and State level strategic policy. Specifically, the marina master plan aligns with the outcomes envisaged under the following key local planning documents:

- Ballina Shire Community Strategic Plan (2017-2027).
- Ballina Major Regional Centre Strategy (BSC 2016).
- Ballina Shire Local Growth Management Strategy (BSC 2012).
- Ballina Foreshore Master Plan (GHD 2008).
- Lower Richmond Recreational Boating Study (GHD 2005).

The project is also generally consistent with the following State Government plans:

- Far North Coast Regional Strategy (NSW State Government – Department of Planning 2006 – now superseded) and the more recent North Coast Regional Plan 2036 (NSW State Government - Department of Planning and Environment 2017).
- Marine-Based Industry Policy – Far North Coast & Mid North Coast NSW (NSW State Government – Department of Planning and Environment 2015).
- Northern Rivers Regional Action Plan (NSW State Government 2012).



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