

Bowen Boat Harbour Concept Plan Report

October 2013

Not Government Policy

Prepared by	Planning Coordination Team
Branch	Development Leadership
Division	Policy and Planning
Department	Department of Transport and Main Roads
Version no.	1
Version date	29 October 2013
Status	Final
DMS ref. no.	455/01534

Document control sheet

Contact for enquiries and proposed changes

If you have any questions regarding this document or if you have a suggestion for improvements, please contact:

Contact officer Ian Sturdy

Title Executive Director, Strategic Property Management

Phone 30663752

Version history

Version no.	Date	Changed by	Nature of amendment
0.1	July 13	Helen Lee	Draft Report
1	Oct 13	Helen Lee, Thomas Rowland	Concept plan amended, 12.1 Studies required amended. Final Report

Contents

1 INTRODUCTION	1
2 HARBOUR LOCATION AND SURROUNDS	2
2.1 LOCATION AND SURROUNDS	3
2.2 HARBOUR	3
3 HISTORY OF QUEENSLAND’S STATE BOAT HARBOUR FACILITIES ..	4
3.1 BOWEN BOAT HARBOUR.....	4
4 LAND OWNERSHIP AND LEASING	7
5 CONSULTATION.....	9
6 EXEMPLAR HARBOUR.....	10
7 VISION.....	12
8 PLANNING FRAMEWORK.....	13
9 LAND USE MIX.....	14
10 OPPORTUNITIES AND CONSTRAINTS	16
11 CONCEPT PLAN.....	19
12 FURTHER CONSIDERATIONS	23
12.1 STUDIES REQUIRED	23
12.2 CONSULTATION	23
12.3 PLANNING AND DEVELOPMENT.....	23
APPENDICES.....	25

1 INTRODUCTION

The Bowen Boat Harbour is owned and leased by the Department of Transport and Main Roads (TMR).

The Bowen Boat Harbour forms part of a number of strategically placed harbours along the Queensland coast as a refuge for recreational boats and yachts. The other harbours owned by the department are Manly, Cabbage Tree Creek, Scarborough, Mooloolaba, Rosslyn Bay, Snapper Creek and Urangan Boat Harbour.

The Bowen Boat Harbour is a significant public asset that plays an important role as a regional attractor for recreational boating and sailing, fishing and trawling, and hospitality.

This Concept Plan and the associated workshop have been collaboratively prepared by the department's Portfolio Investment & Programming Branch and the Policy & Planning Branch.

The purpose of this Concept Plan is to provide a vision and a framework for a number of medium to long-term development and infrastructure opportunities in the boat harbour. In addition, the plan seeks to provide clarity and certainty for future lease arrangements. It does not change land uses in the local government's planning scheme.

The objective of this Concept Plan is to promote sustainable development; and enhance and improve the regional attraction of the harbour with a mix of land uses relating to and supporting marine activities.

This Concept Plan is preliminary in nature and will require a number of further technical studies to inform and evolve the Concept Plan with the necessary detail to realise the medium and long-term land use opportunities in the harbour.

2 HARBOUR LOCATION AND SURROUNDS

The Bowen Boat Harbour sits in tropical North Queensland as shown in Figure 1 below. Bowen Boat Harbour is within Whitsunday Regional Council local government area.



Figure 1: Location of Bowen Boat Harbour¹

¹ Modified from Google 2013, *Google Maps*, viewed 29 April 2013, www.maps.google.com.au

2.1 Location and surrounds

The Bowen Boat Harbour is located 1.2 kilometres north-east of the Bowen central business district (CBD). Bowen is home to approximately 10 260 people, with a median age of 39, living in predominately detached dwellings².

The harbour is accessible via a 3-minute car or public transport trip from the Bowen CBD. Bus services are provided directly outside the harbour, on Santa Barbara Parade.

The northern edge of the harbour borders Magazine Creek and Denison Park, north of Peter Wyche Drive. The western edge of the harbour abuts the CBD, a caravan park, the jetty and Santa Barbara Park. Port Denison is to the south and Flagstaff Hill Lookout, Dalrymple Point and the Coral Sea to the east.

2.2 Harbour

The harbour provides marine access to Port Denison and the Coral Sea through its public and private boat ramps and is a popular destination for tourists, recreational fishers and boating club members. The harbour includes:

- vacant spoil land and Magazine Creek to the north;
- a public boat ramp with ample car and trailer parking; the yacht club; and vacant land, which are accessible from Starboard Drive, to the south;
- vacant spoil land and vegetation to the east; and
- a slipway and marina; seafood receivals Volunteer Marine Rescue, which are accessible from Henry Darwen Memorial Drive, to the west.



Figure 2: Bowen Boat Harbour Locality Map³

2 Australian Bureau of Statistics 2012, *2011 Census of Population and Housing - Bowen Basic Community Profile – Based on Place of Usual Residence*, Catalogue No. 2001.0

3 Google 2013, *Google Maps*, viewed 29 April 2013, www.maps.google.com.au

3 HISTORY OF QUEENSLAND'S STATE BOAT HARBOUR FACILITIES

Boating and boating-based tourism has always been a popular pastime for Queenslanders and visitors. By the 1960s, this popularity resulted in inadequate, inaccessible and unsafe moorings, berths, boat ramps, havens and the facilities across Queensland. In response, the Queensland Government assumed responsibility for the construction and maintenance of small craft havens, jetties and launching ramps in the early 1960s.

3.1 Bowen Boat Harbour

The Bowen Harbour Board Act came into force in 1914 and defined the limits of the harbour of Bowen as – *‘the area comprised within a line commencing at Cape Edgecumbe, and proceeding to Cape Gloucester; then by the mainland to the point of commencement, including all rivers, creeks, and navigable waters within that area’*.

The harbour included the original Port Denison jetty which was built out to 12 feet of water at low tide in 1865-66. The jetty has supported a range of primary industries over the years, including sugar, cotton and coal.

In the late 1940s, the Bowen Town Council decided to investigate a proposal for a new boat harbour to cater to tourists, fishing and pleasure craft. A small boat harbour was eventually constructed at the end of Santa Barbara Parade and the mouth of Magazine Creek. It is this State-owned small boat harbour which is the subject of this concept planning process.

Figure 3 illustrates a view of the site in the 1920s, before harbour construction commenced. Figure 4 provides a view of the boat harbour in 1966.



Figure 3: Aerial view of Bowen Harbour, circa 1927⁴



Figure 4: Bowen Harbour, circa 1966⁵

4 *Aerial view of Bowen and Harbour, ca 1927*, viewed 29 April 2013

http://onesearch.slg.qld.gov.au/primo_library/libweb/action/dlDisplay.do?vid=SLQ&docId=slq_digitool431546

5 *Queensland and Places*, viewed 29 April 2013

<http://queenslandplaces.com.au/sites/queenslandplaces.com.au/files/imagecache/watermarked/exhibits/slides/LBC064.jpg>

In the mid 2000s, the JAG Marina Group Pty Ltd prepared a master plan for the entire harbour. The master plan envisaged a range of uses within the harbour, including residential; mixed use including retail, tourism and commercial; marina services and industry; and wet marine facilities. The master plan was endorsed in principle by the department and the proponent commenced obtaining the necessary planning and environmental approvals. However, the development of the master plan did not proceed.

4 LAND OWNERSHIP AND LEASING

The State of Queensland owns all the land and seabed within the harbour that is described as Lot 310 on SP 198022 and is approximately 55.5 hectares in area. TMR, representing the State, leases part of the State-owned land and seabed to a range of organisations for uses including sea rescue operations, boat/ yacht clubs, marina activities and fishing vessel moorings/ berths. These current uses are detailed in Figure 5.

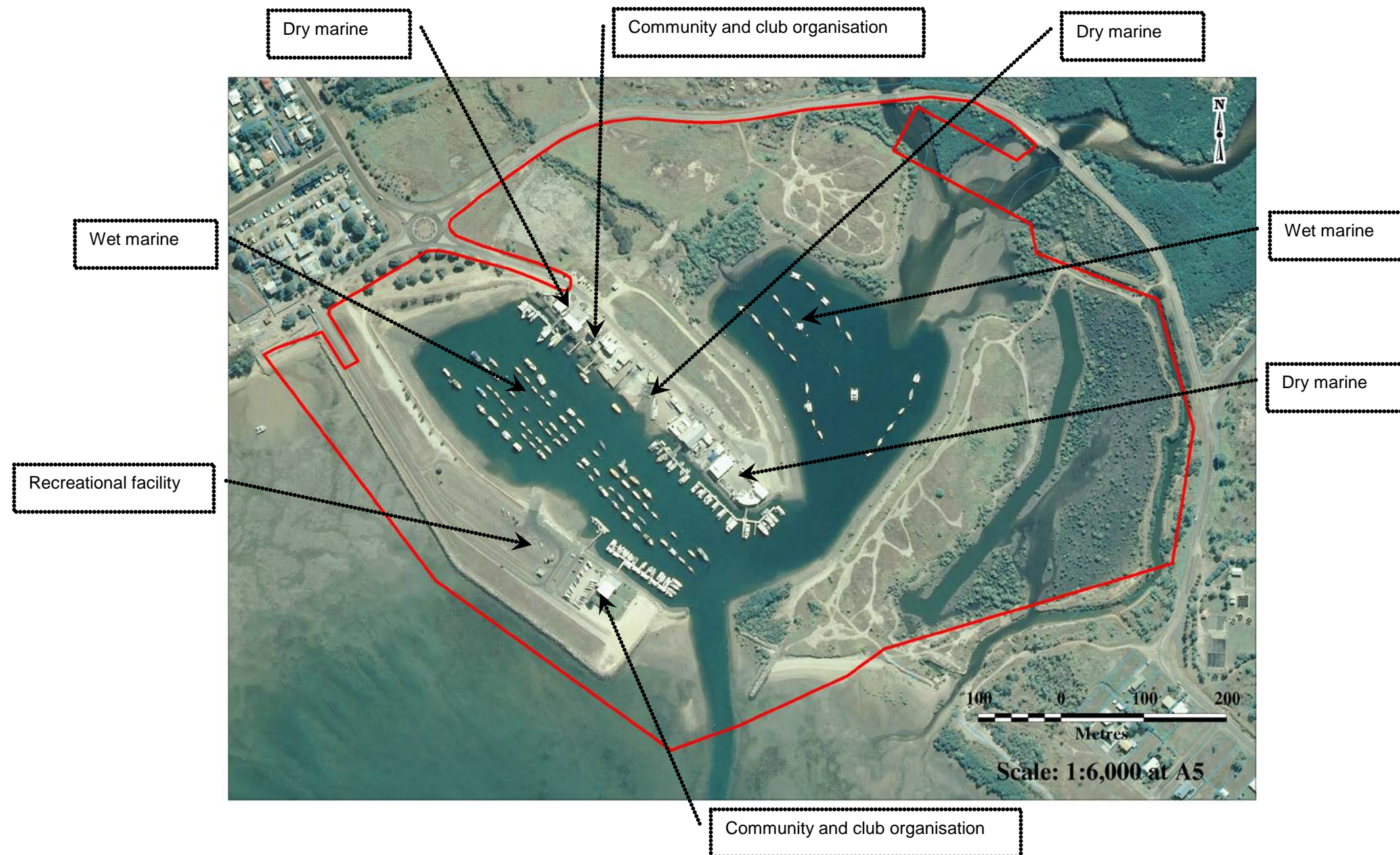


Figure 5: Current leasing arrangements – Bowen boat harbour

5 CONSULTATION

TMR facilitated a workshop with representatives from the organisations and individuals occupying the harbour and the local government on 10 April 2013. Representatives included Whitsunday Regional Council; boat/ yacht clubs; sea rescue operators; marine industrial services and a fish receival service provider.

The workshop gathered input and feedback to develop a vision for the harbour; describe the harbour's opportunities and constraints; and determine an appropriate land use strategy. The workshop included an overview of the existing harbour; the local government planning context; and a best-practice example of an Australian harbour, Hillarys Boat Harbour in Western Australia. The outcomes of the workshop are provided in the Appendices.

The information gathered from this workshop has been used to inform the vision and land use objectives of this Concept Plan.

6 EXEMPLAR HARBOUR

Hillarys Boat Harbour is located within the suburb of Hillarys, 18 kilometres north-west of Perth, Western Australia. It was built in the mid 1980s in preparation for Australia's defence of the America's Cup yacht race⁶. Figures 6 and 7 illustrate an aerial and perspective view of the harbour.



Figure 6: Aerial photograph of Hillarys Boat Harbour⁷



Figure 7: Hillarys Boat Harbour at dusk⁸

Hillarys Boat Harbour has been used as an exemplar to inform this concept planning exercise because it champions many medium and long-term best-practice outcomes that are aspired to for the Bowen Boat Harbour. In particular, Hillarys Boat Harbour has successfully integrated with the community, increased tourism, economic sustainability and the grouping of like uses.

6 Western Australian Department of Transport 2012, *Hillarys Boat Harbour*, viewed 12 November 2012, <http://www.transport.wa.gov.au/imarine/19385.asp>

7 Google 2012, *Google Maps*, viewed 11 November 2012, www.maps.google.com.au

8 Part of Kirk Hill 2001, *Hillary Sunset*, viewed 2 November 2012, http://www.transport.wa.gov.au/mediaFiles/mar_PictureThisHillarysPhotoCompWin2011.pdf

Integrated with the community: Hillary's Boat Harbour is a popular destination for the residents of Perth. The harbour has direct links to the surrounding community through a well connected road network. It supports numerous community uses including an education centre, a protected swimming beach, recreational facilities and a variety of profitable cafes, restaurants and bars.

Tourism: The harbour is Western Australia's busiest recreational harbour, catering for more than 700 vessels and in excess of four million visitors each year⁹. It caters for charter vessels, with trips to Rottnest Island. The harbour also hosts antique fairs, a triathlon and various exhibitions.

Economic sustainability: The harbour is an important part of the northern suburbs of Perth, with its commercial operations providing an economic contribution to Western Australia and appealing to families, making it a popular meeting place for the local community. There are 800 people employed at Hillary Boat Harbour. The economic turnover of Western Australian Marinas is projected to increase by 40% over the next 5 years¹⁰.

Grouping of like uses: The harbour groups like uses together, including wet marina uses to the north, commercial/ charter uses to the south and tourist-related uses to the east as depicted in Figure 8. This grouping of like uses increases the legibility of the harbour as a destination; contributes to economic viability centralising business; and allows for the separation of incompatible uses that may affect amenity.

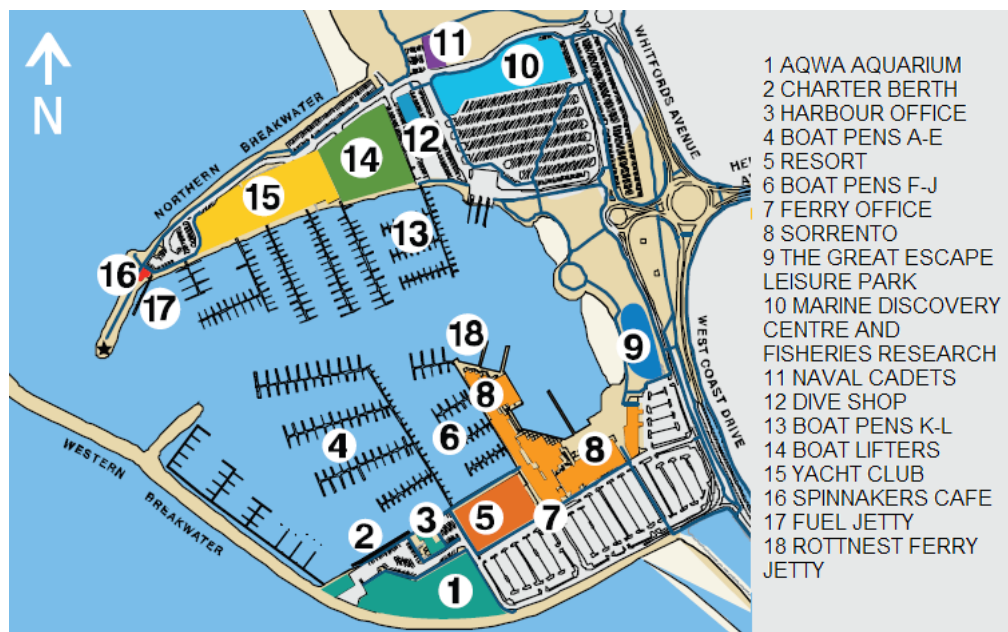


Figure 8: Grouping of uses within Hillarys Boat Harbour¹¹

9 Western Australian Department of Planning and Infrastructure 2008, Ministerial Statements, *Hillarys boat harbour named best marina in WA* 24/1/08

10 Helen Crips n.d, *Report on the Western Australian Marine Industry*, Australian Edith Cowan University, Perth

11 Modified from Hillarys Boat Harbour n.d. *Hillarys Boat Harbour*, viewed 8 November 2012, www.hillarysboatharbour.com.au/pdf/hillarys_map.pdf

7 VISION

Workshop attendees participated in an exercise to identify keywords to describe their vision of an ideal boat harbour. Once the workshop attendees had identified the keywords, they voted on these words. Through this process, the keywords were ranked from most popular to least popular. These rankings and along with the draft vision statements are shown in Appendix A.

The following word cloud illustrates the words workshop attendees considered the most important words to the vision of the harbour. Words that appear larger received a greater proportion of votes than the words that appear smaller.



Figure 9: Vision word cloud

From the above words, three potential vision statements were created. These can be found in Appendix A. Of the three, the following vision for the Bowen boat harbour was deemed the most appropriate.

Bowen Boat Harbour is an economically viable working harbour. It is a safe, vibrant and attractive destination for the local community and tourists. The harbour showcases local produce and provides efficient marine and recreation access to the public and industry.



13 Protectora de Inmuebles n.d, viewed 15 November 2012, www.protectoradeinmuebles.com/ingles/home.html

8 PLANNING FRAMEWORK

An extensive planning framework at the local, state and national level influences the development potential of the harbour.

Local governments control development through the zonings, codes and desired outcomes of their planning schemes under the *Sustainable Planning Act 2009*. This includes the *Bowen Shire Council Planning Scheme 2006* administered by Whitsunday Regional Council.

The State Government also controls development through its role assessing the potential impact of development proposals on the objectives of the State. Of particular importance to development proposals in the harbour will be the State's objective to protect ecological processes and biodiversity, heritage values and the safe and efficient operation of the State infrastructure.

The Commonwealth Government also controls development to ensure development proposals will not compromise a matter of national environmental significance under the *Environmental Protection and Biodiversity Conservation Act 1999*.

Consequently, any development applications within the harbour will be subject to assessment and approval by a combination of local, state and potentially national government bodies against numerous plans and policies.

This Concept Plan does not influence the level of assessment or suitability of development proposals within the harbour, but may influence future local government planning activities over the harbour site.

14 Experience Perth n.d. viewed 15 November 2012, www.experienceperth.com/destinations/sunset-coast

15 Oyster Bay Harbour and Yacht Club n.d. viewed 15 November 2012, <http://oysterbayharbour.com/oyster-bay-community/wildlife/>

9 LAND USE MIX

Identifying and co-locating like activities and land uses can promote a sustainable and viable harbour. In recognition of this, workshop attendees were asked to identify and define activities and uses they perceived as appropriate to a harbour.

Workshop attendees were asked to consider the spatial relationship land uses had to each, the surrounding community and Port Denison/ Coral Sea. In particular, workshop attendees consider what uses benefit from being located near each other, and therefore are compatible; and what uses could or should not be located near each other, and therefore are incompatible.

These land uses have been standardised against the common town planning land uses used in planning schemes and the land uses present within other harbours to develop a single set of land uses for use in this Concept Plan. This set of potential land uses is listed in Table 1 on the following page with the workings from contained in Appendix B.

The spatial relationships between land uses were crucial considerations when determining an appropriate medium and long-term land use mix for the Bowen Boat Harbour.

Table 1: Potential Bowen Boat Harbour land uses and activities

Marine facilities		
<ul style="list-style-type: none"> • Wet marine <ul style="list-style-type: none"> ○ Recreational boat moorings and berths ○ Live on-board moorings and berths ○ Commercial moorings and berths <ul style="list-style-type: none"> ▪ Tourism ▪ Fishing ▪ Charter – boat hire ▪ Barge 	<ul style="list-style-type: none"> • Dry marine <ul style="list-style-type: none"> ○ Mechanical/ electrical services ○ Spray painting/ welding ○ Boat builders, sail makers, marine trimmers ○ Travel lift ○ Slip yard ○ Fuelling facilities ○ Dry storage <ul style="list-style-type: none"> ▪ Boatyard ▪ Stack storage ▪ General storage ○ Commercial fish receivals <ul style="list-style-type: none"> ▪ Food distribution and processing ▪ Cold storage 	<ul style="list-style-type: none"> • Supporting marina facilities <ul style="list-style-type: none"> ○ Chandlery ○ Bait and ice supplies ○ Convenience store/ café ○ Showers and toilets ○ Rubbish collection, sewage disposal ○ Harbour management offices ○ Car parking
Community and club organisations		
<ul style="list-style-type: none"> • Volunteer Marine Rescue • Police/ customs/ border protection 	<ul style="list-style-type: none"> • Navy Cadets • Sailing clubs • Aquatic clubs 	<ul style="list-style-type: none"> • Training schools/ TAFE • Training facilities
Open space and recreational facilities		
<ul style="list-style-type: none"> • Parks • Swimming pool and bathing reserves • Picnic, BBQ and family places • Water sports, beach landing 	<ul style="list-style-type: none"> • Toilets/ change facilities • Bike path and pedestrian facilities 	<ul style="list-style-type: none"> • Recreational boating <ul style="list-style-type: none"> ○ Boat ramp ○ Trailer parking ○ Pontoons ○ Fish cleaning and wash-down areas
Retail, hospitality and tourism		
<ul style="list-style-type: none"> • Restaurant/ bistro/ cafe • Clubs, licensed premises • Takeaways • Fish monger 	<ul style="list-style-type: none"> • Retail shopping • Function facilities 	<ul style="list-style-type: none"> • Tourism <ul style="list-style-type: none"> ○ Booking offices <ul style="list-style-type: none"> ▪ Information ▪ Event management ▪ Charter services ▪ Boat hire
Mixed-use development		
<ul style="list-style-type: none"> • Retail/ shop 	<ul style="list-style-type: none"> • Short-term accommodation 	<ul style="list-style-type: none"> • Residential up to three storeys

10 OPPORTUNITIES AND CONSTRAINTS

Workshop attendees were asked to identify the opportunities and constraints applicable to the harbour on aerial photographs and in writing. These opportunities and constraints were used in conjunction with the Concept Plan team's own observations from the discussions at the workshop to inform the concept planning process and guide the establishment of a preferred land use mix. The results of this workshop exercise are shown in the Appendices.

Opportunities and constraints for the harbour are illustrated in Figures 10 and 11.



Figure 10: Opportunities - Bowen boat harbour

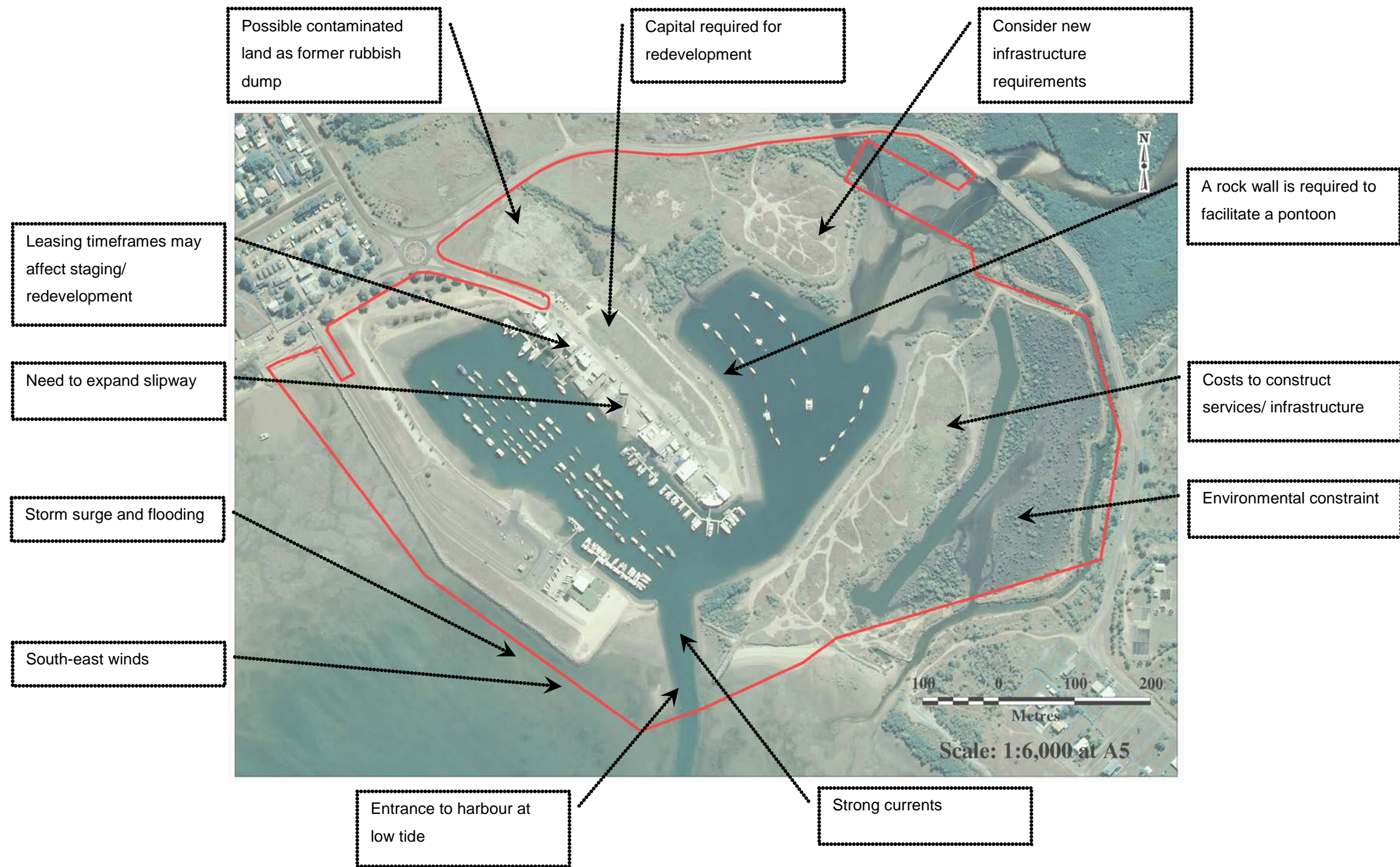


Figure 11: Constraints - Bowen boat harbour

11 CONCEPT PLAN

The boat harbour has been divided into the six land uses to form a Concept Plan. These land uses include:

- Marine facilities;
- Community and club organisations;
- Open space and recreational facilities;
- Retail/ hospitality and tourism;
- Mixed-use development; and
- Vegetative buffer.

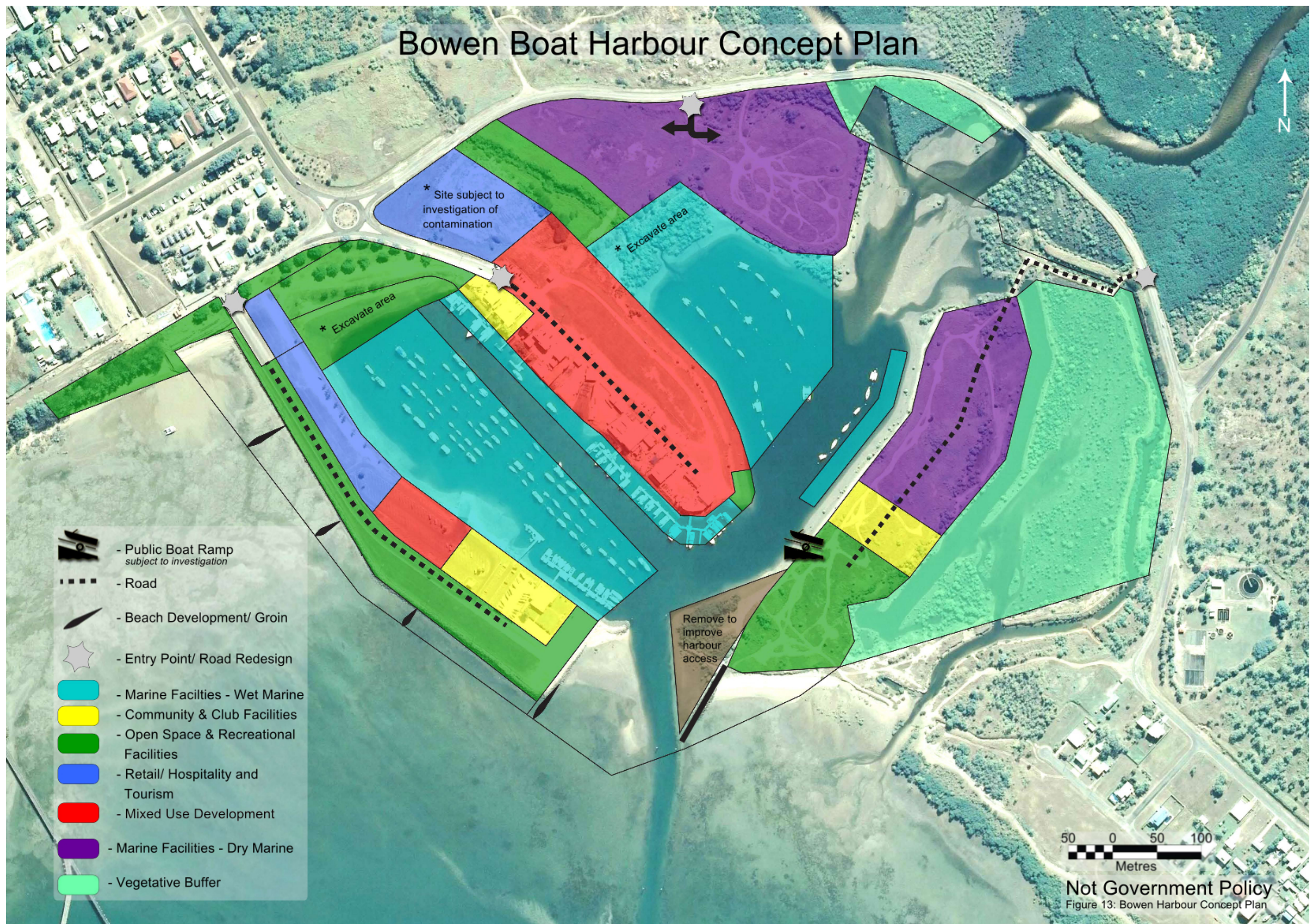
Section 9 Land Use Mix lists the activities these land uses support.

The Bowen Boat Harbour Concept Plan is illustrated on the following page. It combines the outcomes developed by the stakeholders at the workshop. This combined concept plan is an ultimate and long term plan, utilising all developable land in the harbour. This long term plan may provide a concept beyond 30 years. The harbour is made up of four geographical precincts:

- Northern precinct;
- Eastern precinct;
- Starboard Drive precinct; and
- Henry Darwen Memorial Drive precinct.



Figure 12 – Concept plan precincts



Northern precinct

There is an opportunity for the northern precinct to become the working part of the harbour. The primary use will be dry marine activities, supported by supplementary wet marine uses. The potential to excavate land in the north-west of the precinct may increase the harbour's boating capacity and access to the water. There is an opportunity to reconfigure the existing moorings in this northern part of the harbour to increase mooring and berthing capacity and improve access.

The entrance to the northern precinct will be via a new access point from Peter Wyche Drive. Signage should be incorporated at the Hay Street/ Peter Wyche Drive roundabout to direct employees, visitors and industry to the northern precinct. In addition, there is an opportunity to create a gateway sign at the entrance of the precinct.

Eastern precinct

In the long-term, the eastern precinct will contain the public boat ramp, community and club facilities and dry marine activities. The public boat ramp is strategically located close to the harbour entrance and is separated away from the wet marine activities. An area of spoil land at the entrance of the harbour may be excavated to increase the width of the harbour entrance and improve water access.

A new road will be constructed for this precinct which will be accessible via Peter Wyche Drive. Improved signage should be provided at strategic locations around the harbour to direct people to the boat ramp facilities and the other uses in the eastern precinct.

Starboard Drive precinct

The Starboard Drive precinct will connect with the centre of town and the recreational foreshore along Santa Barbara Parade. This precinct will be known as a place for tourism, recreation and enjoying the views.

Land uses to support this objective will include retail/ hospitality and tourism, mixed use development, community and club facilities, and open space and recreational facilities. There is an opportunity to develop a retail/ hospitality/ tourism key attractor at the corner of Santa Barbara Parade and Starboard Drive. Open space and recreational facilities will be located along the entire length of the southern portion of the precinct as well as connecting the recent foreshore redevelopment along Santa Barbara Parade and up to the roundabout. The inclusion of rock walls may over time create sandy beaches for local and tourists to enjoy.

The wet marine facilities will be redesigned to maximise safe access and movement as well as potentially increase the mooring/ berthing capacity.

Improved signage from Santa Barbara Parade will direct visitors and locals to the precinct. Improvements to the road may be required to facilitate safe access to the land uses in the precinct.

Henry Darwen Memorial Drive precinct

The Henry Darwen Memorial Drive precinct will feature mixed use development. The precinct will be anchored by retail/ hospitality and tourism at the roundabout. Further investigations will need to be undertaken to ensure the site is suitable for development and is remediated from contaminants.

The mixed use precinct will be complemented by community and club facilities at one end of the precinct and open space and recreational facilities at the other end. The community and club facilities will have direct access to wet marine activities. The open space and recreational facilities will provide an opportunity to capture the harbour views and be accessible to the public.

Signage and a reconfigured road in this precinct will make it easy to access and inviting to locals, harbour employees and visitors.

12 FURTHER CONSIDERATIONS

12.1 Studies required

Realisation of the short, medium and long-term land use objectives of this Concept Plan will depend upon a variety of further technical studies. These technical studies are necessary to critique the feasibility, safety, cost effectiveness, appropriateness and overall impact of the Concept Plan's objectives. These studies include, but are not limited to the following:

- a traffic impact assessment;
- an environmental impact assessment (considering storm surge, storm tide erosion and flora and fauna);
- a survey report;
- a hydro graphic survey report (considering tidal flows, diversion channel use);
- an engineering report for major works;
- a dredging feasibility and spoil strategy study;
- an economic assessment report;
- a geotechnical report; and
- a future boat ramp location and access analysis report.

The outcomes of these studies will inform and update the objectives of this Concept Plan.

12.2 Consultation

TMR facilitated a workshop on 10 April 2013 to consult with harbour lessees and local government representatives to inform the preparation of this Concept Plan. Wider community consultation has not occurred at this stage given the Concept Plan is preliminary in nature and the realisation of the plan is dependant on further technical studies and development interests from lessees and private enterprise.

12.3 Planning and development

This Concept Plan is a guiding tool for future leasing arrangements and a vision for future development in the harbour. This Concept Plan does not provide development approval and therefore; proposals for development in the harbour may require approval by the local government depending on their scale.

Development applications are assessed against the relevant local government's planning scheme in accordance with the *Sustainable Planning Act 2009*. Section 8 provides further information on the planning framework. For example, the Bowen Boat Harbour is located on the coast and may be susceptible to coastal hazards such as storm surges and tidal inundation. Proponents of future development proposals within the

harbour may be required to undertake environmental investigations in order to understand and then mitigate the impact of these coastal hazards. In addition, development proposals may need to mitigate the adverse impact they may have on the amenity of surrounding uses.

APPENDICES

Appendix A: Workshop vision exercise

Appendix B: Workshop land use mix exercise

**Appendix C: Workshop visual notes - including opportunities
and constraints**

Appendix A: Workshop vision exercise

Word	No. of votes
Economically viable	22
Local produce including seafood, tomatoes, mangos and other local fruit and vegetables	15
Vibrant and attractive	10
Connecting foreshore to marina	9
Seafood, cinema and beaches	9
Employment and investment	8
Integrated with the Central Business District	8
Sustainable	8
Tenure security	8
Residential hub and community	7
Working harbour	7
Public access	6
Safe haven for local boat owners	6
Accommodation	5
Safe access from water	5
Safe haven to attract cruising vessels	5
Celebrate the lifestyle	4
Liveable	4
Support the Central Business District	4
Support the local community	4
Scenic	3
Tourism	3
User friendly	3
Active and interactive	2
Discoverability with the use of Trip Advisor	2
Family-friendly	2
Hidden gem showcasing dugongs, whales and coastal driving	2
Industry	2
Linkages	2
Visitors	2
Compatible uses	1
Educational	1
Opportunity for tourism and industry growth	1
Partnerships	1
Point of difference	1
Profitable	1
Recreational water activities	1
Turquoise	1
Access to the islands	0
Attractor	0
Authentic	0

Commercial	0
Food	0
Foreshore	0
Fun	0
Marketable	0
Maximise views (360 degrees)	0
Multi-purpose	0
Practical	0
Retail	0
Security	0
Suitable	0
Yacht clubs	0

Vision statement

From the above words, three vision statements were developed. They are as follows:

1. Bowen Boat Harbour is an economically viable working harbour. It is a safe, vibrant and attractive destination for the local community and tourists. The harbour showcases local produce and provides efficient marine and recreation access to the industry and public.
2. Bowen Boat Harbour is an attractive tourist destination and is a vital part of the surrounding community. It is sustainable, safe and provides efficient access to all recreation and marine uses.
3. Bowen Boat Harbour provides economic security to the marine industry through investment and employment. The harbour is integrated with the foreshore enabling community and visitors to ability to recreate and enjoy the harbour.

Appendix B: Workshop land use mix exercise

Group A

Marine facilities

- Recreational boat moorings and berths
- Tourism – dive (not in harbour)
- Fishing – on demand
- Spray painting/ welding
- Travel lift – trolley
- Slip yard
- Fuelling facilities
- Dry storage – only with boat club membership
- Commercial fish receivals – food distribution and processing
- Chandlery – small
- Shower, toilet
- Rubbish collection
- Harbour management offices
- Information centre – in town
- Car parking

Community and club organisations

- Volunteer Marine Rescue
- Customs – in town
- Sailing clubs – NGCYC

Open space and recreational facilities

- Parks
- Car parking
- Boat ramp
- Trailer parking – 118
- Pontoons

Retail, hospitality and tourism

- Restaurant – in yacht club
- Clubs
- Fish monger
- Function facilities – club (100 people and on lawn)
- Charter services
- Boat hire

Group A

Short term 1-10 years

Marine facilities

- Charter boat facilities/ tourism (short to medium term)
- Maintenance on pile moorings
- Walk up moorings
- Expansion of existing marina berths
- Ship wrights
- Travel lift (100t) and more hard stand space (point of difference)
- Sewerage disposal
- Convenience store (resupply)

Community/ tourism

- Take away food
- Parks and BBQ's
- Foreshore extension (bike and pedestrian paths extended)
- Clean and tidy up
- Promote small boat sailing

High priority

- Extend rock wall
- Dredge/ excavation harbour entrance and channel depth

Group B

Land uses

In	Out
Boat/ sail repairs	Ferry services
Residential and short-term accommodation	Stack storage (?)
Group supporting uses in one space e.g. dry marine	Special interest clubs (?)
All wet marine	Water sports
Community <ul style="list-style-type: none">— VMR/ customs— TAFE/ training facilities	Swimming pool
Open space	Aquarium
Fish cleaning	Discovery centre (?)
Retail	

Group B

Works well

- Car parks and slipways
- Jetty (public)
- Fishing
- Yacht club marina
- Road access

Not so well

- Slipway – need to expand
- Extend wall
- Improve leeds and channel
- Dredging
- Need to fully utilise second basin
- Pedestrian paths – connect to foreshore
- Clean the end of the street up – make it greener – create an entry statement

Group C

What's in a harbour?

Marine facilities

- Add 'barge' to 'commercial moorings'
- Add 'live fish' under 'commercial fish receivals'
- Add 'manufacturing' to 'food distributions and processing' under 'commercial fish receival'

- Add after 'convenience store', 'café'

Community and club organisations

- Training – add TAFE
- Spelling 'boarder'

Open space and recreational facilities

- Add 'swimming pools' and 'bathing reserve'
- Remove 'car parking'

Retail, hospitality and tourism

- Under tourism, add 'memorials' as a new dot point

Mixed use development

- Change 'retail' first and 'residential' second
- Add 'up to three storeys residential'
- Res R2
- Freehold potential

Grouped land use and activities against town planning definitions

Workshop outcomes	Planning definition/ land use equivalent
Wet marine	
Boat ramp/ public access/ pontoons/ car and trailer park Landing that is for all encompassing users – families, persons with disabilities (PWD) and boaties Public and commercial boat ramps/ facilities, public moorings Pontoons (recreational/ commercial) Jetties Marinas (live-a-boards)/ live aboard accommodation Marina berths, mooring facilities/ large boat moorings Commercial berths/ boat pens	Landing and car park
Open space	
Parkland/ public space open space/ landscaping Recreational facilities/ family places Amenities – BBQ, fish gutting table, shelters, toilets/ showers, water	Park
Retail, tourism and commercial	
Ship broker Bait/ tackle/ ice supplies Dive shop Retail/ shopping Convenience shop/ supplies Associated commercial development – shops	Shop
Charter boat - tourist operations/ mooring/ ticketing/ ferry/ commercial Small boat hire Trawlers/commercial fishing	Port services, shop and landing
Harbour management Information centres	Office/ shop
Tourism (including retail), attractions (e.g. aquariums) Tourism/ eco tourism – combined use of QPWS facility to promote tourism and marine education Tourist attractions/ theme park Marine discovery/ education centre	Tourist park
Events –markets	Market
Events – boat show event facilities Training facilities – conference convention centre	Function facility
Restaurants/bistro/café Food and beverage Integrated hospitality	Food and drink outlet

Short term/ stay accommodation Residential/ accommodation	Short-term accommodation
Marine industrial	
Fuel/ fuelling facilities/ re-fuelling station Boating services/ maintenance facilities/ shipwrights mechanics, marine electrician/ sail maker/ marine trimmer Chandlery/ ship yard Pump out facilities/ hazardous transfers Dry storage/ rack storage/ hardstand storage/ marine/ boat storage Slipways/ travel lifts	Marine industry
Heavy/ industrial – welding, spray painting	Medium impact industry
Seafood/ fish receivals Food distribution/processing	Medium impact industry
Community and club organisations	
Emergency/ VMR/ coastguard Police, boat licensing facilities (2) Government facilities – DERM, DPI Customs/ border protection	Emergency services
Aquatic clubs/ sailing clubs/ boat/ yacht clubs – ramps, hall, rigging lawn Water sports Special interest clubs	Club (and landing)
Training facilities Cadets/ training schools Training facilities marine	Educational facility

Appendix C: Workshop visual notes - including opportunities and constraints

Group A

Constraints



Group A

Long term



Group B

Ideas



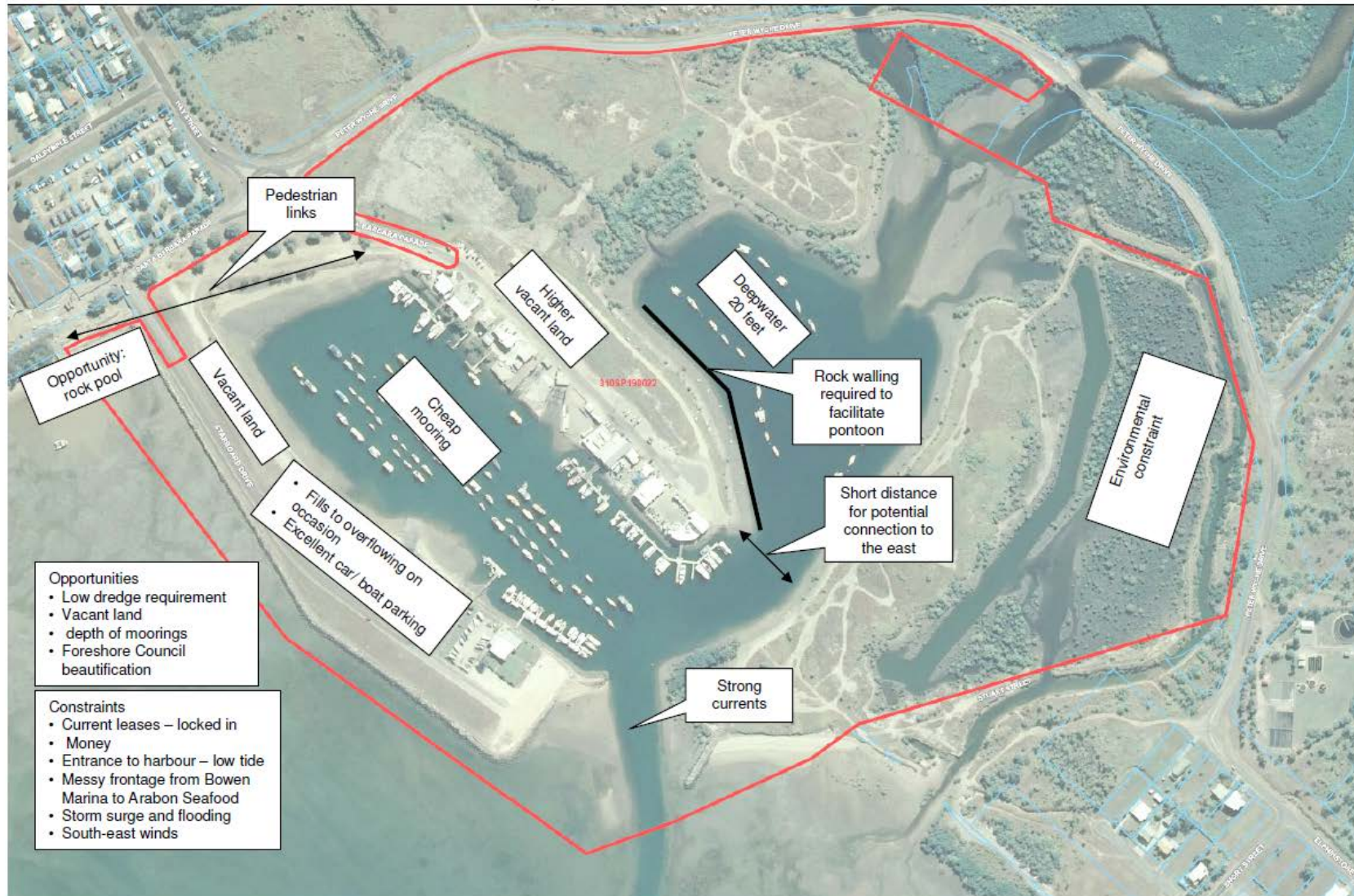
Group B

Concept Plan



Group C

Opportunities and constraints



Short/medium term with long term plan

Short/medium term with long term plan

