

# NSW Maritime Infrastructure Plan

2019 – 2024





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# Ministerial foreword

New South Wales is home to some of the best boating environments and experiences in the world. Our waterways are also an important part of life for many people and businesses in NSW.

Each year more than 2 million people head out on the water on boats or other watercraft to enjoy the sun, catch a few fish or to spend time with family and friends. Commercial fishing, aquaculture and marine tourism industries create jobs and boost regional economies, while our harbours and foreshores are the heart and soul of many coastal communities and provide opportunities for local businesses.

The NSW Government is already delivering major improvements to maritime infrastructure and facilities across the state to help recreational and commercial boaters safely access, use and navigate our rivers and coastal waters, and to benefit communities.

The Boating Now program is delivering new and upgraded recreational boating infrastructure across the state in partnership with councils and industry, with a total value of over \$95 million including delivery partner contributions. A further \$95 million is being invested in the 25 regional coastal harbours and 21 trained river entrances managed by government along the NSW coast. In addition, \$18 million is also being invested to help fund local and priority regional dredging projects.

Industry also makes a significant investment in maritime infrastructure that supports local recreational boating, tourism and other commercial opportunities.

Industry and communities have emphasised the importance of government's continued role in facilitating public and private investment, as well as a desire for a more holistic and coordinated approach to planning and delivery.

This Plan signals a new strategic and collaborative approach that responds to feedback and improves outcomes for customers, communities and industry - underpinned by clear priorities.

The Plan is complemented by enhanced coordination of maritime infrastructure functions between Roads and Maritime Services and the Department of Industry - Lands and Water.

The infrastructure and facilities delivered under the Plan will provide integral support to the community and to industry, will help realise the many opportunities linked to boating and foster growth in recreational boating, tourism and regional development in NSW.



**The Hon. Melinda Pavey**  
Minister for Roads, Maritime and Freight



**The Hon. Paul Toole**  
Minister for Lands and Forestry

# Introduction



## 1.1 Purpose

The NSW Maritime Infrastructure Plan (“the Plan”) sets out a strategic and coordinated 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.

## 1.2 Scope

For the purposes of this Plan, maritime infrastructure includes the full range of assets and facilities required to support commercial and recreational boating activities on the NSW coast and inland waterways.

Relevant assets and facilities include:

- Harbour and river entrance breakwaters and wave attenuators
- Boat harbours
- River entrance sand by-passes
- Dredged navigation channels
- Boat maintenance and repair facilities (slipways)
- Public boat ramps, wharves and jetties
- Moorings
- Fuel and sewage pump-out facilities
- Navigation aids and lighthouses
- Marinas and other commercial premises

This Plan supports maritime infrastructure investment and delivery throughout NSW, including inland waterways and Sydney Harbour, however it focuses primarily on key regional coastal ports and waterways.

Infrastructure that supports the import and export trades and the cruise ship industry in the major ports of Newcastle, Sydney, Port Botany and Port Kembla, is outside the scope of this Plan. Commuter ferry infrastructure on Sydney Harbour and the Port of Newcastle, as well as infrastructure associated with private domestic waterfront property, is also not covered by this Plan.

The Plan does not identify individual projects for funding, but rather it identifies priorities and outcomes for consideration in developing future investment proposals.

### 1.3 Consultation

Our customers and stakeholders in industry and local government have provided clear and consistent feedback on the current challenges associated with investment in and delivery of maritime infrastructure.

This feedback has been gathered through extensive stakeholder and community engagement around regional ports and the Regional Boating Plans, as well as industry workshops and engagement with the Maritime Advisory Council.

In addition to specific feedback on boating activities and infrastructure needs in particular regions and locations, stakeholders have consistently reinforced a need for:

- a continued role for NSW Government in providing investment in coastal and boating infrastructure and services
- a more holistic approach to investment planning and prioritisation
- a more coordinated approach to planning and delivery between agencies, councils and industry
- facilitation of private sector investment opportunities in particular by making commercial leasing policies (such as those relating to marinas, moorings and waterfront tenures) more consistent.

The Maritime Infrastructure Plan draws extensively on feedback received and provides a direct response to these concerns to improve outcomes for customers, communities and industry.



# 2

## The Plan



### 2.1 Outcomes

This Plan aims to deliver better outcomes for residents, businesses and visitors by facilitating public and private sector investment in maritime infrastructure and facilities that best support the needs of commercial and recreational boaters, and enables broader economic and social benefits for communities. It particularly focuses on the following outcomes:

- enable safe and environmentally sustainable access, use and navigation of NSW waterways
- enable great recreational and tourism experiences on our waterways
- support a strong and diverse NSW economy, growing tourism and commercial fishing and aquaculture
- facilitate increased investment in maritime infrastructure and facilities by others (including the private sector)
- facilitate the improvement and activation of our harbours and foreshore precincts and improve public amenity for the community.

### 2.2 Objectives

Our approach to delivering on these outcomes is based on the following objectives, which represent the basis for this Plan. We will:

- adopt a strategic approach to investment in maritime infrastructure, identifying clear priorities to maximise benefits for users, communities and the economy
- effectively manage and maintain important maritime infrastructure assets owned and managed by the state on a whole-of-life basis
- support local government, the private sector and other organisations to improve and maintain maritime infrastructure where this supports priority needs
- improve coordination of the funding, planning and delivery of maritime infrastructure between state agencies, local government and industry.

## 2.3 Measuring success

Evaluating the impacts of the Plan will be vital to long-term success. Figure 1 defines the key targets and measures that will be used to monitor and assess performance against the outcomes.

These measures will be developed over time in consultation with the Maritime Advisory Council as we improve our understanding of the relationships between maritime infrastructure, boating activity and broader outcomes, and integrate new data into the way we measure success.

**Figure 1: Performance framework for the Maritime Infrastructure Plan**

| Outcomes  | Targets   | Current funding / status   |
|---|---|--|
| <b>Enable safe and sustainable access, use and navigation of NSW waterways</b>  | <ul style="list-style-type: none"> <li>Improve access to NSW waterways</li> </ul>   | <ul style="list-style-type: none"> <li>Total value of Boating Now boating access projects delivered in key investment locations (\$32.5 million over 2015-2019)</li> <li>Total value of dredging projects delivered across NSW (\$21 million over 2014/15-2017/18)</li> <li>Number and value of new and upgraded access points delivered across NSW (192 boating access projects over 2015-2019 valued at \$71 million)</li> </ul> |
| <b>Enable great recreational and tourism experiences on our waterways</b>   | <ul style="list-style-type: none"> <li>Increase recreational boating participation rates by 5%</li> <li>Increase user satisfaction with maritime infrastructure by 15%</li> <li>Increase boating-related tourism experiences</li> </ul>   | <ul style="list-style-type: none"> <li>Participation rates in the Recreational Boating Survey (16% in 2018)</li> <li>User satisfaction data in the Recreational Boating Survey (64% in 2018)</li> <li>Overnight vessel voyage data in the Recreational Boating Survey (11% of trips in 2018)</li> </ul>  |
| <b>Support a strong and diverse NSW economy, growing tourism and commercial fishing and aquaculture</b>                   | <ul style="list-style-type: none"> <li>Increase the direct economic contribution of the commercial fishing and aquaculture industries</li> <li>Increase the number of commercial vessels providing tourism-related experiences</li> </ul>   | <ul style="list-style-type: none"> <li>Gross value of NSW commercial fishing production and aquaculture (\$98 and \$70 million respectively in 2016/17)</li> <li>Number of commercial vessels involved in tourism across the state (5,838 vessels in 2018)</li> </ul>  |
| <b>Facilitate increased investment in maritime infrastructure and facilities by others (including the private sector)</b> | <ul style="list-style-type: none"> <li>Finalise consistent approach to commercial leasing policies for all wetland leases by 2020</li> <li>Increase delivery partner investment in maritime infrastructure</li> <li>Unlock \$1 of investment by partners for every \$2 of grant funding over the Plan period</li> </ul> | <ul style="list-style-type: none"> <li>Proportion of partner funding making up total value of projects funded through boating grants programs (35% in period 2015-2019)</li> </ul>   |
| <b>Facilitate the improvement and activation of our harbours and foreshore precincts and improve public amenity</b>       | <ul style="list-style-type: none"> <li>Increase the number of government endorsed master-planning projects at priority locations supported through funding and in-kind contributions</li> <li>Increase projects delivering improvements to foreshore amenities and services in key investment locations</li> </ul>      | <ul style="list-style-type: none"> <li>Number of relevant master planning projects (3 projects funded in the period 2015-2019)</li> <li>Number of Boating Now projects improving public amenity (28 projects in key investment locations over the period 2015-2019)</li> </ul>   |

As identified in Chapter 8, data available on the performance and use of waterways and maritime infrastructure is currently limited. Further work is required during the first 12 months after the release of the Plan and once funding is confirmed to identify and refine appropriate targets for each outcome. These targets will be developed in consultation with the Maritime Advisory Council.

# 3

## Boating matters to NSW



Image © Destination NSW

**Maritime infrastructure is an essential enabler for recreational boaters, important coastal industries and foreshore experiences for locals and visitors.**

NSW waterways support an extensive and diverse range of commercial and recreational boating activity that delivers major economic and social benefits for the state – particularly through commercial fishing and aquaculture industries, recreational boating and fishing, and tourism-related boating.

Maritime infrastructure is an essential enabler for recreational boaters, commercial fishing and aquaculture businesses, and a range of hospitality, tourism and charter boat operators who supply many of the experiences that NSW waterways have to offer. There is already an extensive network of maritime infrastructure across NSW managed by state and local government and other organisations.

The NSW Government invests significantly in this network, with more than \$180 million currently being invested to maintain and improve crucial infrastructure and enhance safe access to our waterways.

Figure 2: Benefits of boating to NSW

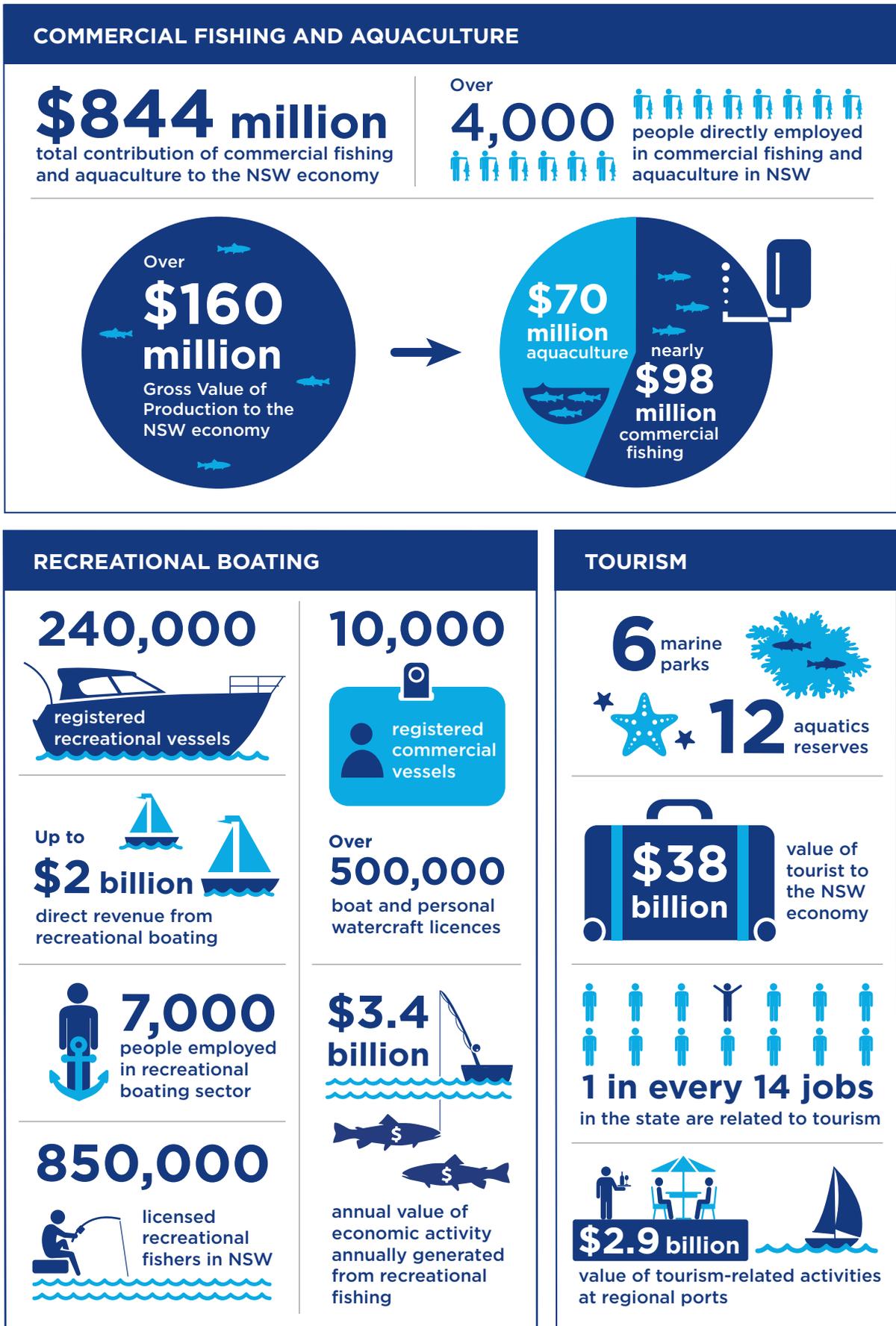
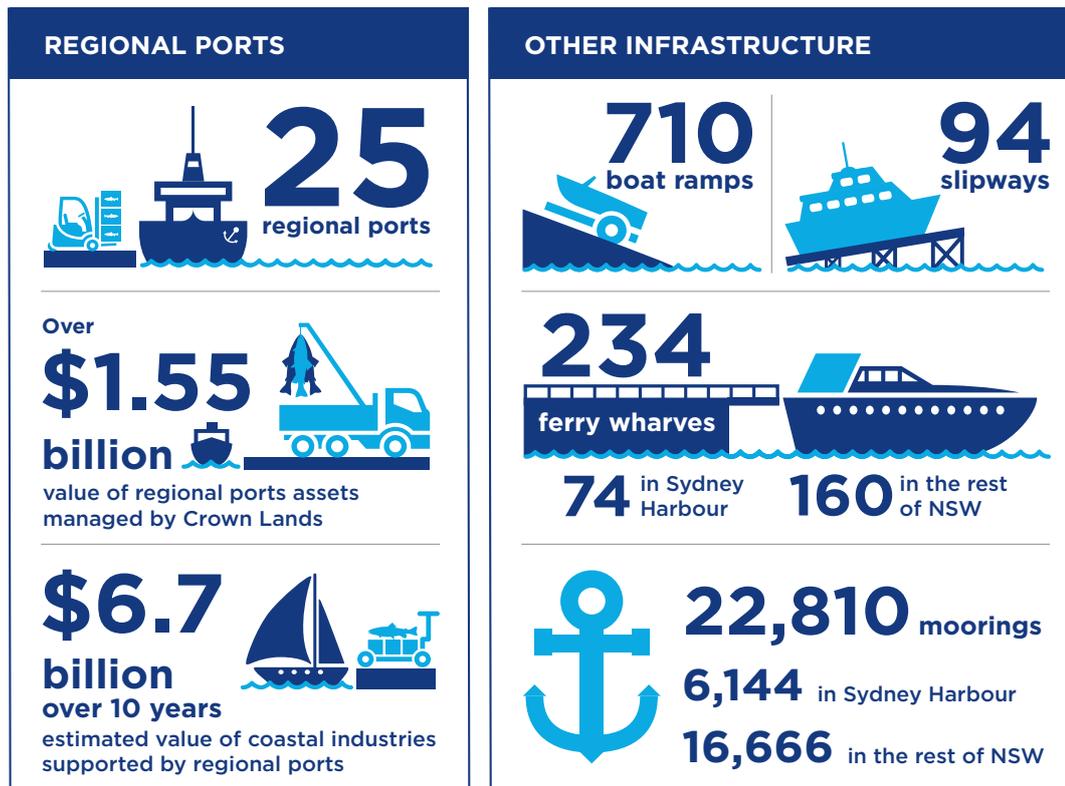


Figure 3: Existing boating infrastructure in NSW



### 3.1 The Coastal Infrastructure Program

Under the **Coastal Infrastructural Program**, \$95 million is being invested between 2011 and 2019 to maintain maritime infrastructure on Crown land at 26 regional coastal harbours and 21 trained river entrances along the NSW coast.

This includes \$45 million to repair and upgrade coastal harbour breakwaters such as the Coffs Harbour eastern and northern breakwaters, \$25 million in maintenance of government-owned moorings, wharves and jetties and \$25 million for the maintenance of river entrance breakwaters.

### 3.2 The Boating Now Program

The NSW Government is investing \$70 million in the **Boating Now Program** between 2015 and 2019 to deliver new and upgraded boating infrastructure, with a focus on recreational boating.

Projects are primarily delivered through local councils and include upgrades to boat ramps, jetties, wharves, car and trailer parking and

sewage pump-outs. This is in addition to separate Roads and Maritime investments in other assets that benefit boaters, such as navigation aids, and courtesy and emergency moorings.

Since 2015, the program has delivered over 150 projects across NSW, with more than 100 more projects in the pipeline to be delivered by the end of 2019.

In total, Boating Now has enabled more than \$50 million in investment from NSW Government and almost \$27 million from our partners in new and upgraded boating infrastructure. It also helps councils undertake emergency repairs to facilities that have been damaged through major weather events or other unforeseen circumstances.

The program also supports delivery of major projects to benefit boaters and communities. This includes \$3 million towards the upgrade of a vessel repair facility in Coffs Harbour and more than \$2 million in riverbank remediation works to help manage the impacts of boating activity in the upper Clarence River.

### 3.3 The Coastal Dredging Strategy

The NSW Government is responsible for dredging state waterways that contain state owned infrastructure, while local councils maintain local waterways with no state infrastructure. \$8 million is being invested over the four year period to June 2021 to provide funding to local councils for local dredging projects under the **Rescuing Our Waterways program** (\$6 million), and to fund dredging projects in priority regional locations (\$2 million). Since 2014, a further \$10 million has been invested under the strategy in dredging priority waterways on the North Coast.

### 3.4 Other NSW Government investment in maritime infrastructure

Roads and Maritime also invests around \$8-10 million a year on asset maintenance, for example on state-owned ferry wharves on Sydney Harbour and navigation aids throughout NSW.

### 3.5 Private sector investment in maritime infrastructure and facilities

Industry makes significant investments in maritime infrastructure that support local recreational boating, tourism and other commercial opportunities. This includes major marinas at regional ports and other popular boating destinations across the state that offer many essential services and amenities for recreational and commercial vessels, including boat storage options and fuel and sewage pump-out facilities.

Dry storage options also help to accommodate increasing demand for boat storage for larger vessels that would otherwise need to be stored on the water, as well as for smaller vessels that would otherwise be stored on trailers on private property or residential streets.

Marinas can provide a catalyst for the development and revitalisation of foreshores. For example, the significant precinct development at Shell Cove includes a 300 berth marina in addition to marine facilities, boat maintenance and docking facilities for refuelling, and is expected to generate more than \$500 million in benefits to the economy, and support recreational and tourism-related boating in the area and along the south coast.

Many commercial businesses that provide infrastructure and services – such as marinas – operate on government-owned wetlands or foreshore land under lease or licence. Decisions for these businesses on improving infrastructure and services for boaters depend on security of tenure to provide the confidence to invest. A consistent approach to commercial leasing that creates the conditions for businesses to invest with confidence is a crucial part of enabling and encouraging industry investment in maritime infrastructure, as well as complementary development that may support job creation and local economic growth.

**A consistent approach to commercial leasing will allow businesses to plan with confidence and enable industry investment**



# 4

## Opportunities and trends

### 4.1 Key opportunities

The boating industry and community have identified opportunities to improve the way we plan and deliver maritime infrastructure – in particular by:

- adopting a more holistic approach to identifying priorities for investment in infrastructure and services to improve benefits to customers and communities
- better coordinating the planning, funding and delivery of investment with other agencies, local government and industry partners to better align outcomes and identify opportunities to integrate plans and investments
- better facilitating private sector investment through providing greater certainty about priorities and direction, and harmonising policies around issues such as commercial leasing to improve consistency
- balancing economic growth, use and conservation of the marine estate through initiatives identified in the **NSW Marine Estate Management Strategy**
- exploring new technologies and data sources to develop better evidence to inform future policy and investment decisions.

## 4.2 Current and emerging trends

There are several significant trends that will influence the demand for and use of waterways and maritime infrastructure into the future.

These include:

- **Increasing use of waterways** – Recreational boating numbers are increasing, driven by population growth and movement to areas with high levels of water-based recreation. Tourism is also expected to grow in coastal areas, increasing demand for tourism experiences such as fishing and dive charters, whale and dolphin watching, bare boat charters and hire and drive.
- **Changes in the commercial fishing industry** – Domestic and overseas markets for seafood are expected to continue to drive growth in fishing and aquaculture. The fishing fleet is also changing, with larger and more modern vessels entering the fleet, while fishing co-operatives play an increasing role as tourist attractions.
- **Changing models of boat ownership and use** – Increasing numbers of boat-share or boat management schemes are offered in NSW that extend the type of experiences offered by hire and drive operators and provide recreational boaters periodic access to luxury-end motor cruisers or yachts with maintenance and care managed by the operator.
- **Superyachts** – A small but significant niche market, with implications for maritime industries and tourism sectors in areas where the amenities and services exist, or could be provided, to attract and cater for them.
- **New uses and novel vessels** – Emerging innovations in the maritime sector such as autonomous ferries and off-shore service vessels, small high-speed ferries, recreational submarines and larger luxury house boats.
- **Changes to the coastal environment** – Long-term changes to coastal waterways – such as erosion and rises in sea levels – will influence the management of coastal zones and planning context for infrastructure.



Image © Destination NSW

## Improving the maritime infrastructure network



### 5.1 Establishing a strategic approach

Improving maritime infrastructure and facilities directly benefits users of our waterways, and supports wider NSW Government priorities – including:

- **NSW Premier’s Priorities** on building infrastructure and job creation. Improving maritime infrastructure that lies at the heart of many coastal communities can enable job creation and opportunities for maritime and foreshore businesses
- **NSW State Infrastructure Strategy** priorities around tourism growth. Maritime infrastructure supports commercial providers of on-coast and on-water tourism experiences, attracting visitors and encouraging revitalisation of foreshores
- **Future Transport 2056** priorities on safety, accessibility and successful places – by enabling safe access to waterways, a growing economy and public amenity. This includes the **Maritime Safety Plan 2017-21** and the important role of infrastructure as part of a Safe Systems approach to boating safety
- **NSW Marine Estate Management Strategy** vision for the marine estate. Maritime infrastructure is vital to improve safe and sustainable boating access to realise the benefits of the marine estate while protecting our environmental assets
- **Visitor Economy Industry Action Plan 2030** priorities for continued growth of visitor economy, including a target for the state to more than triple 2009 overnight visitor expenditure to \$55 billion by 2030, and **Cruise Development Plan 2018** priorities to ensure NSW remains a world-class cruise destination
- The **20 year Economic Vision for Regional NSW** priorities to enable growth across key industry sectors in regional areas, including alignment with regional economic development priorities identified in **Regional Economic Development Strategies** that relate to key locations in the Plan.

## We are taking a network-wide view that enables holistic decisions to be made about where and how we invest

This Plan adopts a holistic approach to decisions about where and how the NSW Government invests in maritime infrastructure, by establishing a network-wide view of:

- the infrastructure needs of commercial and recreational boaters and other users of coastal infrastructure
- the key regional ports and waterways in the state
- the relative strategic significance of these locations, based on current access to infrastructure, boating and wider economic activity, as well as future opportunities for growth and development
- the existing infrastructure network at these locations.

### 5.2 User needs

The main maritime infrastructure needs of recreational and commercial boaters and other users can be categorised into five broad areas, summarised in Figure 4.

**Figure 4: User needs**

| User need                                 | Infrastructure   |
|---|--|
| Waterway access and navigation            | Dredging of channels, rivers and river mouths; installation of navigation aids   |
| Protection of maritime assets and vessels | Harbours, breakwaters, wave attenuators and training walls   |
| Vessel access                             | Access via wharves, jetties, boat ramps, pontoons - including for people with disability   |
| Vessel storage                            | Storage via moorings, marina berths and dry storage facilities   |
| Amenities and services                    | Maintenance facilities such as slipways and vessel lifts; fuel and water services; sewage pump-out facilities; toilets and car parks; and wider transport connections. |

Commercial fishing vessels and other commercial operators - including those that provide tourism experiences - require safe and ready access to facilities and services such as fuel, water, power, sewage pump-outs and slipways/vessel lifts. Where there are gaps in the provision of these facilities and services along the coast, commercial operators need to travel further to service their vessels, increasing costs. Pump-outs are also important to minimise potential contamination of aquaculture operations resulting from sewage from vessels.

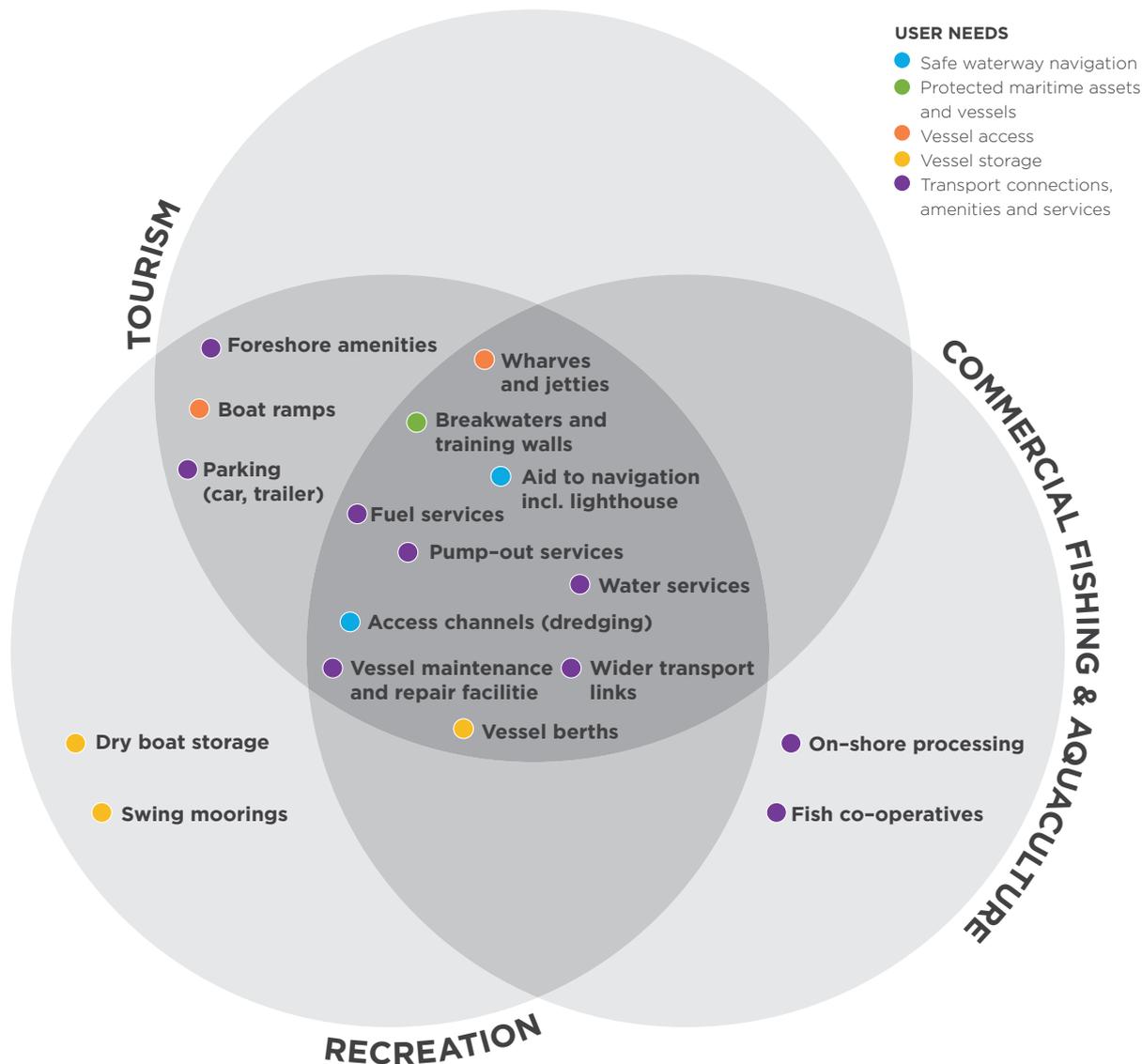
Recreational boaters require safe access to waterways, boat ramps with pontoon and trailer parking and on-water or dedicated landside boat storage. Certain recreational boaters also rely heavily on ancillary amenities and services such as fuel and sewage pump-outs in accessible locations. Non-powered craft, such as canoes and kayaks, also make use of launching areas such as pontoons and dry storage.

Maritime infrastructure that serves the needs of commercial fishing vessels and recreational boaters already supports tourism and the NSW visitor economy. Visitor experiences on our waterways and

foreshores also require infrastructure to support businesses offering tourist products and services, including access to other attractions and broader public amenity outcomes in coastal centres.

While each user group is different, they share many of the same infrastructure needs (Figure 5). This demonstrates how investment in maritime infrastructure can benefit a wide range of boating and foreshore activity.

**Figure 5: Intersecting infrastructure needs of key user groups**

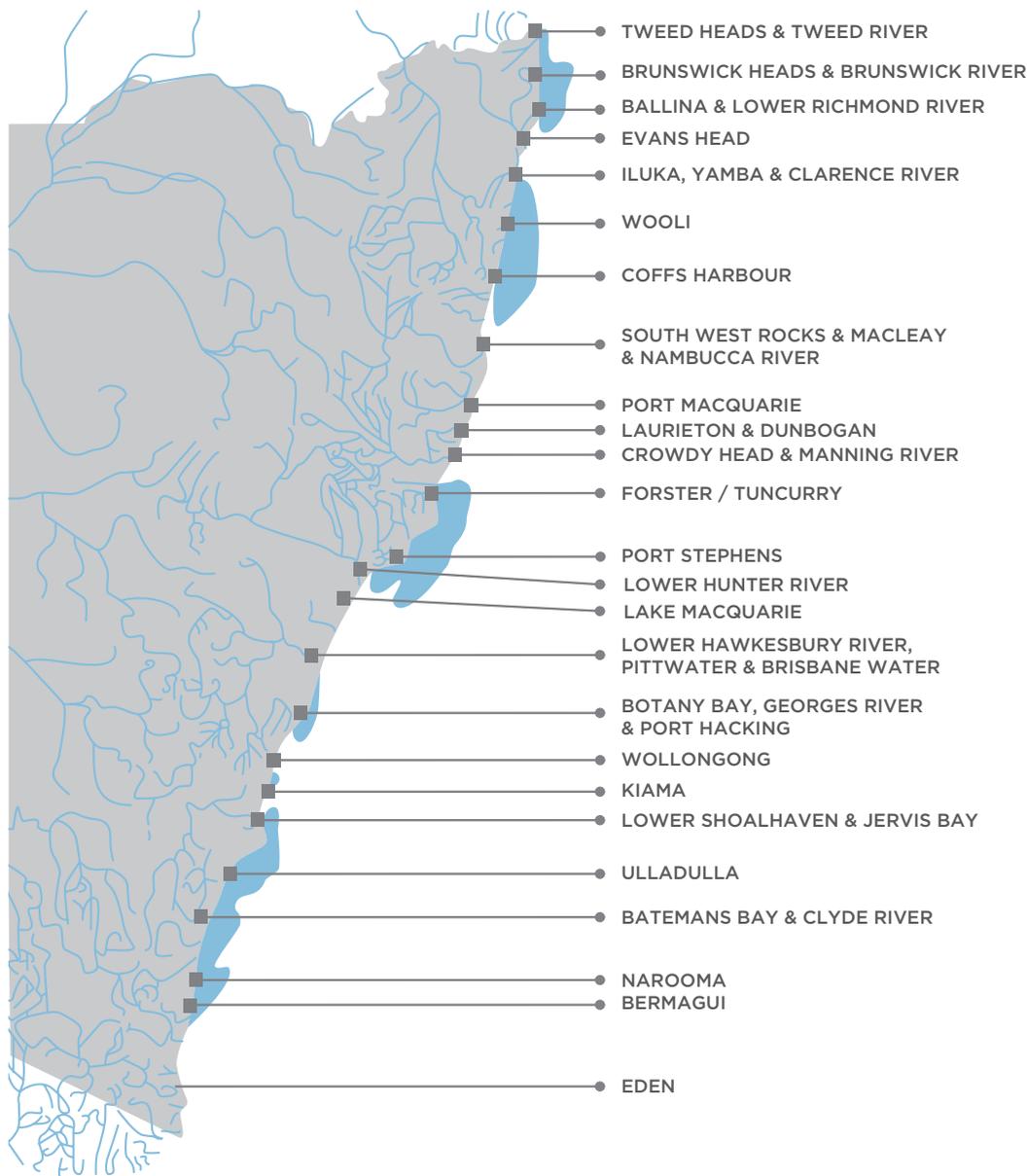


### 5.3 Key waterways and regional ports

The emphasis of this Plan is on regional ports managed by the state and other significant coastal waterways that support strategically important boating activity amongst commercial fishing and aquaculture businesses, recreational boaters and tourism.

Other waterways, such as the Murray River, also support significant boating activity. Although they are not referred to directly in this Plan, the NSW Government will continue to support boating infrastructure investment in these areas through the proposed approach to programs described in section 6.2.

Figure 6: Key waterways and regional ports in NSW



**Legend**

|  |  |
|--|--|
| <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: black; margin-right: 5px;"></span> Maritime Infrastructure Plan key locations</li> <li><span style="display: inline-block; width: 15px; border-bottom: 1px solid blue; margin-right: 5px;"></span> Major rivers</li> </ul> | <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #4a90e2; margin-right: 5px;"></span> NSW Marine Protected Areas</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #cccccc; margin-right: 5px;"></span> NSW state boundary</li> </ul> |
|--|--|

## 5.4 Waterway user activity and the existing infrastructure network

We assessed the nature, scale and economic importance of the tourism industry, the commercial fishing and aquaculture industries and recreational boating at each key location to understand their relative significance for each activity. We also

assessed existing maritime infrastructure at these key locations, to provide an overview of the current availability of infrastructure and facilities to address the user needs identified in section 5.2.

Figure 7: Existing infrastructure at key locations in northern NSW



|  |   |
|--|---|
| <b>Infrastructure</b><br>Significant river entrance/coastal harbour protection infrastructure (breakwaters, training walls)<br>Boat ramps<br>On-water storage capacity (moorings and vessel berths) provided by NSW Government | <b>Amenities &amp; Services</b><br>Vessel maintenance facilities (slipways, vessel lifts)<br>Fuelling facilities (D - diesel, U - unleaded)<br>Sewage pump-out facilities |
|--|---|

Figure 8: Existing infrastructure at key locations in central NSW

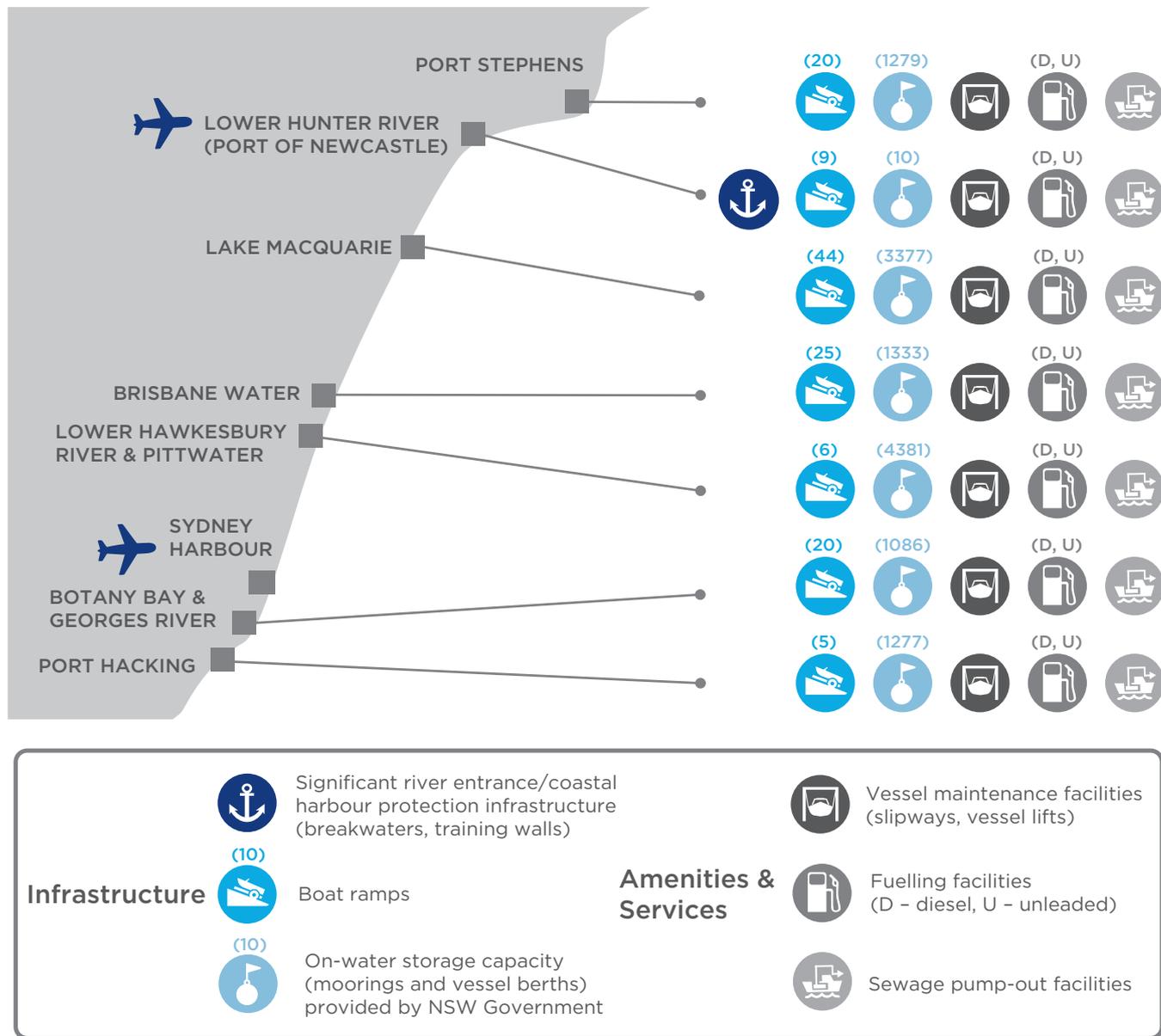


Figure 9: Existing infrastructure at key locations in southern NSW



|                       |  |  |                                 |  |  |
|-----------------------|--|--|---------------------------------|--|--|
| <b>Infrastructure</b> |  | Significant river entrance/coastal harbour protection infrastructure (breakwaters, training walls) | <b>Amenities &amp; Services</b> |  | Vessel maintenance facilities (slipways, vessel lifts) |
|                       |  | Boat ramps   |                                 |  | Fuelling facilities (D - diesel, U - unleaded)         |
|                       |  | On-water storage capacity (moorings and vessel berths) provided by NSW Government                  |                                 |  | Sewage pump-out facilities                             |

# 6

## Investment framework

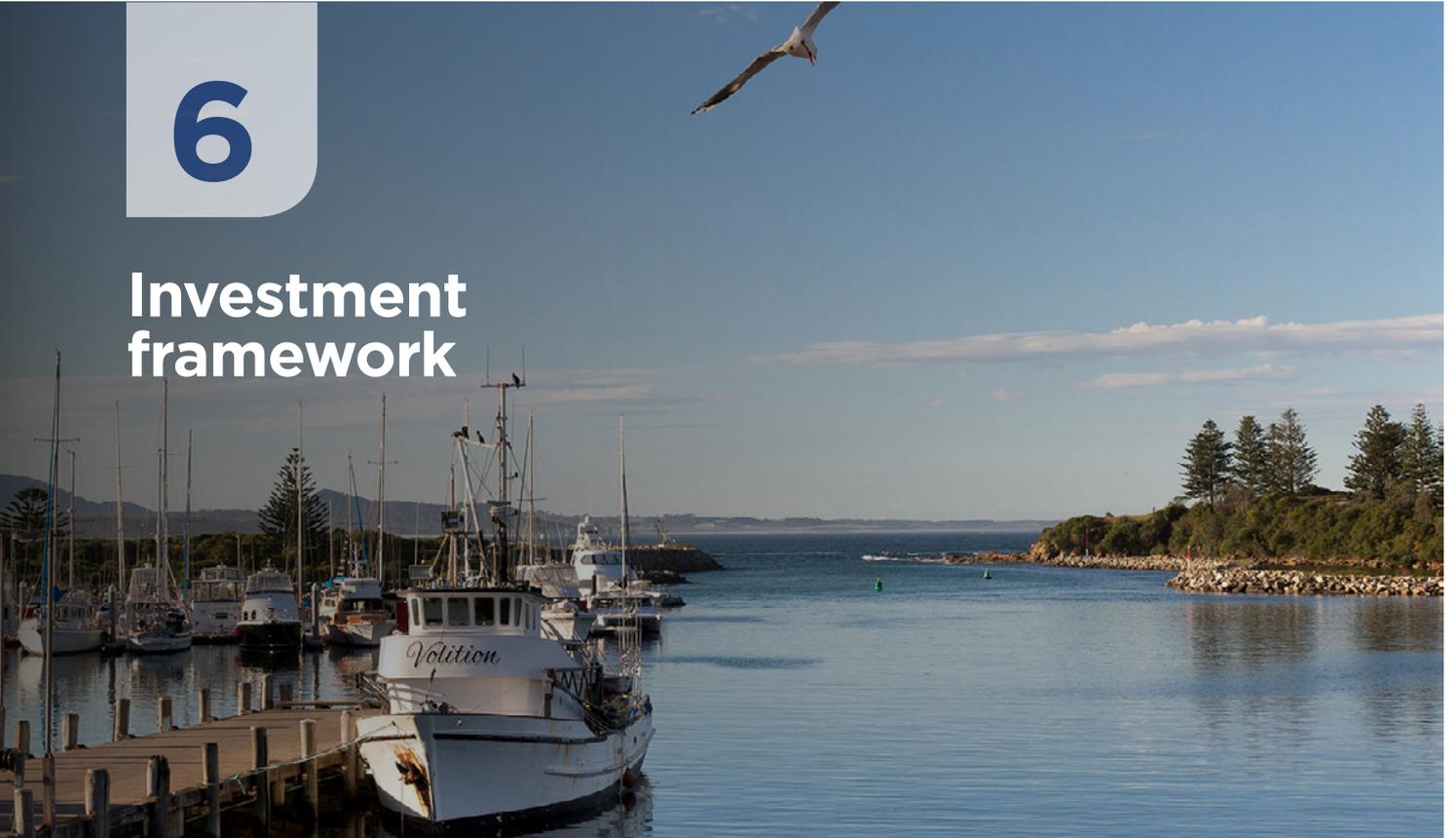


Image © Destination NSW

### 6.1 Key investment locations

Early investigations informing this Plan considered waterway user activity, existing infrastructure and broader economic performance at key locations in combination with how these locations align with broader NSW Government priorities set out in section 5.1. This information was used to identify strategically significant locations where investment in enhancing state-owned and other maritime infrastructure will deliver the greatest overall benefits for recreational boating, the commercial fishing and aquaculture industry and tourism. These locations are listed in Figure 10 and the approach used to identify them is summarised at Appendix A.

The significance of these locations relates to a combination of their importance and potential for supporting growth in one or more boating user groups or industries, wider regional development, foreshore activation and community outcomes, as well as their role as key nodes in supporting connectivity of the coastal boating network in NSW.

Over time, as investment continues and additional data and evidence becomes available, additional locations will be incorporated into our planning.

Maritime infrastructure outside of these key investment locations will also continue to be funded as outlined later in this section.

Figure 10: Key investment locations

| Key investment locations (north to south)          |
|--|
| Tweed Heads & Tweed River                          |
| Ballina & Lower Richmond River                     |
| Iluka, Yamba & Clarence River                      |
| Coffs Harbour                                      |
| Port Macquarie                                     |
| Forster/Tuncurry                                   |
| Port Stephens                                      |
| Lake Macquarie                                     |
| Lower Hawkesbury River, Pittwater & Brisbane Water |
| Botany Bay, Georges River & Port Hacking           |
| Wollongong   |
| Lower Shoalhaven River & Jervis Bay                |
| Batemans Bay & Clyde River                         |
| Eden   |



## Tweed Heads & Tweed River

The area surrounding the Tweed River is a popular tourist destination, benefitting from proximity to the Gold Coast and its international airport. The Tweed River is heavily used by recreational boaters, commercial fishing vessels and tourism operators including charter vessel and hire and drive operators.

Recent investment includes \$1.4 million in the Tweed breakwaters and jetty repairs under the Coastal Infrastructure Program (CIP), over \$1 million in Coastal Dredging Strategy funding to improve boating access in the lower Tweed River and Terranora Inlet and \$691,000 in Boating Now funding towards boating access infrastructure improvements, including the Fingal Head Boat Harbour pontoon. In addition, the 2018/19 operating budget for Tweed River Entrance Sand Bypass is \$5.5 million on a 50:50 cost share arrangement with the Queensland Government.

Given its significance in supporting all three user groups – the commercial fishing and aquaculture industry, recreational boating and maritime related tourism – the priority infrastructure outcomes to inform future investment in the area include:

- sufficient on-water storage that meets demand from local tourism, commercial fishing vessels and recreational boaters, in addition to recreational vessels visiting by sea
- sufficient fuel and sewage pump-out facilities with capacity to meet demand from key user groups
- vessel maintenance and repair facilities that meet the needs of key user groups, in particular larger commercial fishing and tourism vessels
- breakwaters and sand bypass system that provides access to the river entrance and navigation channels
- modern boat ramp facility infrastructure with capacity to meet the current and future needs of recreational trailer boaters.

## Ballina & lower Richmond River

Ballina and the Lower Richmond River support a substantial commercial fishing and aquaculture industry as well as some tourism opportunities and local recreational boating. Ballina is well located for recreational cruising vessels within equal distance between the Tweed River and the Clarence River. It has the potential to provide an important boating gateway to the region, with easy access to a regional airport and good access to both the Cape Byron and the Solitary Islands Marine Parks.

Recent investment includes \$3.9 million in CIP funding towards the Ballina breakwater, entrance bar and boat harbour, over \$2 million under the Coastal Dredging Strategy to improve boating access in Fishery Creek and the West Ballina Trawler Harbour and \$675,000 in Boating Now funding towards recreational boating access improvements. A Master Plan has been prepared

for the West Ballina Trawler Harbour identifying options to encourage investment and facilitate development of the surrounding land inclusive of enhanced marine infrastructure.

To support the local commercial fishing industry and the growth of tourism and recreational boating sectors, the following priority infrastructure outcomes have been identified to inform future investment in the area:

- sufficient on-water storage that meets the needs of local commercial fishing and tourism vessels in addition to a smaller number of local and recreational vessels visiting by sea
- sufficient fuel and sewage pump-out facilities and fresh water to meet the needs of local and visiting vessels
- breakwaters that provide access to the river entrance and navigation channels.



## Iluka, Yamba & Clarence River

The combined area of the Clarence River and the towns of Iluka and Yamba is a significant location for commercial fishing, second only to Eden for both the scale and local importance of the industry. While not as significant for the area, recreational boating and tourism are still important and there is an opportunity to grow both segments by better catering for visiting vessels by sea both at Illuka and Yamba, and further upstream.

Maritime infrastructure such as on-water storage, fuel and sewage pump-out facilities and slipping services are concentrated at Yamba and Illuka with slipping services also provided up river at Harwood.

Recent investment includes \$9.3 million in CIP funding towards the Yamba and Illuka breakwaters and the Yamba fuel jetty and catwalk repairs and \$2.5 million under the Coastal Dredging Strategy to improve boating access in the Clarence River and the Yamba boat harbour. In addition \$1.2 million in Boating Now funding has been allocated to boating access improvements in the area including at Yamba, Illuka and Maclean.

A concept plan has been prepared for Iluka boat harbour, identifying options for future expansion to accommodate more recreational vessels, larger vessels, ferry operations and improved public access and amenities.

To support the local commercial fishing industry, grow tourism and recreational boating and unlock potential upstream economic opportunities, the following priority infrastructure outcomes have been identified to inform future investment in the area:

- accessible and clearly marked river entrance and navigation channels to provide access to Yamba, Illuka and further upstream to support further economic growth opportunities
- sufficient on-water storage capacity that meets demand for local commercial fishing, tourism and recreational vessels, larger vessels and recreational vessels visiting by sea
- sufficient fuel, sewage pump-out and vessel maintenance and repair facilities that meet the needs of local and visiting vessels
- breakwaters that enable access to the river entrance.



## Coffs Harbour

Coffs Harbour is a significant growth area and popular tourist destination for boaters and other visitors to the marina and surrounding area. The harbour is extensively used by commercial fishing operators, charter dive, fishing and whale watching operators and recreational boaters. In addition the harbour provides important access to the Solitary Islands Marine Park and hosts several major boating events. The Coffs Harbour boat ramp is the only major ramp between Woolli and Nambucca Heads with the exception of a number of smaller beach launches, and often does not meet the needs of recreational boaters.

The NSW Government and local council is currently developing a jetty foreshore precinct plan which will provide opportunities to partner with others to facilitate complementary onshore development in addition to making better use of land surrounding the marina and improving connections to the CBD. There may also be opportunities to work with the private sector to develop facilities to support superyacht and cruise ship activity.

Recent investment includes \$37.5 million in CIP funding towards the northern and eastern breakwaters, wharf, remediation of the slipway area and outer harbour access way, \$450,000 under the Coastal Dredging Strategy to improve boating access into Coffs Harbour moorings and marina area and approximately \$1 million to improve the Coffs Harbour Boat Ramp. Under the Boating Now program \$170,000 has been allocated to

non-powered boating access improvements in the area as well as \$3 million to construct a new vessel maintenance and repair facility (travel lift).

A whole of government process to activate the Coffs Harbour southern foreshore precinct, to provide the right mix of maritime infrastructure is being progressed.

To continue support for the commercial fishing industry and grow tourism and recreational boating opportunities, the following priority infrastructure outcomes have been identified to inform future investment in the area:

- sufficient on-water storage capacity that meets the needs of local commercial fishing and tourism vessels in addition to recreational vessels visiting by sea
- a modern regional boat ramp facility in Coffs Harbour with capacity to meet the needs of local and visiting recreational trailer boaters
- a modern vessel maintenance and repair facility that meets the needs of commercial fishing vessels and other key users
- breakwaters that protect and provide access to the harbour and maritime infrastructure
- sufficient fuel and sewage pump-out facilities in the harbour to meet the needs of key commercial and recreational users
- working with partners to provide the right mix of maritime infrastructure to complement the wider plans being developed to activate the Coffs Harbour foreshore precinct.



## Port Macquarie

Port Macquarie is a tourism destination with potential to grow. It provides one of the main recreational cruising destinations in the region, being roughly equal distance between Coffs Harbour and Forster/Tuncurry, and supports a number of commercial vessels including a commercial fishing fleet as well as fishing charter, whale watching, hire and drive and pleasure cruise operators. While recreational boating has less relative significance compared to the commercial fishing and tourism industry for the area, it still provides an important local recreational benefit and there is an opportunity to encourage more recreational boaters to the area either by sea or by road with a trailer boat in tow.

Recent investment includes \$1 million to commence construction of a new \$2.8 million maritime facility including unloading jetty, fisherman's wharf and mooring berths under the Coastal Infrastructure Program. The proposed maritime facility is part of the Port Macquarie CBD Foreshore Master Plan, which covers the foreshore precinct from the mouth of the Hastings River to Kooloonbung Creek. Additional investments include \$370,000 under the Coastal Dredging Strategy to improve boating access in the Town Green channel and \$560,000 for improvements to boating access infrastructure and disabled boating access under the Boating Now program.

To support the existing commercial fishing and tourism industries and encourage recreational boating visitation, the following priority infrastructure outcomes have been identified to inform future investment in the area:

- sufficient on-water storage that meets demand for local commercial fishing and tourism vessels and to a lesser extent local and visiting recreational vessels by sea
- sufficient fuel and sewage pump-out facilities that meet the needs of local key users
- accessible and clearly marked navigation channels to the river entrance and to priority maritime infrastructure
- breakwaters that provide access to the river entrance.



Image © Destination NSW

## Forster/Tuncurry

Forster/Tuncurry and the adjacent Wallis Lake support a range of commercial fishing and aquaculture activities and is one of the biggest coastal commercial fishing centres in terms of value of catch. The area is also important for recreational boating, with the highest level of vessel registrations per capita in the state, and provides a smaller number of tourism services such as dolphin and whale watching.

The area is already benefitting from \$4.5 million of investment for maritime infrastructure improvements in the Wallis Lake area to support the fishing, aquaculture and tourism industries. This includes new moorings at Point Road, a new mixed-use unloading wharf at the Wallis Lake Fishermen's Cooperative building and upgrades to the Forster breakwater. Under the Coastal Dredging Strategy, around \$150,000 is available to dredge the channel from the Point Road boat ramp to improve boating access to Wallis Lake.

To continue to support commercial fishing and recreational boating and grow tourism in the area, the following priority infrastructure outcomes have been identified to inform future investment in the area:

- accessible and clearly marked river entrance and navigation channels at Forster/Tuncurry
- sufficient on-water storage capacity that meets the needs of commercial fishing and local recreational vessels, in addition to tourist and recreational vessels visiting by sea
- sufficient fuel, sewage pump-out facilities and vessel maintenance and repair facilities that meet the needs of commercial fishing vessels and other user groups
- breakwaters that provide access to the lake entrance channel.

## Port Stephens

Port Stephens is extremely popular for recreational boating and fishing, commercial cruising or sightseeing, and also supports a significant commercial fishing fleet and aquaculture industry.

Nelson Bay is the major commercial and recreational boating hub, and a popular boating and tourist destination that benefits from strong visitation all year round. It supports commercial charter dive, fishing and whale and dolphin watching operations with significant demand driven by the nearby Port Stephens-Great Lakes Marine Park. The boat ramps on the southern side of Port Stephens, particularly those ramps near Nelson Bay that provide the fastest access to the ocean, regularly reach capacity on popular boating days and throughout the summer period.

Port Stephens and its tributaries support a vibrant oyster industry, with new aquaculture ventures currently under trial in Providence Bay. A popular tourist ferry is also provided to Tea Gardens, which provides a smaller hub of boating activity and on-water storage in the area.

Recent investment includes \$765,000 in CIP funding towards the upgrade to berths at Nelson Bay and \$2.3 million in Boating Now funding towards boating infrastructure improvements.

To support current demands and future growth of commercial fishing, tourism and recreational boating in Port Stephens, the following priority infrastructure outcomes have been identified to inform future investment in the area:

- sufficient on-water storage capacity that meets demand from commercial fishing, tourism and recreational boaters, in addition to recreational vessels visiting by sea
- modern boat ramp facility infrastructure with capacity to meet demand in the most popular locations from the high number of local and visiting recreational trailer boaters
- sufficient fuel, sewage pump-out and vessel maintenance and repair facilities that meet the needs of the large number of local commercial fishing, recreational and tourism vessels
- breakwater that provides protection and access to Nelson Bay boat harbour.

## Lake Macquarie

Recreational boating is extremely popular on Lake Macquarie, which has one of the highest rates of boating participation in the state. The lake is twice the size of Sydney Harbour and is one of the best yachting waterways in Australia for small to medium sized vessels.

Maritime infrastructure on Lake Macquarie is spread throughout the lake and includes boat ramps, jetties, fuel, sewage pump-outs, slipping services and extensive on-water storage all of which are important and required to meet the demand of recreational boaters.

Navigation access through the Swansea Channel, which connects the lake to the ocean can sometimes be constrained due to sand build up, and is an ongoing issue for boating in the lake. The nature of the channel limits access for larger vessels to the lake and can limit opportunities for the lake to host major boating events.

Recent investment includes over \$1 million in funding towards dredging the Swansea Channel under the Coastal Dredging Strategy and \$4.5

million in Boating Now funding allocated to boating infrastructure projects mainly to improve access to the lake.

The significant recent investments in improving boating access means there are good quality assets throughout the lake and additional investment in boating access infrastructure is a lower relative priority. To support recreational boating on Lake Macquarie, enhance the attractiveness of the lake as a boating destination and encourage larger recreational vessels to visit for short term stays and/or sailing regattas, the following priority infrastructure outcomes have been identified to inform future investment in the area:

- accessible navigation channel at Swansea Channel for large recreational and sailing vessels
- sufficient on-water storage capacity that meets demand for local vessels and recreational vessels visiting by sea
- sufficient fuel and sewage pump-out facilities that meet the needs of recreational vessels
- breakwaters that provide access to the Swansea Channel.



## Lower Hawkesbury River, Pittwater & Brisbane Water

These waterways are extremely popular for recreational boating activities including fishing, sailing, water skiing, rowing, kayaking, yacht racing and other regattas. The area attracts high visitor numbers due to its proximity to Sydney and the central coast, and hosts numerous boating events throughout the year.

The area has a number of ferry services that provide passenger connections to the central coast and riverside communities, as well as a small commercial vessel fleet consisting of charter vessels, barge operators, water taxis, hire and drive operators, commercial fishing vessels and oyster farmers.

Recent investments include over \$1 million under the Coastal Dredging Strategy to improve boating access at the mouth of Brisbane Water (Ettalong Channel). In addition, approximately \$3.8 million in Boating Now funding has been allocated to boating access improvements in the area including boat ramp improvements at Koolewong and Rowland Reserve, Pittwater.

To support current demands and future growth of recreational boaters, the commercial fishing industry and tourism in Pittwater, Brisbane Water and the Lower Hawkesbury River, the following priority infrastructure outcomes have been identified to inform future investment:

- clearly marked and accessible navigation channels for recreational and commercial vessels, particularly at Brisbane Water
- sufficient on-water and land based storage capacity that meets demand for local recreational and commercial vessels in addition to recreational vessels visiting by sea
- sufficient fuel, sewage pump-out and vessel maintenance and repair facilities that meet needs of recreational, tourism and commercial fishing vessels
- modern boat ramp infrastructure with capacity to meet demand from recreational boaters during peak periods
- suitable wharves for recreational and commercial vessels to tie up to and load and unload passengers.



Image © Destination NSW

## Botany Bay, Georges River & Port Hacking

The area is very popular for recreational boating and fishing, with a significant surrounding population and numerous commercial marinas, as well as sailing and boat clubs on the Georges River and Port Hacking. Proximity to Sydney and the airport provides opportunities to grow tourism in the area. The ferry services between Bundeena and Cronulla on Port Hacking rely on accessible navigation channels to operate.

Recent investment includes approximately \$3.8 million of Boating Now funding for boating access improvements, including boat ramp improvements at Oatley Bay, Davy Robinson Reserve and Burnum Burnum.

To support current demands and future growth of recreational boaters and to extend tourism in Botany Bay, Georges River and Port Hacking, the following priority infrastructure outcomes have been identified to inform future investment:

- modern boat ramp facility infrastructure with capacity to meet demand during peak periods from recreational trailer boaters, including associated car and trailer parking capacity
- sufficient on-water and land based storage capacity that meets demand for local recreational vessels in addition to recreational vessels visiting by sea
- clearly marked and accessible navigation channels for recreational and commercial vessels at Gunnamatta Bay, Port Hacking.



## Wollongong

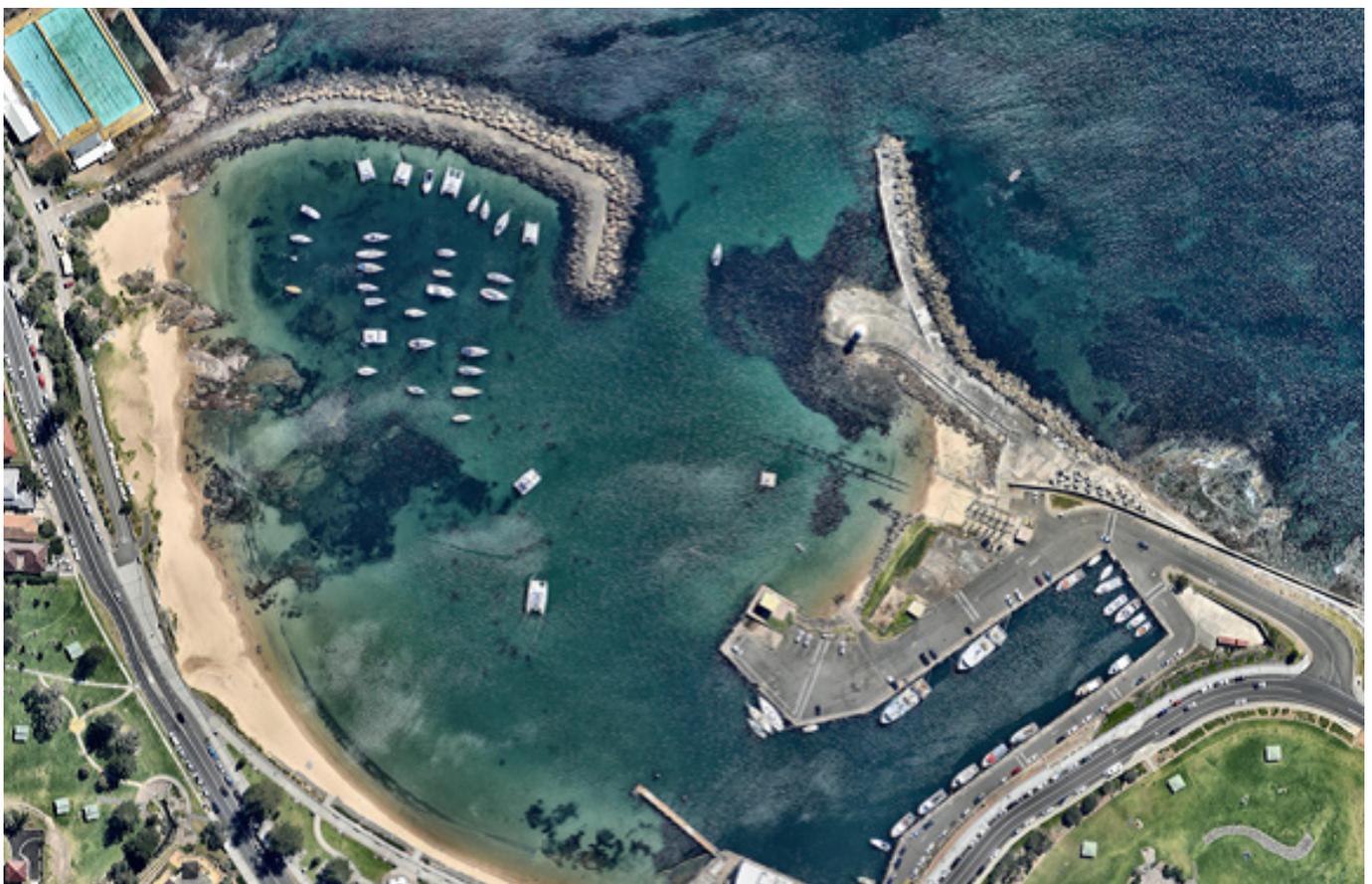
Wollongong is a key regional satellite city in the state with a strong tourism sector, and from a boating perspective has significant potential to grow in this area. Wollongong Harbour provides on-water storage for approximately 35 vessels, a public wharf and a boat ramp.

The Shell Cove development 20 km south of Wollongong, which includes a 270 berth marina and other boating facilities, will help unlock tourism potential and support the future performance of recreational boating for the surrounding area.

Recent investment includes \$4.6 million towards the restoration of the heritage listed Wollongong seawalls and quay walls under the Coastal Infrastructure Program and \$31,000 in Boating Now funding towards the installation of a pontoon walkway. A Master Plan has been prepared recognising the harbour's history as a working harbour, its heritage significance, and identifying options to provide for a broad range of marine and water-based recreation and tourist activities into the future.

To support the growth of tourism, in addition to the recreational boating in the area, the following priority infrastructure outcomes have been identified to inform future investment in the area between Wollongong Harbour and Shell Cove:

- modern boat ramp infrastructure in the Wollongong area with capacity to meet the needs of local and visiting recreational boaters
- sufficient on-water storage capacity that meets future demand for tourism and recreational vessels in addition to recreational vessels visiting by sea
- sufficient fuel and vessel maintenance and repair facilities that meet the needs of local and visiting users
- breakwaters that provide protection and access to Wollongong Harbour
- working with partners to ensure the right mix of maritime infrastructure and overall public amenity on the Wollongong Harbour foreshore and align with wider plans in development for Wollongong Harbour and foreshore precinct.



## Lower Shoalhaven River & Jervis Bay

The area is a strategically important tourism destination and supports high levels of recreational boating and less commercial fishing than the far south coast. Jervis Bay Marine Park is serviced by commercial tour operators providing whale watching, day cruises, fishing and dive charters, which mainly access the waterway through Currumbene Creek. The Shoalhaven River also caters for a range of recreational and commercial boating activities, and the area hosts aquatic events including wakeboarding competitions, rowing and sailing regattas and fishing competitions.

A proposed 20 berth marina at Greenwell Point Fisherman's Wharf and boat lift facility at Woollamia, Jervis Bay, have received funding from the Commonwealth Regional Jobs and Investment Package and will benefit recreational boating and tourism in the area.

Other recent investment includes \$12,000 in CIP funding for Greenwell Point berths and \$1.4 million in Boating Now funding in the area including the Huskisson wharf upgrade.

To support the growth of tourism and recreational boating in Jervis Bay, Greenwell Point and the Shoalhaven River, the following priority infrastructure outcomes have been identified to inform future investment in the area:

- modern boat ramp facility infrastructure with capacity to meet the needs of recreational trailer boaters
- sufficient on-water storage capacity that meets demand for local tourism and recreational vessels in addition to visiting vessels
- sufficient sewage pump-out, fuel and vessel maintenance and repair facilities to meet the demands of recreational and tourism related vessels
- breakwater that provides access to the Crookhaven River entrance.



Image © Destination NSW

## Batemans Bay & Clyde River

Batemans Bay is a popular recreational boating destination within easy reach from Canberra that supports significant tourism activity and provides access to the Batemans Bay Marine Park, including the Montague Island Nature Reserve. The area also supports a growing and regionally important aquaculture industry, particularly oyster farming, and a range of other commercial operations including marinas, fishing businesses, hire and drive businesses and commercial passenger vessels.

With realignment of Batemans Bay bridge there may be an opportunity to open up new maritime infrastructure and foreshore opportunities in that area.

Recent investment includes \$445,000 in Coastal Dredging Strategy funding to improve the Batemans Bay entrance bar for boating access and \$533,000 in Boating Now funding towards boating access improvements.

To support the growth of tourism and recreational boating in the area, in addition to the local aquaculture industry, the following priority

infrastructure outcomes have been identified to inform future investment:

- sufficient on-water storage that meets the needs of local recreational, tourism and commercial fishing vessels in addition to recreational vessels visiting by sea
- sufficient sewage pump-out facilities that meet the needs of local and visiting vessels and minimises impacts on the significant local aquaculture industry
- sufficient fuel and vessel maintenance and repair facilities to meet the demands of recreational and tourism related vessels
- accessible and clearly marked navigation channels
- breakwater that provides access to the Clyde River entrance
- working with partners to ensure the right mix of maritime infrastructure and overall public amenity on the Batemans Bay foreshore.



## Eden

Eden is the southernmost deep water harbour in NSW on the Sapphire Coast and sits within a prosperous fishing ground, leading to a heavy reliance on commercial fishing within its local economy. Other commercial operations from the port include whale watching and aquaculture. Eden's calm Twofold Bay is one of the best locations in NSW for whale watching and hosts an annual festival.

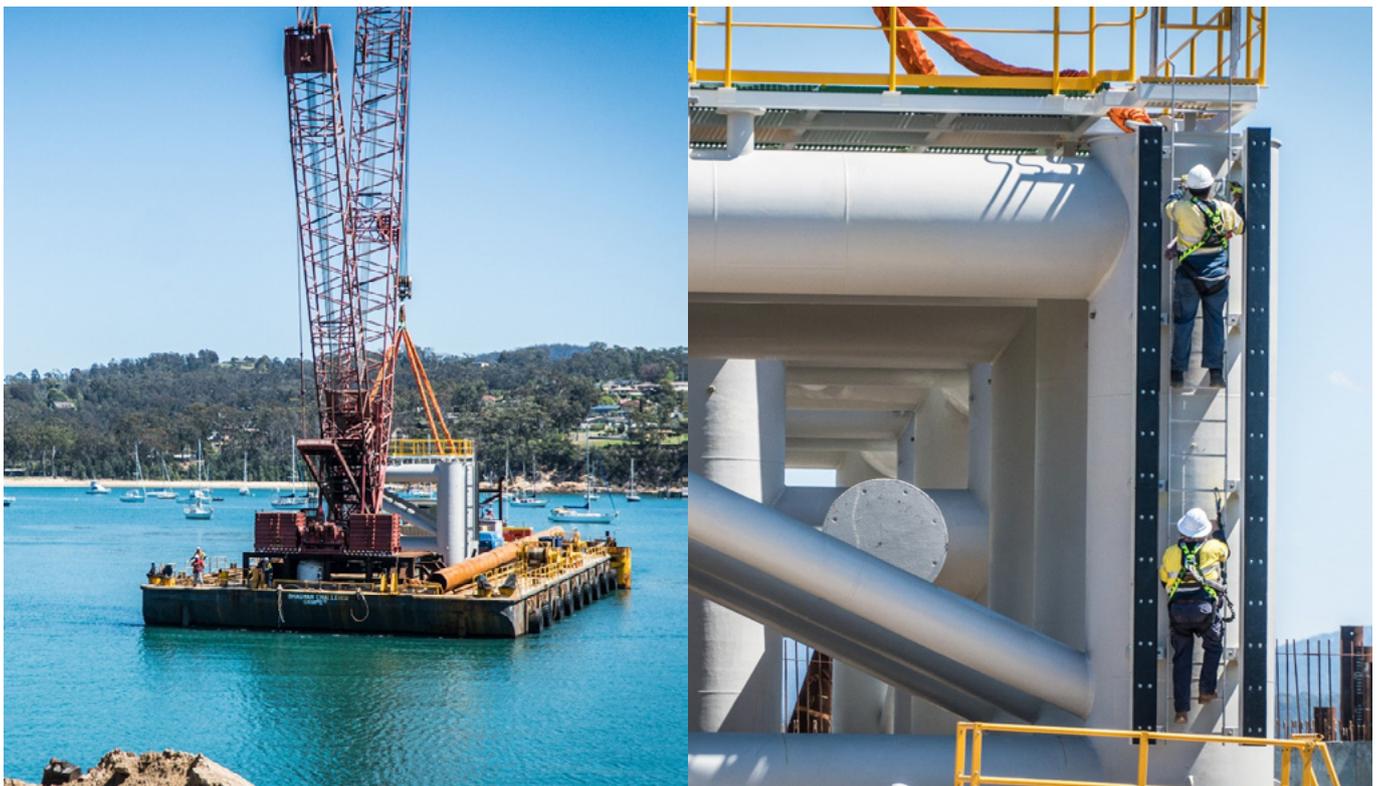
While tourism and recreational boating has relatively less significance for the region, there is an opportunity to grow both, with an emphasis on tourism, to capitalise on the significant investment in maritime infrastructure planned and underway at Eden.

Eden is also an emerging cruise ship destination that highlights significant potential opportunities to grow tourism and other boating activity in the area. Eden is currently undergoing significant investment which will support these opportunities including the \$44 million extension to the Breakwater Wharf and the \$10 million Eden Safe Harbour Project. In addition to this significant investment, \$2.5 million has recently been allocated under the Coastal Infrastructure Program towards upgrading the

multipurpose jetty and mooring jetty berths in Eden and \$390,000 in Boating Now funding has been allocated to boating access improvements.

To support and grow the commercial fishing industry, tourism and recreational boating visitation to Eden, and capitalise on the major investments already underway at Eden, the following priority infrastructure outcomes have been identified to inform future investment:

- sufficient on-water storage that meets the needs of local commercial fishing, port and recreational vessels as well as recreational vessels visiting by sea
- sufficient fuel, sewage pump-out facilities and vessel maintenance facilities that meet the needs of local commercial fishing vessels
- suitable wharves for commercial fishing vessels to tie up and unload catch
- breakwater that provides protection and access to Eden Harbour
- working with partners to ensure the right mix of maritime infrastructure and overall public amenity on the Eden Harbour foreshore to compliment the significant investment in maritime infrastructure.



## Destination Boat Ramps

There are over 700 boat ramps across New South Wales, providing crucial safe access to waterways for recreational boaters all across the state.

A key infrastructure outcome required in many of the locations identified in Figure 10 is to ensure there is a significant boat ramp facility, or in some cases multiple facilities, capable of meeting current and future needs of users. There are also a small number of boat ramps in other locations across the state that are equally significant. These are typically facilities that provide direct ocean access and/or are in locations that attract users from a broader geographical area.

Given their significance, these boat ramps should provide a high level of service and amenity to multiple users. This should be consistent with the

best practice in boat ramp design, functionality and ancillary amenities outlined in Roads and Maritime's NSW Boat Ramp Facility Guidelines, which will also be reviewed to incorporate the principles of the Transport for NSW Disability Inclusion Action Plan 2018-2022.

The NSW Government will consult with councils and stakeholders to determine which boat ramps should be included in this category, which may include ramps located outside of the key investment locations. Government will work with infrastructure owners to identify priority improvements needed to the identified facilities.

Owners will be able to apply for funding support for these improvements. We will also work with infrastructure owners and other agencies to actively promote the network of Destination Boat Ramps to NSW boaters and visitors.



## Maintaining support for local infrastructure

The NSW Government recognises the continued need to support the renewal and upgrade of boating infrastructure and facilities with local significance for recreational and commercial boating throughout the state.

This reflects the important role that access to infrastructure and ancillary facilities – such as slipways, sewage pump-outs, fuel services, toilets and access to temporary berthing facilities – have in enabling the many different forms of local water-based activities across NSW and attracting new people to enjoy boating.

This includes locations in the Plan not identified as a key investment location in Figure 10, where there will still be opportunities to support local boating and economic development through infrastructure investment. This includes important inland waterways, such as the Murray River where there is extensive recreational boating activity as well as tourism opportunities along the length of the river, for example opportunities to grow the houseboat industry in the region.

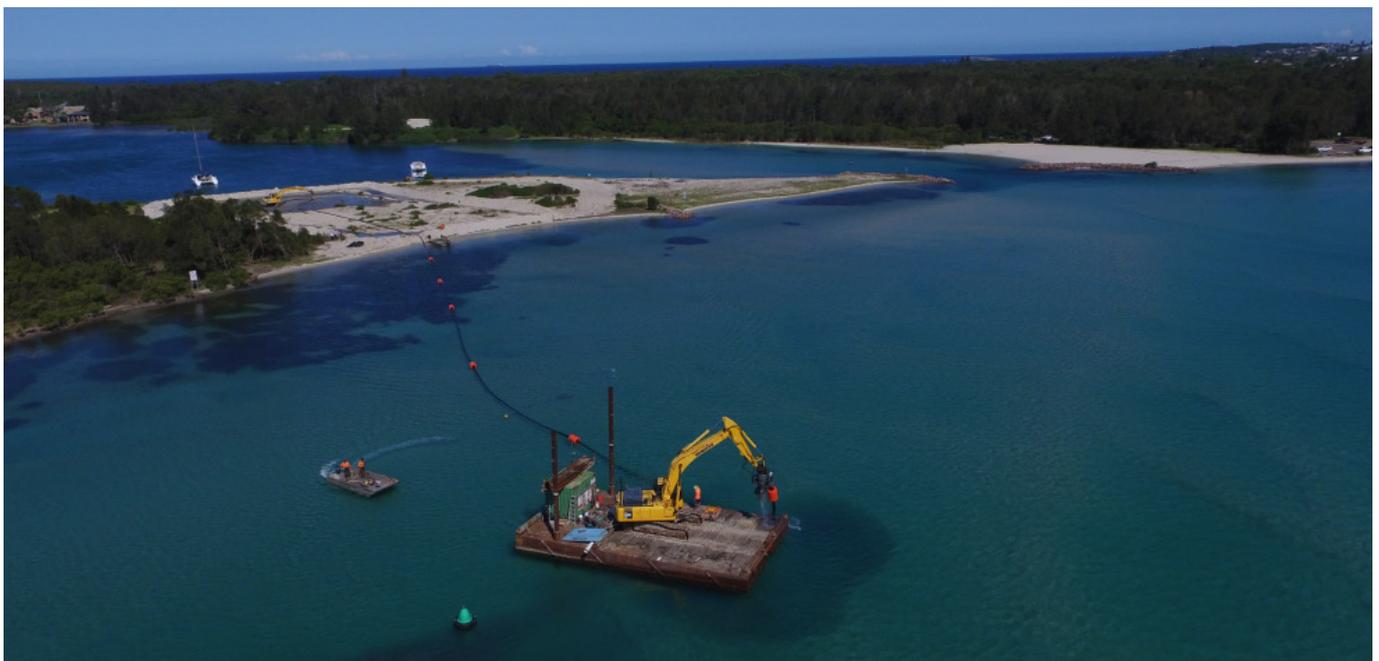
Potential funding support would also be available to councils for the development of strategic plans that identify the priority and longer term infrastructure needs of local waterways, to encourage a network planning and management approach to local boating facilities.

## 6.2 Delivery approach

Delivering on our objectives requires continued investment for maritime infrastructure. The Plan's objectives will initially be supported by the delivery of existing programs referred to in section 3, which are due to expire in 2019. Future investment proposals will be developed in line with NSW Government investment assurance and budget allocation processes, with future projects and programs to be informed by the following framework.

Private sector investment and co-funding opportunities that capture commercial, economic and social benefits from maritime infrastructure investment will also be considered.

During implementation of future programs, consideration will be given to relevant **Coastal Management Programs**, under the Coastal Management Act 2016, which are developed by councils and prioritise local actions for investment.



## Government owned maritime infrastructure

Future investment in government owned assets will continue to support the ongoing management, repair and maintenance of these critical assets including coastal harbours, breakwaters, training walls, wharves and jetties, and vessel berths.

Opportunities to further enhance these assets to deliver broader economic benefits will be considered against the locations identified at section 6.1.

## Council and delivery partner owned maritime infrastructure

Support will continue to be provided for boating infrastructure owned by councils and other delivery partners through the Boating Now Program. Future grant funding will be targeted to support the delivery of the outcomes identified in the locations at section 6.1 including maritime infrastructure and amenity improvements that benefit and attract recreational and commercial boaters, complement the activation of foreshore precincts and support broader economic, social and commercial

outcomes for state and local government, communities and industry.

Strategic opportunities will also be explored with other NSW government agencies, councils (through **joint organisations**) and private industry to align objectives and integrate investments.

Funding will continue to be provided for boating infrastructure outside of the locations identified at section 6.1, including inland waters such as the Murray River. For projects that primarily deliver local benefits, a greater funding contribution will generally be expected from councils and deliver partners.

Funding will also continue to be provided through these funding programs for emergency repairs to boating infrastructure, particularly after storm or flooding events.

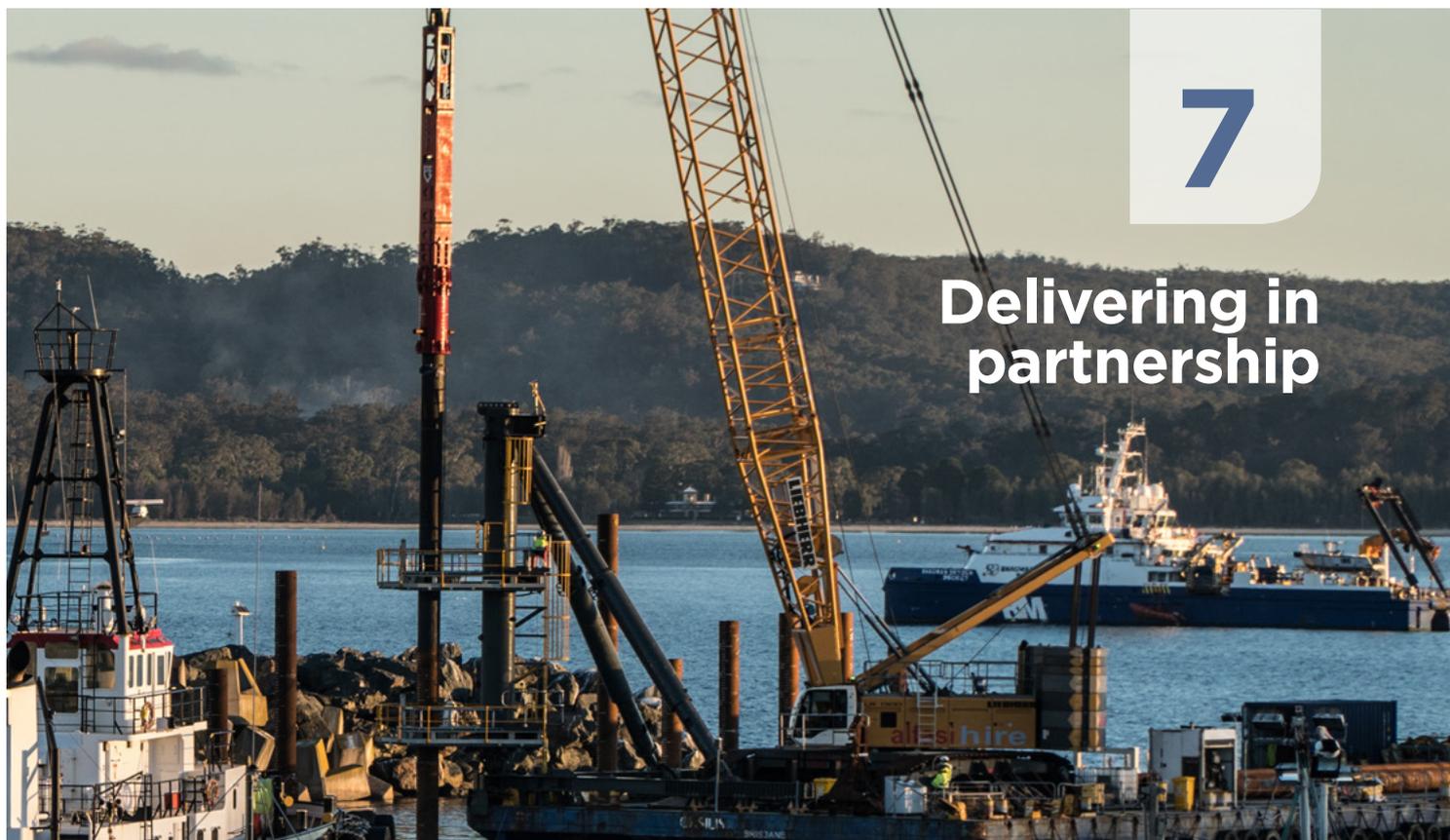
## Navigation channels

The existing **Coastal Dredging Strategy** will be reviewed to ensure that future investment in dredging activities aligns with the Maritime Infrastructure Plan.



# 7

## Delivering in partnership



### 7.1 A new approach to delivery

The delivery of maritime infrastructure is made complex by the varied nature and functions of the assets, different asset life cycles and maintenance requirements, and the multiple public and private organisations involved in their planning, delivery and ongoing management.

Feedback from stakeholders has consistently identified a need for greater coordination between relevant agencies, and more effective engagement with industry and local government to improve decision-making and delivery regarding investments in maritime infrastructure.

**An emphasis on collaboration will unlock opportunities to integrate planning and funding with partners in state and local government and industry**

## 7.2 Improving coordination and reducing red tape

This Plan underpins a strategic and collaborative approach to planning and delivering maritime infrastructure in NSW. This aligns to the collaborative ‘co-design’ approach to planning set out in the **Future Transport Strategy 2056**.

Priorities in achieving this will include:

- Trialling a new delivery model by bringing the functions and expertise of Roads and Maritime and Department of Industry Lands and Water together, to improve customer service, coordination and engagement with other agencies, customers, stakeholders and delivery partners in local government and industry
- Harmonising commercial leasing policies currently administered by Roads and Maritime and Department of Industry Lands to make these more consistent and provide greater certainty for the private sector – for example in how rents are calculated and security of tenure is managed – to encourage and facilitate private sector investment
- Actively seeking opportunities to integrate funding from other NSW Government sources and the private sector to support regional economic development. This includes working closely with the NSW Department of Premier and Cabinet and Infrastructure NSW to identify opportunities to align objectives and funding from the Restart NSW Fund
- Collaborating across agencies and with partners in local government and industry to identify opportunities to integrate plans and investments, such as the renewal of foreshore precincts or support for regional tourism strategies. This includes cross agency participation on the Marine Estate Management

Authority to align policy across government to maximise community benefits, and improving coordination with the Department of Primary Industries (DPI) on relevant grant programs to facilitate the provision of fishing amenities at locations that provide the greatest benefit to users.

- Developing practical measures to support delivery partners in navigating the planning system such as the provision of fact sheets and guidance to industry on the planning system as it relates to maritime infrastructure development, guidance on appropriate contacts and greater collaboration with the Department of Planning and Environment on maritime infrastructure planning issues.

The NSW Government is committed to simplifying the planning system and reducing complexity without impacting on important planning protections.

### **A review of State Environmental Planning Policies**

State Environmental Planning Policies (SEPP) is currently underway, led by the Department of Planning and Environment. The review includes the development of a new Coastal Management SEPP, a new Environment SEPP and amendments to the Infrastructure SEPP, all of which will be relevant to the planning and delivery of maritime infrastructure.

This coordinated approach recognises industry’s important role in providing boating infrastructure such as boat storage and the need for Government to facilitate and enable such investment by reducing red tape, improving coordination and consistency and increasing certainty. Government also enables industry investment in boating infrastructure by itself investing in breakwaters and navigation channels that provide the protected water and access that marinas need to operate.

# 8

## Improving data



Image © Destination NSW

### 8.1 Improving data

Many other transport networks increasingly benefit from rich data around their performance and use. This can improve decisions on the planning, delivery and management of infrastructure and services and deliver better outcomes for customers and communities.

By comparison, data available on the performance and use of waterways and maritime infrastructure is limited. Improving data and evidence in these areas is crucial to support and inform effective policy, investment, planning and delivery decisions in the future.

Transport for NSW has already completed the first NSW Recreational Boating Survey. This provides the most comprehensive picture to date of recreational boating activity in NSW, and valuable new insights into the number and type of boating experiences in NSW.

**Better data and evidence on waterways and maritime infrastructure will improve future decisions and help deliver better outcomes for customers and communities.**



Transport for NSW and Roads and Maritime are also carrying out research to better understand the benefits of upgrading local boating infrastructure. A small number of boat ramp upgrades being funded under the Boating Now program are being used as test sites to monitor their use before and after upgrade works, to evaluate the benefits in terms of increased use and efficiency of the facility.

Priorities for further research to build on available data will be to investigate further:

- the benefits of maritime infrastructure – including through the evaluation of specific maritime infrastructure projects
- the use and condition of maritime infrastructure
- the use of NSW waterways
- boating activity and infrastructure around inland waterways
- participation in tourism-related, charter and other commercial boating and relevant on-shore services in NSW
- the relationship between boating, maritime infrastructure and tourism
- potential new sources of data and technologies for gathering better data.

## 8.2 Reviewing the Plan

The Plan will be subject to regular review and amendment as required. This will allow the Plan to evolve to take account of changes to strategic context, the progress and performance of the Plan in delivering the intended outcomes, and new insights about the use, performance, delivery and investment needs of maritime infrastructure.

The Plan will be formally reviewed in 2022, to refresh strategic priorities and investment needs.

## Appendix A – Approach to identifying key investment locations

Image © Dee Kramer

The NSW Government developed an analytical framework to identify locations at which investment in maritime infrastructure will provide the greatest benefits. These locations were identified on the basis of economic performance and potential across the three primary user groups and related industries (commercial fishing and aquaculture, tourism and recreational boating), alignment with broader NSW Government policy priorities and directions, and consideration of the existing network of maritime infrastructure across the state.

The analysis to determine the relative economic performance of locations involved assessing performance across the following areas:

- fishing and aquaculture industry performance – taking account of the size, growth and local importance of the industry in each location
- tourism industry performance – taking account of the size, growth and local importance of the industry in each location
- recreational boating performance – taking account of the level and concentration of boating activity in each location
- overall economic performance – taking account of broader economic indicators, output and trends
- demographic trends and growth – taking account of a range of demographic indicators, trends and forecasts.



A wide range of metrics and indicators were used to underpin these areas and establish a relative, normalised performance of each location. Metrics were based on a variety of data from sources including NSW Government agencies, the Australian Bureau of Statistics, the National Institute of Economic and Industry Research, Destination NSW and Tourism Research Australia.

Weightings were applied based on sector output size and the quality of available data. This allowed comparative scores to be established for each location on the basis of generalised and specific economic performance.

The analysis also quantified the alignment of locations with policy directions across federal, state and local government. This was achieved through a multi-criteria analysis to assess the alignment of the opportunities and needs of locations with broader policy directions - with a focus on benefit or support for:

- commercial fishing and aquaculture
- tourism
- recreational boating
- safety and environment.

Determining the relative strategic importance of each location involved combining the analysis of economic performance of locations with the assessment of alignment to broader policy priorities and directions to establish an overall score.

The locations emerging from the analysis were then tested with subject matter experts across the agencies and through industry engagement to establish the current list of key investment locations. Over time, as investment continues and additional data and evidence becomes available, additional locations may be added to this list.



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