



Submission - Kiama Harbour

ISSUE: Kiama Harbour

SUBJECT: Revitalisation Action Plan

BACKGROUND: Transport for NSW in collaboration with Kiama Municipal Councils developed a Kiama Harbour Revitalisation Strategic Framework for public consultation.

The Strategic Framework development process has been led by Government Architect NSW (GANSW) with support from urban design consultants Bennett and Trimble and marine engineering experts Manly Hydraulics Laboratory.

Feedback to be sent to: maritimecomms@transport.nsw.gov.au

Deadline 10 September 2021

CURRENT POSITION: BIA submits there is a need to think outside of local needs and consider the wider connectivity and benefit to the current and future boating public needs; particularly as this revitalisation is to set the benchmark for all remaining regional port revitalisations in NSW. It is in this context BIA offers the following:

Recommendation: Include the Boating Industry Association as a Key Governance Group Member in recognition it is the leading national and state-significant representative of the boating industry which spans recreational and light commercial activity and for the boating public. The BIA is registered with the Australian Securities and Investments Commission (ASIC) as a company limited by guarantee which is a common company structure used for not-for-profit and charitable organisations in Australia that reinvest any surplus (profit) towards the organisation's purposes. This would help deliver public good that looks to the wider boating community in NSW and visitors.

Recommendation: BIA would encourage Transport for NSW to adopt a quadruple bottom line to such strategic frameworks and that is to apply a balanced approach of: social; economic; environmental; and cultural benefits. The outcome must be balanced and take in wider boating community needs.

Boating is also a way of life for many Australian families. The vast majority of which occurs in family runabouts and small sail or paddle craft.

More than 85 per cent of the population live within 50km of the coast. Little wonder almost 1 in 5 households can have a boat or watercraft.



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COVID-19 has demonstrated people of all ages, gender and ability can participate in boating across paddle, sail and power for leisure and sport.

The boating industry can help deliver key tenets of the framework which is to provide essential space for business, tourism, recreation, well-being and biodiversity.

Recommendation: To value 'blue space' as well as 'green space'. We recommend project designers consider adopting an overall 'green/blue' approach so that we work to build not just Green Spaces, which gives a sense that they are land based and independent from one another, but to consider a "Green Blue Grid" where the aim is to connect, integrate, enable and care for these natural spaces irrespective of whether they are on dry or over wetlands. There is a need to think outside of local needs and consider a wider connectivity to the current and future boating public needs.

Recommendation: The NSW Government Architect's Office of Public Works (NSW) published 'The Green Grid - Creating Sydney's Open Space Network'. We have taken the liberty to make minor edits to the stated aims of the Green Grid and extrapolate that to a Green Blue Grid concept to inform projects that involve the land-water interface as follows:

- Conserve, improve and expand the strategic network of government owned open spaces. Connecting built environments, integrating transport and connecting residents, workers and visitors with a diversity of open space, sports facilities, and commercial and recreational opportunities;
- Reinforce a sense of place through enhancing open space quality and advocating an appreciation for our diverse natural and cultural environment; and
- Safeguard and plan the Green Blue Grid infrastructure in parallel with the strategic planning of the State's other infrastructure. Promoting the multifunctional nature of the cultural, environmental, social and economic benefits open space offers.

Recommendation: BIA would recommend TfNSW to develop a Green Blue economic benefit study and consider engaging Prof Buckley to quantify these outcomes and assist in shaping priorities, policy and strategies re., social benefit. This would be of considerable value to the wider issue of strategic planning for opportunities around the land-water interface across NSW. This would help in developing other regional ports.

Recommendation: Expand regional tourism - need to ensure the plan recognises over-water public access and commercial vessel operations are valuable components of the "Green Blue Grid" to support access, economy and jobs.

Recommendation: Facilitate investment on public land - This is particularly relevant to the BIA and issues such as marinas and boat yards where government should incentivise investment and deliver sustainable rental policies to support local business and jobs.

Recommendation: Establish an Interdepartmental Leasing Committee - to drive collaboration and consistency in State Government management over the land/ water interface statewide. This would help supporting jobs and economic opportunities for our regional communities; to better support our boating and marine assets; youth groups and clubs; improve security and duration of tenure over land, so that the organisations who add so much to our communities have a stable base from which to grow and thrive.

Recommendation: Deliver a plan that supports being carbon neutral. Plan for sustainable energy capture and non-fossil fuel energy supply such as electric vehicles and vessels.

Recommendation: Plan for climate change and sea level rise. Consider the following:

- optimise the resilience of existing infrastructure (eg., jetties, moorings, marinas)
- apply data management to inform and support Climate Change action
- strengthen operational resilience by developing risk assessments and contingency plans
- collaborate with energy and water suppliers, transport providers and others involved in the supply chain to understand interdependencies and reduce exposure to associated risks
- consider a range of Climate Change scenarios when developing adaptation strategies and include an appropriate combination of structural, operational and institutional measures
- focus on flexible and adaptive infrastructure, systems and operations to allow for future modification and to avoid 'locking in' to solutions that prove inappropriate as conditions change
- promote engineered redundancy in infrastructure projects to improve resilience.

Recommendation: Deliver the proposed 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. This could also support the need for 'safe havens' along what is a rugged coastline. Such a hub should include provision for boating service providers to support vessel repair and maintenance. Consider an appropriately located dry stack for vessels to minimise vessels being kept in the water or stored inconveniently in the local area.



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Recommendation: Put out to tender the task of mooring management for all such regional ports. This would promote cost effectiveness, revenue to government and consistency in service and maintenance, quality assurance and risk mitigation; this would also provide an opportunity for consistency and appropriate handling of probity, OHS, procurement, conflicts of interest and public good.

BIA would like to thank Transport for NSW for the opportunity to make this submission. Please do not hesitate to contact Neil Patchett e., neil@bia.org.au or m. 0418 279 465 on any related matter.

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