



# Kiama Harbour Revitalisation

## Community Consultation Summary Report

August 2021



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# 1 Introduction

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The NSW Maritime Infrastructure Plan sets out a strategic approach to prioritising and delivering maritime infrastructure in NSW.

This approach is built on coordination of funding and investment from the state and local governments and the private sector. The aim is to maximise the benefits of investment in maritime infrastructure for recreational and commercial boaters, including the commercial fishing, aquaculture and tourism sectors, and provide certainty to industry. It will see priorities for maritime infrastructure aligned with broader economic, social and environmental outcomes for the state.

Kiama Harbour Revitalisation is one of the harbours across the state where Transport for NSW has worked with the local council and government agencies to align with key strategic plans, and identify opportunities that enhance the experience for all users of the harbour and adjacent areas.

A draft Strategic Framework was presented to the community and other key stakeholders that proposed short, medium and long term opportunities for future investment into revitalising the harbour.

Feedback from the community is summarised in this document, and demonstrates the high value that the harbour holds within the community.

## 1.1 Area profile

Kiama is a coastal town south of Sydney in NSW, best known for two cliff caverns where seawater shoots into the air - the Kiama Blowhole and Little Blowhole. The coastal walking trail with popular whale watching spots, rainforest trails, beaches, golf courses and Australia's highest zip line attracts over one million visitors to the area each year.

The 2016 Census lists the population of Kiama as 21,464 people, and Aboriginal and Torres Strait Islander people make up less than two percent of the population. There is a relatively even split between males and females, with all age groups well represented. The median age is 50.

English is the main language spoken by around 90% of the population in Kiama, and over 50 percent have completed studies beyond year 12 Higher School Certificate.

Over 80 percent of the people live in a house (separated, semi-detached, terrace, townhouse), and over 90 percent of the homes have at least one car.

The channels of communication and engagement used to raise awareness and to seek feedback are considered appropriate for the people of Kiama.

## 1.2 Project area

The project area for the Draft Strategic Framework includes School Flat, Black Beach, Robertson Basin, and Kiama Harbourside.

The precincts where activities and uses have a relationship with the project area were also considered, as these areas will influence and benefit from any uplift work to Kiama Harbour. These areas include: Holiday Park and Visitor Information Centre; Blowhole Point Headland and Storm Bay; Kiama Town Centre; and Kiama Arts Precinct.

Figure 1. Project area and interface precincts



## 2 Consultation approach

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### 2.1 Our objectives

We consulted with the community and key stakeholders on the proposal to:

- inform the community and stakeholders of the vision and short, medium and long term opportunities identified to revitalise Kiama Harbour
- seek feedback on the Draft Strategic Framework and raise issues of concern for consideration in developing a guide for future investment. The feedback will inform the finalised approach to guiding revitalisation opportunities
- to better understand community values and desired outcomes for Kiama Harbour

### 2.2 Our Values

Our values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

**Customer focus** - We place the customer at the centre of everything we do

**Collaboration** - We value each other and create better outcomes by working together

**Solutions** - We deliver sustainable and innovative solutions to NSW's transport needs

**Integrity** - We take responsibility and communicate openly

**Safety** - We prioritise safety for our people and our customers

### 2.3 Engagement channels

COVID-19 restrictions impacted the depth of engagement that could be undertaken for this project. The unfortunate circumstances limited face to face engagement, and this impact is reflected in the feedback received.

The early consultation process focused on working with Kiama Municipal Council and some of the key harbour users to help shape a draft Strategic Framework to then seek broader feedback from the local and wider community.

Engagement channels used for this project included:

#### Face to face

- meetings, briefings
- workshops
- site visits

#### Digital

- Project website
- social media
- online information sessions

#### Direct mail

- notification letter

#### Media

- local press (print and digital)

#### Email

- dedicated project email

#### Phone

- incoming and outgoing

### 2.3.1 Early stakeholder engagement

- Seven workshops from 7 May to 3 June 2020 with key stakeholders with local expertise and understanding of the study area and interface areas. The workshops focused on technical, community, tourism, economic, and heritage issues, and drew on information that was available in the Kiama Harbour Master Plan 2014.
- A second round of workshops were held on 5 and 6 August 2020 to seek stakeholder response to the proposed vision statement, and to carry out scenario testing.
- A site visit was held on 15 June 2020 with some key Harbour users to gain a better understanding of who uses the harbour, when it is used, how it is used, current challenges, and revitalisation ideas.

The stakeholders participating in the early engagement included representatives from:

- NSW Maritime compliance and operations staff
- Kiama Municipal Council
- Kiama Chamber of Commerce
- Local Aboriginal Land Council
- Boat Owners Association
- Game Fisher's Club
- Commercial vessel operators
- Youth Services
- Kiama Scouts
- Kiama Historical Society
- Manly Hydraulics Lab (marine engineering)
- Bennett and Trimble (Urban Design)

### 2.3.2 Draft Kiama Harbour Draft Strategic Framework consultation

The draft Kiama Harbour Strategic Framework was publicly displayed from 28 January to 5 March and a number of communication channels were used to reach and engage with local and wider communities that are interested in the project area.

The activities are listed in the table below:

Activity	Date
Presentation of the draft KHRSF at the Kiama Harbour Municipal Council meeting to Councillors and other key Council staff on	3 February 2021
Information posted on project website at <a href="https://roads-waterways.transport.nsw.gov.au/projects/kiama-harbour-revitalisation/index.html">https://roads-waterways.transport.nsw.gov.au/projects/kiama-harbour-revitalisation/index.html</a>	27 January 2021
Email to the key stakeholders who participated in the early engagement workshops and sent a copy of the draft Strategic Framework and a copy of the media release	20-21 January 2021

Activity	Date
Letterbox drop to Kiama LGA residents (4500 letters distributed)	25 January 2021
Newspaper advertising in Illawarra Mercury and Kiama Bugle	5 February 2021 21 January 2021
Media release was sent to media outlets	20 January 2021
Three online information sessions held	17 February 2021 18 February 2021
Project email address monitored and responses provided to issues raised	Ongoing

The project team worked closely with Kiama Municipal Council to shared project information and details about the online information sessions on Council's social media platforms and provided this information for the Kiama Bugle App.

## 3 Feedback during consultation

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### 3.1 Overview

The Kiama Harbour Revitalisation Strategic Plan was publicly displayed from 28 January to 5 March. During the consultation phase, the project team received 213 individual submissions.

The majority of the submissions did not understand that the Draft Strategic Framework is a vision document to guide future projects, instead the recommended opportunities were taken as proposed projects or concept designs. This misunderstanding has resulted in a number of comments that are generally outside the scope of the Draft Strategic Framework.

The overwhelming sentiment from the feedback highlights the importance of the Harbour to the local residents, adjacent communities and visitors of Kiama. There is general support for the Harbour to some uplift provided the character of the Harbour is maintained. The short term recommendations are generally supported, and a number of concerns are raised about some of the medium and longer term opportunities identified in the Draft Strategic Framework.

### 3.2 Feedback in submissions

Table 1 below summarises the issues raised in the submissions. The table also provides a response to the issues raised and includes the number of submissions that raised the issue.

The key issues raised are:

- The importance of the Men's Baths (also referred to as Rockie and the Rockpool) to the well-being and amenity of the local community. Access to easy and nearby parking access is a major contributing factor to the importance of the Rockpool, particularly for elderly, less mobile and families with young children.
- Need to maintain the existing character and charm of Kiama Harbour as a small coastal town.
- General support for some revitalisation in Kiama, The short term options around modernising and upgrading/repairing existing infrastructure were well supported, and medium and long term opportunities were not well supported.
- The location of the boat ramp and the safety issues resulting from the proposed location on launch and retrieval of vessels. Majority of the submissions preferred the boat ramp to remain in the current location.
- The community expected better involvement in the early engagement phase.

### 3.4 Issues raised during consultation

Table 1. Response to issues raised

<b>Summarised issues</b> (including number of submissions raising the issue)	<b>Response</b>
<p>Boat ramp relocation (85 submissions. 79 submissions objected)</p> <ul style="list-style-type: none"> <li>• Feedback indicates that the existing boat ramp location works well with the sight lines, it adheres to maritime requirements, and is easily accessible for boaters and boat trailer parking, with minimal disruption to pedestrian and vehicular traffic near the boat ramp.</li> <li>• Considered an unnecessary and significant cost to relocate the boat ramp.</li> <li>• Concerns raised about reduced access for surf rescue and emergency services at relocated boat ramp site.</li> <li>• Suggestion for floating pontoons at the ramp to allow boaters to tie up boats without them being damaged.</li> <li>• Suggestion to relocate boat ramp to southern end of Bombo Beach or Gerringong boat harbour.</li> </ul>	<p>Kiama Harbour Revitalisation Action Plan has maintained the boat ramp in the existing location in response to a large number of objections to relocating the boat ramp.</p>
<p>Breakwater extension (50 submissions. 45 submissions objected)</p> <ul style="list-style-type: none"> <li>• Breakwater extension was not supported, particularly in the location indicated in the Strategic Framework.</li> <li>• Concern was raised about the loss of natural flushing, impact on sight lines, and concern around the narrowing of the navigation channel.</li> <li>• Any new break wall needs to be one-two metres higher than the existing one to stop waves overtopping it, causing flooding of buildings and infrastructure. The roadway needs to be 2-3 metres higher.</li> <li>• Suggestion for a mini break wall off the northern wharf to protect the Corso, wharves and boat ramp.</li> <li>• Some support for a breakwall, not necessarily in the location presented, to protect harbour infrastructure</li> </ul>	<p>In response to the large number of objections received in submissions, breakwalls have been removed from the Action Plan.</p>

<b>Summarised issues</b> (including number of submissions raising the issue)	<b>Response</b>
<p>Consultation (42 submissions)</p> <ul style="list-style-type: none"> <li>• Consultation with the local community should have been included in earlier stages to inform the draft Strategic Framework and consider broader community values</li> <li>• The input from the precinct groups and specific interest groups are not representative of the general community, and the constraints and opportunities that have been identified are weighted views based on the limited consultation with the community.</li> <li>• Strong recommendation that there is ongoing opportunity for the community to provide feedback on specific proposals for the harbour area, including representatives from rockpool swimmers</li> <li>• The project team should consider the Master Plan that was developed by the Kiama Harbour and Blowhole Project team</li> <li>• No consultation with aged or disabled people to help identify needs, particularly around parking.</li> <li>• Please consider the community feedback to make this Draft Strategic Framework more appealing and practical to residents and visitors of Kiama.</li> <li>• Need to make sure Wodi Wodi custodians of Dharawal nation are recognised.</li> <li>• The information provided does not explain “why” or what the issues/problems are to need the harbour revitalisation</li> <li>• Request for details of the workshops and other engagement activities.</li> </ul>	<p>Several early community engagement events were planned. However, COVID-19 restrictions resulted in these being cancelled.</p> <p>The project team recognises that engagement was hindered due to COVID-19, with limited opportunity for face to face engagement.</p> <p>A number of channels were used to reach and engage with the community.</p> <p>The feedback received during the consultation period for the Draft Strategic Framework has resulted in a revised scope presented in the draft Kiama Harbour Revitalisation Action Plan that is now on display for feedback.</p> <p>Improved Harbour governance is one of the key recommendations of the draft Kiama Harbour Revitalisation Action Plan.</p> <p>The recommendations of the 2014 KMC Master Plan, and consultation with KMC throughout the project informed the development of the draft Action Plan.</p> <p>The Illawarra Local Aboriginal Land Council (LALC) is a key stakeholder of the project and the CEO participated in the stakeholder workshops.</p> <p>The project team provided several briefings to the Mayor, councillors, and KMC officers. KMC representatives attended every stakeholder and community session, site visit and briefing.</p> <p>The consultative process is explained in this document.</p> <p>The appendix in the Draft Strategic Framework document provides details on the stakeholder workshops, including overview, key findings, feedback, dates, and attendees.</p> <p>The Draft Strategic Framework and the subsequent Action Plan recommends that any future projects or changes to landuse need to include a focused engagement with the community.</p> <p>Transport for NSW (TfNSW) will continue to engage with the community on any projects that are approved as part of grant funding programs or other initiatives where TfNSW is providing financial support.</p>

<b>Summarised issues</b> (including number of submissions raising the issue)	<b>Response</b>
<p>Draft Kiama Harbour Revitalisation Strategic Framework document (11 submissions)</p> <ul style="list-style-type: none"> <li>• Need to improve executive summary and more detail in the objectives</li> <li>• Suggestion that referring to Kiama Harbour as the 'jewel in the crown' gives incorrect context to any decisions made about its future</li> <li>• Concern raised about assumptions made in the document</li> <li>• More information is requested on options considered, roles and responsibilities, completion times, regulatory &amp; engineering constraints, and project costs for the recommendations provided</li> </ul>	<p>The Action Plan is intended to be used to support business case development and project definition to deliver community focused solutions.</p> <p>The next phases of project development would also require additional social, environmental and financial investigations to ensure all impacts are considered and addressed.</p>
<p>Eateries expanded along Harbour (24 submissions. 16 submissions objected)</p> <ul style="list-style-type: none"> <li>• Conflicting views about the need for more eateries along the harbour. Some consider the number of eateries adequate, and other request more and different types of eateries to increase vibrancy and encourage better use of the harbour.</li> <li>• Concern was raised about the impact to parking with more eateries.</li> <li>• Suggestion for incremental increases in new eateries to reduce impacts to existing services.</li> </ul>	<p>Any future project proposed will assess social, environmental and financial impacts of the proposed work. These studies would include impacts to local businesses and impacts on traffic and parking.</p>
<p>Environmental impacts (18 submissions)</p> <ul style="list-style-type: none"> <li>• Issues raised concerns about the impacts on waterflow/tidal waters, biodiversity and marine flora and fauna, and climate change.</li> </ul>	<p>Environmental investigations to assess impacts would be part of subsequent project development and management phases.</p> <p>The Draft Action Plan presents opportunities for future investment into revitalisation projects in Kiama. Therefore, there are no detailed environmental and technical assessments and investigations.</p> <p>Climate change impacts on the harbour were considered in strategic analysis and would be part of any further project phases.</p>

<b>Summarised issues</b> (including number of submissions raising the issue)	<b>Response</b>
<p>Fish market (22 submissions)</p> <ul style="list-style-type: none"> <li>• There is general support for upgrading the Fish Market, but many submissions wanted to see the character maintained.</li> <li>• Mixed opinions were provided on whether the fish market should be relocated or left in the current location for historical reference</li> </ul>	<p>There are mixed and competing community views on the fish market.</p> <p>Further discussions are required with fish market operators to identify a suitable alternative location if the fish markets are relocated and remodelled.</p> <p>Longer term opportunities identified in the Draft Action Plan includes the option of mixed use buildings that may accommodate the Fish Market with other services or facilities, whilst ensuring character is maintained.</p>
<p>Fisherman's sheds (9 submissions)</p> <ul style="list-style-type: none"> <li>• Fisherman's sheds are very important for commercial and other maritime uses</li> <li>• Support for renewal work on the sheds but to maintain practical usage.</li> </ul>	<p>The Action Plan acknowledges the importance of the fisherman's sheds in supporting the commercial fishing operators berthed in Robertson Basin.</p> <p>The new boat-related operations building is included in the longer term opportunities and this would include upgraded facilities to support existing commercial fishing operations.</p> <p>Any future proposed projects would investigate opportunities and impacts on these assets.</p>
<p>Funding and financial feasibility information is lacking in the Strategic Framework. (5 submissions)</p>	<p>Financial feasibility studies would be required as projects are developed and funding sources identified. Cost benefit analysis would be premature at this stage because the draft Kiama Harbour Revitalisation Action Plan presents opportunities to guide future investment into projects.</p> <p>Projects may be funded through private and/or public sector initiatives, or grant programs such as Transport for NSW's Boating Now Program.</p>
<p>Green space (17 submissions)</p> <ul style="list-style-type: none"> <li>• Concern raised about the loss of valuable green space with new commercial premises will impact access to passive recreational and sporting activities that currently take place there.</li> </ul>	<p>Opportunity is presented in the Action Plan to uplift some existing infrastructure to increase use and accessibility for more community and visitor segments.</p> <p>The draft Action Plan presents short and longer term opportunities to connect and promote better use of green space along the Harbour and within the precinct.</p>

<b>Summarised issues</b> (including number of submissions raising the issue)	<b>Response</b>
<p>Harbour expansion (16 submissions object; 8 submissions support)</p> <ul style="list-style-type: none"> <li>• Mixed opinions on the opportunity to expand the harbour, and to support a new marina.</li> <li>• Concern raised about the impacts on visual amenity and character, noise, water pollution</li> <li>• The submissions that supported harbour mentioned opportunity for more berths for smaller vessels and larger vessels, and that it may fortify the harbour and protect against swell impacts to the shoreline, and provide more tourism opportunities.</li> </ul>	<p>The draft Kiama Harbour Revitalisation Action Plan does not include expanding the harbour.</p>
<p>Helipad relocation (27 submissions)</p> <ul style="list-style-type: none"> <li>• Some submissions considered the existing arrangement to be functional and doesn't need to change, while others supported relocation and reuse of the existing site.</li> <li>• Main concern is to ensure emergency services could easily access the helipad when needed.</li> </ul>	<p>Social, environmental and economic impacts would be assessed as part of the project planning and assessment phase if a project was funded to relocate the helipad.</p> <p>Extensive engagement with emergency services would be required to ensure alternate locations meet access and service requirements.</p>
<p>Heritage Value (3 submissions)</p> <ul style="list-style-type: none"> <li>• Feedback indicated that any work should maintain the heritage value of the existing buildings.</li> </ul>	<p>Agreed.</p> <p>One of the three primary objectives of the Action plan is to respect and enhance the coastal character and environment including its natural and cultural heritage.</p>
<p>Indigenous and Industrial Cultural heritage (7 submissions)</p> <ul style="list-style-type: none"> <li>• The incorporation of indigenous culture, art and history was supported, as well as supporting plants native to the area and maintaining existing infrastructure that represents the working history of the harbour.</li> </ul>	<p>An objective of the Kiama Harbour Revitalisation Action Plan is to respect and enhance the coastal character and environment including its natural and cultural heritage.</p> <p>Further cultural heritage assessment is required with any revitalisation project that is proposed.</p> <p>The Illawarra Local Aboriginal Land Council (LALC) is a key stakeholder of the project and ongoing consultation with the LALC is important for any future projects.</p>
<p>Jet rescue boat facilities need to remain available (1 submission)</p>	<p>The continued operation of the jet boat rescue service is a key consideration of Action Plan recommendations.</p>

<b>Summarised issues</b> (including number of submissions raising the issue)	<b>Response</b>
<p>Kiama Harbour Master Plan 2014 (14 submissions)</p> <ul style="list-style-type: none"> <li>• There was concern that the Strategic Framework did not consider the Kiama Master Plan 2014</li> </ul>	<p>The Kiama Harbour Master Plan 2014 was a reference document for this project.</p>
<p>Keep Kiama character/charm (96 submissions)</p> <ul style="list-style-type: none"> <li>• The existing character of Kiama Harbour is a key feature of the area, and many submissions mention the need for it to be retained.</li> <li>• Feedback suggests that revitalisation should be small scale to maintain feel of Kiama, and focus on renewing existing infrastructure, in line with Clause 4.0 of the <i>Kiama Local Strategic Planning Statement 2020</i></li> </ul>	<p>A key focus of the Kiama Harbour Revitalisation Action Plan is to maintain the existing character, and invest in existing infrastructure.</p> <p>There is no proposed residential development included in the Draft Strategic Framework (or Action Plan)</p>
<p>Land ownership/management (6 submissions)</p> <ul style="list-style-type: none"> <li>• The complex ownership and management arrangements need to be managed and streamlined.</li> </ul>	<p>The Maritime Infrastructure Delivery Office (MIDO) is a joint initiative between Transport for NSW, Maritime and the Department of Planning, Industry and Environment (DPIE) to improve the coordination and delivery of coastal and boating infrastructure programs, regional harbour management or Crown Lands, and projects across NSW supporting recreational boating, fishing, tourism and a range of other commercial activities.</p> <p>Improved harbour precinct governance is one of the key recommendations of the draft Kiama Harbour Revitalisation Action Plan.</p>
<p>Landscaping improvements are needed and supported (19 submissions)</p> <ul style="list-style-type: none"> <li>• Concern raised that bench seating along the seawall may create safety issues, particularly for children</li> <li>• Suggestions made to create a terraced terrain to increase availability of seating</li> </ul>	<p>The rebuild of the seawall and retaining wall are funded by the NSW Government Regional Stimulus and are designed to meet Australian/NZ standards for access and safety.</p> <p>Opportunities are identified in the Action Plan to invest in Landscape &amp; wayfinding upgrades to improve pedestrian connections between the harbour &amp; adjacent public open space &amp; precincts.</p>
<p>Litter management (9 submissions)</p> <ul style="list-style-type: none"> <li>• Concern raised about litter and waste management along the harbour and foreshore areas.</li> </ul>	<p>Waste management services are operated by Kiama Municipal Council or contractors engaged by local business.</p>

<b>Summarised issues</b> (including number of submissions raising the issue)	<b>Response</b>
<p>Local business impact (5 submissions)</p> <ul style="list-style-type: none"> <li>• Concern that increasing commercial/retail businesses along the harbour will impact on the businesses on the main street</li> <li>• Suggestion made that upgrades should encourage existing businesses to cater for night dining and early morning trade to encourage more and longer visits to local businesses</li> </ul>	<p>Economic impacts are assessed as part of any project planning and development phase.</p> <p>For any projects that are proposed, the economic assessment will consider opportunities as well as impacts on the local economy.</p>
<p>Local economic impacts (13 submissions)</p> <ul style="list-style-type: none"> <li>• Concern raised about the limited affordable tourist accommodation available, which increases pressure on residential renting.</li> <li>• Concern raised about impact to existing local businesses</li> <li>• Suggested that there is an opportunity to provide point of difference design elements to grow tourism/business opportunities</li> </ul>	<p>Impacts to the local economy will be assessed as part of any future project proposals.</p> <p>Project development and management considers social, economic and environmental impacts, opportunities and constraints.</p>
<p>Maritime Hub (12 Submissions object; 8 submissions support)</p> <ul style="list-style-type: none"> <li>• Proposed Maritime Hub was not well supported because it requires the boat ramp to be relocated</li> <li>• Concerns were raised about extending the Hub and impacts to traffic in the proposed location</li> <li>• Some support for a Maritime Hub and associated infrastructure such as courtesy moorings and or berths to allow people safe, convenient and accessible use of the land-water interface.</li> </ul>	<p>The draft Kiama Harbour Revitalisation Action Plan has adjusted the opportunities for the Maritime Hub to reflect feedback during consultation on the Draft Strategic Framework. The boat ramp will remain in the existing location, and a breakwall is not included in the recommendations.</p> <p>Future exploration of expanding the Maritime Hub may be revisited if demand creates a need.</p> <p>Any proposed project would require additional technical investigations as part of the planning and development phase.</p>
<p>Mobility/disabled access (58 submissions)</p> <ul style="list-style-type: none"> <li>• Feedback stressed the importance of maintaining and/or improving access to the Harbour for people with limited mobility, people with young children, and people living with a disability.</li> </ul>	<p>As a result of the many community submissions received, the draft Action Plan confirms the existing asphalted car parking area on Kiama Harbour's primary southern headland.</p>

<b>Summarised issues</b> (including number of submissions raising the issue)	<b>Response</b>
<p>Moorings increased (5 submissions. 4 submissions objected)</p> <ul style="list-style-type: none"> <li>Concerns raised that additional moorings would increase traffic and parking impacts, and that water area and depth doesn't allow for more moorings</li> </ul>	<p>Following community feedback, the draft Kiama Harbour Revitalisation Action Plan no longer includes an extended harbour scenario.</p>
<p>Next steps (5 submissions)</p> <ul style="list-style-type: none"> <li>Request for more information on the next steps of the revitalisation process.</li> <li>Concern raised that projects will progress without proper community consultation</li> <li>Feedback indicated need for more investigations and risk assessment before any work is progressed.</li> </ul>	<p>The draft Kiama Harbour Revitalisation Action Plan is derived from the feedback received on the Draft Strategic Framework.</p> <p>The Draft Action Plan identifies short term activations to enhance the use and access to the harbour.</p> <p>The proposed opportunities consider social, economic, environmental and cultural benefits.</p> <p>Funding sources and availability will govern the timing for a number of the opportunities presented.</p> <p>The rebuild of the seawall and retaining wall has been funded by the NSW Government Regional Stimulus program. Crown Lands is managing delivery of this work, with construction planned to commence late 2021.</p>
<p>Object to changes made to Kiama Harbour (43 submissions)</p> <ul style="list-style-type: none"> <li>Do not support the draft Strategic Framework to revitalise the harbour and do not want any changes to be made to the harbour.</li> </ul>	<p>The Kiama Harbour revitalisation aligns maritime infrastructure improvement opportunities with local, state and federal Government priorities.</p>
<p>Parking (31 submissions)</p> <ul style="list-style-type: none"> <li>Concern that parking will be lost and that access to parking will decrease as a result of any revitalisation projects.</li> <li>Specific concerns were raised around the loss of parking at the Rockpool (Men's Ocean Baths).</li> <li>Parking is considered a key factor to be incorporated into any revitalisation projects</li> </ul>	<p>Parking limitations, turning circles of current parking areas, and the monitoring of parking areas is managed or led by Kiama Municipal Council.</p> <p>Parking availability varies throughout the year, with significant impacts during holidays and warmer months.</p> <p>Parking impacts would be assessed more thoroughly with any project that is proposed.</p>

<b>Summarised issues</b> (including number of submissions raising the issue)	<b>Response</b>
<p>Pedestrian Access improvements (12 submissions)</p> <ul style="list-style-type: none"> <li>• Suggestion made for balanced alternatives to be explored to enhance and improve public spaces and pedestrian access without drastically impacting on specific users.</li> </ul>	<p>An important aspect of the Draft Strategic Framework (and subsequent Draft Action Plan) is to improve landscape and upgrade wayfinding to improve pedestrian connections between the harbour and adjacent public open spaces and precincts</p>
<p>Promenade on Corso (20 submissions. 18 submissions supported)</p> <ul style="list-style-type: none"> <li>• The promenade on the Corso is generally supported, with suggestions for a layered decking along the length, low rise buildings to blend into the surrounding</li> <li>• Support for improved connectivity and enhanced pedestrian experience</li> <li>• Suggestion made to extend the harbourside corso further</li> </ul>	<p>Extending the Corso area is outside of the scope of the project area. However, the links to interface areas have been considered as part of the opportunities identified.</p>
<p>Repair retaining wall (39 submissions)</p> <ul style="list-style-type: none"> <li>• The damaged retaining wall is in urgent need of fixing and impacts the visual amenity of the area.</li> </ul>	<p>The rebuild of the seawall and retaining wall are funded by the NSW Government Regional Stimulus. Crown Lands is managing project delivery, with construction planned to commence late 2021.</p>
<p>Road design changes presented in Strategic Framework (2 submissions)</p> <ul style="list-style-type: none"> <li>• Concern that the road design changes in the draft Strategic Framework do not consider local topography.</li> <li>• Concern that the proposed additional link to the Blowhole Point Road is problematic and unsafe</li> </ul>	<p>All road changes are subject to Australian Standards and Transport for NSW guidelines.</p>
<p>Rock pools (106 submissions)</p> <ul style="list-style-type: none"> <li>• Rock pools are highly valued by local community and visitors, and maintaining access to the Men's Ocean Baths (The Rockpool) is very important for exercise and recreation.</li> <li>• Suggestions were made on upgrading all of the rock pools.</li> </ul>	<p>The Rockpool is outside the project boundary and scope for the Draft Strategic Framework (and Draft Action Plan).</p> <p>The Draft Strategic Framework (and subsequent Draft Action Plan) does not include any opportunities that would remove or modify these valuable community assets. The Rockpool Crown land is managed by Kiama Municipal Council and any modifications to the Rockpool (Men's Ocean Bath) are a matter for Kiama Municipal Council.</p>

<b>Summarised issues</b> (including number of submissions raising the issue)	<b>Response</b>
<p>Rockpool carpark (140 submissions)</p> <ul style="list-style-type: none"> <li>• Feedback was clear that parking at the rockpool allows easy access to this rockpool, particularly for elderly, parents and carers with young children, and people with disabilities.</li> <li>• Major concerns raised about losing the rockpool car park and the impact on people participating in passive recreation.</li> <li>• Concern raised that removing the parking use for the rockpool would reduce usage of the area, particularly the rockpool.</li> </ul>	<p>The draft Strategic Framework was the start of the discussion, and sought to get community feedback on scenarios.</p> <p>As a result of the many community submissions received, the draft Action Plan confirms the existing asphalted car park area on Kiama Harbour’s primary southern headland will remain available.</p>
<p>Sustainable development considerations (4 submissions)</p>	<p>Maintaining the character and heritage of Kiama Harbour is a key consideration in the development of the Draft Strategic Framework (and Draft Action Plan) for Kiama Harbour revitalisation.</p> <p>The draft Kiama Harbour Revitalisation Action Plan includes a key objective to invest in existing infrastructure. Recommendations are included for upgraded or new infrastructure to include natural materials and to incorporate sustainable principles in the design stage.</p>
<p>Scope of Kiama Harbour Revitalisation Strategic Plan (19 Submissions)</p> <ul style="list-style-type: none"> <li>• Feedback questioned the area covered in the Strategic Framework and sought to extend the project area to include all of the headland, Blowhole Point, town centre and arts precinct.</li> </ul>	<p>As outlined in the draft Strategic Framework, the Kiama Harbour Precinct project is limited to Kiama Harbour Crown Land that is now managed by TfNSW.</p> <p>Kiama Municipal Council (KMC) manages the majority of other Crown Lands in the area.</p> <p>The draft Kiama Harbour Revitalisation Action Plan uses a place-led approach to investigate active and passive transport planning and infrastructure opportunities in Kiama Harbour.</p> <p>Any projects that are progressed to revitalise Kiama Harbour will require social, environmental and economic assessments to understand impacts and look at measures to address any impacts as part of the planning and development phase of the project.</p>

<b>Summarised issues</b> (including number of submissions raising the issue)	<b>Response</b>
<p>Scout Hall (29 submissions)</p> <ul style="list-style-type: none"> <li>Mixed opinions regarding the location of the Scout Hall, with some wanting it to remain unchanged and others would like it to be redeveloped for other uses.</li> </ul>	<p>The draft Kiama Harbour Revitalisation Action Plan presents an opportunity for a new multi-use harbour-side building that could house a Scout Hall.</p> <p>Any future project to progress this opportunity would require further discussions with current tenants and owners, and further technical and user studies as part of the project planning and development phase.</p>
<p>Seawall repair (14 submissions)</p> <ul style="list-style-type: none"> <li>Submissions requested repair and upgrade of the seawall.</li> </ul>	<p>The rebuild of the seawall and retaining wall are funded by the NSW Government Regional Stimulus. Crown Lands is managing the project delivery, with construction planned to commence in late 2021.</p>
<p>Shellharbour marina (19 submissions)</p> <ul style="list-style-type: none"> <li>Feedback suggested that Shellharbour Marina could cater for the need of larger boats, retail/chandleries and any increase in demands on Kiama Harbour.</li> </ul>	<p>The Shellharbour Marina is designed to cater to a customer segment that is very different to Kiama Harbour boating customers.</p>
<p>Signage and wayfinding (3 submissions)</p>	<p>Wayfinding and signage recommendations included in the draft Strategic Framework (and subsequent draft Action Plan) promote better pedestrian connectivity along the harbour and with interface areas in the precinct.</p>
<p>Slipway repair (17 submissions)</p> <ul style="list-style-type: none"> <li>Feedback requesting repair and upgrade of the existing slipway, and extend the use for other activities such as kayak launching.</li> </ul>	<p>Reviewing the slipway's regional and community-focussed opportunities is one of the short term recommendations in the draft Strategic Plan and subsequent Draft Action Plan.</p>
<p>Social impacts (3 submissions)</p> <ul style="list-style-type: none"> <li>Concern raised that a staged approach could potentially cause impacts to community for up to 20 years, with disruption from construction activity.</li> </ul>	<p>Social impacts are one of the assessments that are undertaken as part of any project planning and development phase.</p>

<p style="text-align: center;"><b>Summarised issues</b></p> <p style="text-align: center;">(including number of submissions raising the issue)</p>	<p style="text-align: center;"><b>Response</b></p>
<p>Support revitalising Kiama Harbour to some extent (48 submissions)</p> <ul style="list-style-type: none"> <li>• Many submissions welcome revitalisation of Kiama Harbour to varying extent.</li> <li>• The short term options proposed are generally supported.</li> <li>• Support improving safety, public amenity, visual amenity, and accessibility to the Harbour precinct.</li> <li>• Current systems that work should remain as they are.</li> </ul>	<p>Kiama Harbour Revitalisation Action Plan is focused on short term opportunities and investing in existing and new maritime infrastructure that will improve public domain, use of the harbour, and connectivity with other parts of the precinct.</p>
<p>Tourism (23 submissions)</p> <ul style="list-style-type: none"> <li>• There was equally mixed sentiment in submissions regarding the benefits and impacts of tourism to Kiama.</li> <li>• Concern raised that there is too much focus on tourism and not enough on local community.</li> <li>• There is no need for costly infrastructure and development to attract tourists because Kiama is already attractive to tourists.</li> <li>• Feedback suggests that there is very little night life, the accommodation is very expensive and there are few high standard restaurants available for visitors.</li> </ul>	<p>The importance of tourism and the opportunity it presents to the local economy in coastal areas such as Kiama is identified in strategic plans developed by NSW Government and local governments.</p> <p>Impacts of tourism would be further investigated as part of the economic assessments during project planning and development.</p>
<p>Traffic (37 submissions)</p> <ul style="list-style-type: none"> <li>• Concern raised about the impact on traffic that can be grid locked at times of the year.</li> <li>• Feedback provided that the existing traffic configuration works well and doesn't need to change.</li> <li>• Concern raised about traffic impacts resulting from recommendation to relocate boat ramp</li> <li>• Some traffic redirections were suggested in the feedback received</li> </ul>	<p>The draft Strategic Framework is the start of discussions around opportunities to revitalise Kiama Harbour and to seek community feedback. This project can only consider opportunities within Harbour Precinct Crown Lands now managed by TfNSW.</p> <p>Any project that is proposed that will deliver opportunities presented will require detailed investigations on traffic opportunities, constraints and impacts.</p> <p>Parking limitations, turning circles of current parking areas, the monitoring of parking areas, and all roads not managed by TfNSW in the Kiama local government area are managed or led by Kiama Municipal Council.</p> <p>Parking availability and traffic congestion varies throughout the year, with significant impacts during holidays and warmer months.</p>

<b>Summarised issues</b> (including number of submissions raising the issue)	<b>Response</b>
<p>Trailer boat parking (17 submissions)</p> <ul style="list-style-type: none"> <li>• Submissions raised the need for trailer boat parking in the area and considered the proposed boat ramp location to lack adequate provisions for trailer boat parking</li> <li>• Suggestion made that waterfront areas should be focused on pedestrian access rather than car and trailer parking.</li> </ul>	<p>The draft Kiama Harbour Revitalisation Action Plan now maintains the boat ramp in its existing location and boat trailer parking will remain in the current location. This reflects community feedback received on the Draft Strategic Framework.</p>
<p>Upgrade existing fish and chip shop (43 submissions)</p> <ul style="list-style-type: none"> <li>• Support for upgrading and revising lease to use the enviable waterside location more effectively.</li> </ul>	<p>The aim of the Draft Strategic Framework (and the subsequent draft Action Plan) is to maintain the existing character of Kiama Harbour while promoting better use of and connectivity to the Harbour.</p>
<p>Visual amenity (9 submissions)</p> <ul style="list-style-type: none"> <li>• Submissions raised concern about the impacts to visual amenity from hardstand areas, two storey building on school flat presented in the Strategic Framework, as well as any proposed building on the helipad site.</li> </ul>	<p>Sight lines have been considered in the development of the recommended opportunities to revitalise Kiama Harbour. Maintaining views was a key criteria to developing recommendations.</p> <p>Maintaining the character of the area is a key objective of the recommended opportunities presented in the draft Strategic Framework and the subsequent Draft Action Plan.</p>
<p>Wharf/jetty and pontoon upgrade (13 submissions)</p> <ul style="list-style-type: none"> <li>• Feedback raised the need for upgrade and repair work to the existing wharf/jetty and pontoon.</li> </ul>	<p>Upgrading the wharf and pontoons is one of the short term recommended opportunities presented in the draft Kiama Harbour Revitalisation Strategic Framework and the subsequent Draft Action Plan. As with all of the Action Plan recommendations, they are subject to further technical, environmental and business case studies.</p>

### 3.5 Changes resulting from consultation

Feedback received during the consultation process identified that a number of the medium and longer term opportunities are not widely supported in the community.

As a result Transport for NSW have reshaped the approach into an Action Plan to focus on short term activation opportunities. Longer term solutions can be revisited in the future.

The draft Kiama Harbour Revitalisation Action Plan is informed by the findings from the early stakeholder engagement, the Kiama Harbour Master Plan 2014, and the feedback on the Draft Strategic Framework.

The draft Action Plan considered many different points of view, at times conflicting, and strives to present a common goal for Kiama Harbour that reflects its people and the place.

Four vision themes are presented in the draft Action Plan – dynamic, welcoming, resilient and authentic - that are supported by the following three key objectives for future development in the Harbour precinct:

- Celebrate local and regional attractions and activities and improve connections and access for residents and visitors
- Respect and enhance the coastal character and environment including its natural and cultural heritage
- Support commercial and recreational boating activities as well as tourism in the harbour and its neighbouring precincts.

### 3.6 Next Steps

The draft Kiama Harbour Revitalisation Action Plan outlines a NSW Government future vision for Kiama Harbour to guide future investment. Its overall aim is to identify opportunities to attract people to work, visit and invest in Kiama's Harbour that align with local community values. It demonstrates an integrated urban design approach to regional harbour renewal.

**Transport for NSW is inviting feedback on the draft Action Plan by 10 September**, and all feedback will be considered to inform the final Kiama Harbour Revitalisation Action Plan.

The Kiama Harbour Revitalisation Action Plan is intended to be used to support business case development and project definition to deliver community focused solutions.